

## GREATER MANCHESTER TRANSPORT COMMITTEE BUS SUB-COMMITTEE

Date: Friday 18 March 2022

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

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### 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.

## **Contact Officers**

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## **Equalities Implications**

N/A

## **Climate Change Impact Assessment and Mitigation Measures**

N/A

## **Risk Management**

N/A

## **Legal Considerations**

N/A

## **Financial Consequences – Revenue**

see paragraph 2 and Part B report

## **Financial Consequences – Capital**

N/A

## **Number of attachments to the report:**

main report only

## **Comments/recommendations from Overview & Scrutiny Committee**

N/A

## **Background Papers**

Review and Planning of General Subsidised Bus Services report to the Greater Manchester Transport Committee, Bus Services Sub -Committee – 13th November 2020.

Forthcoming Changes to the Bus Network report to the Greater Manchester Transport Committee, Bus Services Sub -Committee – 18th January 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. 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 ten months to 31st January 2022.
- 2.2 Net expenditure on Subsidised Services is £2.5m lower than budget in the year to date. This is principally due to unused risk allowance for unforeseen service de-registrations and the receipt of grant funding so far in this financial year.
- 2.3 There remain risks of increased costs in the remainder of this year, however it is proposed that at least part of the lower than budget spend remaining by the year end is 'ring fenced' and carried forward as a risk allowance into the 2022/23 financial year to help mitigate the significant funding and cost risks in the future.

	Year to date - January 2022				Budget 2021/22 £000
	Actual £000	Budget £000	Variance £000	%	
<b>General Network Costs</b>					
General Bus Services	17,375	18,861	1,485	7.9%	24,497
Local Link	1,630	1,930	300	15.6%	2,367
Shuttles	1,512	1,643	131	8.0%	1,972
<b>Sub-Total General Network</b>	<b>20,517</b>	<b>22,433</b>	<b>1,916</b>	<b>8.5%</b>	<b>28,835</b>
<b>Schools Services Costs</b>	<b>11,365</b>	<b>11,834</b>	<b>469</b>	<b>4.0%</b>	<b>14,447</b>
<b>Total – Subsidised Services costs</b>	<b>31,882</b>	<b>34,267</b>	<b>2,385</b>	<b>7.0%</b>	<b>43,282</b>
<b>General Network Income</b>					
General Bus Services	3,295	3,710	(415)	(11.2%)	5,847
Local Link	116	75	41	55.0%	89
Shuttles	726	762	(36)	(4.7%)	914
<b>Sub-Total General Network</b>	<b>4,137</b>	<b>4,547</b>	<b>(410)</b>	<b>(9.0%)</b>	<b>6,850</b>
<b>Schools Services income</b>	<b>4,992</b>	<b>4,415</b>	<b>577</b>	<b>13.1%</b>	<b>5,384</b>
<b>Total – Subsidised Services income</b>	<b>9,129</b>	<b>8,962</b>	<b>168</b>	<b>1.9%</b>	<b>12,234</b>
<b>Net Cost - Subsidised Services</b>	<b>22,752</b>	<b>25,305</b>	<b>2,553</b>	<b>10.1%</b>	<b>31,048</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.

