ITEM NO. 11

TRANSPORT FOR GREATER MANCHESTER COMMITTEE
REPORT FOR RESOLUTION

Sub Committee:  Bus Networks and TfGM Services
Date:  07 July 2017
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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Jenny Coates  0161 244 1679  jenny.coates@tfgm.com
1. Introduction and Background

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; 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. 2017/18 Budget Summary

2.1 The summary overleaf provides an updated position on the Subsidised Bus Services budget for the period up to 31 May 2017.
3. **Changes to Commercial Services (Annex A)**

3.1 Annex A to this report lists changes to commercial services which, in the view of Transport for Greater Manchester, are not sufficiently significant to require the provision of subsidised service replacements. Brief details of the implications of the changes are provided.

4. **Changes to the Commercial Network (Annex B)**

4.1 Annex B to this report lists changes to commercial services and provides brief details of the implications of these changes, which officers believe are of sufficient importance to require action by Transport for Greater Manchester. Details of the proposed actions are also provided.

5. **Changes to General Subsidised Services (Annex C)**

5.1 Annex C to this report lists proposals for changes to general subsidised services on which the views of Members are requested. Information is given about the reasons for proposing these changes.
6. Financial Implications

6.1 Annex A, presents no financial implications

6.2 Annex B, financial implications 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.

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>District</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>
</tr>
</thead>
<tbody>
<tr>
<td>WN SD MR</td>
<td>34 Bryn – Lowton – Leigh – Boothstown – Manchester</td>
<td>Stagecoach</td>
<td>Service 34 operates daily day-time every 30 minutes with some morning journeys towards Manchester operating from Bryn. Service 34 operates hourly Monday to Saturday evening between Leigh and Manchester with some journeys towards Leigh extending to Bryn. Proposed change: Morning peak journeys from Bryn/Leigh revised to omit Worsley and re-numbered X34. The frequency of the Sunday day-time service will reduce</td>
<td>23/07/17</td>
<td>Hourly Monday to Saturday service 26 between Leigh and Manchester via Boothstown and Swinton.</td>
<td>No TfGM action proposed.</td>
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<tr>
<td>WN SD MR X34</td>
<td>Bryn – Lowton – Leigh – Boothstown – Manchester</td>
<td>Stagecoach</td>
<td>Currently there are 2 Monday to Friday X34 morning journeys to Manchester: 0544 &amp; 0716 from Lane Head; From Manchester to Leigh there are 3 Monday to Friday X34 afternoon journeys to Leigh and 1 to Bryn: 1508, 1638, 1733 &amp; 1830. Proposed change: Additional morning peak journeys following changes to the 34 service. Service X34 will operate via Boothstown and Salford Shopping Centre. Afternoon peak journeys withdrawn (replaced by additional afternoon peak 34 journeys).</td>
<td>23/07/17</td>
<td>No TfGM action proposed.</td>
<td></td>
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</tbody>
</table>
Forthcoming Changes to the Bus Network

26 34 X34

Stopping places

26 and 34:
All stops along the route except bus 34 does not stop at East Lancs Road/Lancaster Road.

X34:
All stops between Bryn and Ellenbrook Road/East Lancs Road (or Chaddock Lane/East Lancs Road for buses not serving Boothstown) then at:
- Old Clough Lane
- AS60 Park and Ride, East Lancs Road
- Moorside Road
- Hello Hotel
- Eccles Road
- Barton Road
- Pendleton Church
Then all stops to/from Manchester.

Key:
- Bus route
- Some morning/evening journeys only
- Train line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Terminus
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<tbody>
<tr>
<td>ST</td>
<td>11</td>
<td>Stagecoach</td>
<td>Re-routed between Broomwood and Altrincham to run via Timperley village replacing link currently provided by service 11A. Section of unserved route has no bus stops. Frequency amended to run and even 15 minute frequency (currently 4 per hour).</td>
<td>23/07/17</td>
<td>No TfGM action proposed.</td>
<td></td>
</tr>
<tr>
<td>MR</td>
<td>TC11</td>
<td>Stagecoach</td>
<td>Re-routed between Baguley and Timperley to run via Stockport Road and not via Broomwood (current evening route).</td>
<td>23/07/17</td>
<td>11 – amended to follow existing 11A route.</td>
<td>No TfGM action proposed.</td>
</tr>
</tbody>
</table>
11/11A removed from Shaftesbury Avenue between Stockport Road and Thorley Lane.

