



Bee Network Committee

Date: Thursday 25th July 2024
Subject: Bee Network Bus Service Improvements
Report of: Stephen Rhodes, Network Director Bus, TfGM

Purpose of Report

The report provides an update on the approach to improving Greater Manchester's bus network over the short, medium and long term as part of the delivering of the Bee Network: a high-quality, affordable and fully integrated public transport and active travel system which can support sustainable economic growth and increased productivity. The report also makes a number of recommendations for members to consider on the process for reviewing the network, and the proposal to pilot 24-hour bus services.

Recommendations:

The Committee are requested to:

1. Approve the updated programme of Network Reviews for the next 12 months, as detailed in Appendix 1;
2. Approve the pilot of 24-hour bus services, noting the proposed timescales, the enhanced TravelSafe provision; and the costs of and funding for the pilot;
3. Note the preparation of a refreshed Bus Service Improvement Plan 2024, reflecting the ambition set out in the GM Bus Strategy, for submission to Department for Transport;
4. Approve the withdrawal of the Stepping Hill Local Link service;
5. Note the recent and forthcoming changes to commercial bus services in the non-franchised area; and
6. Approve a change to the X50 subsidised service in the non-franchised area, as set out in Appendix 2.

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

The GMCA is requested to note the positive outcome of the Benefits Decision Tool. Future specific interventions/proposals will be subject to a similar detailed assessment as part of the network review and network excellence processes, which is the subject of this paper.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing	G	
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		Increase public transport use via modal shift away from private car
Further Assessment(s): Equalities Impact Assessment and Carbon Assessment		
G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.
		RR Negative impacts overall.

Carbon Assessment

Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New build non-residential (including public) buildings	N/A	
Transport		
Active travel and public transport		This proposal considers a range of improvements, including an overall approach to future network review processes and future ambitions outlined in a BSIP document. Specific interventions and their impacts will be considered at a later date.
Roads, Parking and Vehicle Access		This proposal considers a range of improvements, including an overall approach to future network review processes and future ambitions outlined in a BSIP document. Specific interventions and their impacts will be considered at a later date.
Access to amenities		This proposal considers a range of improvements, including an overall approach to future network review processes and future ambitions outlined in a BSIP document. Specific interventions and their impacts will be considered at a later date.
Vehicle procurement	N/A	
Land Use		
Land use		This proposal considers a range of improvements, including an overall approach to future network review processes and future ambitions outlined in a BSIP document. Specific interventions and their impacts will be considered at a later date.
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.
		Partially meets best practice/ awareness, significant room to improve.
		Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management

Risks relating to the network excellence and network review process will be considered as part of TfGM's Bus risk management approach

Legal Considerations

It is likely that the network review process will include a period of consultation, particularly if the changes being proposed constitute a variation to the routes as described in the Greater Manchester Franchising Scheme for Buses 2021 (the Franchising Scheme). The Transport Act 2000 (as amended by the Bus Services Act 2017) sets out the process that GMCA would need to follow should any formal variations to those routes be needed. This is likely to take place whenever 1) a new route is introduced, 2) an existing route is withdrawn or 3) there are changes to the description, or stopping places, of a route as identified in the Franchising Scheme.

Variations of the Franchising Scheme, under current legislation, will take between 12 and 18 months as the current franchising legislation requires consultation and a minimum of a 6 month mobilisation period. We are engaging with Government with an aspiration to amend the Bus Services Act 2017 to enable us to act more quickly to shape the network in collaboration with our ten local authorities.

Proceeding with the 24-hour bus pilot as proposed will require changes to two contracts – the relevant franchise agreement covering the night bus services and the security provision contract.

Financial Consequences – Revenue

There are no direct revenue financial implications associated with the Network Review proposals. Future network recommendations will be reported at a later date.

The forecasted net cost for operating the 24-hour Bus Pilot services for the remainder of the financial year is c.£1.2m. This is within the amount included for the 24-hour pilot in the FY2024/25 budgeted risk allowances for bus franchising. Full costs for the pilot, including service operation, TravelSafe approach, monitoring and evaluation and marketing, are provided in Part B of this report.