### **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

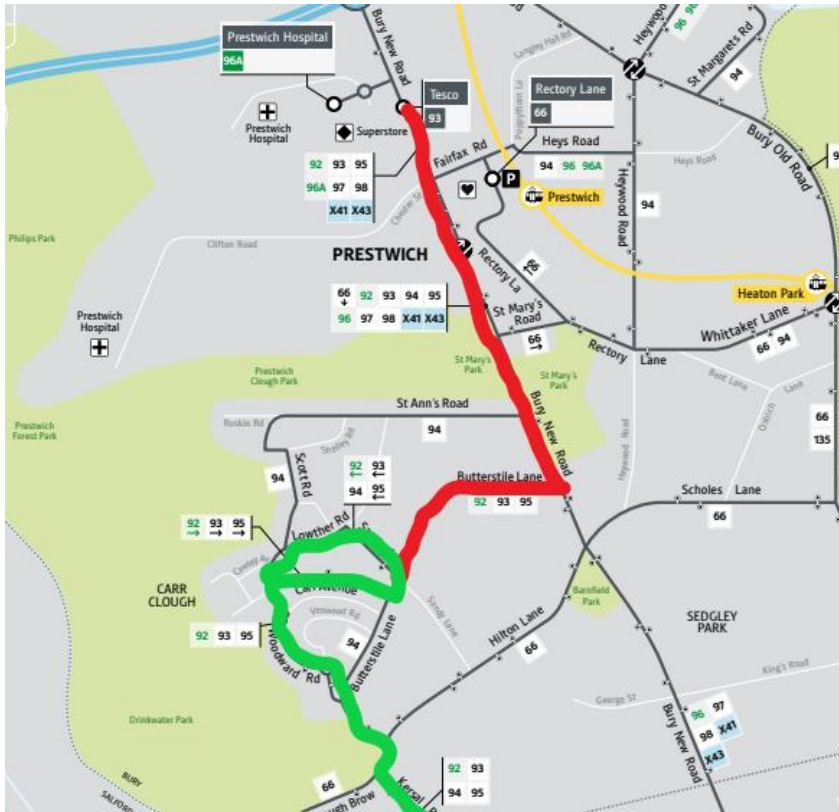
The Committee is requested to note the following changes to commercial services:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BN	<b>502/503</b> Bolton — Brownlow Fold — Doffcocker — Johnson Fold circulars	Vision	Monday to Saturday day-time services are withdrawn.  Alternative facilities between Bolton and Johnson Fold via Brownlow Fold are available on Diamond service 501.  Alternative facilities from Bolton via Chorley Old Road are available on Stagecoach service 125.	<b>24/04/22</b>	125, 501	n/a	<b>No TfGM action</b>
BN	<b>580/581</b> Bolton - Daubhill - Logistics North – Royal Bolton Hospital circulars	Vision	These daily services, which were introduced in July 2021, are withdrawn.  Alternative facilities between Bolton and Logistics North are available on Diamond service 20.	<b>24/04/22</b>	20, 501, 521, 582	n/a	<b>No TfGM action</b>

<b>MR RE</b>	<b>17</b> Manchester — Blackley — Middleton — Rochdale	<b>Go North West</b>	The Saturday daytime frequency is reduced to every 12 minutes.  There are no other changes.	<b>24/04/22</b>	n/a	n/a	<b>No TfGM action</b>
<b>MR RE</b>	<b>18</b> Manchester Royal Infirmary — Manchester — Middleton — Langley — Middleton	<b>Go North West</b>	The Monday to Friday daytime frequency between Shudehill and Manchester Royal Infirmary (MRI) is reduced to every 30 minutes, the service between Shudehill and Langley remains every 10 minutes.  The Saturday daytime frequency between Middleton and Shudehill is reduced to every 12 minutes, with two journeys per hour extending to MRI.  There are no other changes.	<b>24/04/22</b>	n/a	n/a	<b>No TfGM action</b>
<b>TD MR RE</b>	<b>41</b> Sale — Northenden — Manchester — North Manchester General	<b>Go North West</b>	A revised timetable is proposed to give a 20-minute daytime frequency between Sale and North Manchester General Hospital with one journey per hour extending to Middleton.	<b>24/04/22</b>	n/a	n/a	<b>No TfGM action</b>