Service 11 rerouted to operate Stockport Road, Thorley Lane, Mainwood Road, Greystoke Avenue, Aimson Road East and Shaftesbury Avenue.

Service 11A rerouted to use Stockport Road only.

Daily evening journeys and some Saturday morning journeys only.
<table>
<thead>
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<tr>
<td>ST</td>
<td>22</td>
<td>First / Stagecoach</td>
<td>Service split into two separate services following discussions brokered by TfGM. First service 2 will operate between Bolton and Trafford Centre. Stagecoach service 25 will operate between Stockport and Trafford Centre.</td>
<td>23/07/17</td>
<td>Customers currently travelling through Trafford Centre will need to change buses.</td>
<td>Subsidised evening/Sunday service pattern recommended to be revised to mirror daytime provision.</td>
</tr>
<tr>
<td>MR</td>
<td>102</td>
<td>Stagecoach</td>
<td>Additional journey provided from Wythenshawe Hospital to cater for heavy demand.</td>
<td>23/07/17</td>
<td></td>
<td>No TfGM action proposed.</td>
</tr>
<tr>
<td>TD</td>
<td>250</td>
<td>Stagecoach</td>
<td>Re-routed in Trafford Park via Europa Way and Westinghouse Road to avoid Metrolink works. Frequency increased from every 15 to every 10 minutes.</td>
<td>23/07/17</td>
<td>Village Way and Mosley Road would be unserved, nearest service would be 250 on diversion.</td>
<td>No TfGM action proposed.</td>
</tr>
<tr>
<td>MR</td>
<td>X50</td>
<td>Stagecoach</td>
<td>Re-routed between Trafford Bar and Barton Dock Road to run via Chester Road,</td>
<td>23/07/17</td>
<td>Trafford Wharf has limited service 291 and 294. Otherwise,</td>
<td>No TfGM action proposed.</td>
</tr>
<tr>
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<tr>
<td>Manchester – Trafford Centre</td>
<td>Davyhulme Road, Park Road and Barton Dock Road to avoid Metrolink works. Frequency changes from every 10 to every 20 minutes.</td>
<td>nearest service would be 250 on Wharfside Way / Westinghouse Road respectively.</td>
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</table>
Forthcoming Changes to the Bus Network

250 to operate via Village Circle, Europa Way and Westinghouse Road to join current route at Mosley Road

