

**GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY****REPORT FOR RESOLUTION / INFORMATION**

**COMMITTEE:** Bus Network and PTE Services  
**DATE:** 8<sup>th</sup> January 2010  
**SUBJECT:** Forthcoming Changes to the Bus Network  
**REPORT OF:** Interim Bus and Rail Director, GMPTE

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**PURPOSE OF REPORT**

- 1) To inform Members of the changes that have taken place to the bus network since the last Bus Network and GMPTE Services Committee meeting and report on consequential action taken or proposed by GMPTE.
- 2) To seek guidance from Members on proposed GMPTE action.

**RECOMMENDATIONS**

Members are invited to consider the report and to: -

- 1) Note or 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) Note or comment as appropriate on the proposed actions in respect of the de-registered commercial services set out in Annex B.
- 3) Note or comment as appropriate on the proposed changes to existing general subsidised services set out in Annex C.

**BACKGROUND DOCUMENTS**

Previous reports to the Authority and the Bus Network and GMPTE Services Committee.

**CONTACT OFFICERS**

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## **1. Background**

At its meeting on 19 June 2009, the Authority requested that the Bus Network and GMPTE Services Committee continues the work of the Transport Network Committee, to review closely all changes to the subsidised network and ensure that the cost of subsidised general services was kept within cash limits. This report informs Members of the latest advice from operators about their intention to register/deregister services and recommends whether or not specified services should be supported, and informs on changes to the subsidised network.

## **2. Changes to Commercial Services (Annex A)**

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

## **3. Changes to Commercial Services (Annex B)**

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 GMPTE. Details of the proposed actions are also provided.

## **4. Changes to General Subsidised Services (Annex C)**

Annex C to this report lists, by service number, proposals for changes to general subsidised services on which the views of Members are requested. Information is also given about the reasons for proposing these changes.

## **5. Financial Implications**

Annex A presents no financial implications.

Annex B, financial implication will be reported in Part B.

Annex C, financial implication will be reported in Part B.

## **6. GMPTE Comments**

### **Services 331 and 333**

Officers were to report on progress made on Service 331 and 333 since the 20<sup>th</sup> November 2009 meeting of this Committee.

Invitations To Tender were issued to all operators for replacement of the Monday to Friday peak journeys on Services 331 and 333, with the subsequent award being made to First Manchester.

### **Delegated final authority**

At the 20<sup>th</sup> November 2009 meeting of this Committee, Members agreed to delegate final authority to the Clerk to the Authority and Interim Chief Executive GMPTE, in consultation with the Chair and Vice Chair and Opposition Spokesperson of the Bus Network and GMPTE Services Committee for proposals which may require action in December 2009.

Members are advised that such action was required and agreed. Details are provided in Appendix I in both Part A and Part B.

**7. Reports from Operators**

Members will be aware that operators have been invited to submit reports on forthcoming strategy changes to their operations. At the time of printing this agenda no reports have been received.

