

**GREATER MANCHESTER TRANSPORT COMMITTEE -
BUS SERVICES SUB-COMMITTEE**

DATE: Friday, 7th October, 2022

TIME: 10.45 am

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

AGENDA

1. Apologies

2. Chairs Announcements and Urgent Business

3. Appointment of Chair and Vice Chair

To note the appointment of Cllr Mark Aldred as Chair and Cllr Warren Bray as Vice Chair of the Bus Services Sub Committee for the forthcoming municipal year as agreed by the GM Transport Committee at their meeting on the 12 August 2022.

4. Membership for 2022/23

To note the membership of the Bus Services Sub Committee for the forthcoming municipal year as follows –

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

Member	Representing
Councillor Tracey Rawlins	Manchester City Council
Councillor George Hulme	Oldham Council
Councillor Phil Burke	Rochdale Council
Councillor Roger Jones	Salford Council
Councillor David Meller	Stockport MBC
Councillor Warren Bray	Tameside MBC
Councillor Mark Aldred	Wigan Council
Councillor John Vickers	Wigan Council
Councillor Jo Lancaster	Bury Council
Councillor Linda Blackburn	Trafford Council
Councillor Howard Sykes	Oldham Council

- 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 the start of the meeting.
- 6. Minutes of the Bus Services Sub Committee meeting held 18 March 2022** 5 - 14
- To consider the approval of the minutes of the meeting held 18 March 2022.
- 7. Bus Performance Report** 15 - 36
- Report of Stephen Rhodes, Director of Bus, TfGM.

- 8. Changes to the Bus Network and Review of Subsidised Bus Services Budget** 37 - 94
Report of Stephen Rhodes, Director of Bus, TfGM.
- 9. Bus Operators Update**
To inform the Committee of the latest challenges, issues and achievements across the bus network.
- 10. Work Programme** 95 - 102
To comment on the proposed Work Programme for the GM Transport Committee and Sub Committees.
- 11. Dates and Times of Future Meetings**
To consider future meeting dates for the Committee –

Friday 18 November 2022
Friday 20 January 2023
Friday 10 March 2023
- 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.
- 1. Changes to the Bus Network and Review of Subsidised Bus Services Budget - Part B** 103 - 110
Report of Stephen Rhodes, Director 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 29 September 2022 on behalf of Julie Connor, Secretary to
the
Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street,
Manchester M1 6EU

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 6

MINUTES OF THE MEETING OF THE GREATER MANCHESTER BUS SERVICES SUB-COMMITTEE HELD ON FRIDAY 18 MARCH 2022 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 (Chair)	Salford Council
Councillor David Meller	Stockport Council
Councillor Warren Bray	Tameside Council
Councillor Mark Aldred	Wigan Council

OFFICERS IN ATTENDANCE:

Nicola Ward	Governance & Scrutiny, GMCA
Gwynne Williams	Deputy Monitoring Officer, GMCA
Jenny Coates	Service Planning (Funding and Development)
Stephen Rhodes	Customer Director and Interim Head of Bus Services, TfGM
Nick Roberts	Head of Services & Commercial Development, TfGM
Martin Shier	Bus Network Performance Manager

OPERATORS IN ATTENDANCE:

Adam Clark	Stagecoach
Nigel Featham	Go North West
Mark Mageean	Stagecoach
Tony Clegg	Rotala/Diamond
Paul Townley	First Bus

Resolved /-

That apologies be received and noted from Councillors Nathan Evans and Barry Warner.

Apologies were also received from Ian Humphreys (First Bus) who was substituted at the meeting by Paul Townley.

GMTBSC 11/22 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

Resolved /-

There were no Chairs announcements or urgent business.

GMTBSC 12/22 DECLARATIONS OF INTEREST

Resolved /-

There were no declarations of interest.

**GMTBC 13/22 MINUTES OF THE GM TRANSPORT BUS SERVICES SUB
COMMITTEE MEETING HELD 21 JANUARY 2022**

Resolved /-

That the minutes of the GM Transport Bus Services Sub Committee meeting held 21 January 2022 be approved as a correct record.

GMTBSC 14/22 BUS PERFORMANCE REPORT

Martin Shier, Bus Network Performance Manager TfGM took Members through a report which detailed performance across the bus network over the past six months, highlighting the impact of the pandemic and the national driver shortage through a noticeable dip reliability and lost mileage throughout this period.

The bus fleet remained stable, but there had been an overall decline from the levels of fleet

operating in 2019. However, in relation to Euro6 standards, 405 vehicles had already been retrofitted, a further 912 vehicles had been authorised and 25 new vehicles had been acquired, resulting in 54% of the fleet meeting the requirements of the Clean Air standard (as of November 2021). Members really welcomed these figures and urged for it to be shared widely as a good news story.

The current position of the Bus Recovery Grant (BRG) was outlined in section 4 of the report, which evidenced that through the CBSSG (Covid Bus Service Support Grant) £100m had been provided to bus operators to support them through the pandemic, and a further £17m through the BRG. Recently there had been an announcement that this funding would be extended until October 2022, however, the details of this allocation were still to be confirmed. Members expressed their concerns that the lateness of these details was unfair as it provided no opportunity for longer term planning for bus operators or TfGM.

Members urged that the supplier rating graph be included in future reports, officers explained that there had been a gap in monitoring, resulting in its omission.

Members reported that there had been a number of complaints regarding the 457 service operated by Rosso, in relation to its punctuality. It was felt that covid was no longer a valid excuse, however officers did concur that the recent driver shortage had resulted in poor performance of this service, but that they were in regular liaison with the operator and would continue to address.

In relation to the subsidised network, the report highlighted that 17% of current journeys were currently subsidised. Members asked whether this proportion was expected to go up or down as a result of bus franchising, and whether any general forecasting had been done. Officers confirmed that there had been no calculations completed as yet, but it was anticipated that there would be different terms and conditions in relation to any subsidised service, however once completed this would be shared with the Committee.

Members questioned as to whether the median number of passengers per trip was different to the average number of passengers per trip and what was considered the tipping point where a service no longer became viable for subsidy. Officers reiterated that the cost per passenger was the indicator as to whether a service remained viable, and once it became low, further analysis was undertaken as to the contributing factors. The median figures would be

investigated, as officers agreed this comparison could be interesting.

In relation to customer complaints, the report showed that 88 of complaints in this period were in relation to subsidised services, and Members asked whether the nature of these complaints had changed. It was confirmed that the number of complaints was marginally higher than normal, and it was felt that this was mainly as a result of an increase in covid-safety related complaints.

Members expected the dip in relation to reliability as detailed on page 21 of the report to be as a result of increased traffic congestion, officers confirmed that there were a number of contributing factors including driver shortages and highways improvement impacts.

With regards to recovery funding, Members asked how 'final' the latest funding announcement from DfT was. Officers reported that the previous BRG grant was intended to be the last round, however messaging regarding this latest announcement had been clear that this was the last six months of any such available funding. In light of this, Members questioned as to whether there would be service cuts across the network. Officers reported that the new franchised network would look quite different to keep up with the newly forming trends and patterns of travel. Although some marginal route cuts were anticipated, any disruption to passengers would be minimised through strong partnership working with DfT and Local Authorities to ensure the whole network was viable.

Members were pleased to be informed that in relation to the delays on new licences with DVLA that this issue had subsided and that all operators were looking at ways to speed up their internal training programmes to assist with available staffing levels.

The service changes in Rochdale which took place in November had gone smoothly and were well received. However, Members were concerned whether there would be an impact to the planned Wigan scheme as a result of the BRG grant ending. Officers confirmed that there were no planned changes to this scheme at present, as patronage levels could be impacted. The status of the market would not be known until the end of the funding was reached, and Members agreed that it was important to wait and see whether there was any change in the patronage levels at this point before there were any changes to scheme specifications.

Resolved /-

1. That the update be noted.
2. That TfGM would investigate the issues relating to punctuality of the 457 service and report back individually to Councillor Burke.
3. That future performance reports would include the supplier rating graph.
4. That TfGM would review the likely forecasted percentage of the bus network that would be potentially subsidised post franchising in order to provide context as to the current tendered budget.
5. That TfGM would review the presentation of passenger loadings data including the potential for additionally highlighting median loadings.
6. That TfGM be urged to promote the good news story of the significant number of buses across GM which are currently (and scheduled to be) meeting Euro6 standards.

GMTBSC 15/22 BUS OPERATOR UPDATE

The Chair invited those bus operators present to provide a verbal update for the Committee, in advance, written updates from One Bus and Arriva were referenced.

Diamond Bus reported that 85% of their fleet were now Euro6 compliant and it was anticipated the full fleet would be by the end of May 2022. Staffing levels had improved, but there had been a slight decline over the last 2-3 weeks due to staff sickness and the impact of covid was still being felt across the business. Work was ongoing with the Job Centre Plus to address the issue and there had been a significant growth in recruitment recently as a result. However, it was noted that many drivers were moving between operators, which further exasperated the issue. Mileage levels were c. 90% pre covid levels, with some punctuality issues as a result of roadworks, often multiple works along one specific corridor. Regarding this, Members queried as to how successful GMRAPS (Road Activity Permit Scheme) currently was and were reminded that there was a further update scheduled for the next GM Transport full Committee meeting. City Centre events were also proving an issue for the network as these would virtually bring the local road network to a standstill. Incidents of

vandalism were significantly high, with £60k spent in 2021 on broken windows and 12 in the last week at Farnworth depot alone. As a result 3-5 buses have to be taken off the road every day, impacting resource availability and often there is a delay to their repair due to the availability of parts. It was felt that the majority of incidents were as a result of a few key groups of individuals who need addressing urgently. In relation to this, Members urged for more pro-active operations in targeted area, including improved education with schools. Operators reported significant joint working with TravelSafe, however evidence of vandalism was challenging, and CCTV could only be used if the images were perfectly clear. It was disconcerting that after a significant amount of work there were often no prosecutions, but the impact was felt by communities who had become unserved as a result of the re-location of services to reduce the threat of vandalism.

Stagecoach reported that they were currently running c. 93% mileage and due to driver availability, the decision was taken to reduce some of the more frequent services to mitigate the impact to tendered services, however this was hoped to increase shortly. Licensing delays as a result of DVLA backlogs were still impacting new driver recruitment, further exasperated by delays in occupational health appointments due to their backlogs. It was encouraging to note however, that driver turn around had reduced by half and the jobs market remained buoyant. Patronage levels were reported at c. 80% of pre-covid levels, with weekdays becoming noticeably busier, particularly between Tuesday and Thursday, however this was bringing about further congestion concerns. The latest announcement regarding the end of the BRG brought several issues, especially in relation to the rising costs of fuel, staffing costs and general operational costs.

First informed the Committee that their current staffing levels were manageable and that 75% of the recent new starters were completely new to the bus industry which was positive for the longevity of the talent pool. Staff turnover had reduced, and recruitment was going well. However there had been a number of same-day cancellations as a result of current staff shortages, particularly attributed to illness and delayed NHS operations. Current patronage levels were c. 85% and mileage was c. 90% pre-covid levels. First's entire commercial fleet were now Euro6 compliant, with only the yellow school buses still awaiting retrofitting. In the last 6 months it was disheartening to report that there had been 85 incidents of vandalism to the fleet, and further concerning to report that there had only been one prosecution as a result.

Go Northwest had been fully staffed since the start of 2022 and the training school continued to be successful, with a recent specific drive to recruit more women to the industry. They were currently covering c. 93% of pre-covid mileage and patronage recovery was positive with c. 91% pre-covid levels being reached. Government funding had significantly helped keep the network functioning, but clarity regarding ongoing funding, including concessionary funding, was welcomed.

Members were concerned about the high level of vandalism reported by bus operators and urged the reporting of every incident. It was suggested that One Bus be asked to collate a list of the hotspot areas to report to TfGM, GMP and TravelSafe so that they could locate their operations accordingly. The increase in vandalism was not directly correlated to an increase in prosecutions and this caused Members further concern, it was noted that incidents were wide ranging, from broken windows to assaults and all needed to be taken seriously and proactively addressed.

In relation to positive covid cases, Members asked whether bus operators were expecting their staff into the workplace. It was confirmed that all were working in line with Government guidance and anyone who reported to be covid-positive was asked not to attend work. Although it seemed that there was a recent increase in cases, this had not translated to the workforce in GM as yet, although an uptick was being experienced elsewhere in the UK.

