

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 21 January 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

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 – 19th November 2021.

Tracking/ Process

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

No

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? 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 eight months to 30th November 2021.
- 2.2 Net expenditure on Subsidised Services is £1.4m lower than budget in the year to date. It should be noted that considerable risk remains around future income (including continued government support) and cost.

	Year to date - November 2021				Budget
	Actual £000	Budget £000	Variance £000	%	2021/22 £000
General Network Costs					
General Bus Services	13,899	15,080	1,181	7.8%	24,497
Local Link	1,313	1,493	180	12.1%	2,367
Shuttles	1,212	1,315	102	7.8%	1,972
Sub-Total General Network	16,425	17,887	1,463	8.2%	28,835
Schools Services Costs					
	8,886	9,221	335	3.6%	14,447
Total – Subsidised Services costs	25,311	27,108	1,798	6.6%	43,282
General Network Income					
General Bus Services	2,684	2,969	(285)	(9.6%)	5,847
Local Link	93	60	33	55.3%	89
Shuttles	595	610	(15)	(2.5%)	914
Sub-Total General Network	3,371	3,639	(267)	(7.3%)	6,850
Schools Services income					
	3,402	3,496	(94)	(2.7%)	5,384
Total – Subsidised Services income	6,773	7,134	(361)	(5.1%)	12,234
Net Cost - Subsidised Services	18,538	19,974	1,436	7.2%	31,048

3. CHANGES TO THE COMMERCIAL NETWORK (ANNEX A)

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

4. CHANGES TO THE COMMERCIAL NETWORK (ANNEX B)

- 4.1 There are no changes to commercial services which officers believe to be of sufficient importance as to require action by Transport for Greater Manchester.

5. CHANGES TO GENERAL SUBSIDISED SERVICES (ANNEX C)

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

6. FINANCIAL IMPLICATIONS

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

7. RECOMMENDATIONS

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

Stephen Rhodes

Customer Director and Interim Head of Bus Services

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX A

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR TE	X57 Manchester Airport – Oxford Road – Manchester – Hyde – Glossop – Sheffield	Hulleys	This service, which currently provides a two hourly service between Manchester and Sheffield, is withdrawn in response to the national driver shortage and other issues. The service has only been running since October 2020; the section to Manchester Airport has been suspended since October 2021 as result of driver shortages.	10/01/22	Rail services for cross Pennine journeys.	n/a	No TfGM action
BY BN	273 Rawtenstall – Ramsbottom - Bolton	Rosso	This service which currently provides one journey towards Bolton during the morning peak and two from Bolton in the afternoon is withdrawn.	24/04/22	n/a	n/a	Service 480 is revised to maintain the link between Ramsbottom and Bolton (see part C)

RE	R3, R13 Rochdale - Town Head - Shawclough - Whitworth - Wallbank	Rosso	A revised timetable is proposed in which all journeys are numbered R3 but will be operating via the R13 route, reducing the number of journeys on the variation that runs direct along Shawclough Road. (See also part C for revisions to the subsidised journeys)	24/04/22	n/a	n/a	No TfGM action
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SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

There are no significant changes which require TfGM action to report.

