

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 1 October 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.

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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 – 12th March 2021.

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

1. INTRODUCTION/BACKGROUND

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

information services; contract monitoring; vehicle standards; and passenger safety for the subsidised bus network.

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

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

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

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

2. 2021/22 BUDGET SUMMARY

2.1 The summary below provides the current position on the 2021/22 Subsidised Bus Services budget for the five months to 31st August 2021.

2.2 Net expenditure on Subsidised Services is £0.7m 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 - August 2021				Budget
	Actual	Budget	Variance	%	2021/22
	£000	£000	£000	%	£000
General Network Costs					
General Bus Services	8,698	9,255	557	6.0%	24,497
Local Link	824	863	38	4.4%	2,367
Shuttles	762	823	60	7.3%	1,972
Sub-Total General Network	10,284	10,940	656	6.0%	28,835
Schools Services Costs	5,105	5,283	178	3.4%	14,447
Total – Subsidised Services costs	15,389	16,223	834	5.1%	43,282
General Network Income					
General Bus Services	1,664	1,856	(192)	(10.3%)	5,847
Local Link	62	37	25	66.7%	89
Shuttles	386	382	4	1.1%	914
Sub-Total General Network	2,113	2,276	(163)	(7.2%)	6,850
Schools Services income	2,049	2,018	31	1.5%	5,384
Total – Subsidised Services income	4,161	4,293	(132)	(3.1%)	12,234
Net Cost - Subsidised Services	11,228	11,930	702	5.9%	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 SD MR	8 Bolton - Farnworth - Pendlebury - Salford - Shudehill	Diamond	Revised timetable: On Mondays to Fridays from Manchester the first trip is retimed from 0532 to 0520; and from Bolton the first trip is retimed from 0430 to 0415. On Mondays to Saturdays the early evening frequency from 1900 onwards is reduced to every 30 minutes. On Saturdays from Bolton the frequency is improved to every 10 mins between 0640 and 0830. There are no changes on Sundays.	05/09/21	n/a	n/a	No TfGM action
BN SD TD	20 Bolton - Deane - Logistics	Diamond	Revised timetable with most trips subject to minor retiming. On Mondays to Fridays the first arrival into Bolton is now 0446 (was 0531).	05/09/21	n/a	n/a	No TfGM action

	North - The Trafford Centre		<p>Evening buses from towards Bolton are revised with an additional 1900 departure instead of a journey at 2100.</p> <p>On Saturdays there is an additional trip at 0515 to Logistics North and the 0556 to Logistics North only is replaced by 0545 through to Trafford Centre.</p> <p>Towards Bolton the 0523 from Logistics North is retimed to 0540.</p> <p>There are no changes on Sundays.</p>				
BN SD MR	36 Bolton - Great Lever - Peel - Salford - Piccadilly Gardens	Diamond	<p>Revised timetable:</p> <p>On Mondays to Fridays there is an extra trip at 0540 from Swinton to Bolton.</p> <p>On Saturdays there is a new earlier trip from Manchester at 0600 (first trip currently 0630).</p> <p>The early evening frequency from Manchester from 2000 onwards is reduced to every 30 minutes.</p> <p>On Mondays to Fridays the first three morning trips that start at Harper Green are extended back to start at Bolton; on Saturdays there is new earlier trip at 0451 (current first trip is at 0520).</p> <p>The early evening frequency from Bolton from 1815 onwards is reduced to every 30 minutes.</p>	05/09/21	n/a	n/a	No TfGM action

			On Sundays the daytime frequency reduced from every 20 to every 30 minutes, the evening 30-minute frequency maintained, last trip 10 mins earlier at 2345.				
BN SD MR	37 Bolton - Farnworth - Swinton - Salford - Piccadilly Gardens	Diamond	<p>Revised timetable: On Mondays to Fridays there is an extra trip at 0545 from Manchester to Bolton. On Saturdays there is a new earlier trip from Manchester at 0600 (first trip currently 0630). The early evening frequency from Manchester from 2000 onwards is reduced to every 30 minutes and a later last trip is introduced at 0010. On Mondays to Fridays there is an earlier trip at 0455 ex Farnworth (current first trip at 0520). The early evening frequency from Bolton from 1845 onwards is reduced to every 30 minutes.</p> <p>On Sundays the daytime frequency is reduced from every 20 to every 30 minutes, the evening 30-minute frequency maintained.</p>	05/09/21	n/a	n/a	No TfGM action
BY	472 and 474	Diamond	Revised timetable with daytime 20-minute frequency starting earlier.	05/09/21	n/a	n/a	No TfGM action

	Bury - Walmersley - Ramsbottom - Holcombe Brook circular						
BN	507 Bolton - Bradshaw - Top O Th Brow - Harwood circular	Diamond	Revised timetable with an additional early morning journey on Mondays to Saturdays.	05/09/21	n/a	n/a	No TfGM action
BN BY	511 Bolton - Darcy Lever - Brightmet - Ainsworth - Bury	Diamond	Revised timetable with most daytime journeys retimed by about 30 minutes. The first trip from Bolton to Bury is retimed from 0720 to 0640. The first trip from Brightmet at 0655 becomes 0718 and from Bury at 0725 becomes 0748. On Saturdays the first trip from Bolton to Bury is retimed from 0805 to 0840. The first trip from Brightmet at 0813 becomes 0836 and from Bury at 0842 becomes 0905. There are no changes on Sundays.	05/09/21	n/a	n/a	No TfGM action
BN	516	Diamond	Revised timetable with most daytime journeys retimed by about 15 minutes.	05/09/21	n/a	n/a	No TfGM action

