

TRANSPORT FOR GREATER MANCHESTER COMMITTEE REPORT FOR RESOLUTION

Sub Committee: Bus Networks and TfGM Services
Date: 17 November 2017
Subject: Forthcoming Changes to the Bus Network
Report of: Interim Head of Bus Services

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 that no notifications have been received of changes to the commercial network;
- ii. note that no action is proposed regarding changed or de-registered services; and
- iii. approve the proposed changes to existing general subsidised services set out in Annex C.

BACKGROUND DOCUMENTS

Previous report to this Sub Committee.

CONTACT OFFICERS

Nick Roberts

0161 244 1173

nick.roberts@tfgm.com

1. Background and Introduction

- 1.1 At its annual meeting on 16 June 2017, 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; 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 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. 2017/18 Budget Summary

- 2.1 The summary overleaf provides an updated position on the Subsidised Bus Services budget for the period up to 30 September 2017.

	September £000	Year to date Budget £000	Variance £000	%	Budget 2017/18 £000
General Network Costs					
General Bus Services	9,227	9,524	297	3.1%	18,973
DRT and Local Link	1,120	1,113	(6)	-	2,208
Shuttles	1,212	1,279	67	5.3%	2,250
Sub-Total General Network	11,559	11,917	358	3.0%	23,432
Schools Services Costs	6,387	6,659	272	4.1%	14,325
Total – Subsidised Services costs	17,947	18,577	630	3.4%	37,757
Income					
Total Subsidised Services Income	4,998	5,029	(31)	(0.6%)	10,646
Net Cost - Subsidised Services	12,948	13,548	599	4.4%	27,111

3. Changes to Commercial Services (Annex A)

3.1 Annex A to this report shows that no notifications have been received of changes to the commercial network;

4. Changes to the Commercial Network (Annex B)

4.1 Annex B to this report shows that no action is proposed regarding changed or de-registered services.

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 will be reported in Part B of the agenda.

6.3 Annex C, financial implications will be reported 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

The Committee is requested to note that no notifications have been received of changes to the commercial network.

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

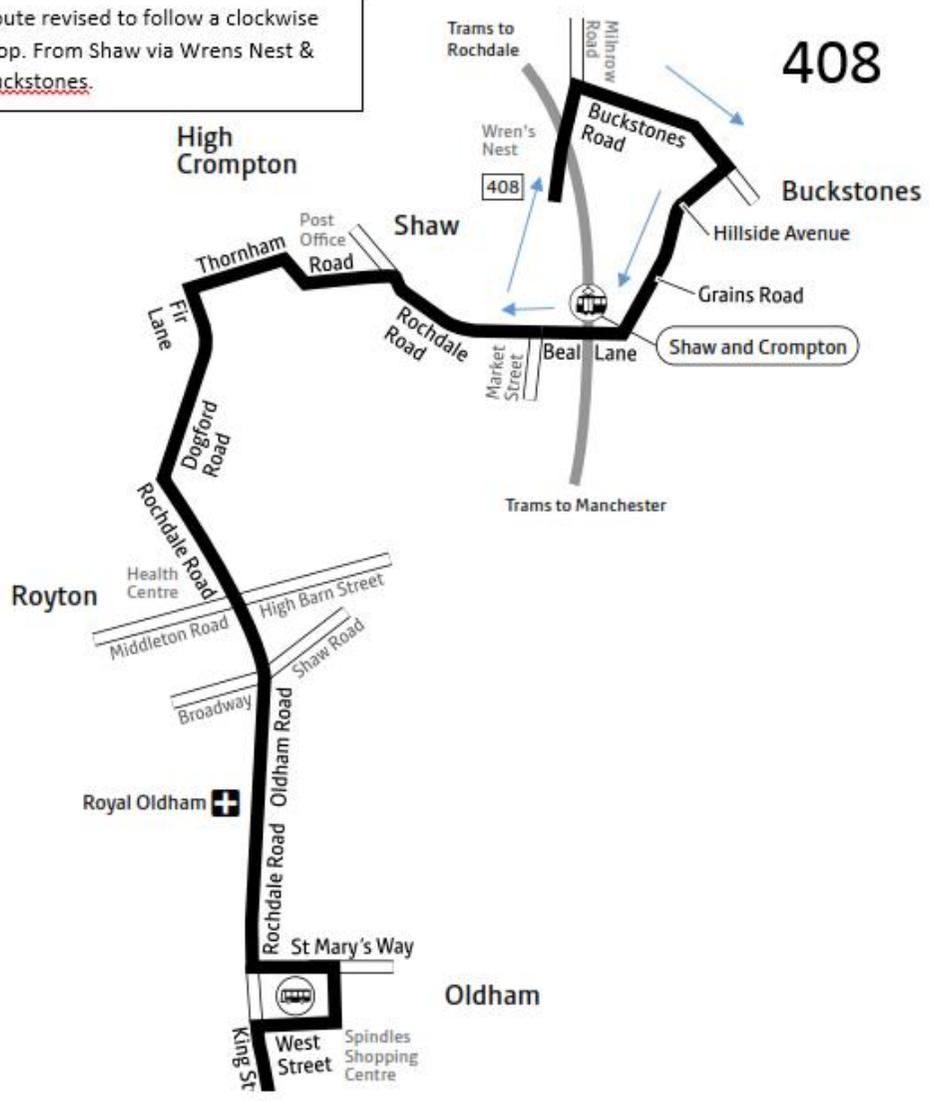
The Committee is requested to note that no action is proposed regarding changed or de-registered services.

