

GREATER MANCHESTER TRANSPORT COMMITTEE

BUS SERVICES SUB COMMITTEE

Date: Friday 10th March 2023

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

Report of: Stephen Rhodes, Director of Bus, TfGM

Purpose of Report

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

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. Agree the action taken in respect of the service change set out in Annex B;
4. Agree the proposed changes to general subsidised services set out in Annex C; and
5. Delegate authority to the Chief Executive TfGM and GMCA, in consultation with the GMTCC Chair and Manchester City Council, to agree changes to the Manchester City Centre Free Bus service to commence on 16th April 2023.

BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

Contact Officers

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Equalities Implications

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identified a number of potential negative impacts on groups with protected characteristics should services need to be withdrawn or significantly reduced as a result of these proposals – including access to healthcare facilities for the disabled and elderly; access to education for young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

Given that TfGM has intervened to replace withdrawn services and reduced frequencies, the impact will be marginal in the short to medium term.

Climate Change Impact Assessment and Mitigation Measures

N/A

Risk Management

N/A

Legal Considerations

N/A

Financial Consequences – Revenue

See paragraph 2 and Part B report.

Financial Consequences – Capital

N/A

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

Forthcoming Changes to the Bus Network report to the Greater Manchester Transport Committee, Bus Services Sub -Committee – 20 January 2023.

Bus Network Stabilisation – report to Greater Manchester Transport Committee, 17 February 2023

Bus Network Review, Greater Manchester Transport Committee – 12 August

2022. Tracking/ Process

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

Yes

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? No

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. Introduction/Background

- 1.1. The Bus Services Sub Committee of the Greater Manchester Transport Committee considers 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. 2022/23 BUDGET SUMMARY

- 2.1 The summary below provides the current position on the 2022/23 Subsidised Bus Services budget for the ten months to 31st January 2023.
- 2.2 The budget table includes the planned Bus Network Review interventions which came into effect from the 30th October 2022.

	Year to date - January 23				22/23
	Actual	Budget	Variance		Budget
		£000	£000	%	£000
General Network Costs					
General Bus Services	20,814	21,197	382	1.8%	25,561
Network Stabilisation	3,643	-	(3,643)		0
Local Link	1,358	1,508	150	9.9%	1,806
Shuttles	1,601	1,213	(388)	(31.9%)	1,242
Sub-Total General Network	27,417	23,918	(3,499)	(14.6%)	28,610
Schools Services Costs	11,835	12,137	302	2.5%	14,879
Total – Subsidised Services costs	39,252	36,055	(3,197)	(8.9%)	43,489
General Network Income					
General Bus Services	5,345	5,679	(334)	(5.9%)	6,949
Network Stabilisation	3,643	-	3,643		-
Local Link	77	75	2	2.6%	89
Shuttles	805	588	217	36.9%	588
Sub-Total General Network	9,870	6,342	3,528	55.6%	7,626
Schools Services income	4,682	5,020	(339)	(6.7%)	6,189
Total – Subsidised Services income	14,552	11,362	3,190	28.1%	13,815
Net Cost - Subsidised Services	24,700	24,692	(8)	(0.0%)	29,674

3. CHANGES TO THE COMMERCIAL NETWORK (ANNEX A)

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

4. CHANGES TO THE COMMERCIAL NETWORK (ANNEX B)

4.1 Annex B to this report lists changes to commercial services and provides brief details of the implications of these changes, which officers believe are of sufficient importance to require action by Transport for Greater Manchester.

5. CHANGES TO GENERAL SUBSIDISED SERVICES (ANNEX C)

5.1 Annex C to this report lists proposals for changes to general subsidised services on which the views of Members are requested. Information is given about the reasons for proposing these changes.

6. FINANCIAL IMPLICATIONS

6.1 Financial implications are set out in Part B of the report.

7. RECOMMENDATIONS

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

Stephen Rhodes

Director of Bus

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX A

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR SD	RHS1	Diamond	<p>New service operating between Manchester Piccadilly, Rail Station and RHS Bridgewater via Salford Crescent, Railway Station and Walkden, Railway Station.</p> <p>The service will operate Monday to Friday, Saturday, and Sunday/Bank Holiday until end of October 2023 with two trips in each direction as follows: 0935 and 1135 from Manchester; 1435 and 1645 from RHS Bridgewater.</p>	01/04/2023	n/a	n/a	No action required.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ ticketing)	Comments/TfGM officer recommendations
MR TD	1	Howards Travel and Omega Busways	<p>New commercial service operating between Manchester, Fairfield Street and Altrincham via Princess Parkway and Manchester Airport (4 journeys 7 days operation/4 journeys Monday to Friday).</p> <p>From Manchester the service will operate at the following times: Daily 06:40 & 17:30 Monday to Friday 07:35 & 08:00</p> <p>and</p> <p>From Altrincham, Sunbank Lane Daily 05:10 & 18:00 Monday to Friday 18:15 & 19:00</p>	03/04/2023	n/a	n/a	No action required.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ ticketing)	Comments/TfGM officer recommendations
ST	312	D&G Bus Ltd	New Monday to Saturday hourly daytime service operating between Wilmslow Railway Station and Handforth Dean Retail Park. This service is being funded by Cheshire East Council.	27/02/2023	n/a	n/a	No action required.

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

As previously reported to the Bus Services Sub-Committee, Diamond Bus and Vision Bus advised TfGM of a number of changes planned for April 2023, with Diamond Bus North West registering the withdrawal of all commercial journeys on six routes, and frequency reductions on five other routes. In addition, Vision Bus have de-registered all remaining commercial journeys on one further service. All changes are due to take effect on 16th April 2023.

A request was made for authority to be delegated to the GMCA/TfGM Chief Executive, in consultation with the GMTC Chair, to approve the associated TfGM action on this occasion. This enables the replacement services to be registered ahead of the deadline of 3rd March and allow operators to make the necessary preparations ahead of starting contracted operations on 16th April.

The report submitted to the 17th February 2023 meeting of GMTC is appended to this report for information. Members are asked to note the TfGM action below.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ ticketing)	Comments/TfGM action
BY RE MR	163 Bury - Heywood - Langley - Middleton - Piccadilly Gardens	Diamond	Withdrawal of all commercial journeys – currently every 12 mins Mon-Sat daytime and alternate journeys (every 30 mins) on Sundays (the few early morning, daily evening and alternate Sunday journeys currently operated by Diamond	16/04/2023	n/a	n/a	The withdrawn journeys will be replaced by a tendered service operated by Go North West, from 16/04/2023 The impact on the subsidised services budget is given in Part B of this report.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ ticketing)	Comments/TfGM action
			with TfGM subsidy would continue unchanged).				
BN	520 Bolton - Deane - Westhoughton - Chew Moor - Gilnow circular	Diamond	Withdrawal of all Mon-Sat commercial journeys – currently every 30 mins daytime (the few early morning, daily evening and Sunday journeys currently operated by Diamond with TfGM subsidy would continue unchanged):	16/04/2023	n/a	n/a	The withdrawn journeys will be replaced by a tendered service operated by Go North West, from 16/04/2023 The impact on the subsidised services budget is given in Part B of this report.
BN	561/562 Bolton - Top O Th Brow - Withins - BRIGHTMET circular	Diamond	Withdrawal of all commercial journeys – currently every 30 mins Mon-Sat daytime and hourly on Sundays (the MF early morning and daily evening journeys currently operated by Diamond with TfGM subsidy would continue unchanged):	16/04/2023	n/a	n/a	The withdrawn journeys will be replaced by a tendered service operated by Go North West, from 16/04/2023. The impact on the subsidised services budget is given in Part B of this report.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM action
BN WN	575 Bolton - Heaton - Lostock – Horwich 575 Bolton - Heaton - Lostock – Horwich – Blackrod – Wigan	Diamond/Arriva	Withdrawal of all Diamond commercial journeys – currently every 20 mins daytime (the few early morning, daily evening and Sunday journeys currently operated by Diamond with TfGM subsidy would continue unchanged). The Arriva service through to Wigan will continue unchanged.	16/04/2023	n/a	n/a	The withdrawn journeys will be replaced by a tendered service operated by Go North West, from 16/04/2023 The impact on the subsidised services budget is given in Part B of this report.
BN	527 Bolton — Halliwell — Smithills — Hall i’ th’ Wood circular	Vision	Withdrawal of all Vision commercial journeys – currently every 60 mins daytime (the daily evening and Sunday journeys currently operated by Vision with TfGM subsidy would continue unchanged). Service 525, the “opposite direction” circular currently operated by Vision with	16/04/2023	n/a	n/a	The withdrawn journeys will be replaced by a tendered service operated by Diamond, from 16/04/2023 The impact on the subsidised services budget is given in Part B of this report.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ ticketing)	Comments/TfGM action
			TfGM subsidy will continue unchanged.				