**Members must be mindful that reports are provided by the bus operator with no editorial changes by officers.**

**Michael Renshaw  
Interim Bus and Rail Director**



## SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

### ANNEX A

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:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
MR SD	10 Shudehill – Pendleton – Salford Royal Hospital – Eccles - Brookhouse	Arriva Manchester	Service to be re-routed to operate via Verdant Lane, Trippier Road and Northfleet Road to Salford City Academy, then via Northfleet Road and Brookhouse Avenue.	24/1/10	----	No GMPTE action at this stage.
OM RE MR	57 Oldham – Chadderton – Mills Hill – Middleton – Rhodes – Trafford Centre	First Manchester	Service 57 operates hourly Saturday daytime only.  This service will be withdrawn.	30/1/10	Passengers can access the Trafford Centre by changing in Manchester City Centre onto Services 250 & X50, which combine to provide 6 buses each hour.	No GMPTE action at this stage.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
MR TD SD	100 Shudehill – Salford Shopping City – Eccles – Trafford Centre – Peel Green Lane – Irlam – Hollins Green - Warrington	First Manchester	The Monday to Saturday daytime Service 100 operates every 10 minutes between Shudehill and the Trafford Centre, extending beyond the Trafford Centre to Warrington every hour. Four journeys each hour operate on Sunday daytime with one of those journeys extending to Warrington hourly. The daily hourly journeys to Warrington will be re- routed to serve Cutnook Lane, Merlin Road, Morillon Road and Silver Street at Higher Irlam. In addition, the service will extend beyond Trafford Centre to Tesco, Irlam, hourly Monday to Saturday daytime.	24/1/10	----	The re-routing of the Service 100 daily hourly journeys to Warrington and the newly extended hourly journeys on Service 100 to Tesco, Irlam on Monday to Saturday, will give Cutnook Lane, Merlin Road, Morillon Road and Silver Street a service every 30 minutes Monday to Saturday daytime and hourly to Saturday daytime. This replaces the withdrawn Service 67L, with the exception of School Lane. The Monday to Saturday evening journeys on Service 100 are subsidised by GMPTE and the timetable does not contain the additional time required to enable the service to be re-routed via Higher Irlam in the evening. Officers are investigating other alternatives, which will be reported under 67L in Part A and Part B. <b>No GMPTE action at this stage.</b>
WN TD	132 Wigan – Hindley – Atherton – Tyldesley – Mosley Common – Boothstown – Trafford Centre	First Manchester	This Hourly Saturday daytime service will be withdrawn.	30/1/10	Alternative Saturday Service 132 is provided by South Lancs Travel every 30 minutes.	The Monday to Friday Service 132 is provided by South Lancs Travel. <b>No GMPTE action at this stage.</b>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
BN TD	300 Bolton – Trafford Centre	First Manchester	Service 300 provided by First currently operates Saturday only, daytime every 30 minutes. This service will be withdrawn.	30/1/10	A Saturday hourly Service 300 will be introduced by South Lancs Travel, starting 30 minutes early than the current service.	<b>No GMPTE action at this stage.</b>
BN TD	300 Bolton – Trafford Centre	South Lancs Travel	Introduction of an hourly Saturday daytime service.	30/1/10	----	South Lancs Travel already operate the hourly Monday to Friday service 300. <b>No GMPTE action at this stage.</b>
RE	442 Rochdale – Sudden – Meadway - Marland	Rossendale Transport	Service 442 operates Monday to Saturday daytime, every 30 minutes. The following pm peak journeys will be withdrawn: Monday to Friday 1615, 1645, 1715, 1745. Saturday 1545, 1615, 1645, 1715.	25/1/10	The following high frequency services are available within 400 metres: Service 471, along Bolton Road and Service 17 along Manchester Road and Drake Street.	Survey carried out on the pm peak journeys to be withdrawn have shown an average of 5 passengers per journey on Mondays to Fridays and 3 passengers per journey on Saturdays. As the number of passengers is low and alternative frequent services are available within 400 metres, officers are not recommending replacement of these journeys. <b>No GMPTE action at this stage.</b>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
MR TD	X50 Manchester – Old Trafford – Trafford Park – Trafford Centre	Stagecoach	Service X50 operates every 30 minutes Monday to Saturday, daytime and evening and Sunday daytime. The Saturday timetable will be revised to make the last trip depart from the Trafford Centre at 2040 instead of 2140 hours.	24/1/10	----	The Saturday timetable is to be revised due to the Trafford Centre shops closing at 8pm rather than 9pm.  <b>No GMPTE action at this stage.</b>

## SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

## ANNEX B

The Committee is requested to agree that action is taken regarding the following changed or deregistered services:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
MR TD SD	53 Cheetham Hill Tesco – North Manchester General Hospital – Harpurhey – Sportcity – Gorton – Belle Vue – Rusholme – University – Old Trafford – Salford, Shopping City	First Manchester	Service 53 currently operates every 30 minutes daily daytime and evening. The following journeys are proposed for withdrawal: Monday to Friday - 1755 & 1835 from Cheetham Hill and 1800 & 1840 from Salford Shopping City. Saturday - 0635, 0705, 0735, 0755, 1755, 1825 & 1855 from Cheetham Hill and 0700, 0730, 0800, 0830, 1800 & 1830 from Salford Shopping City.	25/1/10	----	At present the daily evening journeys operate every 30 minutes and are subsidised by GMPTE, these are made up of hourly Cheetham to Salford and hourly Cheetham to Old Trafford. In addition some early morning journeys are also subsidised by GMPTE.  Survey data has shown an average of 21 passengers per trip being carried on the daytime journeys proposed for withdrawal. In the evening an average of 8 passengers per evening trip are being carried. Each journey is an hour in duration end to end, with passengers boarding and alighting all along the route.  Following negotiations with the operator and with the results of the survey data in mind, officers would recommend that the daily evening service be reduced from every 30 minutes to hourly and that the commercial journeys proposed for withdrawal be replaced.

