ITEM NO. 9

TRANSPORT FOR GREATER MANCHESTER COMMITTEE
REPORT FOR RESOLUTION

Sub Committee: Bus Networks and TfGM Services
Date: 18 November 2016
Subject: Forthcoming Changes to the Bus Network
Report of: Head of Bus

PURPOSE OF REPORT

i. To inform Members of the changes that have taken place to the bus network since the last TfGMC Bus Network and TfGM Services Sub-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:-

i. 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;

ii. note and comment as appropriate on the proposed actions in respect of the de-registered commercial services set out in Annex B; and

iii. note and comment as appropriate on the proposed changes to existing general subsidised services set out in Annex C.

BACKGROUND DOCUMENTS

Previous reports to this Sub-Committee.
## CONTACT OFFICERS

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<tr>
<th>Name</th>
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1. **Introduction and Background**

1.1 At its annual meeting on 10 June 2016, the Transport for Greater Manchester Committee agreed that the Bus Networks and TfGM Services Sub-Committee was to consider all matters relating to the operation and service performance of the bus network in Greater Manchester, including commercially registered and subsidised 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 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 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 BNTS 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 Operational Service Planning and Network Performance.

2. **2016/17 Budget Summary**

2.1 The summary overleaf provides an updated position on the Subsidised Bus Services budget for the period up to 30 September 2016.
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. Annex A presents no financial implications.

3.2 There are no changes to commercial services which officers believe are of sufficient importance to require action by Transport for Greater Manchester in this report.

4. **Changes to General Subsidised Services (Annex B)**

4.1 Annex B 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. Financial implications of the changes will be reported in Part B of the Agenda.

5. **Recommendations**

5.1 A full set of recommendations appears at the front of this report.

Howard Hartley
Head of Bus
SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

The Committee is requested to note or agree the following changes to the commercial network and the proposals not to replace de-registered commercial services:

<table>
<thead>
<tr>
<th>Dist</th>
<th>Service No. and Route</th>
<th>Operator</th>
<th>Proposed Change</th>
<th>Effective From</th>
<th>Alternative Services</th>
<th>Comments/TfGM officer recommendations</th>
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<tr>
<td>TD</td>
<td>18 Manchester Airport – Wythenshawe – Trafford Centre</td>
<td>Arriva</td>
<td>Additional late evening journey provided for last two weeks before Christmas to cater for late night shoppers – funded by Trafford Centre</td>
<td>12/12/2016</td>
<td>N/A</td>
<td>No TfGM action at this stage</td>
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<tr>
<td>TD</td>
<td>247 Altrincham – Trafford Centre</td>
<td>Arriva</td>
<td>Additional late evening journey provided for last two weeks before Christmas to cater for late night shoppers – funded by Trafford Centre</td>
<td>12/12/2016</td>
<td>N/A</td>
<td>No TfGM action at this stage</td>
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The Committee is requested to note there are no de-registered commercial services this time.
SIGNIFICANT CHANGES TO THE SUBSIDISED NETWORK

The Committee is invited to consider officer’s proposals on the following services:

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<td>TD</td>
<td>88 Knutsford – Wilmslow - Altrincham D&amp;G Coaches</td>
<td>At the last meeting of this committee it was reported that, following a re-tendering of this cross-boundary service, it was anticipated that the frequency would be reduced from every 30 minutes to hourly due to an increase in cost. Cheshire East has subsequently confirmed that service 88 is to be operated by D&amp;G Coaches from 24th October and has determined that service 88 be retained to operate every 30 minutes although TfGM’s contribution remains within the capped level as previously identified. Members are asked to note the retention of the half hourly service with a change of operator. There are no additional financial implications arising from this change.</td>
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<td>MR</td>
<td>171 / 172 Newton Heath – Gorton – Levenshulme – West Didsbury Stagecoach</td>
<td>Following the change to service 44 as reported in the last meeting, Stagecoach agreed to amend operation of service 171 to reinstate service on Millgate Lane and to provide a requested direct link from there to Didsbury Village. To facilitate this within existing resources, alternate journeys on this half hourly service operate as service 172 running direct between Burnage and Withington Hospital via Fog Lane and returning via Didsbury Village. Members are asked to note the amendment to service 171 as part of the overall package of service changes in the Didsbury area with effect from 30th October 2016. There are no additional financial implications arising from this change.</td>
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| BN WN | 517 Leigh – Atherton – Middlebrook – Horwich - Blackrod  
518 Leigh – Atherton – Middlebrook – Brazley -Horwich  
*Operator to be confirmed following formal tender award.* | Services 517 and 518 currently provide a combined half hourly Saturday daytime service between Horwich and Leigh, with service 517 extending to Blackrod hourly. Tenders were invited for a revised Saturday daytime service 518 only, reducing the frequency from every 30 to 60 minutes and an alternative tender operating every two hours. No bids were received for hourly frequency and for every two hours one bid representing an increase of 46% against current costs. Tender was re-issued for the service operating every two hours with one bid received. TfGM officers are recommending the Saturday daytime service 517 to be withdrawn and service 518 to be revised to operate every two hours with effect from Saturday 4th February 2017.  
Service 518 to be revised to serve Victoria Road as this section of route would otherwise be left unserved. Blackrod loses its Saturday link to Middlebrook, Atherton and Leigh. Service 521 Blackrod to Little Lever operates hourly providing a link to Westhoughton.  
*Members are asked to approve the recommendation to reduce the Saturday daytime provision of service 518 to every two hours and withdraw the Saturday 517 with effect from Saturday 4th February 2017.  
The impact on the subsidised services budget is detailed in Part B of this report.* |
Forthcoming Changes to the Bus Network

Key:
- Bus routes
- Train lines
- Direction of travel
- Bus station
- Intersection point
- Train station
- Hospital
- Terminus
- Monday to Friday journeys
- Saturday journeys to/from Blackrod

516 517 518

Routes in Middleton

On Saturday, 517 will divert to run via Radcliffe from one hour before last off to last hour after the match finishes.

TIGMC BNST 20161118 Forthcoming Changes to the Bus Network v0.53
10/11/2016 10:31
In response to representations from the local MP, local Councillors and residents regarding the recent revisions to commercial services 517 and 518 which has resulted in Blackrod, Horwich and Brazley losing the Monday to Friday daytime link to Middlebrook Retail Park, TfGM officers are recommending the service be revised to include Blackrod and Middlebrook with effect from Monday 12 December 2016. It is proposed that the resource currently being used to subsidise Horwich Local Link, which is recommended for withdrawal (see below), be re-allocated to support the revision of this service instead.

Members are asked to approve the revision to service 577 to include Blackrod and Middlebrook Retail Park from Monday 12 December 2016.

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

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| 577   | Bolton – Ladybridge – Brazley – Horwich UK Coachways | In response to representations from the local MP, local Councillors and residents regarding the recent revisions to commercial services 517 and 518 which has resulted in Blackrod, Horwich and Brazley losing the Monday to Friday daytime link to Middlebrook Retail Park, TfGM officers are recommending the service be revised to include Blackrod and Middlebrook with effect from Monday 12 December 2016. It is proposed that the resource currently being used to subsidise Horwich Local Link, which is recommended for withdrawal (see below), be re-allocated to support the revision of this service instead.  

Members are asked to approve the revision to service 577 to include Blackrod and Middlebrook Retail Park from Monday 12 December 2016.

The impact on the subsidised services budget is detailed in Part B of this report. |
| WN    | 583 Leigh – Atherton - Hag Fold Jim Stones/Diamond | Subsidised Service 583 operates every hour daily evening and Sunday/Bank Holiday day-time.  