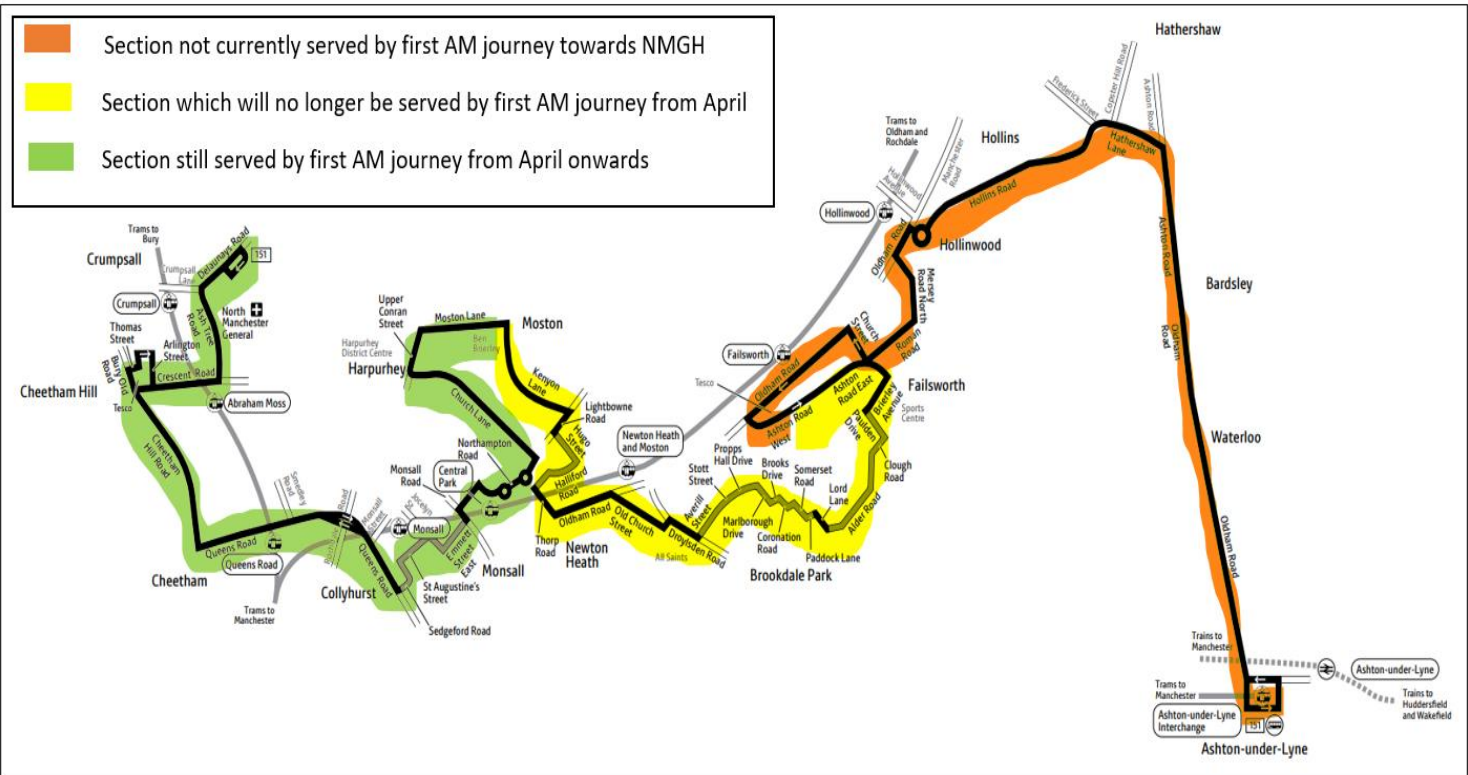
CHANGES TO THE SUBSIDISED NETWORK

ANNEX C

Dist	Service, route and operator	TfGM officer comments and recommendations
MR	1, 2, 3 Free Bus, Manchester City Centre	<p>The Free Bus service is a free to use city centre shuttle bus service provided with support from Transport for Greater Manchester and Manchester City Council. It links key destinations including visitor attractions and retail destinations with transport hubs and rail stations.</p> <p>Changes to the service are planned from April 2023 however the details of these changes are still being finalised in consultation with Manchester City Council.</p> <p>Approval is sought for authority to be delegated to the Chief Executive TfGM and GMCA, in consultation with the GMTC Chair and Manchester City Council, to agree these changes to commence on 16th April 2023.</p>
TE MR	151 Ashton – Failsworth – North Manchester General Hospital <i>Stotts</i>	<p>The Monday to Saturday hourly day-time service 151 is currently provided with the financial support from Transport for Greater Manchester.</p> <p>The operator has reported that the service is experiencing punctuality problems on all days. TfGM officers are recommending revising the service to improve punctuality.</p> <p>As part of this revision, the first journey towards North Manchester General Hospital on Mondays to Fridays, will be shortened to start from Ben Brierley in Moston, instead of starting from Failsworth Tesco. During the period September to November 2023 only 26 passengers (less than 1 passenger per day) used this first weekday journey at the stops to be withdrawn. (see map below showing affected section of first morning journey)</p> <p>There are no financial implications arising from this proposal.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
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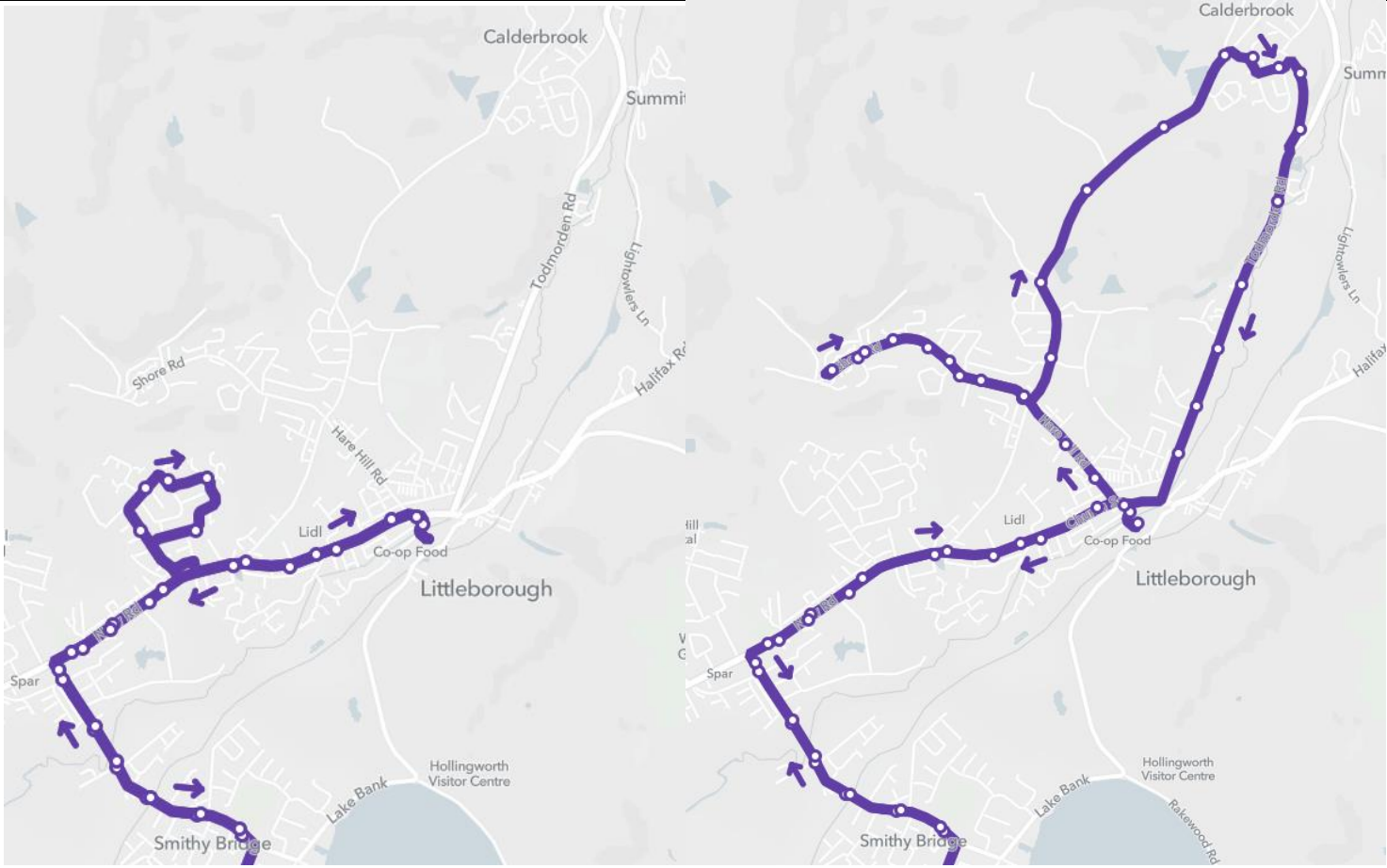
- Section not currently served by first AM journey towards NMGH
- Section which will no longer be served by first AM journey from April
- Section still served by first AM journey from April onwards



Dist	Service, route and operator	TfGM officer comments and recommendations
RE	<p>458 (456) Rochdale – Wardle – Littleborough – Stansfield <i>Transdev Rosso</i></p>	<p>Service 458 currently operates every 30 minutes Monday to Saturday daytime between Rochdale and Wardle on a commercial basis, with the extension through to Stansfield being operated under tender, also every 30 minutes. Evening and Sunday services run hourly between Rochdale and Littleborough on a tendered basis.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>It is proposed that the service between Littleborough and Shore/Stansfield is served by services 455/457 which will be co-ordinated to run a 30 minute service across the daytime. The journey time on the 455 between Rochdale and Shore is identical to the current 458.</p> <p>Alternate journeys between Rochdale and Littleborough will operate between Dearnley and Littleborough via Stubley, returning via Hollingworth Lake and Smithy Bridge, with buses running hourly each way round the loop Monday to Saturday daytime (clockwise as 456, counter-clockwise as 458). Evening and Sunday journeys will run as per current operation. This restores the longstanding provision which was previously in place and connectivity from Wardle to/from Littleborough Medical Centre and Lidl.</p> <p>There are no financial implications arising from this proposal.</p> <p>The following maps detail the existing 458 route and the new 456/458 route.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		 <p data-bbox="660 1236 2083 1276">Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>

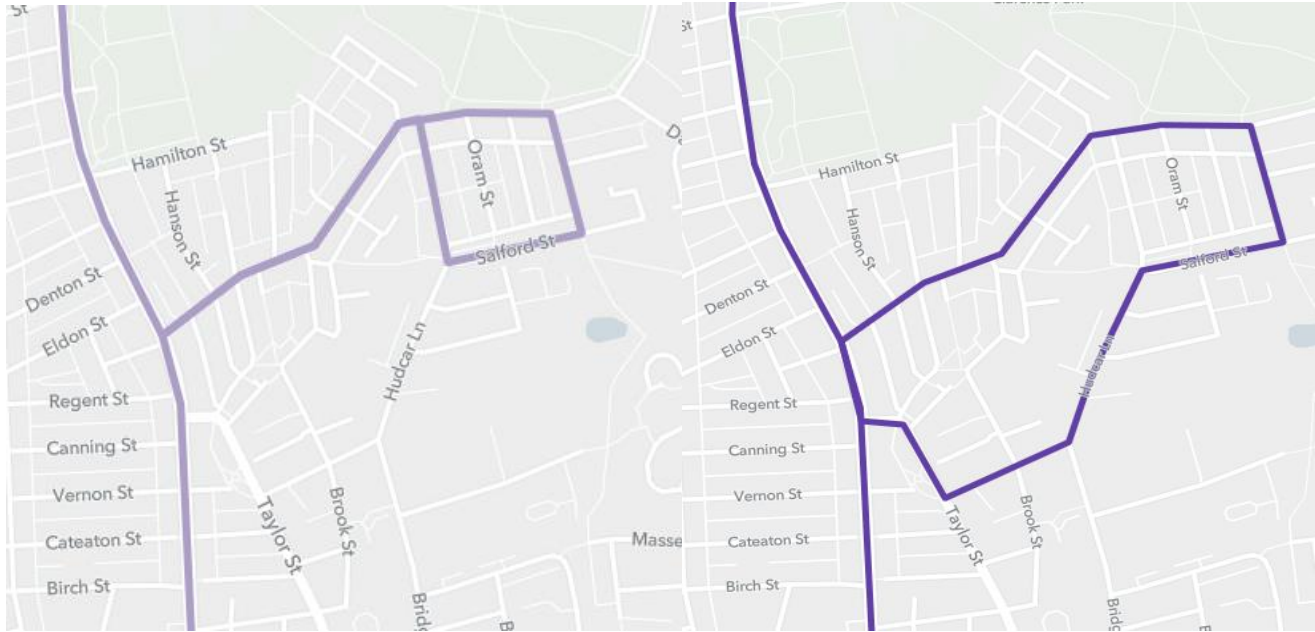
Dist	Service, route and operator	TfGM officer comments and recommendations
RE	<p>R5 (455) Rochdale – Milnrow – Littleborough <i>Transdev Rosso</i></p>	<p>This service currently operates every 60 minutes Monday to Saturday daytime.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>It is proposed to operate to extend this service from Littleborough to serve Shore and Stansfield, replacing service 458 at these points. The service will be removed from Stubley, which will be covered by the 456/458 to allow all areas to maintain their current journey times into/from Rochdale town centre.</p> <p>To allow co-ordination with service 457, the off peak timetable will be retimed to run up to 23 minutes earlier, with further retiming's across the peak timetable to maintain punctuality.</p> <p>As buses used will be part of the Lake Line branding, then the service will be renumbered to 455.</p> <p>There are no financial implications arising from this proposal.</p> <p>Current R5 and proposed 455 route shown below:</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		 <p data-bbox="660 1204 2038 1244">Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
BY	<p>B1</p> <p>Bury – Summerseat - Ramsbottom</p> <p><i>Transdev Rosso</i></p>	<p>This service currently operates every 60 minutes Monday to Saturday daytime.</p> <p>Due to increased traffic volumes across Rochdale and Bury, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>The off peak timetable will be retimed to run up to 10 minutes later, with further retiming's across the peak timetable to maintain punctuality.</p> <p>There are no financial implications arising from this proposal.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>
BY	<p>B2</p> <p>Bury – Limefield - Nangreaves</p> <p><i>Transdev Rosso</i></p>	<p>This service currently operates every 60 minutes Monday to Saturday daytime and every 2 hours evening and Sunday.</p> <p>To permit customers to use the footway which only exists on one side of the road in parts of Limefield, the route is proposed to be amended with outbound buses via Burrswood Avenue, Plumpton Drive, Arley Avenue and Fairlands Road. Buses to Bury will only serve Limefield terminus and not Fairlands Road.</p> <p>In Chesham, buses will run via Taylor Street, Geoffrey Street and Hudcar Lane before returning via Chesham Road to allow exit onto Walmersley Road using traffic lights to improve punctuality.</p> <p>There is no change to the frequency of the service.</p> <p>There are no financial implications arising from this proposal.</p> <p>The following maps detail the revised route changes at Chesham, Limefield out and Limefield in.</p>

