

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

DATE: Friday, 19th November, 2021

TIME: 10.30 am

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

AGENDA

1. **Apologies**

2. **Chairs Announcements and Urgent Business**

3. **Declarations of Interest** 1 - 4

To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at least 48 hours in advance of the meeting.

4. **Minutes of the GMTC Bus Services Sub Committee - 1 5 - 12
October 2021**

To consider the approval of the minutes of the meeting held 1
October 2021.

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

5. **Bus Operator Update**
To receive a verbal update from Bus Operators.
6. **Changes to the Bus Network and Review of Subsidised Bus Services Budget** 13 - 44
Report of Stephen Rhodes, Interim Head of Bus Services.
7. **GMTC Work Programme** 45 - 50
To note the proposed Work Programme for the Greater Manchester Transport Committee and its sub committees.
8. **Dates and Times of Future Meetings**
To note that the GMTC Bus Services Sub Committee will next meet on Friday 21 January 2022.
9. **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** 51 - 56
Report of Stephen Rhodes, Interim Head of Bus Services.

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 11 November 2021 on behalf of Julie Connor, Secretary to the
Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street,
Manchester M1 6EU

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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 4

**MINUTES OF THE MEETING OF THE GREATER MANCHESTER
BUS SERVICES SUB-COMMITTEE
HELD ON FRIDAY 1 OCTOBER 2021 AT 10:30AM AT MANCHESTER TOWN HALL**

PRESENT:

Councillor Jackie Harris
Councillor John Leech
Councillor Phil Burke
Councillor Roger Jones
Councillor David Meller
Councillor Barrie Holland
Councillor Nathan Evans
Councillor Mark Aldred

Bury Council
Manchester City Council
Rochdale Council
Salford Council
Stockport Council
Tameside Council
Trafford Council
Wigan Council

OFFICERS IN ATTENDANCE:

Nicola Ward
Stephen Rhodes
Nick Roberts

Howard Hartley
Catherine Towey

Governance & Scrutiny, GMCA
Customer Director, TfGM
Head of Services & Commercial
Development, TfGM
Head of Facilities Management, TfGM
Senior Service Account Manager, TfGM

OPERATORS IN ATTENDANCE:

Matt Rawlinson
Guy Warren
Nigel Featham
Ben Jarvis

Diamond
First
Go North West
Stagecoach

GMTBSC 01/21 APOLOGIES

Resolved /-

That apologies be noted and received from Councillors Barry Warner, Warren Bray and Kevin Peel.

GMTBSC 02/21 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

Resolved /-

There were no chairs announcements or items of urgent business.

GMTBSC 03/21 DECLARATIONS OF INTEREST

Resolved /-

There were no declarations of interest.

GMTBC 04/21 MINUTES OF THE GM TRANSPORT BUS SERVICES SUB COMMITTEE MEETING HELD 6 AUGUST 2021

Resolved /-

That the minutes of the GM Transport Bus Services Sub Committee meeting held 6 August 2021 be approved as a correct record.

GMTBSC 05/21 BUS PERFORMANCE REPORT

Catherine Towey, Senior Service Account Manager took members through a report which detailed the performance of the bus network during the period from August 2020 and July 2021 with a particular focus on subsidised services. The report looked specifically at a period of time within the covid pandemic and as services were reduced, punctuality and reliability performance indicators were positive, however, more recently these measures had declined as congestion had become more evident on the network.

The data used to inform the report was based on observations, but it was noted that as more operators were installing real time feeds, more accurate, automatically collated data could be used in future reports.

In relation to funding, it was confirmed that the Covid Bus Operators Grant scheme had now ended, with over £100m distributed through TfGM to operators across GM. This had now been replaced with the Bus Recovery Grant scheme which would be accessible from 1 September 2021 until 5 April 2022 for all eligible commercial services.

Throughout this period, the fleet profile had not significantly changed, however work was underway across all operators to prepare for the introduction of the Clean Air Zone in 2022 and ensure that all vehicles were Euro 6 compliant. The Department for Transport had also introduced a specific retrofitting fund to ensure that all vehicles could reduce their emissions.

In relation to the Clean Air Zone, members asked whether GM was confident in its ability to meet the targets despite current worsening CO2 emission levels. Officers explained how with the support of the two Government funds, Clean Bus Fund to retrofit vehicles and Placement Fund to replace ineligible vehicles they were confident GM would be prepared for the introduction of the Clean Air Zone in April 2022. Operators reported that in relation to the retrofitting of vehicles, they were using an external supplier to fit, however any maintenance responsibilities would fall to them.

Within the report, members noticed that there were quite a high number of contract breaches and asked whether there were sanctions for these and whether they would impact their ability to tender for services in the future. It was reported that the seemingly high figure in the report was as a result of a suspension of contract breach sanctions during the pandemic, however overall operators were very good at responding to contract breaches and paying the incremental fine depending on the type of breach. There were four distinct categories including not wearing the correct uniform, not accepting passengers with concessions etc. The current procurement process for future tenders although robust, did not take into account performance of breaches of contracts in relation to the subsidised

network.

Members questioned whether retrofitting a vehicle allowed it the same miles per gallon as previously. Operators confirmed that there was a very small percentage reduction as a result of retrofitting a vehicle.

The Committee were pleased to see an upward trend in operational performance, however, were concerned that with an increase of traffic on the network congestion could further impact current levels of performance.

Resolved /-

1. That the report be noted.
2. That further details of the type of contract breaches be included in future reports.

GMTBSC 06/21 UPDATE FROM OPERATORS

The Chair invited all bus operators in attendance to provide a short verbal update to the Committee.

First reported patronage levels of 70% compared to pre-covid levels which had remained stable over August and had experienced a slight uplift in September as schools returned and there was a further uplift in leisure travel. As traffic levels had begun to increase there had also been an increase in congestion and support to address pinch points was welcomed from TfGM and Local Authorities. There was significant concern regarding the current national bus driver staffing shortages but First reported at present they were able to balance resources. In relation to face covering compliance, although they were now optional, anecdotally only 30% of passengers were choosing to wear one.

