

Greater Manchester Transport Committee

Date: 17 January 2020

Subject: Forthcoming Changes to the Bus Network

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 action is taken in respect of changes or de-registered commercial services as set out in Annex A;
3. agree that the proposed action is taken in respect of changes or de-registered commercial services as set out in Annex B subject to panel approval; and
4. approve the proposed changes to general subsidised services set out in Annex C.

BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

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 included in the report: main report only

BACKGROUND PAPERS:

- Forthcoming Changes to the Bus Network report to the Greater Manchester Transport Committee, 11 October 2019.

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 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 Transport 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 Committee.
- 1.4 The governance process that leads up to the reporting to the Transport 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. 2019/20 BUDGET SUMMARY

- 2.1 The summary provides the current position on the 2019/20 Subsidised Bus Services budget for the 8-month period to 30 November 2019.

	Year to date - November 2019				Budget 2019/20
	Actual	Budget	Variance		£000
	£000	£000	£000	%	£000
General Network Costs					
General Bus Services	12,128	12,050	(77)	(0.6%)	19,505
Local Link	1,628	1,558	(70)	(4.5%)	2,335
Shuttles	1,407	1,422	14	1.0%	2,129
Sub-Total General Network	15,163	15,030	(133)	(0.9%)	23,969
Schools Services Costs	8,830	8,904	74	0.8%	13,895
Total – Subsidised Services costs	23,993	23,934	(59)	(0.2%)	37,864
General Network Income					
General Bus Services	2,209	2,155	54	2.5%	3,230
Local Link	231	196	35	17.6%	294
Shuttles	618	694	(76)	(10.9%)	1,031
Sub-Total General Network	3,057	3,045	12	0.4%	4,555
Schools Services income	3,577	3,695	(118)	(3.2%)	5,709
Total – Subsidised Services income	6,634	6,740	(106)	(1.6%)	10,264
Net Cost - Subsidised Services	17,359	17,194	(165)	(1.0%)	27,600

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. Details of the proposed actions are also provided.

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 Annex A, presents no financial implications.
- 6.2 Annex B, financial implications are noted in Part B of the agenda.
- 6.3 Annex C, 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**

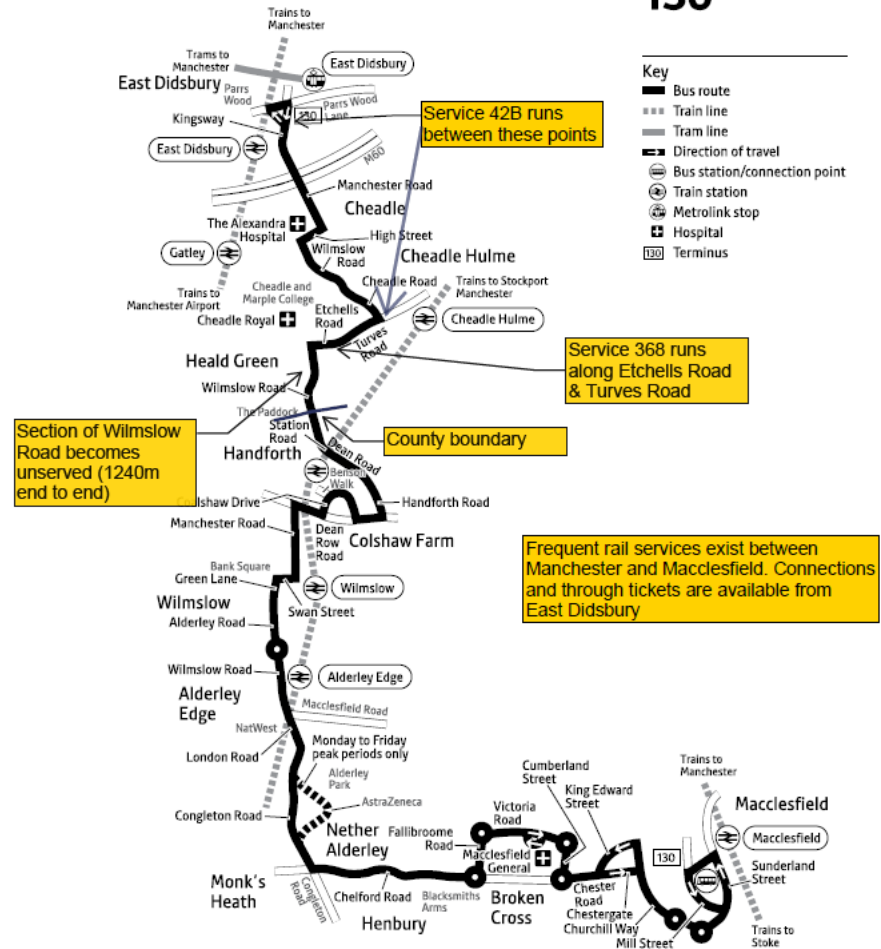
The Committee is requested to note the following changes to commercial services:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR TD	19 Altrincham – Sale – Benchill – Wythenshawe	Arriva	Monday to Friday: Minor retiming. Saturday daytime frequency is reduced from every 20 mins to every 30 mins. First and last trips still in place.	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.
WN	22/22A Ashton / Wigan – Newton le Willows - Warrington	Warrington's Own Buses	22 rerouted in Ashton to omit Bryn Street. Town centre stops will be Wigan Road and Gerard Street.	20/01/2020	n/a	n/a	No TfGM action proposed at this stage.
MR SD	33 Manchester - Eccles - Worsley	Go North West	Service extended from Piccadilly to Shudehill	26/01/2020	n/a	n/a	No TfGM action proposed at this stage. Evening subsidised journeys also extended to Shudehill to match daytime.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR SD WN	34 34A Leigh — Astley — Worsley — Monton — Pendleton — Manchester	Stagecoach	Journeys between Manchester and Worsley renumbered 34A. Additional Sunday journeys introduced between Manchester and Worsley making a half hourly frequency between these points. First Sunday journey ex Bryn retimed 10 minutes later. First Sunday journey ex Manchester is a new earlier journey at 0925 and the additional journey at 1730 goes through to Bryn.	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.
MR SD	63 Brookhouse – Eccles – Manchester	Go North West	Service renumbered 33B	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
TD BN WN SD	126 Trafford Centre - Worsley - Boothstown – Leigh	Diamond	Monday to Friday additional trip at 0730 from Trafford Centre to Leigh. Saturday additional trip at 0850 from Trafford Centre to Leigh. Monday to Friday 2330 ex Trafford Centre withdrawn – only introduced on 9/12/19	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.
MR ST	130 Macclesfield - Wilmslow - Cheadle - East Didsbury	Arriva	Hourly Monday to Saturday service Withdrawn D&G have registered an hourly Monday to Friday service outside of Greater Manchester from Macclesfield to Handforth.	26/01/2020	Service 42B provides a 30 min frequency daytime service between East Didsbury and Cheadle Hulme (Albert Road). Service 368 provides a 15 min frequency service along Turves Road and Etchells Road. Service 312 provides an hourly service	Service 130 is the only Arriva service in the local area. As well as operator's own tickets the System One range of travelcards is available across services 42B, 312 & 368.	Service 130 has been progressively reduced in recent years, having been reduced in days and hours of operation, frequency and the service was recently curtailed to no longer serve Manchester City Centre. A section of Wilmslow Road (Heald Green) becomes unserved. There are 3 pairs of stops along this