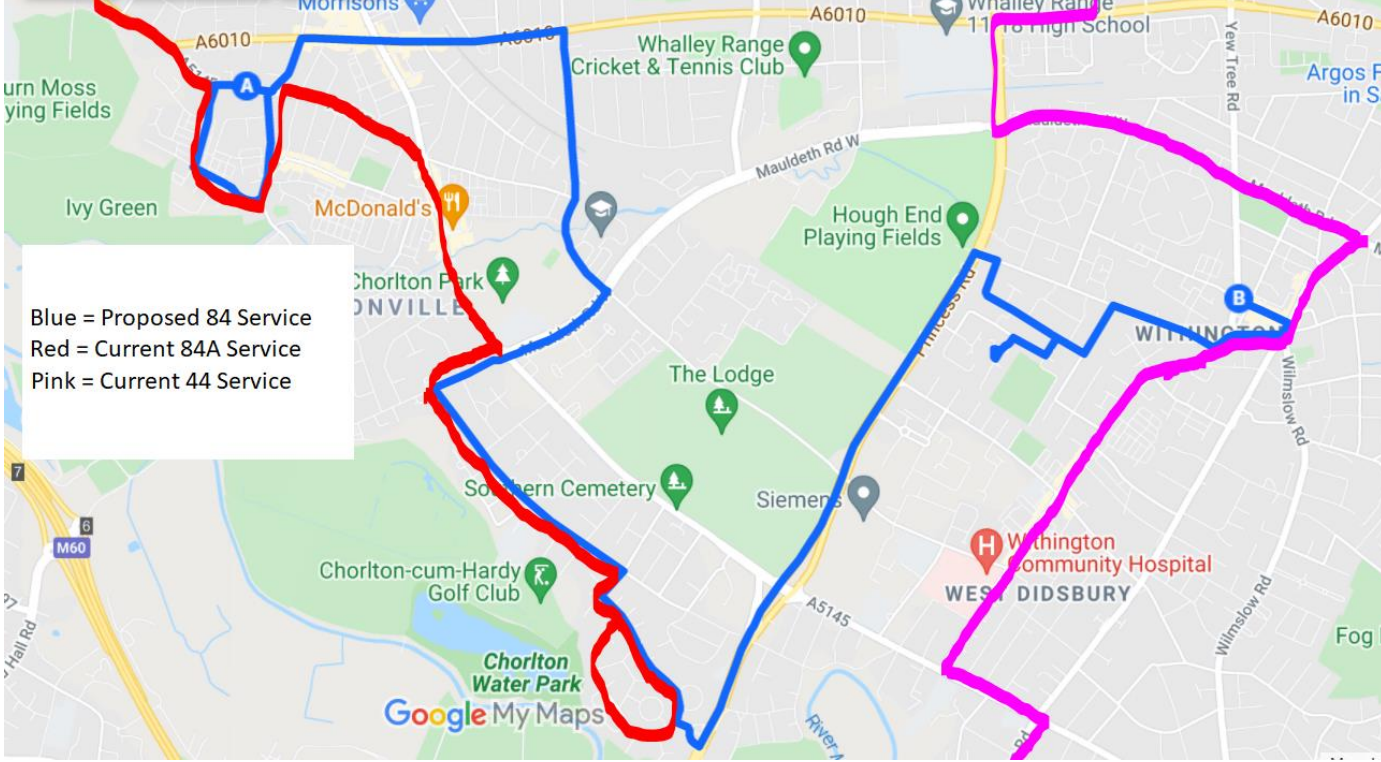
CHANGES TO THE SUBSIDISED NETWORK

ANNEX C

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

Dist	Service, route and operator	TfGM officer comments and recommendations
<p>MR TD</p>	<p>84A Davyhulme – Flixton – Urmston – Stretford – Chorlton - Merseybank <i>Little Gem</i></p>	<p>Service 84A currently provides an hourly Monday to Saturday off peak service. Due to significant challenges to the punctuality of the service, it is no longer sustainable to maintain the existing timetable within the current level of resource and the passenger numbers are insufficient to justify an additional bus while maintaining a reasonable cost per passenger. Given that the only alternative would be to amend the frequency to 75 minutes which would be unattractive to customers, it is proposed that this service is split into two separate services:</p> <ul style="list-style-type: none"> • 84 Withington to Chorlton • 254 Stretford to Davyhulme <p>Further details for these services are shown separately.</p> <p>The section of route between Stretford and Chorlton will be withdrawn, this will continue to be served by services 23 and 25 which also run to Davyhulme, Urmston and Southern Cemetery.</p> <p>The section of route between Urmston and Flixton via Church Road will be served by changes to service 18 which is re-routed and will provide an extended span of operation of services in this area.</p> <p>The section of route via Flixton will not be replaced as alternative services through Flixton are available through services 245, 247 and 256.</p> <p>Only the section of route via St Werberghs Road in Chorlton will be unserved, however this is proximate to Metrolink services and within walking distance of services 25, 25, 85, 86 and 150.</p> <p>The full route map for current service 84A is on this link</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
MR	<p>84</p> <p>Chorlton – Merseybank – Southern Cemetery – Withington</p> <p><i>Little Gem</i></p>	<p>This new service will replace service 84A between Chorlton and Merseybank estate and service 44 to serve Dermot Murphy Close at Withington. Buses will serve Chorlton Green, Barlow Moor Road, Merseybank Estate, Southern Cemetery, Withington and Dermot Murphy Close.</p> <p>Buses will run at times close to existing journeys with the following exceptions which are not replaced to facilitate the bus operating a school bus service and to reduce the overall cost:</p> <p>Merseybank to Chorlton (currently 84A) – 0830 (Sat), 1530 (Schooldays)</p> <p>Chorlton to Merseybank (currently 84A) – 1500 (Schooldays)</p> <p>Dermot Murphy Close journeys (currently 44) – 0803 (Sat), 1603 (Mon-Sat), 1803 (Sat).</p> <p>84 Service replaces 84A between Withington and Chorlton:</p>

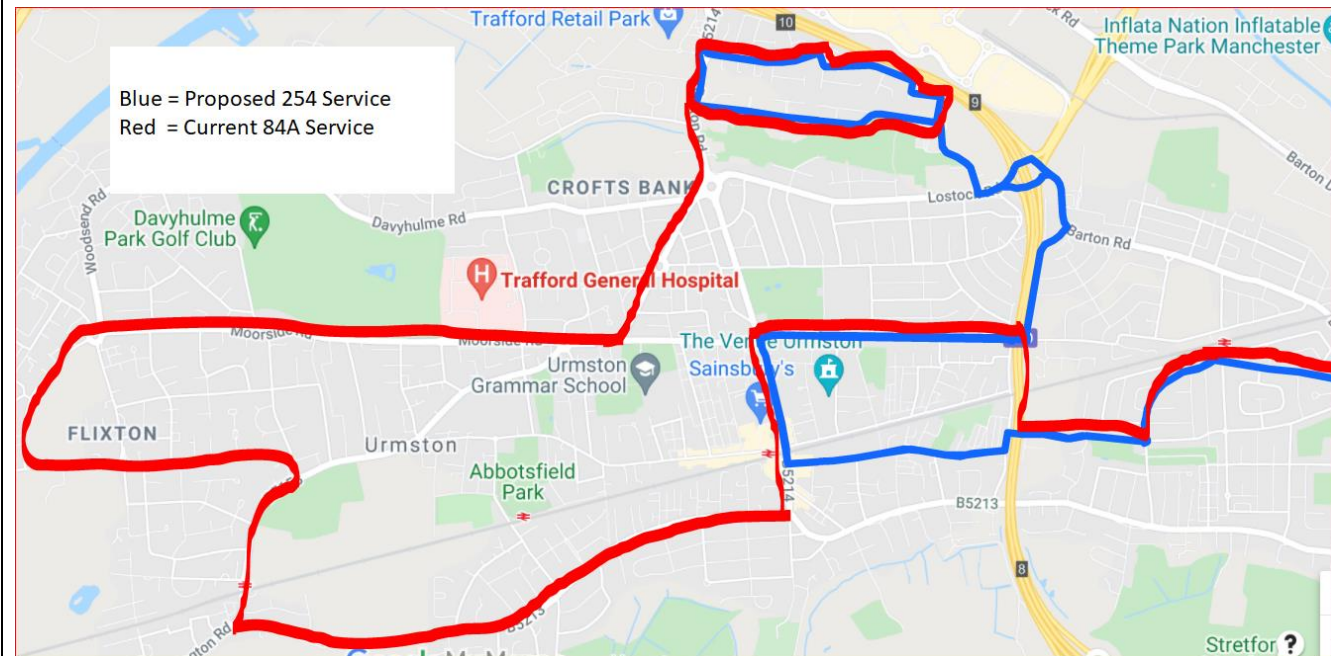
		 <p>Blue = Proposed 84 Service Red = Current 84A Service Pink = Current 44 Service</p> <p>The full route map for new service 84 is on this link</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
TD	254 Stretford – Humphrey Park – Urmston –	This new service will replace service 84A between Stretford and Davyhulme. Buses will run at proximate times to all existing journeys on service 84A and will follow a revised route as follows:

Trafford General - Davyhulme

Arriva

From Stretford Mall via Kingsway and existing route to Humphrey Lane, Bradfield Road, then Moss Vale Road, Higher Road, Station Road, Crofts Bank Road, Winchester Road, Moss Vale Road, Barton Road, Lostock Road, Kingsway Park, Barton Road, Shetland Way, Skye Road, Iona Way, Kingsway Park, Lostock Road, Barton Road, Moss Vale Road, Winchester Road, Crofts Bank Road, Station Road, Higher Road, Moss Vale Road, Bradfield Road, Humphrey Lane then as existing route to Stretford, Mall.