Go North West reported that there were still some incidents of contracting covid within the workforce, resulting in some staff being required to isolate, however, full service levels were still in operation. There had been a number of fare measures introduced to encourage passengers back to the network including £1 fares after 7pm and a three-day ticket bundle for people returning to the office on a hybrid basis. Patronage levels were reported as 78% pre covid levels which was a move forward from previous weeks and the fleet was on track to be ready for the introduction of the Clean Air Zone requirements. In relation to driver shortages, Go North West reported that they were 15 drivers down from staffing levels in June but were attempting to recruit and upskill to fill any gaps.

Stagecoach reported patronage levels of circa 70-75% compared to those pre-covid which was encouraging but still a way off target. Service levels were close 100% which had resulted in some resourcing issues as staff absence was high and there remained a shortage of 70 (out of 1800) drivers. Punctuality of services had improved throughout the pandemic but taken a slight decline over the last couple of weeks as the network had become busier. 250 of their vehicles were already Euro 6 compliant and there were plans to retrofit another 450 in advance of the Clean Air Zone being introduced.

Rotala reported that staffing levels had not been helped by a recent letter from DfT to all HGV license holders encouraging them back to the haulage industry as many were currently bus drivers. This had resulted in further bus driver shortages across the industry. Patronage levels were circa 70% and the £1 evening fare offer had reportedly worked well.

Of the 240 fleet, 150 were Euro 6 compliant in relation to emissions, and there was a planned retrofit for the remaining vehicles.

In relation to driver shortages, members asked whether operators had noticed staff being poached by the HGV industry. It was reported that some staff had taken HGV contracts, but that due to a general staffing issue across the bus sector staff were also transferring between operators at a higher rate than normal. However, those drivers who had been trained by an operator were contractually obligated to remain for two years, otherwise their training costs would have to be recovered.

Members asked whether an agreement had been reached regarding the closure of Deansgate and options for Blackfriars Street. Operators reported that they were in regular conversation with the relevant Local Authorities, and they had shared their preferred option. There remained concern in relation to any further changes to New Bailey Street and Bridge Street as these were currently helping to mitigate the impact of the closure of Deansgate.

Members asked whether it was accurate that bus drivers were currently balloting for strike action. It was confirmed by Stagecoach that union ballots were underway for the next couple of weeks and that it was hoped a resolution could be found before there was any potential impact to the network.

In relation to the vantage service, members asked whether there was a pattern to patronage levels as it had been anecdotally reported that weekend passenger numbers were virtually back to pre-covid levels. First responded that overall patronage levels on the vantage service was between 70-75% with significant variations across some sectors of the market. For example, there had been a reduction in the sale of weekly products, evidencing new working patterns but this data was being monitored regularly to help understand the current market.

In summary, operators reported how patronage levels were on a positive trajectory, however, were still way short of ensuring a viable business that was not totally reliant on Government funding. The Bus Recovery Grant Scheme had been confirmed until March 2022, however there was significant concern as to the levels of demand not increasing substantially by that point.

Resolved /-

1. That the verbal updates from Stagecoach, Go North West, Diamond and First be noted.
2. That the issue of driver shortages and contributing factors be specifically noted and members be updated on the initiatives in place to address these shortages at the next meeting.

GMTBSC 07/21 BUS STATIONS AND INTERCHANGES

Howard Hartley, Head of Facilities Management TfGM took the Committee through a presentation which provided an update on the operation and management of bus stations, interchanges and on street infrastructure. In particular members were updated on plans for Stockport Interchange, the newly acquired Horwich Parkway station and initiatives including Kickstart and the Safe Place Scheme. TfGM now managed 15 Travelshops, the majority of sales being made through Shudehill which was manned for 7 days a week. It was noted that there had been a move away from weekly products through recent ticket sales information to

predominantly daily ticket products.

Members were positive about the temporary bus station that was in place whilst the development at Stockport Interchange took place and asked operators for their feedback on the facility. Stagecoach reported that there had been some initial hiccups with the new facility but nothing significant and that patronage figures would be able to evidence its success going forward.

In relation to real time electric displays at bus shelters, officers reported that this remained the ambition for GM, however as technology had advanced such systems had begun to be installed in the new interchange facilities that it was hoped could be rolled out across the network in due course.

Members were keen to ensure that any service interruption or delay was communicated as quickly and efficiently with passengers. Officers reported that now the technology was available to support real time passenger information these data streams were now already in use by a number of operators and service changes were reported through apps and interchange information boards. In support of this, staff were also deployed where possible to assist with large queues or dealing with re-direction of passengers following a service change.

The Kickstart Scheme which provided paid work experience for young people on Universal Credit was commended by members, officers confirmed that the criteria for applications to the programme had been set by the DWP and included a maximum age of 23 years.

Members noted that some bus shelters were owned and managed by TfGM, whereas others were managed by JC Decaux. It was questioned as to which provided the best value for money and confirmed that JC Decaux had met their contract obligations to provide 3,497 of the 4,403 bus shelters in GM, but that any new ones were offered to them in the first instance as it proved more cost effective for them to manage the assets.

Resolved /-

That the report be noted.

GMTBSC 08/21 CHANGES TO THE BUS NETWORK AND REVIEW OF SUBSIDISED BUS SERVICES BUDGET

Nick Roberts, Head of Services & Commercial Development, TfGM took Members through the latest forthcoming changes to the bus network report.

Annex A

In relation to the service 533, members questioned the logic as to the re-timing of the timetable to a 20-minute service. Diamond reported that this had been done to ensure the service was in line with the timings of the other commercial service 507.

Annex B and Annex C

In relation to Partington Local Link in the Dunham Massey area, there had been a number of changes as a result to issue with the canal over-bridge on Woodhouse Lane which were included in the report.

Resolved /-

1. That the changes to the commercial network set out in Annex A of the report be noted.
2. That it be agreed that no action is taken in respect of changes or de-registered commercial services set out in Annex A of the report.
3. That the action taken in respect of the service change set out in Annex B of the report be noted.
4. That the proposed changes to general subsidised services set out in Annex C of the report be agreed.