X50 to operate Chester Road, Derbyshire Lane, Park Road and Barton Dock Road
<table>
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<tr>
<td>WN</td>
<td>351 Wigan – Appley Bridge – Shevington Moor – Coppull - Chorley</td>
<td>Diamond</td>
<td>Tuesday and Friday 0946 journey from Appley Bridge and 1233 journey from Wigan Bus Station to Chorley withdrawn.</td>
<td>31/07/17</td>
<td></td>
<td>No TfGM action proposed.</td>
</tr>
<tr>
<td>WN</td>
<td>361 Wigan – Standish – Coppull - Chorley</td>
<td>Diamond</td>
<td>Tuesday and Friday 1118 &amp; 1348 from Chorley and 1035 from Wigan Bus Station withdrawn. Schooldays Monday, Wednesday &amp; Thursday 1035 from Wigan and 1118 from Chorley withdrawn.</td>
<td>31/07/17</td>
<td></td>
<td>No TfGM action proposed.</td>
</tr>
<tr>
<td>ST</td>
<td>378 Wilmslow – Handforth – Handforth Dean</td>
<td>D&amp;G Bus</td>
<td>Service withdrawn. This service was introduced in April 2017 to provide partial replacement of Stagecoach Manchester curtailed 378 service.</td>
<td>15/07/17</td>
<td>Service 312 along Stanley Road (3 pairs of stops) – remainder of service outside Greater Manchester.</td>
<td>No TfGM action proposed.</td>
</tr>
<tr>
<td>Dist</td>
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| BN   | 2 New Bolton – Trafford Centre | First    | New service introduced between Bolton and Trafford Centre | 23/07/17 |  | Replaces service 22 between Bolton and Trafford Centre. Subsidised journeys are revised in line with the revised commercial daytime. 
No TfGM action at this stage. |
| TD   | 25 New Trafford Centre – Chorlton - Stockport | Stagecoach | New service introduced between Trafford Centre and Stockport | 23/07/17 | 472 and 474 provide a 15 minute daytime service | Replaces service 22 between Trafford Centre and Stockport. Subsidised journeys are revised in line with the revised commercial daytime. 
No TfGM action at this stage. |
<p>| BY   | 484 Rosso | Route revised between Bury and Ramsbottom to operate via Holcombe | 23/07/17 |  | No TfGM action at this stage. |</p>
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<td>Bury – Ramsbottom – Accrington</td>
<td>Brook instead of Walmersley. Short journeys introduced between Bury and Ramsbottom. Sunday daytime frequency increased from hourly to half hourly. New service 485 replaces the Bury to Ramsbottom (via Walmersley) section of this route. The route between Ramsbottom and Haslingden/Accrington is unchanged.</td>
<td>Between Bury, Walmersley and Ramsbottom during Monday to Saturday daytimes, reducing to every 30 minutes on Sunday daytime. Services 482 and 483 provide a 15 minute service along Walmersley Road during Monday to Saturday daytimes, and every 30 minutes (483) during Sunday daytimes.</td>
<td>23/07/17</td>
<td>No TfGM action at this stage.</td>
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<tr>
<td>BY</td>
<td>485 NEW Bury – Walmersley – Peel Brow – Ramsbottom</td>
<td>Rosso</td>
<td>New half hourly daytime service introduced from Bury via Walmersley Road and Peel Brow to Ramsbottom, partially replacing rerouted service 484.</td>
<td>23/07/17</td>
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SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

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:

<table>
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<tr>
<td>TD</td>
<td>5 / 35</td>
<td>These services both operate every 60 minutes Monday to Friday off-peak and are secured by Warrington Borough Council, with TfGM providing a contribution of 8% of the operating costs with a further contribution provided by Cheshire East Council. Warrington BC have requested an increased payment in line with county mileage which increase TfGM’s share of the contract to 44%; TfGM officers have refused to endorse this request as the passenger proportion within Trafford is lower than the share of the mileage. Officers have agreed a proposal with Warrington to maintain the service for a period of 12 months with TfGM contributing an increased payment of 16% of the annual operating costs. Members are asked to approve the increased contribution to Warrington Council with effect from Sunday 23rd July 2017. The impact on the subsidised services budget is detailed in Part B.</td>
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<td></td>
<td>Altrincham – Dunham – Lymm – Warrington</td>
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<td>Operated by Network Warrington</td>
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<tr>
<td>MR TD 278</td>
<td>Manchester – Stretford – Sale – Timperley – Wythenshawe – Withington - Reddish</td>
<td>This service currently runs via a loop in Timperley in both directions to provide the link to/from Wythenshawe as previously provided by service 178. As detailed in Annex A, changes to service 11 results in a 15 minute service being provided between Timperley and Wythenshawe Hospital/Interchange removing the need for 278 to make this deviation. It is proposed to remove the Timperley deviation to improve punctuality and reliability and to reduce the journey time of passengers travelling</td>
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<td></td>
<td><strong>Members are asked to approve the recommendation to remove the Timperley section of route from Sunday 23\textsuperscript{rd} July 2017. There are no financial implications arising from this proposal.</strong></td>
</tr>
</tbody>
</table>
| RE  | 294 | Langley - Middleton – Moston – Ordsall – Trafford Centre  
Operated by Stagecoach | **Currently two journeys which are scheduled to operate 25 minutes apart (0610 and 0635). Due to sustained punctuality issues it is proposed to replace these two journeys with one journey (departing at 0610) with increased journey time.**  
**Members are asked to approve the recommendation to combine the two current 294 journeys into one journey from Sunday 23\textsuperscript{rd} July 2017.**  
The impact on the subsidised services budget is detailed in Part B. |
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| ST    | **300** Stockport Metroshuttle  
(Free town centre shuttle service)  
*Operated by Manchester Community Transport* | Currently the service operates every 15 minutes during weekday peak and every 12 minutes in the off peak and all day Saturday and Sunday.  
Over recent months Officers have been made aware of punctuality issues which have led to an unacceptable level of lost mileage and gaps in service.  
Officers, in conjunction with Stockport MBC, propose revising the timetable to provide a 15 minute service all day which will enable the service to maintain punctuality and provide a simpler, clock face timetable.  
**Members are asked to approve the recommendation to revise the frequency of the Stockport Metroshuttle service with effect from Sunday 23rd July 2017.**  
The impact on the subsidised services budget is detailed in Part B. |
| OM TE | **353/354** Ashton – Stalybridge – Mossley – Uppermill  
*Operated by Manchester Community Transport* | Services 353 and 354 provide a combined hourly service on Sunday daytimes between Ashton and Uppermill. Between Mossley and Uppermill the services follow different routes via Grasscroft (353) or Greenfield (354).  
Officers propose replacing these two services with new service 355 which would operate every two hours but extend beyond Uppermill to Denshaw, via Delph providing new Sunday daytime links.  
Full detail of the proposed new service is shown separately.  
The replacement of Sunday daytime services 353 and 354 with service 355 will enable extra running time to be given to Ashton local services 38, 41 and 345 which currently interwork with services 353/354.  
There are no changes proposed to the Monday to Saturday daytime services 353 and 354. |
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</table>
*Operated by Manchester Community Transport* | **Members are asked to approve the recommendation to withdraw the Sunday daytime services 353/354, replacing them with new service 355 with effect from Sunday 3 September 2017.**  
There are no financial implications arising from this proposal. |

