

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

Date: 15 January 2021

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 and comment as appropriate on the changes to the commercial network and the proposals not to replace the de-registered commercial services as set out in Annex A;
2. agree that no action is taken in respect of changes or de-registered commercial services as set out in Annex A;
3. approve the proposed action taken in respect of changes or de-registered commercial services as set out in Annex B; and
4. approve the proposed changes to general subsidised services set out in Annex C.

CONTACT OFFICERS:

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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

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 - 13th November 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 the eight months to 30th November 2020. This budget is currently prepared on a Quarterly basis. The original budget was revised in April to reflect the likely impact of COVID-19, particularly a reduction in income due to lower On Bus revenue, primarily on schools services. Since that time central government grant income (from DfT & DfE) has been received to cover some of the lost income resulting in a currently favourable variance in the year to date 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 continued government support) and cost.

	Year to date - Nov 2020				Budget 2020/21 £000
	Actual £000	Budget £000	Variance £000	%	
General Network Costs					
General Bus Services	13,218	12,899	(319)	(2.5%)	19,313
Local Link	1,545	1,736	191	11.0%	2,555
Shuttles	1,398	1,487	89	6.0%	2,162
Sub-Total General Network	16,161	16,122	(39)	(0.2%)	24,029
Schools Services Costs	8,808	8,942	134	1.5%	13,949
Total – Subsidised Services costs	24,969	25,064	95	0.4%	37,980
General Network Income					
General Bus Services			83	4.1%	3,072
Local Link	2,124	2,041	48	22.5%	330
Shuttles	260	212	13	2.1%	950
Sub-Total General Network	3,030	2,887	(143)	(4.9%)	4,352
Schools Services income*	3,230	2,852	377	13.2%	4,630
Total – Subsidised Services income	6,259	5,739	520	9.1%	8,982
Net Cost - Subsidised Services	18,710	19,325	615	3.2%	28,998

3. CHANGES TO COMMERCIAL SERVICES (ANNEX A)

- 3.1 Annex A to this report lists changes to commercial services which, in the view of Transport for Greater Manchester, are not sufficiently significant to require the provision of subsidised service replacements. Brief details of the implications of the changes are provided.

4. CHANGES TO THE COMMERCIAL NETWORK (ANNEX B)

- 4.1 Annex B to this report lists changes to commercial services and provides brief details of the implications of these changes, which officers believe are of sufficient importance to require

action by Transport for Greater Manchester. Details of the proposed actions are also provided.

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 the following changes to commercial services:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
RE	6 Rochdale – Queensway – Kirkholt Circular	First	Service 6 operates every 20 minutes Monday to Saturday daytime and every 30 minutes daily evening and Sunday daytime hourly. The Sunday daytime frequency is restored to the pre-Covid level of every 30 minutes (currently hourly).	31 January 2021	n/a	n/a	No TfGM action. The Monday to Saturday daytime service is still reduced, having run every 15 minutes pre-Covid. Service 6 provides arrivals into Rochdale from 0555 (Mon-Fri), 0655(Sat) and 0855 (Sun/Bank Hol). Evening journeys are provided by the Burnley Bus Company with funding from TfGM. The last departure from Rochdale is at 2300 (Mon-Sat) and 2200 (Sun/Bank Hol)

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR SD BN	36 Bolton - Little Hulton - Walkden - Swinton - Pendleton – Manchester 37 Bolton - Farnworth - Walkden - Swinton - Pendleton – Manchester	Diamond	The general daytime headway is restored to the pre-Covid level of every 10 minutes on each service. To provide a 5 minute headway between Walkden and Manchester, all buses will follow the 37 route around Pendleton to via Hankinson Way, Fitzwarren Street and Langworthy Road.	31 January 2021	n/a	Improved opportunities to make interchange at Pendleton.	No TfGM action These long standing, wholly commercial, services provide frequent links between Bolton, Walkden and Manchester with arrivals into Manchester between 0450 (Mon-Fri), 0555 (Sat) and 0649 (Sun/Bank Hol) until 2355, arrivals into Bolton between 0602 (Mon-Fri), 0702 (Sat) and 0800 (Sun/Bank Hol) until 0104, departures from Manchester between 0500 (Mon-Fri), 0600 (Sat) and 0655 (Sun/Bank Hol) until 0010 and departures from Bolton between 0349 (Mon-Fri), 0451 (Sat) and 0545 (Sun/Bank Hol) until 2320.
BN TD	300 Bolton – Trafford Centre	Diamond	Saturday only service. Revised timetable with all journeys running 15 minutes later. Renumbered to X22 .	31 January 2021	n/a	n/a	No TfGM action The Saturday daytime express link between Bolton and the Trafford Centre is maintained with departures from Bolton at 0900 and hourly until 1900 and from the Trafford Centre at 0832 and hourly until 1832.

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 - Rochdale	Rosso	Monday to Saturday hourly <i>Fast Trax</i> journeys that operated direct via Bury Road are withdrawn. Services 467 & 468 (A.K.A. Trax) maintain a combined 10 minute daytime frequency between Bury, Jericho and Bamford extending to Rochdale via Daniel Fold (467) or Cutgate (468).	31 January 2021	467 468	n/a	No TfGM action The FastTrax service was introduced in October 2019, partially replacing service 442 along Bury Road (between War Office Road and Sandy Lane) and has been suspended since April 2020. Service R8 provides a limited service along Bury Road with arrivals into Rochdale at 0731, 0757, 0901 & 1756 (Mon-Fri) then 1845, 1943 and hourly until 2243 (Mon-Sat) returning from Rochdale at 1552 & 1715 (Mon-Fri), then 1810 and hourly until 2210 (Mon-Sat). On Sundays and Bank Holidays the service operates throughout the day with arrivals into Rochdale at 1044 and hourly until 2244, returning from Rochdale at 1010 and hourly until 2210.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
WN	635 Wigan – Shevington Vale (– Wrightington Hospital)	Diamond	Route extended to serve Wigan Royal Albert Edward Infirmary Monday to Friday (off peak only), and on Saturdays. There is no change to the evening and Sunday journeys run by Stagecoach.	31 January 2021	n/a	n/a	<p>No TfGM action</p> <p>The Monday to Saturday service currently operates every 20 minutes. Pre-Covid the service operated every 15 minutes.</p> <p>The first arrival into Wigan is at 0639 (Mon-Fri) and 0753 (Sat).</p> <p>Hourly daily evening and Sunday daytime journeys are provided with funding from TfGM.</p>

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

The Committee is requested to agree that action is taken regarding the changed or de-registered services detailed in Annex B:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
SD WN	VH1 Boothstown — Ellenbrook — Mosley Common circular	Diamond	This service operates half hourly Monday to Saturdays and was introduced in February 2016 to serve new residential development. The service is withdrawn due to ending of developer funding.	31 January 2021	29 and 129 between Ellenbrook and Boothstown. No service between Booths Hall and Boothstown	n/a	TfGM action by extending service 29 into Booths Hall estate Service VH1 currently provides a bespoke local, one way circular service which would be unsustainable as a stand alone service.

CHANGES TO THE SUBSIDISED NETWORK**ANNEX C**

The Committee is invited to consider officers' proposals on the following services:

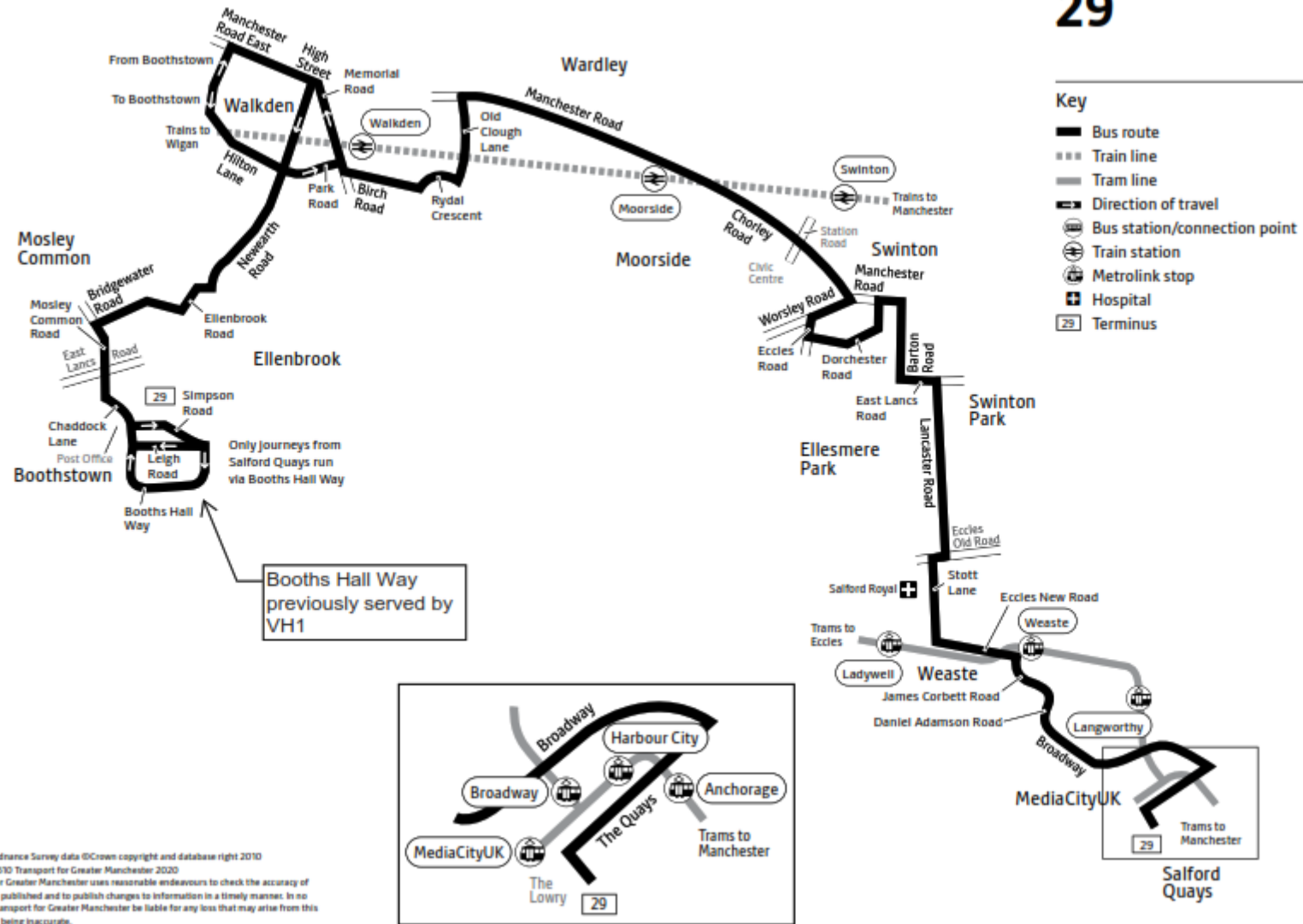
Dist	Service, route and operator	TfGM officer comments and recommendations
SD WN	29 Boothstown — Walkden — Swinton — Salford Royal Hospital — MediaCityUK <i>Diamond</i>	<p>The existing service on this route runs hourly between MediaCity UK and Boothstown, with a limited evening and Sunday service. To partly replace service VH1 some journeys will be extended from Boothstown into the Booths Hall Estate. While a lower frequency service it will improve the links from the estate to a wider area.</p> <p>As noted under Annex C service VH1 was introduced in February 2016 and is developer funded.</p> <p>Members are asked to approve this change with effect from 31st January 2021.</p> <p>There is no impact on the subsidised services budget.</p>

Dist

Service, route and operator

TfGM officer comments and recommendations

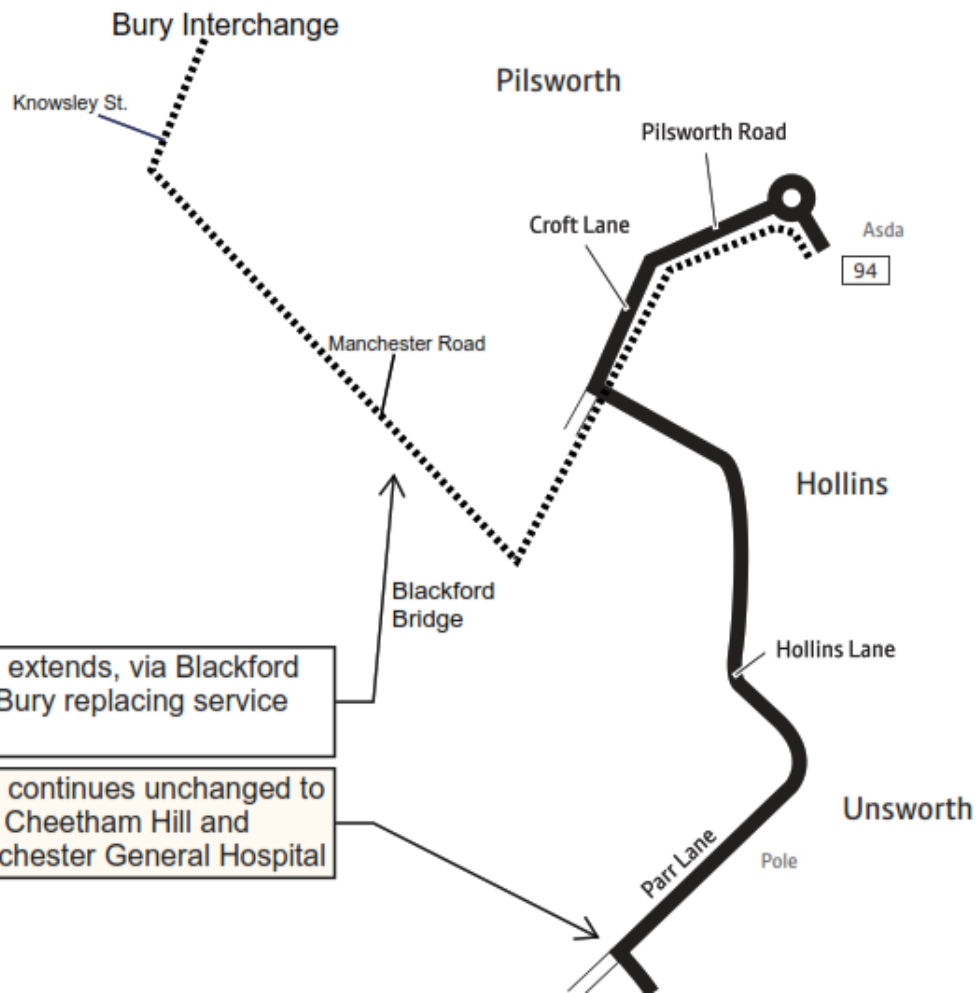
29



Dist	Service, route and operator	TfGM officer comments and recommendations
MR RE TD	41 Middleton - North Manchester General Hospital - Manchester - Northenden – Sale <i>Go North West and Stagecoach</i>	<p>The existing subsidised daily evening service on this route runs in two sections, Middleton to Manchester and Manchester to Sale. The timetable is revised to give through journeys along the whole route, consistent with the daytime pattern.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
MR	44 Manchester - Wythenshawe Hospital <i>Operator tbc</i>	<p>This new hourly Monday to Saturday service replaces service 217 between Manchester and Wythenshawe Hospital at similar times and frequency.</p> <p>Service 217 has operated in its current form since July 2020, at which time the extension from Manchester to Wythenshawe Hospital partly replaced services 44 and 179.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE OM	58 Rochdale — Shaw — Oldham <i>First</i>	<p>This hourly daytime service has not run since mid-March 2020 as a result of the introduction of Covid related emergency timetables based on the Sunday pattern of service 182 between Rochdale, Shaw, Royton and Manchester.</p> <p>This service is proposed for withdrawal and the change to service 408 (see separate report) will provide a replacement, reinstating the bus link between Rochdale, Shaw and Oldham.</p> <p>Service 58 was previously operated commercially by First, every 30 minutes, before being withdrawn in April 2019 at which point TfGM funded an hourly replacement service.</p> <p>Members are asked to approve this change with effect from 31 January 2021.</p> <p>There is no impact on the subsidised services budget.</p>
SD	74/75 Pendleton - Brindle Heath - Irlams o'th'Height - Agecroft circular <i>Diamond</i>	<p>On service 74, the current 0618 from Pendleton via Irlams o'th'Height to Agecroft and Pendleton will also run via Agecroft Enterprise Park to improve access to this employment area.</p> <p>Members are asked to approve this change with effect from 31 January 2021.</p> <p>There is no impact on the subsidised services budget.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
OM	<p>80</p> <p>Holts - Greenacres – Oldham</p> <p><i>Stagecoach</i></p>	<p>The existing service runs hourly Monday to Saturday evenings and Sunday daytimes.</p> <p>There is no equivalent Monday to Saturday daytime service on this route, so this service is proposed to be withdrawn and replaced by journeys on service 184 noted below at the same frequency.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
MR BY	<p>94</p> <p>NMGH - Cheetham Hill - Prestwich - Unsworth – Pilsworth</p> <p><i>Operator tbc</i></p>	<p>The existing service runs hourly on Mondays to Saturdays daytime between North Manchester General Hospital, Prestwich and Pilsworth. A revised timetable is proposed which extends the service into Bury by linking the 94 with the 492 (Pilsworth – Bury).</p> <p>This change reinstates a daytime bus link between NMGH, Cheetham Hill, Prestwich, Pilsworth and Bury, last provided by similar service 154 which was removed in April 2015.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

94



Key

— Bus route

..... Extension to Bury

Service 94 extends, via Blackford Bridge, to Bury replacing service 492.