GMTBSC 09/21 GMTC WORK PROGRAMME

Resolved /-

1. That the proposed work programme for the GM Transport Committee and its Sub Committees be noted.
2. That it be requested that the Road Safety report scheduled to be considered by the Committee in October includes reference to Local Authority schemes and the impact that their installation has had on road safety incidents.

GMTBSC 10/21 DATES OF FUTURE MEETINGS

Resolved /-

That it be noted that the GMTC Bus Services Sub Committee would next meet on the 19 November 2021.

GMTBSC 11/21 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 12/21 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.

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GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 19 November 2021

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

Report of: Stephen Rhodes, Customer Director & Interim Head of Bus Services,
TfGM

Purpose of Report

- I. To inform Members of the changes that have taken place to the bus network since the last Bus Services Sub Committee meeting and report on action taken or proposed by Transport for Greater Manchester; and
- II. To seek guidance from Members on the actions proposed by Transport for Greater Manchester.

Recommendations:

Members are asked to:

1. note and comment as appropriate on changes to the commercial network set out in Annex A;
2. agree that no action is taken in respect of changes or de-registered commercial services set out in Annex A;
3. note the action taken in respect of the service change set out in Annex B; and
4. agree the proposed changes to general subsidised services set out in Annex C.

Contact Officers

Stephen Rhodes Customer Director & Interim Head of Bus Services, TfGM
stephen.rhodes@tfgm.com

Nick Roberts Head of Services & Commercial Development, TfGM
nick.roberts@tfgm.com

Equalities Implications

N/A

Climate Change Impact Assessment and Mitigation Measures

N/A

Risk Management

N/A

Legal Considerations

N/A

Financial Consequences – Revenue

see paragraph 2 and Part B report

Financial Consequences – Capital

N/A

Number of attachments to the report:

main report only

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

Forthcoming Changes to the Bus Network report to the Greater Manchester Transport Committee, Bus Services Sub -Committee – 12th March 2021.

Tracking/ Process

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

No

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? 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.

2. 2021/22 BUDGET SUMMARY

- 2.1 The summary below provides the current position on the 2021/22 Subsidised Bus Services budget for the six months to 30th September 2021.
- 2.2 Net expenditure on Subsidised Services is £0.9m lower than budget in the year to date. It should be noted that considerable risk remains around future income (including continued government support) and cost.

	Year to date - September 2021				Budget 2021/22 £000
	Actual £000	Budget £000	Variance £000	%	
General Network Costs					
General Bus Services	10,385	11,115	729	6.6%	24,497
Local Link	990	1,056	66	6.3%	2,367
Shuttles	914	987	73	7.4%	1,972
Sub-Total General Network	12,289	13,158	869	6.6%	28,835
Schools Services Costs	6,359	6,609	250	3.8%	14,447
Total – Subsidised Services costs	18,648	19,767	1,119	5.7%	43,282
General Network Income					
General Bus Services	1,982	2,227	(245)	(11.0%)	5,847
Local Link	69	45	24	54.8%	89
Shuttles	449	458	(9)	(1.9%)	914
Sub-Total General Network	2,501	2,730	(229)	(8.4%)	6,850
Schools Services income	2,525	2,527	(2)	(0.1%)	5,384
Total – Subsidised Services income	5,026	5,257	(231)	(4.4%)	12,234
Net Cost - Subsidised Services	13,622	14,510	888	6.1%	31,048

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

Customer Director and Interim Head of Bus Services

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX A

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ ticketing)	Comments/TfGM officer recommendations
BN WN	516 Leigh - Atherton - Westhoughton - Four Gates - Horwich	Diamond	Service re-routed to operate via Brazley between Lostock and Horwich to provide an improved hourly service between Brazley and local facilities at both Middlebrook and Horwich.	30/01/22	n/a	n/a	Changes to tendered journeys on services 516 and 577 (refer to part C)

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

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
BN	<p>570 Bolton - Lever Edge - Sutton Estate <i>Vision Bus</i></p>	<p>This service is wholly tendered and currently provides an hourly Monday – Saturday daytime service.</p> <p>Due to the commercial service change to service 516 and the withdrawal of service 577, service 570 is proposed to be extended from Sutton Estate via Armadale Road to Markland Hill to return to Bolton via the current 574 route, forming a circular service around west Bolton. It will be renumbered to service 573 with revised journey times.</p> <p>Members are asked to approve this recommendation which would be effective from 30th January 2022.</p> <p>As part of a combined review of services 570, 574 and 577, there are no changes to the Tendered Services Budget.</p>
BN	<p>574 Bolton - Markland Hill <i>Vision Bus</i></p>	<p>This service is wholly tendered and currently provides an hourly Monday – Saturday off peak only service.</p> <p>Due to the commercial service change to service 516 and the withdrawal of service 577, service 574 is proposed to be extended from Markland Hill via Armadale Road to Sutton Estate to return to Bolton via the current 570 route, forming a circular service around west Bolton. It will have revised journey times with certain additional trips on the current section to complete the loop.</p> <p>Members are asked to approve this recommendation which would be effective from 30th January 2022.</p>

