

**GREATER MANCHESTER TRANSPORT COMMITTEE
BUS SERVICES SUB COMMITTEE**

Date: 12th March 2021
Subject: Forthcoming Changes to the Bus Network – Part A
Report of: Alison Chew, 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 Greater Manchester Transport Committee meeting, in addition to report on consequential action taken or proposed by Transport for Greater Manchester; and
- ii. To seek guidance from Members on proposed Transport for Greater Manchester action.

RECOMMENDATIONS:

Members are asked to:

1. note and comment as appropriate on the changes to the commercial network and the proposals not to replace the de-registered commercial services as set out in Annex A;
2. agree that no action is taken in respect of changes or de-registered commercial services as set out in Annex A;
3. note that there is no proposed action taken in respect of changes or de-registered commercial services as set out in Annex B; and
4. approve the proposed changes to general subsidised services set out in Annex C.

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Equalities Implications – n/a

Climate Change Impact Assessment and Mitigation Measures – n/a

Risk Management – n/a

Legal Considerations – n/a

Financial Consequences – Revenue – see paragraph 2 and Part B report

Financial Consequences – Capital – n/a

Number of attachments included in the report: main report only

Comments/recommendations from Overview & Scrutiny Committee – n/a

BACKGROUND PAPERS:

Forthcoming Changes to the Bus Network report to the Greater Manchester Transport Committee, Bus Services Sub -Committee – 15th January 2021.

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

1. INTRODUCTION/BACKGROUND

- 1.1 The Bus Services Sub Committee of the Greater Manchester Transport Committee considers all matters relating to the operation and service performance of the bus network in Greater Manchester, including commercially registered and subsidised services; Demand Responsive Services, bus stations and bus stops; passenger information services; contract monitoring; vehicle standards; and passenger safety for the subsidised bus network.
- 1.2 Acting under delegated authority, the Sub Committee is tasked to review closely and approve all proposed changes to the subsidised bus network and ensure that the cost of the subsidised general services is kept within the appropriate budget or any cash limits. This is achieved through:-
- rationalisation of existing services whilst maintaining key links on the network;
 - engaging with operators with the objective of them taking on “marginal commercial” services; and
 - continuing to redesign and restructure grouped services to ensure that maximum value is obtained from subsidy.
- 1.3 In general, withdrawals, reductions or amendments to services are currently only planned at the date of next renewal of the contract concerned and proposed changes will be reported to this Sub Committee.
- 1.4 The governance process that leads up to the reporting to the Bus Services Sub Committee involves the scrutiny of all tendered services at TfGM’s Tender Panel that consists of representatives from Legal, Procurement and Finance as well as TfGM’s Operational Service Planning and Network Performance departments.

2. 2020/21 BUDGET SUMMARY

- 2.1 The summary overleaf provides the current position on the 2020/21 Subsidised Bus Services budget for the ten months to 31st January 2021. This budget is currently prepared on a Quarterly basis. The original budget was revised in April 2020 to reflect the likely impact of COVID-19, particularly a reduction in income due to lower On Bus revenue, primarily on schools’ services. Since that time central government grant income (from DfT & DfE) has been received to cover some of the lost income resulting in a currently favorable variance in the year to date particularly on schools’ services

Despite the favorable position reported year to date, it should be noted that considerable risk remains around future income (including continued government support) and cost.

	Year to date - Jan 2021				Budget 2020/21 £000
	Actual £000	Budget £000	Variance £000	%	
General Network Costs					
General Bus Services	16,644	16,105	(539)	(3.3%)	19,313
Local Link	1,883	2,146	261	12.2%	2,555
Shuttles	1,747	1,825	78	4.3%	2,162
Sub-Total General Network	20,273	20,076	(198)	(1.0%)	24,029
Schools Services Costs	11,321	11,443	123	1.1%	13,949
Total – Subsidised Services costs	31,594	31,518	(75)	(0.2%)	37,980
General Network Income					
General Bus Services	2,709	2,557	153	6.0%	3,072
Local Link	319	271	48	17.8%	330
Shuttles	807	792	16	2.0%	950
Sub-Total General Network	3,836	3,620	(217)	(6.0%)	4,352
Schools Services income*	4,365	3,733	631	16.9%	4,630
Total – Subsidised Services income	8,201	7,352	848	11.5%	8,982
Net Cost - Subsidised Services	23,393	24,166	773	3.2%	28,998

3. CHANGES TO COMMERCIAL SERVICES (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. Members are asked to note that there are no proposed changes reported in Annex B in this report.