As noted above, Officers recommend replacement of Sunday daytime journeys on services 353 and 354 with new service 355.

For some time usage on the Sunday daytime services 353 and 354 has been very low – on average less than 4 passengers per trip.

Officers propose completely revising the routes to maintain service between Ashton, Mossley and Uppermill (reduced from hourly to every 2 hours) but extending the service to provide new Sunday links to residents of Greenfield (Shaw Hall Bank Road, Carr Lane), Dobcross Village, Delph (Palin Wood Road) and Denshaw.

Stockport Road and Mossley Road (between Mossley and Uppermill) would no longer be served, however, usage on this section is extremely low – a sample survey showed a total of 3 passenger trips across 8 Sunday daytime journeys. All affected passengers can use Saddleworth Local Link as an alternative.

Greenfield village would no longer be served by this proposal (service 354) however links to Ashton, Mossley and Uppermill are maintained by hourly service 350.

This proposal ties in with work Officers are carrying out as part of the Total Transport project which aims to improve transport links in the Saddleworth area.

**Members are asked to approve the recommendation to introduce new Sunday daytime service 355, replacing existing journeys on services 353 and 354 with effect from Sunday 3 September 2017.**

There are no financial implications arising from this proposal.
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<td>OM</td>
<td><strong>402</strong>&lt;br&gt;Oldham – Royal Oldham Hospital – Royton estates circular.&lt;br&gt;Operated by Manchester Community Transport.</td>
<td>Following a number of requests from local councillors and residents Service 402 was revised to additionally serve the Thornham area in January 2017.&lt;br&gt;As part of this change the service was revised to no longer serve Grasmere Road in Royton.&lt;br&gt;Following feedback Officers propose a further revision to reinstate the service along Grasmere Road by removing it from Firbank Road, Fir Lane and Dogford Road.&lt;br&gt;Service 408 maintains an hourly daytime service along Fir Lane and Dogford Road. Residents on Firbank Road will be a maximum distance of 340 metres from hourly services 402 &amp; 408 and frequent service 409 which maintain links to Royton, Royal Oldham Hospital and Oldham town centre.&lt;br&gt;<strong>Members are asked to approve the recommendation to revise the route of service 402 with effect from Monday 04 September 2017.</strong>&lt;br&gt;<strong>There are no financial implications arising from this proposal.</strong></td>
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<tr>
<td>RE</td>
<td>442</td>
<td>Monday to Friday evening journeys on service 442 at 1905 from Rochdale Interchange and 1825 from Norden carry an average of 5 and 1 passengers respectively. The cost per passenger which includes service 447 evening journeys has risen to £6 per passenger. Officers are recommending the withdrawal of the service with effect from Monday 30 October 2017. Members are asked to approve the recommendation to withdraw two evening journeys on service 442 with effect from Monday 30 October 2017. The impact on the subsidised services budget is detailed in Part B of this report.</td>
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<tr>
<td>RE</td>
<td>447</td>
<td>Monday to Saturday evening journeys on Service 447 at 1919 from Rochdale and 1937 from Wallbank carry an average Monday to Friday 5 and 1 passengers respectively and on Saturday 3 and 1 passengers respectively. The cost per passenger which includes service 442 evening journeys has risen to £6 per passenger. Officers are recommending the withdrawal of these journeys with effect from Monday 30 October 2017. Members are asked to approve the recommendation to withdraw two evening journeys on Service 447 with effect from Monday 30 October 2017. The impact on subsidised services budget is detailed in Part B of this report.</td>
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Forthcoming Changes to the Bus Network