		As part of a combined review of services 570, 574 and 577, there are no changes to the Tendered Services Budget.
BN	577 Bolton - Deane - Ladybridge - Lostock - Horwich - Blackrod <i>Vision Bus</i>	<p>This service is wholly tendered and provides an infrequent service currently operating about every 2 hours (6 trips from Bolton between 0957 and 1757, and 8 trips from Blackrod between 0855 and 1755).</p> <p>Due to the re-routing of service 516 to run via Brazley, most of the passenger travel on service 577 will be covered by commercial services 7, 20, 125, 516, 520 and 575 and it is therefore proposed that service 577 is withdrawn.</p> <p>Pennine Road estate in Horwich will be unserved by this change, operation on this section if route has become increasingly difficult due to parked cars on the narrow section of route which has led to unplanned diversions. All sections of route in this area are within 600 metres of services 125 or 575.</p> <p>Armadale Road will be replaced by changes to services 570 and 574 which are linked together and will provide two buses per hour to Bolton.</p> <p>Members are asked to approve this recommendation which would be effective from 30th January 2022.</p> <p>As part of a combined review of services 570, 574 and 577, there are no changes to the Tendered Services Budget.</p>
BN	1 Bolton - Dunscar - Egerton - Darwen - Blackburn <i>Operator TBC</i>	<p>There is currently no tendered provision on this service.</p> <p>This service currently provides a 15 minute Monday – Saturday daytime service, half hourly on Sundays operated commercially by Transdev Blackburn with evening journeys running hourly until the last bus at 2145 from Bolton (1730 on Sundays).</p> <p>It is proposed to add later evening journeys between Bolton and Egerton on Mondays to Saturdays departing Bolton at 2250 and 2335 and an hourly Sunday evening service will also be introduced departing Bolton at 1850-</p>

		<p>2335. These journeys will replace service provision on service 533 between Bolton and Egerton at these times.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	<p>501 Johnson Fold – Bolton – Bolton Hospital - Farnworth <i>Operator TBC</i></p>	<p>The tendered provision on this service is currently limited to daily late evening journeys, supporting the commercial service operated by Diamond every 15 minutes Monday to Saturday daytime and every 30 minutes Monday to Saturday early evening/Sunday daytime.</p> <p>On retender, changes to the tender journeys make up are introduced.</p> <p>Journeys are withdrawn as follows: 2350 (Sun) Johnson Fold – Farnworth 2355 (Sun) Farnworth – Johnson Fold</p> <p>New journeys are introduced as follows: 0532 (Sat) Bolton – Farnworth 0650 (Sun) Johnson Fold – Bolton 0655 (Sun) Farnworth – Johnson Fold</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN BY	<p>511 Bolton – Breighmet – Withins – Walshaw – Bury <i>Operator TBC</i></p>	<p>The tendered provision on this service is currently hourly daily evenings, supporting the commercial service operated by Diamond every 60 minutes daily daytime.</p> <p>On retender, changes to the tender journeys make up are introduced.</p>

		<p>Journeys are withdrawn to reduce tender costs as follows: 1945 (Sun) Bolton – Bury – alternative journeys at 1845/2045 2037 (Sun) Bury – Bolton – alternative journeys at 1937/2137 2145 (daily) Bolton – Bury – alternative journeys at 2045/2245 2237 (Mon-Sat) Bury – Bolton – alternative journeys at 2137/2337</p> <p>New journeys are introduced as follows: 2137 (Sun) Bury – Bolton 2245 (Sun) Bolton – Breighmet</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	<p>520 Bolton – Lostock Junction - Westhoughton <i>Operator TBC</i></p>	<p>The tendered provision on this service is currently hourly Monday to Saturday evenings and all-day Sunday, supporting the commercial service operated by Diamond every 30 minutes Monday to Saturday daytime.</p> <p>On retender, additional journeys are introduced with a Monday to Saturday journey at 2302 from Westhoughton to Bolton.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	<p>525 Bolton - Halliwell - Smithills - Hall I Th Wood circular <i>Operator TBC</i></p>	<p>This service is wholly tendered and currently provides an hourly daily all-day service.</p> <p>A revised timetable is proposed with the daily evening service reduced to two hourly with an hourly service on Halliwell Road maintained by the introduction of additional journeys on service 526.</p>

		<p>Alternative provision is available on services 1/537/541 between Bolton and Astley Bridge, 480/507/541 between Bolton and Hall I' th' Wood and 561/562 between Bolton and Tonge Fold.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	<p>526 Bolton - Halliwell - Smithills - Doffcocker - Barrow Bridge <i>Operator TBC</i></p>	<p>This service is wholly tendered and currently provides an hourly Monday to Saturday daytime service with no service evening and Sunday.</p> <p>A revised timetable is proposed which introduces a new two hourly service on Monday – Saturday evenings and Sunday daytime, maintaining an hourly service with services 525/527 on Halliwell Road.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	<p>527 Bolton - Hall I Th Wood - Smithills - Halliwell circular <i>Operator TBC</i></p>	<p>The tendered provision on this service is currently hourly Monday to Saturday evenings and all-day Sunday, supporting the commercial service operated by Vision every hour Monday to Saturday daytime.</p> <p>A revised timetable is proposed with the daily evening service reduced to two hourly with an hourly service on Halliwell Road maintained by the introduction of additional journeys on service 526.</p> <p>Alternative provision is available on services 1/537/541 between Bolton and Astley Bridge, 480/507/541 between Bolton and Hall I' th' Wood and 561/562 between Bolton and Tonge Fold.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	<p>533 Bolton - Bradshaw - Bromley Cross - Dunscar – Egerton <i>Expiry of tender – currently Vision Bus</i></p>	<p>The tendered provision on this service is currently hourly Monday to Saturday evenings and all day Sunday, supporting the commercial service operated by Diamond every hour Monday to Saturday daytime.</p> <p>Following retendering it is proposed that the subsidised evening and Sunday journeys are withdrawn as the new contract would have an estimated Cost Per Passenger journey of £4.16 exceeding the Cost Per Passenger threshold of £4. Alternative journeys along Darwen Road are available on service 541, and service 1 serves Blackburn Road at Egerton, as noted elsewhere in this report. The bus stops at Dunscar War Memorial and at the Dunscar Arms / Arnold Road will no longer have an evening or Sunday bus service, but all households affected are within 750 metres of service 1 or 541.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	<p>534 Bolton - Halliwell - Astley Bridge - Oldhams Estate <i>Operator TBC</i></p>	<p>The tendered provision on this service is currently hourly Monday to Saturday early evenings and Sunday daytime, supporting the commercial service operated by Arriva which runs every 15 minutes Monday to Saturday daytime.</p> <p>The evening service currently operates a non-standard pattern running via the Waters Meeting Road to serve the Valley Leisure Complex.</p> <p>A revised timetable is proposed which forms standard the route via the commercial service route, i.e. direct to Astley Bridge.</p>

