

# GREATER MANCHESTER TRANSPORT COMMITTEE

## BUS SERVICES SUB COMMITTEE

Date: Friday 20<sup>th</sup> January 2023

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

Report of: Stephen Rhodes, Director of Bus, TfGM

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### 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; and
3. Agree the proposed changes to general subsidised services set out in Annex C.

### 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identified a number of potential negative impacts on groups with protected characteristics should services need to be withdrawn or significantly reduced as a result of these proposals – including access to healthcare facilities for the disabled and elderly; access to education for young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Given that TfGM has intervened to replace withdrawn services and reduced frequencies, the impact will be marginal in the short to medium term.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 – 7 October 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 eight months to 30th November 2022.

2.2 The budget table presented includes the costs of the planned Bus Network Review interventions and the associated funding with respect to these additional interventions.

	Year to date - November 2022				Budget 2022/23 £000
	Actual	Budget £000	Variance £000	%	
<b>General Network Costs</b>					
General Bus Services	16,464	16,835	372	2.2%	25,561
Network Stabilisation	1,394	-	(1,394)		-
Local Link	1,099	1,191	92	7.7%	1,806
Shuttles	1,256	1,184	(71)	(6.0%)	1,242
<b>Sub-Total General Network</b>	<b>20,212</b>	<b>19,211</b>	<b>(1,002)</b>	<b>(5.2%)</b>	<b>28,610</b>
<b>Schools Services Costs</b>	<b>9,107</b>	<b>9,376</b>	<b>269</b>	<b>2.9%</b>	<b>14,879</b>
<b>Total – Subsidised Services costs</b>	<b>29,319</b>	<b>28,587</b>	<b>(732)</b>	<b>(2.6%)</b>	<b>43,489</b>
<b>General Network Income</b>					
General Bus Services	4,148	4,441	(293)	(6.6%)	6,949
Network Stabilisation	1,394	-	1,394		-
Local Link	56	61	(5)	(8.1%)	89
Shuttles	631	588	42	7.2%	588
<b>Sub-Total General Network</b>	<b>6,228</b>	<b>5,090</b>	<b>1,138</b>	<b>22.4%</b>	<b>7,626</b>
<b>Schools Services income</b>	<b>3,544</b>	<b>3,946</b>	<b>(402)</b>	<b>(10.2%)</b>	<b>6,189</b>
<b>Total – Subsidised Services income</b>	<b>9,772</b>	<b>9,036</b>	<b>736</b>	<b>8.1%</b>	<b>13,815</b>
<b>Net Cost - Subsidised Services</b>	<b>19,547</b>	<b>19,551</b>	<b>4</b>	<b>0.0%</b>	<b>29,674</b>

### **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. However as there are no financial implications in Part A, there is not a financial Part B report on this occasion.

### **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
<b>SD BY</b>	<b>95</b> Salford – Prestwich – Whitefield - Bury	<b>Go North West</b>	Service 95 operates every 30 minutes Monday to Saturday daytime, hourly Sunday daytime and every two daily evenings.  The Mon-Fri 1821 from Salford Shopping Centre to Bury Interchange re-timed to start at 1820 and curtailed to terminate at Prestwich, Tesco.	<b>29/01/2023</b>	<b>Monday to Friday 1750 and 1838 from Salford Shopping Centre</b>	n/a	<b>No TfGM action</b>
<b>MR</b>	<b>85/85A</b> Manchester – Alexandra Park – Chorlton	<b>Stagecoach Manchester</b>	Services 85/85A provide a combined 12 minute frequency Monday to Saturday daytimes and 15/30 minute frequencies Monday to Saturday evenings.  The 85 operates every 20 minutes on Sunday daytimes and 30 mins Sunday mornings and	<b>29/01/2023</b>	n/a	n/a	<b>No TfGM action</b>



Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ ticketing)	Comments/TfGM officer recommendations
			<p>evenings. (No 85A on Sundays)</p> <p>The Sunday timetable towards Chorlton is amended to increase the Sunday morning service to every 20 minutes.</p> <p>The Sunday timetable towards Manchester is amended so the transition from 20 to 30 minute frequency happens one hour earlier.</p>				
<b>MR</b>	<b>86</b>  Manchester – Brooks Bar – Chorlton	<b>Stagecoach Manchester</b>	Service 86 operates a high frequency in the morning peak on Mondays to Fridays, then every 12 minutes during the daytime, and every 15 min in the evenings.  On Saturdays it operates every 12 minutes during the daytime, and every 15 min in the morning and evening.  On Sundays it operates every 10 minutes during the daytime, every 30 minutes in the morning and every 15 minutes in the evening.	<b>29/01/2023</b>	n/a	n/a	<b>No TfGM action</b>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
			<p>The Sunday service is reduced to every 20 minutes during the daytime and every 30 minutes in the evening.</p> <p>No changes to the Monday to Friday or Saturday service.</p>				
<b>BN</b>	<b>520</b>  Bolton - Deane - Westhoughton - Deane - Bolton	<b>Diamond</b>	<p>Service 520 operates every 30 minutes Monday to Saturday daytime, hourly Sunday daytime and daily evenings.</p> <p>The Monday to Saturday timetable is amended to improve reliability. No change service frequency and no change to Sunday/Bank Holiday timetable.</p> <p>Monday to Friday evening journeys currently operated with TfGM subsidy are only marginally re-timed to arrive Bolton Interchange 3 minutes earlier.</p>	<b>29/01/2023</b>	n/a	n/a	<b>No TfGM action</b>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
		<b>Diamond</b>	In response to the announcement regarding the outcome of the bids for the franchised services in Tranche 1, in order to manage their transition from the commercial to the franchised network, in particular to manage the risk of drivers leaving the business during the transition period, Diamond are proposing the following changes:	<b>16/04/2023</b>	n/a	n/a	<b>Officer response under consideration, to take into account the potential impact on the proposed franchised network. Verbal update of progress to be given in Part B.</b>
<b>BN SD MR</b>	<b>8</b> Bolton - Farnworth - Pendlebury - Salford - Shudehill	<b>Diamond</b>	Reduce Mon-Sat daytime frequency from 12 to 15 mins.	<b>16/04/2023</b>	n/a	n/a	<b>As above</b>
<b>BN SD MR</b>	<b>36 and 37</b> Bolton - Farnworth - Swinton - Salford - Piccadilly Gardens	<b>Diamond</b>	Reduce Mon-Fri daytime frequency from 12 to 15 mins (Saturday already going to 15 from January).	<b>16/04/2023</b>	n/a	n/a	<b>As above</b>
<b>BN BY</b>	<b>524</b> Bolton - Burnden - Little Lever - Radcliffe - Bury	<b>Diamond</b>	Reduce Mon-Sat daytime frequency from 12 to 15 mins.	<b>16/04/2023</b>	n/a	n/a	<b>As above</b>

<b>BN WN</b>	<b>582</b> Bolton - Gilnow - Daubhill - Over Hulton - Atherton - Leigh	<b>Diamond</b>	Reduce Mon-Sat daytime frequency from 12 to 15 mins. Reduce Sunday daytime frequency from 20 to 30 mins.	<b>16/04/2023</b>	<b>n/a</b>	<b>n/a</b>	<b>As above</b>
<b>SD TD</b>	<b>21</b> Agecroft - Clifton - Swinton - Eccles - The Trafford Centre	<b>Diamond</b>	Withdrawal of all commercial journeys – currently half hourly daytime (the daily evening and Sunday journeys currently operated with TfGM subsidy would continue unchanged)	<b>16/04/2023</b>	<b>n/a</b>	<b>n/a</b>	<b>As above</b>
<b>BY RE MR</b>	<b>163</b> Bury - Heywood - Langley - Middleton - Piccadilly Gardens	<b>Diamond</b>	Withdrawal of all commercial journeys – currently every 12 mins daytime (the few early morning, daily evening and Sunday journeys currently operated with TfGM subsidy would continue unchanged)	<b>16/04/2023</b>	<b>n/a</b>	<b>n/a</b>	<b>As above</b>
<b>BN</b>	<b>520</b> Bolton - Deane - Westhoughton - Chew Moor - Gilnow circular	<b>Diamond</b>	Withdrawal of all commercial journeys – currently every 30 mins daytime (the few early morning, daily evening and Sunday journeys currently operated with TfGM subsidy would continue unchanged)	<b>16/04/2023</b>	<b>n/a</b>	<b>n/a</b>	<b>As above</b>
<b>BN</b>	<b>561/562</b> Bolton - Top O Th Brow - Withins - Broughton circular	<b>Diamond</b>	Withdrawal of all commercial journeys – currently every 30 mins daytime (the few early morning, daily evening and Sunday journeys currently operated with TfGM subsidy would continue unchanged)	<b>16/04/2023</b>	<b>n/a</b>	<b>n/a</b>	<b>As above</b>