					<p>along the section of Wilmslow Road between Outwood Road and Stanley Road (county boundary).</p> <p>It should be noted, however, that none of these services serve East Didsbury. To access East Didsbury passengers would be required to change to service 42B at Cheadle Hulme or Cheadle.</p>		<p>section of route, however 2 pairs are within 400m of alternative services (312 & 368). The area is also served by Heald Green Local Link.</p> <p>No TfGM action proposed at this stage.</p>
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Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
TD BN WN SD	132 Trafford Centre - Boothstown - Tyldesley - Atherton - Hindley – Wigan	Diamond	<p>Monday to Friday:</p> <p>-0604 from Atherton to Boothstown is withdrawn (average 0.8 pax per trip)</p> <p>-0650 from Hindley to Boothstown is withdrawn. (average 5.9 pax per trip)</p> <p>-0623 and 0728 from Boothstown to Wigan to start at Trafford Centre at 0613 and 0710.</p> <p>Saturday:</p> <p>0707 and 0811 from Atherton to Boothstown are withdrawn. (average 0.25 and 0.75 pax per trip)</p> <p>0738 and 0838 from Boothstown to Wigan to start at Trafford Centre at 0728 and 0828.</p>	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
TD MR TE	150 Hyde - Denton - Levenshulme - Chorlton - Stretford - Trafford Centre	Stagecoach	Revised timetable due to impact of long-term road works (nine months) on Hyde Road – service will operate between Gorton and Trafford Centre only	26/01/2020	201/204/206 and changing at Gorton	n/a	No TfGM action proposed at this stage.
MR OM	180 Greenfield - Lees - Oldham	First	Monday to Friday morning peak buses from Greenfield are revised from 0628/0728/0832 to 0628/0653/0753/0832. Changes to the morning journeys provide an improvement for passengers travelling to school/college in Oldham.	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.
MR TD	247 Altrincham - Sinderland - Partington - Flixton - Trafford Centre	Arriva	Additional Monday to Friday journeys: 0735 Trafford Centre to Altrincham and 1630 Altrincham to Trafford Centre	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR TD	263 Altrincham – Sale – Stretford – Hulme – Manchester	Arriva	Saturday daytime frequency reduced from 15 to 20. First and last trips still in place. Note that from Piccadilly towards Altrincham the service will have an uneven spacing of journeys at 22,16,22 minutes. Sunday intermediate timings are revised.	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BY	481/482/483 (Irwell Line) Blackburn, Accrington or Burnley - Rawtenstall - Bury	Transdev Rosso	Services revised, still 4 buses an hour between Bury, Walmersley, Rawtenstall but two will divert (as service 482) via Ramsbottom providing partial (mainly off peak) replacement for service X41. Rawtenstall to Ramsbottom direct bus link is reinstated during the off peak. Hourly extensions to Blackburn (481) and Burnley (483) maintained. Service 883 (Bacup & Rawtenstall Grammar School to Bury) withdrawn.	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.
BN	507 Bolton - Tonge Moor - Harwood circular	Diamond	Monday to Friday PM peak journey is retimed later at customer request.	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
WN BN	517 Horwich - Middlebrook - Westhoughton - Atherton – Leigh	Diamond	Service withdrawn (replaced by extension of 574 below)	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.
BN WN	574 Bolton - Markland Hill - Middlebrook	Diamond	Service extended via Westhoughton and Atherton to Leigh replacing the 517 from Old Lords Estate, Horwich.	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.
BN	575 Bolton - Lostock - Horwich - Blackrod - Aspull – Wigan	Diamond	Saturday service before 0930 is reduced to every 30 mins.	26/01/2020	Arriva also run journeys on this route between Horwich (Crown) and Bolton.	n/a	No TfGM action proposed at this stage.
WN	597 Leigh Sports Village — Leigh — Leigh Infirmary	Diamond	Saturday service is withdrawn (average 2.97 pax per trip)	26/01/2020	n/a	n/a	No TfGM action proposed at this stage.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
WN	683 Leigh — Atherton — Shakerley circular	Diamond	<p>Monday to Friday 0703 ex Hindsford and 0743 ex Shakerley extended to start at Leigh and retimed.</p> <p>Monday to Friday 0723/0803 ex Hindsford and 1820 to Hindsford withdrawn.</p> <p>Saturday 0838/0858 ex Hindsford and 1715 to Hindsford withdrawn.</p> <p>Saturday 1700 to Shakerley retimed to 1730.</p>	26/01/2020	Hindsford is within walking distance from Atherton centre where the 582 provides a frequent service to Leigh. Access also available to Vantage busway services.	n/a	No TfGM action proposed at this stage.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
WN BN	715 Bolton - Deane - Ladybridge - Aspull - Wigan	Diamond	Monday to Saturday daytime service curtailed to operate between Bolton and Westhoughton.	26/01/2020	575 between Wigan and Aspull every 15 minutes. Hourly 521 and revised half hourly 574 between Wingates and Westhoughton. Dicconson Lane and Bolton Road (Aspull) left unserved during Monday to Saturday daytime	n/a	See Annex B
BY	Red 4 Bury – Holcombe Brook – Ramsbottom	Transdev Rosso	All journeys withdrawn.	26/01/2020	Diamond 472 maintains a 15-minute daytime, half hourly evening service between Bury, Holcombe Brook and Ramsbottom.	n/a	No TfGM action proposed at this stage.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
RE	R3/R13 Rochdale – Wallbank	The Burnley Bus Company/Transdev Rosso	<p>The following journeys are withdrawn:</p> <p><u>Monday to Friday</u></p> <p>from Rochdale 0659, (0717 schooldays) & 0906</p> <p>from Wallbank 0715,0830</p> <p><u>Saturday</u></p> <p>1753 from Rochdale 1721,1821 from Wallbank.</p> <p>0632 from Rochdale & 0645 from Wallbank transferred to The Burnley Bus Company.</p>	26/01/2020	Service 464 will provide partial replacement along Whitworth Road.	n/a	<p>Average of less than 1 unique passenger affected on all trips, with the exception of the 0715 from Wallbank which carries an average of 3 unique passengers per trip.</p> <p>In view of the low number of unique passengers affected</p> <p>No TfGM action proposed at this stage.</p>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BY MR	X41 (Red Express) Accrington – Ramsbottom – Prestwich – Manchester	Transdev	Service withdrawn	26/01/2020	<p>Link from Ramsbottom to Manchester possible by using 472/474 to Bury then service 135 or Metrolink.</p> <p>Services 481 & 483 provide an alternative service between Rawtenstall, Edenfield and Ramsbottom (Manchester Road). Certain journeys (mainly off-peak and renumbered 482) will divert to serve Ramsbottom centre as a partial replacement for the X41.</p>	n/a	No TfGM action proposed at this stage