Financial Consequences – Capital

There are no direct capital financial implications associated with this report. Any associated infrastructure recommendations will be reported at a later date.

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

- Bee Network Committee Report, 24-Hour Transport Pilot, 21 March 2024
- Bee Network Committee Report, Network Planning and Review Process, 14 December 2023
- Bee Network Committee Report – Non-Franchised Bus Services, 28 September 2023
- GMCA Report - Towards the Bee Network - Network Review, Market Renewal and Bus Service Improvement Plan, 24th June 2022.

Tracking/ Process

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

Yes

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? No

1. Introduction

- 1.1. The Bee Network is Greater Manchester’s plan for a high-quality, affordable and fully integrated public transport and active travel system for the people and businesses of Greater Manchester. The Bee Network will be pivotal to delivering sustainable economic growth, increased productivity and the city region’s objectives, set out in the Greater Manchester Strategy, by connecting people with education, jobs and opportunity, unlocking development, enabling housing growth, acting as a catalyst for regeneration, reducing carbon emissions and supporting social inclusion and active and healthy lifestyles.
- 1.2. Greater Manchester has led the way in reforming and improving its transport network, and we are now in the transition phase with some elements of the Bee Network already starting to change the way in which people travel across the city-region. In addition to the largest light rail network in the country – Metrolink, as pioneers of bus franchising, we now have local control of our most-used form of public transport.
- 1.3. As the roll-out of bus franchising continues and our understanding of the network develops, a wide range of workstreams are underway to deliver improvements for customers, underpinned by the evolving Network Excellence Plan and the development of a refreshed Bus Service Improvement Plan, both outlined in this report. While there are some elements which will take time to deliver, there is also an emphasis on identifying and implementing ‘quick wins’ in the short term, and this approach has been reflected in an updated Network Review process.
- 1.4. This reports also sets out changes to subsidised services in the remaining non-franchised area, as well as an update on demand responsive transport.

2. Network Excellence

- 2.1. Striving for continuous improvement is at the heart of our work to deliver the Bee Network in order to achieve the high standards which have been set.
- 2.2. Since the launch of the Bee Network on 24 September 2023 across Wigan, Bolton and parts of Bury and Salford (Tranche 1), patronage has increased by 5% in the last 6 months, with higher than forecast passenger revenues for the period to 31 March 2024. The punctuality of services in Tranche 1 is consistently outperforming

by a considerable margin both the current non-franchised network and the pre-franchised network that operated over the same period last year.

- 2.3. While this represents a strong start, in order to drive the required continuous improvement, a network excellence plan has been developed jointly with franchise operators in the Tranche 1 and 2 areas, reflecting short, medium and longer term priorities. This contains a mix of highways-related, service or depot specific actions and some activities which will become business as usual practice, including, for example, punctuality reviews on some services.
- 2.4. Key actions include moving quickly to introduce an additional twenty vehicles across Tranche 1 during April. This has delivered encouraging results across a number of Tranche 1 services and immediate improvements in punctuality.
- 2.5. New vehicles have also recently been introduced, including 60 brand new single deck vehicles (ADL Enviro 200) on services operated by Diamond. Many of these are on local routes that have not benefitted from improvements for many years, therefore improving the customer experience in addition to the service reliability benefits a newer fleet brings.
- 2.6. We are also working closely with operators to respond to customer feedback—gathered from our Rate Your Journeys survey as well as via the TfGM Contact Centre and social media.
- 2.7. Work is also underway, in partnership with franchise operators and individual Local Authorities to assess what interventions are necessary to improve the worst performing routes and to mitigate, as far as possible, the impact of congestion on bus journeys. This work is helping to inform elements of the on-going bus infrastructure programme and investment in bus pinch points schemes.

3. Network Review Process

- 3.1. The Network Review process provides a mechanism to develop and optimise the Bee Network in a coordinated, planned and efficient manner, to provide better opportunities for interchange and integration, and informed by the adoption of new network planning guidelines.