Service 254 replaces the 84A between Davyhulme and Urmston:



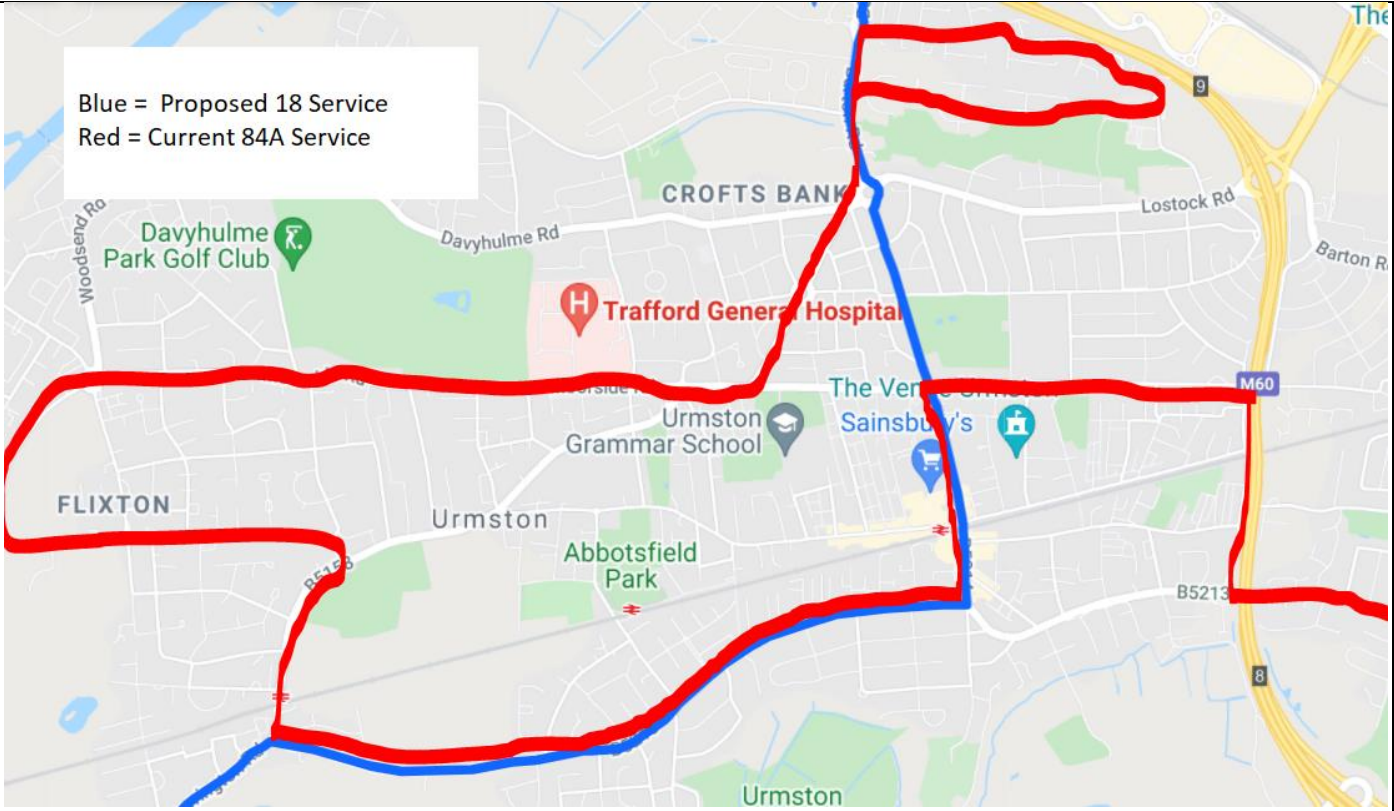
The full route map for new service 254 is on this [link](#)

Members are asked to approve this recommendation which would be effective from 24th April 2022.

The impact on the subsidised services budget is given in Part B of this report.

<p>SD TD MR</p>	<p>18 Eccles – Trafford Centre – Urmston – Stretford – Sale – Wythenshawe – Manchester Airport</p> <p><i>Arriva</i></p>	<p>This service currently operates every 60 minutes daily all day between Trafford Centre and Manchester Airport, with the section to Eccles operating every 60 minutes Monday to Saturday daytime only, all under tender.</p> <p>Service 18 has been rerouted between Urmston and Sale to operate via Church Road Urmston, Flixton, Ashton on Mersey and Glebelands Road at Sale. This partially replaces existing services 84A and 260 along this section of route with an improved span of operation.</p> <p>Service 18 will no longer run via Stretford between Urmston and Sale, with alternative journeys available on services 15, 23, 245, 255 and 263 along this section of route.</p> <p>Due to a high cost per passenger, it is recommended that the daily evening service and the whole Sunday service is reduced from hourly to 2 hourly. Whilst the cost per passenger is still higher than the £4 threshold, officers do feel that a reduction in service is more appropriate than a full withdrawal of the evening and Sunday services.</p> <p>Whilst journeys will be retimed, the following approximate journeys will be withdrawn:</p> <ul style="list-style-type: none"> • Trafford Centre to Manchester Airport: • Mon-Sat: 1936, 2136; Sunday: 0936 then 2 hourly to 2136. • Manchester Airport to Trafford Centre: • Mon-Sat: 1930, 2130, 2340; Sunday: 1118 then 2 hourly to 1718, 1930, 2130. <p>Service 18 route replacing the 84A:</p>
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Blue = Proposed 18 Service
Red = Current 84A Service



Service 18 route replacing the 260:



In Ashton the current 260 will be replaced by 18 (green), 260 (blue) and 280 (red).