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BY MR RE	X63 Bury - Heywood - Middleton - Manchester	Go North West	Introduction of Monday to Friday daytime service between Manchester and Heywood (up to every 20 minutes), revisions to journey time to improve reliability. Revised to run non-stop between Manchester and Middleton.	26/01/2020	Go North West services 17 & 18 and Diamond services 162/163 provide an alternative between Middleton and Manchester.	n/a	No TfGM action proposed at this stage.

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 A:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
WN BN	715 Bolton - Deane - Ladybridge - Aspull - Wigan	Diamond	Monday to Saturday daytime service curtailed to operate between Bolton and Westhoughton.	26/01/2020	575 between Wigan and Aspull every 15 minutes. Hourly 521 and revised half hourly 574 between Wingates and Westhoughton. Dicconson Lane and Bolton Road (Aspull) left unserved during Monday to Saturday daytime	n/a	Officers are recommending the expansion of the Hindley Local Link service to include Dicconson Lane. This will enable unserved residents to travel to Hindley where they can change for alternative services. Full costs are detailed in Part B

SIGNIFICANT 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
WN	9 Higher Folds – Leigh – Wigan <i>TBC</i>	The contract covering the evening journeys has been retendered. An alternative timetable which reduces the frequency of the Leigh to Higher Folds section from half hourly to hourly has been submitted by an operator and is recommended for award. Members are asked to approve the recommendation to revise this service with effect from Sunday 19th April 2020, full costs are detailed in Part B.
TD MR	19 Altrincham - Sale - Benchill - Wythenshawe <i>TBC</i>	Revised timetable proposed where two early morning journeys are withdrawn due to high cost per passenger following retender as follows: <ul style="list-style-type: none"> • Sale – Altrincham at 0651 (Sat – average 1.12 passengers per trip) and 0846 (Sundays – average 1.8 passengers per trip) Members are asked to approve the recommendation to revise this service with effect from Monday 20th April 2020, full costs are detailed in Part B.
SD	66 Eccles – Worsley – Swinton – Clifton	Diamond have requested a timetable revision in order to address problems of reliability in the afternoon peak period. This would mean re-routing both the 1500 school holiday journeys to omit South King Street (as the schoolday journeys do now) and withdrawing the Monday to Friday 1810 journey from Eccles. South King Street is around 300m from the stops on New Lane. There's an average of 4.2 passengers using the 1810 journey. The most recent survey showed that 2 out of the 3 passengers had an alternative. Members are asked to approve the recommendation to revise this service with effect from Monday 27 January 2020, full costs are detailed in Part B.
MR SD	151 Mandley Park — Cheetham Hill — Moston — Failsworth — Hollinwood	Revised timetable proposed running only between North Manchester General Hospital and Failsworth Tesco.