- 3.2. As detailed in a previous report to a meeting of this Committee in December, two types of Network Review will be undertaken on a rolling cycle:
- i) **Area Based Network Reviews:** The Bee Network has been divided into 18 geographical areas, where the network will be thoroughly reviewed in conjunction with a comprehensive understanding of local priorities.
 - ii) **Thematic Network Reviews:** A series of reviews taking a Greater Manchester-wide view on various specific themes, such as night buses, orbital services, or priority routes.
- 3.3. A programme of Area Based Network Reviews is now underway, which will see all areas of Greater Manchester reviewed within 3 years, with the order mirroring the roll-out of the franchised tranches. A concurrent programme of Thematic Reviews will commence from January 2025, once the entire network has been franchised.
- 3.4. Since December, the Network Review process has been revisited to ensure that we can realise changes for customers as quickly as possible. This builds on the previous process but also introduces a streamlined Growth Network Review process, which allows us to progress growth opportunities more quickly.
- 3.5. Subsequently there will be 3 ways in which the bus network will evolve over the short, medium and long term as we build on the powers that franchising brings:
- Operational Improvements
 - Growth Network Reviews
 - Strategic Network Reviews
- 3.6. The Growth Network Reviews and the Strategic Network Reviews will follow a twin-track process, with further details and specific examples provided in sections 5-6.
- 3.7. A revised programme covering the first 12 months of this 3-year process which reflects this updated approach is included in Appendix 1 for approval.

4. Operational Improvements

- 4.1. The first element of the Network Review process relates to smaller operational interventions, such as timetable, route or fleet changes which can be introduced quickly to address performance issues identified through the type of punctuality review required by the Network Excellence plan. These can be implemented at relatively short notice (1-3 months).

- 4.2. This process has already started, as it forms part of the on-going franchise performance management process, which enables us to work quickly to respond to issues in collaboration with franchise operators. An early example is the introduction of an additional 20 vehicles across Tranche 1 in April 2024 which has already yielded promising results, including on the popular V1 and V2 Busway services. All except 2 of the amended routes delivered on-time punctuality above target levels (80%) during the 4-week period ending 22 June.
- 4.3. A similar approach is also being followed for Tranche 2 services since their commencement at the end of March 2024. As the franchised operation has continued to settle down, a pattern of recurrent issues has emerged where the performance of some routes often falls below the high standards of punctuality and reliability required for Bee Network services. These issues are typically focused on specific journeys, or times of day, often during peak times.
- 4.4. In line with the expectations of the Franchise Agreement, Tranche 2 operators are currently developing proposals for timetable revisions to come into effect for the start of the new academic year in September 2024. Although the details of the operators' proposals are still to be confirmed, these proposals will involve the 'fine tuning' of current timetables (e.g. ensuring sufficient running time is provided between timing points), to improve punctuality and reliability for customers.

5. Growth Network Reviews

- 5.1. The second element of the Network Review process is aimed at introducing as many opportunities to develop and grow the Bee Network as possible, within the confines of the existing franchising legislation. These include providing additional frequencies, trips, capacity or routes variations, where opportunities for growth are identified. As these will not require a change to the published Franchising Scheme, these can fall under a fast track 'Growth Network Review,' which would be completed in around 6 months. A key example of the type of intervention this process could produce is the proposed 24-hour bus pilot.

24-hour Bus Pilot

- 5.2. In March 2024, the Bee Network Committee endorsed proposals for a pilot of 24/7 bus services on two routes in the Tranche 1 franchising area. These services, the V1 and 36, would bring 24-hour transport to within 400m (c. a five-minute walk) of around 135,000 Greater Manchester residents. The pilot is intended to benefit

workers in industries that typically operate through the night (e.g. healthcare, logistics and hospitality) as well as users of the night time economy.