		<p>Additional Sunday morning journeys are introduced with the first bus from Oldham Estate being 0740 instead of the current 1054.</p> <p>A service to the Valley Leisure Complex will now be provided by route 537 reported elsewhere.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	<p>537 Bolton - Bank Top - Astley Bridge circular <i>Operator TBC</i></p>	<p>This service is wholly tendered and currently provides an hourly Monday – Saturday daytime service with a morning peak service on schooldays only.</p> <p>A revised timetable is proposed with the route extended to Eagley Way turning circle and an improved span of operation on Monday to Saturday daytime. In addition, journeys will operate via Waters Meeting Road to serve the Valley Leisure Complex. The timetable also incorporates a school movement to Sharples High School.</p> <p>An additional two hourly Monday to Saturday evening and Sunday daytime service is also introduced between Bolton and Bank Top.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	<p>541 Bolton - Tonge Moor - Bradshaw - Bromley Cross - Toppings <i>Operator TBC</i></p>	<p>The tendered provision on this service is currently hourly Monday to Saturday early evenings and Sunday daytime, supporting the commercial service operated by Arriva which runs every 30 minutes Monday to Saturday daytime.</p> <p>It is proposed that the provision of later evening journeys to Bromley Cross moves from service 533 to 541 to provide better penetration of the estate at</p>

		<p>Toppings. This will result in later journeys on all days with the last bus being at 2300 from Bolton.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	<p>557 Bolton Hospital – Farnworth – Ringley Fold <i>Operator TBC</i></p>	<p>This service is wholly tendered and currently provides an hourly Monday – Friday off peak service.</p> <p>To facilitate an interworking with a school bus service at St James High School, on retender the 1405 service from Bolton Hospital to Ringley Fold is withdrawn, with the last trip being at 1305.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN WN	<p>559 Bolton - Deane - Westhoughton - Ashton-in-Makerfield <i>Operator TBC</i></p>	<p>This service is wholly tendered and currently provides an hourly Monday – Saturday service with a two hourly service in the evenings and on Sundays.</p> <p>A revised timetable is proposed incorporating an extension at school times to Byrchall and Sir Edmund Arrowsmith High Schools.</p> <p>Due to low use the 2056 journey on Sunday from Ashton to Bolton is withdrawn.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

BN	571 / 572 Bolton – Lever Edge – Great Lever circular Operator TBC	<p>The tendered provision on this service is currently limited to evening journeys every hour on each service on Sunday evenings only, supporting the commercial competing services operated by Diamond and Vision Bus with up to 5 buses per hour Monday to Saturday daytime and an hourly Monday to Saturday evening and Sunday daytime service.</p> <p>On retender, additional journeys are introduced increasing the span of operation as follows:</p> <p>571 – 0730 (Sun), 2335 (daily) 572 – 0546 (Sat), 0700/0800 (Sun), 0005 (Mon-Sat).</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	573 Bolton - Lever Edge - Sutton Estate - Markland Hill – Bolton 574 Bolton - Markland Hill - Sutton Estate - Lever Edge – Bolton Operator TBC	<p>These wholly tendered services, proposed to be amended in January 2022, will operate hourly Monday to Saturday daytimes between Bolton, Lever Edge and Sutton Estate with additional off peak running between Sutton Estate, Markland Hill and Bolton.</p> <p>On renewal of the tender, the service is standardised to operate hourly throughout Monday to Saturday daytime incorporating school movements to Ladybridge High School.</p> <p>Additionally, Monday to Saturday evening and Sunday daytime services are introduced on these services operating 2 hourly on each service.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

WN	<p>607 Ashton-in-Makerfield — Bryn — Land Gate circular</p> <p>608 Ashton-in-Makerfield — Bryn — Ashton Heath circular <i>Expiry of tender – previously Diamond</i></p>	<p>These services, which were operated hourly Monday to Saturday daytime service, will be withdrawn.</p> <p>They were due to pass from Diamond to another operator on 31 October as the result of a tendering exercise earlier this year, but the new operator is unable to take up the contract due to difficulties in recruiting and retaining drivers.</p> <p>Award of a contract to the second bidder has been considered but the award of a contract to this operator would not meet the current value for money criteria as the cost per passenger would be around £6.30, compared to the £3.24 estimated with the proposed operator. There was also an option tendered for a Local Link service demand responsive service but that also would not meet the current value for money criteria.</p> <p>Officers have explored the possibility of diverting another service in the area to serve Soughers Lane and the Landgate loop on its way into Ashton but given the short timescale that has not been possible for 31 October.</p> <p>Alternative services are available within 640m for most passengers giving links into Ashton.</p> <p>Members are asked to endorse this recommendation which was effective from 31st October 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
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Dist	Service, route and operator	TfGM officer comments and recommendations
RE	<p>12 Middleton - Boarshaw - Middleton Junction circular 12A</p>	<p>Service 12 currently provides a half hourly Monday to Saturday daytime service and 12A an hourly Sunday daytime service, both services run as one-way loops.</p>