The full route map for revised service 18 is on this [link](#)

Members are asked to approve this recommendation which would be effective from 24th April 2022.

The impact on the subsidised services budget is given in Part B of this report.

TD CAT5 / CAT5A

These routes currently provide a half hourly daytime service between Altrincham and Warrington via Lymm, Partington and Sinderland Green, partly subsidised by TfGM.

Due to the issue with the canal overbridge on Woodhouse Lane, Dunham Massey, all journeys have been running via Moss Lane, Sinderland Lane, Sinderland Road, Manchester Road and

Altrincham - Sinderland Green - Partington – Warrington

Warrington

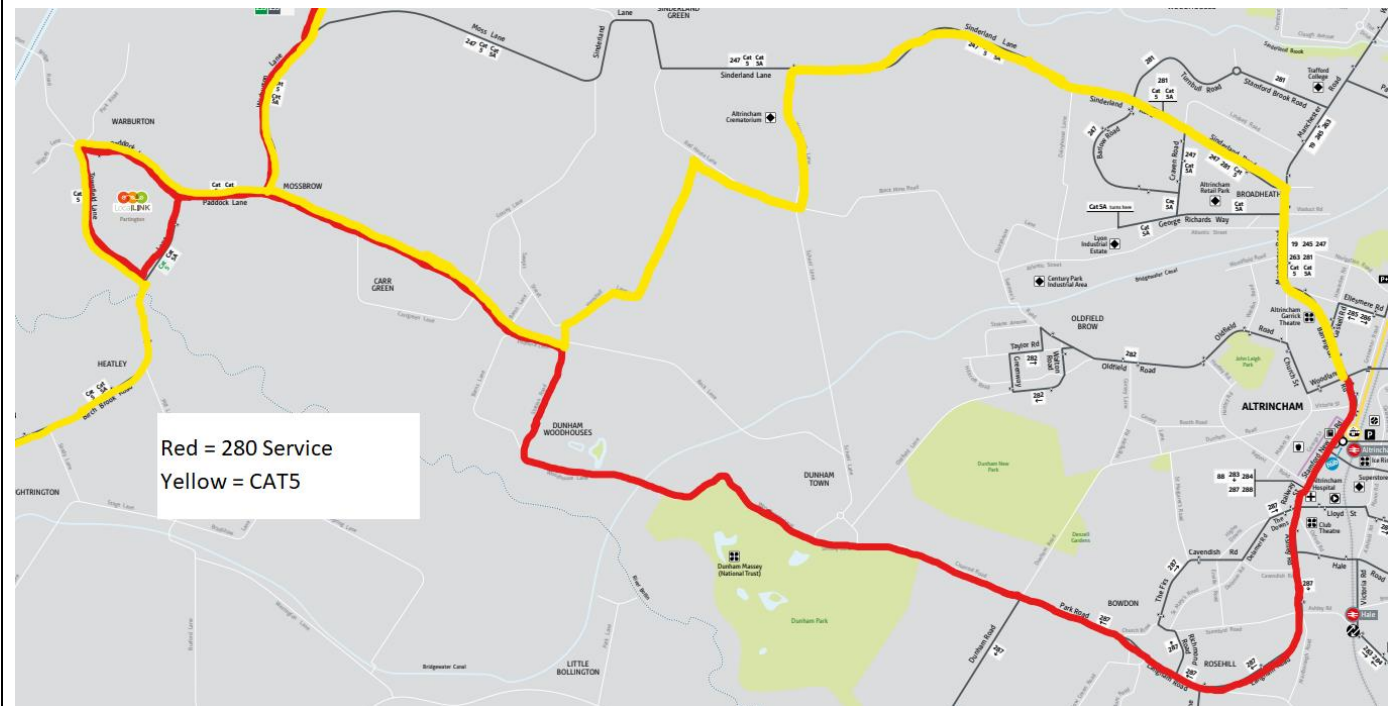
Barrington Road to Altrincham Interchange, instead of hourly via Dunham Massey or hourly via Sinderland Green, since December 2019.

A revised timetable is proposed taking account of proposed new service 280 noted below which will provide an hourly Daily daytime service from Warrington via Lymm, Warburton (off-peak), Partington and Dunham Massey (Rope & Anchor) into Altrincham via Broadheath. This, with the new 280, will maintain all existing links and provide a new link between Dunham Massey and Asda Broadheath.