Service 94 continues unchanged to Prestwich, Cheetham Hill and North Manchester General Hospital

Dist	Service, route and operator	TfGM officer comments and recommendations
MR	<p>103</p> <p>Manchester - Moss Side - Wythenshawe - Peel Hall - Manchester Airport – Airport West Side</p> <p><i>Stagecoach</i></p>	<p>The existing service currently operates every 30 minutes Monday to Saturday daytime and every hour early morning, evening and Sunday.</p> <p>The section of route between Airport Interchange and West Side Cargo is fully funded by Manchester Airport Group (MAG) as a match funded uplift to enhance services on this section of route.</p> <p>MAG has confirmed that it is unable to continue with the match funding for this enhancement and therefore the service is proposed to revert to terminating at Airport Interchange.</p> <p>The section of route between Airport Interchange and West Side Cargo remains served by service 313 (Stockport - Adswold - Cheadle Hulme - Manchester Airport - World Freight Terminal circular), with interchange available at Airport Interchange with service 103. Alternatively, passengers in the Wythenshawe area can continue to use the Wythenshawe Local Link to travel to Airport West Side.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN SD WN	<p>129</p> <p>Farnworth - Little Hulton - Walkden - Boothstown - Tyldesley - Higher Green</p> <p><i>Vision Bus</i></p>	<p>Existing service runs hourly Monday to Saturday daytime with limited evening and Sunday service.</p> <p>In response to representations by local members, all journeys will run via Tyldesley Interchange where passengers can make connections with the Busway and other local services.</p> <p>Members are asked to note this change with effect from 30th November 2020.</p> <p>There is no impact on the subsidised services budget.</p>

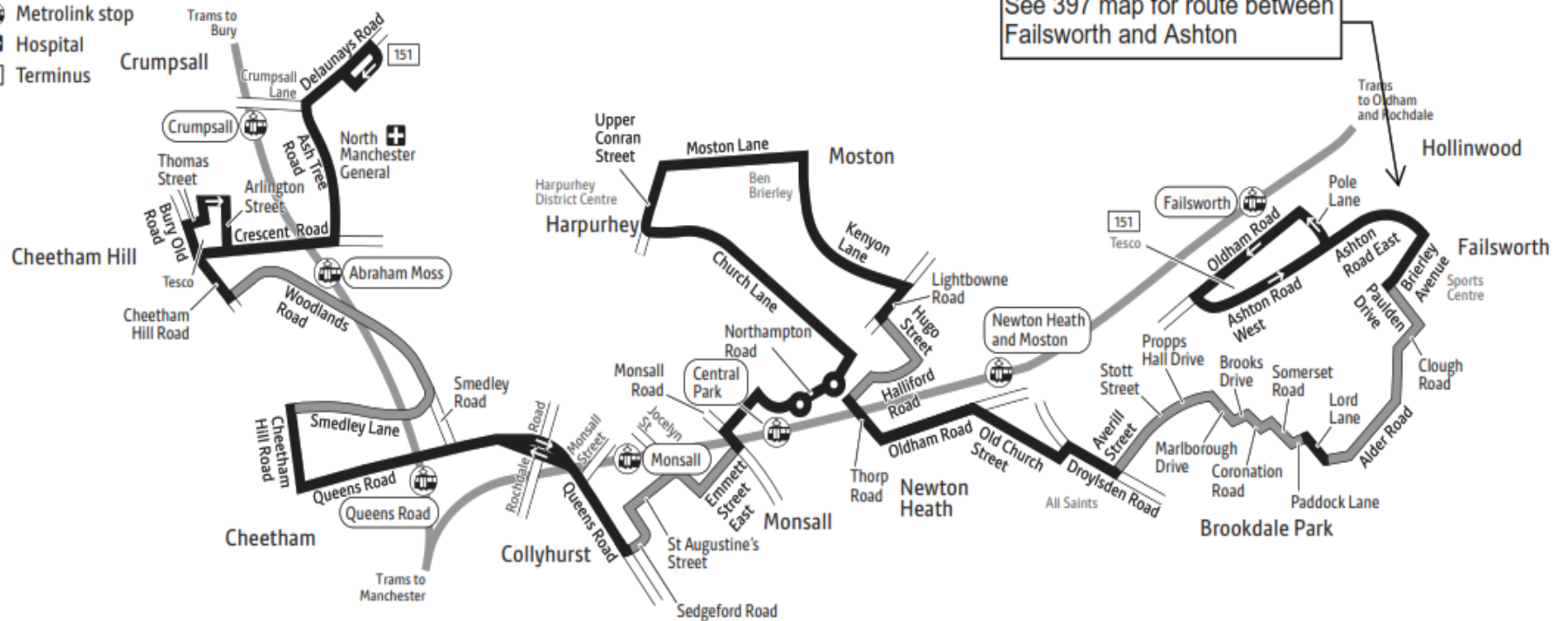
Dist	Service, route and operator	TfGM officer comments and recommendations
MR OM TE	151 Ashton - Failsworth - Collyhurst – NMGH <i>Operator tbc</i>	<p>The existing service runs hourly, Monday to Saturday daytime, between Failsworth and North Manchester General Hospital. Following extensive discussions with local members, a revised timetable is proposed which extends the service into Ashton by linking the 151 with the 397 (Newton Heath - Ashton), providing a new link from Ashton to NMGH and improving the frequency between Newton Heath and Ashton.</p> <p>As a result of this change the part of Propps Hall Drive between Clive Road and Marlborough Drive is no longer served however is within 400m of alternative services.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

151

Service 151 extended to Ashton replacing service 397

Key

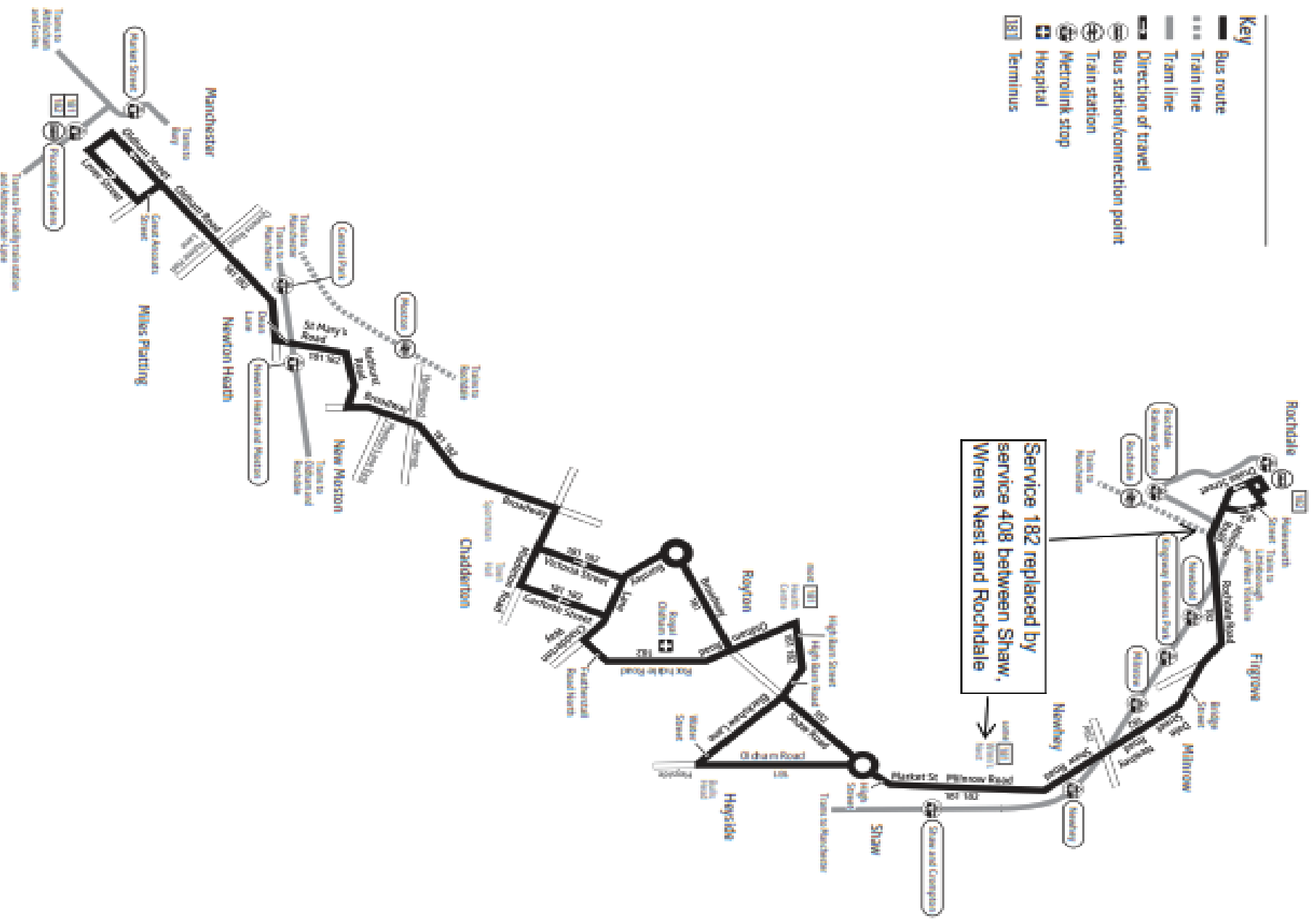
- Bus route
- Hail and ride:
passengers can get on or off
the bus wherever it is safe
- Tram line
- Direction of travel
- Metrolink stop
- Hospital
- Terminus



