

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

Date: 11 September 2020
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. approve the 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

BACKGROUND PAPERS:

Forthcoming Changes to the Bus Network report to the Greater Manchester Transport Committee,
10 July 2020

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 four months to 31st July 2020. This budget is currently prepared on a Quarterly basis. This is an updated budget following a review in light of COVID-19 and reflects a reduction in income due to lower On Bus revenue particularly on Schools Services. Despite the favourable position reported year to date, we are currently forecasting an adverse variance at year end and it should be noted that considerable risk remains around future income (including government support) and cost.

	Year to date - July 2020				Revised
	Actual	Budget	Variance		Budget
	£000	£000	£000	%	2020/21 £000
General Network Costs					
General Bus Services	6,661	6,472	(189)	(2.92%)	19,211
Local Link	661	794	133	16.75%	2,187
Shuttles	701	813	112	13.78%	2,549
Sub-Total General Network	8,023	8,079	56	0.69%	23,947
Schools Services Costs	5,010	4,972	(38)	(0.76%)	14,419
Total – Subsidised Services costs	13,033	13,051	18	0.14%	38,366
General Network Income					
General Bus Services	1,035	1,010	(25)	(2.48%)	3,072
Local Link	133	95	(38)	(40.00%)	330
Shuttles	315	317	2	0.63%	950
Sub-Total General Network	1,483	1,422	(61)	(4.29%)	4,352
Schools Services income*	1,447	1,462	15	1.03%	4,630
Total – Subsidised Services income	2,930	2,884	(46)	(1.60%)	8,982
Net Cost - Subsidised Services	10,103	10,167	64	0.63%	29,384

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 Financial implications are noted in Part B of the agenda.

7. SERVICE 180

7.1 Changes to commercial service 180 were reported to Members at the 11 October 2019 meeting of GMTTC. Prior to October 2019 the service operated every 30 minutes Monday to Saturday day-time and hourly evening and Sundays. From 27 October 2019 the service was curtailed to operate between Oldham Bus Station and Greenfield hourly on Monday to Saturday day-times. No action was proposed by TfGM as in the evening and on Sundays, passengers from Greenfield can use service 350 to Oldham or Uppermill and connect to service 84.

7.2 A petition was subsequently received by TfGM officers calling for the reinstatement of Sunday, evening and twice-hourly Monday to Saturday daytime journeys on service 180 between Greenfield and Oldham and meetings and discussions have taken place between the operator, First Manchester, TfGM officers and local residents. Following this some revisions to morning peak journeys from Greenfield into Oldham were made to assist those travelling to work or college in Oldham, and an earlier journey from Oldham Mumps to Greenfield was also introduced.

7.3 As with all services, service 180 has been subject to a reduced frequency during the public health crisis. Officers are engaged in continuing discussions with First in respect to the recovery of its services over the coming months and enable advance discussions of any future changes being proposed.