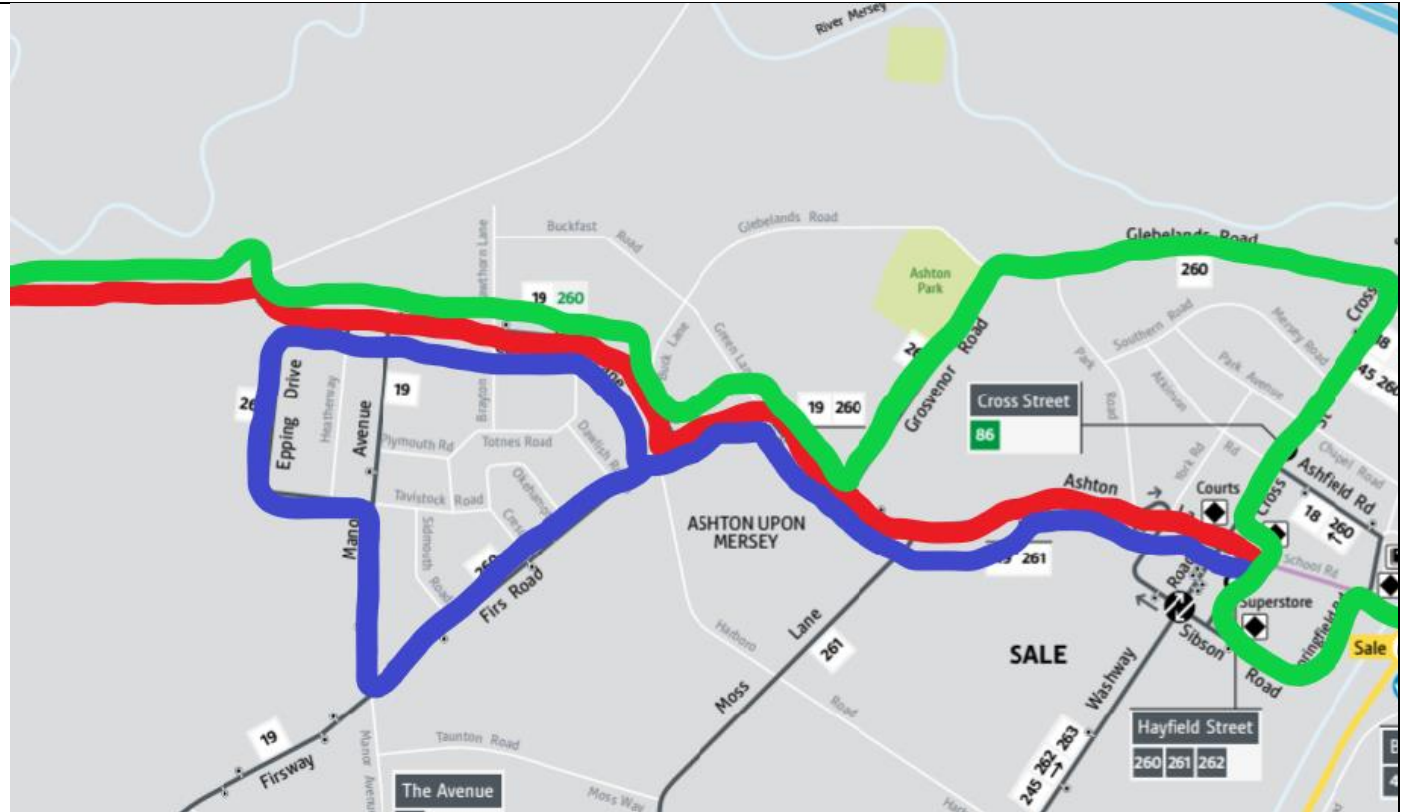
While the direct link from Partington to Altrincham via Sinderland Green will no longer be provided by Warrington, alternative facilities are available on Arriva service 247.

The full route map for new service 280 is on this [link](#)

Revised CAT 5 Service:



		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
TD	<p>260</p> <p>Sale - Carrington - Partington</p> <p><i>Little Gem</i></p>	<p>Service 260 currently provides an hourly Monday to Saturday daytime service between Sale and Partington.</p> <p>A revised route and timetable are proposed so that 260 becomes a Sale local service via Ashton Lane and Carrington Lane to Epping Drive, Manor Avenue and Firs Road. An hourly daytime service will be run after the morning school peak, with a gap at the afternoon school peak.</p> <p>New service 280 will link Sale with Carrington and Partington while revised service 18 will cover Grosvenor Road and Glebelands Road.</p>



In Ashton the current 260 will be replaced by 18 (green), 260 (blue) and 280 (red).

Members are asked to approve this recommendation which would be effective from 24th April 2022.

The impact on the subsidised services budget is given in Part B of this report.

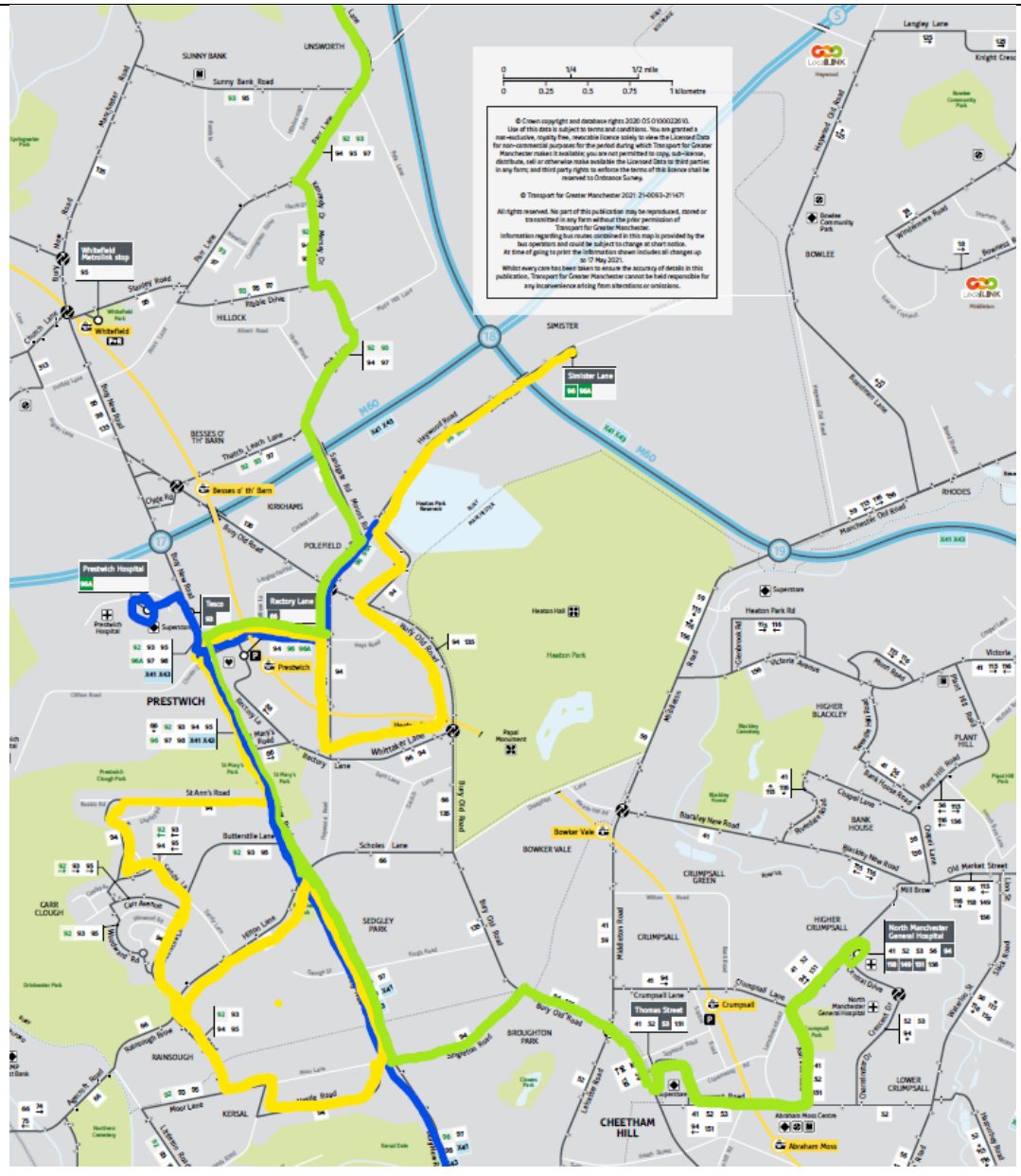
TD 280
Altrincham – Dunham
Massey – Partington –
Carrington - Sale