<b>BN WN</b>	<b>575</b> Bolton - Heaton - Lostock – Horwich  <b>575</b> Bolton - Heaton - Lostock – Horwich – Blackrod - Wigan	<b>Diamond</b>  <b>Arriva</b>	Withdrawal of all Diamond commercial journeys – currently every 20 mins daytime (the few early morning, daily evening and Sunday journeys currently operated with TfGM subsidy would continue unchanged).  The Arriva service through to Wigan would continue unchanged.	<b>16/04/2023</b>	<b>n/a</b>	<b>n/a</b>	<b>As above</b>
<b>BN</b>	<b>527</b> Bolton — Halliwell — Smithills — Hall i' th' Wood circular	<b>Vision</b>	In response to the announcement regarding the outcome of the bids for the franchised services in tranche 1, Vision is proposing the following changes:  Withdrawal of all Vision commercial journeys – currently every 60 mins daytime (the daily evening and Sunday journeys currently operated with TfGM subsidy would continue unchanged). Service 525, the “opposite direction” circular currently operated with TfGM subsidy would continue unchanged.	<b>16/04/2023</b>	<b>n/a</b>	<b>n/a</b>	<b>Officer response under consideration, to take into account the potential impact on the proposed franchised network</b>

# 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
					N/A	N/A	

## CHANGES TO THE SUBSIDISED NETWORK

## ANNEX C

Dist	Service, route and operator	TfGM officer comments and recommendations
<b>RE</b>	<p><b>6</b> Rochdale – Queensway – Kirkholt circular</p> <p><i>Go North West</i></p>	<p>The daily including Bank Holiday service 6 is currently provided with the financial support from Transport for Greater Manchester. It currently provides a 20- minute service Monday to Saturday daytime, every 30 minutes Sunday daytime and hourly daily evening and Sundays.</p> <p>The operator has reported that the service is experiencing punctuality problems at peak times on weekdays. A revised timetable is proposed to improve punctuality, with the timing of most journeys altered.</p> <p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29<sup>th</sup> January 2023.</b></p>
<b>BN SD TD</b>	<p><b>20</b> Bolton – Logistics North – Walkden – Eccles – The Trafford Centre</p> <p><i>Diamond</i></p>	<p>The daily including Bank Holiday service 20 is currently provided with the financial support from Transport for Greater Manchester. It currently provides a 30- minute service Monday to Saturday daytime, and an hourly service in the evenings and Sundays.</p> <p>The operator has reported that the service is experiencing punctuality problems at peak times on weekdays. TfGM officers are recommending revising the Monday to Saturday timetable.</p> <p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29<sup>th</sup> January 2023.</b></p>
<b>TD SD BN</b>	<p><b>21/22</b> Trafford Centre - Eccles - Swinton - Clifton/Trafford Centre - Eccles - Swinton - Farnworth – Bolton</p> <p><i>Diamond</i></p>	<p>The daily including Bank Holiday services 21/22 are currently provided with financial support from Transport for Greater Manchester. It currently provides a half hourly service Monday to Saturday daytime/evenings and an hourly service Sunday/Bank Holiday daytime.</p> <p>The operator has reported that the service is experiencing punctuality problems Monday to Saturday daytime and early evenings and as such TfGM officers are recommending revising journeys to improve punctuality.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29th January 2023.</b></p>
SD WN	<p>126 Leigh – Astley – Boothstown – The Trafford Centre</p> <p><i>Diamond</i></p>	<p>The daily including Bank Holiday service 126 is currently provided with the financial support from Transport for Greater Manchester. It currently provides an hourly service Monday to Saturday daytimes/evenings and an hourly service Sunday daytime.</p> <p>The operator has reported that the service is experiencing punctuality problems on all days. TfGM officers are recommending revising all the service to improve punctuality.</p> <p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29<sup>th</sup> January 2023.</b></p>
SD WN	<p>132 Wigan – Hindley – Atherton – Tyldesley – Boothstown – The Trafford Centre</p> <p><i>Diamond</i></p>	<p>The daily including Bank Holiday service 132 is currently provided with the financial support from Transport for Greater Manchester. It currently provides an hourly service Monday to Sunday daytimes and evenings.</p> <p>The operator has reported that the service is experiencing punctuality problems on all days. TfGM officers are recommending revising all the service to improve punctuality.</p> <p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29<sup>th</sup> January 2023.</b></p>
WN	<p>516</p> <p>Leigh – Middlebrook - Horwich</p> <p><i>Diamond</i></p>	<p>The daily including Bank Holiday service 516 is currently provided with the financial support from Transport for Greater Manchester. It currently provides an hourly Monday to Saturday daytime service and every two hours in the evening and Sundays.</p> <p>The operator has reported that the service is experiencing punctuality and reliability problems. This is mainly owing to unpredictable general traffic congestion. In order to improve the punctuality and reliability, TfGM officers are recommending revising the Monday to Saturday timetable.</p>



Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29<sup>th</sup> January 2023.</b></p>
WN	<p><b>583</b> Tyldesley – Atherton - Leigh <i>Diamond</i></p>	<p>The daily including Bank Holiday service 583 is currently provided with the financial support from Transport for Greater Manchester. It currently provides an hourly Monday to Saturday daytime service and every two hours in the evenings and Sundays.</p> <p>The operator has reported that the service is experiencing punctuality and reliability problems. This is mainly owing to unpredictable general traffic congestion. In order to improve the punctuality and reliability, TfGM officers are recommending revising the Monday to Saturday timetables.</p> <p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29<sup>th</sup> January 2023.</b></p>
WN	<p><b>584</b> Leigh – Plank Lane - Crankwood <i>Diamond</i></p>	<p>The daily including Bank Holiday service 584 is currently provided with the financial support from Transport for Greater Manchester. It currently provides an hourly Monday to Saturday daytime service and every two hours in the evenings and Sundays.</p> <p>The operator has reported that the service is experiencing punctuality and reliability problems on weekdays. This is mainly owing to unpredictable general traffic congestion. In order to improve the punctuality and reliability, TfGM officers are recommending revising the Monday to Friday timetable.</p> <p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29<sup>th</sup> January 2023.</b></p>
WN	<p><b>588</b> Leigh – Plank Lane - Lowton <i>Diamond</i></p>	<p>The daily including Bank Holiday service 588 is currently provided with the financial support from Transport for Greater Manchester. It currently provides an hourly Monday to Saturday daytime service and every two hours in the evenings and Sundays.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>The operator has reported that the service is experiencing punctuality and reliability problems on weekdays. This is mainly owing to unpredictable general traffic congestion. In order to improve the punctuality and reliability, TfGM officers are recommending revising the Monday to Friday timetable.</p> <p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29<sup>th</sup> January 2023.</b></p>
RE	<p><b>R2</b> Rochdale – Norden – Bamford – Heywood – Bury</p> <p><i>Rosso</i></p>	<p>The Monday to Saturday hourly service R2 is currently provided with the financial support from Transport for Greater Manchester.</p> <p>In connection to changes to service R8 (see below), it is proposed to introduce an additional short evening journey on Mondays to Fridays, departing Rochdale at 1910, and terminating Norden at 1926. This will be the last journey ex Rochdale on Mondays to Fridays. No changes to the Saturday timetable.</p> <p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29<sup>th</sup> January 2023.</b></p>
RE	<p><b>R8</b> Rochdale – Bamford - Norden</p> <p><i>Rosso</i></p>	<p>The daily including Bank Holiday service R8 is currently provided with the financial support from Transport for Greater Manchester. It currently provides an hourly daytime and hourly evening service, Monday to Sunday.</p> <p>In connection with changes to other services in the area, on Mondays to Fridays, it is proposed to withdraw the 0636 ex Norden journey and the 1820 and 1910 ex Rochdale journeys. Similar connections are provided by service 17 between Rochdale and Norden. No changes are proposed to the Saturday or Sunday services.</p> <p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29<sup>th</sup> January 2023.</b></p>
RE	<p><b>R11</b> Lane Head – Daniel Fold – Rochdale</p> <p><i>Rosso</i></p>	<p>In connection with changes to other services in the area, it is proposed to introduce new service R11. This service will operate on schooldays only, with one morning journey from Lane Head to Rochdale</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>Interchange departing 0824, and one afternoon journey from Rochdale Interchange to Lane Head departing at 1419.</p> <p>There are no financial implications arising from this proposal.</p> <p><b>Members are asked to approve this recommendation which would be effective from 29<sup>th</sup> January 2023.</b></p>