

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

Date: 13 November 2020
Subject: Forthcoming Changes to the Bus Network – Part A
Report of: Alison Chew, 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 Greater Manchester Transport Committee meeting, in addition to report on consequential action taken or proposed by Transport for Greater Manchester; and
- ii. To seek guidance from Members on proposed Transport for Greater Manchester action.

RECOMMENDATIONS:

Members are asked to:

1. note that no changes are being reported in Annex A or B.
2. approve the proposed changes to general subsidised services set out in Annex C.

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Equalities Implications – n/a

Climate Change Impact Assessment and Mitigation Measures – n/a

Risk Management – n/a

Legal Considerations – n/a

Financial Consequences – Revenue – see paragraph 2 and Part B report

Financial Consequences – Capital – n/a

Number of attachments included in the report: main report only

BACKGROUND PAPERS:

Forthcoming Changes to the Bus Network report to the Greater Manchester Transport Committee, 10 July 2020

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		n/a
GM Transport Committee	Overview & Scrutiny Committee	
n/a	n/a	

1. INTRODUCTION/BACKGROUND

1.1 The Bus Services Sub Committee of the Greater Manchester Transport Committee considers all matters relating to the operation and service performance of the bus network in Greater Manchester, including commercially registered and subsidised services; Demand Responsive Services, bus stations and bus stops; passenger information services; contract monitoring; vehicle standards; and passenger safety for the subsidised bus network.

1.2 Acting under delegated authority, the Sub Committee is tasked to review closely and approve all proposed changes to the subsidised bus network and ensure that the cost of the subsidised general services is kept within the appropriate budget or any cash limits. This is achieved through:-

- rationalisation of existing services whilst maintaining key links on the network;
- engaging with operators with the objective of them taking on “marginal commercial” services; and
- continuing to redesign and restructure grouped services to ensure that maximum value is obtained from subsidy.

1.3 In general, withdrawals, reductions or amendments to services are currently only planned at the date of next renewal of the contract concerned and proposed changes will be reported to this Sub Committee.

1.4 The governance process that leads up to the reporting to the Bus Services Sub Committee involves the scrutiny of all tendered services at TfGM’s Tender Panel that consists of representatives from Legal, Procurement and Finance as well as TfGM’s Operational Service Planning and Network Performance departments.

2. 2020/21 BUDGET SUMMARY

2.1 The summary overleaf provides the current position on the 2020/21 Subsidised Bus Services budget for six months to 30th September 2020. This budget is currently prepared on a Quarterly basis. This is an updated budget following a review in light of COVID-19 and reflects a reduction in income due to lower On Bus revenue particularly on Schools Services. Despite the favourable position reported year to date, we are currently forecasting an adverse variance at year end and it should be noted that considerable risk remains around future income (including government support) and cost.

	Year to date - Sep 2020				Budget
	Actual £000	Budget £000	Variance £000	Variance %	2020/21 £000
General Network Costs					
General Bus Services	9,526	9,450	(77)	(0.8%)	18,843
Local Link	1,161	1,327	165	12.5%	2,555
Shuttles	1,040	1,150	110	9.6%	2,162
Sub-Total General Network	11,728	11,926	199	1.7%	23,559
Schools Services Costs	6,452	6,687	235	3.5%	14,419
Total – Subsidised Services costs	18,180	18,613	433	2.3%	37,980
General Network Income					
General Bus Services			29	1.9%	
	1,555	1,526			3,072
Local Link	191	153	38	24.8%	330
Shuttles	489	475	14	2.9%	950
Sub-Total General Network	2,235	2,155	(81)	(3.8%)	4,352
Schools Services income*	2,205	2,081	124	5.9%	4,630
Total – Subsidised Services income	4,440	4,235	205	4.8%	8,982
Net Cost - Subsidised Services	13,740	14,377	638	4.4%	28,998

3. CHANGES TO COMMERCIAL SERVICES (ANNEX A)

3.1 No changes to services are being reported in Annex A.

4. CHANGES TO THE COMMERCIAL NETWORK (ANNEX B)

4.1 No changes to services are being reported in Annex B

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 noted in Part B of the agenda.

7. RECOMMENDATIONS

7.1 Recommendations are set out at the front of this report.

Alison Chew

Interim Head of Bus Services

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX A

The Committee is requested to note that no changes are being reported under Annex A.

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

The Committee is requested to note that no changes are being reported under Annex B.