					<p>The hourly evening service would cater for key visiting and staff changeover times at both North Manchester General Hospital and Manchester Royal Infirmary.</p> <p>This recommendation would have a nil effect on the budget and would be introduced on 25<sup>th</sup> January 2010.</p> <p><b>Members are asked to approve the officer recommendation for:</b></p> <ul style="list-style-type: none"> <li>• The replacement of the commercially withdrawn journeys and</li> <li>• The reduction of the daily evening service from every 30 minutes to hourly.</li> </ul> <p><b>Both recommendations would take effect from 25<sup>th</sup> January 2010, with a nil effect on the Subsidised Services Budget.</b></p>
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MR SD	67 Manchester – Pendleton – Eccles – Peel Green – Irlam – Merlin Road - Cadishead	First	Currently early morning, evening, bank holiday and Sunday journeys on Service 67 run via Cutnook Lane, Merlin Road, Morillon Road and Silver Street.  All journeys on Service 67 will operate directly along Liverpool Road, no longer serving Cutnook Lane, Merlin Road, Morillon Road and Silver Street.	24/1/09	----	During the daytime Service 67L operates via Cutnook Lane, Merlin Road, Morillon Road and Silver Street and connects with Service 67 on Liverpool Road. However, this service is to be withdrawn and replaced with the re-routed Service 100 during the daytime, as detailed in below.  <b>Officers are in negotiation with the operator in respect of the early morning, evening and Sunday journeys on Service 67 and will report further at the meeting.</b>
SD	67L Irlam, White Lion – Tesco – School Lane – Merlin Road Circular	First Manchester	Service 67L operates Monday to Saturday, every 10 minutes during the peaks and every 30 minutes off peak.  The service currently provides a connection with Service 67 on Liverpool Road, Irlam and extends to Tesco, Irlam during the off peak Monday to Saturday.  This feeder service will be withdrawn.	24/1/10	Service 100 every 30 minutes Monday to Saturday daytime and hourly Sunday daytime.	The re-routing of the Service 100 daily hourly journeys to Warrington and the newly extended hourly journeys on Service 100 to Tesco, Irlam on Monday to Saturday, will give Cutnook Lane, Merlin Road, Morillon Road and Silver Street a service every 30 minutes Monday to Saturday daytime and hourly Sunday daytime.  School Lane will become unserved, with the nearest stops approximately 650 metres on Liverpool Road or Cutnook Lane  <b>Officers are investigating the impact of this change. Options and costs for replacement will be discussed in Part B.</b>

BY	<p><b>486</b> Bury – Walshaw – Ainsworth – Bradley Fold - Radcliffe</p>	<p>Rossendale Transport</p>	<p>Service 486 operates hourly Monday to Saturday daytime. This service will be re-routed to operate via Bradley Fold Road and Church Street, Cockey Moor Road, no longer serving Ainsworth Turning Circle.</p>	<p>24/1/10</p>	<p>Service 510 every 30 minutes between Ainsworth Turning Circle, Walshaw and Bury. The direct link between Ainsworth Turning Circle and Radcliffe will be lost.</p>	<p>This general service is currently subsidised and will be provided commercial by Rossendale Transport. The morning and afternoon school journeys currently provided will remain subsidised. Ainsworth Turning Circle is approximately 450 metres from the junction of Bradley Fold Road and Church Street for Service 486. <b>Members are asked to note the commercialisation of this service. Budget implications will be shown in Part B.</b></p>
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## SIGNIFICANT CHANGES TO THE SUBSIDISED NETWORK