- 5.3. Services 36 and V1 were selected following an analysis of current daytime and late-night patronage in the Tranche 1 area, as well as services' proximity to night-time trip attractors.
- 5.4. Safety is a critical consideration in the development of any new public transport service. It is well-understood that safety and the perceptions of safety play a key role in encouraging or discouraging bus use and the pilot will allow us to promote a variety of safety aspects associated with bus travel.
- 5.5. To promote safety and perceptions of safety on board the night services, the TravelSafe Partnership is developing an approach to security provision for the pilot, which is likely to centre around off-bus presence as follows:
 - Team(s) of 2 officers with a vehicle per team to cover city centre loadings/drop-off
 - Use of buses with enhanced CCTV
 - Introduction of a 'safe word' for drivers to use
 - Clear promotion onboard of Live Chat functionality for use both onboard and for onwards journeys
 - Pilot with Strut Safe, a UK charity that offers a free (national) phone service to talk to anyone walking alone or to feel safer during their journey
 - Consideration of using a single deck vehicle on Service 36
- 5.6. The proposed start date for the 24-hour services is 1 September, to coincide with the new university term and the run-up to Christmas.
- 5.7. As a pilot, it is important that the services inform Greater Manchester's understanding of 24-hour operation, its impact on patronage and the wider bus market. A comprehensive monitoring and evaluation exercise will take place at two stages during the pilot, including overnight survey activity and the night time services transferred as part of Tranche 3 of bus franchising. The evaluation will focus on the research questions below, alongside feedback from stakeholders and users:
 - i. Is it operationally possible to run a 24/7 bus service and what challenges does this present?

- ii. Does running a 24/7 bus service increase daytime and night time patronage and what is the purpose of service users' journeys?
- iii. Does running a 24/7 bus service enable more people to seek employment in the night time economy?
- iv. Can running a 24/7 bus service convert existing night time travellers to using public transport?
- v. What is required to ensure that people are safe and feel safe using night buses?
- vi. Can we increase the use of our night bus services by promoting multi-modal journeys?
- vii. Is the added economic and social value gained from running a 24/7 bus service sufficient to offset the costs?

5.8. The forecasted net cost for operating the services for the remainder of the financial year is c.£1.2m. This is within the amount included for the 24-hour pilot in the FY2024/25 budgeted risk allowances for bus franchising. Full costs for the pilot, including service operation, TravelSafe approach, monitoring and evaluation and marketing, are provided in Part B of this report.

6. Strategic Network Reviews

- 6.1. The final element of the Network Review process will be Strategic Network Reviews. As originally outlined in the Bee Network Committee report in December 2023, these will comprise a more substantial, in-depth consideration of the existing network, by area or theme, to deliver improvements over the longer term.
- 6.2. The outcomes of these reviews are likely to include more significant service changes which would result in a deviation from the defined list of services in the published Franchising Scheme. Under current legislation, these will likely take between 12 and 18 months as the current franchising legislation requires consultation and a minimum of a 6 month mobilisation period. We are engaging with Government with an aspiration to amend the Bus Services Act 2017 to enable us to act more quickly to shape the network in collaboration with our ten local authorities.
- 6.3. The first such reviews are taking place for both Bolton and Wigan & Leigh, with engagement underway and due to conclude shortly. Engagement was paused during the pre-election period, and to mitigate the impact of this, the consultation

stage onwards of both reviews will be combined and undertaken concurrently.

Appendix 1 details the timelines for the reviews, including when we will return to the committee with the findings and recommendations (see 'approval' stages in Appendix 1).

- 6.4. A survey is live which allows for written feedback and we continue to engage with the Local Bee Network Committee in Bolton and the Task & Finish group in Wigan & Leigh.¹ Additionally, we continue to engage and raise awareness of the process with both the local business community and community stakeholders. This activity will gather comments, aspirations and ideas through interviews, surveys, and stakeholder feedback to understand the network, and identify opportunities and challenges.