Key
- Bus route
- Sundays and public holidays only
- Direction of travel
- Train line
- Bus station/connection point
- Metrolink stop
- Terminals
  - Mondays to Saturdays only

Service 447: Rochdale - Shawclough - Wallbank

Monday to Saturday evening journeys at 1919 from Rochdale and 1937 from Wallbank withdrawn. Daytime journeys remain unchanged.

Service 446 unchanged
<table>
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<tr>
<td>BN</td>
<td>511 Bolton – Breightmet – Ainsworth – Walshaw – Bury</td>
<td>Monday to Saturday early morning journeys on service 511 were recently tendered. The tender price increased by 28.5% with a cost per passenger of £4.48. In view of the low patronage and a significant rise in the contract price officers are recommending the withdrawal of the following early morning journeys with effect from 30 October 2017. From Bury – Monday to Friday 0525 &amp; Saturday 0632 average 5 &amp; 4 passengers respectively. From Bolton – Monday to Friday 0625 &amp; Saturday 0733 average of 10 &amp; 9 passengers respectively. Nearest alternative is high frequency service 471 along Bury Road and Bury New Road and services 561 562 serving Withins. Members are asked to approve the recommendation to withdraw the early morning journeys on service 511 with effect from Monday 30 October 2017. The impact on the subsidised services budget is detailed in Part B of the report.</td>
</tr>
<tr>
<td>BY</td>
<td>511 Bolton – Breightmet – Ainsworth – Walshaw – Bury</td>
<td>Operated by First Manchester</td>
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<td></td>
<td>635 Wigan – Shevington Vale – (Wrightington Hospital)</td>
<td>TfGM fully subsidises services 640/641 and 644 and also pays for one bus an hour on service 635 to extend from Shevington Vale to Wrightington Hospital. Due to the rebuilding of Wigan Bus Station services will be required to operate additional mileage in the town centre impacting negatively on reliability. It is therefore proposed that service 644 and the extension on the 635 service be withdrawn. This will enable the 640/641 circulars to serve Wrightington Hospital (via Crow Orchard Road, Hall Lane and back) and the loop in Worsley Hall which the 644 currently operates to serve Pemberton Health Centre. This is the only unique part of the 644. Links on the 635 to the hospital from Standish Lower Ground and Shevington Vale would be lost, however data shows that only 2 passengers on 7 daily trips were making</td>
</tr>
<tr>
<td></td>
<td>640/641 Wigan – Standish – Gathurst – Worsley Hall</td>
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TfGM BNTS 20170707 Forthcoming Changes to the Bus Network v0.40
Members are asked to approve the withdrawal of service 644 and the extension of service 635 between Wrightington Hospital and Standish Lower Ground and Shevington Vale and extensions to the 640/641 services with effect from 23rd July 2017. The impact on the subsidised services budget is detailed in Part B of the report.
Service 635 will no longer serve Appley Bridge or Wighton hospital.

Diamond journeys run via Back Lane, Hulley Close and Woodbrook Road both to and from Wigan.

Bus 635 does not run via Back Lane, Hulley Close and Woodbrook Road evenings, Sundays and public holidays.

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TIGMC BNTS 20170707 Forthcoming Changes to the Bus Network v0.40
28/06/2017 09:06
Forthcoming Changes to the Bus Network

v0.40

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