Dist	Service, route and operator	TfGM officer comments and recommendations
RE OM MR	182 Rochdale – Milnrow – Newhey – Shaw -Heyside – Chadderton – New Moston - Manchester <i>First</i>	<p>Service 182 operates daily every hour including evenings. The service is commercial between Manchester and Shaw and subsidised between Shaw and Rochdale during the daytime and the route is wholly subsidised on daily evenings.</p> <p>The service is to be curtailed to operate between Shaw and Manchester to assist punctuality, being replaced by service 408 between Shaw and Rochdale as noted below.</p> <p>The Rochdale – Milnrow – Shaw corridor was previously served by frequent commercial services 58, 181 and 182, however, in recent years the service has reduced with all buses on this corridor now subsidised by TfGM (services R4/R5 between Rochdale and Milnrow and service 408 between Rochdale, Milnrow, Shaw and Oldham.)</p> <p>Members are asked to approve this change with effect from 31ST January 2021.</p> <p>There is no impact on the subsidised services budget.</p>

181 182


- Key**
- Bus route
 - Train line
 - Train line
 - Direction of travel
 - Bus station/connection point
 - Train station
 - Metrolink stop
 - Hospital
 - Terminus

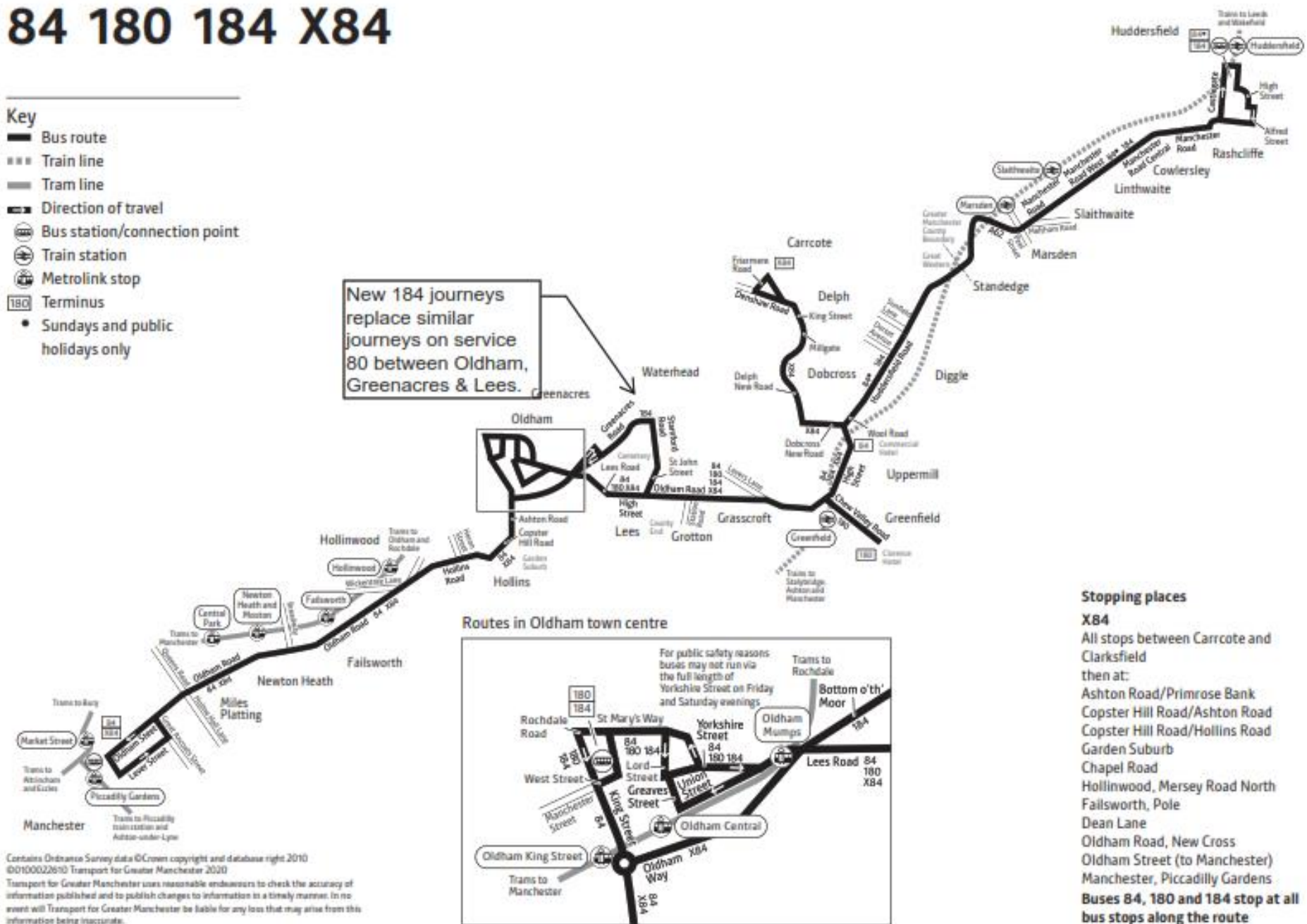


Dist	Service, route and operator	TfGM officer comments and recommendations
OM	<p>184</p> <p>Oldham - Lees - Diggle - Slaithwaite – Huddersfield</p> <p><i>First</i></p>	<p>This daytime commercial service runs hourly Monday to Saturday daytimes.</p> <p>It is proposed to introduce an hourly Monday to Saturday evening and Sunday daytime service between Oldham and Grotton to substantially replace service 80 (see separate report).</p> <p>The estimated cost per passenger journey is £7.46, significantly higher than the current £2.50 benchmark. However, in the interests of maintaining network coverage, it is proposed that the service should run for six months in order that options for the future operation can be considered, taking account of any changes to the CPP threshold.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

84 180 184 X84

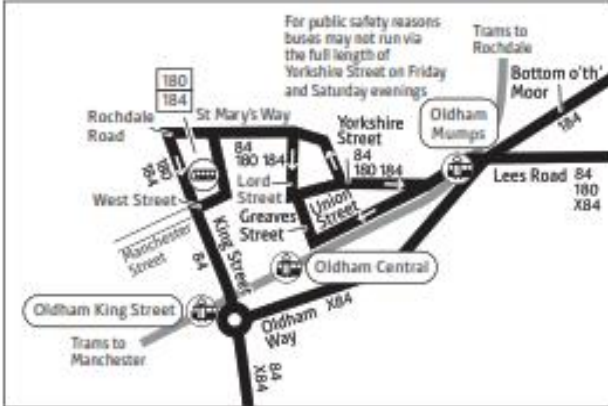
Key

-  Bus route
-  Train line
-  Tram line
-  Direction of travel
-  Bus station/connection point
-  Train station
-  Metrolink stop
-  Terminus
- Sundays and public holidays only



New 184 journeys replace similar journeys on service 80 between Oldham, Greenacres & Lees.

Routes in Oldham town centre



Stopping places

- X84**
 All stops between Carrcote and Clarksfield then at:
 Ashton Road/Primrose Bank
 Copster Hill Road/Ashton Road
 Copster Hill Road/Hollins Road
 Garden Suburb
 Chapel Road
 Hollinwood, Mersey Road North
 Failsworth, Pole
 Dean Lane
 Oldham Road, New Cross
 Oldham Street (to Manchester)
 Manchester, Piccadilly Gardens
- Buses 84, 180 and 184 stop at all bus stops along the route**