8. RECOMMENDATIONS

8.1 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 ST	130 Macclesfield – Wilmslow – Handforth - Wythenshawe	D&G	New Monday to Friday commercial service with five round trips in GM (0900-1500).	30 August 2020	n/a	Links to Metrolink at Wythenshawe	No TfGM action required.
TE	236 Glossop – Hollingworth – Stalybridge – Ashton	North Western	New Monday to Saturday commercial service running hourly daytime (0630-1730) partially reinstating the service withdrawn by Stagecoach. Service will operate via Stalyhill between Stalybridge and Mottram and will also operate via Tameside General Hospital.	30 August 2020	n/a	Does not run into TfGM Ashton Interchange	No TfGM action required.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
TE	305 Denton (Morrisons) – Auburn Road/Dane Bank	North Western	New Monday to Saturday commercial service running hourly daytime (0730-1730)	30 August 2020	n/a	n/a	No TfGM action required.
RE	587 Halifax – Ripponden – Littleborough - Rochdale	First/ Yorkshire Tiger	WYCA tendered service renumbered from X58. Monday to Saturday service now operated by First instead of Yorkshire Tiger but late evening journeys are not replaced with last departure from Rochdale now at 1930.	30 August 2020	n/a	n/a	No TfGM action proposed.
WN	113 Wigan – Standish – Eccleston – Leyland – Preston	Stagecoach	Lancashire County Council contracted service. Rerouted in Wigan via Wigan Lane and Wigan Infirmary instead of Kenyon Road and Mesnes Road (this change formalises the COVID-19 emergency timetable which has been in operation since early June), The pair of stops at Mesnes Road/Tennyson Drive are no longer served.	1 October 2020	Alternative services on Wigan Lane.	n/a	No TfGM action proposed.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
TD SD BN	2 Trafford Centre – Eccles – Swinton – Bolton	Diamond	Additional journeys introduced between Trafford Centre and Pendlebury which are then extended to Clifton Junction, these services will be numbered 21 , with journeys between Trafford Centre and Bolton reverting to service number 22 . Between Trafford Centre and Pendlebury, buses will run every 15 minutes weekday daytime and every 30 minutes weekday early evening and Sunday daytime.	25 October 2020	n/a	n/a	No TfGM action required.
TE	397 Glossop – Hadfield – Tintwistle – Hattersley – Hyde	North Western	New Monday to Saturday commercial service running hourly daytime (0700-1800). Service will operate via Godley reinstating service lost due to withdrawal of service 387.	25 October 2020	n/a	Does not run into TfGM Hyde Bus Station	No TfGM action required.

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	Diamond Bus	Service withdrawn, section between Atherton and Shakerley replaced by extension to service 682 which is further extended to Tyldesley to replace 694.	25 October 2020	582 between Leigh and Atherton, 682 between Atherton and Shakerley.	n/a	No TfGM action required.
MR	X57 Sheffield – Ladybower – Glossop – Hollingworth - Manchester	Hulleys	New daily commercial service running every two hours including late journeys on Friday and Saturday evenings. Between Glossop and Manchester stops only at Hollingworth Gun Inn.	25 October 2020	n/a	n/a	No TfGM action required.

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

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

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BN	574 Bolton – Markland Hill	Vision Bus	Reinstated service 574 runs hourly between Bolton and Markland Hill, Monday to Saturday daytime, to replace the commercial service withdrawn by Diamond and reported to GMTC on 10 July 2020.	30 August 2020	n/a	n/a	Members are asked to note the introduction of service 574 with effect from 30th August 2020. The impact on the subsidised bus services budget is given in Part B.
WN	584 Leigh – Crankwood	Diamond Bus	First round trip on Monday to Friday is withdrawn	25 October 2020	n/a	n/a	Prices being sought for replacement journeys

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
WN	682 Leigh – Atherton – Hag Fold	Diamond Bus	Service extended from Hag Fold to Atherton, Shakerley and Tyldesley to replace Diamond 683 and Tyrers 694. Equivalent peak time journeys currently operated on service 683 have not been reinstated on service 682.	25 October 2020	Service 582 between Leigh and Atherton.	n/a	Prices being sought for replacement journeys

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
BN SD TD	68 Trafford Centre - Eccles - Monton - Walkden - Little Hulton – Farnworth <i>Operated by Diamond</i>	Service extended from Little Hulton via Salford Road, Logistics North, St Helens Road, Hulton Lane and Deane Road to Bolton providing improved links to the Logistics North employment area. This change is funded from Better Deal for Bus Users funding. This service will be renumbered service 20 . Members are asked to approve the above recommendations, which would be effective 25 October 2020. The impact on the subsidised service budget is shown in Part B.
WN SD TD	126 Leigh — Astley — Boothstown —Trafford Centre <i>Operated by Diamond</i>	Additional early morning journeys added on Mondays to Fridays providing improved access to employment opportunities. This change is funded from Better Deal for Bus Users funding. Members are asked to approve the above recommendations, which would be effective 25 October 2020. The impact on the subsidised service budget is shown in Part B.
WN SD TD	132 Wigan — Hindley — Atherton — Tyldesley — Boothstown —Trafford Centre <i>Operated by Diamond</i>	Additional early morning journeys added on Mondays to Fridays providing improved access to employment opportunities. This change is funded from Better Deal for Bus Users funding. Members are asked to approve the above recommendations, which would be effective 25 October 2020. The impact on the subsidised service budget is shown in Part B.