This new service will provide an hourly Monday to Saturday daytime service (0630-1830) replacing existing service 260 between Sale and Partington and reinstating a service via Dunham Massey village, passing Dunham Massey Hall. In Partington, buses will run via Carrington Lane, Manchester Road, Manchester New Road, Central Road, Moss Lane, Lock

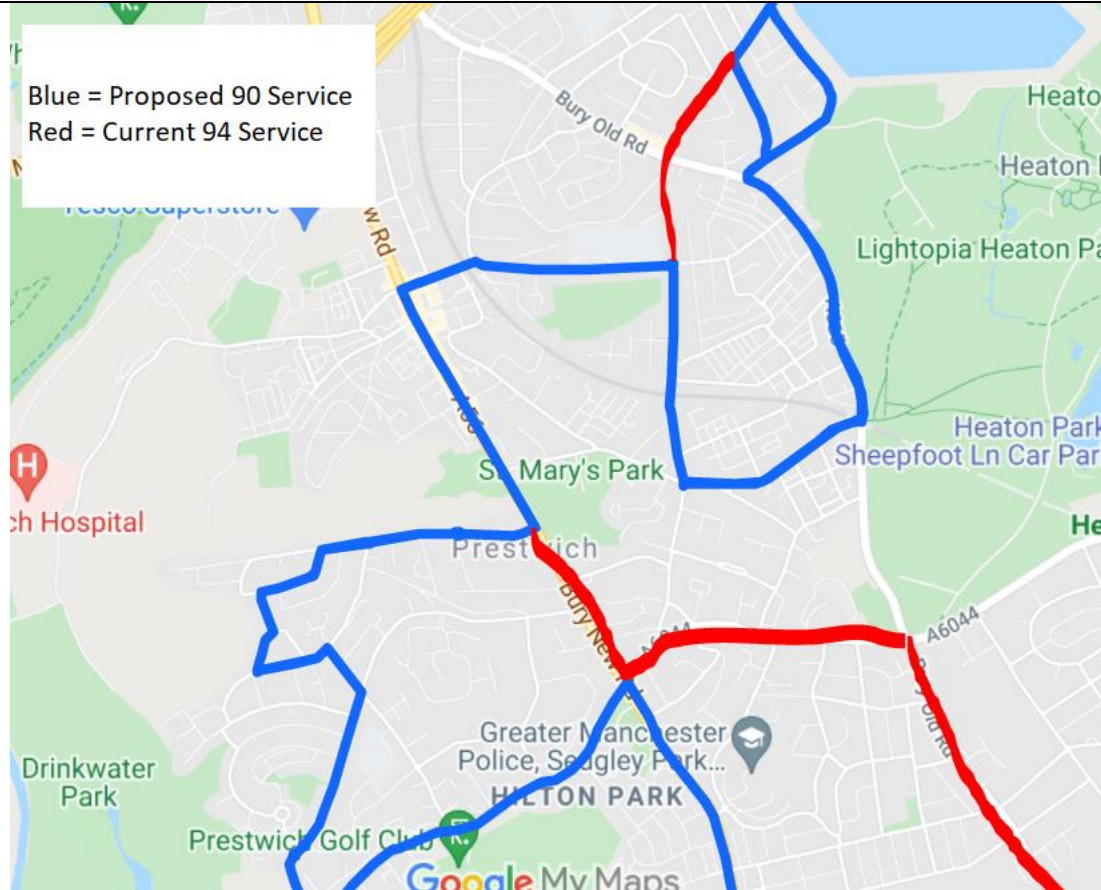
	<p><i>Operator tbc</i></p>	<p>Lane, Birch Road, Wood Lane, Laurel Walk, Redbrook Road and Warburton Lane. Tulip Road, Chapel Lane and Cross Lane are no longer served.</p> <p>There has been considerable concern raised about the loss of the service through Dunham Massey village and extensive engagement with stakeholders regarding options for its replacement. These proposals address the majority of these concerns.</p> <p>Evening and Sunday facilities between Partington and Sale, and between Dunham Massey and Altrincham will continue to be available on Partington Local Link. While tenders were issued for a conventional bus service at these times, to mirror the daytime service, no bids were received due to the restriction imposed by the low bridge. Additional, Warrington CAT5 reported above will provide a Sunday service from Warburton and Dunham Massey (Rope & Anchor) into Altrincham via Broadheath.</p> <p>The full route map for new service 280 and revised CAT5 is on this link</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>TD</p>	<p>261</p> <p>Sale - Ashton upon Mersey circular</p> <p><i>Little Gem</i></p>	<p>Service 261 currently provides an hourly Monday to Saturday daytime service with some gaps. A revised timetable is proposed with a more consistent hourly headway service but with a gap at the afternoon school peak.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>TD</p>	<p>262</p> <p>Sale - Sale Moor - Brooklands circular</p> <p><i>Little Gem</i></p>	<p>Service 261 currently provides an hourly Monday to Saturday off peak service (0939-1439). A revised timetable is proposed with an hourly Monday to Saturday across an extended span of operation (0839-1739) but with a gap at the afternoon school peak.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>TD MR ST</p>	<p>X5</p> <p>Sale - Sale Moor - Northern Moor - Sharston - Stockport</p> <p><i>Little Gem</i></p>	<p>Service X5 currently runs at peak times on an hourly frequency Monday to Friday, with two round trips in the morning and afternoon.</p> <p>This service is proposed to be withdrawn due to low usage, an average of less than 4 per journey since the timetable was last revised in August 2020. While there is no alternative through service between Sale and Stockport, the journey is possible by using services 41 and 11A and changing at Northenden.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>TD MR</p>	<p>288</p> <p>Altrincham – Hale Barns – Manchester Airport</p> <p><i>Arriva</i></p>	<p>This service was reported at the last committee as being split into two services at Altrincham, this note refers solely to the section between Altrincham and Manchester Airport.</p> <p>This service currently operates every 60 minutes Monday to Saturday daytime and every 120 minutes Sunday daytime and daily evenings, all under tender.</p> <p>It is proposed that the service 288 is re-routed to serve World Freight Centre, a link which was removed a number of years ago to facilitate the through working to East Didsbury. The removal of the through service to East Didsbury of this permits the restored route.</p> <p>The Sunday daytime variation via Runway Visitor Centre will be withdrawn to permit a standard route.</p> <p>Due to the change of the contract workings, the last bus from Airport to Altrincham will change daily from 2237 to 2132.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p>