## ANNEX C

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

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
MIR SD	<p>27</p> <p>Shudehill – Adelphi Street – Salford Shopping City – Trafford Road – Weaste – Salford Royal Hospital – Swinton Park – Swinton</p> <p><i>Bu-Val Buses</i></p>	<p>Service 27 operates hourly Monday to Saturday daytime.</p> <p>This service currently operates along Deansgate and Bridge Street and is suffering serious reliability problems due to congestion. Officers have been working with the operator to investigate and find a solution to improve service reliability.</p> <p>As a result officers are recommending that the outward journeys, towards Salford, this service be re-routed in Manchester City Centre to run along Deansgate and Blackfriars Street to improve reliability. The journeys into Manchester currently run along Blackfriars Street.</p> <p>No criteria score is currently available for this service.</p> <p><b>Members are asked to approve the proposed route change on Service 27 to operate via Blackfriars Street. This change would take effect on 25<sup>th</sup> January 2010.</b></p>
MIR SD BN	<p>31</p> <p>Shudehill – Salford Shopping City – Duchy Road – Irlams o'th' Height – Swinton – Walkden – Amblecote Drive – Farnworth</p> <p><i>Maytree Travel Ltd</i></p>	<p>On Sundays Service 31 operates an hourly daytime service.</p> <p>Surveys carried out on this service have shown 2 or nil passengers on the following Sunday journeys:</p> <p>1620 (2 passengers) and 1720 (0 passengers) from Farnworth to Shudehill 1715 and 1815 from Shudehill to Farnworth, 0 passengers on both.</p> <p>As a result of the extremely low passenger use, these journeys have not been renewed and will cease to operate with effect from 25<sup>th</sup> January 2010.</p> <p>This service carries a criteria score of 4.3, which reflects mid point level of deprivation en route, and a low rating for facilities served on Sundays.</p> <p><b>Members are asked to note that the above journeys have not been renewed and will cease to operate with effect from 25<sup>th</sup> January 2010.</b></p>

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
SD	<p><b>69</b></p> <p>Eccles – Ellesmere Park – Salford            Royal Hospital – Salford Shopping City            – Sainsbury’s – Salford Quays –            Trafford Park – Stretford  <i>Arriva Manchester</i></p>	<p>Service 69 operates hourly Monday to Saturday daytime.</p> <p>Surveys carried out on this service have shown low passenger use on the following journeys:</p> <p>Monday to Friday</p> <p>0730 from Salford Shopping City to Trafford Park – 3 passengers, 2 of which are unique.</p> <p>0758 from Trafford Park to Salford Shopping City – 1 unique passenger.</p> <p>Saturday</p> <p>1810 from Eccles to Salford Shopping City – 1 unique passenger.</p> <p>As a result of the low passenger use, these journeys have not been renewed and will cease to operate with effect from 25<sup>th</sup> January 2010.</p> <p>This service carries a high criteria score of 8.2, reflecting a high deprivation index, and a higher rating for centres and facilities served</p> <p><b>Members are asked to note that the above journeys have not been renewed and will cease to operate with effect from 25<sup>th</sup> January 2010.</b></p>
ST	<p><b>390</b></p> <p>Stockport – Offerton – Stepping Hill –            Hazel Grove – Torkington – Poynton –            Bramhall Village  <i>Stagecoach Manchester</i></p>	<p>Monday to Saturday daytime, Service 390 currently provides two return journeys between Stockport and Bramhall via Offerton, Hazel Grove, Torkington, Poynton and Woodford and one return journey between Stockport and Torkington only. This service is jointly subsidised by GMPTE and Cheshire East Council.</p> <p>Currently residents of Woodford and Bramhall have a direct link to Hazel Grove and Stepping Hill Hospital, but no return journey is available. GMPTE officers investigated the possibility of revising the last round trip (1355 departure from Stockport to Torkington &amp; 1421 Torkington to Stockport) so that the 1355 journey would extend along the full route to Bramhall, improving the situation for residents of Woodford and Bramhall who wish to travel to and from Hazel Grove and Stepping Hill Hospital.</p> <p>This change would lead to the withdrawal of the 1421 departure which data shows only carries one passenger. The Offerton Local Link was expanded to</p>