Resolved /-

1. That the verbal updates presented by bus operators be noted.
2. That all operators be invited to report their hotspots for vandalism to TfGM in order for a complete list to be provided to TravelSafe officers to address.
3. That TravelSafe be urged to undertake proactive approaches to tackling youth anti-social behaviour, including vandalism, to ensure perpetrators can be prosecuted appropriately.

GMTBSC 16/22

RING AND RIDE PERFORMANCE AND RECOVERY UPDATE

Jenny Coates, Service Planning (Funding and Development) TfGM, introduced a report which detailed progress in relation to the delivery of Ring and Ride services by Greater Manchester

Accessible Transport Ltd (GMATL) and its plans for recovery after Covid. The service ceased through the first lockdown in March 2020 and gradually re-opened between May and October 2020 on a reduced scale in line with a significantly lower demand. This reduced resource has enabled TfGM to reduce the overall cost of Ring and Ride by £1m and it was intended to keep resources at the same level through 2022-23, within which capacity could be managed up to 65% of pre-covid level patronage.

Work was underway to actively re-encourage users back to the service, with contact being made with previously registered users and community groups. Members were content with this proactive approach and that a wide variety of media was being used.

The report detailed that the fleet was rapidly aging and by 2028 all vehicles would not meet the required standards. This was concerning for the Committee, but officers offered assurance that they were actively seeking funding opportunities to purchase new vehicles but had paused purchasing whilst the market matured. It was an aspiration to have the full fleet zero emission and fully accessible, but in the meantime in order to prioritise the recovery of the service in the short term, there would be some leasing of non-electric ramp accessed vehicles to mitigate the issues with electric wheelchairs on tailgates. Members were surprised to learn of this issue and urged that representation was made to the manufacturers that new wheelchairs should have a standstill breaking facility. Officers concurred with this frustration but were pleased that there were now five ramp access vehicles within the fleet.

Members expressed the importance of the service and were impressed by its tenacity throughout the pandemic period, noting that many of its previous users would be classed as vulnerable and therefore potentially less keen to return to public transport. This service would remain on the Committee's agenda as it was acknowledged as a vital service for so many.

Resolved /-

That the update be noted.

Nick Roberts, Head of Services & Commercial Development, TfGM took Members through the Changes to the Bus Network report and highlighted each annex.

Members asked that for every change in frequency, it be made clear what the previous frequency was to enable readers to fully understand the change. Furthermore, that some consideration be given as to how to simplify the report in order to track between services that may offer alternative routes to a planned change etc.

The Chair reported that the local changes as outlined in the report were also communicated to all Salford councillors via the Mayoral offices and that this process should be happening in each Local Authority.

Further clarity was sought in relation to the planned changes for services 583 and 595, as Members reported that they served areas of deprivation within the Wigan borough and were a much-needed service. Officers agreed to provide further information directly to Cllr Aldred.

Resolved /-

1. That the changes to the commercial network set out in Annex A be noted by Members.
2. That the proposals that no action is taken in respect of changes or de-registered commercial services set out in Annex A be agreed by Members.
3. That the action taken in respect of the service change set out in Annex B be noted by Members.
4. That the proposed changes to general subsidised services set out in Annex C be agreed by Members.
5. That clarification be provided from TfGM to Cllr Mark Aldred in relation to the planned approach to services 583 and 593.
6. That TfGM be asked to ensure service frequency changes are included in future reports.
7. That TfGM be asked to look at whether the service change reports can be simplified to

enable the result of the changes to be identified clearly i.e. does this result in a service increase, reduction or no change.

GMTBSC 18/22 GMTC WORK PROGRAMME

Resolved /-

1. That the proposed work programme for the GM Transport Committee and its Sub Committees be noted.
2. That future reports on vandalism, promoting bus patronage growth and anti-social behaviour be included within the Work Programme for the next municipal year.

GMTBSC 19/22 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 20/22 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.

GREATER MANCHESTER TRANSPORT COMMITTEE

BUS SERVICES SUB-COMMITTEE

Date: Friday 7th October 2022
Subject: Bus Performance Report
Report of: Stephen Rhodes, Director of Bus, TfGM

Purpose of Report

To inform members of the performance of the Greater Manchester bus network during the February 2022 to July 2022 period, with particular focus on the subsidised bus network.

Recommendations:

Members are asked to note and comment on the performance of the Greater Manchester bus network.

Contact Officers

Stephen Rhodes, Director of Bus, TfGM

stephen.rhodes@tfgm.com

Martin Shier, Bus Network Performance Manager, TfGM

martin.shier@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

N/A

Financial Consequences – Capital

N/A

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

BACKGROUND PAPERS:

None

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 Greater Manchester has an extensive bus network covering approximately 51.6 million miles between August 2021 and July 2022 (a decrease of 2% compared with the financial year of 2021/2022) and supporting an annual ridership of 149.3 million passengers (an increase of 12.5 million passengers compared with the financial year of 2021/22). The network (573 services) is provided on both a commercial and subsidised basis by 39 operators (as of July 2022).
- 1.2 Transport for Greater Manchester (TfGM), financially supports and manages the subsidised bus network on behalf of the Greater Manchester Combined Authority (GMCA). The subsidised network (17.8% of the overall network mileage) is provided utilising a budget of £29.7m (2022/23). The funding level supports areas of the network which are not deemed commercially viable by operators, but are considered socially necessary, and also delivers an extensive network of school bus services.
- 1.3 Bus service provision represents a vital element of the Greater Manchester public transport network. Currently, three out of every four public transport journeys in Greater Manchester are undertaken by bus services. It is therefore essential that the performance of the bus network is closely monitored and understood, ensuring that not only is the quality of provision and customer journey experience maintained and enhanced, but the subsidised services budget is effectively and efficiently deployed.
- 1.4 Transport Focus surveys have consistently indicated that key customer priorities are value for money, driver behaviour, punctuality, and journey time.
- 1.5 This report covers the period of February 2022 – July 2022 which includes the ongoing recovery following the impact of the pandemic, industrial strike actions and national driver shortage affecting the industry.
- 1.6 Comparisons within the report are made to the period February 2021 – July 2021 which included the direct impact of the COVID-19 pandemic, a period of national lockdown along with subsequent government support measures, including advising

where possible for people to work at home, essential travel only messaging and social distancing on buses. Various local lockdowns were also in place throughout this period. This had an impact on traffic conditions with reduced traffic on roads, capacity, mileage, and patronage.

- 1.7 Patronage and mileage reporting continued throughout the pandemic period but both measures were significantly impacted and a return to pre-Covid patterns of travel have yet to become clear.
- 1.8 Commercial network – this has patronage at around 80-90% of pre-Covid levels during the period of the report.
- 1.9 Subsidised network – General subsidised bus services operated at 100% of pre-Covid mileage throughout the reporting period. In addition, school service mileage was also at 100% of pre-Covid levels with patronage at 96% and 95% of pre-Covid levels respectively.

2 OPERATIONAL PERFORMANCE

- 2.1 This section of the report presents network wide bus operational performance statistics for the Greater Manchester region, extracted from TfGM's in-house Punctuality Reliability Monitoring System (PRMS). Performance levels are tracked against internal and Traffic Commissioner targets.
- 2.2 Figure 1 provides a comparison of the months February – July in 2021 and 2022 of the key bus services operational performance indicators, split between those registered to adhere to a timetable with specific departure times (scheduled services) and those registered to operate six buses an hour or more, with the associated timetable stating the service frequency (frequent services).
- 2.3 PRMS manual observations were suspended between April 2020 and September 2020 due to the coronavirus pandemic. Estimates for these months have been generated using the previous 3 years of data (17/18, 18/18 and 19/20) for reliability,

punctuality, and regularity. The 2020/2021 results include these estimates along with actual survey observations for the period of October 2020 – March 2021.

Figure 1: Bus Service Operational Performance

Indicator	Standard	February 2021 – July 2021		February 2022 – July 2022		Direction Change
		Number of Observations	%	Number of Observations	%	
Scheduled Services						
Reliability	97.00%	34,124	98.16%	26,397	95.99%	↓
Start Point Punctuality	90.00%	15,778	91.72%	11,738	86.58%	↓
Mid-Point Punctuality	70.00%	18,346	86.21%	14,659	77.58%	↓
Overall Punctuality	80.00%	34,124	88.80%	26,397	81.58%	↓
Frequent Services						
Regularity	97.00%	11,137	97.93%	6,256	95.64%	↓

Scheduled Service Performance

- 2.4 The reliability of scheduled services (Figure 1) at the network level was 95.99% for the 6-monthly period between February 2022 – July 2022, representing a declining position from the level achieved for the 6-monthly period between February 2021 – July 2021 (98.16%). The level of performance has fallen below the Traffic Commissioner’s minimum standard of 97.00%.
- 2.5 Over the last 5 years, the reliability of scheduled services (Figure 2) at the network level has remained above the CoC VPA standard of 97.00%. Reliability of scheduled services between April 2022 and July 2022 has fallen below the Traffic Commissioner’s standard of 97.00% at 96.30%.
- 2.6 Start-point punctuality of scheduled services is an area where TfGM has sought more action on the part of the operator, as it is incumbent on them to provide reasonable recovery time and develop contingency plans to enable journeys to start

punctually. Traffic congestion in the Regional Centre has historically hampered the increased recovery times put in place by some operators, particularly given the limited space available for vehicle layover.

- 2.7 The start-point punctuality of scheduled services (Figure 1) at the network level was 86.58% for the 6-monthly period between February 2022 – July 2022, representing a declining position from the level achieved for the 6-monthly period between February 2021 – July 2021 (91.72%). The level of performance has fallen below the Traffic Commissioner's minimum standard of 90.00%.
- 2.8 Over the last 5 years, start-point punctuality of scheduled services (Figure 2) at the network level has generally been below the minimum standard of 90.00%. Performance fell between 2017/2018 and 2018/2019, improved between 2019/2020 and 2020/2021, before falling during 2021/2022. The fall in performance between 2017/2018 and 2018/2019 reflected the scale and intensity of the infrastructure works in the Regional Centre and on the key radial corridors, and the level of planned and unplanned roadworks and events during that time. Start-point punctuality of scheduled services between April 2022 and July 2022 has fallen below the Traffic Commissioner's standard of 90.00% at 86.72%.
- 2.9 The mid-point punctuality of scheduled services (Figure 1) at the network level was 77.58% for the 6-monthly period between February 2022 – July 2022, representing a declining position from the level achieved for the 6-monthly period between February 2021 – July 2021 (86.21%). The level of performance remains above the Traffic Commissioner's minimum standard of 70.00%.
- 2.10 Over the last 5 years, mid-point punctuality of scheduled services (Figure 2) at the network level has remained above the minimum standard of 70.00%. Mid-point punctuality of scheduled services between April 2022 and July 2022 has remained above the Traffic Commissioner's standard of 70.00% at 78.62%.
- 2.11 Overall punctuality for scheduled services (Figure 1) at the network level was 81.58% for the 6-monthly period between February 2022 – July 2022, representing a declining position from the level achieved for the 6-monthly period between

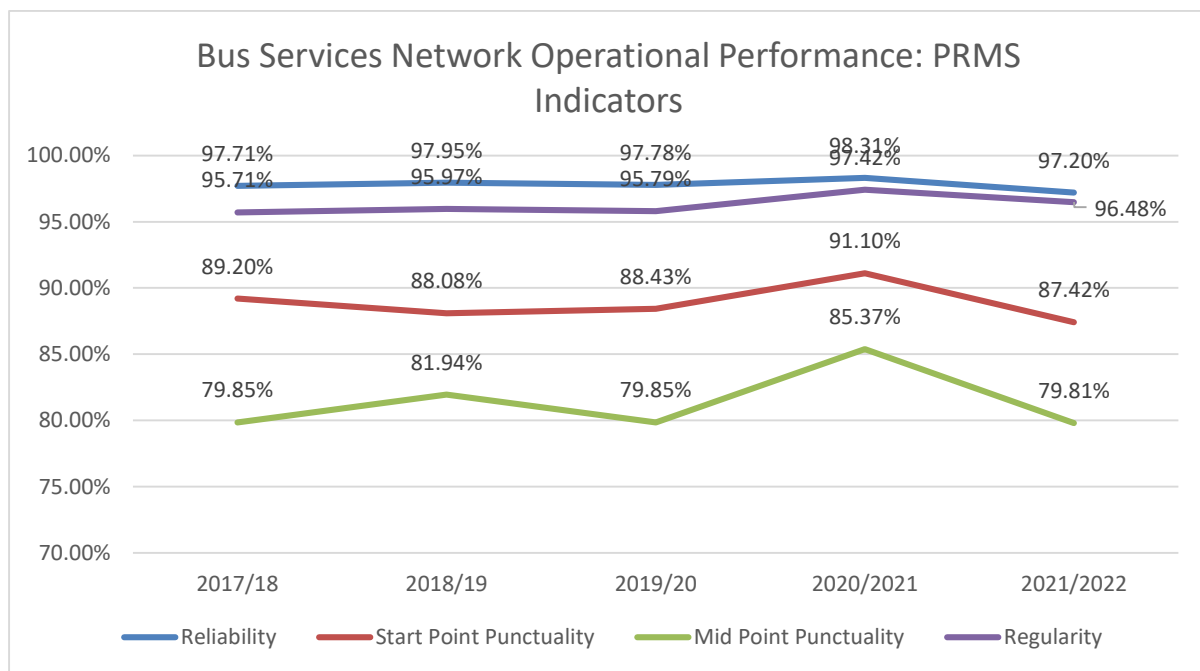
February 2021 – July 2021 (88.80%). The level of performance remains above the Traffic Commissioner’s standard of 80.00%.