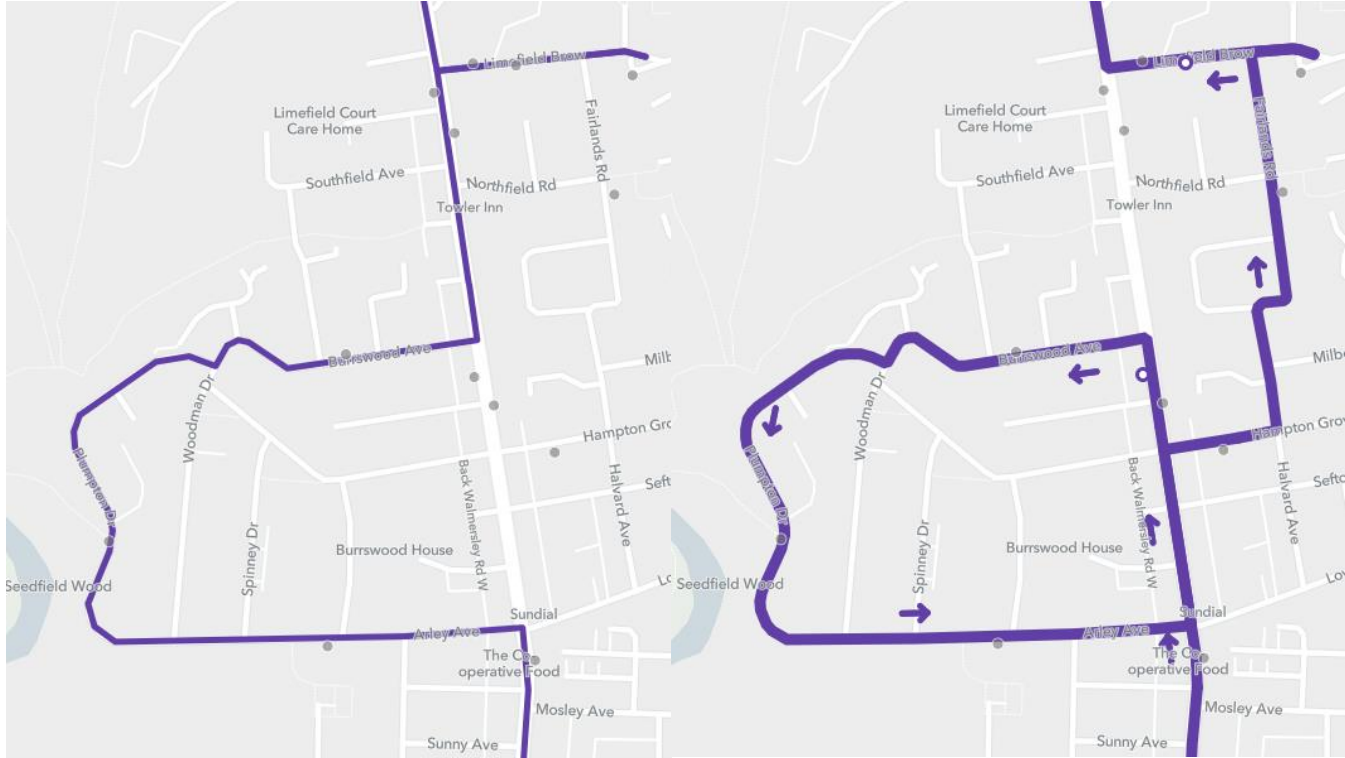
Dist	Service, route and operator	TfGM officer comments and recommendations
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Chesham before and after



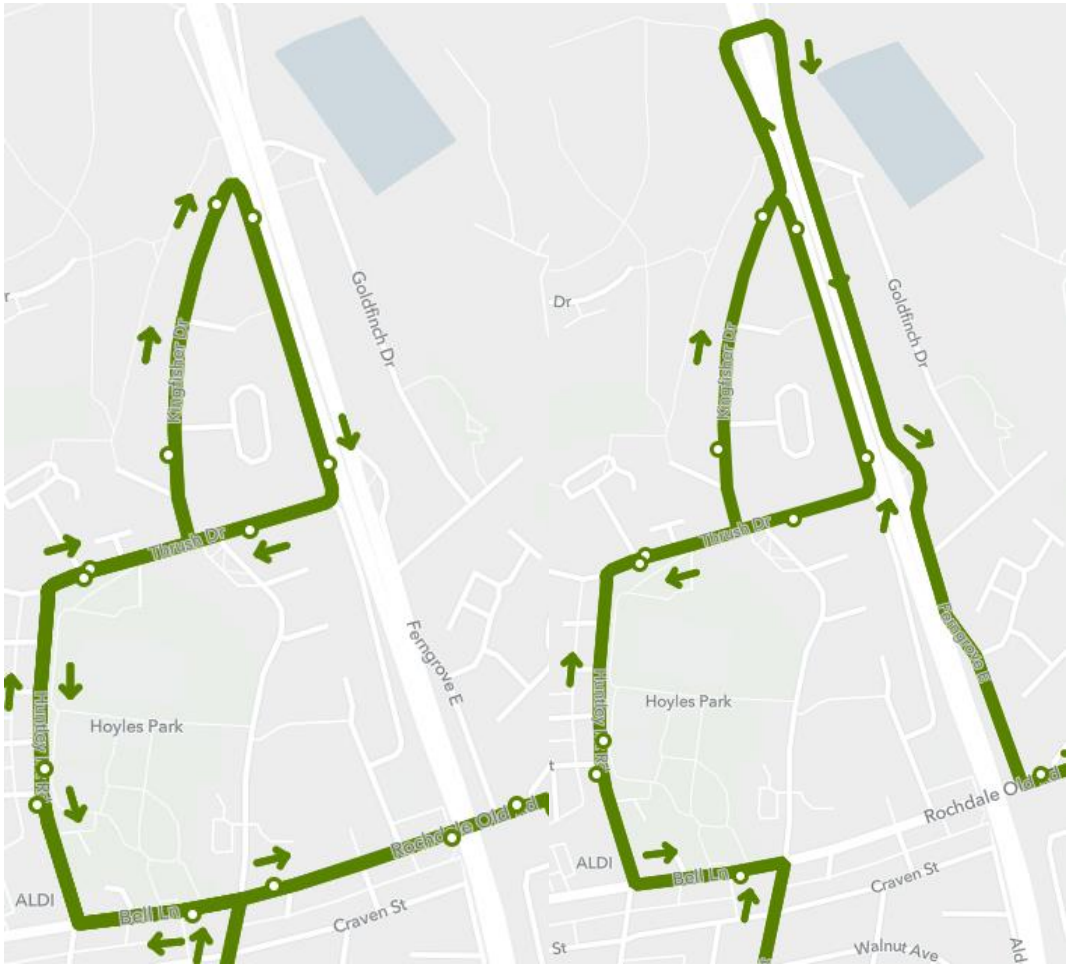
Dist	Service, route and operator	TfGM officer comments and recommendations
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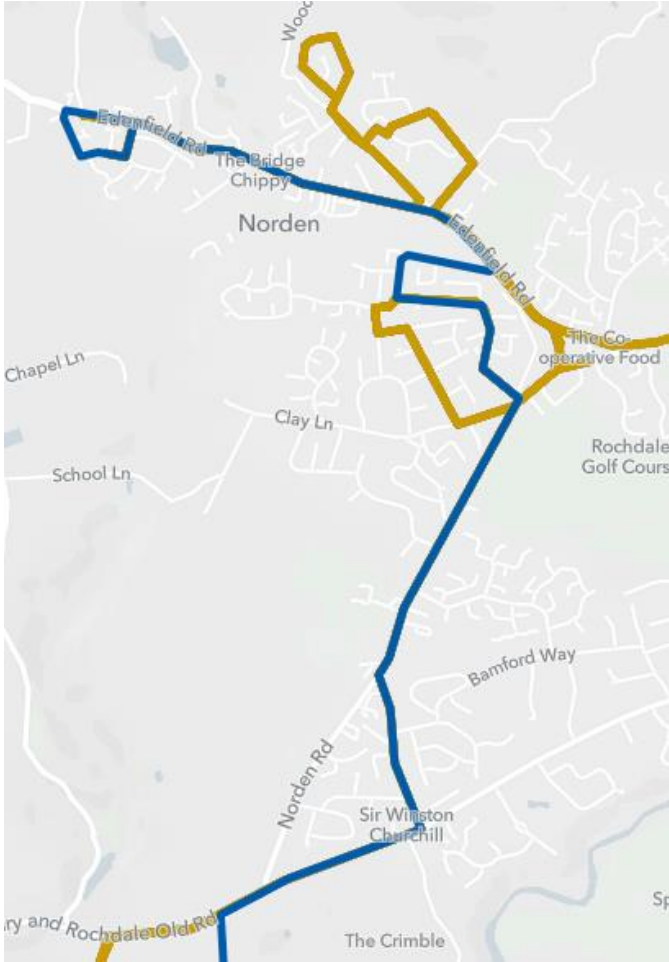
Limefield out before and after




Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>Limefield in before and after</p>  <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
BY RE	<p>B3</p> <p>Bury – Fern Grove – Heywood – Norden</p> <p><i>Transdev Rosso</i></p>	<p>This new service will partially replace services B4 and R2 due to changes to those services.</p> <p>Between Bury and Heywood, buses will run via the current B4 route, albeit at Fern Grove, buses will travel under the Motorway to serve the estate on the eastern side of the M66.</p> <p>From Heywood to Rochdale, buses will run via Queens Park Road, Bury and Rochdale Old Road, War Office Road, Norden Road, Bagslate Moor Road, Shelfield Lane, Elmsfield Avenue, Edenfield Road, Wolstenholme Lane and Norden Way to Norden.</p> <p>Buses will run hourly Monday to Saturday daytime and every 2 hours evening and Sunday (Bury to Heywood only) in line with the current provision on the relevant sections.</p> <p>There are no financial implications arising from this proposal.</p>

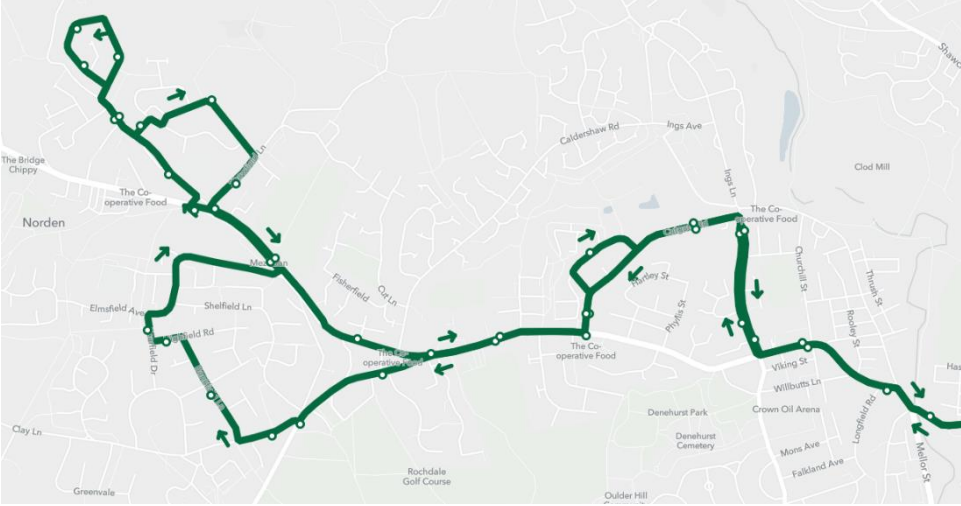
Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>Existing and revised routes at Fern Grove:</p> 

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p data-bbox="660 256 1787 288">New route of B3 at Elmsfield and Norden, current R2 route not served shown in brown.</p>  <p data-bbox="660 1286 2040 1318">Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
BY RE	<p>B4 Bury – Fern Grove – Heywood – Hopwood <i>Transdev Rosso</i></p>	<p>This service currently operates every 60 minutes Monday to Saturday daytime between Bury, Fern Grove, Fairfield Hospital, Heywood and Hopwood. Evening and Sunday services run 2-hourly between Bury and Heywood centre only.</p> <p>Due to increased traffic volumes across Bury and Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>It is proposed to amend service B4 to operate via the current R2 route via Heap Bridge instead of via Fern Grove and Fairfield Hospital then continue via the Hopwood loop.</p> <p>The existing route via Fern Grove and Fairfield Hospital, including the evening and Sunday service) would be operated by the B3 service.</p> <p>In Heywood, buses will run via Market Place, Church Street, Rochdale Road, Aspinall Street, instead of Queens Park Road, Starkey Street and Buckley Street, as this is now served by service B3. Also, between Cowburn Street and Heywood, Market Place buses will run via Schofield Street, Mount Street, King Street, Wilton Grove, Wolsey Street, Coomassie Street, Egerton Street and Hind Hill Street to improve access to service in South Heywood.</p> <p>Buses will run hourly Monday to Saturday daytime in line with the current provision on the relevant sections.</p> <p>This service will also replace school bus service 768, following the proposed B4 route and therefore the school time gaps will be removed.</p> <p>All journeys can continue to be made, except those passenger journeys which cross Heywood centre to travel to local destinations, i.e., Hopwood to Fairfield Hospital, Topping Fold and Fern Grove. In the 8 week period 2 October – 26 November 10312 passengers travelled on B4 journeys that served Hopwood of which 721 were passengers originating in the Hopwood loop. If it is assumed that all originating passengers also returned, then 1440 (14% of total) <u>might</u> be affected, however it is not possible to be more exact in the absence of graduated fares.</p> <p>There are no financial implications arising from this proposal.</p>

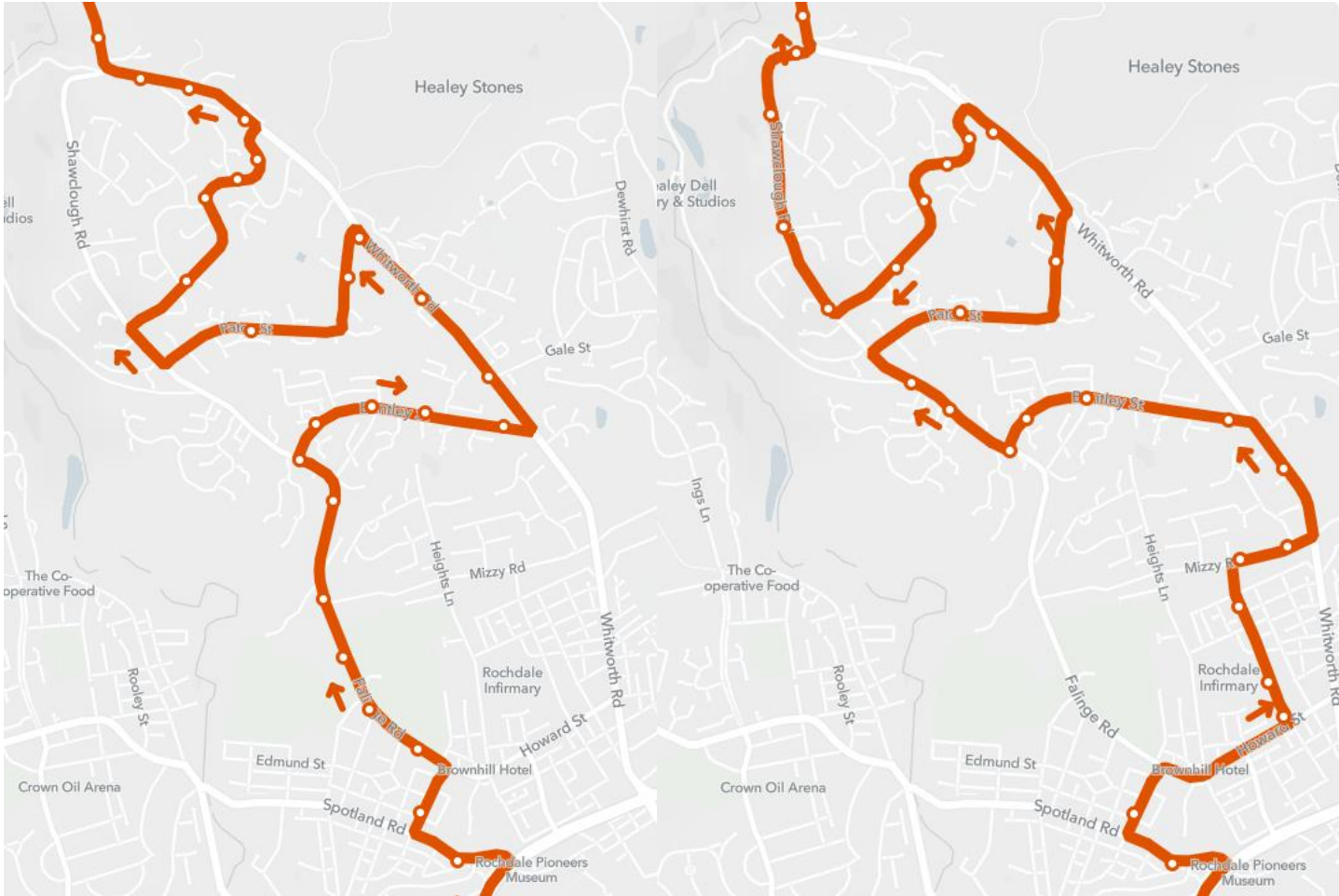
Dist	Service, route and operator	TfGM officer comments and recommendations
		<p data-bbox="660 256 1240 288">Revised route at Heywood, before and after:</p>  <p data-bbox="660 1318 2040 1350">Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
RE	R1 Rochdale – Syke <i>Transdev Rosso</i>	<p>This service currently operates every 60 minutes daily daytime and evening.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>Whilst the off peak timetable will remain broadly the same, there is some changes to peak times due to the increased running time required.</p> <p>As part of the full review of Transdev services in Rochdale and Bury there are no financial implications arising from this proposal.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>
RE BY	R2 Rochdale – Healey Corner - Wallbank <i>Transdev Rosso</i>	<p>This service currently operates every 60 minutes Monday to Saturday daytime.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>Buses are proposed to run only between Rochdale and Edenfield/Shawfield. Buses will run as now to Woodyard Garage, Bagslate Moor Road, Clay Lane, Newhouse Crescent, Scarfield Drive, Elmsfield Avenue, Elmsfield Road, Shawfield estate then as now to Rochdale.</p> <p>Rochdale to Norden is served by the R8, Norden to Heywood is served by the B3 and Heywood to Bury by the B4.</p> <p>The retained section will run up to 20 minutes later or 24 minutes earlier than now, but this allows better co-ordination with service R8 to/from Rochdale.</p> <p>There are no financial implications arising from this proposal.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>The new route is shown below:</p>  <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>
RE	<p>R3 Rochdale – Healey Corner - Wallbank <i>Transdev Rosso</i></p>	<p>This service currently operates every 60 minutes daily daytime and evening.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>To improve access through Healey, reduce duplication with service 464 and to provide additional buses to Rochdale Infirmary, the R3 route is proposed to be amended to run between Sherriff Street and Healey Corner via Falinge Road, Howard Street, Whitehall Street, Further Heights Road, Mizzy Road, Whitworth Road, Bentley Street, Shawclough Road, Paton Street, Thrum Hall Lane, Whitworth Road, Shawclough Way and Shawclough Road</p> <p>It is proposed to maintain the current R3 service on its current route and frequency, albeit with journeys running up to 30 minutes earlier or later than now. This allows co-ordination with R1 to provide a 20/40 service between Rochdale and Rochdale Infirmary.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
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There are no financial implications arising from this proposal. Shown below are the old and new routes compared:

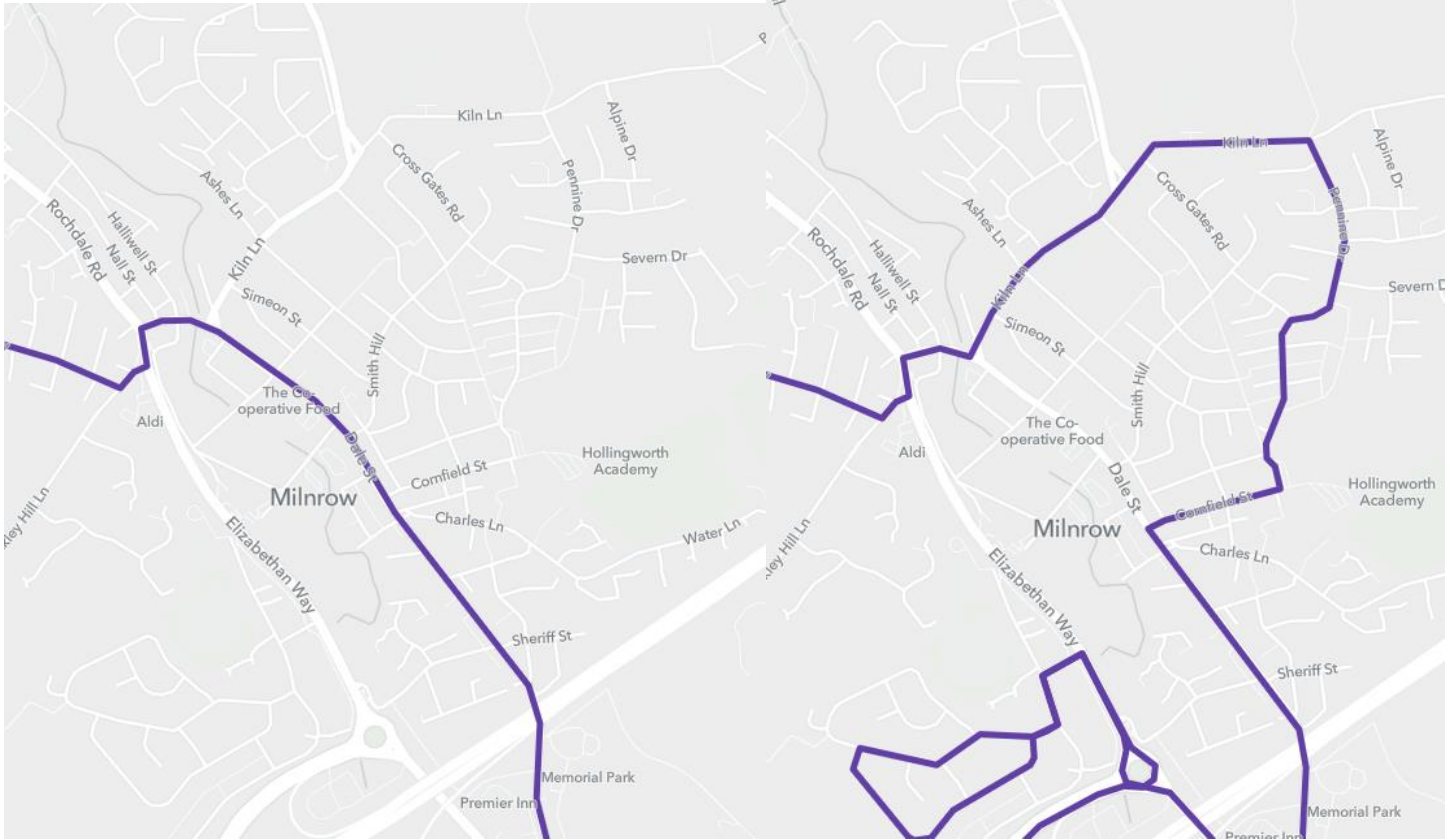


Members are asked to approve this recommendation which would be effective from 16th April 2023.

Dist	Service, route and operator	TfGM officer comments and recommendations
RE	<p>R4 Rochdale – Firgrove – Milnrow – Peppermint Bridge <i>Transdev Rosso</i></p>	<p>This service currently operates every 60 minutes Monday to Saturday daytime.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>It is proposed to operate the link the service with R6 to run a loop service between Rochdale, Milnrow, Kingsway Park and Rochdale.</p> <p>Buses will run from Rochdale via the current R4 service except at Milnrow will run via the current R6 service via Kiln Lane and Pennine Drive. From Peppermint Bridge buses will run direct to Ladyhouse, then via the current R6 route to Oldham Road, then via Deplish and Rochdale Station to Rochdale.</p> <p>Buses will run in the opposite direction as R6.</p> <p>These changes allow connectivity from all parts of the wider Milnrow areas to Milnrow Medical Centre and local shopping facilities.</p> <p>Buses will run hourly Monday to Saturday daytime throughout and hourly evening and Sunday between Milnrow and Rochdale in line with the current provision on the relevant sections, albeit with some journeys running up to 30 minutes earlier or later than now.</p> <p>Buses are now co-ordinated with retimed services R9/R10 to run a 30 minute service between Rochdale and Milnrow.</p> <p>There are no financial implications arising from this proposal.</p>

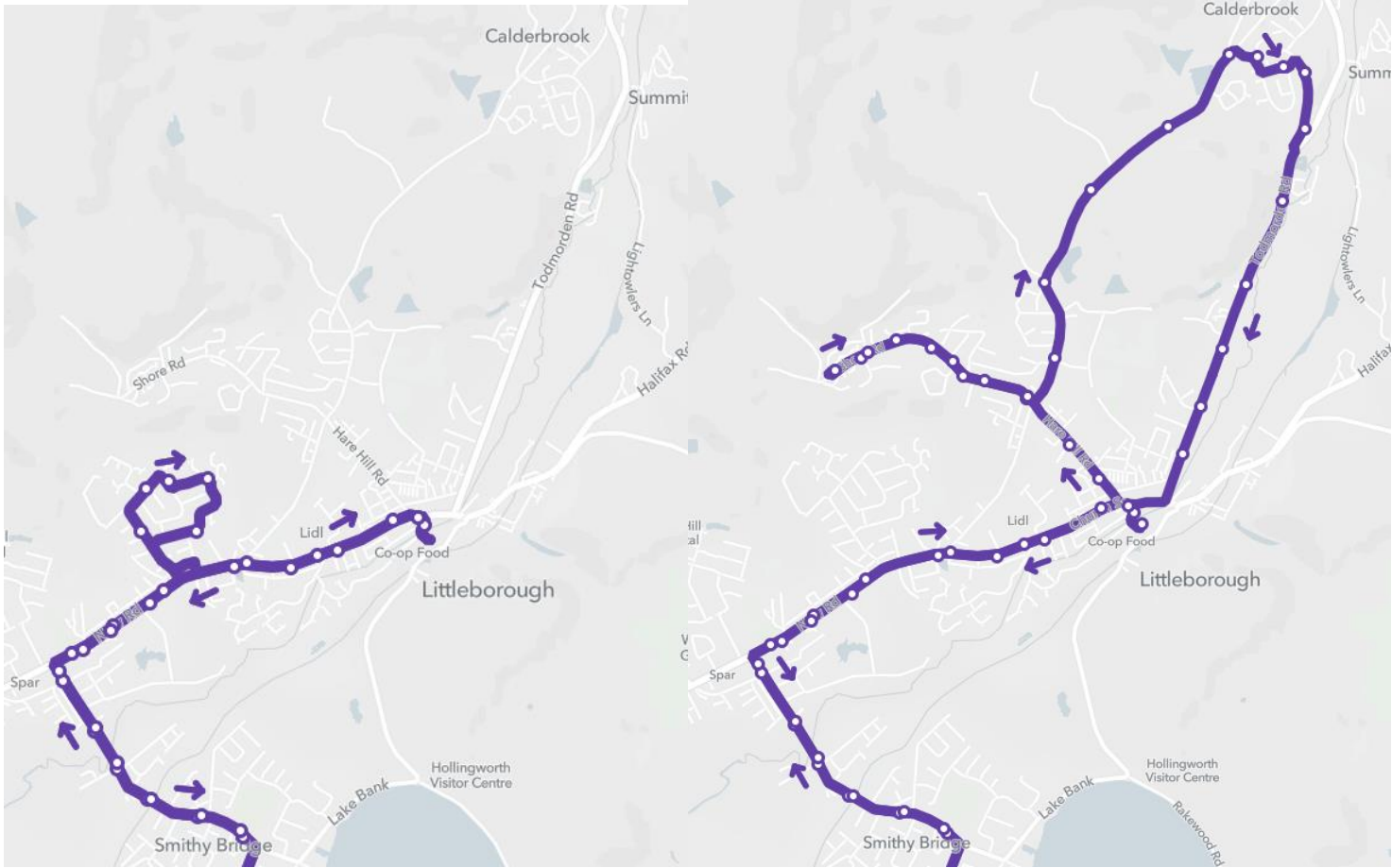
Dist	Service, route and operator	TfGM officer comments and recommendations
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Shown below is the current and proposed R4 route in Milnrow



Members are asked to approve this recommendation which would be effective from 16th April 2023.