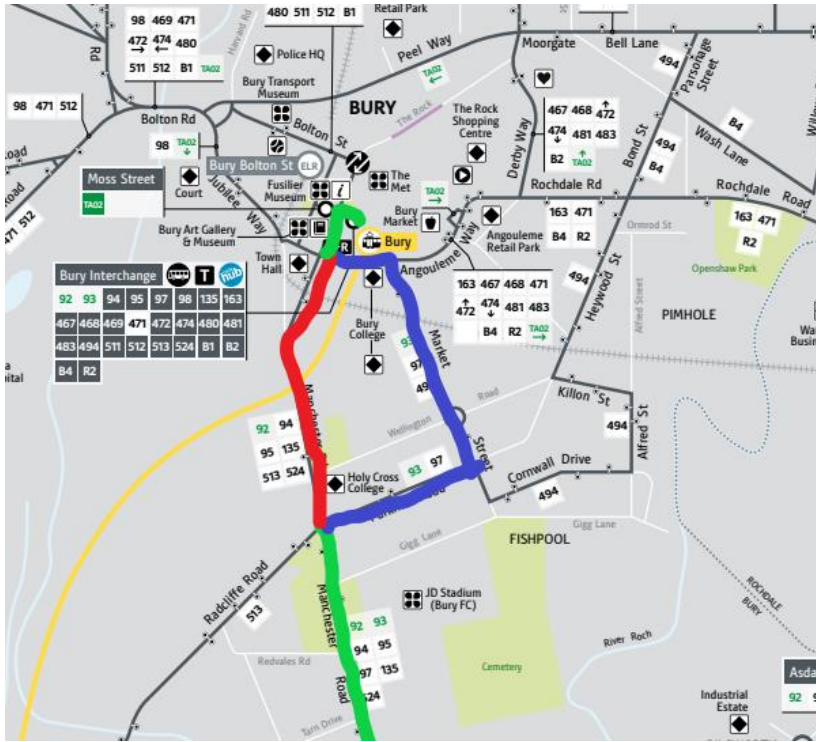


	Hospital — Middleton		<p>The pre-COVID frequency was a 15-minute daytime frequency between Sale and North Manchester General Hospital with two per hour extending to Middleton.</p> <p>Evening and Sunday journeys are unchanged.</p>				
<b>BY</b> <b>SD</b> <b>MR</b>	<b>93</b> Prestwich — Carr Clough — Manchester	<b>Go North West</b>	<p>A revised timetable is proposed with a 20-minute Monday to Saturday daytime frequency between Carr Clough and Manchester, every 30-minutes on Sunday.</p> <p>Service 95 provides a replacement service between Carr Clough and Prestwich.</p> <p>The pre-COVID frequency was a 15-minute daytime frequency between Manchester and Carr Clough with two per hour extending to Prestwich.</p>	<b>24/04/22</b>	n/a	n/a	<b>No TfGM action</b>



Green line shows unchanged sections of route; Red line shows removed sections of 93 route which is the same route as service 95.

<b>BY</b> <b>SD</b>	<b>95</b> Bury — Unsworth — Whitefield — Prestwich — Carr Clough — Pendleton	<b>Go North</b> <b>West</b>	A revised timetable is proposed with the daytime frequency between Bury and Salford increased from hourly to every 30 minutes. In Bury buses will run via Parkhills Road and Market Street instead of Manchester Road.	<b>24/04/22</b>	n/a	n/a	<b>No TfGM action</b>
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Green line shows unchanged sections of route; Red line shows removed sections of route; Blue line shows newly served sections of route.

<b>BY</b> <b>SD</b> <b>MR</b>	<b>97</b> Bury — Unsworth — Prestwich — Manchester	<b>Go North West</b>	A revised timetable is proposed with the Monday to Saturday daytime frequency between Bury and Manchester reduced from every 20 minutes to every 30 minutes. The Sunday daytime service remains at half hourly.	<b>24/04/22</b>	n/a	n/a	<b>No TfGM action</b>
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<b>BY SD MR</b>	<b>98</b> Bury — Radcliffe — Whitefield — Prestwich — Manchester	<b>Go North West</b>	A revised timetable is proposed with the daytime frequency between Bury and Manchester reduced from every 20 minutes to every 30 minutes. Additional short workings will run between Prestwich Tesco and Manchester which will maintain a 10 minute combined daytime frequency between Prestwich and Manchester across both services 97 and 98.	<b>24/04/22</b>	n/a	n/a	<b>No TfGM action</b>
<b>BY MR RE</b>	<b>X63</b> Bury — Heywood — Middleton — Manchester	<b>Go North West</b>	This service, which is currently suspended due to COVID related staffing issues, is withdrawn.  Diamond service 163 provides alternative facilities.  (The pre-COVID frequency was a Monday to Friday 20-minute daytime frequency between Heywood and Manchester, with peak time journeys extended to Darn Hill and Bury).	<b>24/04/22</b>	163	n/a	<b>No TfGM action</b>
<b>WN</b>	<b>156</b>	<b>Cumfybus</b>	This evening and Sunday service is reduced from hourly to two hourly following retender by Merseytravel.	<b>16/01/22</b>	n/a	n/a	<b>No TfGM action</b>

	Ashton – Garswood – St Helens						
<b>TE</b>	<b>237</b> Glossop – Stalybridge – Ashton	<b>Stagecoach</b>	<p>Major roadworks will be taking place at Mottram Moor from 4<sup>th</sup> April for approximately 19 weeks while Cadent Gas lay a new Gas Main.</p> <p>These works will have a severe impact on service 237.</p> <p>Meetings have taken place between Cadent Gas, Stagecoach Manchester and TfGM and funding has been secured, from Cadent Gas, to increase bus resource, enabling the daytime frequency of a bus every 20 minutes to be maintained.</p> <p>These works will also have a knock on impact on tendered services 341 and 387 (See Annexe C).</p>	<b>04/04/22</b>	n/a	n/a	<p><b>Agreed funding will cover approximately 13 weeks of the closure.</b></p> <p><b>The impact on service 237 will be reported on a weekly basis and additional resource added or removed as necessary.</b></p> <p><b>It is likely that additional resource will not be required during the 6-week school holidays.</b></p>
<b>WN</b>	<b>602</b> Ashton – Newton-le- Willows	<b>Cumfybus</b>	<p>This evening and Sunday service is improved to hourly from two hourly following retender by Merseytravel.</p>	<b>16/01/22</b>	n/a	n/a	<b>No TfGM action</b>