2.12 Performance, as shown by the key bus services operational performance indicators, has fallen in the 6 month period comparison. There continues to be a general driver shortage impacting the bus industry and the ability for operators to provide services as planned, as well as increased congestion and roadworks taking place on the network, affecting performance.

2.13 An Operational Performance Reporting system is being introduced which uses both automated vehicle location (AVL) and timetable information to determine punctuality and reliability performance and will supersede the PRMS process. Data is collected for all services and journeys covering the Greater Manchester network, for the commercial and subsidised network, including the school services.

2.14 All of Greater Manchester operators have been integrated into the Operational Performance Reporting system, with full performance reporting expected from the system by October 2022.

Figure 2: Bus Services Network Operational Performance and Trend



Frequent Service Performance

- 2.15 In the case of frequent services, the key issue for passengers is not the adherence to a specific set of timetabled departures, but the regularity of the service compared to their expectations. Performance is measured at intermediate timing points of a journey therefore this is another area where internal targets acknowledge there may be a need for highways management interventions to achieve the minimum standards.
- 2.16 The mid-point regularity of frequent services (Figure 1) at the network level was 95.64% for the 6-monthly period between February 2022 – July 2022, representing a declining position from the level achieved for the 6-monthly period between February 2021 – July 2021 (97.93%). The level of performance has fallen below the Traffic Commissioner’s standard of 97.00%.
- 2.17 Over the last 5 years, regularity of frequent services (Figure 2) at the network level has been below the minimum standard of 95%, with the exception of the 2020/2021 financial year. Regularity of frequent services between April 2022 and July 2022 has fallen below the Traffic Commissioner’s standard of 97.00% at 95.22%.

Fleet Profile

- 2.18 Since 1992, European Union (EU) regulations have been imposed on new engines, with the aim of improving air quality - meaning an engine must meet certain Euro emissions standard when it is made. The aim of Euro emissions standards is to reduce the levels of harmful exhaust emissions, chiefly:
- Nitrogen oxides
 - Carbon monoxide
 - Hydrocarbons
 - Particulate matter

- 2.19 The first Euro emission standard (Euro 1) was introduced in 1992 and the latest Euro 6 emission standard in 2015. It is believed that the EU is planning to introduce a new Euro 7 emission standard in the coming years.
- 2.20 A hybrid engine combines a petrol or diesel engine with an electric motor powered by a battery. The battery is charged by capturing energy from braking and, under certain conditions, from the engine.
- 2.21 Figure 3 highlights the observed profile of the network bus fleet, in terms of vehicle age and the engine emissions standard. The vehicle fleet profile is based upon the fleet data collated as part of the Clean Air programme.

Figure 3: Vehicle Fleet Profile

Vehicle Type	30/09/2021	31/03/2022	Direction Change
Euro IV+ (E4, E5, E6 & Electric vehicles)	97.57%	98.99%	Improving
Euro VI (Incl Electric vehicles)	53.35%	71.71%	Improving
Hybrid Diesel	11.33%	11.85%	Improving
Electric Only	1.51%	1.53%	Improving
Vehicle Age (Average)	9.2 years	9.4 years	Worsening

- 2.22 At the end of March 2022, 98.99% of vehicle engines were of an emission standard of 4 and above and 71.71% of these vehicle engines were of an emission standard of 6 and/or an electric vehicle, an increase compared with the end of September 2021, with the aim of improving air quality. The usage of hybrid diesel engines has improved slightly between the 30/09/2021 and 31/03/2022 from 11.33% to 11.85%.
- 2.23 GM's Clean Air Zone (CAZ) will be introduced in due course following the ongoing review of the scheme. In recognition of the need to support operators with upgrading

their vehicles to meet the emissions standards and avoid paying CAZ penalties which could threaten the sustainability of the network, TfGM secured funding from central government to enable operators to retrofit or replace their buses to Euro VI standard. The Clean Bus Technology Fund which was available during 2018 and 2019 resulted in 280 vehicles being retrofitted. The Clean Bus Fund which has been live since November 2020 enabled all operators to apply for retrofit funding for eligible vehicles. Of the 1013 vehicles identified as being eligible, there have been 877 vehicles accepted for the scheme from 22 different operators and fitment of the retrofit equipment has been completed or claimed for 366 vehicles. The Department for Transport's (DfT) most recent annually reported average vehicle fleet age for England was 8.5 years in 2020/2021*. The national average vehicle age (excluding London) for the same period was 9.5 years*, comparable with the TfGM figure.

*Department for Transport Annual Bus Statistics for England 2020/2021, Bus Indicator 0605. Next update of the indicator will be in Autumn 2022.

3 SUBSIDISED BUS NETWORK PERFORMANCE

Overview

- 3.1 Over the 6-month period February 2022 – July 2022, the total estimated bus network mileage within Greater Manchester was 24,917,140 miles. Commercial services provided 79.93% (19,915,091 miles) of the total estimated bus network mileage and TfGM subsidised the remaining 20.07% (5,001,689 miles), supporting socially necessary and school bus services.
- 3.2 In July 2022, there were 445 subsidised service contracts in operation, compared with 477 in July 2021. In July 2022, there were 255 school subsidised service contracts and 190 general (normal) subsidised service contracts, provided by a total of 20 operators. The largest 3 operators of subsidised service contracts in July 2022 were Stagecoach Manchester (117 contracts/26.29% market share), Vision Bus Ltd

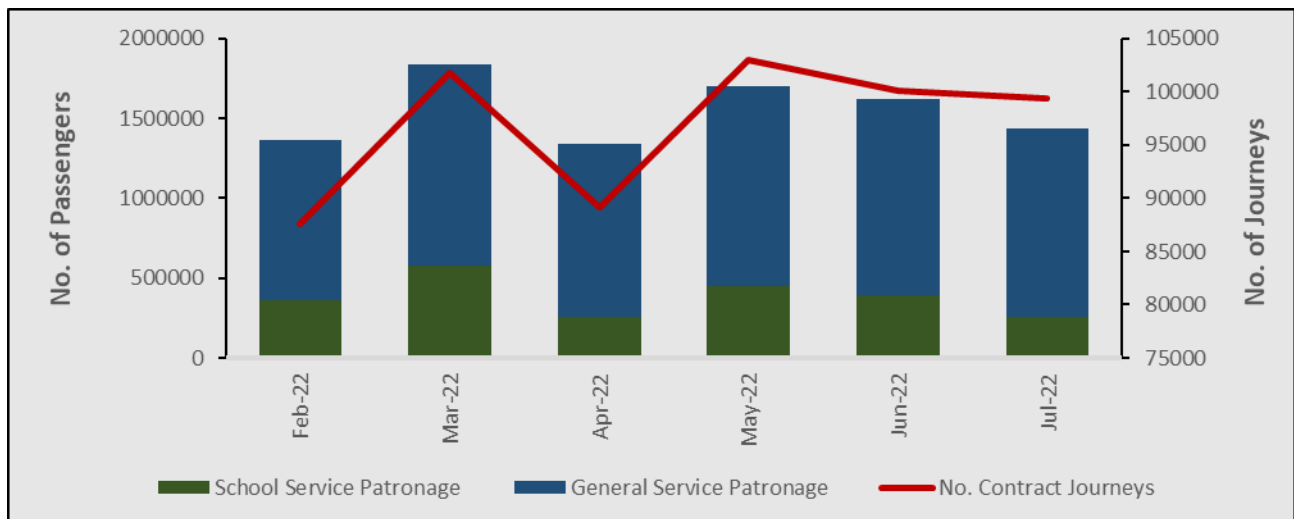
(54 contracts/12.13% market share) and R.S. Tyrer and Sons (39 contracts/8.76% market share).

3.3 In July 2022, subsidised bus mileage was estimated to be 872,350 miles, compared with 905,320 miles in July 2021, a decrease of 4%. The largest 3 operators of subsidised bus mileage in July 2022 were Stagecoach Manchester (283,835 miles/32.54% mileage share), Vision Bus Ltd (94,360 miles/10.82% mileage share) and Diamond Bus (92,139 miles/10.56% mileage share).

Patronage

3.4 Patronage information is collated and analysed each month to identify trends, increase our understanding of passenger demand across the subsidised bus network and facilitate contract management. Figure 4 presents the monthly patronage profile on subsidised bus services, along with the number of contracted journeys for the February 2022 – July 2022 period.

Figure 4: Subsidised Bus Service Patronage (February 2022 – July 2022)



3.5 Overall subsidised service patronage, including the school and general services for the period of February 2022 – July 2022 was 9,307,607 passengers, on 581,072 journeys, with an average of 16 passengers per journey. The level of patronage has

increased by 52% (3,190,146 passengers) compared with the patronage level recorded between February 2021 – July 2021 of 6,117,461 passengers and reflects the change and recovery in bus travel following the COVID-19 pandemic. The number of journeys has increased by 0.27% compared with the number of journeys recorded between February 2021 – July 2021 of 579, 484 journeys. Average passengers per journey between February 2021 – July 2021 was 11.

- 3.6 General subsidised service patronage for February 2022 – July 2022 was 7,008,294. The level of patronage has increased by 56% (2,503,971 passengers) compared with the patronage level recorded between February 2021 – July 2021 of 4,504,323 passengers.
- 3.7 Between February 2022 – July 2022, the main 3 operators carrying general services subsidised patronage were Stagecoach Manchester (53.92% and 3,778,738 passengers), Go North West (9.50% and 665,771 passengers) and Diamond Bus (8.20% and 574,545 passengers).
- 3.8 Schools subsidised service patronage for February 2022 – July 2022 was 2,299,313. This represents an increase of 43% (686,175 passengers) compared with 1,613,138 passengers between February 2021 – July 2021. This reflects the impact of the school closures and suspended services during February 2021.
- 3.9 Between February 2022 – July 2022, the main 3 operators carrying schools subsidised patronage were: Stagecoach Manchester (20.39% and 468,928 passengers), R.S. Tyrer and Sons (14.51% and 333,600 passengers) and Belle Vue Coaches (13.07% and 300,512 passengers)
- 3.10 Subsidised service patronage is recovering. Patronage for the rolling 12-month period of August 2021 – July 2022 was 17,812,712 passengers and though remains 9% lower compared with the 2019/2020 financial year (19,675,699 passengers).

Contract Cost

- 3.11 Contract payments for the subsidised services totalled £14,890,816 for the period of February 2022 – July 2022. This is a 4.94% (£736,321) reduction in the expenditure for contract payments in the period between February 2021 – July 2021 (£15,627,137)
- 3.12 The cost per passenger for the period of February 2022 – July 2022 was £1.60, a decrease of 37.37% compared with the cost per passenger for the 6-month period between February 2021 – July 2021 of £2.55. This reduction in Cost per Passenger actually reflects the reduced patronage levels in the comparative period due to the lockdown measures still in place at the time including various local restrictions which were also in place throughout this period. As a further indicator of this measure, the cost per passenger for the pre-pandemic period of February 2019 to July 2019 was £1.31.