Dist	Service, route and operator	TfGM officer comments and recommendations
OM	<i>TBC</i>	<p>Demand has been low on the sections proposed to be withdrawn and this change will deliver a reduced tender price:</p> <ul style="list-style-type: none"> • North Manchester General Hospital to Mandley Park – average of 2.13 passengers per trip • Failsworth Tesco – Hollinwood – average of 1.42 passengers per trip <p>Members are asked to approve the recommendation to revise this service with effect from Monday 20th April 2020, full costs are detailed in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
TD	<p>245</p> <p>Altrincham - Sale - Stretford - Flixton - Davyhulme - intu Trafford Centre</p> <p><i>TBC</i></p>	<p>Revised timetable proposed where the Monday to Friday, Saturday and Sunday evening journeys are withdrawn due to high cost per passenger following retender, also Saturday early morning journeys as follows:</p> <ul style="list-style-type: none"> • Stretford Mall – Altrincham at 0640 (Sat) - 2.15 passengers per trip • Trafford Centre – Altrincham at 0733 (Sat) - 3.13 passengers per trip • Trafford Centre – Altrincham at 1851 (Sat) – 8.51 passengers per trip, • Trafford Centre – Altrincham at 2008 and 2051 (Daily) – 14.38 & 8.10 passengers per trip • Altrincham – Trafford Centre at 1850 and 2057 (Daily) – 7.53 & 4.53 passengers per trip • Altrincham – Trafford Centre at 1950 and 2305 (Monday to Saturday) 4.53 & 3.38 passengers per trip <p>Alternative facilities between Altrincham, Trafford General Hospital and the Trafford Centre exist on route 247.</p> <p>Alternative facilities between Altrincham and Stretford exist on route 263.</p> <p>Members are asked to approve the recommendation to revise this service with effect from Monday 20th April 2020, full costs are detailed in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
TE OM	343 Hyde – Stalybridge – Mossley – Lees – Oldham <i>TBC</i>	<p>Service 343 currently operates every hour during Monday to Saturday daytime, and every two hours during Sunday daytime.</p> <p>Currently, between Grotton and Oldham service 343 follows the same route as First Manchester’s services 84, 180 and 184.</p> <p>Officers propose that the service is rerouted to operate between Grotton and Oldham via Cooper Street, Austerlands and Waterhead partially replacing subsidised service 418 to achieve an overall resource saving.</p> <p>No changes are proposed to the Sunday daytime service which will continue to operate via Lees.</p> <p>Members are asked to approve the recommendation to reroute Monday to Saturday daytime journeys on service 343 with effect from Monday 20th April 2020, full costs are detailed in Part B.</p>

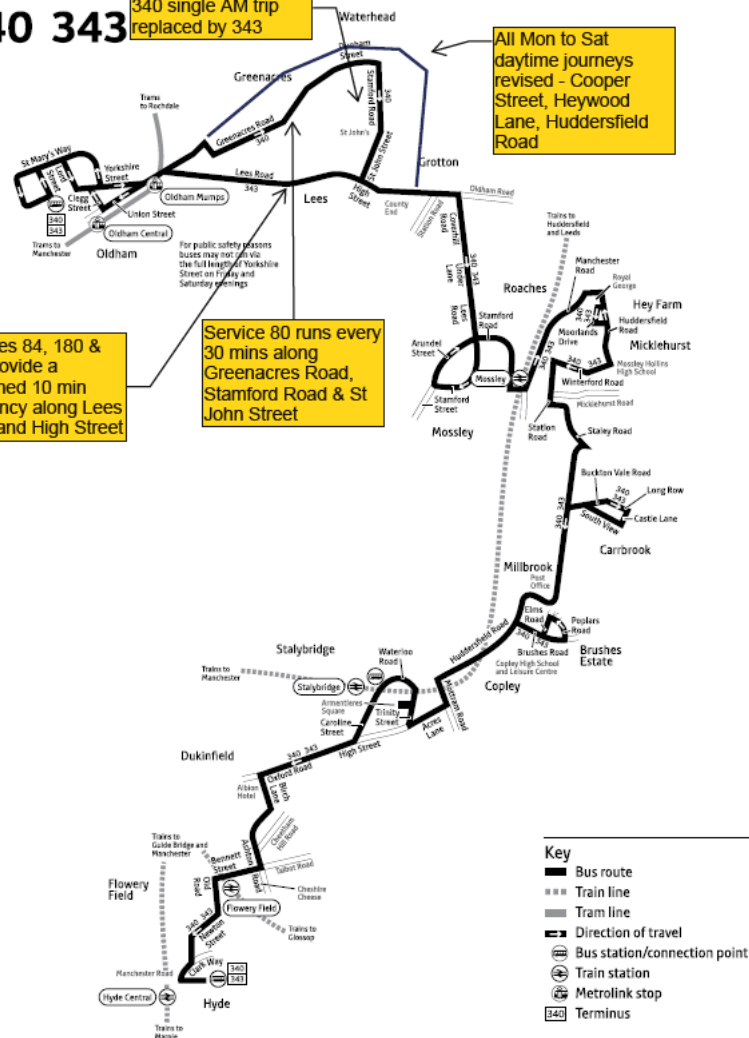
340 343

340 single AM trip
replaced by 343

All Mon to Sat
daytime journeys
revised - Cooper
Street, Heywood Lane, Huddersfield
Road

Services 84, 180 &
184 provide a
combined 10 min
frequency along Lees
Road and High Street

Service 80 runs every
30 mins along
Greenacres Road,
Stamford Road & St
John Street