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 noted in Part B of the agenda.

7. RECOMMENDATIONS

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

Alison Chew

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 RE	17 Manchester - Collyhurst - Blackley - Middleton - Castleton - Rochdale and 18 MRI - Manchester - Collyhurst - Middleton - Langley circular	Go North West	The early evening frequency on 17/18 on the shared section and beyond is reduced: Pre-Covid and then up to 30th January 2021, both services ran every 10 mins up to 2030 from Manchester. Both are reduced to every 15 mins each after 19:00 ex Shudehill to provide 7/8 headway on Rochdale Road. There are no changes to the daytime frequencies.	11 April 201	41 and 163 to Middleton to Manchester	n/a	No TfGM action. Last buses from Manchester towards Middleton are 2332 (18) and 2342 to Rochdale (17)
RE	17B Middleton - Stakehill	Go North West	New single journey at 0643 from Middleton to Stakehill Industrial Estate and return at 0654.	11 April 201	n/a	n/a	No TfGM action.

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

The Committee is requested to note that there are no changes to report in Annex B

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
RE	<p>6 Rochdale – Queensway – Kirkholt Circular <i>First/Burnley Bus Co</i></p>	<p>Service 6 operates every 20 minutes Monday to Saturday daytime and every 30 minutes daily evening and Sunday daytime half-hourly. On Monday to Friday the first journey from Kirkholt Estate into Rochdale is at 0534 and the last return journey at 2300. On Saturday, the first journey from Kirkholt Estate into Rochdale is at 0634 and the last return journeys is at 2300. On Sunday, the first journey from Kirkholt Estate into Rochdale is at 0835 and the at return journey is at 2200.</p> <p>A revised timetable is proposed where the half hourly daily evening service, operated by Burnley Bus Co, is reduced to hourly. The time of the last journey is revised to 2310 (Monday to Saturday) and 2220 on Sunday.</p> <p>Members are asked to approve this change with effect from 11 April 2021.</p> <p>There is no impact on the subsidised services budget.</p>
WN	<p>113 Wigan — Standish — Eccleston — Leyland — Preston <i>Stagecoach</i></p>	<p>The existing service runs every hour Monday to Saturday daytime from Wigan to Preston. The first journey from Wigan is at 0725 (Monday to Friday) and 0735 (Saturday) and the last journey is at 1920 and terminates at Shevington Moor. The first full journey from Preston to Wigan is at 0550 (Monday to Friday) and 0600 (Saturday) and the last full journey from Wigan to Preston is at 1730. This service is commissioned by Lancashire County Council with a financial contribution made by Transport for Greater Manchester.</p> <p>As a result of the retender of the service by Lancashire County Council, a revised timetable is proposed which maintains the hourly link between Wigan and Preston but is rerouted between Leyland and Preston via Lostock Hall instead of Bamber Bridge. The service will be renumbered 111. Within Greater Manchester, the service is also rerouted via Rectory Lane and Chorley Road (Standish) to replace the 640/641 on Rectory Road (see separate report).</p> <p>Members are asked to approve this change with effect from 2 May 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
RE	<p>129 Middleton - Hollin - Stanycliffe – Boarshaw circular <i>Go North West</i></p>	<p>The existing service runs every 40 minutes on Monday to Friday between 0815 and 1805 which is the last departure from Middleton and between 0910 and 1636 on Saturdays which is the last departure from Middleton.</p> <p>A revised timetable is proposed which reduces the frequency from every 40 minutes to hourly. This will allow potential passengers to go to a ‘past the hour’ timetable as opposed to trying to work out when on a 2 hour cycle the next bus is.</p> <p>The change will also see the first arrival into Middleton from the first full journey change from 0905 to 0814 on Mon-Fri and from 0945 to 0914 on Saturday, whilst the last departure on Monday to Friday from Middleton would go from 1805 to 1840, a modest improvement in the span of operation</p> <p>In addition, there is a change of operator due to the tendering process.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