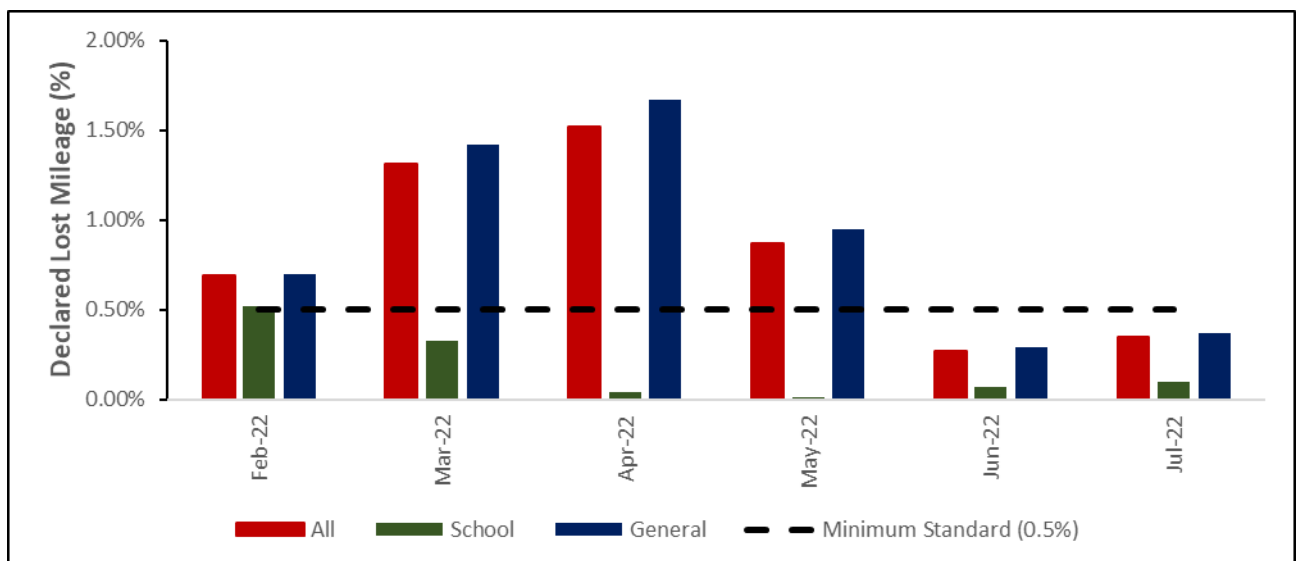
Declared Lost Mileage

- 3.13 Operators are contractually obliged to declare any lost mileage that occurs on TfGM contracts each month and these declarations are subsequently verified through analysis of their electronic ticket machine data. The proportion of declared lost mileage incurred on the subsidised service network between February 2022 and July 2022, broken down by contract type is presented in Figure 5.
- 3.14 Between February 2022 and July 2022, the declared lost mileage for all subsidised services was 39,427 miles, which represented 0.82% of the subsidised scheduled mileage. The significant service delivery issues relating to the national driver shortage must be acknowledged as a significant impact in the period under review. This is a significant increase compared with the period between February 2021 and July 2021 declared lost mileage for all subsidised services of 7,000 miles, representing 0.15% of the subsidised scheduled mileage. Declared lost mileage is above the industry standard of 0.5%.

3.15 General subsidised declared lost mileage for the period between February 2022 and July 2022 was 38,664 miles, representing 0.89% of the general subsidised scheduled mileage. This is a significant increase compared with the period between February 2021 and July 2021 declared lost mileage for all subsidised services of 6,622 miles, representing 0.15% of the subsidised scheduled mileage. Declared lost mileage is above the industry standard of 0.5%.

3.16 Schools subsidised declared lost mileage for the period between February 2022 and July 2022 was 762 miles, representing 0.18% of the school subsidised scheduled mileage. This is an increase compared with the period between February 2021 and July 2021 declared lost mileage for all subsidised services of 378 miles, representing 0.08% of the subsidised scheduled mileage. Declared lost mileage is below the industry standard of 0.5%.





Figure 5: Declared Lost Mileage (February 2022 – July 2022)



3.17 The main 3 reasons for declared lost mileage for all subsidised services as identified by operators during the period between February 2022 and July 2022 were: staff shortage (63.86% affecting 25,177 miles), bus breakdowns (17.68% affecting 6,970 miles) and traffic congestion and enforcement (8.38% affecting 3,305 miles).

Operational Performance

Figure 6: Subsidised Bus Network Operational Performance

Indicator	Standard	February 2021 – July 2021		February 2022 – July 2022		Direction Change
		Number of Observations	%	Number of Observations	%	
Scheduled Services						
Reliability	97.00%	6,065	99.06%	4,162	97.88%	
Start Point Punctuality	90.00%	4,503	93.57%	3,124	88.86%	
Mid-Point Punctuality	70.00%	1,562	90.65%	1,038	78.13%	
Overall Punctuality	80.00%	6,065	92.83%	4,162	86.18%	

- 3.18 The reliability of subsidised scheduled services (Figure 6) was 97.88% for the 6-month period between February 2022 – July 2022, representing a fall compared with the 6-month period between February 2021 – July 2021 (99.06%). The level of performance remains above the Traffic Commissioner's standard of 97.00%.
- 3.19 The start-point punctuality of subsidised scheduled services (Figure 6) was 86.58% for the 6-month period between February 2022 – July 2022, representing a decline in performance from the level achieved within the 6-month period between February 2021 – July 2021 (93.57%). The level of performance is below the Traffic Commissioner's standard of 90.00%.
- 3.20 The mid-point punctuality of subsidised scheduled services (Figure 6) was 78.13% for the 6-month period between February 2022 – July 2022, representing a decline in performance from the level achieved within the 6-month period between February 2021 – July 2021 (90.65%). The level of performance remains above the Traffic Commissioner's standard of 70.00%.
- 3.21 Overall punctuality for subsidised scheduled services (Figure 6) was 86.18% for the 6-month period between February 2022 – July 2022, representing a decline in performance from the level achieved within the 6-month period between February

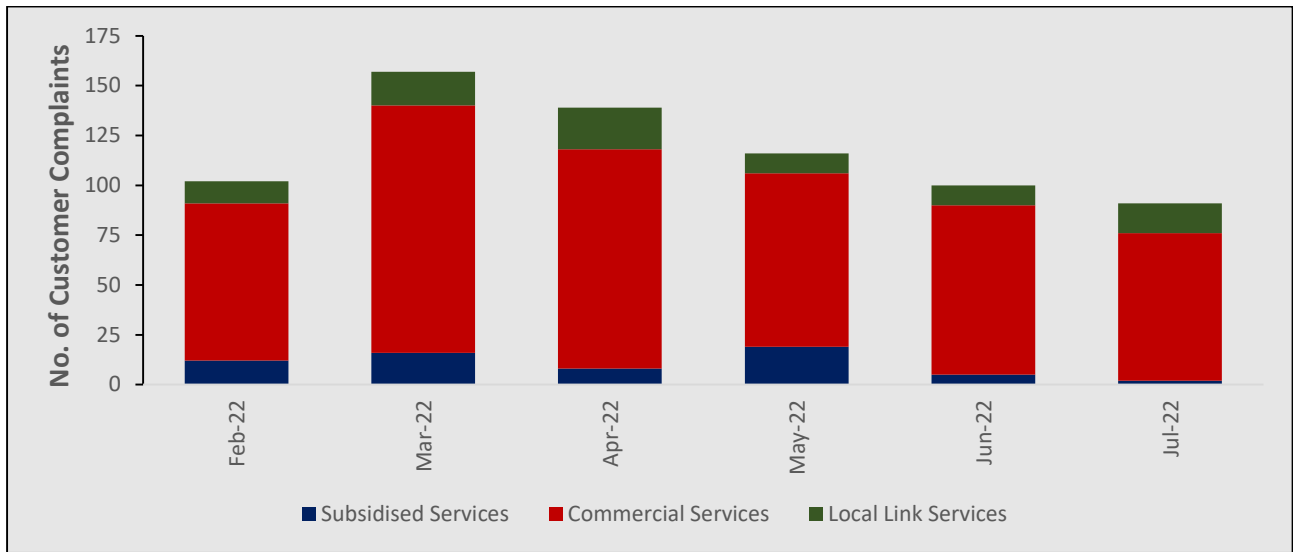
2021 – July 2021 (92.83%). The level of performance remains above the Traffic Commissioner's standard of 80.00%.

- 3.22 As with the overall network, operational performance indicators have fallen in the 6-month period comparison. There continues to be a general driver shortage impacting the bus industry and the ability to provide services as planned as well as increased congestion and roadworks taking place on the network, affecting performance.

Customer Comments

- 3.23 There were 62 subsidised bus service comments/complaints received by TfGM during the period of February 2022 to July 2022, which were within the operators control and their responsibility. This is an increase of 121% in the number of comments/complaints received, compared with the 6-month period between February 2021 – July 2021 of 28, which were also deemed within the operators control and their responsibility.
- 3.24 There were 84 local link comments/complaints received by TfGM during the period of February 2022 to July 2022. This is an increase of 121% in the number of comments/complaints received, compared with the 6-month period between February 2021 – July 2021 of 38.

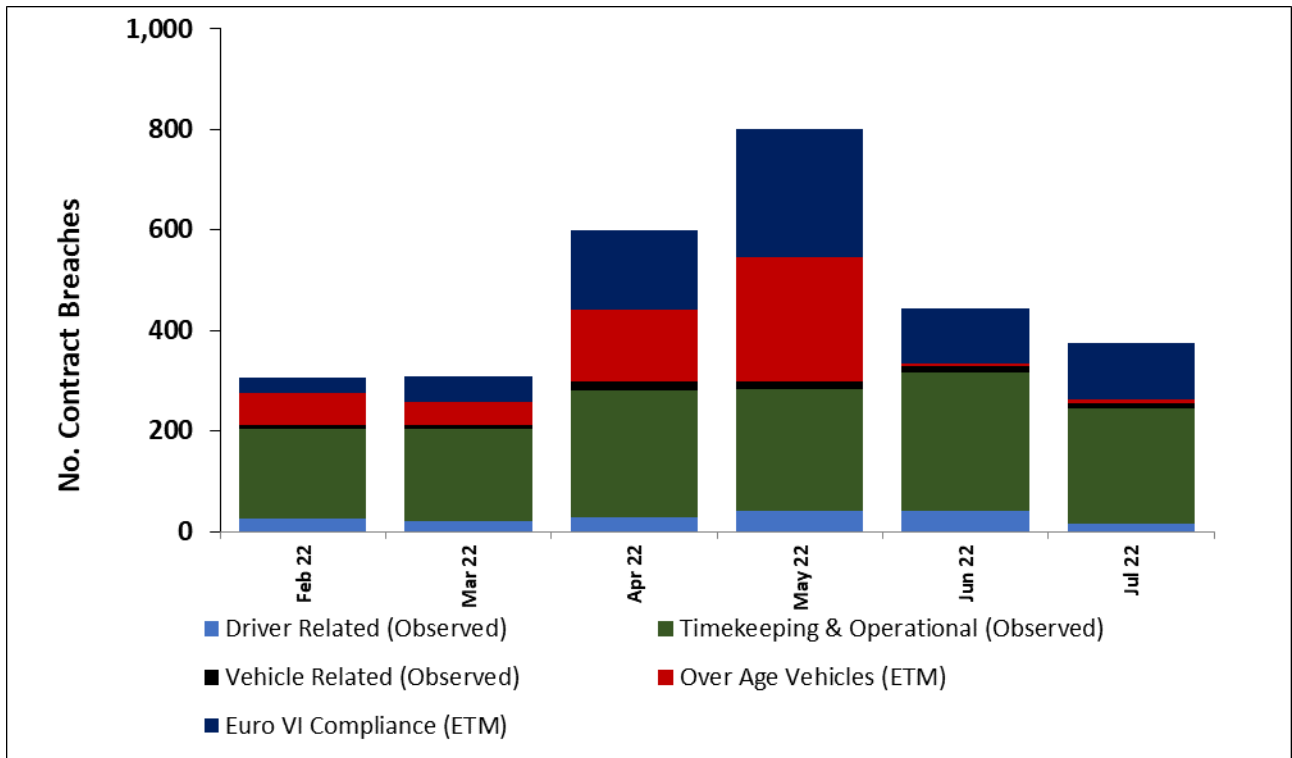
Figure 7: Customer complaints/comments (February 2022 – July 2022)



Contract Breaches

- 3.25 Contract breaches are reported failures to deliver a subsidised service in accordance with the contract specification and result in a financial deduction being made from the operator’s monthly payment. The level of financial penalty is dependent on the number and composition of breach types. Figure 8 shows the monthly number of contract breaches by type and source for the period of February 2022 – July 2022.
- 3.26 48.13% of contract breaches between February 2022 and July 2022 were attributed to timekeeping and operational breaches (1,363), 25.28% were due to Euro VI non-compliant vehicles (716), 18.04% were attributed to over age vehicles (511), 6.04% were driver related (171) and 2.51% were vehicle related (71).
- 3.27 Euro VI compliance monitoring was introduced in September 2021 and April 2022 for new tendered contracts, as part of the Clean Air programme.