<b>WN</b>	<b>584</b> Leigh — Plank Lane — Crankwod	<b>Diamond</b>	The half-hourly Monday to Saturday daytime journeys operated commercially by Diamond are amended to run hourly, with services inter-timed with service 588 between Leigh and Pennington Wharf.	<b>24/04/22</b>	n/a	n/a	<b>No TfGM action</b>
<b>WN</b>	<b>588</b>	<b>Vision</b>	Monday to Saturday daytime journeys operated by Vision are withdrawn.  Journeys are being introduced on an hourly basis Monday to Saturday daytime by Diamond to replace commercial journeys withdrawn by Vision Bus.	<b>24/04/22</b>	n/a	n/a	<b>No TfGM action</b>

## SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

## ANNEX B

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

Dist	Service No. and Route	Operator	TfGM officer comments and recommendations	Effective From
WN BN	516 Leigh — Atherton — Westhoughton — Horwich	Diamond	<p>The current Diamond commercial service which operates hourly on Monday to Saturday daytime is withdrawn.</p> <p>The service provides the only service at Brazley and Middlebrook along with providing orbital connectivity between Leigh, Atherton, Westhoughton and Horwich which would otherwise require travel via Bolton.</p> <p>It is proposed to introduce tendered journeys on service 516 on the existing route based on a similar timetable to the current service. Revised first and last journey times will be largely unchanged.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>	24/04/22
BN	571/572 Bolton — Great Lever — Lever Edge circulares	Vision	<p>Monday to Saturday and Sunday daytime journeys operated by Vision are withdrawn.</p> <p>Monday to Saturday journeys operated by Diamond are unchanged.</p>	24/04/22

			<b>Officers are currently working to secure replacement provision for the Sunday daytime service. The outcome of this will be reported to a future meeting.</b>	
<b>WN</b>	<p><b>583</b> Leigh — Hag Fold — Atherton — Shakerley — Tyldesley</p> <p><b>595</b> Leigh — Hindley Green</p>	<p><b>Diamond</b></p> <p><b>Vision</b></p>	<p>The current Diamond commercial service 583 which operates hourly on Monday to Saturday daytime is withdrawn.</p> <p>The current Vision commercial service 595 which operates hourly on Monday to Saturday daytime is withdrawn.</p> <p>583 provides the only service at Hag Fold and Shakerley whilst 595 provides the only service at Westleigh.</p> <p>Following a tendering exercise, it is proposed to introduce tendered journeys on service 583. This will follow the current 595 route (except Maple Crescent) to Dangerous Corner then to Atherton to run the current 583 route to Tyldesley.</p> <p>The link from Westleigh Lane to Hindley Green is removed and Maple Crescent will no longer be served but is within 400m of bus stops on Kirkhall Lane, Westleigh Lane or Leigh Road.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>	<b>24/04/22</b>