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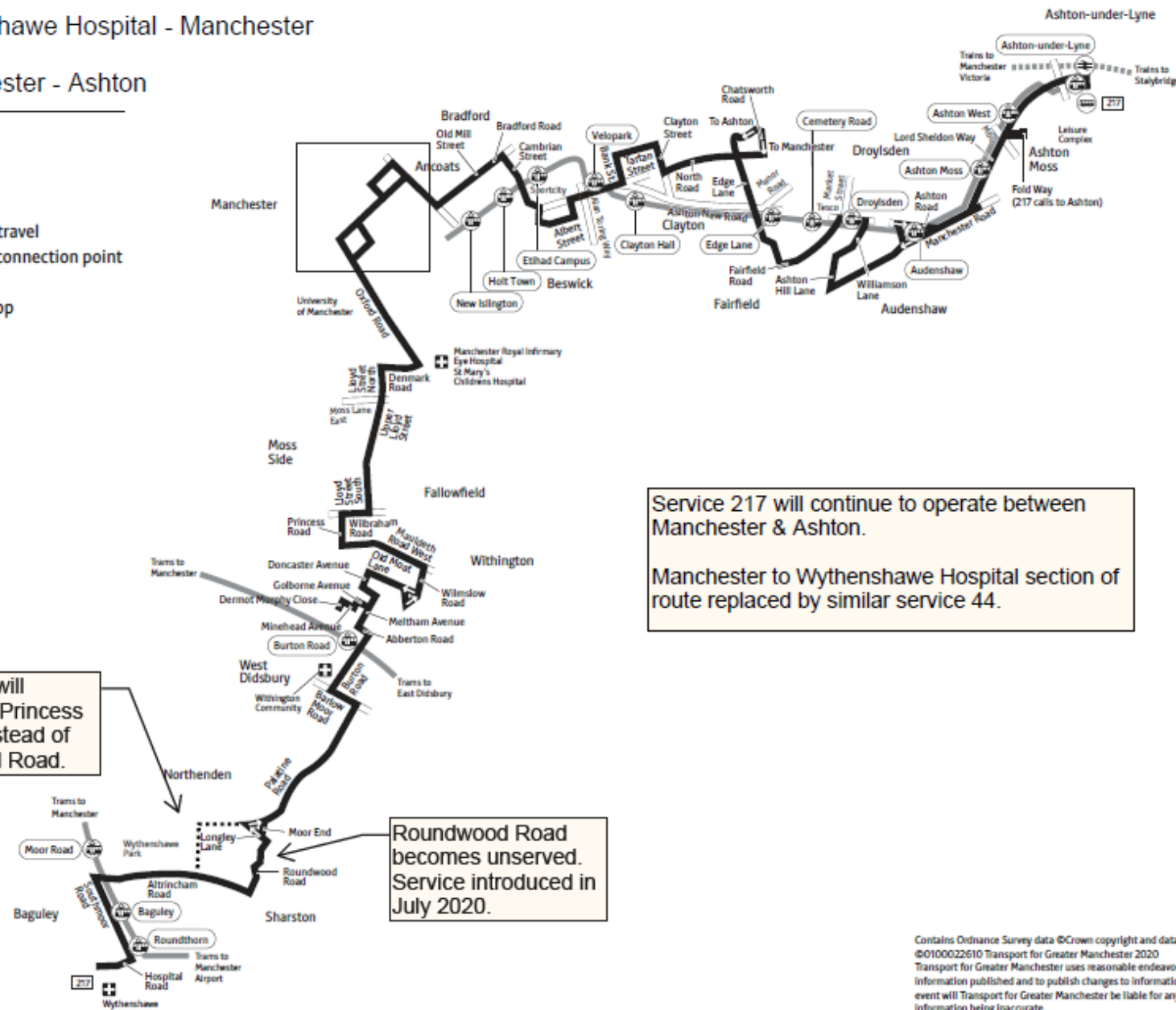
Dist	Service, route and operator	TfGM officer comments and recommendations
MR TE TD	217 Ashton - Droylsden - Clayton - Manchester - Wythenshawe Hospital <i>Diamond</i>	<p>The existing service runs hourly Monday to Saturday daytime over the full route between Ashton and Wythenshawe, with evening and Sunday journeys between Droylsden and Manchester. This pattern of operation has been in place since July 2020, as part of an operational efficiency introduced by Diamond.</p> <p>Changes are being recommended to this service from 11th April 2021 (see separate report). In addition, following extensive engagement with local ward members, the service is recommended to be withdrawn from Roundwood Road with effect from 31st January 2021. This change is being made in response to requests from local residents and with the support of local members and the service will instead run via Princess Parkway.</p> <p>Members are asked to approve this change with effect from 31st January 2021.</p> <p>There is no impact on the subsidised services budget.</p>
MR TE TD	217 Ashton - Droylsden - Clayton - Manchester - Wythenshawe Hospital <i>Operator tbc</i>	<p>The existing service runs hourly Monday to Saturday daytime over the full route between Ashton and Wythenshawe, with evening and Sunday journeys between Droylsden and Manchester. This pattern of operation has been in place since July 2020, as part of an operational efficiency introduced by Diamond following the closure of Manchester Community Transport who previously ran the service.</p> <p>It is proposed that the service is split in Manchester: the Manchester – Wythenshawe section would be replaced by new service 44 (see separate report) and the Ashton – Manchester section would revert to the pre-July 2020 timetable.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

44 Wythenshawe Hospital - Manchester

217 Manchester - Ashton

Key

- Bus route
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Terminus



Service 44 will operate via Princess Parkway instead of Roundwood Road.

Roundwood Road becomes unserved. Service introduced in July 2020.

Service 217 will continue to operate between Manchester & Ashton.
Manchester to Wythenshawe Hospital section of route replaced by similar service 44.

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Dist	Service, route and operator	TfGM officer comments and recommendations
TD	<p>248</p> <p>Partington – Trafford Park</p> <p><i>Go Goodwins</i></p>	<p>This service was introduced in September 2019 to improve access to employment facilities and provides two Monday to Friday trips into Trafford Park in the morning peak, with two return trips in the afternoon.</p> <p>Due to very low use, this service is proposed to be withdrawn:</p> <ul style="list-style-type: none"> • In the 12 months from March 2019 to February 2020, average use per day was 2.5, less than 1 per trip. • In the 8 months from March to October 2020, average use was 2.9 per day, still less than 1 per trip. <p>Passengers can continue to travel between Partington and Trafford Park using the Partington Local Link service and other links can be made using existing service buses.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
TE	<p>335</p> <p>Ashton – Dukinfield – Denton – Dane Bank</p> <p><i>Stotts</i></p>	<p>This Monday to Saturday daytime service was extended to serve Dane Bank in October 2020, re-instating a link previously provided by Stagecoach service 205.</p> <p>After approval had been granted by this Committee and in the weeks prior to the change Officers became aware of a width restriction on the proposed route which necessitated a late change to the route.</p> <p>The service was revised to operate via Denton Island/A57 between Denton and Dane Bank rather than along the full length of Windmill Lane. Consequently, to free up running time the service was also revised to not serve Pendle Road or Circular Road – which continue to be served by service 345.</p> <p>Members are asked to note the changes to service 335 effective 26th October 2020, which were communicated to local members at the time.</p>

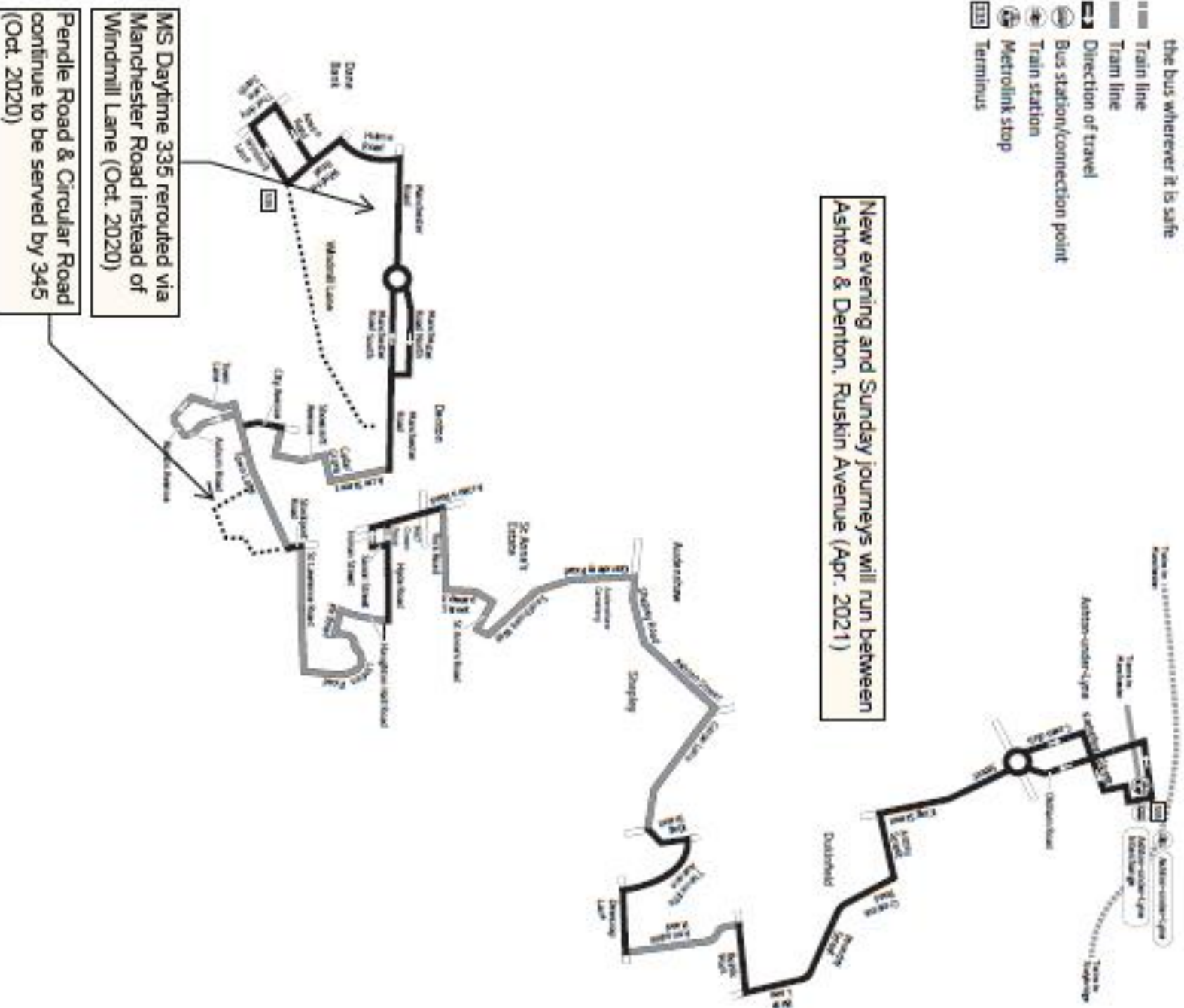
Dist	Service, route and operator	TfGM officer comments and recommendations
TE	<p>335</p> <p>Ashton – Dukinfield – Denton – Dane Bank</p> <p><i>Operator tbc</i></p>	<p>This Monday to Saturday service daytime service 335 was subject to major revisions in October 2020 reinstating the link from Dane Bank to Denton and replacing service 41A between Ashton and Dukinfield.</p> <p>Officers propose the introduction of a two-hourly daily evening and Sunday daytime service replacing the remaining hourly evening and Sunday 41A service and providing new off peak links to areas of South Denton (Ruskin Avenue to Haughton Hall Road) and North East Denton (Cemetery Road to York Road). The evening and Sunday service would not serve the section of route between Ruskin Avenue and Dane Bank.</p> <p>Members are asked to approve the Officers recommendation to revise the evening and Sunday network to match the daytime network with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