Figure 8: Contract Breaches (February 2022 – July 2022)



Vehicle Profile

3.28 In July 2022, the average age of the vehicle fleet used on the subsidised network was 9.15 years. When compared by contract type, the average age of the vehicle fleet used on general services was 9.08 years and on the school network was 10.64 years. The average age of the vehicle fleet overall and on both the general and schools network remains below TfGM’s tendered age limit of 15 years.

Deductions from Operator Payments

3.29 Contract deductions are a financial deduction made from the operator’s monthly payment. Declared lost mileage and contract breaches, including employing overage vehicles on the network contribute towards the financial deductions made.

- 3.30 Contract deductions for the subsidised services totalled £235,997 for the period of February 2022 – July 2022. This is a 292% (£175,797) increase in the contract deductions made in the period between February 2021 – July 2021 (£60,200)
- 3.31 Contract deductions represented 1.58% of the total contract payments paid (£14,890,816) in the period of February 2022 – July 2022, compared with 0.39% of the total contract payments paid (£15,627,138) during the 6-month period between February 2021 – July 2021.

4 COVID BUS SERVICES SUPPORT GRANT (CBSSG) AND BUS RECOVERY GRANT (BRG)

- 4.1 The Bus Recovery Grant (BRG), a £226.5m fund which replaced CBSSG, began on 1 September 2021, to run initially to 5 April 2022. DfT agreed to pay operators (c£204m) in respect of eligible commercial services based on farebox revenue loss and mileage. A portion of this fund (c£25m) was reserved for LTAs to support tendered services affected by COVID and for enhanced cleaning at bus stations, interchanges and bus stops. To be eligible for BRG, operators must not run less than 90% of overall scheduled commercial mileage although where there has been scope for justification to operate below this (such as the significant driver shortage issues) payments have continued.
- 4.2 As with CBSSG, operators have worked closely with TfGM on BRG to consult and agree on aggregate service levels. Unlike CBSSG, the BRG scheme has allowed operators to return profits. If an operator is making a pre-tax profit “at a level that DfT believes is excessive,” then all bodies concerned will ensure that the excess is “reinvested into the ambitions of the National Bus Strategy.
- 4.3 The scheme was designed to be a reducing grant to operators as passenger numbers recovered, however projected recovery levels have not been achieved. The sector had been adversely impacted by the increased COVID restrictions connected with Omicron which had not been anticipated by the DfT. As such, on 31 January, the DfT announced increased funding support for operators of c£26m

nationally towards the original scheme ending 5th April. A further funding package was announced by the DfT to run for 6 months until October 2022 and a final extension to the scheme has recently been announced for a confirmed 3-month period until December 22, with the potential for a further 3 months from then on.

- 4.4 In Greater Manchester, the current BRG scheme is expected to pay commercial operators c£18m and from the LTA portion c£0.4m to be allocated to between tendered operators and TfGM's enhanced own cleaning regime.
- 4.5 The commercial portion of the October-December 2022 extension of the scheme will be provided to TfGM directly in order to support network stabilisation and respond to proposed reductions from commercial operators which were due to take effect at the end of the current round of funding.

5 RECOMMENDATIONS

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

Stephen Rhodes

Director of Bus

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GREATER MANCHESTER TRANSPORT COMMITTEE

BUS SERVICES SUB COMMITTEE

Date: Friday 7th October 2022

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

Report of: Stephen Rhodes, Director of Bus, TfGM

Purpose of Report

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

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

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Equalities Implications

An initial Equality Impact Assessment (EqIA) was undertaken to identify potential implications of the proposed network changes being implemented by bus operators on various protected groups and the extent to which TfGM's proposed approach will mitigate these. This EqIA identified a number of potential negative impacts on groups with protected characteristics should services need to be withdrawn or significantly reduced as a result of these proposals – including access to healthcare facilities for the disabled and elderly; access to education for young people; and a disproportionate impact on BAME and low-income households who are more reliant on bus services.

Given that TfGM has intervened to replace withdrawn services and reduced frequencies, the impact will be marginal in the short to medium term.

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: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

Bus Network Review report to the Greater Manchester Transport Committee – 12th August 2022

Bus Network Review and Stabilisation briefing note to Greater Manchester Transport Committee members – 7th September 2022.

Tracking/ Process

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

Yes

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.

- 1.5. This report sets out the outcome of work undertaken by TfGM to stabilise the bus network and mitigate the impact of commercial service withdrawals and frequency reductions which operators were proposing from October 30th 2022 in response to the cessation of Government financial support which has been provided since April 2020,
- 1.6. Due to the short timescales for the procurement and award of the replacement services it was agreed at the 12th August GMTC meeting that authority for approval be delegated to the Chief Executive of TfGM and GMCA in conjunction with the GMTC Chair and Vice-Chairs. As part of this process, it was also agreed that a briefing paper would be circulated to all GMTC members and a report summarising the outcome and detailed financial implications be presented at the 7th October 2022 meeting of the GMTC Bus Services Sub-Committee. The commercial changes made by operators are detailed in Annex A and Annex B as appropriate.
- 1.7. In addition to detailing the outcome of the network stabilisation exercise, this report details changes to existing services operated with financial support from TfGM. These changes are set out in Annex C.

2. 2022/23 BUDGET SUMMARY

- 2.1 The summary below provides the current position on the 2022/23 Subsidised Bus Services budget for the five months to 31st August 2022.
- 2.2 The budget table presented currently excludes the planned Bus Network Review interventions (at a cost of circa £12m annualised) described below which largely come into effect from the 30th October 2022. Future reporting will include expenditure and the associated funding with respect to these additional interventions.

	Year to date - August 2022			Variance %	Budget 2022/23 £000
	Actual £000	Budget £000	Variance £000		
General Network Costs					
General Bus Services	10,133	10,415	282	2.7%	25,561
Local Link	651	717	67	9.3%	1,806
Shuttles	758	822	63	7.7%	1,242
Sub-Total General Network	11,542	11,953	411	3.4%	28,610
Schools Services Costs					
	5,064	5,229	165	3.2%	14,879
Total – Subsidised Services costs	16,606	17,182	576	3.4%	43,489
General Network Income					
General Bus Services	2,596	2,649	(53)	(2.0%)	6,949
Local Link	40	40	0	0.9%	89
Shuttles	380	413	(33)	(7.9%)	588
Sub-Total General Network	3,016	3,102	(86)	(2.8%)	7,626
Schools Services income					
	2,117	2,137	(19)	(0.9%)	6,189
Total – Subsidised Services income	5,134	5,239	(105)	(2.0%)	13,815
Net Cost - Subsidised Services	11,472	11,944	472	3.9%	29,674

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 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

Director of Bus

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
TD	CAT5 CAT5A Warrington — Lymm — Warburton — Broadheath — Altrincham	Warrington	<p>At present each of these services runs hourly Monday to Saturday daytime.</p> <p>CAT5 is being revised to run between Warrington and Altrincham via Lymm, Warburton, Partington, Dunham (Rope & Anchor) and Broadheath to replace the 5A journey at Partington.</p> <p>The CAT5A is replaced by a new X5 which will run direct from Lymm to Altrincham along the A56 and into Altrincham via Dunham Road, Langham Road, Ashley Road.</p>	03/10/22	247, 280	Operator own and System One tickets valid across alternative services	No action proposed

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR ST TD	23 Stockport – Stretford – Urmston – Trafford Centre	Stagecoach Manchester	Service 23 operates every 20 minutes Monday to Saturday daytime, every 30 minutes on Sunday daytime and hourly on daily evenings. There is a reduction in the number of journeys operated before 0900 on Mondays to Saturdays.	30/10/22	N/A	N/A	No action proposed. Alternative journeys available during the period affected.
MR OM RE	59 Oldham – Middleton - Manchester	First Manchester	Service 59 operates every 10 minutes Monday to Friday daytime, every 20 minutes Saturday daytime and hourly daily evenings. The Monday to Friday daytime frequency is reducing from every 10 minutes to every 12 minutes.	30/10/22	N/A	N/A	No action proposed
MR TD	108 Timperley – Brooklands – Northern Moor -Manchester	Stagecoach Manchester	Service 108 provides three morning peak journeys on Monday to Friday daytime only. The service is being withdrawn.	30/10/22	44 Timperley – Manchester 41 Sale Moor – Manchester 101/103 Northenden - Manchester	Operator own and System One tickets valid across alternative services	No action proposed. (operates AM peak only towards Manchester)

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR	147 West Didsbury – Withington – Fallowfield - Ancoats	Stagecoach Manchester	Service 147 operated every 10 minutes on Monday to Friday daytime and early evening. Daytime frequency reduction from 10 to 30 mins	04/09/22	41/43/143 West Didsbury - Manchester	N/A	No action proposed
MR ST	191 Hazel Grove – Stockport – Levenshulme – Longsight - Manchester	Stagecoach Manchester	Service 191 operates morning and afternoon peak journeys on Mondays to Fridays. Service is being withdrawn	30/10/22	192 Manchester – Stockport – Hazel Grove 197 Manchester – Oxford Road – Stockport	N/A	No action proposed
MR ST	197 Stockport – Heaton Mersey – Heaton Moor - Manchester	Stagecoach Manchester	Service 197 operates every 20 minutes Monday to Friday daytime, every 30 minutes Saturday daytime and hourly Sunday daytime and daily evenings. Mon-Fri reduction in number of journeys before 0700	30/10/22	N/A	N/A	No action proposed. Alternative journeys exist

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR TD	250 Trafford Centre – Trafford Park - Manchester	Stagecoach Manchester	<p>Service 250 operates every 12 minutes Monday to Friday daytime, every 10 minutes Saturday and Sunday daytime.</p> <p>It also operates every 15 minutes late Monday to Saturday evenings and every 20 minutes on Sundays.</p> <p>The Monday to Friday daytime frequency is reducing from every 10 minutes to every 12 minutes.</p>	30/10/22	N/A	N/A	No action proposed
MR TD	253/255 Partington – Carrington – Stretford - Manchester	Stagecoach Manchester	<p>Service 255 operates every 30 minutes daily daytimes and hourly daily evenings. Two Monday to Friday morning peak journeys operate as service 253 via Church Road, Urmston and Talbot Road, Stretford Road, Old Trafford.</p> <p>Peak journeys at 0715 and 0740 from Partington being withdrawn and replaced by a new journey at 0723.</p>	30/10/22	N/A	N/A	No action proposed. Alternative journey within 25 mins

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR TD	X58 Flixton – Davyhulme – Lostock - Manchester	Stagecoach Manchester	Service 256 operates every 12 minutes on Monday to Saturday daytime, every 30 minutes on Sunday daytime and hourly daily evenings. On Monday to Friday peaks there is a single X58 journey in each direction which runs via Trafford Park. The service X58 journeys are being withdrawn.	30/10/22	256 Flixton/Lostock - Manchester 250 Trafford Park - Manchester	Operator own and System One tickets valid across alternative services	No action proposed. (peak hour variant of service 256)
MR OM	X84 Carrcote – Uppermill – Lees - Manchester	First Manchester	Service X84 operates a single journey in each direction in the peak period on Monday s to Fridays. This service is being withdrawn.	30/10/22	84 Uppermill/Lees – Manchester 350 Oldham – Delph – Uppermill – Greenfield – Ashton.	Operator own and System One tickets valid across alternative services.	No action proposed