7. Bus Service Improvement Plan 2024

- 7.1. Our approach and ambition to drive up standards and performance on the Bee Network to deliver a better service for our customers, as outlined in this report, is now also being articulated in a refreshed draft Bus Service Improvement Plan (BSIP).
- 7.2. DfT issued guidance² at the end of January 2024, outlining a requirement for all Local Transport Authorities to update and re-issue their BSIPs. These documents were first created as part of the National Bus Strategy and were originally designed to form part of a competitive bidding process. TfGM, on behalf of GMCA, submitted its first BSIP in October 2021 and received an allocation of £94.8m over a 3-year period, which is being used to fund the capped fare scheme, network stabilisation service support costs during the transition to bus franchising, and a small element from the first phase of the Bee Network ticketing and customer information scheme.
- 7.3. The 2024 BSIP will not function as a bidding document, but is necessary to secure the release of Greater Manchester's 2024/25 allocation of £16.3m.
- 7.4. Based on the requirements of the guidance, the new BSIP will include the following:
 - Summary of what has been delivered by the end of 2023/24, reflecting the

¹ [Greater Manchester Network Reviews Feedback Survey - Greater Manchester Combined Authority - Citizen Space \(gmconsult.org\)](https://gmconsult.org)

² <https://assets.publishing.service.gov.uk/media/65a6becf96a5ec000d731aa9/bus-service-improvement-plans-guidance-to-local-authorities-and-bus-operators-2024.pdf>

current 'bus offer' in terms of overall performance of the network;

- What is programmed for delivery in 2024/25 within the known, approved funding allocation (including £16.3m noted above); and
- Ambitions and priorities for future delivery in 2025 and beyond, in line with the long-term vision set out in the GM Bus Strategy and subject to future 24/25 opportunities which might arise.
- In addition, a Bus Connectivity Assessment has also been completed – this is expected to be an annual data collection exercise going forward, to help understand connectivity at a local level and provide insights into the impacts of different interventions.

7.5. Officers have engaged in a dialogue with DfT to agree an approach which reflected the somewhat unique position of GM in terms of devolution and the roll-out of franchising. We are also seeking an early conversation with Government around certainty of existing revenue funding to support local transport networks, including the future of Bus Service Improvement Plan funding which has been central to driving improvements in local bus services.

8. Non-Franchised Network Update

General Bus Services

8.1. Appendix 2 lists changes to non-franchised services (both commercial and subsidised) that have been implemented in recent months, as well as forthcoming changes. The latter are principally seasonal changes to the Stagecoach commercial network in South Manchester in anticipation of the annual reduction in demand during the school summer holidays. While most of the frequency reductions listed will be reversed in September, there are three instances (services 15, 38 and 191) where this is not the case and the TfGM response to these changes is being considered.

Demand Responsive Services (DRT)

8.2. TfGM currently supports two types of Demand Responsive Transport services (DRT) in Greater Manchester, targeted at different user groups. Ring and Ride is a door-to-door service for people find it difficult to use public transport due to a disability or mobility problem. The service is operated by Greater Manchester Accessible Transport Limited (GMATL) and grant funded by the GMCA. Local Link

is an on-demand transport service for anyone travelling in areas not covered by the bus network. Both services are booked and scheduled through TfGM's contact centre.

- 8.3. Ring and Ride received 294,438 requests in the 2023/2024 financial year and delivered 219,458 journeys. 10.34% of journey requests were refused due to a lack of capacity and the cancellation rate by passengers for the period was 19.66%. As usage continues to return following the pandemic, the service is not able to fully meet all demand with the current resources and vehicles available.
- 8.4. We are exploring ways of increasing capacity including a planned pilot to offer Ring and Ride customers journeys on Local Link vehicles where spare capacity is available.
- 8.5. A proposal to generate more revenue for the Ring and Ride service has also been developed, by utilising the insides and rear of the owned vehicle fleet for advertising space. Mock ups have been tested on the vehicles and safety aspects considered. Any advertising partners will be carefully selected in line with TfGM's existing advertising policy and with consideration of the demographics of the service.
- 8.6. Local Link delivered 65,517 trips in the financial year 2023/2024. Subsidy per passenger is high across these services although the intention is that this will be reduced by incorporating Ring and Ride journeys as part of the pilot mentioned above. TfGM are also procuring a new software solution which will improve the customer experience through access to real time information and service notifications.
- 8.7. The Stepping Hill Hospital Local Link service is recommended for withdrawal. The service, which links Marple and Hawk Green to the Hospital, was introduced in July 2023 following the withdrawal of services operated by Little Gem. Despite promoting the service with local stakeholders, such as Stockport NHS and other local community groups, only six individuals have used the service, making 205 journeys between August 2023 and June 2024. Subsequently, it is not considered financially viable to continue to operate the service. Alternative options for these customers are 394 (Glossop – Chisworth – Marple – Stepping Hill), or 358/385 to Stockport then 192 to Stepping Hill Hospital. Eligible passengers are also able to request a journey on the Ring and Ride service.