335

Key

- Bus route
- Hail and ride: passengers can get on or off the bus wherever it is safe
- Train line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Terminus

New evening and Sunday journeys will run between Ashton & Denton, Ruskin Avenue (Apr. 2021)



Dist	Service, route and operator	TfGM officer comments and recommendations
TE	<p>336/337</p> <p>Ashton - Hazelhurst - Ashton circular</p> <p><i>Operator tbc</i></p>	<p>The existing services run half hourly Monday to Saturday daytime and hourly Monday to Saturday evening and Sunday, with partial financial support.</p> <p>These services now become wholly supported and revised Monday to Saturday daytime timetables are proposed, running hourly during the day.</p> <p>Services 336 & 337 were introduced in September 2019 (daytime journeys operated commercially by Stagecoach, with evening and Sunday trips subsidised by TfGM) as a response to the withdrawal of First Manchester's services 38, 39, 331, 333 & 393 which provided daytime links from Ashton Town Centre to Hurst Cross, Broadoak, Smallshaw and Hazelhurst.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
TE	<p>345</p> <p>Ashton - Dukinfield - Audenshaw - Denton circular</p> <p><i>Stotts/Stagecoach</i></p>	<p>The existing service runs hourly throughout the day, 7 days a week.</p> <p>Officers propose the reduction of the late evening and Sunday daytime service to run every two hours.</p> <p>Members are asked to note that in the South Denton area an hourly bus will still be provided, though alternate trips will run along the 335 and 345 routes.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

TE	389 Ashton - Stalybridge - Dukinfield - Yew Tree circular <i>Operator tbc</i>	<p>The existing services run half hourly Monday to Saturday daytime and hourly Monday to Saturday evening and Sunday, with partial financial support.</p> <p>These services now become wholly supported and revised Monday to Saturday daytime timetables are proposed, running hourly during the day.</p> <p>Service 389 was previously operated commercially by First Manchester, who provided a half hourly daytime service between Ashton, Yew Tree and Hyde. When First withdrew the daytime service in September 2019 Stagecoach provided a replacement service with partial funding from TfGM. The replacement service did not maintain the link from Yew Tree to Hyde.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
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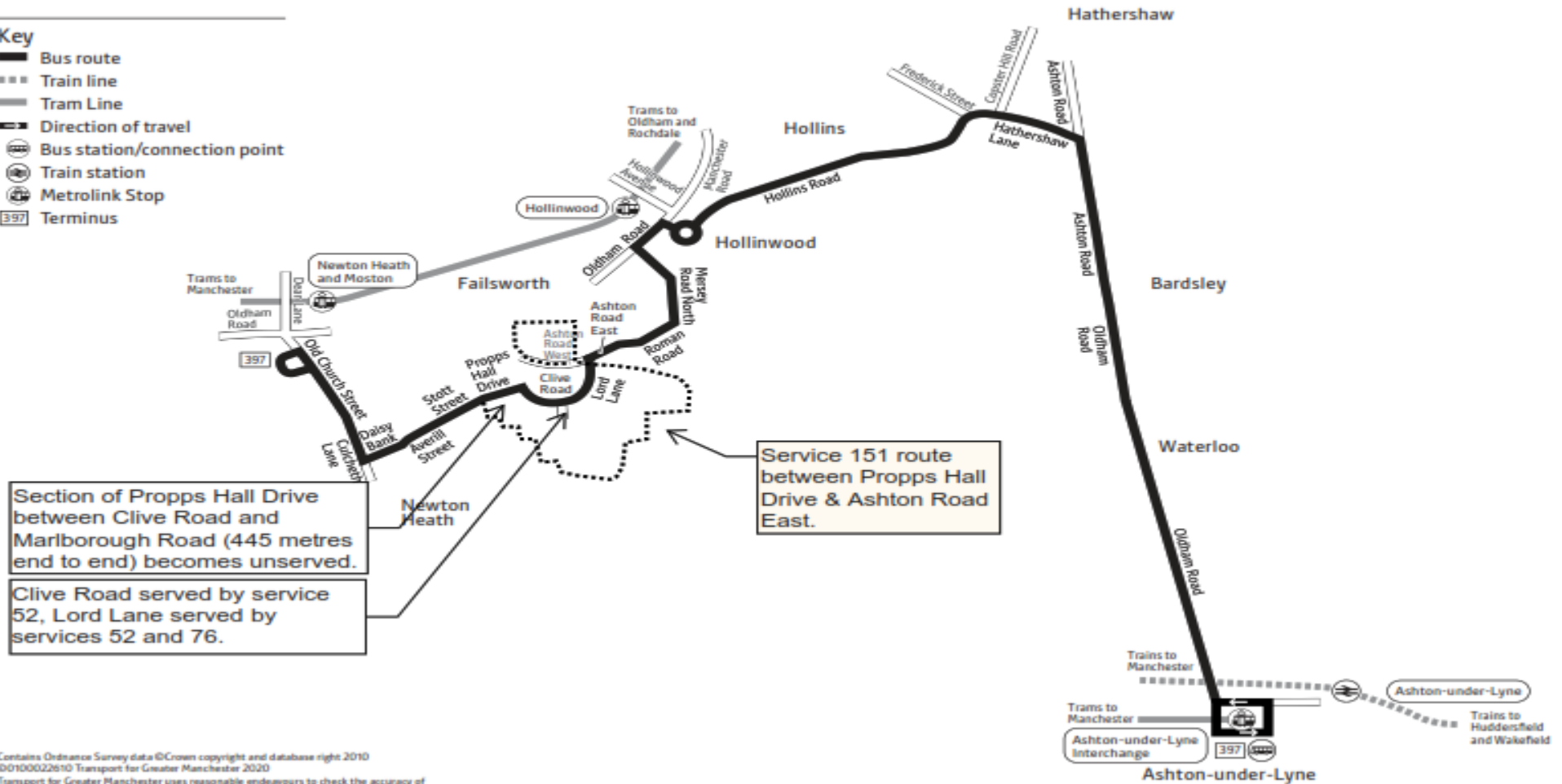
Dist	Service, route and operator	TfGM officer comments and recommendations
<p>OM</p> <p>TE</p>	<p>397</p> <p>Newton Heath - Failsworth - Hollinwood – Ashton</p> <p><i>Go Goodwins</i></p>	<p>The existing service runs every 90 minutes Monday to Saturday daytime and was introduced in November 2020 to partly replace service 396 which was altered at that time.</p> <p>Following extensive discussions with local members, it is proposed that the service is withdrawn and replaced by the revised service 151 as noted above which will provide a new link from Ashton to NMGH and improve the frequency between Newton Heath and Ashton.</p> <p>As a result of this change the part of Propps Hall Drive between Clive Road and Marlborough Drive is no longer served however is within 400m of alternative services.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

397

Service 397 replaced by extension of service 151

Key

- Bus route
- Train line
- Tram Line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink Stop
- Terminus