OM MR	<p>151 Ashton - Failsworth – Newton Heath - Collyhurst – NMGH <i>Go Goodwins</i></p>	<p>The existing service runs hourly, Monday to Saturday daytime, between Failsworth and North Manchester General Hospital.</p> <p>As approved at the 15th January 2021 meeting of this Sub-Committee, a revised timetable will be introduced from 11 April which extends the service into Ashton by linking the 151 with the 397 (Newton Heath - Ashton), providing a new link from Ashton to NMGH and improving the frequency between Newton Heath and Ashton</p> <p>Following further discussions with local members, the route of the services will be revised in Failsworth to run via Church Street instead of Pole Street in order to avoid the situation where buses in both directions serve the stops at James Street (Ashton Road East).</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>There is no impact on the subsidised services budget.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
RE	<p>458</p> <p>Rochdale — Wardle — Hollingworth Lake — Littleborough</p> <p><i>Rosso</i></p>	<p>The existing service runs hourly Monday to Saturday daytime between Littleborough and Rochdale (more frequently at peaks). The first journey from Littleborough to Rochdale is at 0652 (Monday to Friday) and 0747 (Saturday) and the last journey from Rochdale to Littleborough is at 1820 (Monday to Friday) and 1815 (Saturday). There is an hourly Sunday daytime service which extends to Shore and Stansfield covering part of First service 588 with the first journey from Littleborough to Rochdale at 1129 and the last journey from Rochdale to Littleborough at 1700.</p> <p>A revised timetable is proposed with hourly Monday to Saturday evening journeys added continuing from Littleborough to Shore and Stansfield. On Sundays the daytime service is the operating hours are extended to 2200.</p> <p>Members are asked to approve this change with effect from 11th April 2021.</p> <p>There is no impact on the subsidised services budget.</p>
WN	<p>640/641</p> <p>Wigan — Standish — Shevington circular</p> <p><i>Warrington</i></p>	<p>The existing services run hourly Monday to Saturday daytime. The first full journey is at 0628 on Monday to Friday with an 0820 journey from Shevington Moor on Saturday. The last journey which runs as far as Shevington Moor is at 1810 on Monday to Friday and 1800 on Saturday.</p> <p>In response to concerns raised by local members, a revised route is proposed between Standish and Wigan with buses running via Bradley Lane, Platt Lane, and Chorley Road in order to reinstate a service to Worthington.</p> <p>A service along Rectory Road in Standish will be maintained by the change to service 113 (see separate report).</p> <p>Members are asked to approve this change with effect from 2 May 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
BN	<p>500</p> <p>Bolton MetroShuttle</p> <p><i>Vision Bus</i></p>	<p>Bolton Metroshuttle runs on Monday to Saturday daytime every 15 minutes with the first journeys at 0900 and the last journey at 1700 and operates as an anti-clockwise circular loop around Bolton town centre which serves key destinations including the main retail area, Bolton Interchange and railway station, University of Bolton, Crompton Place Shopping Centre and Market Place Shopping Centre. The service is financially supported by Bolton MBC (75%) and TfGM (25%).</p> <p>The service has been subject to annual review on a rolling basis and Bolton MBC officers have been reviewing the continued justification for the service and the extent to which it provides value for money. As part of this exercise, TfGM officers have provided recent pre-COVID usage data.</p> <p>During the year to 31st March 2020, the service carried 62,403 passengers or an average of 205 trips per day which is 26% lower than that estimated at the start of the contract in 2018 and the impact of the COVID 19 pandemic will have reduced passenger numbers further. The pre-COVID patronage usage equates to a cost per passenger journey of £1.92 per passenger. The period of highest use is between 1400 and 1445 with an average of 46 passenger trips followed by 1200 to 1245 with an average of 37 passenger trips. The times of least use are between 0900 and 0945 and between 1600 and 1700 with average passenger trips of five and ten respectively. Overall, the average level of use is 6 passengers per journey.