	<p>Middleton - Hollins - Middleton Junction circular <i>Stagecoach</i></p>	<p>It is proposed that these services are withdrawn and replaced by revised service R7 reported elsewhere which will provide an hourly Daily daytime and evening service between Middleton and Boarshaw via Boarshaw Road, as well as new links to Stakehill and Kingsway employment areas and Rochdale. Revised service 129 reported elsewhere includes a Sunday service to Nowell Road and Tintern Road areas.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>125 Middleton - Rhodes - Bowlee - Hollins - Alkrington circular <i>Stotts</i></p>	<p>This service currently provides an hourly Monday – Saturday daytime service along two one-way loops: from Middleton via Manchester Road to Alkrington from Middleton via Manchester Old Road, Boardman Lane, Ellis Lane, Heywood Old Road, Langley Lane, Whalley Road to Hollin Shops, Hollin Lane, Rochdale Road and Long Street to Middleton.</p> <p>It is proposed that this service is withdrawn and replaced by new service 125 noted below. Alkrington is served by service 415 and a revision to another subsidised service is also being explored to maintain service in Alkrington.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>125 Middleton - Birch - Heywood <i>Operator tbc</i></p>	<p>This new hourly Monday – Saturday daytime service is proposed to operate from Middleton via Rochdale Road, Hollin Lane, Langley Lane, Birch, Manchester Road to Heywood providing new links to Birch. The timetable also incorporates the school movement from Middleton to Newhouse Academy.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>129 Middleton - Hollins - Stanycliffe - Boarshaw circular Go North West/Stotts/Stagecoach</p>	<p>This service currently provides an hourly Monday – Saturday daytime service along a one way loop from Middleton via Long Street, Hollin Lane, Whalley Road, Tintern Road, Hopwood Road, Nowell Road, Rochdale Road, Stanycliffe Lane, Acresfield Road/Guildford Road, Stanycliffe Lane and Boarshaw Road to Middleton.</p> <p>A revised route and timetable is proposed providing an hourly Daily daytime service and two hourly evening service from Middleton via Boarshaw Road, Stanycliffe Lane, Rochdale Road, Nowell Road, Whalley Road, Tintern Road, Hopwood Road, Nowell Road, Rochdale Road, Stanycliffe Lane, Acresfield Road/Guildford Road, Stanycliffe Lane and Boarshaw Road to Middleton.</p> <p>A replacement service along Hollin Lane is provided by new service 125.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
MR RE	<p>156 Shudehill - Blackley – NMGH - Higher Blackley - Rhodes - Middleton Stagecoach</p>	<p>This service currently provides a half hourly Monday – Saturday daytime service operated commercially by Stagecoach with an hourly subsidised evening and Sunday service also run by Stagecoach.</p> <p>A revised Sunday timetable is proposed which improves the frequency between Shudehill and NMGH to two buses per hour.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p>

		<p>The impact on the subsidised services budget is given in Part B of this report.</p>
OM	<p>184 Oldham - Greenacres - Uppermill - Huddersfield Town Centre <i>First</i></p>	<p>This service currently provides an hourly Monday to Saturday daytime service between Oldham and Huddersfield operated commercially by First with a limited subsidised evening and an hourly Sunday service between Oldham and Grotton also run by First.</p> <p>Following retendering it is proposed that the subsidised evening and Sunday journeys are withdrawn between Oldham and Grotton as the new contract would have an estimated Cost Per Passenger journey of £8.40 exceeding the Cost Per Passenger threshold of £4. A revision of another subsidised service is being explored in order to continue to provide a Sunday service between Oldham and Grotton.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
OM TE	<p>356 Oldham - Delph - Mossley - Stalybridge - Ashton-under-Lyne <i>Nexus Move</i></p>	<p>This service currently provides an hourly Monday – Saturday daytime service with a limited evening service and two hourly Sunday daytime service over the whole route (hourly Denshaw – Oldham).</p> <p>A revised timetable is proposed with alternate daytime journeys running via Carr Hill Road. The evening service is revised to two hourly and the Sunday service is revised to hourly, both over the whole route.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

<p>OM RE</p>	<p>402 Derker - Oldham - Royal Oldham Hospital - Chadderton - Royton <i>Stotts/ Operator tbc</i></p>	<p>This service currently provides an hourly Monday – Saturday daytime service from Derker via Oldham and Chadderton to Royton, with four Sunday trips at two hourly intervals.</p> <p>A revised route and timetable is proposed which will run hourly Monday – Saturday daytime between Oldham and Shaw via the existing 402 route to Royton, and then via the 408 route to Shaw terminating in a loop running via Buckstones and Wrens Nest. A two hourly evening and Sunday service will also be added.</p> <p>The revised timetable will also incorporate school movements to North Chadderton and Crompton House Schools.</p> <p>A revision of another subsidised service is being explored in order to continue to provide the service between Derker, Oldham and the Royal Oldham Hospital. The service along Higginshaw Road will be provided by the revised 403.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>OM RE</p>	<p>403 Oldham — Shaw — Rushcroft — High Crompton circular <i>Stotts/ Operator tbc</i></p>	<p>This service currently provides an hourly Monday – Saturday service between 0920 and 1420.</p> <p>A revised route and timetable is proposed which will run hourly Monday – Saturday daytime over a longer span of operation (0700-1800) between Oldham and Shaw via Egerton Street, Higginshaw Road, Higginshaw Lane, Turf Lane, and Shaw Road to Shaw. The loop in Shaw is unchanged. The link from Shaw to the Royal Oldham Hospital is maintained by the 402 reported elsewhere</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p>

		<p>The impact on the subsidised services budget is given in Part B of this report.</p>
OM RE	<p>408 Oldham - Royton - Thorp - Shaw - Milnrow – Rochdale <i>First</i></p>	<p>This service currently provides an hourly Daily daytime and evening service.</p> <p>It is proposed that this service is withdrawn with alternative facilities available as follows: Oldham – Royton – Shaw: revised service 402 reported elsewhere Shaw – Milnrow – Rochdale: new services R9/R10 reported elsewhere Metrolink provides an alternative for end-to-end journeys</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
OM RE	<p>415 Oldham - Chadderton - Middleton Junction - Middleton <i>Go North West/Stagecoach</i></p>	<p>This service currently provides an hourly Daily daytime and evening service.</p> <p>A revised timetable is proposed which reduces the daily evening service to two hourly.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>435 Rochdale - Turf Hill - High Crompton - Shaw - Buckstones <i>Transdev Rosso</i></p>	<p>This subsidised service currently provides an hourly Monday – Saturday daytime service between Rochdale and Shaw/Buckstones.</p> <p>This service is replaced by new services R9 and R10 reported elsewhere.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p>