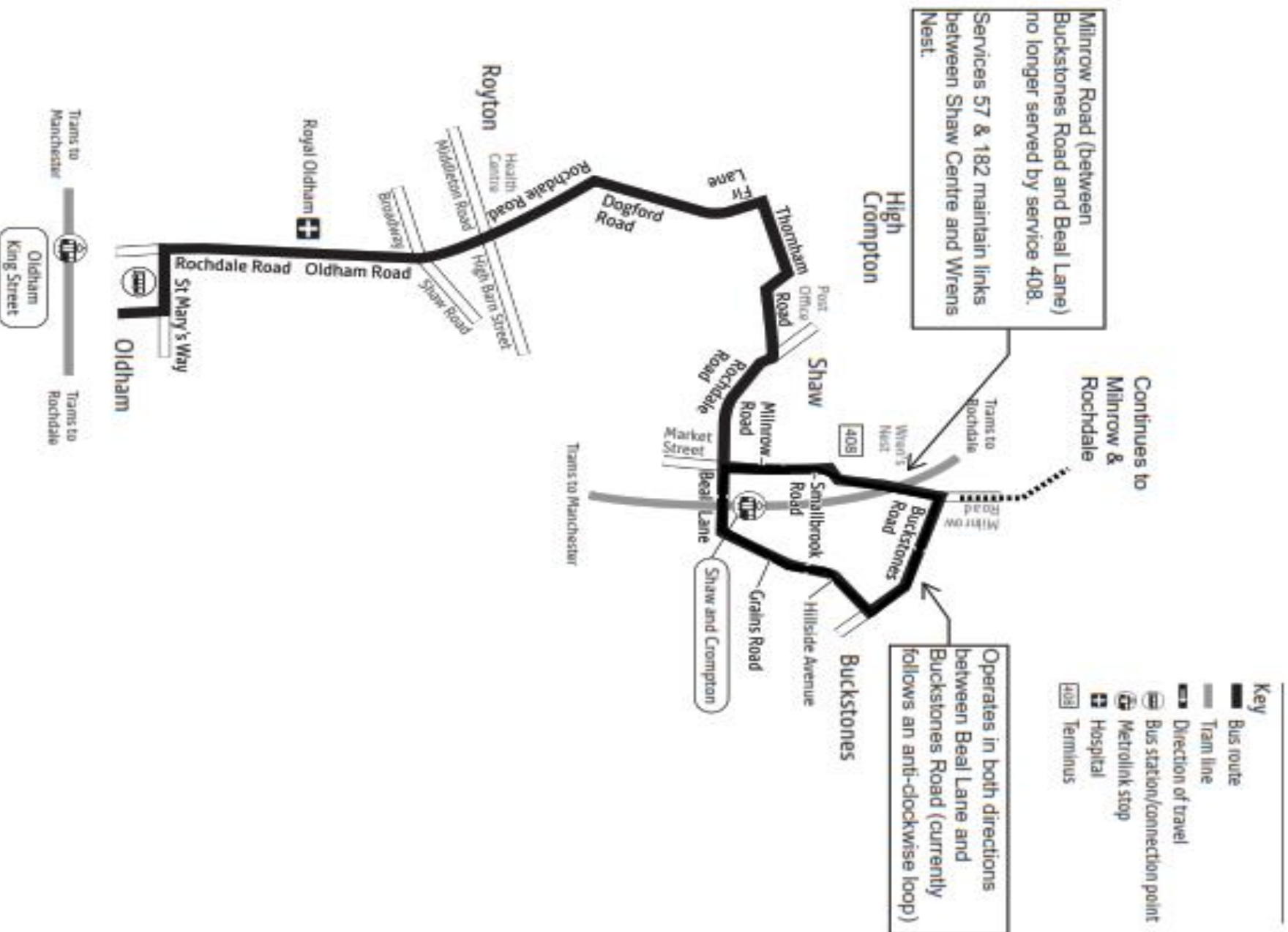


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Dist	Service, route and operator	TfGM officer comments and recommendations
<p>OM</p> <p>RE</p>	<p>408</p> <p>Oldham – Shaw (– Rochdale)</p> <p><i>First</i></p>	<p>Service 408 operates hourly Monday to Saturday (including evenings) and Sunday daytime.</p> <p>Alongside changes being made to service 182 (see separate report), the service is to be extended via Milnrow to Rochdale to cover the section of route no longer served on service 182. The change would also provide Buckstones with a two-way route and improves links in the area.</p> <p>The service would operate hourly daily during the daytime and on Monday to Saturday evenings, though on Sunday evenings the service would operate every two hours (departures from Oldham at 1900, 2100 and 2300 & from Rochdale at 1900, 2000 and 2200).</p> <p>Members are asked to approve this change with effect from 31 January 2021.</p> <p>There is no impact on the subsidised services budget.</p>

Service 408 extended beyond Buckstones to Milnrow and Rochdale replacing service 182.

408



Dist	Service, route and operator	TfGM officer comments and recommendations
MR BY	492 Bury – Pilsworth <i>Operator tbc</i>	<p>The existing service runs hourly Monday to Saturday daytime between Bury and Pilsworth and was introduced in October 2020.</p> <p>This service is proposed to be withdrawn; it will be replaced by the revised service 94 which will reinstate the direct link from Bury, via Pilsworth, to NMGH (see separate report).</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN BY	510/511 Bolton - Ainsworth - Walshaw – Bury <i>Arriva/Transdev/Diamond</i>	<p>Existing service 510 provides an infrequent Monday to Saturday evening (3 round trips) and hourly Sunday daytime service, supporting the commercial daytime 511 service.</p> <p>To simplify the network and to provide consistency between the daytime and evening/Sunday journeys, a revised timetable is proposed will all journeys revised to follow the daytime route via Brieghtmet and renumbered 511.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

510 511 536

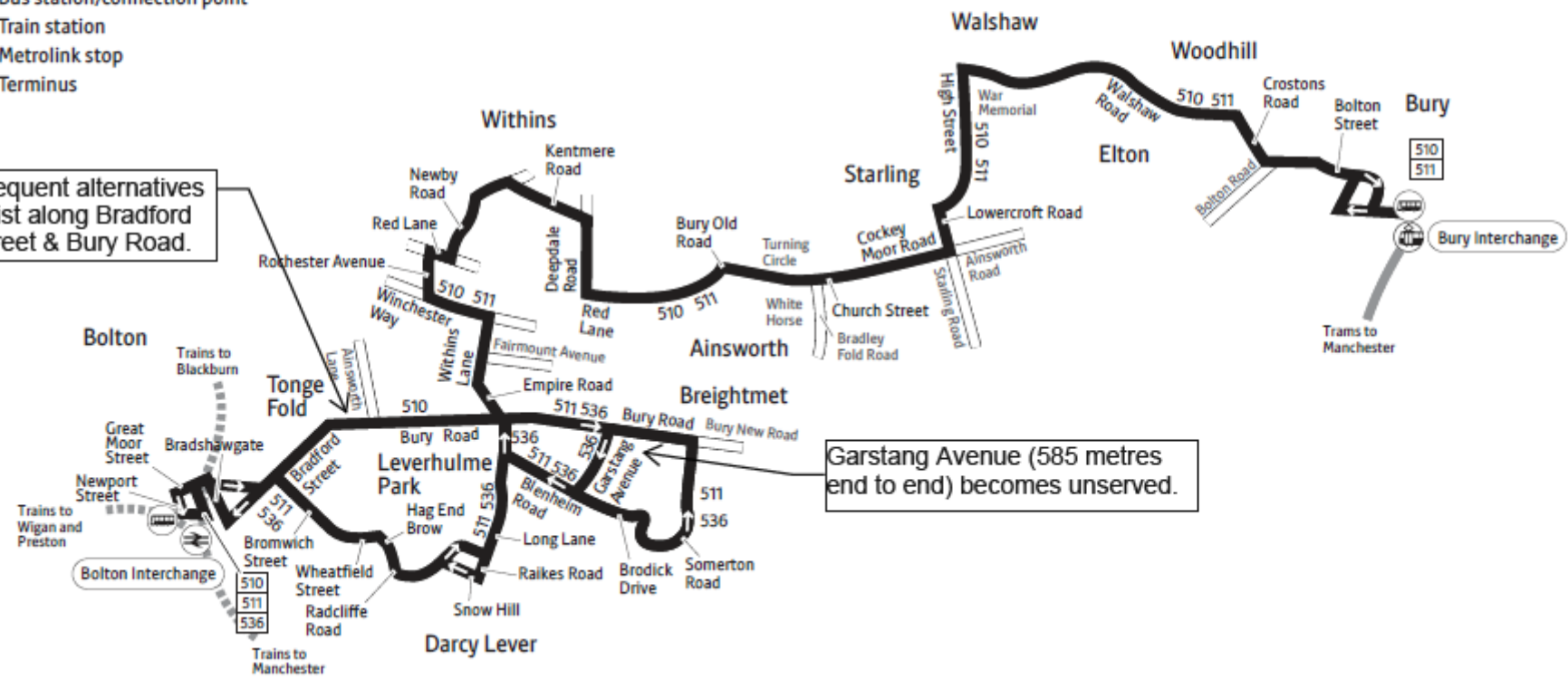
Services 510 & 536 (both Evening & Sunday only) replaced with additional trips on service 511.

Key

- Bus route
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Terminus

Frequent alternatives exist along Bradford Street & Bury Road.

Garstang Avenue (585 metres end to end) becomes unserved.