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
		<p>cover the Torkington area in September 2009. The service operates between 8am and 6pm Monday to Friday and provides local residents with door to door links to Stepping Hill Hospital, Hazel Grove Rail Station and local amenities.</p> <p>This service carries a criteria score of 5.2, the rating is low on deprivation with a mid score for serving district centres and slightly higher for access to facilities.</p>
		<p><b>Members are asked to approve:</b></p> <ul style="list-style-type: none"> <li>◦ <b>the withdrawal of the Monday to Saturday 1421 from Torkington to Stockport and</b></li> <li>◦ <b>the extension of the Monday to Saturday 1335 from Stockport to Torkington through to Bramhall Village.</b></li> </ul> <p><b>If approved this change would take effect on 25<sup>th</sup> January 2010.</b></p>
BY	<p><b>477</b></p> <p>Ramsbottom – Holcombe Brook –  Summerseat – Brandlesholme – Bury  – Chesham – Walmersley –  Nangreaves</p> <p><i>Rossendale Transport</i></p>	<p>Service 477 operates hourly Monday to Saturday daytime.</p> <p>Surveys carried out on this service show an average of 4 people travelling on the Monday to Friday 0649 from Ramsbottom to Bury, 1 passenger from Whittingham Drive and 3 passengers from Summerseat.</p> <p>Bury Rural Local Link provides an alternative door to door service, operating between 6.30 am and 11.00 pm Monday to Saturday and between 10.30 am and 11.00 pm on Sundays.</p> <p>Officers would recommend the withdrawal of the Monday to Friday 0649 hours from Ramsbottom.</p> <p>The criteria score for this journey is 0.9, representing low scores for deprivation, and that it serves only 1 district centre and no other facilities.</p>
		<p><b>Members are asked to approve the withdrawal of the 0649 Monday to Friday journey from Ramsbottom with effect from 9<sup>th</sup> April 2010.</b></p>

BY

**483**

Bury Interchange – Fairfield General Hospital.  
*Rossendale Transport*

GMPTE subsidises the Monday to Friday 0615 journey from Bury Interchange to Fairfield General Hospital on Service 483. Survey data has shown only 1 passenger travelling on this journey.

Alternative journeys would be Service 469 at 0613 or Service 483 at 0712 from Bury Interchange.

Officers would recommend withdrawal of the Monday to Friday 0615 journey from Bury Interchange

The criteria score for this journey is 0.9, representing low scores for deprivation, and that it serves 1 interchange and 1 hospital.

**Members are asked to approve the withdrawal of the Monday to Friday 0615 journey from Bury Interchange with effect from 9<sup>th</sup> April 2010.**

ST

**Stockport Metroshuttle**

Stockport Railway Station – Stockport Bus Station – ASDA / Sainsbury's – Portwood, Tesco – Knightsbridge - ASDA / Sainsbury's - Stockport Bus Station – Edward Street – Stockport Railway Station.  
*Solutions SK*

Stockport Metroshuttle was introduced in November 2008 as a policy priority identified by the Integrated Transport Authority and is jointly funded by Stockport Metropolitan Borough Council (75%) and GMPTE (25%).