		The impact on the subsidised services budget is given in Part B of this report.
RE	<p>456 and 458 Rochdale - Wardle - Stubley - Littleborough Rochdale - Wardle - Hollingworth Lake - Littleborough <i>Transdev Rosso</i></p>	<p>These services currently provide a half hourly Monday – Saturday daytime services with TfGM subsidy supporting the service between Wardle and Littleborough, alternately via Stubley or Hollingworth Lake. The subsidised hourly evening and Sunday journeys all run via Hollingworth Lake and extend to Shore and Stansfield.</p> <p>A revised timetable is proposed which integrates the commercial and subsidised journeys to give a half hourly Monday to Saturday service and an hourly evening and Sunday service between Rochdale and Littleborough via Hollingworth Lake.</p> <p>The service on the Stubley loop is replaced by the new R5 reported elsewhere.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>457 Rochdale - Smallbridge - Littleborough - Stansfield <i>Transdev Rosso</i></p>	<p>This service currently provides a half hourly Monday – Saturday daytime service, operated commercially by Transdev Rosso. Evening and Sunday journeys to Shore and Stansfield are provided on the longer route 458 which runs via Hollingworth Lake.</p> <p>A revised timetable is proposed which adds an hourly evening and Sunday service giving a faster journey time between Rochdale and Shore/Stansfield.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

BY RE	<p>467 Bury - Jericho - Bamford - Caldershaw - Spotland – Rochdale 468 Bury - Jericho - Bamford - Bagslate - Spotland - Rochdale <i>Transdev Rosso</i></p>	<p>The subsidised evening and Sunday journeys on these routes combine to provide a half hourly service between Bury, Bamford and Rochdale.</p> <p>Because TfGM policy does not extend to supporting half hourly services, a revised timetable is proposed for these journeys which will give an hourly service between Rochdale and Daniel Fold on the 467 and an hourly Rochdale – Bamford – Bury service on the 468.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BY RE	<p>480 Bury - Ramsbottom - Hawkshaw - Walves - Bradshaw - Bolton <i>Transdev Rosso</i></p>	<p>This service currently provides an hourly Monday – Saturday daytime service.</p> <p>A revised timetable is proposed which adds a two hourly Sunday service between Bury and Holcombe Brook.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>R2 Rochdale - Norden - Bamford - Heywood - Bury <i>Transdev Rosso</i></p>	<p>This subsidised service currently provides an hourly Monday – Saturday daytime service departing Rochdale 0912-1612, plus earlier short journeys from Norden arriving in Bury at 0745 and 0829 and departing Bury 0928-1728.</p> <p>A revised timetable is proposed with an extended span of operation with departures from Rochdale 0812-1812, plus an earlier short journey from Norden arriving in Bury at 0829. Departures from Bury will be hourly from 0728 to 1728.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>R4, R5 Rochdale - Milnrow - Ladyhouse Rochdale - Milnrow - Newhey - Peppermint Bridge <i>Transdev Rosso</i></p>	<p>These subsidised services currently provide an hourly Monday – Saturday daytime service between Rochdale and Milnrow with R4 running two hourly via Leyfield Road and Kiln Lane/Pennine Drive to Ladyhouse and R5 two hourly via Rochdale Road and Kiln Lane/Hursted Road/Wellington Street to Peppermint Bridge.</p> <p>A revised timetable is proposed which will give an hourly Monday – Saturday daytime service numbered R4 via Leyfield Road and Dale Street/Newhey Road to Peppermint Bridge.</p> <p>Kiln Lane, Pennine Drive and Ladyhouse are covered by the new R6 reported elsewhere. Hursted Road and Wellington Street are covered by the new R5 reported elsewhere.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>R5 Rochdale - Milnrow - Smithy Bridge - Littleborough <i>Transdev Rosso/Operator tbc</i></p>	<p>This new service will provide an hourly Monday – Saturday daytime service from Rochdale via Rochdale Road to Milnrow, then via Wellington Street, Hursted Road, Wild House Lane, Milnbrow Road to Smithy Bridge, Smithy Bridge Road, New Road, the Stubble loop via Starring Way and Feathersatll Road to Littleborough.</p> <p>The service incorporates the school movements from Rochdale and Littleborough to Hollingworth Academy.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>R6 Rochdale - Kingsway - Ladyhouse - Milnrow <i>Transdev Rosso/Operator tbc</i></p>	<p>This new service will provide an hourly Daily service from Rochdale between 0536 and 2136 via Oldham Road, A664, Kingsway to serve JD Sports and Asda, Ladyhouse, Elizabethan Way, then a loop in Milnrow via Dale Street, Albert Street, Pennine Drive and Kiln Lane.</p> <p>The service covers the shift time access from Rochdale into Kingsway and gives a much-improved service to the Ladyhouse and Pennine Drive areas of Milnrow replacing the current R4 (early morning, late evening and Sunday journeys do not serve Ladyhouse).</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>R7 Rochdale - Belfield - Turf Hill - Kirkholt - Castleton - Boarshaw - Middleton <i>Transdev Rosso/Operator tbc</i></p>	<p>This subsidised service currently provides an hourly Monday – Saturday daytime service between Rochdale and Castleton.</p> <p>A revised route and timetable are proposed as follows: Between Rochdale and Castleton, the service will be rerouted via Kingsway to serve JD Sports and Asda. The service will also be extended from Castleton to Middleton via Rochdale Road, Stakehill Industrial Estate, Rochdale Road, Stanyclyffe Lane, Boarshaw and Boarshaw Road. The new timetable will provide an hourly Daily service with departures from Middleton timed to meet shift start times at Kingsway, departures from Rochdale will be timed to meet shift end times at Kingsway. The service also offers improved links to Stakehill. In Middleton the R7 will replace the 12 and 12A services between Boarshaw and Middleton.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>R9 Rochdale - Foxholes circular <i>Transdev Rosso</i></p>	<p>This service, currently two round trips on Mondays to Fridays only, is proposed to be withdrawn due to low usage, and average of less than 1 per trip across all journeys operated since November 2019. Alternative journeys are available within 640m on Whitworth Road, Binns Nook Road and Halifax Road.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>R9 and R10 Rochdale - Turf Hill - High Crompton - Shaw - Buckstones - Milnrow - Rochdale <i>Operator tbc</i></p>	<p>These new subsidised services will provide a two-way circular service combining the 435 and 408 between Shaw and Rochdale, numbered R9 (Rochdale - Turf Hill - Shaw - Buckstones - Milnrow – Rochdale) or R10 (Rochdale - Milnrow - Buckstones - Shaw - Turf Hill - Rochdale). R9 and R10 will both run hourly during the day Monday to Saturday with an hourly evening/Sunday service between Rochdale and Shaw via Milnrow.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BY	<p>B2 Bury - Fernhill - Chesham - Walmersley - Nangreaves <i>Transdev Rosso</i></p>	<p>This service currently provides an hourly Monday – Saturday daytime service.</p> <p>A revised timetable is proposed with a two hourly Sunday daytime service added.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BY RE	<p>B4 Bury - Fern Grove - Fairfield General Hospital - Heywood <i>Transdev Rosso</i></p>	<p>This service currently provides an hourly Monday – Saturday daytime service.</p> <p>A revised route and timetable are proposed with all journeys rerouted via Fern Grove to replace service 494. In addition, a two hourly Sunday service is added between Bury and Heywood town centre only (not serving the Captain Fold/ Hopwood loop).</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE	<p>Local Link Rochdale area including: Kingsway Milkstone and Deeplish Newbold and Smallbridge Rochdale Evenings <i>Nexus Move</i></p>	<p>The Rochdale area Local Link services cover a number of areas as follows: Kingsway which provides links to and from Kingsway Business Park from anywhere in the service area, and runs Monday to Sunday, 5am to 11pm. Milkstone and Deeplish which runs Monday to Saturday only from 8am to 5.30pm. Newbold and Smallbridge which runs Monday to Friday only 7.30am - 2pm and 4.30pm - 6.30pm. Rochdale Evenings which runs 7pm to 11pm Monday to Saturday and on Sundays and Bank Holidays 6pm to 11pm.</p> <p>It is proposed that these Local Link services are withdrawn being replaced by the new services R6, R7, R9 and R10</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p>