</p> <p>Survey data on trip purpose was gathered in 2018 from a sample of 206 passengers which showed 33% being made for food shopping, 32% for other shopping, 26.7% for social/leisure purposes, 3.4% for employment, 3.4% for other purposes and 0.5% for education with 1% not disclosing their journey purpose.</p> <p>Given the reduction in patronage over recent years it is not possible to justify the continued funding of this service and Bolton MBC and TfGM officers are therefore recommending that it be withdrawn after operation on Saturday 10th April 2021.</p> <p>It should be noted that there are various general bus services which maintain connectivity between the northern and southern ends of Bolton town centre and the completion of the</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>new interchange has significantly improved facilities for passengers arriving by bus or rail and wishing to make onward journeys across the town. This includes holders of English National Concessionary Travel Scheme passes who are able to travel at no cost to the user.</p> <p>Members are asked to approve this recommendation which would be effective from 10th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>
<p>BN SD WN</p>	<p>Logistics North Local Link</p> <p><i>Telecars</i></p>	<p>The existing service provides on-demand links from the Logistics North Business Park to Highfield, Rumworth, Farnworth, Little Hulton, Westhoughton, Hag Fold, Atherton and Shakerley and the following key destinations Bolton Bus Station and Bolton Rail Station. The service has been running since April 2016 and is funded by s106 contributions from Logistics North through Bolton MBC. At pre-COVID levels, the service has an approximate cost per passenger journey of £13.24.</p> <p>TfGM received an allocation of £1.6m from the government’s Better Deal for Bus Users Funding, for which operators were invited to submit proposals for service improvements. One of the improvements implemented from October 2020 was the provision of a bus service through the day (including early morning and later evening journeys) from Bolton Interchange to Logistics North by the diversion of service 68 (now service 20) from Walkden via Logistics North, Hulton Lane, St Helens Road and Deane Road into Bolton.</p> <p>In addition to the change to service 20 introduced in October, TfGM tendered service 521 (Blackrod – Farnworth – Little Lever) will also be revised from 11 April 2021 with all journeys diverted via Logistics North to provide a direct link from Westhoughton and Farnworth. In addition the introduction of a Sunday service as well as early morning journeys and late evening journeys during the week will cover shift times. Officers are currently working with Bolton MBC and the Travel Plan Coordinator of Logistics North to develop promotional information which will ensure that employees of Logistics North area aware of the revised services and the travel options available to them.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>Analysis of the Logistics North Local Link passenger data from the period between March 2019 to February 2020 shows that there were just under 20,000 journeys made on the service. With the changes to the bus services 20 and 521, 96% of the passenger journeys made during this period can be made by bus:</p> <ul style="list-style-type: none"> • 61% of the LL passengers have a direct alternative provided by bus service 20 • 19% of the LL passengers will have a direct alternative provided by bus service 521 from Farnworth and Westhoughton • and a further 8% have an alternative by change of bus at Bolton or Farnworth <p>The remaining 4% of journeys, around 730 in total will not have a direct bus journey from the Atherton or Tyldesley areas but this is equivalent to less than 1 round trip per day. As part of this exercise, TfGM officers are working in conjunction with Bolton MBC officers and travel planning co-ordinators at Logistics North to develop updated publicity material to ensure that existing and potential employees have awareness of the local bus services now providing links to this growing employment site.</p> <p>It is therefore proposed that the service is withdrawn.</p> <p>Members are asked to approve this recommendation which would be effective from 10th April 2021.</p> <p>The impact on the subsidised services budget is given in Part B of this report.</p>