Dist	Service, route and operator	TfGM officer comments and recommendations
<p>SD</p> <p>MR</p>	<p>27</p> <p>Swinton - Salford Royal Hospital - Pendleton - Lower Broughton – Manchester</p>	<p>Service 27 currently operates hourly Monday to Saturday daytime. Between Pendleton and Swinton, the service duplicates service 29.</p> <p>It is proposed to withdraw this service, with alternatives being available as follows:</p> <ul style="list-style-type: none"> • Substantive route between Swinton and Weaste: service 29 • Between Swinton, Pendleton and Manchester: services 36/37/38 • Between Pendleton and Lower Broughton: services 10 and 52. • Between Lower Broughton and Manchester: services 10, 93, 97 and 98. <p>A small section of Lower Broughton (Frederick Street and Seaford Road) will no longer be served, this impacts on 7,759 passenger journeys per year, all of which can be made by accessing high frequency services within 500 metres.</p> <p>The withdrawal of this service will directly affect an additional 13,058 passengers who will need to interchange at Pendleton or Swinton to complete their journey.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
SD	<p>29</p> <p>Little Hulton - Walkden - Swinton - Salford Royal Hospital – Pendleton</p> <p><i>Operator TBC</i></p>	<p>Service 29 currently operates hourly daily daytime.</p> <p>This service is revised to run between Boothstown and Salford Quays to improve links to employment opportunities. The new timetable includes new evening journeys.</p> <ul style="list-style-type: none"> • Between Boothstown and Walkden service 29 will replace the 553. • Between Swinton and Lancaster Road, service 29 will run via Dorchester Road and Barton Road to replace service 73. • Between Little Hulton and Walkden service 36, 68 and 695 will provide alternatives. • Between Salford Quays and Pendleton services 50 and 53 provide alternatives. <p>The change to this service will directly affect 12,895 passengers who will need to interchange at Media City or Walkden to complete their journey.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
SD	<p>65</p> <p>Eccles - Ellesmere Park - Salford Royal – Eccles – Westwood Park – Alder Forest</p> <p><i>Operator TBC</i></p>	<p>Service 65 currently operates hourly Monday to Saturday off peak.</p> <p>The service is proposed to be amended to run between Eccles and Alder Forest via Patricroft with additional journeys all days of the week, partially replacing service 66.</p> <p>Patricroft will gain a new service improving accessibility in the local Eccles area.</p> <p>The section of route via Ellesmere Park will be replaced by changes to service 70.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		The impact on the subsidised service budget is shown in Part B.
SD	<p>66</p> <p>Eccles - Worsley - Swinton - Clifton Junction</p> <p><i>Operator TBC</i></p>	<p>Service 66 currently operates hourly Monday to Saturday daytime.</p> <p>This service is proposed to be extended to Prestwich to partially replace service 484.</p> <p>Between Eccles and Peel Green, buses will run via Barton Lane and Peel Green Road improving accessibility in the local Eccles area.</p> <p>From Pendlebury, buses will follow the 484 route through to Prestwich, maintaining a number of through links. The new timetable includes a new evening and Sunday service.</p> <p>The service will no longer penetrate Alder Forest estate, which is served by service 65, but will continue to operate via Barton Road at Worsley.</p> <p>The service will no longer serve Clifton Junction which will be served by changes to commercial service 2.</p> <p>The change to this service will directly affect 1,152 passengers who will need to interchange at Eccles or Swinton to complete their journey.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