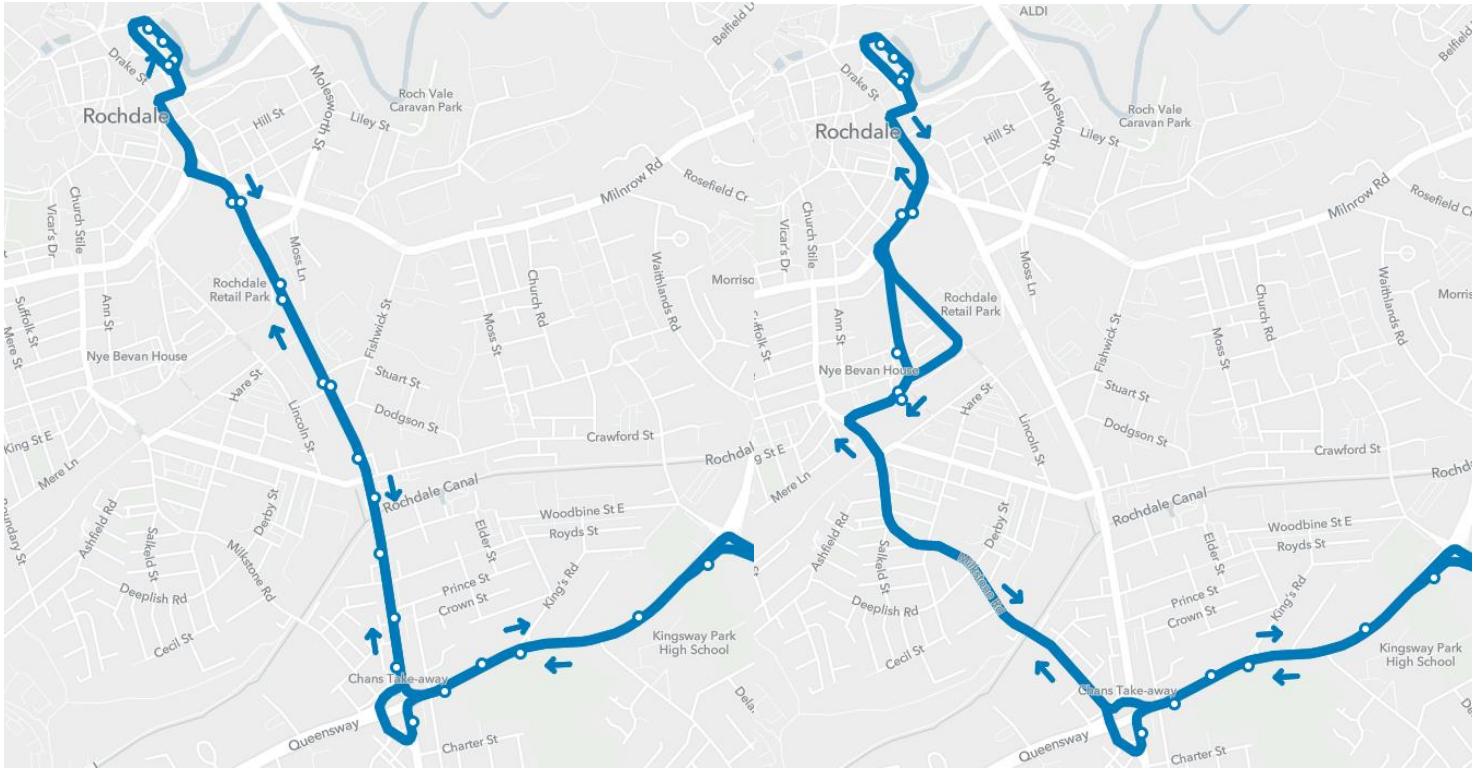
Dist	Service, route and operator	TfGM officer comments and recommendations
RE	<p>R5 (455) Rochdale – Milnrow – Littleborough <i>Transdev Rosso</i></p>	<p>This service currently operates every 60 minutes Monday to Saturday daytime.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>It is proposed to operate to extend this service from Littleborough to serve Shore and Stansfield, replacing service 458 at these points. The service will be removed from Stubley, which will be covered by the 456/458 to allow all areas to maintain their current journey times into/from Rochdale town centre.</p> <p>To allow co-ordination with service 457, the off peak timetable will be retimed to run up to 23 minutes earlier, with further retimings across the peak timetable to maintain punctuality.</p> <p>As buses used will be part of the Lake Line branding, then the service will be renumbered to 455.</p> <p>There are no financial implications arising from this proposal.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p data-bbox="660 258 1310 290">Current R5 and proposed 455 route shown below:</p>  <p data-bbox="660 1273 2038 1311">Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
RE	<p>R6</p> <p>Rochdale – Kingsway Park - Ladyhouse – Milnrow</p> <p><i>Transdev Rosso</i></p>	<p>This service currently operates every 60 minutes daily daytime and evening.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>Additionally, the current service leaves little tolerance for delay to allow staff to access shifts at Kingsway Park.</p> <p>It is proposed to link the service with R4 to run a loop service between Rochdale, Kingsway Park, Milnrow and Rochdale.</p> <p>The route is the reverse of that set out under R4.</p> <p>The changes above permit the re-routing of the service via Deeplish and Rochdale Station to improve accessibility in this area, as well as to allow buses to be retimed to allow more time for staff working at Kingsway Park.</p> <p>Buses will run hourly Monday to Saturday daytime throughout and hourly evening and Sunday between Rochdale and Milnrow in line with the current provision on the relevant sections, albeit with some journeys running up to 30 minutes earlier or later than now. It should be noted that Rochdale MBC is currently developing regeneration and urban realm proposals which will have an impact on the routing of bus services around Rochdale Railway Station and may result in subsequent changes to this service being required,</p> <p>There are no financial implications arising from this proposal.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
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Shown below is the current and proposed R6 route between Rochdale and Kingsway Park



Members are asked to approve this recommendation which would be effective from 16th April 2023.

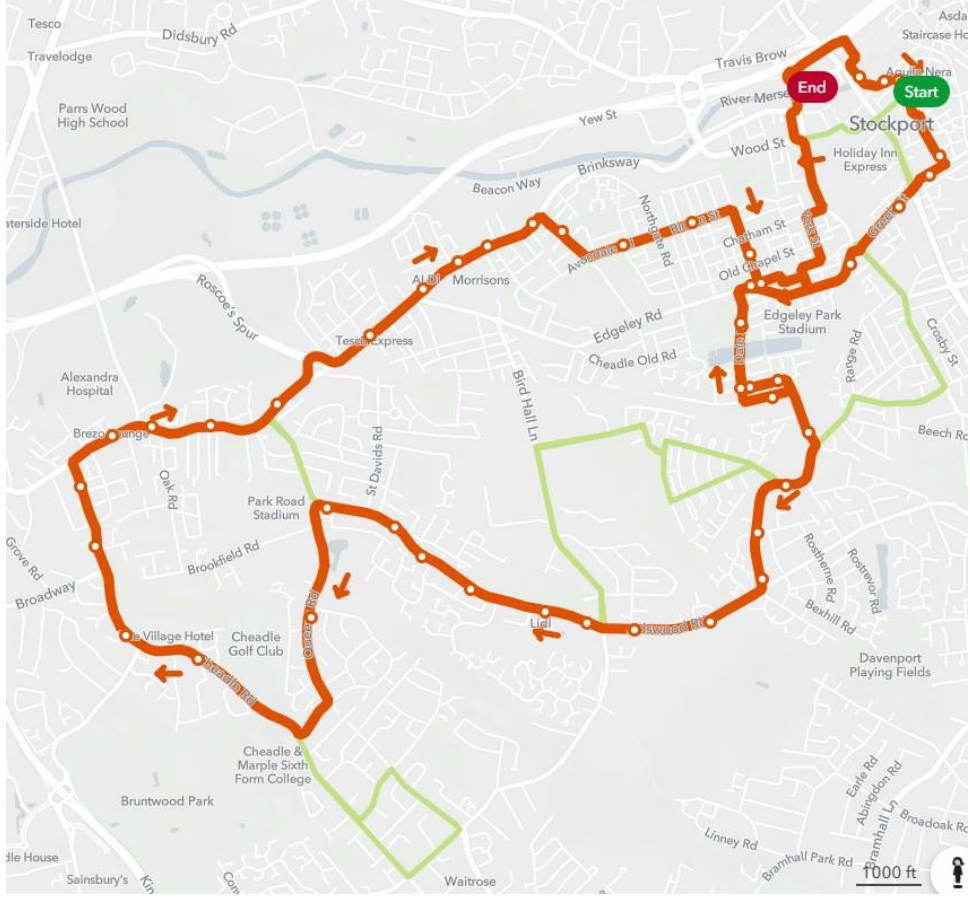
Dist	Service, route and operator	TfGM officer comments and recommendations
RE	R7 Rochdale – Kingsway Park – Stakehill – Boarshaw – Middleton <i>Transdev Rosso</i>	<p>This service currently operates every 60 minutes daily daytime and evening.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>Whilst the off peak timetable will remain broadly the same, there is some changes to peak times due to the increased running time required.</p> <p>The current temporary route at Boarshaw on journeys towards Middleton will be formalised, with buses running the same way round the Boarshaw loop in both directions.</p> <p>There are no financial implications arising from this proposal.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>
RE	R8 Rochdale – Bamford - Norden <i>Transdev Rosso</i>	<p>This service currently operates every 60 minutes daily daytime and evening, with gaps at peak times which are covered by service 17.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>The off peak timetable will be retimed to run up to 10 minutes earlier, with further retimings across the peak timetable to maintain punctuality. This also allows better co-ordination with service R2 to/from Rochdale and with B3 between Norden and Bamford, both of which will be a 20/40 service.</p> <p>There are no financial implications arising from this proposal.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>
RE OM	R9 Rochdale – Milnrow - Shaw – Rochdale	<p>This service currently operates every 60 minutes daily daytime and evening.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
	<i>Transdev Rosso</i>	<p>The off peak timetable will be retimed to run up to 26 minutes earlier, with further retimings across the peak timetable to maintain punctuality. This allows to provision of an hourly all day service, which currently has to change to meet school flows, and also provides co-ordination with service R4 between Rochdale and Milnrow.</p> <p>There are no financial implications arising from this proposal.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>
RE OM	<p>R10 Rochdale – Shaw – Milnrow – Rochdale <i>Transdev Rosso</i></p>	<p>This service currently operates every 60 minutes daily daytime and evening.</p> <p>Due to increased traffic volumes across Rochdale, services are significantly unreliable and therefore service revisions are required to maintain a reliable and punctual service within the resources that are available.</p> <p>Whilst the off peak timetable will remain broadly the same, there is some changes to peak times due to the increased running time required. Times have been co-ordinated with service R6 to provide a 30 minute service between Milnrow and Rochdale.</p> <p>There are no financial implications arising from this proposal.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>
BY	<p>Middleton Local Link <i>Nexus Move</i></p>	<p>This service currently operates in the Middleton area and operates 05:30 to 22:30, Monday to Sunday.</p> <p>Following the withdrawal of the 125 service in April 2022, some residents of Heywood Old Road and Boardman Lane have raised an issue with a lack of services serving these roads requiring a walk to the nearest bus stop of over 600 metres in some cases. It is proposed to amend the boundary of the Middleton Local Link service extending it to cover these roads. This will permit travel into Middleton and to North Manchester General Hospital.</p> <p>There are no financial implications arising from this proposal.</p> <p>Members are asked to approve this recommendation which would be effective from 15th April 2023.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
MR SD TD	<p>X50</p> <p>Piccadilly Gardens - Trafford Park - The Trafford Centre</p> <p>Diamond</p>	<p>This service currently operates every 30 minutes, Daily daytime and Sundays.</p> <p>To address poor punctuality a revised timetable is proposed with additional running time and widening of the Monday to Friday peak headway, including retiming of journeys on Monday to Friday before 0900. An earlier journey will be added at 0538 from the Trafford Centre to Manchester.</p> <p>The service will no longer be “limited stop” but will serve all stops along the route.</p> <p>There are no financial implications arising from this proposal.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>
MR SD TD	<p>150</p> <p>Gorton - Stretford - Trafford Park - The Trafford Centre</p> <p>Diamond/ Stagecoach</p>	<p>This service currently operates every 30 minutes Monday to Saturday daytime (Diamond) and hourly evenings and Sundays (Stagecoach).</p> <p>To address poor punctuality a revised Monday to Friday daytime timetable is proposed with widening of the peak headway in order to provide extra running time. In addition, the need to provide extra capacity at school times means that in the morning a duplicate journey will run between Gorton and Alexandra Road South with a similar return in the afternoon.</p> <p>The first journeys from Gorton are retimed from 0513, 0613, 0703 and 0744 to 0533, 0633, 0649 and 0725 and the 0928 from Gorton is withdrawn.</p> <p>There are no changes to Saturday journeys operated by Diamond or to journeys operated by Stagecoach. There are no financial implications arising from this proposal.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>
ST	<p>375</p> <p>Mellor - Marple - Offerton - Heaton Mersey – Stockport</p> <p>Goodwins/ Stagecoach</p>	<p>Revised timetable – journeys operated by Goodwins will no longer serve Heaton Mersey with replacement journeys provided by the rerouting of service 371 below. There are no changes to Stagecoach journeys.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>