8.8. Demand Responsive Transport is being considered as part of the network area reviews and a Demand Responsive Transport strategy is in development. Further updates will be provided to a future meeting of the Bee Network Committee.

Appendix 1: Proposed 12-month Network Review Programme

Network Review Dates	2024-2027			Current Plan									
	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	
T1	Bolton Growth Network Review	Engagement & Evidence Gathering		Appraisal	Approval	Mobilisation							
	Bolton Strategic Network Review	Engagement & Evidence Gathering		Appraisal		Consultation Development	Consultation Live			Analysis and Approval			
	Wigan and Leigh Growth Network Review	Engagement & Evidence Gathering		Appraisal	Approval	Mobilisation							
	Wigan and Leigh Strategic Network Review	Engagement & Evidence Gathering		Appraisal		Consultation Development	Consultation Live			Analysis and Approval			
	Bury Growth Network Review	Pre-Engagement		Engagement & Evidence Gathering	Appraisal	Approval	Mobilisation						
	Bury Strategic Network Review	Pre-Engagement		Engagement & Evidence Gathering	Appraisal		Consultation Development	Consultation Live		Analysis and A			
	Salford (Pendleton, Eccles, Irlam) Growth Network Review			Pre-Engagement		Engagement & Evidence Gathering	Appraisal	Approval	Mobilisation				
	Salford (Pendleton, Eccles, Irlam) Strategic Network Review			Pre-Engagement		Engagement & Evidence Gathering	Appraisal		Consultation Development	Consultation L			
	Rochdale Growth Network Review			Pre-Engagement				Engagement & Evidence Gathering	Appraisal	Approval			
T2	Rochdale Strategic Network Review			Pre-Engagement				Engagement & Evidence Gathering	Appraisal				
	Oldham Growth Network Review						Pre-Engagement		Engagement & Evidence Gathering	Appraisal			
	Oldham Strategic Growth Review						Pre-Engagement		Engagement & Evidence Gathering	Appraisal			
	Saddleworth Growth Network Review						Pre-Engagement		Engagement & Evidence Gathering	Appraisal			
	Saddleworth Strategic Network Review						Pre-Engagement		Engagement & Evidence Gathering	Appraisal			
	Shaw/Royton/Chadderton Growth Network Review						Pre-Engagement		Engagement & Evidence Gathering	Appraisal			
	Shaw/Royton/Chadderton Strategic Network Review						Pre-Engagement		Engagement & Evidence Gathering	Appraisal			

Appendix 2: Summary of Significant Changes to Non-Franchised Bus Services since December 2023