The impact on the subsidised services budget is given in Part B of this report.

Dist	Service, route and operator	TfGM officer comments and recommendations
MR	44 Manchester - Withington - Wythenshawe Hospital <i>Selwyns/operator tbc</i>	<p>Service 44 currently provides an hourly Monday to Saturday daytime service.</p> <p>A revised route and timetable are proposed with the service revised to operate via the existing route from Manchester as far as Withington (Wilmslow Road) then via Mauldeth Road Parrs Wood Road to East Didsbury then via Wilmslow Road and Barlow Moor Road to rejoin the existing route to Wythenshawe Hospital. From Wythenshawe Hospital, the service will continue to Altrincham via the 288 route. The hourly daytime frequency is maintained.</p> <p>The service into the Minehead Centre in Withington will be provided by the revised service 84A reported elsewhere.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
MR TD	288 East Didsbury - Timperley - Altrincham - Manchester Airport <i>Goodwins</i>	<p>Service 288 currently provides an hourly Monday to Saturday daytime service over the full; route with a two hourly evening and Sunday service between Altrincham and Manchester Airport.</p> <p>A revised timetable is proposed with the service reduced to operate only between Altrincham and Manchester Airport, hourly Monday to Saturday daytime and two hourly in the evenings and on Sundays.</p> <p>The East Didsbury - Timperley – Altrincham section is replaced by the change to service 44 reported elsewhere.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
TD	<p>247 Altrincham - Partington - Carrington - The Trafford Centre <i>Arriva</i></p>	<p>Service 247 currently runs every 30 minutes during the day Monday to Saturday and hourly on Sundays with subsidised journeys providing an hourly evening service and additional early morning journeys. A revised timetable is proposed with an additional subsidised journey at 0436 from Altrincham to The Trafford Centre to provide for earlier connections from there into Trafford Park.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
TD	<p>375 Stockport - Offerton - Hazel Grove - Marple - Mellor <i>Selwyns/Operator tbc</i></p>	<p>Service 375 currently provides an hourly Monday to Saturday daytime service. A revised timetable is proposed which adds a two hourly evening and Sunday service between Stockport and Hawk Green.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
ST	<p>364 Stockport - Woodbank Estate - Offerton circular <i>Stotts</i></p>	<p>Service 364 currently provides an hourly Monday to Saturday daytime service (0800-1840).</p> <p>A revised timetable is proposed with an hourly service from 0830-1640 which removes the first trip and last two trips to enable a school service to be interworked with the 364.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
ST	<p>382 Stockport - Lower Bredbury - Bredbury - Romiley - Woodley <i>Selwyns/Operator tbc</i></p>	<p>Service 382 currently provides an hourly Monday to Saturday daytime service (0836-1815).</p> <p>A revised timetable is proposed with an hourly service from 0900-1815 which removes the first two trips to enable school services to be interworked with the 382.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
ST	<p>374 Stockport - Adswold - Davenport - Hazel Grove circular <i>Stagecoach</i></p>	<p>Service 375 currently provides an hourly Monday to Saturday daytime service.</p> <p>A revised timetable is proposed which adds a two hourly evening and Sunday service.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

Greater Manchester Transport Committee – Work Programme

November 2021 to January 2022

The table below suggests the Committee's work programme from November 2021 to January 2022.

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

November 2021

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Bus Services Sub Committee	Changes to the Bus Network and Review of Subsidised Bus Services Budget	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate.	Implementation
	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
	Manchester Recovery Task Force Update	DfT	To inform the Committee of the work to improve the performance of rail services in GM. Note that this change will be implemented between May-December 2021.	Implementation

December 2021

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Full Committee	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	Winter Planning	Stephen Rhodes	To inform Members of the plans for the winter period across the public transport network.	Accountability
	Active Travel Update with specific focus on over 50's and children & young people initiatives.	Richard Nickson		Accountability
	Williams – Shapps Plan for Rail	Simon Elliott	To update members on the key findings from the Williams-Shapps report for Rail and what this means for GM.	Policy Development

MEETING	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
	2040 Delivery Plan Annual Progress report	Simon Warburton	To provide a briefing on the progress report	Implementation

January 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

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

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