	Horwich - Four Gates - Westhoughton - Atherton - Leigh						
BN	533 Bolton - Bradshaw - Bromley Cross - Dunscar - Egerton	Diamond	Revised timetable with most daytime journeys retimed by about 20 minutes. On Mondays to Fridays the first last trips are within 10 minutes of existing times but on Saturday the first trip from Bolton is retimed from 0738 to 0800 and the first trip from Egerton is retimed from 0805 to 0825.	05/09/21	n/a	n/a	No TfGM action
BN SD MR	X8 Bolton - Farnworth - Pendlebury - Manchester	Diamond	This service, which is currently suspended under the COVID related emergency regulations, provided two inward journeys in the Monday to Friday morning peak from Bolton towards Manchester. The service is withdrawn.	05/09/21	Service 8, 36, 37, 38	n/a	No TfGM action

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
MR	<p>Free Bus 2</p> <p>Piccadilly Rail Station -Shudehill – Victoria Rail Station – Oxford Street – Piccadilly</p> <p><i>Go North West</i></p>	<p>This service currently runs every 10 minutes every day during the daytime linking Piccadilly Rail Station, Shudehill and Victoria Rail Stations with Deansgate and Spinningfields.</p> <p>To alleviate recent punctuality issues with the service it is proposed that the service is re-routed to follow a quicker route back to Piccadilly, omitting the section of route between Bridge Street and Quay Street which will continue to be served by Free Bus 1 every 10 minutes.</p> <p>Members are asked to approve this recommendation which would be effective from 31st October 2021.</p> <p>There is no impact on the subsidised services budget.</p>
MR	<p>96</p> <p>Simister — Prestwich — Higher Broughton — Manchester</p> <p><i>Go North West</i></p>	<p>This service currently runs hourly from Simister to Manchester between 0656-1808 (Monday to Friday); 0824-1824 (Saturdays) and 1024-1724 (Sundays). The service has been operated by Go North West since April 2020 and the published timetable requires one bus, with, in the off peak period a round trip time of one hour.</p> <p>The operator has reported increasing difficulty with maintaining the published timetable even during the off peak such that a revised timetable is proposed whereby alternate off peak journeys will only run between Simister and Prestwich. This will maintain the number of journeys to and from Simister but with fewer journeys running through to Manchester city centre (nine Monday to Friday journeys instead of 11)</p>

		<p>The alternatives would either be the addition of a second bus (which would effectively double the cost) or shortening the whole service to run between Simister and Higher Broughton.</p> <p>Members are asked to approve this recommendation which would be effective from 31st October 2021.</p> <p>There is no impact on the subsidised services budget.</p>
<p>TD</p>	<p>Partington Local Link</p> <p><i>Nexus Move</i></p>	<p>This service runs Monday to Saturday, 5am to midnight and Sundays 5am to 10pm. This service does not operate on Bank Holidays. In addition, journeys booked within this service area should either start or end in Partington.</p> <p>In January 2021 it was reported that Warrington Transport CAT5 was no longer be able to run between Warburton and Altrincham via Dunham Massey and would instead run via Moss Lane, Sinderland Lane, Sinderland Road, Manchester Road & Barrington Road to Altrincham Interchange. This was the result of an issue with the canal overbridge on Woodhouse Lane, Dunham Massey.</p> <p>Discussions with the bus operator and Trafford MBC officers have taken place over the succeeding months but these have not resulted in a long-term conventional bus service solution. Options for bus services through Dunham Massey are currently being assessed through a tender process.</p> <p>To provide a service to and from Dunham Massey, the Partington Local Link service has been revised to allow journeys to be made to and from Dunham Massey.</p> <p>In addition, subsidised route 287 operated by Little Gem (Goodwins) has been revised to cover a longer loop via Langham Road, Park Road, Dunham Road,</p>

		<p>Bow Green Road and Bow Lane in order to serve the bus stops at Park Road/Barry Rise.</p> <p>This change took effect from 23 August 2021 and there is no impact on the subsidised services budget.</p>
<p>WN</p>	<p>Hindley Local Link</p> <p><i>Wigan Community Transport</i></p>	<p>This service runs Monday to Friday, 8am to 11pm and 9am to 11pm on Saturdays and public holidays within Aspull, Hindley, Hindley Green, and Platt Bridge and Ince-in-Makerfield.</p> <p>Because of the need to retender the contract, a review of the service has been undertaken which has shown that:</p> <ul style="list-style-type: none"> • The majority of trips (74.24%) have an alternative bus service available (within 400m walking distance) providing links to local facilities in either Hindley, Ince or Wigan. • Only 28 of the 170 service users live more than 400m walking distance away from their closest bus stop, and, of those only 11 are more than 640m away from their closest bus stop. • The age of the majority of the service users is such that Ring and Ride could accommodate those who are unable to access the mainstream bus network. <p>When retendered, the best value individual price would have resulted in a 6% increase on the existing cost, which would have the effect of increasing the CPP to £8.50.</p> <p>It is therefore proposed that the service is withdrawn.</p> <p>Members are asked to approve this recommendation which would be effective from 31st October 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