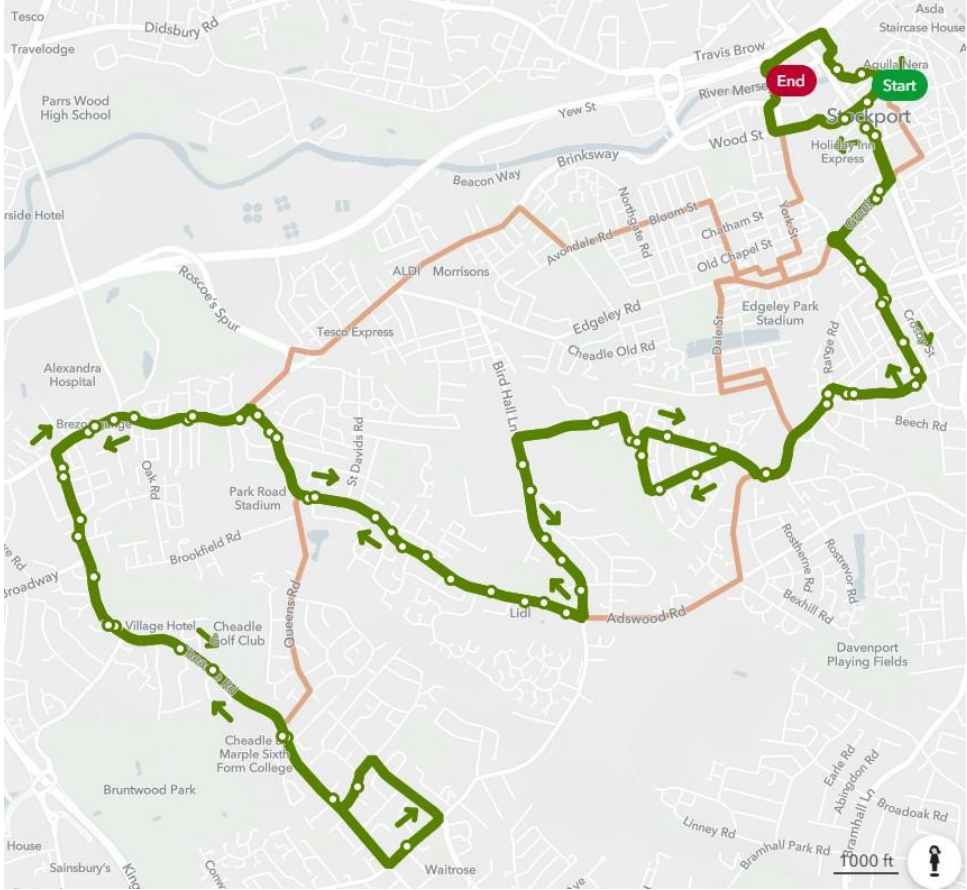
Dist	Service, route and operator	TfGM officer comments and recommendations
ST	<p>309/310</p> <p>Stockport – Edgeley – Adswood – Cheadle circular</p> <p>Nexus Move</p>	<p>These new services will replace services 328 and 371 in Edgeley and service 328 along Demmings Road and Queens Road with an hourly daytime service (Monday to Saturday) and two hourly evening and Sunday service.</p> <p>Service 309 will run from Stockport, Mersey Square via Greek Street, Mercian Way, Worrall Street, Lomas Street, Caroline Street, Castle Street, Edgeley Road, Dale Street, Vienna Road, Stockholm Road, Adswood Road, Councillor Lane, Demmings Road, Queen's Road, Orrishmere Road, Cheadle Road, Wilmslow Road, Cheadle High Street, Stockport Road, St Lesmo Road, Avondale Road, Bloom Street, Grenville Street, Edgeley Road, Dale Street, Vienna Road, Stockholm Road, Petersburg Road, Dale Street, Edgeley Road, Mercian Way back to Stockport town centre. Service 310 will run in the opposite direction.</p> <p>Services 309/310 will be run using lightweight 32 seat vehicles to ensure compliance with both restricted bridges. The timetable has been co-ordinated to ensure that in areas where the 309/310 is the only service and where it is replacing the 328 that it is timed to provide maximum benefit; Edgeley will get a 30 minute service both to Stockport and to Cheadle, and Demmings Road will get a 20/40 service to Stockport. In the evening, Edgeley will continue to get a 60-minute co-ordinated service to both Stockport and Cheadle.</p> <p>Shown below are the new 309/310 routes</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
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The impact on the subsidised services budget is given in Part B of this report.
Members are asked to approve this recommendation which would be effective from 16th April 2023.

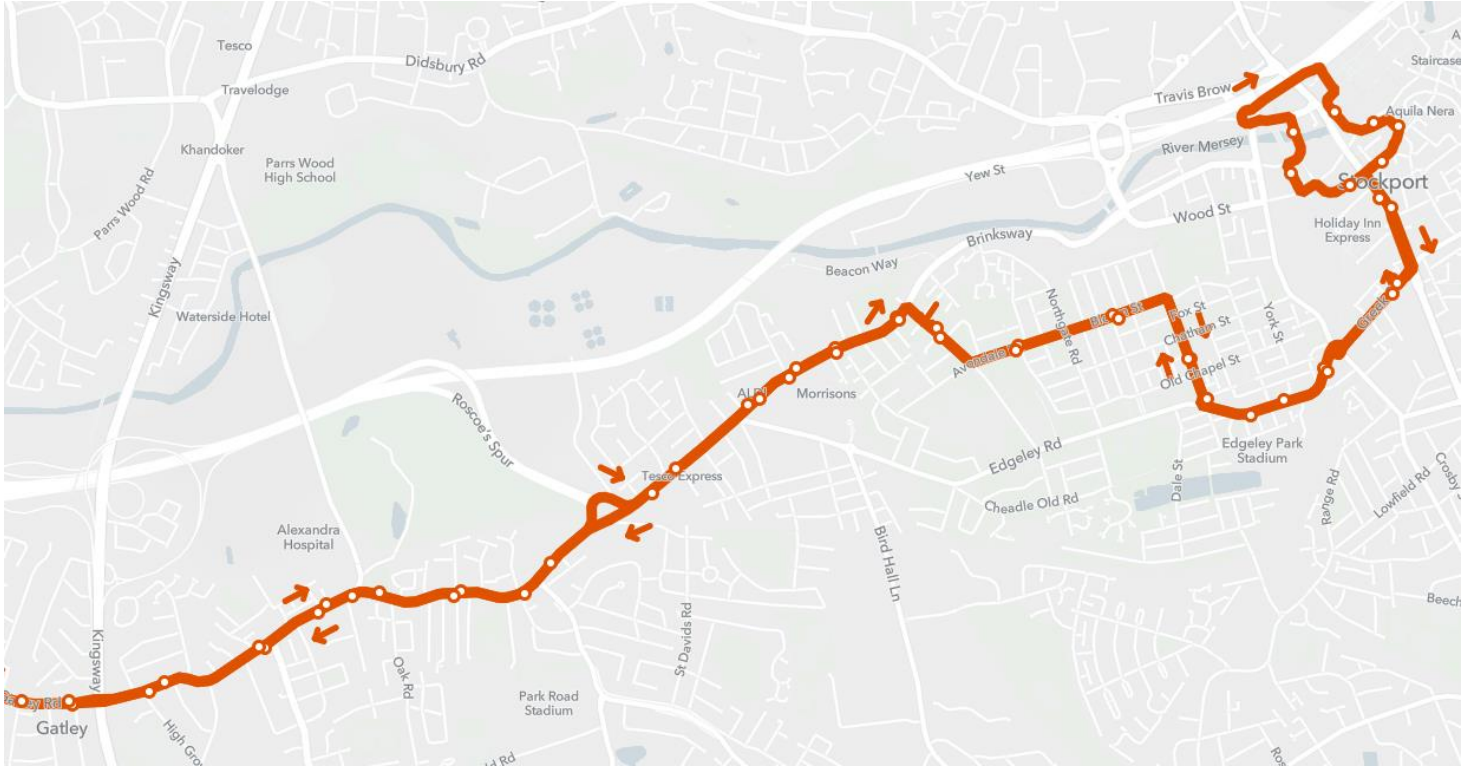
Dist	Service, route and operator	TfGM officer comments and recommendations
ST	<p data-bbox="353 272 412 300">312</p> <p data-bbox="353 341 600 437">Stockport – Bridge Hall — Cheadle – Cheadle Hulme</p> <p data-bbox="353 475 521 507">Stagecoach</p>	<p data-bbox="663 272 2051 336">This new service will run every 30 minutes Monday to Saturday daytime and every 60 minutes evening and Sundays.</p> <p data-bbox="663 357 2145 488">The 312 will broadly replace the 328 service, providing the bulk of the capacity required across the route. It will run as the current route 328 route between Stockport and Councillor Lane, except it would run via Shaw Heath, Adswold Lane West and Adswold Road and not via Edgeley which would be served by services 309/310. From Councillor Lane, buses will run direct to Cheadle then via Wilmslow Road and Cheadle Road to Cheadle Hulme.</p> <p data-bbox="663 509 1742 541">Service 312 will generally operate with large capacity single decks or double decks.</p> <p data-bbox="663 561 1111 593">Shown below is the new 312 route</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		 <p>The map displays a proposed bus route in green with arrows indicating the direction of travel. The route starts at a green 'Start' marker near the top right and ends at a red 'End' marker. The route covers a large area of Stockport, including the Alexandra Hospital, Park Road Stadium, and Edgeley Park Stadium. Key roads shown include Brookfield Rd, Queens Rd, Adswold Rd, and Beech Rd. A scale bar at the bottom right indicates 1000 feet.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
ST	<p>323</p> <p>Stockport - Heaton Mersey circular</p> <p>Stagecoach</p>	<p>This service is withdrawn, replacement journeys are provided by the rerouting of service 371 below.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>
ST	<p>328</p> <p>Stockport - Adswold - Cheadle - Edgeley circular</p> <p>Stagecoach</p>	<p>This service is withdrawn because of the operational challenges that have been faced by running over Stockholm Road and Demmings Road bridges which are both weight restricted at 7.5T.</p> <p>Replacement facilities are provided by new services 309/310 and 312 which maintain links to all areas.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p> <p>Members are asked to approve this recommendation which would be effective from 16th April 2023.</p>
ST	<p>370/371</p> <p>Altrincham - Gatley - Cheadle - Cheadle Heath – Stockport</p> <p>Diamond/ Stagecoach</p>	<p>On Monday to Saturday daytimes (Diamond), these two services run in parallel between Altrincham and Cheadle to provide a bus every 30 minutes. The two services then take separate routes between Cheadle and Stockport, providing an hourly service respectively.</p> <p>In the evenings and on Sundays, only the 370 operates providing an hourly service (Stagecoach).</p> <p>To address poor punctuality a revised Monday to Friday daytime timetable is proposed with widening of the peak headway in order to provide extra running time on both services.</p> <p>In addition, journeys numbered 371 will be rerouted at all times between Stockport and Cheadle to run via Manchester Road, Wilmslow Road, Parris Wood Lane, Didsbury Road and Heaton Mersey (Station Road, Craig Road and Branksome Road) to replace services 323 and 375, instead of via Edgeley. This will provide a number of new links including Heaton Mersey to East Didsbury, Cheadle and Altrincham as well as Gatley to East Didsbury.</p> <p>Buses via Avondale Road in Edgeley will be provided by new services 309/310.</p> <p>There are no financial implications arising from this proposal.</p>