Service 583 has encountered punctuality issues as a result of general traffic congestion along the route. In order to improve the punctuality of Service 583, the timetable and route will be revised in the Hag Fold area. |
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<td>This will also have the benefit of rationalising the routeing patterns in the Hag Fold Estate as the evening and Sunday/Bank Holiday service will follow the same route as the day-time 682. This means that Flapper Fold Lane and Warwick Road will no longer be served, during the evenings and on Sundays/Bank Holidays, but Formby Avenue and Car Bank Street will gain a service at these times.</td>
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<td>Members are asked to approve this change made to improve timekeeping with effect from Sunday 11 December 2016.</td>
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| BN   | **East Bolton, North Bolton and Daubhill and Deane Local Links** Telecars | East Bolton, North Bolton and Daubhill and Deane Local Links are currently operated by Telecars with a fleet of taxis.  
The Local Link operating model has been revised, following the expiration of existing contracts all Local Link services will now operate subject to October 2015 Conditions of Contract which means all trips must be booked and scheduled by TfGM and operate with minibuses.  
Following a councillor request we have standardised the days and times of operation of East Bolton, North Bolton, and Daubhill and Deane Local Link services to remove the disparity in days and times of operation of these services at no additional cost. They will all be operating Monday to Friday from 06:30 to 22:00 and Saturday, Sunday and Bank Holiday from 06:30 to 21:00.  
**Members are asked to note the change in vehicle hours on North Bolton and Daubhill and Deane Local Links with effect from Sunday 30 October 2016. The impact on the subsidised services budget is detailed in Part B of this report.** |

| BN   | **Horwich Local Link** Horwich Private Hire | Horwich Local Link is currently operated by Horwich Private Hire with a fleet of taxis.  
The Local Link operating model has been revised, following the expiration of existing contracts all Local Link services will now operate subject to October 2015 Conditions of Contract which means all trips must be booked and scheduled by TfGM and operate with minibuses.  
Due to a significant cost increase to operate Horwich Local Link, following a retendering exercise, the contract for the service is no longer viable with a cost per passenger of £12.42. |
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<td>In response to MP, Councillor and Horwich resident representations regarding the loss of a Monday to Friday daytime bus service from Blackrod, Horwich and Brazley to Middlebrook Retail Park, TfGM officers are recommending that the finance that provides the local link could be better utilised towards the cost of revising bus service 577 to meet this requirement.</td>
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<td>Members are asked to approve the withdrawal of the Horwich Local Link with effect from Sunday 29 January 2016</td>
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| TE   | Tame Valley, Gee Cross, Glossop and Hattersley Local Links Eco Travel | Tame Valley, Gee Cross, Glossop and Hattersley Local Link are currently operated by Eco Travel.  
Tame Valley Local Link was introduced through DfT rural funding in 2009 to provide a link from rural areas of Tameside to Ashton Centre and other key destinations.  
Hattersley Local Link was originally introduced to address social/economic inclusion in isolated estates identified as deprived with low car ownership and poor bus services. In 2003 funding was awarded as part of the Rural Bus Challenge to introduce a door-to-door service to the Hattersley area of Tameside.  
In 2013 as part of the LSTF bid, money was granted to extend the area, as well as the number of vehicles and hours of operation with the specific aim of increasing access to work.  
Tame Valley, Gee Cross, Glossop Local Links were revised to operate subject to October 2015 Conditions of Contract which meant all trips must be booked and scheduled by TfGM and operate with minibuses.  
TfGM now receive accurate passenger information. A review of both services has taken place which has highlighted that the cost per passenger on Tame Valley and Gee Cross is now £20.07. Only 5 passengers are using the service in Gee Cross. The review showed that the majority of Tame Valley and Hattersley trips can be accommodated onto the existing vehicle provision.  
Derbyshire County Council have committed to continue funding the extension to Glossop until September 2017. |

**Members are asked to approve the withdrawal of the Gee Cross Local Link and to combine Tame Valley, Glossop and Hattersley Local Link effective Saturday 28 January 2016**
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