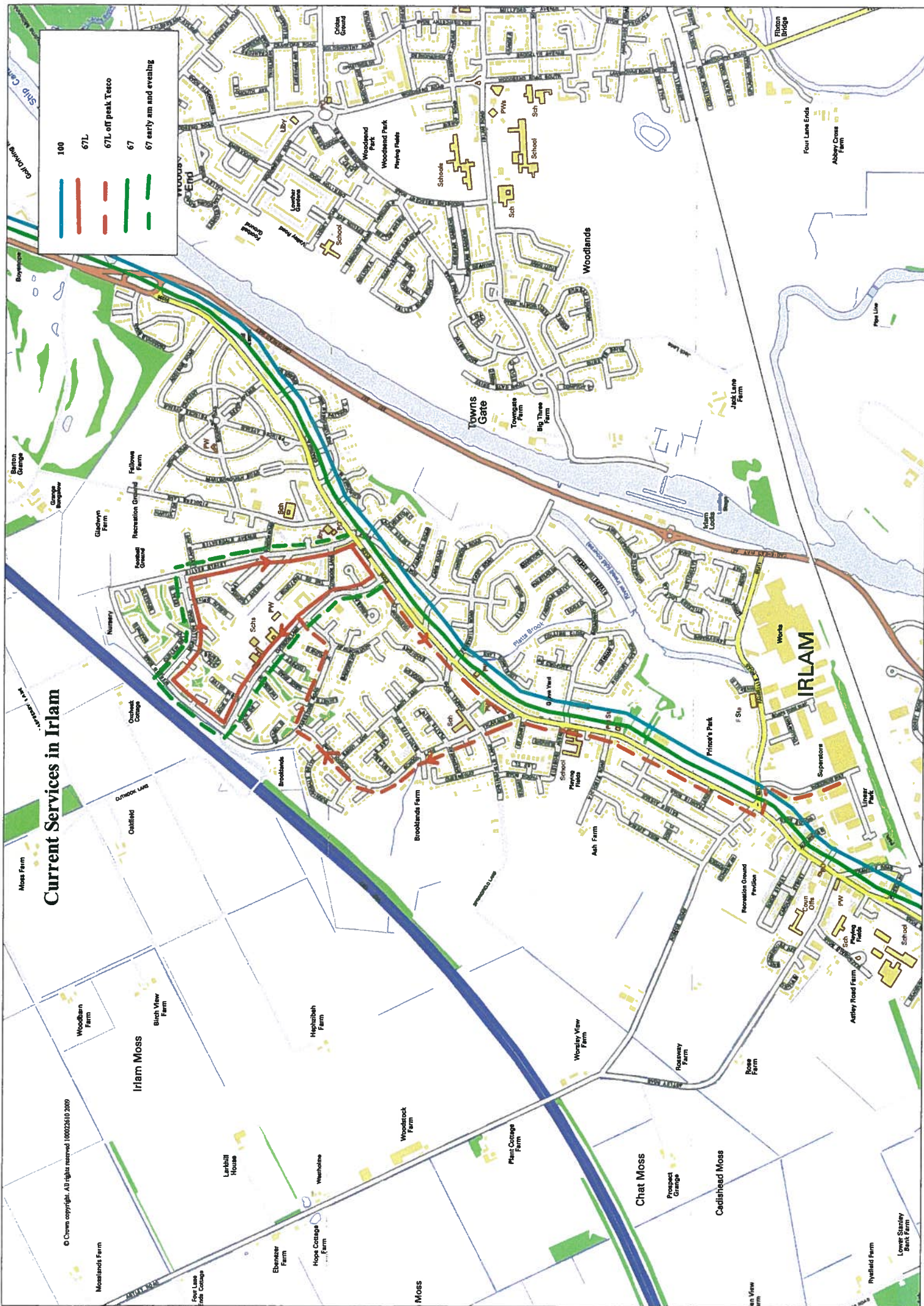
The service operates daily during the daytime and provides a free, high quality town centre bus service, designed to improve accessibility, linking transport interchanges including, where appropriate, car parks around the town centre and supporting local business, retail, social, education and employment activity in the selected area.

The current contract is due for renewal on 25<sup>th</sup> January 2010. Officers issued an Invitation To Tender and would wish to discuss details of the returned bids in Part B of this meeting.