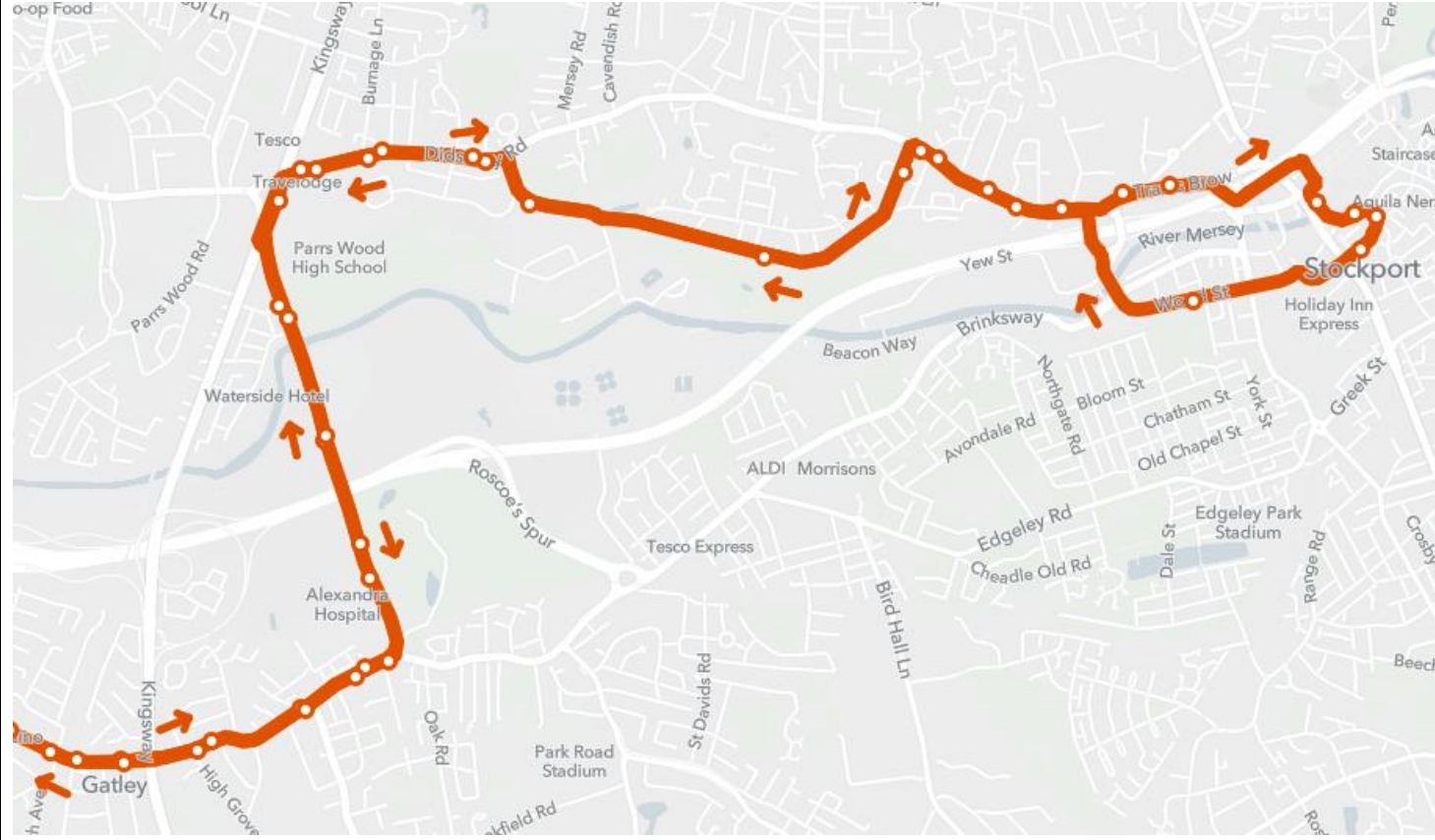
Dist	Service, route and operator	TfGM officer comments and recommendations
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Current route is as follows:



Dist	Service, route and operator	TfGM officer comments and recommendations
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New route is proposed to be:



Members are asked to approve this recommendation which would be effective from 16th April 2023.

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: Friday 17th February 2023
Subject: Bus Network Stabilisation
Report of: Stephen Rhodes, Director of Bus, TfGM

Purpose of Report

To inform Members of the approach which TfGM is taking to stabilise the network in the light of on-going uncertainty around Government recovery funding and in advance of franchising.

Recommendations:

Members are asked to:

1. Note the approach with TfGM has taken to stabilise the Greater Manchester bus network since October 2022 and in respect of commercial service registrations submitted by Diamond Bus and Vision Bus due to take effect 16th April 2023, as reported to the Bus Services Sub-Committee on 20th January 2023; and
2. Delegate authority to the Chief Executive GMCA and TfGM, in consultation with the GMTCC Chair, to agree replacement bus services to commence on 16th April 2023.

Contact Officers

Stephen Rhodes Director of Bus, TfGM
stephen.rhodes@tfgm.com

Alison Chew Deputy Director of Bus, TfGM
alison.chew@tfgm.com

Equalities Implications

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

Given that TfGM is seeking to intervene and replace withdrawn services, the impact will be marginal in the short to medium term.

Climate Change Impact Assessment and Mitigation Measures

N/A

Risk Management

N/A

Legal Considerations

N/A

Financial Consequences – Revenue

No direct impact from the decision to delegate but estimated high-level costs are included at section 6.

Financial Consequences – Capital

N/A

Number of attachments to the report: 0

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 – 20 January 2023.

Bus Network Review, Greater Manchester Transport Committee – 12 August 2022.

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. This report provides an update on the approach TfGM has taken to stabilise the Greater Manchester bus network since October 2022 and seeks approval for authority to be delegated to the Chief Executive TfGM and GMCA, in consultation with the GMTCC Chair, to agree replacement bus services to commence on 16th April 2023.

2. OVERVIEW

- 2.1. As reported to the meeting of this Committee in August 2022, TfGM and bus operators have previously been through a network review exercise to identify a financially sustainable network that would be able to operate after the (at that time) expected end of COVID related recovery funding in October 2022.
- 2.2. This work resulted in a number of contracts being let to operators in October 2022 both to maintain services that were withdrawn having previously been commercially run, and to restore frequencies where a frequency reduction was proposed, up to a maximum of four buses per hour.
- 2.3. In parallel, the procurement exercise for services in Tranche 1 of the GM bus franchising scheme was being carried out, culminating in the announcement of the successful bidders on 23 December 2022.

3. IMPACT OF SERVICE WITHDRAWALS/REDUCTIONS

- 3.1. As previously reported to the Bus Sub-Committee, Diamond Bus and Vision Bus have advised TfGM of a number of changes planned for April 2023, with Diamond Bus North West registering the withdrawal of all commercial journeys on six routes, and frequency reductions on five other routes. In addition, Vision Bus have de-registered all remaining commercial journeys on one further service. All changes are due to take effect on 16th April 2023.
- 3.2. These are substantial changes which would have a significant impact on both the stability of the bus network and the communities they serve. This would undermine customer confidence in bus services at a critically important time in terms of the period leading up to franchising and the cost of living crisis, as well as undermining the revenue base that TfGM will inherit.

- 3.3. Details of the affected services were reported to the meeting of the GMTC Bus Services Sub-Committee (BSSC) on 20th January; and further information relating to the discussion that took place at BSSC is included in the Minutes of that meeting.

4. PROPOSED INTERVENTION BY TFGM

- 4.1. In response, TfGM is proposing to intervene in line with the same network stabilisation principles that were applied in Summer/Autumn 2022.
- 4.2. No action is being taken in respect of the frequency reductions, as even with the reductions, the services affected will still operate to the minimum (4 services per hour) frequencies set when the network stabilisation review was carried out.
- 4.3. Replacement services have been sought by the issue of tenders for the services that are to be withdrawn (including in one case where the replacement service would be restored at every 15 minutes rather the current 12 minute service, for consistency) for a 5 month period from 16th April 2023 to 23rd September 2023 to the start of Tranche 1. Bids were received on 8th February.
- 4.4. However, as the procurement process has only just been concluded and the next meeting of the BSSC is not due to take place until 10th March, a request is being made for authority to be delegated to the GMCA/TfGM Chief Executive, in consultation with the GMTC Chair, to approve the associated service changes on this occasion. This would enable the replacement services to be registered ahead of the deadline of 3rd March and allow operators to make the necessary preparations ahead of starting contracted operations on 16th April.

5. FINANCIAL IMPACT AND FUNDING AVAILABILITY

- 5.1. Following the procurement process, the estimated costs (taking account of revenue) for retaining the withdrawn services and frequencies as set out above is approximately £2.5m for the period 16 April to 23 September 2023. This is affordable within the budgets that were approved by the GMCA on 10th February 2023.

6. RISKS

- 6.1. Given the current uncertainty around future Government support beyond March 2023; continuing high levels of cost inflation and uncertainty around future passenger numbers; as well as driver recruitment and retention challenges, there is a risk that operators may decide to register further changes to the network. TfGM's ability to continue to intervene may, as a result of the factors set out above, become increasingly constrained by both budgetary and operational issues.

7. RECOMMENDATIONS

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

Stephen Rhodes

Director of Bus