Table 1: Commercial Services

Operator	Service Number	Route	Effective Date	New, Variation or Cancellation	Comment
Belle Vue	391/392/393	Macclesfield - Bollington - Poynton - Heaviley - Stockport	25/02/2024	Variation	Frequency reduced from hourly to two-hourly (Cheshire East contract)
Diamond	X50	Trafford Centre - Old Trafford - Manchester City Centre	24/03/2024	Variation*	Extended to RHS Bridgewater for summer period (Easter to 29 September) (TfGM subsidised service with Financial Implication as Reported in Part B)
D&G	130	Manchester Airport - Wilmslow - Henbury - Macclesfield	09/06/2024	Variation	Sunday service added between Handforth Dean and Macclesfield (Cheshire East contract)
Stagecoach Manchester	15	Flixton - Urmston - Stretford - Hulme - Manchester City Centre	21/07/2024	Variation	Daytime frequency reduced from 20 mins to 30 mins for summer period
Stagecoach Manchester	38	Logistics North - Swinton - Salford - Manchester City Centre	21/07/2024	Variation	Daytime frequency reduced from 12 mins to 15 mins for summer period
Stagecoach Manchester	50/51	East Didsbury — Kingsway — Manchester — Salford Shopping Centre — Salford Quays	21/07/2024	Variation	Service 51 journeys withdrawn for summer period
Stagecoach Manchester	85/85A	Chorlton - Whalley Range - Hulme - Manchester City Centre	21/07/2024	Variation	Daytime frequency reduced from 12 mins to 15 mins for summer period
Stagecoach Manchester	86	Chorlton - Whalley Range - Brooks Bar - Manchester City Centre	21/07/2024	Variation	Daytime frequency reduced from 12 mins to 15 mins for summer period
Stagecoach Manchester	111	Chorlton - Withington - Moss Side - Manchester City Centre	21/07/2024	Variation	Daytime frequency reduced from 12 mins to 15 mins for summer period
Stagecoach Manchester	142	East Didsbury - Withington - Moss Side - Manchester City Centre	21/07/2024	Variation	Daytime frequency reduced from 10 mins to 20 mins for summer period
Stagecoach Manchester	143	West Didsbury - Withington - Moss Side - Manchester City Centre	21/07/2024	Variation	Daytime frequency reduced from 10 mins to 20 mins for summer period
Stagecoach Manchester	192	Hazel Grove - Heaviley - Stockport - Manchester	21/07/2024	Variation	Daytime frequency reduced from every 3-4

Operator	Service Number	Route	Effective Date	New, Variation or Cancellation	Comment
		City Centre			mins to 5 mins for summer period
Stagecoach Manchester	197	Stockport - Heaton Moor - Burnage - Manchester City Centre	21/07/2024	Variation	Daytime frequency reduced from 20 mins to 30 mins for summer period
Stagecoach Manchester	201	Hattersley - Hyde - Denton - Manchester City Centre	21/07/2024	Variation	Daytime frequency reduced from 10 mins to 12 mins for summer period
Stagecoach Manchester	203	Stockport - Reddish - Debdale Park - Manchester City Centre	21/07/2024	Variation	Daytime frequency reduced from 10 mins to 12 mins for summer period
Stagecoach Manchester	219	Stalybridge - Ashton-under-Lyne - Manchester City Centre	21/07/2024	Variation	Daytime frequency reduced from 10 mins to 12 mins for summer period
Stagecoach Manchester	330	Ashton-under-Lyne - Dukinfield - Hyde - Woodley - Stockport	21/07/2024	Variation	Daytime frequency reduced from 12 mins to 15 mins for summer period
Stagecoach Manchester	50/51, 85/85A, 86, 111, 142, 143, 192, 197, 201, 203, 219, 330		01/09/2024	Variation	Reverts to pre-July frequency
Stagecoach Manchester	15	Flixton - Urmston - Stretford - Hulme - Manchester City Centre	01/09/2024	Variation	Does not revert to pre-July frequency – TfGM action being considered
Stagecoach Manchester	38	Logistics North - Swinton - Salford - Manchester City Centre	01/09/2024	Variation	Does not revert to pre-July frequency – TfGM action being considered
Stagecoach Manchester	191	Hazel Grove - Heaviley - Stockport - Manchester City Centre	01/09/2024	Cancellation	Service withdrawn – TfGM action being considered

Table 2: Subsidised Services

Operator	Service Number	Route	Effective Date	New, Variation or Cancellation	Comment
Diamond	X50	Trafford Centre - Old Trafford - Manchester City Centre	24/03/2024	Variation*	Extended to RHS Bridgewater for summer period (Easter to 29 September) (TfGM subsidised service with Financial Implication as Reported in Part B)
Diamond	X50	Trafford Centre - Old Trafford - Piccadilly Gardens	30/09/2024	Variation*	Extension to RHS Bridgewater withdrawn at end of summer period (TfGM subsidised service with Financial Implication as Reported in Part B)

*This is the only subsidised service change with a financial impact, as detailed in the Part B report.