Dist

Service, route and operator

TfGM officer comments and recommendations

TE OM	<p>353/354 (355)</p> <p>Uppermill – Mossley – Heyrod – Ashton/Carrcote – Uppermill – Stalybridge – Ashton</p> <p><i>Nexus Move</i></p>	<p>Services 353 and 354 combine to provide an hourly daytime service between Ashton, Stalybridge and Mossley where the services then split with service 353 continuing to Friezland and Uppermill and service 354 continuing to Greenfield, Uppermill, Delph and Carrcote each two hourly. Service 355 runs on Sunday daytimes only, every two hours and follows a more direct route, missing out many of the estates served by services 353 & 354.</p> <p>Officers propose withdrawing these services, replacing them with an expanded service 356. For full details of the proposed changes please see service 356.</p> <p>Members are asked to approve the recommendation to withdraw services 353, 354 & 355 service after operation on Saturday 18th April 2020 replacing them with an expanded service 356. full costs are detailed in Part B.</p>
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Dist	Service, route and operator	TfGM officer comments and recommendations
OM	<p>356 Greenfield – Uppermill – Denshaw <i>TBC</i></p> <p>Propose change to; Oldham – Denshaw – Diggle – Uppermill – Mossley – Stalybridge - Ashton</p>	<p>This service, also known as the Saddleworth Rambler, was introduced in April 2018 and currently provides an hourly all day Monday to Saturday service from Denshaw via the Saddleworth Villages to Greenfield Rail Station.</p> <p>Officers propose expanding this service to replace services 353, 354, 355 & 407.</p> <p>The new route would follow a slightly revised route of current service 407 between Oldham and Denshaw, continuing via the route of current service 356 between Denshaw and Uppermill, before continuing to Mossley, Stalybridge & Ashton via the route of current service 353 (omitting some of the estate roads in Uppermill).</p> <p>While providing a number of new links, this proposal also reduces the overall vehicle resource, though to achieve this, some areas would no longer be served.</p> <p>A breakdown of proposed revisions is as follows:</p> <p>Moorside – Arncliffe Rise loop would become unserved (407). Stops on Turf Pit Lane and Whitehall Lane are within 400 metres.</p> <p>Delph – Carrcote Estate would no longer be served (354) – Service 350 serves Carrcote every 30 minutes.</p> <p>Palin Wood Road, maximum distance of 700 metres from the nearest bus stop, becomes unserved (354). Local Link will continue to serve Palin Wood Road.</p> <p>Uppermill – Church Road and Wellmeadow Lane (353) become unserved, maximum distance of 640 metres from the nearest bus stops. Station Road, Grove Road and High Grove Road also become unserved, a maximum distance of 500 metres from the nearest bus service – these roads can be difficult to serve due to potential width restrictions along the route. Local Link will continue to serve this area.</p> <p>Greenfield – Chew Valley Road and Manchester Road will no longer be served (354). Service 350 serves this section of route every 30 minutes.</p>

	<p>Manchester Road (Mossley) – The section of route between The Royal George and Mossley Rail Station will no longer be served. Service 343 serves this section of route every hour.</p> <p>Saddleworth Local Link will provide a door to door option for anyone who cannot access the main bus service, particularly, those living in the Delph and Uppermill areas.</p> <p>The new service will operate hourly during Monday to Saturday daytime and will still be timed to meet peak trains at Greenfield Rail Station.</p> <p>The evening service between Greenfield and Denshaw, which currently carries on average 2.39 passengers per trip would be reduced with the resource shared across the wider service. Consequently, new later journeys would depart Ashton at 2020, and on Friday and Saturday nights Oldham at 2150. Between Greenfield and Denshaw the service would remain hourly until approximately 7pm before reducing to every 2 hours.</p> <p>On Sunday daytimes the service would run every two hours between Ashton, Uppermill and Denshaw, continuing hourly between Denshaw and Oldham.</p> <p>Members are asked to approve the recommendation to revise this service with effect from Sunday 19th April 2020, full costs are detailed in Part B.</p>
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356

Denshaw

Served by service 350

Served by Local Link

Carrcote

Delph

Close to stops on Turf Pit Lane and Whitehall Lane

OLDHAM

DIGGLE

Served by Local Link (Wellmeadow Lane, Rush Hill Road, Grove Road)

Service 350 runs between Huddersfield Road (Royal George) and Greenfield Rail Station.

Service 343 runs between Mossley Rail Station and Huddersfield Road (Royal George)

Ashton-under-Lyne

Trains to Manchester

Trains to Stalybridge

Stalybridge

Dist	Service, route and operator	TfGM officer comments and recommendations
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ST	<p>364</p> <p>Stockport – Woodbank Park – Bosden Farm – Stockport – Heaton Norris Circular</p> <p><i>TBC</i></p>	<p>Service 364 currently provides an hourly Monday to Saturday daytime service.</p> <p>Officers propose the withdrawal of the Monday to Friday 0740 Stockport – Heaton Norris – Stockport journey.</p> <p>Additionally, it is proposed to curtail the Monday to Friday 0800 & 1730 and the Saturday 0810 & 1710 Stockport – Bosden Farm – Stockport – Heaton Norris – Stockport journeys to no longer serve the Stockport to Heaton Norris section of route.</p> <p>This would affect an average of 0.6 passengers per trip on Monday to Friday and 1.5 per trip on Saturdays.</p> <p>Members are asked to approve the recommendation to withdraw the Monday to Friday 0740 journey and curtail the Monday to Friday 0800 & 1730 and Saturday 0810 & 1710 journeys noted above with effect from Monday 20th April 2020. Financial implications arising from this proposal are detailed in Part B.</p>
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Dist	Service, route and operator	TfGM officer comments and recommendations
TE	<p>387</p> <p>Ashton – Tameside General Hospital – Stalybridge – Hattersley – Hyde</p> <p><i>MCT</i></p>	<p>Service 387 provides an hourly daytime link between Hyde, Hattersley, Mottram, Stalybridge, Tameside General Hospital and Ashton.</p> <p>Officers propose the withdrawal of this service following a recent tender exercise where, again, prices have risen significantly – this time by over 20%.</p> <p>The majority of service 387 is covered by alternative services, as follows:</p> <ul style="list-style-type: none"> • Between Ashton & Tameside General Hospital – services 231 & 350 (7 buses per hour) • Between Ashton & Stalybridge – services 236/237, 348, 353/354 & 389 (11 buses per hour) • Between Ashton, Stalybridge & Mottram – services 236/237 (3 buses per hour) • Between Hattersley & Hyde – service 201 (6 buses per hour) <p>While this proposal breaks the direct bus link from Hattersley to Ashton, Tameside General Hospital and Stalybridge, East Tameside Local Link provides door to door links in the Godley and Hattersley Area direct to Hyde, Stalybridge and Ashton Town Centres and Tameside General Hospital.</p> <p>East Tameside Local Link operates 8am to 10pm (Monday to Saturday) and 9am to 9pm (Sundays and Bank Holidays).</p> <p>Godley Village becomes unserved as part of this proposal. A recent survey of 23 journeys showed an average of 1 passenger per trip (total) boarding or alighting in Godley – between, and including, Godley Train Station and Hyde, Morrisons. Service 201 maintains a frequent link along Mottram Road operating close to Godley Rail Station.</p> <p>Members are asked to approve the recommendation to withdraw this service with effect from Saturday 18th April 2020, full costs are detailed in Part B.</p>