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
TE	<p>41A</p> <p>Ashton – Dukinfield - Yew Tree</p> <p><i>Operated by Stagecoach</i></p>	<p>The evening/Sunday service operates every hour.</p> <p>It is proposed to be withdrawn to match the daytime provision as changed from 25th October 2020, with the resource moved to allow the introduction of journeys on service 335.</p> <p>Members are asked to approve the withdrawal of this service with effect from 31st January 2021.</p> <p>As part of an overall package of changes involving services 41A, 232, 335, 336, 337, 339, 342, 387, 389 and 396, there is no change to the Tendered Service Budget.</p>
TE	<p>232</p> <p>Ashton – Smallshaw</p> <p><i>Operated by Stagecoach</i></p>	<p>This service currently operates every hour daily evenings.</p> <p>It is proposed to replace journeys on this service with journeys on service 231 between Ashton and Wilshaw Lane, which as a result will introduce an evening service into Tameside General grounds.</p> <p>Members are asked to approve the changes to this service with effect from 31st January 2021.</p> <p>As part of an overall package of changes involving services 41A, 232, 335, 336, 337, 339, 342, 387, 389 and 396, there is no change to the Tendered Service Budget.</p>
TE	<p>335</p> <p>Ashton – Dukinfield - Denton</p> <p><i>Operated by Stagecoach</i></p>	<p>It is proposed to introduce a new 2-hourly evening/Sunday service, partially replacing changes to services 41A and 345.</p> <p>The service will follow the daytime route between Ashton and Denton Ruskin Avenue.</p> <p>Members are asked to approve the introduction of this service with effect from 31st January 2021.</p> <p>As part of an overall package of changes involving services 41A, 232, 335, 336, 337, 339, 342, 387, 389 and 396, there is no change to the Tendered Service Budget.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
TE	<p>336 Ashton – Hurst <i>Operated by Stagecoach</i></p>	<p>This service currently operates every 30 minutes Monday to Saturday daytime through de-minimis funding and every hour evenings/Sundays.</p> <p>It is proposed to withdraw the last trip on Sunday evening to release resource to operate journeys below on service 337 at times where more demand is observed.</p> <p>Members are asked to approve the changes to this service with effect from 31st January 2021.</p> <p>As part of an overall package of changes involving services 41A, 232, 335, 336, 337, 339, 342, 387, 389 and 396, there is no change to the Tendered Service Budget.</p>
TE	<p>337 Ashton – Hurst <i>Operated by Stagecoach</i></p>	<p>This service currently operates every 30 minutes Monday to Saturday daytime through de-minimis funding and every hour evenings/Sundays.</p> <p>It is proposed to introduce additional journeys at 0653 on Saturday and 0853 on Sunday to meet a shift in demand towards earlier journeys at the weekend.</p> <p>Members are asked to approve the changes to this service with effect from 31st January 2021.</p> <p>As part of an overall package of changes involving services 41A, 232, 335, 336, 337, 339, 342, 387, 389 and 396, there is no change to the Tendered Service Budget.</p>
TE	<p>339 Ashton – Dukinfield - Denton <i>Operated by Stagecoach</i></p>	<p>The daytime service, operated by Stotts, operates every hour Monday to Saturday, which is unaffected.</p> <p>The Sunday service operated by Stagecoach currently operates every hour Sunday daytime only.</p> <p>To allow the tendered resource to cover more areas across the whole of the evening/Sunday period, it is proposed to reduce the Sunday daytime service to every 2-hours, but to introduce additional daily evening trips every 2 hours as well.</p> <p>Members are asked to approve the change to this service with effect from 31st January 2021.</p> <p>As part of an overall package of changes involving services 41A, 232, 335, 336, 337, 339, 342, 387, 389 and 396, there is no change to the Tendered Service Budget.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
TE	<p>342</p> <p>Hyde – Back Bower</p> <p><i>Operated by Stagecoach</i></p>	<p>This service currently operates every hour Monday to Saturday daytime only.</p> <p>As part of the change to tendered services to cover more areas across the whole of the Sunday period, it is proposed to introduce a Sunday daytime service on this route using resource released from other services.</p> <p>The service will operate every 2-hours between 1030 and 1630.</p> <p>Members are asked to approve the introduction of this service with effect from 31st January 2021.</p> <p>As part of an overall package of changes involving services 41A, 232, 335, 336, 337, 339, 342, 387, 389 and 396, there is no change to the Tendered Service Budget.</p>
TE	<p>387</p> <p>Ashton – Tameside General – Stalybridge – Hattersley - Hyde</p> <p><i>Operated by Stagecoach</i></p>	<p>As part of the change to tendered services to cover more areas across the whole of the Sunday period, it is proposed to introduce a Sunday daytime service on this route using resource released from other services.</p> <p>The service will operate every 2-hours between 0945 and 1745.</p> <p>Members are asked to approve the introduction of this service with effect from 31st January 2021.</p> <p>As part of an overall package of changes involving services 41A, 232, 335, 336, 337, 339, 342, 387, 389 and 396, there is no change to the Tendered Service Budget.</p>
TE OM RE	<p>389</p> <p>Ashton – Ridge Hill – Stalybridge – Yew Tree</p> <p><i>Operated by Stagecoach</i></p>	<p>This service currently operates every 30 minutes Monday to Saturday daytime through de-minimis funding and every hour evenings/Sundays.</p> <p>It is proposed to curtail the 2320 journey on Monday to Saturday at Yew Tree instead of returning to Ashton. On Sunday it is proposed to withdraw the 2320 journey completely due to low use.</p> <p>Members are asked to approve the changes to this service with effect from 31st January 2021.</p> <p>As part of an overall package of changes involving services 41A, 232, 335, 336, 337, 339, 342, 387, 389 and 396, there is no change to the Tendered Service Budget.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
TE OM RE	396 Ashton – Limehurst - Fitton Hill – Chadderton - Middleton <i>Operated by Stagecoach</i>	<p>The evening/Sunday service currently operates every hour between Ashton and Limehurst Farm.</p> <p>To allow the tendered resource to cover more areas across the whole of the evening/Sunday period, it is proposed to reduce the evening/Sunday service to every 2-hours, but to extend the service through to Fitton Hill, Chadderton and Middleton to match the daytime service.</p> <p>Members are asked to approve the change to this service with effect from 31st January 2021.</p> <p>As part of an overall package of changes involving services 41A, 232, 335, 336, 337, 339, 342, 387, 389 and 396, there is no change to the Tendered Service Budget.</p>
TE OM MR	397 Newton Heath – Failsworth - Ashton <i>Operated by Goodwins</i>	<p>In response to member concerns following the revisions to services 396 and 419 with effect from 25 October which removed the direct link from Newton Heath and Failsworth to Ashton, new service 397 will be introduced following the previous 396 route from Newton Heath and Failsworth to Hathershaw Lane then via Ashton Road and Oldham Road direct to Ashton Interchange. The new service will run approximately every 90 minutes Monday to Saturday only.</p> <p>Members are asked to approve the above recommendation, which would be effective from 8 November 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>