		There is no impact on the subsidised services budget.
BY	494 Bury - Fishpool - Freetown - Fern Grove <i>Tyrers/Vision Bus</i>	<p>This service currently provides an hourly Monday – Saturday daytime service with an hourly daytime service on Sundays.</p> <p>It is proposed that this service is withdrawn, being replaced by changes to services B4 (reported to November committee) and 94.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
MR BY	96 Simister — Prestwich — Higher Broughton — Manchester <i>Go North West</i>	<p>This service currently runs approximately hourly from Simister to Prestwich between 0656-1808 (Monday to Friday); 0824-1824 (Saturdays) and 1024-1724 (Sundays), with the peak time journeys and alternate off-peak journeys extended to Manchester city centre via Bury New Road, a timetable that was introduced in October 2021 to address the punctuality issues that have been evident for some time.</p> <p>The service has been operated by Go North West since April 2020 and the published timetable requires one bus, with, in the off peak period a round trip time of one hour. To maintain an hourly service over the full route would require a second vehicle, which would effectively double the cost.</p> <p>It is proposed that the service is withdrawn and replaced by new service 90 which would link Simister to Prestwich for interchange to Metrolink or other bus services for journeys to Manchester city centre. On Bury New Road, service X41 provides an alternative for the section between Knoll Street and Waterloo Road.</p> <p>The map belows shows the current 94 (blue), new 90 (yellow) and new 94 (blue):</p>



		<p>Members are asked to approve this recommendation which would be effective from 31st October 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>SD</p> <p>BY</p>	<p>90</p> <p>Simister – Prestwich – Carr Clough – Hilton Park</p> <p><i>Operator tbc</i></p>	<p>This new service will replace existing service 96 between Simister and Prestwich, and part of service 94.</p> <p>It is proposed to run every 60 minutes Monday to Saturday daytime from Simister via Simister Lane and Heywood Road then, to replace service 94 via St Margarets Road, Bury Old Road, Whittaker Lane, Rectory Lane, Heywood Road, Heys Road and Fairfax Road to Prestwich, then Bury New Road, St Ann's Road, Shelley Road, Scott Road, Lowther Road, Sandy Lane, Butterstile Lane then a loop Hilton Lane to Sedgley Park Lidl, Bury New Road, Moor Lane, Nevile Road, Oaklands Road, Moor Lane, Kersal Road, Rainsough Brow back to Butterstile Lane, Prestwich and Simister.</p> <p>The timetable also incorporates a school movement to Parrenthorn High School.</p> <p>Replaces 94 –</p>



The full route map for new service 90 is on this [link](#)

Members are asked to approve this recommendation which would be effective from 24th April 2022.

The impact on the subsidised services budget is given in Part B of this report.

MR SD	94	This service currently operates every 60 minutes Monday to Saturday daytime, under tender.
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<p>BY</p>	<p>Bury – Pilsworth – Unsworth – Prestwich - NMGH</p> <p><i>Vision Bus</i></p>	<p>Due to a high cost per passenger to retain the existing service pattern, alternative tenders were issued with a revised route and timetable.</p> <p>Between Bury and Pilsworth, the service will be re-routed to run via Fishpool and Pimhole, partially replacing service 494. In Prestwich buses will run direct from Mount Road to Heys Road, with St Margaret’s Road served by service 90. Between Prestwich and Cheetham Hill buses will run via Bury New Road and Singleton Road with the section via Carr Clough being served by new service 90.</p> <p>The service will remain every 60 minutes Monday to Saturday with all existing journeys replaced by proximate alternatives and with additional AM peak journeys provided to permit better access to employment. Two evening trips and a two hourly Sunday service are also added.</p> <p>The full route map for revised service 94 is on this link</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>BY RE</p>	<p>467</p> <p>Bury - Jericho - Bamford - Caldershaw - Spotland – Rochdale</p> <p>468</p> <p>Bury - Jericho - Bamford - Bagslate - Spotland - Rochdale</p> <p><i>Transdev Rosso</i></p>	<p>The subsidised evening and Sunday journeys on these routes combine to provide a half hourly service between Bury, Bamford and Rochdale.</p> <p>Following concerns raised by local members about the proposed reduction in service (reported at the 19 November Committee meeting), further discussion with the operator has resulted in a new timetable being developed which will maintain the existing level of service within the contract cost. There are some changes to individual journeys as follows, but the new timetable will maintain the half hourly service between Fairfield Hospital and Bury or Rochdale across most of the day:</p> <p>On Mondays to Saturdays the current 2306 from Rochdale to Daniel Fold will be extended to Bury.</p> <p>On Sundays from Rochdale, the current 0730 to Bury is moved to 0800, the 2240 journey on 468 is moved to 2310 and the 2306 to Daniel Fold is withdrawn.</p> <p>On Sundays from Bury, the current 0815 to Rochdale is moved to 0745, the current 0915 on 468 becomes a 467 via Daniel Fold and the 2315 467 is withdrawn.</p>