SIGNIFICANT CHANGES TO THE SUBSIDISED NETWORK

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

Dist	Service, route and operator	TfGM officer comments and recommendations
OM	<p>408</p> <p><i>Oldham – Shaw</i></p> <p><i>Operator tbc</i></p>	<p>The current contract for this service expires in January 2018 and has been reviewed to ensure the continued best use of TfGM funds.</p> <p>To ensure best value for money is achieved and maintain an hourly service, the route of the Monday to Saturday day-time service will revert to that operated prior to September 2016 – omitting Buckstones on journeys towards Shaw, Wren's Nest. The majority of passengers wishing to travel to Buckstones or Shaw Metrolink Stop will be able to continue their journey at Wren's Nest to reach their destination. Passengers wishing to travel from Shaw Metrolink Stop or Buckstones towards Wren's Nest will be able to use service 435 which continues to serve this section of route in both directions and operates hourly Monday to Saturday day-time (operated by Rosso).</p> <p>Officers recommend the route be revised on service 408 with effect from Sunday 28th January 2018.</p>

Route revised to follow a clockwise loop. From Shaw via Wrens Nest & Buckstones.



Dist	Service, route and operator	TfGM officer comments and recommendations
<p>OM RE</p>	<p>412 Middleton – Royton – Oldham</p> <p><i>Operator tbc</i></p>	<p>The current contract for this service expires in January 2018 and has been reviewed to ensure the continued best use of TfGM funds.</p> <p>To ensure that a service can be maintained within acceptable cost per passenger targets, the Monday to Saturday day-time timetable has been revised to operate every 90 minutes, (rather than every 60 minutes). The service from Oldham will start later on a Monday to Friday (0827 from Oldham, rather than 0646) and finish earlier (1427 from Oldham rather than 1706). Journeys towards Oldham will also finish earlier on a Monday to Friday (last trip leaves Middleton at 1339, rather than 1748).</p> <p>This will affect an average of 2.64 passengers per trip on the early morning journeys from Oldham, 7.2 passengers per trip on the late afternoon journeys from Oldham and 6.07 passengers per trip on the late afternoon journeys from Middleton.</p> <p>Officers recommend the timetable be revised on service 412, with effect from Sunday 28th January 2018.</p>
<p>RE</p>	<p>Pennine Local Link</p> <p><i>Nexus</i></p>	<p>The current contract for Pennine Local Link service expires in January 2018 and has been reviewed as part of ongoing performance monitoring and before deciding on whether to continue the service.</p> <p>The Pennine Local Link service operates at an extremely high cost per passenger (almost 8 times the target threshold) as the patronage on the service is incredibly low (only 392 trips were made in 2017). The service operates far beyond target costs for Local Link and should be withdrawn.</p> <p>Officers recommend that the service is withdrawn, with effect from Sunday 28th January 2018.</p>