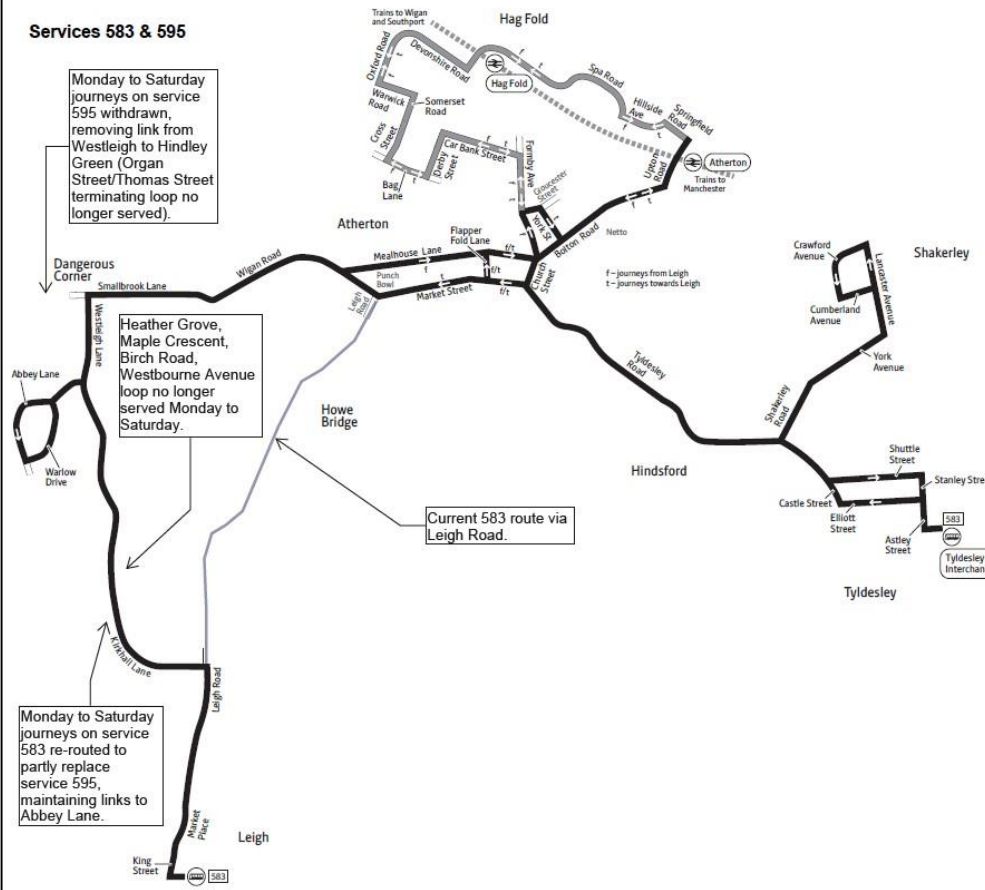


**Services 583 & 595**

Monday to Saturday journeys on service 595 withdrawn, removing link from Westleigh to Hindley Green (Organ Street/Thomas Street terminating loop no longer served).

Heather Grove, Maple Crescent, Birch Road, Westbourne Avenue loop no longer served Monday to Saturday.

Monday to Saturday journeys on service 583 re-routed to partly replace service 595, maintaining links to Abbey Lane.



## 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
TD	<p><b>88</b></p> <p>Altrincham — Wilmslow — Mobberley — Knutsford — Macclesfield</p> <p><b><i>Little Gem</i></b></p>	<p>The TfGM tendered journeys on Sundays between Altrincham and Wilmslow are withdrawn (five round trips at two hourly intervals) due to low average use (less than 2 per journey between September 2021 and January 2022). There is no change to the Monday to Saturday daytime service operated by D&amp;G</p> <p>Service 288 continues to provide a two hourly Sunday service along Hale Road to the M56 junction and 283/284 also link Hale Barns to Altrincham on Sundays.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
BY SD MR	<p><b>92</b></p> <p>Manchester – Carr Clough – Prestwich – Unsworth – Pilsworth - Bury</p> <p><b><i>Go North West</i></b></p>	<p>This service currently runs hourly daily evenings, daytime provision is provided through services 93, 94 and 97.</p> <p>In order to provide a simpler offer to customers, it is proposed to replicate the daytime network with service 92 replaced with journeys on service 97. Manchester to Carr Clough will continue to be served by service 93, Carr Clough to Prestwich and Bury will be served by service 95 and Pilsworth will be served by service 94.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
BY SD	<p><b>93</b></p>	<p>This service currently runs tendered hourly daily evenings, in the daytime the commercial service runs only between Manchester and Prestwich, although this is being amended to run to Carr Clough only from April as reported in Annex A.</p>

<b>MR</b>	Manchester – Carr Clough – Prestwich – Unsworth – Bury  <b>Go North West</b>	<p>In order to provide a simpler offer to customers, it is proposed to replicate the daytime network with service 93 tendered journeys amended to run between Manchester and Carr Clough. Carr Clough to Prestwich and Bury will be served by service 95 and Prestwich, Unsworth and Bury will be served by additional evening journeys on services 94 and 97.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
<b>BY</b>  <b>SD</b>	<b>95</b>  Salford – Carr Clough – Prestwich – Unsworth – Bury  <b>Go North West</b>	<p>This service currently runs tendered 2-hourly daily evenings and Sundays.</p> <p>On Sunday daytime the service is proposed to run hourly. The route of tendered journeys will be amended to run via Parkhills Road in line with the commercial journeys.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
<b>BY</b>  <b>SD</b>  <b>MR</b>	<b>97</b>  Manchester – Carr Clough – Prestwich – Unsworth – Bury  <b>Go North West</b>	<p>This service currently runs tendered hourly daily evenings, in the daytime the commercial service runs only between Manchester and Prestwich, although this is being amended to run to Carr Clough only from April as reported in Annex A.</p> <p>In order to provide a simpler offer to customers, it is proposed to replicate the daytime network with service 93 tendered journeys amended to run between Manchester and Carr Clough. Carr Clough to Prestwich and Bury will be served by service 95 and Prestwich, Unsworth and Bury will be served by additional evening journeys on services 94 and 97.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
<b>TE</b>	<b>341</b>  Hyde – Hattersley – Mottram – Broadbottom -Glossop	<p>As noted under Annex A, service 341 is likely to be severely impacted by the upcoming roadworks at Mottram Moor.</p> <p>During the closure, traffic levels are likely to increase along Ashworth Lane and Broadbottom Road which will impact the ability of service 341 to maintain punctual operation.</p>

**Stotts Buses**

Officers propose that the service is temporarily rerouted within Hattersley to omit the loop of Fields Farm Road, Hattersley Road West and Underwood Road.