387

- Key**
- Bus route
 - Train line
 - Tram line
 - Direction of travel
 - ⊙ Bus station/connection point
 - ⊙ Train station
 - ⊙ Metrolink stop
 - ⊙ Hospital
 - 387 Terminus

7 buses per hr
Ashton to Tameside
General - 231 & 350

11 buses per hr
Ashton to Stalybridge
- 236, 237, 348, 356,
389

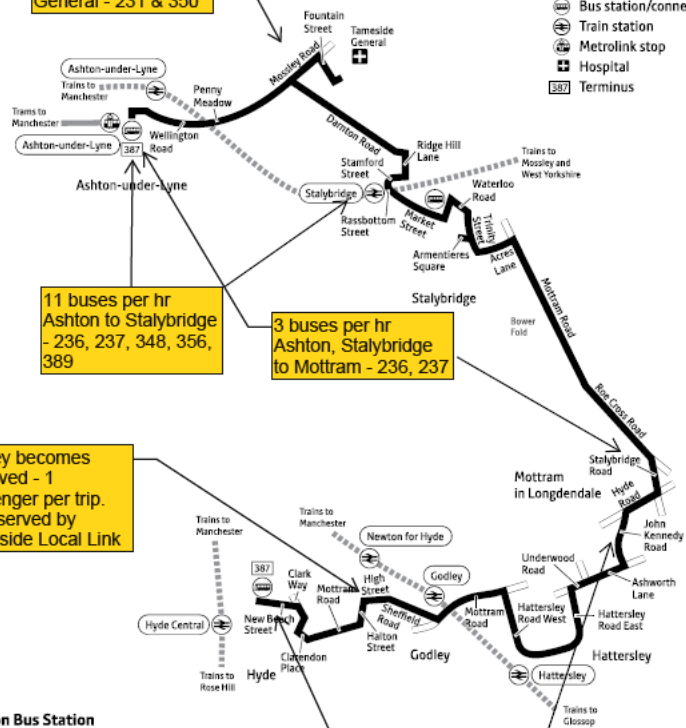
3 buses per hr
Ashton, Stalybridge
to Mottram - 236, 237

Godley becomes
unserved - 1
passenger per trip.
Area served by
Tameside Local Link

Ashton Bus Station

Ashton Bus Station partly closed for redevelopment on 24 June 2018. While the bus station is partly closed, some bus services will depart from other stops in the town centre. Further information is available at bus stops in the town centre or as follows:

6 buses per hr Hyde
to Hattersley - 201



Dist	Service, route and operator	TfGM officer comments and recommendations
OM	407 Oldham - Denshaw <i>Stotts/MCT</i>	<p>This service, currently operating hourly on Mondays to Saturdays and Sundays, is proposed to be replaced by the extended service 356 referred to above.</p> <p>Members are asked to approve the recommendation to withdraw this service, replacing it with revised service 356, with effect from Saturday 18th April 2020. Financial implications are detailed in Part B.</p>
OM	403 Shaw - High Crompton - Rushcroft circular Propose change to: Oldham – Shaw – Buckstones – Cowlshaw – Shaw – Oldham <i>TBC</i>	<p>Service 403 currently provides Shaw Local Services running hourly Monday to Saturday day-time both clockwise and anti-clockwise.</p> <p>Officers propose major revisions to the service – reducing the area covered by taking account of nearby alternatives and extending the service to partially replace service 418, providing new direct links to Dr Kershaw’s Hospice and the Newbank Garden Centre on Turf Lane, Royal Oldham Hospital and Oldham Town Centre.</p> <p>Rushcroft and High Crompton would no longer be served by service 403. Service 59 provides links from Rushcroft to Shaw, Oldham and Manchester every 30 minutes and High Crompton is served by services 408 and 435 which each maintain hourly links to Shaw and Buckstones with the 408 continuing to Oldham and the 435 continuing to Rochdale.</p> <p>Service 403 would also be revised to operate at its busiest times only – providing a loop of Buckstones and Cowlshaw, from Shaw at 0936 and hourly until 1336.</p> <p>Currently, outside these times service 403 carries on average 5.77 passengers, however recent surveys show that the majority of these passengers are travelling to Rushcroft or High Crompton, journeys that can be carried on services 59 or 408/435.</p> <p>As noted above, this proposal takes account of alternative services but also partially replaces service 418, achieving an overall resource saving.</p> <p>The following roads would lose their daytime bus service as a result of this proposal, however, all roads are within 400 metres of an alternative service.</p>

		<p>High Crompton – Wood Street & Sherwood Way</p> <p>Rushcroft – Derwent Drive, Valley Rise, Rishworth Rise, Great Meadow, The Link, Greenway, Long Rushes, Rushcroft Road</p> <p>Members are asked to approve the recommendation to revise this service with effect from Monday 20th April 2020, full costs are detailed in Part B.</p>
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403

PROPOSED ROUTE (dotted line)