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
WN	1/2 Wigan - Newtown - Hawkey - Winstanley - Pemberton circular	Stagecoach Manchester	Services 1 and 2 each operate every 30 minutes on Monday to Saturday daytime. Service 1 additionally operates every hour Sunday daytime and daily evenings. These services are being withdrawn.	30/10/22	N/A	N/A	Services to be retained at the same frequency The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
WN	3/4 Wigan – Kitt Green circular	Stagecoach Manchester	<p>Services 3 and 4 each operate every 12 minutes on Monday to Saturday daytime and hourly on Sunday daytime and daily evenings.</p> <p>The Monday to Friday daytime frequency on both services is being reduced from 12 to 15 minutes.</p> <p>The Saturday daytime frequency on both services is being reduced from 12 minutes to 20 minutes.</p> <p>Sunday journeys on both services are being withdrawn.</p>	30/10/22	N/A	N/A	<p>No action proposed regarding the changes to the Monday to Friday service.</p> <p>Saturday service is to be provided at a 15 min frequency.</p> <p>Sunday service to be maintained at the current frequency.</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
WN	5/6 Wigan – Beech Hill circular	Stagecoach Manchester	<p>Services 5 and 6 each operate every 30 minutes on Monday to Saturday daytime and hourly Sunday daytime and daily evenings.</p> <p>Monday to Saturday early morning journeys are being withdrawn.</p> <p>Late afternoon and early evening journeys are being withdrawn.</p>	30/10/22	N/A	N/A	<p>All journeys to be retained as per current timetable.</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>
RE	6 Rochdale – Kirkholt circular	First Manchester	<p>Service 6 operates every 20 minutes Monday to Saturday daytime and hourly daily evenings.</p> <p>The service is being withdrawn.</p>	30/10/22	N/A	None. First operates limited service in Rochdale. Go North West & System One tickets available.	<p>Service to be retained at the same frequency.</p> <p>Replacement service operated by Go North West</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BN WN	7 Bolton – Deane – Hunger Hill – Westhoughton - Wigan	Stagecoach Manchester	Service 7 operates every 20 minutes daily daytime and hourly daily evenings. The Saturday service frequency is reducing from every 20 minutes to every 30 minutes with the Sunday service being withdrawn.	30/10/22	N/A	N/A	Saturday and Sunday service to be retained at existing frequency. The impact on the subsidised services budget is given in Part B of this report
MR ST TE	7/7A/7B Stockport – Reddish – Droylsden – Ashton-Under-Lyne	Stagecoach Manchester	Services 7 and 7A operate a combined 30-minute frequency service on Monday to Saturday daytime. Service 7B provides the Sunday daytime and daily evening journeys at an hourly frequency. The services are being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the same frequency with all journeys to run as per the service 7B route via Dane Bank to provide a consistent and simplified service. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
SD MR	10 Brookhouse – Eccles - Manchester	Arriva	<p>Service 10 operates every 12 minutes on Monday to Saturday daytime, every 20 minutes on Sunday daytime. On daily evenings, the service operates every 30 minutes.</p> <p>The Sunday service is being reduced from 20 minutes to 30 minutes</p>	30/10/22	N/A	N/A	<p>Sunday service to be retained at current frequency.</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>
WN	10 Leigh – Lowton – Golborne – Ashton-in-Makerfield - Wigan	Stagecoach Manchester	<p>Service 10 operates every 12 minutes on Monday to Friday daytime, every 15 minutes on Saturday daytime. On Sunday daytime and daily evenings, the service operates every 30 minutes with alternate journeys operated as service 10A via Wigan Road, Bryn and Lane Head, Lowton.</p> <p>The Saturday service is being reduced from every 15 minutes to every 30 minutes</p>	30/10/22	N/A	N/A	<p>Saturday service to be retained at current frequency.</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR ST TD	11 Stockport – Edgeley – Cheadle – Gatley - Altrincham	Stagecoach Manchester	Service 11 operates every 20 minutes Monday to Saturday daytime, every 30 minutes Sunday daytime and hourly daily evenings. the Monday to Saturday daytime frequency is being reduced from every 20 minutes to 30 minutes with the Sunday service being withdrawn.	30/10/22	N/A	N/A	Saturday and Sunday service to be maintained at existing frequencies. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR ST TD	11A Altrincham – Gatley – Cheadle – Cheadle Heath - Stockport	Stagecoach Manchester	Service 11A operates every hour daily daytime and evening with some frequency enhancements during the off-peak period on Mondays to Fridays. The service is being withdrawn.	30/10/22	N/A	Diamond Bus and System One Network tickets available	Service to be retained and renumbered 370 but with an improved 30-minute frequency off peak with alternate journeys numbered 371 and running via St Lesmo Road, Avondale Road, Bloom Street and Mercian Way to replace service 323 (see separate report). Replacement service to be operated by Diamond Bus The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BN SD TD	20 Bolton – Logistics North – Eccles – Trafford Centre	Diamond Bus	Service 20 operates every 30 minutes on Monday to Saturday daytime and hourly on Sunday daytime and daily evenings. The route is being revised with the sections through Roe Green and between Logistics North and Bolton being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the same route and timetable. The impact on the subsidised services budget is given in Part B of this report
SD TD	21 Agecroft – Clifton – Swinton – Eccles – Trafford Centre	Diamond Bus	Service 21 operates every 30 minutes on Monday to Saturday daytime and hourly on Sunday daytime daily evenings. Late evening Monday to Saturday journeys and the Sunday service are being withdrawn.	30/10/22	N/A	N/A	Late evening Monday to Saturday journeys and the Sunday service to be retained at existing frequencies. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR ST TD	25 Stockport - Heaton Moor - Stretford - The Trafford Centre	Stagecoach Manchester	Service 25 operates every 30 minutes daily daytime and hourly in the evening. The Monday to Saturday service s reduced before 0900 and the Sunday service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the same frequency. The impact on the subsidised services budget is given in Part B of this report
MR SD WN	34 Bryn – Golborne – Leigh – Salford – Piccadilly Gardens	Stagecoach Manchester	Service 34 operates every 30 minutes on Monday to Saturday daytime. On Sunday daytime the service operates hourly from Leigh with an additional hourly journey between Worsley Court House and Manchester numbered 34A. An hourly daily evening service between Manchester and Leigh is operated. All journeys on the service are being curtailed to operate between Worsley Court House and Manchester.	30/10/22	N/A	N/A	Full service (Bryn/Leigh - Manchester) to be retained at the existing frequency. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR ST	42B Manchester – Cheadle – Cheadle Hulme - Woodford	Stagecoach Manchester	Service 42B operates hourly daily daytime and early evening. The service is being curtailed to operate between East Didsbury and Manchester only	30/10/22	N/A	N/A	Full service (Woodford – Manchester) to be retained at the existing frequency. The impact on the subsidised services budget is given in Part B of this report
MR	56 Manchester – N.M.G.H. - Hr. Blackley circular	Stagecoach Manchester	Service 56 operates every 30 minutes on Monday to Saturday daytime. The service was withdrawn on 24 th July 2022.	04/09/22	N/A	N/A	Full service retained at the existing frequency and reinstated from 4 September. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
OM	57 Oldham - Shaw - Rushcroft - Heyside - Higginshaw circular	First Manchester	<p>Service 57 operates every 30 minutes on Monday to Friday daytime and hourly on Saturday daytime and Sunday daytime with an hourly daily evening service.</p> <p>The daytime Monday to Friday frequency is reduced to hourly, the Monday to Saturday evening service and the Sunday service is being withdrawn.</p>	30/10/22	N/A	N/A	<p>Service to be retained at the same frequency.</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>
MR OM	81 Manchester – Moston - Oldham	First Manchester	<p>Service 81 operates every 30 minutes on Monday to Friday daytime and hourly on Saturday daytime and Sunday daytime. The daily evening service operates hourly and extends from Oldham to Derker.</p> <p>The daytime commercial journeys operated by First are being withdrawn.</p>	30/10/22	N/A	N/A	<p>Service to be retained at the same frequency.</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR OM	84 Manchester – Oldham – Grotton - Uppermill	First Manchester	<p>Service 84 operates every 10 minutes on Monday to Saturday daytime from Manchester to Grotton with two journeys per hour continuing to Uppermill. On Sunday daytime a 15 minute frequency is operated with two journeys per hour continuing to Uppermill. A 30 minute frequency service is operated on Monday to Saturday evenings with an hourly service on Sunday evenings.</p> <p>The service is being curtailed at Grotton with the section to Uppermill withdrawn.</p>	30/10/22	N/A	N/A	<p>Service to be retained on the same route and timetable with no reduction in service between Uppermill and Oldham.</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR	85A Arrowfield Estate – Chorlton – Hulme – Piccadilly Gardens	Stagecoach Manchester	Service 85A operates hourly on Monday to Saturday daytimes and forms part of the more frequent service 85 between Chorlton and Manchester. The section of route between Chorlton and Arrowfield Road estate is being withdrawn.	30/10/22	N/A	N/A	Full service and route to be maintained at the existing frequency. The impact on the subsidised services budget is given in Part B of this report
MR	103 Manchester – Moss Side – Baguley - Wythenshawe	Stagecoach Manchester	Service 103 operates every 30 minutes Monday to Saturday daytime, hourly on Sunday daytime and hourly daily evenings. The service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR TD	150 Gorton – Stretford – Trafford Park – The Trafford Centre	Stagecoach Manchester	Service 150 operates every 30 minutes on Monday to Saturday daytime, hourly Sunday daytime and hourly daily evenings. The service is being withdrawn.	30/10/22	N/A	Diamond Bus and System One network tickets available	Service to be retained at the existing frequency Replacement service operated by Diamond Bus The impact on the subsidised services budget is given in Part B of this report
OM	180 Greenfield – Grasscroft – Lees – Clarksfield - Oldham	First Manchester	Service 180 operates on Monday to Saturday daytime on an uneven and infrequent timetable The service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at with a similar timetable. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
OM MR	181/182 Manchester – Chadderton – Royton - Shaw	First Manchester	<p>Services 181 and 182 provide a combined 30 minute Monday to Saturday daytime service between Royton and Manchester with service 182 continuing beyond Royton to Shaw. On Sunday daytime and daily evenings, hourly service 182 journeys are operated between Shaw and Manchester via Royton.</p> <p>The service is being withdrawn.</p>	30/10/22	N/A	N/A	<p>Service to be retained at the existing frequency.</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR ST	199 Buxton – New Mills – Disley – Heaviley – Manchester Airport	High Peak	<p>Service 199 operates every 30 minutes on Monday to Saturday daytime, hourly Sunday daytime and hourly daily evenings.</p> <p>The Monday to Saturday service frequency is being reduced to hourly between Newtown and Stockport via High Lane and the section between Stockport and Manchester Airport withdrawn.</p>	30/10/22	N/A	N/A	<p>Full route of service and existing frequency to be retained including the restoration of evening journeys to the Airport which had previously been suspended.</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR TE	202 Manchester — Belle Vue — Denton — Haughton Green — Hyde — Gee Cross	Stagecoach Manchester	Service 202 operates every 30 minutes Monday to Friday daytime, every 30 minutes Saturday daytime and every 60 minutes daily evenings and Sunday daytime. The Monday to Friday evening service and the Saturday and Sunday service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency. The impact on the subsidised services budget is given in Part B of this report
MR TE	205 Manchester — West Gorton — Dane Bank	Stagecoach Manchester	Service 205 operates every 30 minutes Monday to Friday daytime, every 30 minutes Saturday daytime and every 30 minutes Sunday daytime. The Saturday and Sunday service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
TE	237 Ashton-Under-Lyne – Stalybridge – Hadfield - Glossop	Stagecoach Manchester	Service 237 operates every 20 minutes Monday to Friday daytime, every 30 minutes Saturday daytime and every 60 minutes daily evenings and Sunday daytime. The service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency. Jointly funded by TfGM and Derbyshire County Council. The impact on the subsidised services budget is given in Part B of this report
TD	245 Altrincham – Sale – Urmston – Trafford Centre	Arriva	Service 245 operates every 30 minutes Monday to Saturday daytime and hourly Sunday daytime and daily evenings. The Monday to Saturday daytime frequency is being reduced from every 30 minutes to 60 minutes.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
TD	247 Altrincham – Partington – Carrington – Trafford Centre	Arriva	Service 247 operates every 30 minutes Monday to Saturday daytime and hourly Sunday daytime and daily evenings. The Monday to Saturday daytime frequency is being reduced from every 30 minutes to 60 minutes.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report
MR TD	256 Flixton – Lostock – Stretford – Hulme - Manchester	Stagecoach Manchester	Service 256 operates every 12 minutes on Monday to Saturday daytime, every 30 minutes on Sunday daytime and hourly daily evenings The Monday to Saturday daytime frequency is being reduced from 12 to 20 mins	30/10/22	N/A	N/A	Monday to Saturday daytime service enhanced to a 15-minute frequency. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR TD	263 Altrincham – Sale – Stretford - Manchester	Arriva	Service 263 operates every 20 minutes on Monday to Saturday daytime, every 30 minutes on Sunday daytime and hourly daily evenings. The Sunday daytime frequency is being reduced from 30 to 60 mins	30/10/22	N/A	N/A	Service to be retained at the existing frequency. The impact on the subsidised services budget is given in Part B of this report
MR ST	313 Stockport – Cale Green – Adswold – Cheadle Hulme – Manchester Airport	Stagecoach Manchester	Service 313 operates every 30 minutes daily daytime and hourly daily evenings. The service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
ST	314 Stockport – Little Moor – Offerton (Circular)	Stagecoach Manchester	Service 314 operates every 12 minutes Monday to Saturday daytime and every 30 minutes Sunday daytime and daily evenings. The Monday to Saturday daytime frequency is being reduced from 12 minutes to 15minutes, Saturday journeys before 0830 are being withdrawn and daily evening journeys after 1900 withdrawn.	30/10/22	N/A	N/A	No action proposed to Monday to Saturday daytime frequency reduction. Saturday morning journeys and daily evening journeys to be retained at existing frequencies. The impact on the subsidised services budget is given in Part B of this report
ST TE	322 Stockport – Brinnington – Castle Hill – Haughton Green	Stagecoach Manchester	Service 322 operates hourly on Monday to Saturday daytime.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
ST	328 Stockport – Adswold – Cheadle – Edgeley Circular	Stagecoach Manchester	Service 328 operates every 20 minutes Monday to Saturday daytime, every 30 minutes Sunday daytime and hourly daily evenings. The service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report
TE	346 Gee Cross – Hyde – Newton – Dukinfield – Ashton-Under- Lyne	Stagecoach Manchester	Service 346 operates every 20 minutes on Monday to Saturday daytime, hourly on Sunday daytime and every 70 minutes daily evenings when journeys extend beyond Hyde to Gee Cross. Daily early morning and early evening journeys withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
TE	348 Ashton-under-Lyne - Stalybridge - Copley - Carrbrook	First Manchester	Service 348 operates every 20 minutes on Monday to Friday daytime and every 30 minutes on Saturday daytime and hourly Sunday daytime. The daytime Monday to Friday frequency is reduced to every 30 mins and the Sunday service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the same frequency. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
OM TE	350 Oldham – Delph – Greenfield – Mossley – Ashton-Under-Lyne	First Manchester	<p>Service 350 operates every 30 minutes across the whole route on Mondays to Saturday daytimes with two additional short journeys per hour between Ashton and Micklehurst on Mondays to Fridays only. The service operates every 60 minutes on Sunday daytime and daily evenings.</p> <p>The Monday to Friday frequency between Ashton and Micklehurst is reducing from 15 minutes to 30 minutes due to the withdrawal of the short journeys.</p>	30/10/22	N/A	N/A	<p>Service to be retained at the existing frequency</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
ST	358 Hayfield – New Mills – Marple – Offerton - Stockport	Stagecoach Manchester	Service 358 operates hourly daily daytime and evenings. The service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the current route and frequency with the exception of the first Stockport – Hayfield journey on Mondays to Fridays which will now follow the route of all other journeys. Jointly funded by TfGM and Derbyshire C.C. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR ST	368 Manchester Airport – Cheadle Hulme – Edgeley - Stockport	Stagecoach Manchester	Service 368 operates every 15 minutes on Monday to Saturday daytime, 30 minutes Sunday daytime and hourly daily evenings. The Saturday daytime frequency is being reduced from 15 to 30 minutes and the Sunday service withdrawn. Sat daytime frequency reduction from 15 to 30 mins and Sunday service withdrawn	30/10/22	N/A	N/A	Service to be retained at the existing frequency. The impact on the subsidised services budget is given in Part B of this report
ST	378/379 Stockport – Davenport – Bramhall – Cheadle Hulme circulars	Stagecoach Manchester	Services 378 and 379 each operate hourly on Monday to Saturday daytime. The services are being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
ST	383/384 Stockport – Offerton – Marple – Romiley – Bredbury circular	Stagecoach Manchester	Services 383 and 384 both operate every 20 minutes on Monday to Saturday daytime, 30 minutes on Sunday daytime and 60 minutes daily evenings. Monday to Saturday evening, some Saturday early morning journeys and all Sunday journeys are being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report
OM	425 Oldham – Alt – Holts – Abbey Hills – Clarksfield circular	First Manchester	Service 425 operates every 15 minutes Monday to Saturday daytime and 60 minutes Sunday daytime and daily evenings. The Monday to Saturday daytime frequency is being reduced from 15 to 30 minutes.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
OM	426 Oldham - Fitton Hill - Hathershaw - Primrose Bank circular	First Manchester	Service 426 operates every 30 minutes on Monday to Saturday daytime and hourly Sunday daytime. The span of operation is reduced on Monday to Saturday and the Sunday service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the same frequency. The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
RE	457/458 Rochdale – Littleborough – Shore/ Stansfield	Transdev Rosso	<p>Service 457 operates every 30 minutes Monday to Saturday daytime and hourly Sunday daytime and daily evening.</p> <p>The Monday to Saturday daytime frequency is reducing from 30 to 60 minutes and makes permanent a change which was applied on a temporary basis in January 2022 in response to driver shortages.</p>	30/10/22	N/A	N/A	<p>Extension of service 458 to Shore and Stansfield to maintain every 30 minutes frequency to these points.</p> <p>In addition, an extra early morning trip is added to service 457 to improve connections in Rochdale for journeys towards Kingsway.</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
RE	464 Accrington – Haslingden – Bacup – Whitworth - Rochdale	Transdev Rosso	<p>Service 464 operates every 15 minutes Monday to Saturday daytime and every 30 minutes Sunday daytime with an approximate daily hourly frequency plus additional journeys on the Lancashire sections of the routes.</p> <p>Early morning Monday to Saturday journeys into Rochdale are being reduced makes permanent a change which was applied on a temporary basis in January 2022 in response to driver shortages.</p>	30/10/22	N/A	N/A	<p>Retention of 0513 arrival in Rochdale (Mon-Fri) and 0613, 0713 on Saturdays</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BY RE	467/468 Bury – Jericho – Bamford – Caldershaw – Spotland - Rochdale	Transdev Rosso	<p>Services 467 and 468 each operate every 30 minutes Monday to Saturday daytime and hourly Sunday daytime and daily evenings and provide a combined frequency along the shared section of route.</p> <p>The Monday to Saturday daytime frequency is being reduced from every 30 to every 40 minutes and makes permanent a change which was applied on a temporary basis in January 2022 in response to driver shortages.</p>	30/10/22	N/A	N/A	<p>Daytime frequency restored to every 30 mins (combined 15 minutes on the common section of route) and to add early arrivals into Rochdale at 0511 (Mon-Fri) and 0611 (Saturdays).</p> <p>The impact on the subsidised services budget is given in Part B of this report</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BN BY	480 Bolton – Bradshaw – Walves – Ramsbottom – Tottington - Bury	Transdev Rosso	Service 480 operates hourly Monday to Saturday daytime and evening with a 2-hourly Sunday daytime frequency. The service was being withdrawn.	04/09/22	N/A	Vision Bus and System One tickets available. Vision Bus run services across the Bolton and Bury areas.	Service has been retained at the existing frequency Replacement service operated by Vision Bus The impact on the subsidised services budget is given in Part B of this report
BN	507 Bolton – Bradshaw – Top o'th'Brow - Harwood circular	Diamond Bus	Service 507 operates every 30 minutes daily daytime and every 60 minutes daily evening. The service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency.
BN BY	511 Bolton – Darcy Lever – Breightment – Ainsworth - Bury	Diamond Bus	Service 511 operates hourly daily daytime and evenings. The service is being withdrawn	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BN	533 Bolton – Bradshaw – Bromley Cross – Dunscar - Egerton	Diamond Bus	Service 533 operates hourly on Monday to Saturday daytime. The service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report
BN	534 Oldhams Estate – Astley Bridge – Halliwell - Bolton	Arriva	Service 534 operates every 15 minutes on Monday to Saturday daytime and hourly Sunday daytime and daily evenings. The Monday to Saturday daytime frequency is being reduced from 15 to 30 minutes.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BN	541 Bolton – Tonge Moor – Bradshaw – Bromley Cross - Toppings	Arriva	Service 541 operates every 30 minutes Monday to Saturday daytime and hourly Sunday daytime and daily evenings. The Monday to Saturday daytime frequency is being reduced from 30 to 60 minutes.	30/10/22	N/A	N/A	Service to be retained at the existing frequency. The impact on the subsidised services budget is given in Part B of this report
BN	571/572 Bolton – Great Lever – Lever Edge – Daubhill circular	Diamond Bus	Services 571 and 572 each operate every 30 minutes Monday to Saturday daytime and hourly Sunday daytimes and daily evenings. The services are being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
WN	597 Leigh Infirmary – Leigh - Pennington	Diamond Bus	Service 597 operates every 30 minutes on Monday to Friday daytime. The service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report
WN	635 Wigan – Dangerous Corner – Appley Bridge – Shevington circular	Diamond Bus	Service 635 operates every 20 minutes on Monday to Saturday daytime and hourly on Sunday daytime and daily evenings. The Sunday daytime and daily evening journeys extend beyond Appley Bridge Post Office to Wrightington Hospital. The service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
RE	R3 Rochdale – Shawclough – Lower Healey – Whitworth – Wallbank	Transdev Rosso	Service R3 operates hourly daily daytime and evening. The service is being withdrawn.	30/10/22	N/A	N/A	Service to be retained at the existing frequency The impact on the subsidised services budget is given in Part B of this report
MR TD	X50 Manchester – Trafford Park – The Trafford Centre	Stagecoach Manchester	Service X50 operates every 30 minutes daily daytime and Monday to Saturday evening. The service is being withdrawn.	30/10/22	N/A	Diamond Bus and System One tickets will be available	Service to be retained at the existing frequency Replacement service operated by Diamond Bus The impact on the subsidised services budget is given in Part B of this 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
ST MR TD	<p>New Service 371</p> <p>Altrincham – Northenden – Cheadle – Edgeley – Stockport</p> <p>Diamond Bus</p>	<p>As part of the network stabilisation exercise, TfGM is now providing funding support for service 370 (replacing the 11A, see separate Annex B report). The existing interpeak timetable for service 370 is hourly and an additional journey per hour has been provided during the interpeak period, which will be numbered 371. The 371 journeys will operate via St Lesmo Road, Avondale Road, Bloom Street and Mercian Way in Edgeley to replace the section of route currently served by service 323 between Edgeley and Stockport (see separate Annex C report). Map 1 at the end of this report shows the existing route of service 323 and the proposed replacement services.</p> <p>Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report, with the network stabilisation costs related to Service 370.</p>
OM MR	<p>81</p> <p>Oldham – Moston – Manchester</p> <p>Stagecoach</p> <p>First Manchester</p>	<p>Service 81 currently provides a half hourly Monday to Friday service and an hourly Saturday and Sunday service between Oldham and Manchester with evening journeys extended from Oldham to Derker. The evening extension maintains a service to Derker after service 411 stops (at around 1900 Monday to Saturday and around 1800 on Sundays).</p> <p>It is proposed to withdraw the evening extensions between Oldham and Derker and replace these with an extension of the operating hours of service 411.</p> <p>Service 81 would continue to operate at the same frequency and the same departure times between Manchester, Piccadilly and Oldham Bus Station.</p> <p>Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
OM	<p>183</p> <p>Royal Oldham Hospital – Oldham – Limeside</p> <p>Stotts</p>	<p>Service 183 currently provides an hourly Monday to Saturday service.</p> <p>Revised timetables are proposed with expanded operating hours on all days.</p> <p>On Mondays to Fridays (not school holidays), the first journeys in the morning would depart Royal Oldham Hospital at 0930 (currently 0959), and Limeside at 0700 (currently 0705). On school holidays there would be two earlier journeys departing Royal Oldham Hospital, with the first at 0732 (currently 0744).</p> <p>In the afternoon, the last journeys on Mondays to Fridays would depart Royal Oldham Hospital at 1830 (currently 1731), and Limeside at 1802 (currently 1700).</p> <p>On Saturdays, the first journeys in the morning would depart Royal Oldham Hospital at 0830 (currently 0959) and Limeside at 0800 (currently 0930). The last journeys would depart Royal Oldham Hospital at 1830 (currently 1659) and Limeside at 1800 (currently 1630).</p> <p>Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
MR TE	<p>202</p> <p>Manchester — Belle Vue — Denton — Haughton Green — Hyde — Gee Cross</p> <p>346</p> <p>Hyde — Dukinfield — Ashton</p> <p><i>Stagecoach</i></p>	<p>Service 202 currently provides a half hourly Monday to Saturday daytime service between Manchester and Gee Cross with an hourly evening service running as far as Hyde, the evening service between Hyde and Gee Cross being provided on service 346.</p> <p>To provide a consistent service it is proposed that the evening journeys on service 202 which terminate at Hyde (and which will now be supported as a result of the network stabilisation exercise, see separate report) are extended to Gee Cross instead of service 346.</p> <p>Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p>There is no impact on the subsidised services budget.</p>
ST	<p>323</p> <p>Stockport – Heaton Mersey (circular)</p> <p><i>Stagecoach</i></p>	<p>Service 323 currently provides an hourly Monday to Saturday daytime service. The current route serves the Edgeley area on route between Stockport and Heaton Mersey in both directions.</p> <p>On Mondays to Fridays, it is proposed to replace the Stockport to Heaton Mersey section of the route with an extension of service 375 (see separate report). On Saturdays, service 323 will continue to operate between Stockport and Heaton Mersey.</p> <p>The Edgeley to Stockport section of service 323 is being replaced by new service 11B which will operate as per the current 323 route via St Lesmo Road, Avondale Road, Bloom Street and Mercian Way (separate report). Map 1 at the end of this report shows the existing route of service 323 and the proposed replacement services.</p> <p>Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
ST TE	<p>324</p> <p>Stockport – Denton – Haughton Green (circular)</p> <p><i>Stagecoach Manchester</i></p>	<p>Service 324 currently provides an hourly service on Monday to Saturday evenings and all day on Sundays. This runs in place of services 322 and 327 which end at around 1900 Monday to Saturdays and do not operate on Sundays.</p> <p>It is proposed that all journeys which are currently numbered service 324 will be renumbered service 327, to provide greater customer familiarity. There will no longer be a service 324.</p> <p>There would be no change to the frequency of these journeys or their departure times from Stockport. There would be minor increases to the scheduled running times to improve reliability which would mean minor changes to departure times at intermediate points. For example, Monday to Saturday departures from Haughton Green towards Stockport, which are currently at 30 mins past the hour, would change to 33 minutes past the hour.</p> <p>Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
ST TE	<p data-bbox="282 272 338 300">327</p> <p data-bbox="282 325 651 392">Stockport – Brinnington – Denton – Haughton Green</p> <p data-bbox="282 469 376 496"><i>Nexus</i></p>	<p data-bbox="689 272 1989 300">Service 327 currently provides a service of varying frequency on Monday to Saturday daytimes only.</p> <p data-bbox="689 325 2022 419">Service 324 currently provides an hourly service on Monday to Saturday evenings and all day on Sundays, which runs in place of services 322 and 327 which end at around 1900 Monday to Saturdays and do not operate on Sundays.</p> <p data-bbox="689 445 2056 504">It is proposed that all journeys which are currently numbered service 324 will be renumbered service 327, to improve customer familiarity.</p> <p data-bbox="689 529 2007 557">There would be no change to the frequency of these journeys or their departure times from Stockport.</p> <p data-bbox="689 627 2040 686">Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p data-bbox="689 711 1776 738">The impact on the subsidised services budget is given in Part B of this report.</p>
TE	<p data-bbox="282 826 338 853">341</p> <p data-bbox="282 879 663 978">Hyde – Hattersley – Broadbottom – Gamesley – Glossop</p> <p data-bbox="282 1054 371 1082">Stotts</p>	<p data-bbox="689 826 1720 853">Service 341 currently provides and hourly Monday to Saturday daytime service.</p> <p data-bbox="689 879 2040 1005">It is proposed to introduce a revised timetable which will expand the period of operation within Greater Manchester on Mondays to Fridays, providing an earlier service to/from Hyde. The first departure from Hyde towards Glossop would be at 0806 (currently 0901). The first arrival at Hyde, from Glossop, will be at 0801 (currently 0839). For the remainder of the day, the hourly frequency will remain.</p> <p data-bbox="689 1075 2040 1134">Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p data-bbox="689 1160 1776 1187">The impact on the subsidised services budget is given in Part B of this report.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
ST	<p>375</p> <p>Stockport – Great Moor – Marple – Mellor</p> <p><i>Go Goodwins (Little Gem)</i></p>	<p>Service 375 currently provides an hourly Monday to Saturday daytime service, a two hourly Monday to Saturday evening service and a two-hourly Sunday service.</p> <p>In line with the changes to Service 323 (see separate report), it is proposed that the Monday to Friday daytime journeys into Stockport be extended to Heaton Mersey via Didsbury Road, Craig Road and Station Road. Map 1 at the end of this report shows the existing route of service 323 and the proposed replacement services.</p> <p>Members are asked to approve this recommendation which would be effective from 30th October 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 (circular)</p> <p><i>First Manchester</i></p>	<p>Service 411 currently provides an hourly service every day between Oldham Bus Station and Derker. The service currently ends at around 1900 on Mondays to Saturdays and around 1800 on Sundays.</p> <p>It is proposed to extend the operating hours of service 411 to provide a service in the evening, replacing the withdrawn section of service 81. The last 411 bus would depart Oldham towards Derker at 2334 on all days of the week. The last departure from Derker to Oldham would be at 2346 on all days.</p> <p>Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