- Fields Farm Road is served by hourly service 387
- Hattersley Road West is served by frequent service 201
- Underwood Road is served by hourly service 387.


Each of the above provides links in to Hyde. Additionally services 201 and 387 provide a link to Godley Train Station and service 387 to Tameside General Hospital.

This action will allow an additional six minutes running time to be given along Broadbottom Road and Ashworth Lane.

The service will return to its normal route as soon as the works are complete – estimated to be Mid/Late August.

**Members are asked to approve this recommendation which would be effective from 4th April 2022.**

**There is no financial impact to this change.**

		 <p>Green line shows unchanged sections of route; Red line shows removed sections of route; Blue line shows newly served sections of route.</p>
<b>TE</b>	<b>387</b> Hyde – Hattersley – Mottram – Tameside General Hospital – Ashton  <b>Stotts Buses</b>	<p>As noted under Annex A, service 387 is likely to be severely impacted by the upcoming roadworks at Mottram Moor.</p> <p>Given that this service will operate through the roadworks the service will be subject to delays, which are likely to be severe.</p> <p>Officers propose that the service is temporarily revised to follow the Sunday daytime route, ie. curtailed to run between Hyde and Tameside General Hospital.</p> <p>Services 231 and 350 provide 6 buses an hour between Ashton and Tameside General Hospital.</p>

This action, which will affect on average 0.5 passengers per trip, will allow additional running time and recovery time to be added to the remaining service, therefore maintaining service punctuality.

The service will return to its normal route as soon as the works are complete – estimated to be Mid/Late August.

**Members are asked to approve this recommendation which would be effective from 4th April 2022.**

**There is no financial impact to this change.**



Green line shows unchanged sections of route; Red line shows removed sections of route.

**TD**  
**254**  
Stretford – Urmston -  
Davyhulme

Service 254 was proposed to operate hourly off peak between Stretford and Davyhulme replacing service 84A on this section.