SD	<p>70</p> <p>Clifton Junction — Swinton — Eccles — Pendleton — Ordsall — Salford Quays</p> <p><i>Operator TBC</i></p>	<p>Service 70 will be substantially amended to operate between Pendleton and Eccles only, but to operate seven days a week, partially replacing services 65, 73, 74 and 75. The weekday daytime service will operate every hour with a new evening service introduced.</p> <p>The new route is via Fitzwarren Street, Seedley Road, Lower Seedley Road, Gore Avenue, Weaste Lane, Eccles Old Road, Claremont Road, Cholmondley Road, Lancaster Road, Oxford Road, Portland Road, Chatworth Road, Clarendon Crescent, Half Edge Lane, Gilda Brook Road and Ladywell Roundabout to Eccles Interchange.</p> <p>The section between Clifton Junction and Eccles is replaced by changes to service 2 and the section between Pendleton and Salford Quays replaced by changes to service 79.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
SD	<p>73</p> <p>Clifton — Swinton — Pendleton — Ordsall — Salford Quays</p>	<p>Service 73 operates currently hourly on Monday to Saturday daytime.</p> <p>This service is withdrawn and replaced as follows:</p> <ul style="list-style-type: none"> • Between Clifton and Swinton service 2 provides alternatives • At Swinton Park, revised service 29 will serve Dorchester Road and Barton Road • Service 70 will serve the Seedley area, seven days a week, linking it to both Eccles and Pendleton • Between Pendleton and Salford Quays revised services 79 will serve Ordsall. <p>The withdrawal of this service will directly affect 9,604 passengers who will need to interchange at Pendleton or Swinton to complete their journey.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
SD	<p>74/75</p> <p>Pendleton - Agecroft - Pendleton - Irlams o' th' Height circular</p> <p><i>Operator TBC</i></p>	<p>Services 74 and 75 each operate hourly on Monday to Saturday daytime and run in opposite directions on a circular route.</p> <p>These services are revised to run via Duchy Road (replacing service 79) between Pendleton and Irlams instead of via Eccles Old Road and Doveleys Road. The new timetable maintains the specific timed journeys to Agecroft Enterprise park and includes evening and Sunday journeys over the whole route.</p> <p>Doveleys Road will no longer have a service but has access to services within 400m on Cholmondeley Road and on Bolton Road.</p> <p>The service will be extended through to Stretford to replace service 79 and maintain through journeys between Duchy Road and Salford Quays.</p> <p>The change to this service will directly affect 2,356 passengers who will need to walk to alternative services.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
SD TD	<p>79</p> <p>Swinton - Swinton Park - Pendleton - Salford Quays – Stretford</p> <p><i>Operator TBC</i></p>	<p>Service 79 operates hourly on Monday to Saturday daytimes. On Sundays, hourly journeys operate between Irlam o' th' Heights and Pendleton Shopping Centre via Duchy Road.</p> <p>The service will be replaced between Irlam o' th' Heights and Stretford by an extension of service 74/75 to maintain through Pendleton journeys. The section north of Irlam o' th' Heights is served by commercial services and Swinton Park will be served by service 29.</p> <p>The change to this service will directly affect 7,205 passengers who will need to interchange at Pendleton or Irlam o' th' Heights to complete their journey.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
<p>BY MR</p>	<p>90 Simister - Heaton Park - Prestwich <i>Operated by Tyrer's</i></p>	<p>Service 90 operates every 40 minutes on Monday to Saturday daytime.</p> <p>The service duplicates several services in Prestwich with limited unique sections.</p> <p>This service is withdrawn and replaced by changes to services 66, 94 and 96, to maintain local links to/from Prestwich.</p> <p>The resource from this service is redeployed to operate services 492 and 494.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget as part of a network of changes to services 90, 492 and 494.</p>