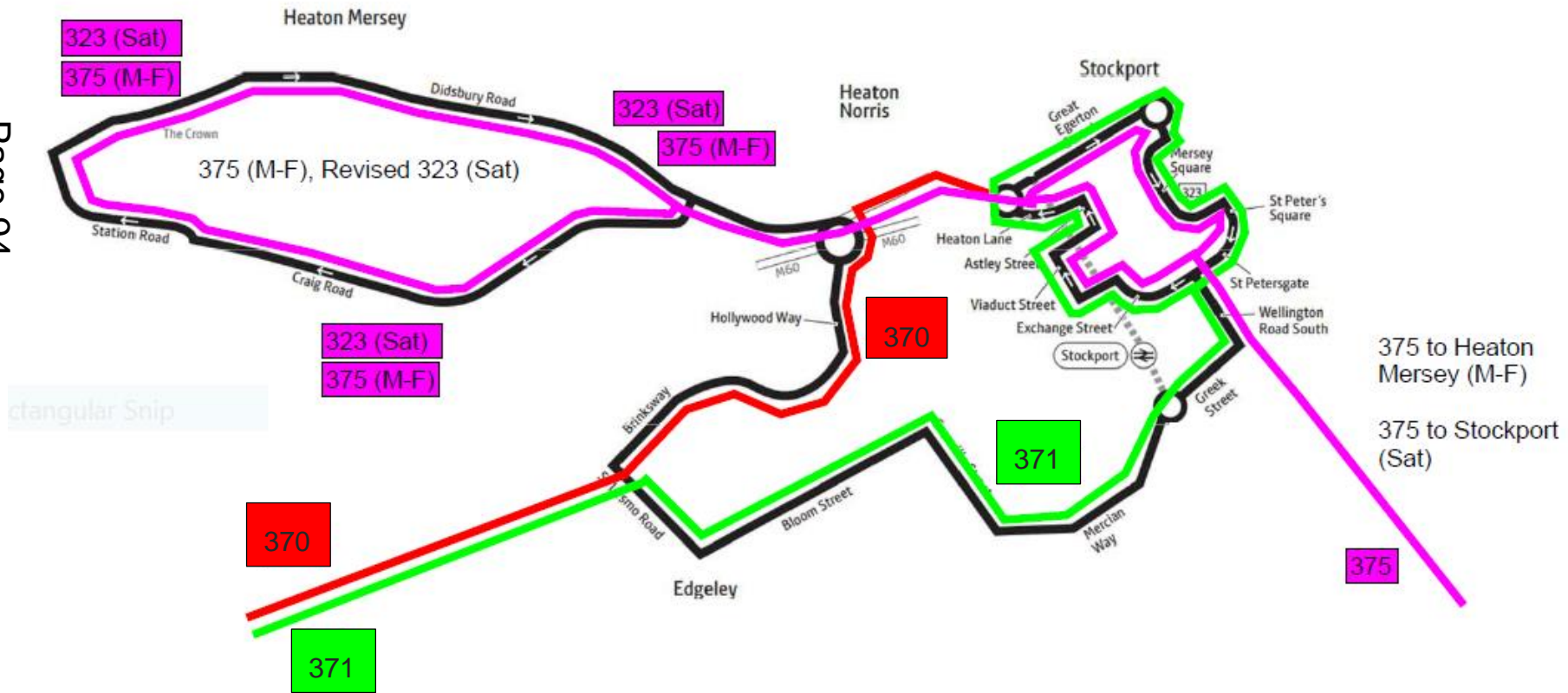
Dist	Service, route and operator	TfGM officer comments and recommendations
WN	<p>583</p> <p>Tyldesley – Shakerley – Atherton – Hag Fold – Leigh</p> <p><i>Vision Bus</i></p>	<p>Service 583 currently provides an hourly Monday to Saturday service. The Sunday service currently only operates between Shakerley and Leigh, approximately from midday to 6pm.</p> <p>A revised Sunday timetable is proposed with the service expanded to run between Tyldesley and Leigh (matching the Monday to Saturday service). In addition, the operating hours are expanded. In the morning the first journeys would depart Leigh at 0845 and Tyldesley at 0936. In the evening the last journeys would depart Leigh at 2045 and Tyldesley at 2136.</p> <p>Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
WN	<p>594</p> <p>Leigh – Astley – New Hall Farm – Tyldesley (circular)</p> <p><i>Warrington</i></p> <p><i>Vision Bus</i></p>	<p>Service 594 currently provides an hourly Monday to Saturday service.</p> <p>It is proposed to introduce a Sunday service which will provide a bus every two hours. First journey would depart Leigh at 1020. Last journey would depart Leigh at 2020.</p> <p>Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
WN	<p>595</p> <p>Hindley – Leigh</p> <p><i>Vision Bus</i></p>	<p>Service 595 currently provides a service every two hours on Sundays only (following changes made in April 2022).</p> <p>It is proposed that this service is withdrawn, being replaced by changes to service 583.</p> <p>Members are asked to approve this recommendation which would be effective from 30th October 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