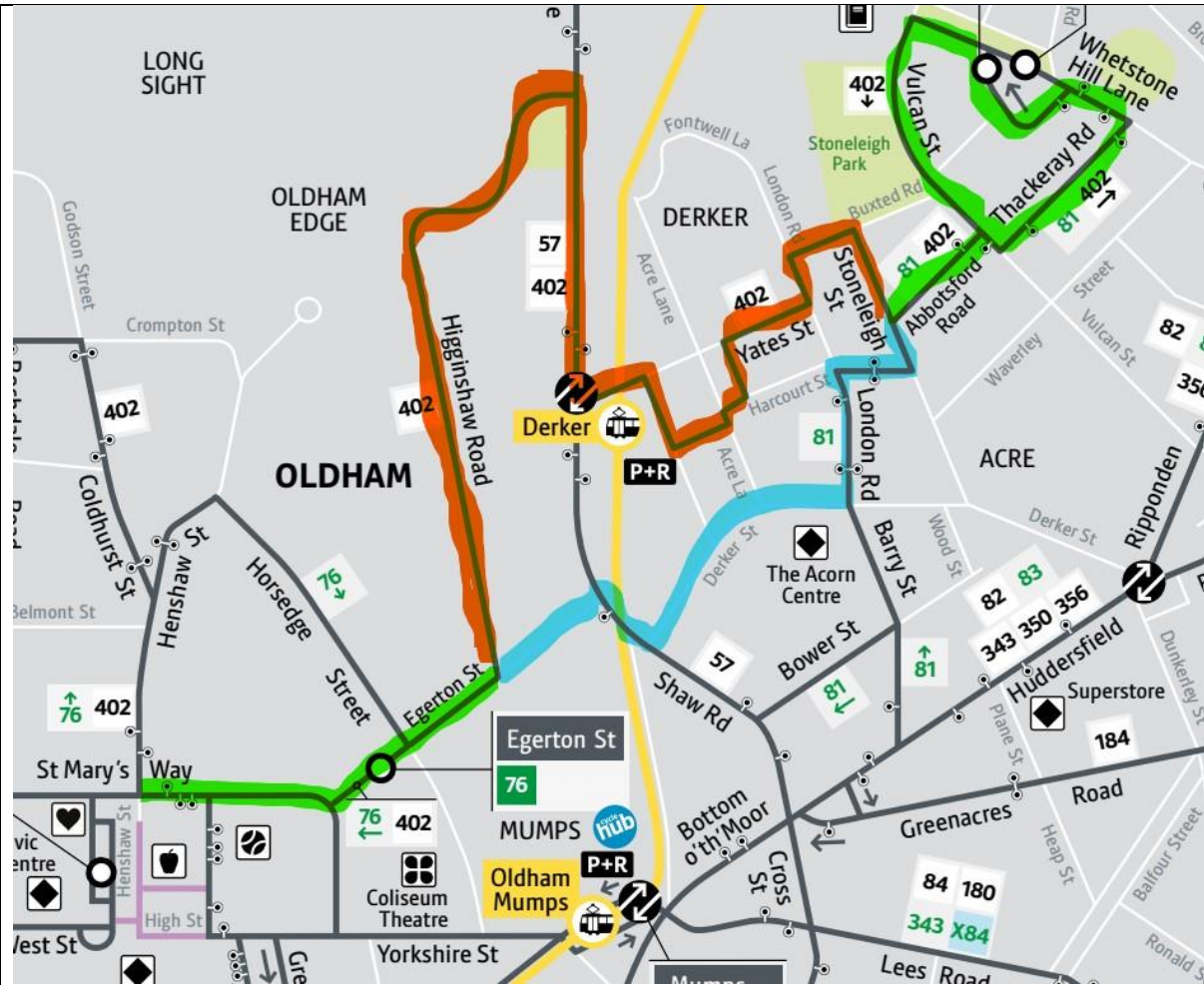
	<b>Operator TBC</b>	<p>As part of a subsequent retendering of this service, additional journeys are proposed to be added on this service as follows:</p> <p>Mon-Fri 0708 Davyhulme – Stretford</p> <p>Mon-Sat 1726/1826 Stretford – Davyhulme - Stretford</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
TD	<p><b>280</b> Altrincham – Dunham Massey – Partington - Sale</p> <p><b>Operator TBC</b></p>	<p>Service 280 was proposed to operate hourly Monday to Saturday daytime between Altrincham and Sale with the Sunday service being covered by Local Link provision.</p> <p>As part of a subsequent retendering of the Altrincham town services 281-287, it has been possible to introduce Sunday daytime journeys between Altrincham and Dunham Massey operating every 2 hours between 0915 and 1715. Due to the height of the vehicle, it will not be possible to go any further west on the Sunday service that Dunham Massey, Big Tree.</p> <p>This will release capacity on Local Link for other users who are unable to get a service.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
TD	<p><b>281</b> Altrincham – Timperley – Brooklands - Sale</p> <p><b>Operator TBC</b></p>	<p>Service 281 currently operates every hour Monday to Saturday daytime, with no evening or Sunday service.</p> <p>As part of a retendering of the Altrincham town services 281-287, additional journeys are proposed to be added on this service as follows:</p> <p>Mon-Fri 0645, Sat 0752,1752 Altrincham – Sale</p> <p>Mon-Fri 1852, Sat 0739, 1739 Sale – Altrincham</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
TD	<p><b>282</b> Altrincham – Oldfield Brow</p>	<p>Service 282 currently operates every hour Monday to Saturday daytime, every hour Sunday daytime, every 2 hours daily early evening and every 2 hours Friday and Saturday late evening.</p>

	<b>Operator TBC</b>	<p>As part of a retendering of the Altrincham town services 281-287, additional journeys are proposed to be added on this service as follows:</p> <p>Mon-Fri 0620, Sat 0733, Sun 0838, 0938 Altrincham – Altrincham</p> <p>Additionally, the evening service is proposed to be amended to operate hourly all days of the week with the last journeys changing from 2031 to 2238 on Mon-Thu, in line with Friday/Saturday, and 2031 to 2138 Sun</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b>  <b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
TD	<p><b>283/284</b>  Altrincham – Hale – Hale Barns – Well Green circulars</p> <p><b>Operator TBC</b></p>	<p>Service 283 and 284 both currently operate every hour Monday to Saturday daytime, every hour Sunday daytime, every 2 hours daily early evening and every 2 hours Friday and Saturday late evening.</p> <p>As part of a retendering of the Altrincham town services 281-287, additional journeys are proposed to be added on this service as follows:</p> <p>Sat 0757, 1823 Altrincham – Altrincham</p> <p>Due to lower usage, the Sunday service is proposed to be amended to operate every 2 hours on each service, timed to run a co-ordinated hourly service from Altrincham. The first journey on Sunday morning will now run at 0900 instead of 1025.</p> <p>Additionally, the evening service is proposed to be amended to operate a consistent pattern across the weekday, with the last journeys changing from 2051 to 2200 on Mon-Thu in line with Friday/Saturday.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b>  <b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
TD	<p><b>285/286</b>  Altrincham – Timperley circulars</p> <p><b>Operator TBC</b></p>	<p>Service 285 and 286 both currently operate every hour Monday to Saturday daytime, every hour Sunday daytime, every 2 hours daily early evening and every 2 hours Friday and Saturday late evening.</p>