Dist	Service, route and operator	TfGM officer comments and recommendations
BN	<p>536</p> <p>Bolton - Darcy Lever - Brightmet circular</p> <p><i>Vision Bus</i></p>	<p>Existing service 536 provides an infrequent Monday to Saturday evening (4 round trips) and hourly Sunday daytime service, supporting the commercial daytime 511 service.</p> <p>To simplify the network and to provide consistency between the daytime and evening/Sunday journeys, a revised timetable, it is proposed that this service is withdrawn and replaced by the revised 510/511 service noted above. Garstang Avenue is no longer served.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
BN	<p>521</p> <p>Blackrod - Westhoughton - Royal Bolton Hospital - Farnworth - Little Lever</p> <p><i>Operator tbc</i></p>	<p>Existing service 521 runs hourly Monday to Saturday daytime:</p> <ul style="list-style-type: none"> • Monday to Friday between 0730 and 1700 and Saturday between 0845 and 1545 from Little Lever towards Farnworth, RBH and Blackrod. • Monday to Friday between 0950 and 1710 and Saturday between 0950 and 1555 from Blackrod towards RBH, Farnworth and Little Lever, with extra journeys at 0800 from RBH and 0908 from Westhoughton to Little Lever <p>A revised timetable is proposed with the service rerouted via Logistics North running from Over Hulton via Salford Road, Logistics North, Watergate Lane and Plodder Lane (instead of St Helens Road and Plodder Lane). This will provide new links from Farnworth and Westhoughton into Logistics North which has developed as a key employment hub within Bolton district. The service will also run between Farnworth and Westhoughton earlier in the morning, later in the evening and on Sundays to cater for shift times. This recommendation builds on previous improvements to local bus services into Logistics North following the recent extension of service 20 (formerly service 68).</p> <p>The new timetable will run hourly as follows:</p> <ul style="list-style-type: none"> • Monday to Friday between 0430 and 0730 from Farnworth to Westhoughton then 0758 Little Lever to Farnworth and Wingates, then between 0858 -1703 Little Lever to Farnworth and Blackrod, then between 1830 and 2330 from Farnworth to Westhoughton. On Saturdays the first journey from Little Lever is 0858 while the last evening bus from Farnworth is 1930. • Monday to Friday between 0500 and 0700 from Westhoughton to Farnworth, then 0810

		<p>and 0911 Wingates to Farnworth and Little Lever, then between 1001 and 1601 from Blackrod to Farnworth and Little Lever, then 1707 and 1812 Blackrod to Farnworth and between 1900 and 0000 from Westhoughton to Farnworth. On Saturdays the last journey from Blackrod is 1701 and the last evening bus from Westhoughton is 2000.</p> <ul style="list-style-type: none"> • On Sundays the service runs between Farnworth and Westhoughton only with hourly buses from Farnworth between 0430 and 1930 and from Westhoughton between 0500 and 2000. <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>WN</p>	<p>583</p> <p>Leigh - Howe Bridge - Hag Fold - Atherton - Shakerley – Tyldesley</p> <p><i>Diamond/ Warrington Borough Transport</i></p>	<p>Existing service 583 runs hourly Monday to Saturday daytime between Leigh and Tyldesley, with evening and Sunday journeys running between Shakerley and Leigh.</p> <p>Diamond journeys at 1928 from Tyldesley to Leigh and 1845, 1945 from Leigh to Tyldesley are withdrawn, alternative subsidised journeys are run by Warrington at 1848 and 1948 from Shakerley to Leigh and 1820, 1920 and 2020 from Leigh to Shakerley.</p> <p>Members are asked to approve this change with effect from 1st February 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

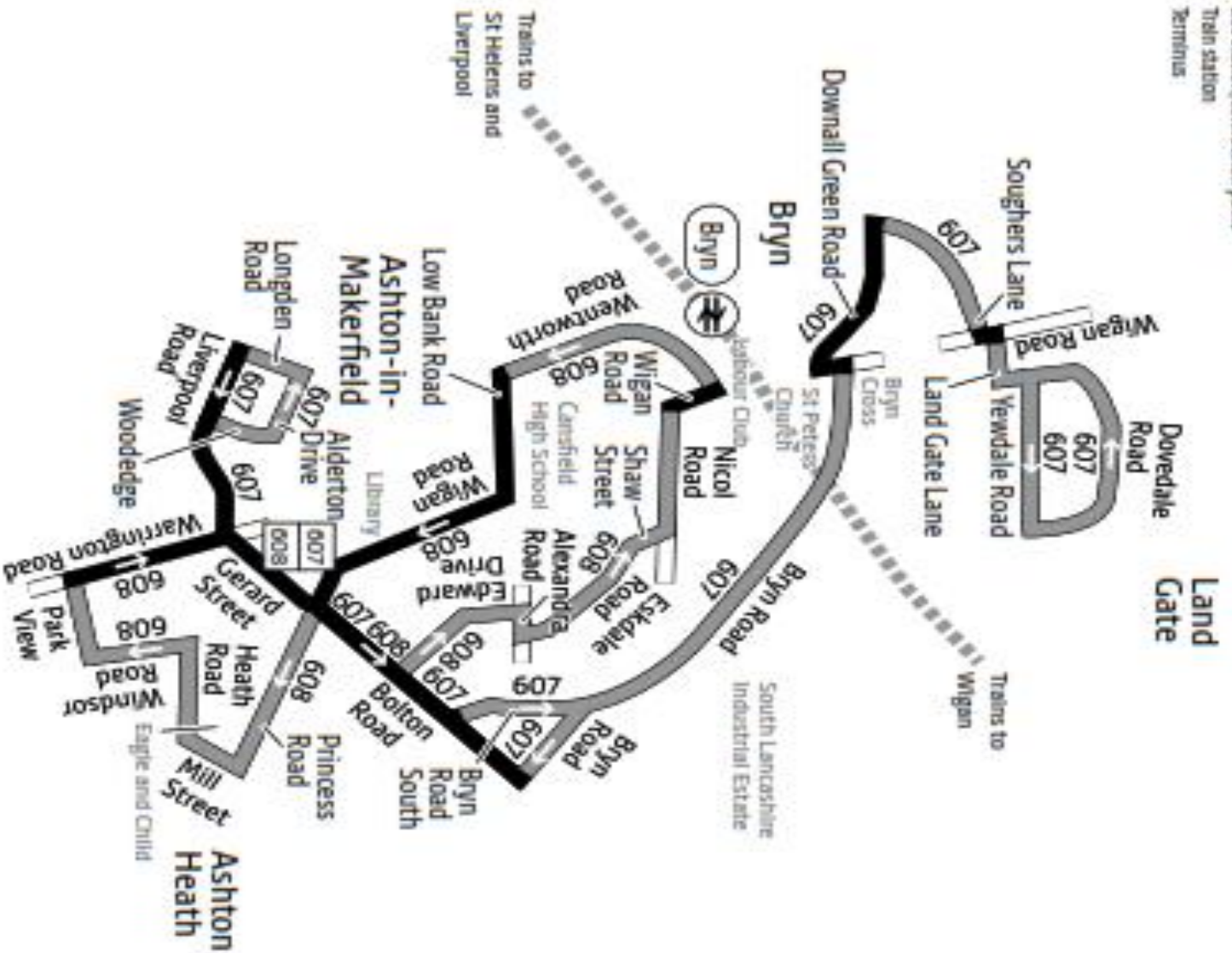
Dist	Service, route and operator	TfGM officer comments and recommendations
WN	<p data-bbox="398 245 450 272">607</p> <p data-bbox="398 296 1043 323">Ashton in Makerfield – Ashton Heath – Bryn Circular</p> <p data-bbox="398 347 517 375"><i>Diamond</i></p>	<p data-bbox="1064 245 1951 272">Subsidised service 607 operates every hour, Monday to Saturday daytime.</p> <p data-bbox="1064 296 2163 400">The operator has reported that Dryden Avenue is not suitable for bus operation. Therefore, Officers are proposing to reroute the service via Soughers Lane, which was on the route prior to October 2020.</p> <p data-bbox="1064 424 2141 488">Officers are also proposing to renumber to 608, the part of the service operating between Ashton via Nicol Road to avoid confusion for passengers.</p> <p data-bbox="1064 512 2022 539">Members are asked to approve this change with effect from 1st February 2021.</p> <p data-bbox="1064 563 1715 590">There is no impact on the subsidised services budget.</p>

607 608

Ashton Heath and Bryn section renumbered 608 to avoid confusion for passengers

Key

- Bus route
- Halt and ride: passengers can get on or off wherever it is safe
- Train line
- Direction of travel
- Bus station/connection point
- Train station
- Terminus



Dist	Service, route and operator	TfGM officer comments and recommendations
TD	<p>CAT5</p> <p>Altrincham — Dunham — Warburton — Lymm — Stockton Heath — Warrington</p> <p><i>Warrington Borough Transport</i></p>	<p>CAT5 provides a daily hourly daytime service between Altrincham and Warrington via Dunham Massey.</p> <p>Due to an issue with the canal overbridge on Woodhouse Lane, Dunham Massey, buses will no longer be able to run between Warburton and Altrincham via Dunham Massey and will instead run via Moss Lane, Sinderland Lane, Sinderland Road, Manchester Road & Barrington Road to Altrincham Interchange.</p> <p>A replacement journey school times will run from Dunham Massey via Warburton and then via the new route on to Altrincham Interchange and the schools.</p> <p>Discussions with the bus operator and Trafford MBC officers are continuing to review the situation and explore potential solutions.</p> <p>Members are asked to note this change with effect from 14th December 2020.</p> <p>There is no impact on the subsidised services budget.</p>