<p>BY</p>	<p>91 Radcliffe - Ainsworth– Bury</p>	<p>Service 91 operates hourly on Monday to Saturday daytime.</p> <p>This service is withdrawn and replaced by the revised 512, which will follow the existing 91 route between Bury and Radcliffe, opening a number of new links through Radcliffe.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
<p>BY MR</p>	<p>94 NMGH – Prestwich – Pilsworth <i>Operated by Stotts</i></p>	<p>Rerouted in Prestwich to partially replace service 90, operating via Heywood Road, Whittaker Lane, Bury Old Road, St Margaret's Road and Sandgate Road. Cuckoo Lane would be unserved as a result of this change.</p> <p>To fund the additional mileage, the Saturday journey at 0711 would be withdrawn and the 0741 and</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>0750 Saturday journeys would run up to 30 minutes later.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget.</p>
<p>BY MR</p>	<p>95 Salford – Prestwich - Bury <i>Operator TBC</i></p>	<p>Tendered journeys on service 95 currently operate a limited hourly on Sunday daytime.</p> <p>It is proposed to amend the service to operate a 2-hourly evening and Sunday service to improve connectivity and access to employment.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
<p>BY MR</p>	<p>96 Simister — Higher Broughton — Manchester <i>Operated by Go North West</i></p>	<p>Service 96 operates hourly on Monday to Saturday and Sunday daytime.</p> <p>Revised route in Prestwich to run via Heys Road, Fairfax Road and Bury New Road instead of Heywood Road in order to maintain the link from Simister to the centre of Prestwich replace service 90.</p> <p>Heywood Road will be served by changes to service 66 which will provide a new connection to Prestwich centre.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget.</p>
<p>TE</p>	<p>335 Ashton – Denton <i>Operated by Stotts</i></p>	<p>Service 335 currently operates hourly between Ashton and Town Lane estate at Denton.</p> <p>Following registration of commercial service 305 via the existing 335 loop in Denton, it is proposed to amend the 335 route to follow the existing 345 loop south of Denton.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>Most travel on the existing 335 south Denton loop is to/from Denton only, and interchange can be made to travel onto Ashton.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget.</p>
TE	<p>345 Ashton – Denton <i>Operated by Stagecoach</i></p>	<p>Service 345 currently operates hourly between Ashton and Pendle Road at Denton.</p> <p>The service has suffered from increasing punctuality issues which has led to an offset timetable, it is therefore proposed to remove the section south of Denton and transfer this to the 335 service.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget.</p>
SD BY	<p>484 Eccles - Salford Royal Hospital - Swinton - Prestwich – (Whitefield)</p>	<p>Service 484 operates hourly on Monday to Saturday daytime and includes early journeys on Monday to Friday which run to and from Whitefield.</p> <p>This service is proposed to be withdrawn and replaced by changes to service 66.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
BY	<p>492 Bury – Pilsworth <i>Operated by Tyrer's</i></p>	<p>This new service will run hourly on Monday to Saturday daytime from Bury town centre via Manchester Road and Croft Lane to Pilsworth Asda providing new access to employment links.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget as part of a network of changes to services 90,</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		492 and 494.