		<p>As part of a retendering of the Altrincham town services 281-287, additional journeys are proposed to be added on this service as follows:</p> <p>Mon-Fri 0601, 0635, Sat 0718, 0743 Altrincham – Altrincham</p> <p>Due to lower usage, the Sunday service is proposed to be amended to operate every 2 hours on each service, timed to run a co-ordinated hourly service from Altrincham. The first journey on Sunday morning will now run at 0843 instead of 0940.</p> <p>Additionally, the evening service is proposed to be amended to operate a consistent pattern across the weekday, with the last journeys changing from 2143 to 2243 on Mon-Thu in line with Friday/Saturday.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
<b>TD</b>	<p><b>287</b></p> <p>Altrincham – Bowdon</p> <p><i>Operator tbc</i></p>	<p>Service 287 currently operates every hour Monday to Saturday daytime, every hour Sunday daytime, every 2 hours daily early evening and every 2 hours Friday and Saturday late evening.</p> <p>Due to lower usage, the Sunday service is proposed to be amended to operate every 2 hours, however they will be timed to run a co-ordinated hourly service with service 280 between Altrincham and Bowdon. The first journey on Sunday morning will now run at 1012 instead of 1100.</p> <p>Additionally, the evening service is proposed to be amended to operate a consistent pattern across the weekday, with the last journeys changing from 1926 to 2212 on Mon-Thu, 2126 to 2212 Friday/Saturday and 1926 to 2012 on Sunday.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
<b>OM</b>	<p><b>411</b></p> <p>Oldham - Derker</p> <p><i>Operator tbc</i></p>	<p>At the January committee new service 411 was proposed to replace the 402 between Oldham and Derker.</p> <p>In order to accommodate larger vehicles linked to the interworked school service, a revised route is proposed as follows:</p>

		<p>From Oldham, Bus Station, via Cheapside, St Mary's Way, Egerton Street, Shaw Road, Arnold Street, Derker Street (instead of Yates Street), London Road, Westminster Street (instead of Sydenham Street), Stoneleigh Street, Abbotsford Road, Vulcan Street, Thackeray Road, Whetstone Hill Lane, Shelley Road, Wordsworth Road, Whetstone Hill Road, Vulcan Street, Abbotsford Road, Stoneleigh Street, Westminster Street, London Road, Derker Street, Shaw Road, Egerton Street, St Mary's Way, Cheapside to Oldham Bus Station.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>The impact on the subsidised services budget is given in Part B of this report.</b></p>
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Green line shows sections of 402 replaced by 411; Red line shows sections no longer served by either route 402 or 411; Blue line shows sections newly served by route 411.

<p><b>WN</b></p>	<p><b>583</b>          Leigh — Hag Fold —          Atherton — Shakerley —          Tyldesley</p>	<p>Further to the commercial change reported above, existing subsidised journeys operated by Diamond will be amended to follow the same route as that outlined in Annex B, i.e. via Westleigh and Dangerous Corner.</p>
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	<p><b>Diamond</b></p>	<p>The 2321 bus from Tyldesley to Atherton is withdrawn (average use of less than 1 per journey), and the 0650 Atherton – Tyldesley journey on Saturday (average use of less than 6 per journey).</p> <p>Officers are investigating the implications on the subsidised Sunday/BH 583/595. The outcome of this work will be reported to a future meeting.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>There is no impact on the subsidised services budget.</b></p>
<p><b>WN</b></p>	<p><b>595</b> Leigh — Westleigh – Hindley Green</p> <p><b>Vision Bus</b></p>	<p>Existing subsidised journeys operated by Vision will be withdrawn in line with the daytime service as they will be broadly replaced by changes to service 583.</p> <p><b>Members are asked to approve this recommendation which would be effective from 24th April 2022.</b></p> <p><b>There is no financial impact to this change.</b></p>