Key

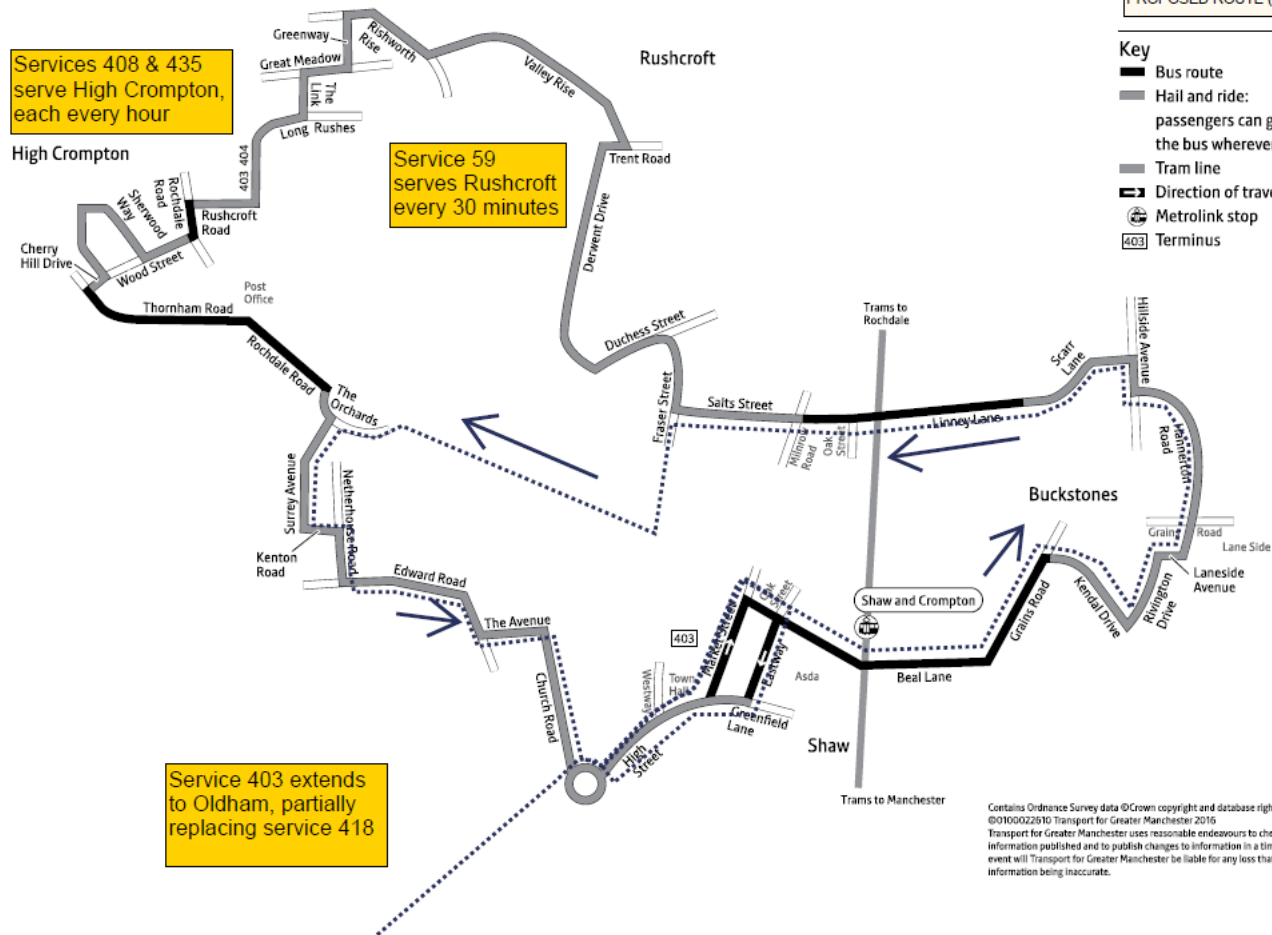
- Bus route
- Hail and ride: passengers can get on or off the bus wherever it is safe
- Tram line
- Direction of travel
- Metrolink stop
- Terminus