Dist	Service, route and operator	TfGM officer comments and recommendations
BN BY	512/513 Bury – Radcliffe – Farnworth – Royal Bolton Hospital <i>Operator TBC</i>	<p>Services 512 and 513 each operate hourly on Monday to Saturday daytime and serve some common sections of route between Outwood and Kearsley.</p> <p>These services are revised as follows:</p> <ul style="list-style-type: none"> • Service 512 will run between Bury and Farnworth and via Prestolee between Farnworth and Outwood to replace service 557 and Bradley Fold and Ainsworth between Radcliffe and Bury replacing service 91. Evening and Sunday journeys are added to give an improved timetable. The 512 will no longer serve Ringley Bridge which will be covered by service 513. Between Farnworth and Royal Bolton Hospital services 2 and 501 provide alternatives. • Service 513 will run between Bury and Farnworth via the current route, except that Ringley Bridge will be served instead of Ringley Fold which will be served instead by service 557 Monday to Friday off peak. Ringley Fold is within 550 metres of service 513 at Ringley Bridge. Evening and Sunday journeys are added to give an improved timetable. <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
BN	557 (Highfield) - Farnworth - Kearsley – Prestolee <i>Operated by Tyrer's</i>	<p>Service 557 currently runs hourly between Prestolee and Farnworth during the Monday to Saturday interpeak period and includes a journey which extends to Highfield.</p> <p>This service will be revised to run between Ringley Fold and Royal Bolton Hospital during the Monday to Friday interpeak period. Service 512 will now serve Prestolee and includes buses at peak times as well as evenings and Sundays.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised bus services budget.</p>
BN WN	576 Wigan – Horwich – Bolton <i>Operator TBC</i>	<p>Service 576 operates daily evening journeys and runs as per the daytime Arriva 575 service between Bolton and Wigan but also operates via Middlebrook Shopping Centre.</p> <p>A revised evening service will be introduced with journeys renumbered to 575 and diverted to serve Old Lords Estate at Horwich instead of running via Middlebrook.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
WN	<p>607</p> <p>Ashton Heath - Ashton-in-Makerfield - Bryn – Wigan</p> <p><i>Operator TBC</i></p>	<p>Service 607 currently operates hourly on Monday to Saturday daytime.</p> <p>It is proposed to revise this service to operate as a local Ashton town service providing increased penetration of Ashton and providing connections to frequent services into Wigan by interchange.</p> <p>Within Ashton-in-Makerfield an hourly Monday to Saturday daytime local service will be provided.</p> <p>This service will be withdrawn between Land Gate and Wigan where Stagecoach services 1, 2 and 10 provide frequent alternatives covering the withdrawn section of route.</p> <p>Officers are currently liaising with operators to replace the section of route between Wigan and Poolstock within existing resources.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
WN	<p>694</p> <p>Leigh — Astley — New Hall Farm — Tyldesley — Shakerley circular</p> <p><i>Operated by Tyrer's</i></p>	<p>Service 694 operates hourly on Monday to Saturday daytime with five interpeak journeys extended from Tyldesley to Shakerley.</p> <p>This service will be revised to run between Leigh and Tyldesley only, with Diamond 682 providing a replacement service between Shakerley and Tyldesley over a longer operating period.</p> <p>Saturday journeys will be amended to operate via Platts Fold Road, reinstating service in this area lost when the Saturday service on 597 was withdrawn in January 2020.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised bus services budget.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
BN WN	715 Bolton – Westhoughton – (Wigan) <i>Operator TBC</i>	<p>Service 715 operates commercially every 30 minutes between Bolton and Westhoughton on Monday to Saturday daytime with subsidised journeys operating hourly Monday to Saturday evenings, and on Sunday daytimes between Bolton and Wigan.</p> <p>The evening and Sunday journeys are revised to run only between Bolton and Westhoughton, bringing them in line with the commercial daytime service, resulting in the loss of the remaining service along Dicconson Lane and Bolton Road between Four Gates and Aspull.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
BY	B3 Bury – Ferngrove <i>Operated by Tyrer's</i>	<p>Service B3 currently operates hourly on Monday to Saturday daytime.</p> <p>The service will be renumbered 494, and the first journey will run 30 minutes later.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget as part of a network of changes to services 90, 492 and 494.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
TE	East Tameside Local Link	<p>This service currently operates between 8am and 10pm, Monday to Saturday (two vehicles between 8am and 4pm Monday to Saturday) and 9am to 9pm on Sundays and Bank Holidays.</p> <p>Analysis of the usage on the services has indicated that 77% of use can use existing conventional bus services in the area. Two unique areas of operation (Stalyhill and Godley) represented 11% of the usage on East Tameside Local Link and these areas have been covered during the daytime by the introduction on new services 236 and 397 respectively operated by North Western.</p> <p>The remaining 12% of passengers are travelling on existing bus routes at times when those routes don't operate, it is therefore proposed to withdraw the Local Link provision and provide additional evening/Sunday journeys on services in the operating area where those services don't currently exist.</p> <p>Officers are currently liaising with operators to explore the provision of additional evening and Sunday journeys in those areas which would otherwise have no service.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>