		<p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>There is no impact on the subsidised services budget.</p>
<p>BY BN</p>	<p>480</p> <p>Bury - Ramsbottom - Hawkshaw - Walves - Bradshaw - Bolton</p> <p><i>Transdev Rosso</i></p>	<p>This service currently provides an hourly Monday – Saturday daytime service.</p> <p>It was reported at the 19 November Committee meeting that a revised timetable would be introduced which adds a two hourly Sunday service between Bury and Holcombe Brook.</p> <p>Further discussion with the operator has resulted in a new timetable being developed which means the two hourly Sunday service will run across the whole route, and two Monday to Saturday evening journeys will also be added within the contract cost. In addition, a peak time facility is provided between Ramsbottom and Bolton to replace service 273 which is withdrawn.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>There is no impact on the subsidised services budget.</p>
<p>BY</p>	<p>B2</p> <p>Bury - Fernhill - Chesham - Walmersley - Nangreaves</p> <p><i>Transdev Rosso</i></p>	<p>This service currently provides an hourly Monday – Saturday daytime service.</p> <p>It was reported at the 19 November Committee meeting that a revised timetable would be introduced which adds a two hourly Sunday daytime service. In addition, it is now proposed that a single evening journey is added at 2110 from Bury to Nangreaves and return.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>There is no impact on the subsidised services budget.</p>
<p>OM MR SD</p>	<p>52</p>	<p>The last two trips on Sunday evening in each direction are operated under tender to TfGM, currently 2240 Salford to Failsworth, 2340 Salford to Cheetham Hill, and 2140 and 2240 Failsworth to Salford.</p>

	<p>Trafford Centre – Eccles – Cheetham Hill – Failsworth <i>Go North West</i></p>	<p>Following retender, award of a contract to retain all of these journeys would have exceeded the cost per passenger threshold of £4. It is therefore proposed that the 2240 Salford to Failsworth is terminated at North Manchester General Hospital and the 2340 Salford to Cheetham Hill is withdrawn, which will bring the cost per passenger below the £4 threshold.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>OM</p>	<p>411 Oldham - Derker <i>Operator tbc</i></p>	<p>At the November committee changes to service 402 were reported that resulted in the withdrawal of that service between Oldham and Derker.</p> <p>New service 411 is proposed to replace the 402 between Oldham and Derker and will run hourly between 0630 and 1900 on Mondays to Saturdays from Oldham Bus Station via Cheapside, St Mary's Way, Egerton Street, Shaw Road, Yates Street, London Road, Sydenham Street, Stoneleigh Street, Abbotsford Road, Vulcan Street, Thackeray Road, Whetstone Hill Lane, Shelley Road to Derker Wordsworth Road.</p> <p>Four Sunday trips at two hourly intervals will also be provided.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>RE</p>	<p>R3, R13 Rochdale - Town Head - Shawclough - Whitworth - Wallbank <i>Transdev Rosso</i></p>	<p>The Sunday daytime service on this service is operated under tender to TfGM.</p> <p>A revised timetable is proposed which adds a daily hourly evening service numbered R3 between Rochdale and Healey Corner up to the last bus from Rochdale at 2300. These journeys will run from Rochdale via Whitworth Road and Shawclough Road, returning from Healey Corner via Shawclough Way, Shawclough Road and Whitworth Road.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p>

		There is no impact on the subsidised services budget.
OM MR RE	159 Middleton - Failsworth - Woodhouses - Chadderton - Oldham Stotts	<p>This service provides an hourly daytime service.</p> <p>A revised route is proposed so that between Greengate and Middleton buses will run via Alkrington via Mainway East, Lincoln Road, Evesham Road, Kirkway, Mainway and Manchester New Road replacing the 125 on this section (the change to the 125 was reported to the November committee).</p> <p>Greenhill Road, Birchwood Road and Kenyon Road are within 640m of frequent services 112 and 59 on Grimshaw Road and Oldham Road.</p> <p>Members are asked to approve this recommendation which would be effective from 30th January 2022.</p> <p>There is no impact on the subsidised services budget.</p>
WN	590 Leigh - Lowton Common - Lowton - Pennington circular Warrington	<p>This service provides an hourly daytime service between Leigh and Lowton.</p> <p>As a result of complaints arising from the way in which the Elm Tree and Kings Avenue estate loops are only served towards Leigh town centre, a revised timetable is proposed so that these loops are served on journeys from Leigh town centre. This is because it will be more beneficial for the customer to operate into the estates on the outbound journeys as customers are more likely to have shopping and are less likely to be wishing to walk to/from the main road than on the inbound journey.</p> <p>Members are asked to approve this recommendation which would be effective from 30th January 2022.</p> <p>There is no impact on the subsidised services budget.</p>
BN WN	516 Leigh - Atherton - Westhoughton - Four Gates - Horwich Diamond/ Vision Bus	<p>This evening journeys and Sunday daytime service are operated under tender to TfGM.</p> <p>As a result of the changes to the commercial journeys reported at the November committee meeting, the tendered journeys are revised to operate via Brazley between Lostock and Horwich to both match the daytime journeys and provide a new evening and Sunday bus service linking Brazley to Middlebrook and Horwich.</p>

		<p>Members are asked to approve this recommendation which would be effective from 30th January 2022.</p> <p>There is no impact on the subsidised services budget.</p>
TD	<p>Partington Local Link <i>Nexus</i></p>	<p>This service currently runs Monday to Saturday, 5am to midnight and Sundays 5am to 10pm.</p> <p>Following a review of the existing bus network the revised service will operate Monday to Friday, 5am to 08.30 and 18.30 to midnight. Sundays will operate from 5am to 10pm. Daytime journeys will be removed due to the strong bus network during the day. Evenings and Sundays will be retained and strengthened to ensure there are two vehicles available at all times to support the changes as noted under Service 280 above.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
RE OM	<p>Middleton and Heywood Local Link <i>Nexus</i></p>	<p>This contract currently covers two Local Link services Middleton and Heywood areas, with vehicles deployed flexibly between the two areas. Key destinations include industrial estates, North Manchester General Hospital and Fairfield Business Park. At certain times of the day the Middleton service also serves Kingsway Business Park.</p> <p>From April 2022, the Kingsway element of the service will be withdrawn due to the R7 service which will operate from 5am from Middleton Bus Station and serves Kingsway Business Park to meet shift times.</p> <p>Members are asked to approve this recommendation which would be effective from 24th April 2022.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>