Services 408 & 435 serve High Crompton, each every hour

High Crompton

Service 59 serves Rushcroft every 30 minutes

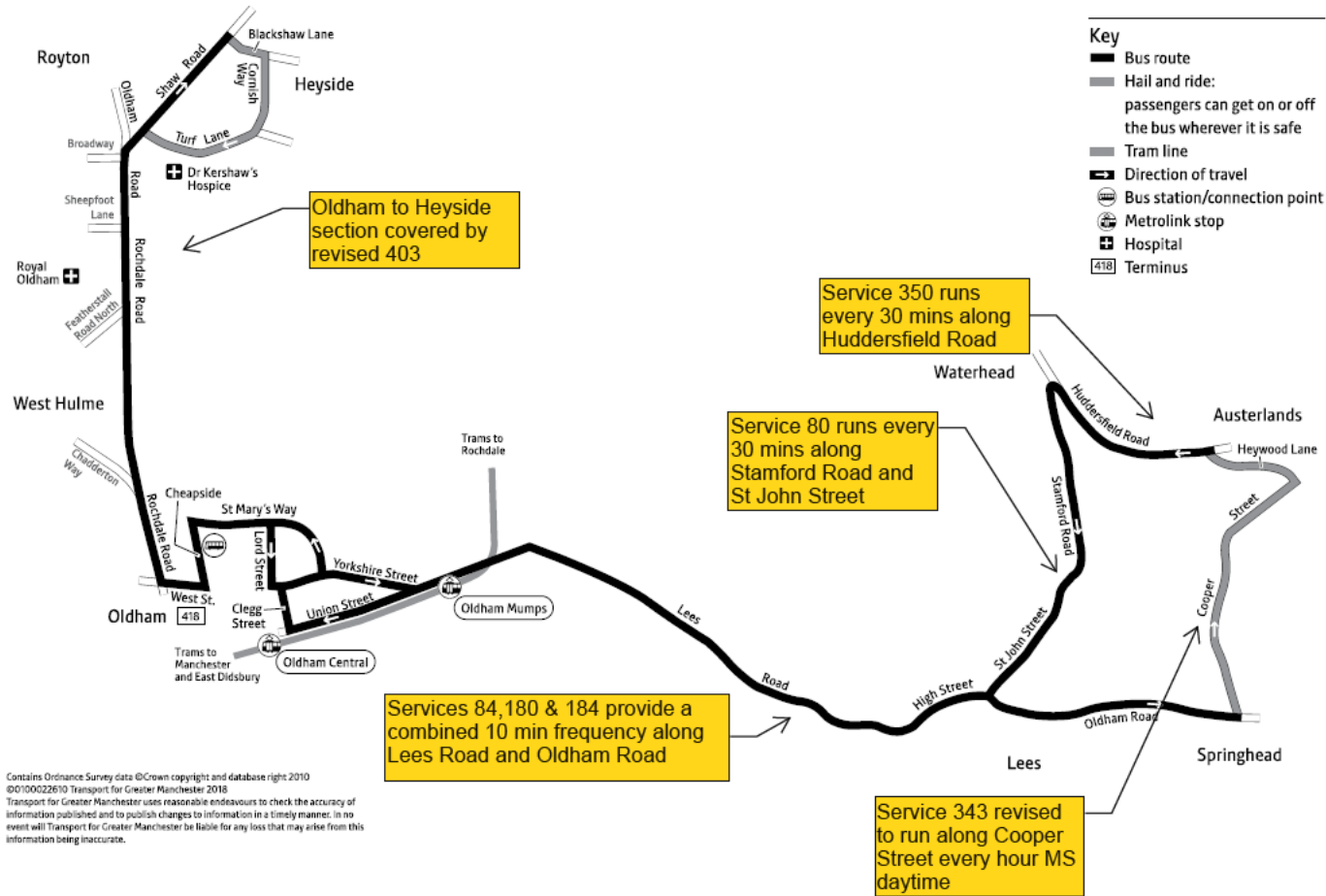
Service 403 extends to Oldham, partially replacing service 418



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Dist	Service, route and operator	TfGM officer comments and recommendations
OM	<p>418</p> <p>Oldham – Royal Oldham Hospital – Oldham – Lees Circular</p> <p><i>MCT</i></p>	<p>Service 418 currently operates hourly Monday to Saturday daytime.</p> <p>Officers propose the withdrawal of service 418 with the northern section (between Dr Kershaw’s Hospice, Royal Oldham Hospital and Oldham covered by revised service 403 and the eastern section (between Lees and Oldham) covered by existing services 84, 180 & 184 and revised service 343.</p> <p>For further details please see notes under services 343 & 403.</p> <p>Very few passengers use service 418 to cross Oldham Town Centre, indeed a recent survey of 15 trips highlighted a total of 2 passengers making use of this facility.</p> <p>Members are asked to approve the recommendation to withdraw this service after operation on Saturday 18th April 2020, full costs are detailed in Part B.</p>

418



Dist	Service, route and operator	TfGM officer comments and recommendations
WN BN	516 Horwich - Middlebrook - Westhoughton - Atherton – Leigh <i>TBC</i>	<p>The contract covering the early morning journeys has been retendered.</p> <p>Due to high cost per passenger, these journeys are proposed for withdrawal. Rerouted service 574 provides an alternative for passengers travelling between Leigh and Middlebrook at 0620 ex Leigh (Monday to Friday) and 0740 ex Middlebrook (Monday to Saturday). Recent surveys showed an average of 5 unique passengers on the 0635 trip from Leigh and 4 unique passengers on the 0722 trip from Horwich.</p> <p>Members are asked to approve the recommendation to withdraw these journeys with effect from Monday 20th April 2020, full costs are detailed in Part B.</p>
WN	589/590 Leigh – Lowton <i>TBC</i>	<p>The contracts for these services have been retendered along with an alternative option which combined both services into one route. The alternative route is recommended for award as it is more affordable and maintains a service on all the estates which are currently served. Slag Lane will have its service reduced from 2 buses per hour to one.</p> <p>Members are asked to approve the recommendation to revise these services with effect from Monday 20th April 2020, full costs are detailed in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
WN	638 Wigan — Worthington — Standish circular <i>TBC</i>	<p>Revised timetable proposed where the 0715 journey on Monday to Friday is withdrawn and the 1830 is curtailed at Standish.</p> <p>Surveys showed an average of 1.5 unique passengers on the 0715 journey and 1 unique passenger on the 1830 journey.</p> <p>The Contract Appraisal Tool shows that withdrawing these journeys has a negative impact on 2.12% of the Wigan population.</p> <p>Members are asked to approve the recommendation to revise this service with effect from Monday 20th April 2020, full costs are detailed in Part B.</p>
WN	640/641 Wigan – Standish – Shevington Moor <i>Diamond</i>	<p>The contract covering the Sunday service was retendered.</p> <p>However, due to low usage (an average of 3.27 passengers per trip) and high cost per passenger, this service is recommended for withdrawal.</p> <p>Members are asked to approve the recommendation to withdraw this service with effect from Monday 20th April 2020, full costs are detailed in Part B.</p>
WN	682 Leigh – Hag Fold <i>Jim Stones</i>	<p>A contract for certain journeys on this service (mainly morning and afternoon peak-time journeys) has been tendered but is not recommended for award due to the high cost and the potential for a wider review of services in the area.</p> <p>Members are asked to approve the recommendation to withdraw the subsidised journeys on this service with effect from Monday 20th April 2020. Financial implications arising from this proposal are detailed in Part B.</p>