Map 1: Proposed replacement of existing Service 323 (Stockport – Edgeley- Heaton Mersey) with new and revised services

Key	
	Bus route
	Train line
	Direction of travel
	Bus station/connection point
	Train station
	Terminus

	323 (current)
	323 (new)
	375
	370
	371(new)

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Greater Manchester Transport Committee – Master Work Programme

September 2022 to January 2023

The table below suggests the Committee's work programme from September 2022 to January 2023.

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

September 2022

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
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
	Operators Updates	TOC's	To provide an update on current performance and issues	Accountability

October 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	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
	Bus Network review Update	Stephen Rhodes	To provide members with an update on the approach to stabilise the network in advance of the end of Government recovering funding in October 2022.	Implementation
Full Committee	Road Safety Update	Peter Boulton	To provide an update on the work of road safety initiatives, specifically the Road Danger Reduction Plan.	Accountability
	Six monthly update on TravelSafe	Lucy Kennon, TfGM	To provide a regular update on the work undertaken by the TravelSafe Partnership	Accountability

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
	Network and Market Renewal Update and insight data	Bob Morris	To brief Members on the current status of the public transport network and proposals to encourage people back to public transport. To also include accessible transport.	Implementation
	Transport Finance and Funding	Steve Warrener	To provide an update on current transport finance funding and challenges	Accountability
Active Travel Sub Committee	Active Travel Progress and Programme Update	Richard Nickson/David Budd	To provide an overview of forthcoming workstreams and key activities.	Implementation

November 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
	Operator Updates	TOC's	To provide an update on current performance and issues	Accountability
	Infrastructure Project Update	Simon Elliott	To provide a update on the status of rail stations across Greater Manchester.	Implementation

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
	Update and Evaluation of Dogs on Trams	Daniel Vaughan	To provide an update on the feedback received and the outcome of the pilot of dogs on trams.	Policy Development

December 2022

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Full Committee	Customer Information / Transport Interchanges	Sean Dyball / Howard Hartley	To evidence to Members how customers receive information and provide an update on the current status of Transport Interchanges.	Accountability
	Introduction to the Active Travel Commissioner	Sarah Storey	To provide n opportunity for the Committee to meet the new Active Travel Commissioner and hear about her vision for GM.	Policy Development
	Accessibility item following Destination Bee Network consultation	Emma Flynn	In light of TfGM’s commitment to accessibility, to provide an update on measures being taken to ensure the network is as accessible as possible.	Implementation
	City Region Sustainable Transport Settlement delivery	TBA	Update on the programme delivery plan.	Implementation

January 2023

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
	Rail Station Accessibility Programme	Simon Elliott	To receive an update on the status of rail stations across Greater Manchester	Implementation
	Manchester Recovery Taskforce	DfT	To inform the Committee of the work to improve the performance of rail services in GM.	Implementation

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

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