**Officers will discuss the returned bids and recommendation for award in Part B of this meeting.**

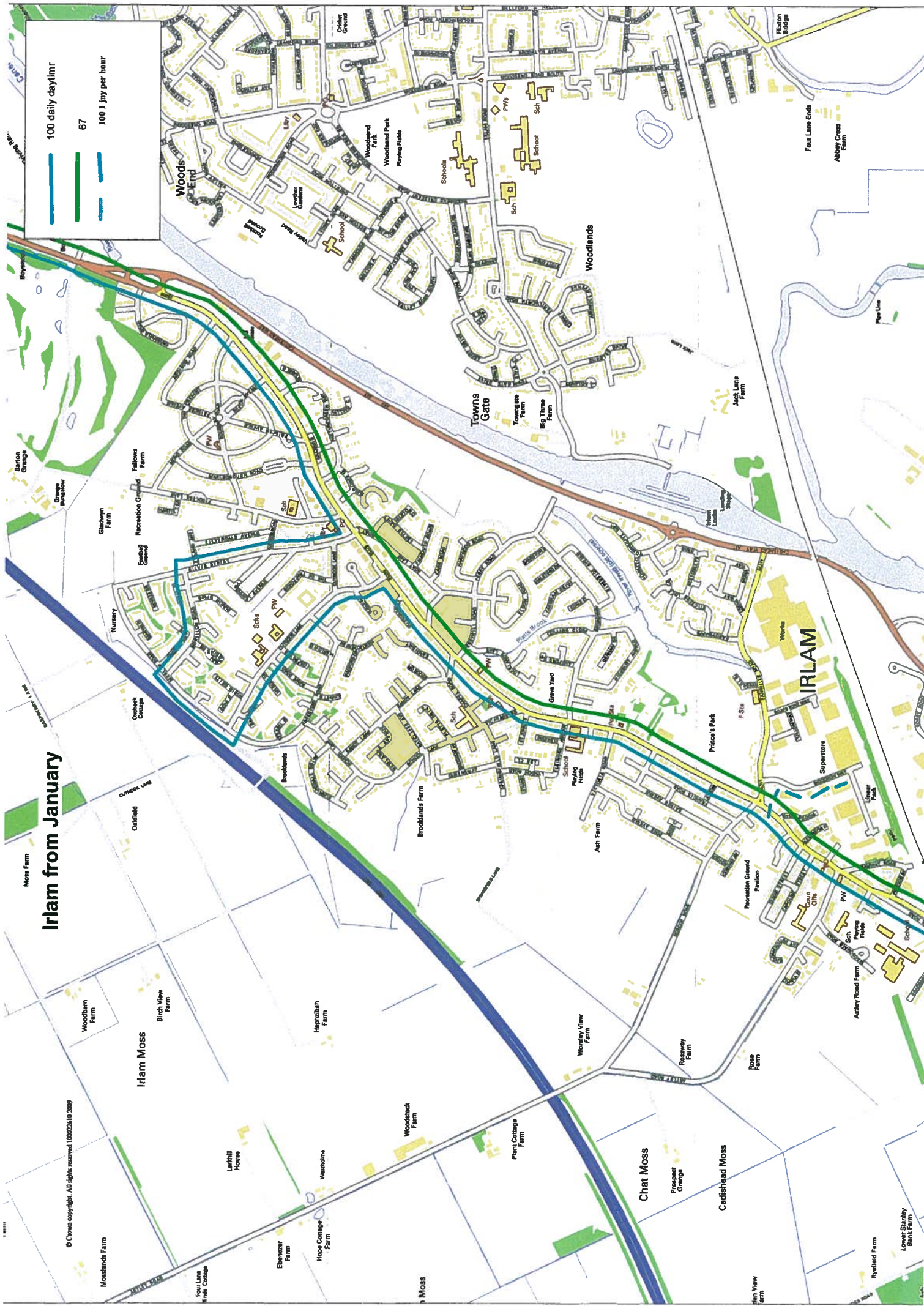
# Current Services in Irlam

100	67L	67L off peak Tesco	67	67 early am and evening



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100 daily daylight

67

100 1 joy per hour

# Irlam from January

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Irlam Moss

Chat Moss

Cadishhead Moss

IRLAM

Lower Stanley Bank Farm

Actley Road Farm

Superstore

Princess Park

Recreation Ground

Pine Farm

Prosper Grange

Worley View Farm

Rosebery Farm

Plant Cottage Farm

Woodcock Farm

Wendine

Larkhill House

Hope Cottage Farm

Ebanzer Farm

Four Lane Farm

Monklands Farm

Woodburn Farm

Blith View Farm

Irish View Farm

Woodbarn Farm

Moss Farm

Outfield

Outdoor Lane

Brooklands

Brooklands Farm

Grave View

Princess Park

Grave View

Grave View

Grave View

Ryefield Farm

Four Lane Ends

Albany Cross Farm

Jack Lane Farm

Hyson Lodge

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# APPENDIX I

## GREATER MANCHESTER PASSENGER TRANSPORT AUTHORITY REPORT FOR RESOLUTION / INFORMATION

**DATE:** 18 December 2009  
**SUBJECT:** Forthcoming Changes to the Bus Network  
**REPORT OF:** The Interim Bus & Rail Director, GMPTE

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### PURPOSE OF REPORT

- 1) To inform Members of proposed changes to the bus network since the last Bus Network and GMPTE Services Committee meeting and report on consequential action taken or proposed by GMPTE.
- 2) To seek guidance from Members, under delegated authority, on proposed GMPTE action.

### RECOMMENDATIONS

Members are invited to consider the report and to: -

- 1) Note or 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) Note or comment as appropriate on the proposed actions in respect of the de-registered commercial services set out in Annex B.
- 3) Note or comment as appropriate on the proposed changes to existing general subsidised services set out in Annex C.

### BACKGROUND DOCUMENTS

Previous reports to the Authority, the Transport Network Committee and the Bus Network and GMPTE Services Committee.

### CONTACT OFFICERS

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## **1. Background**

- 1.1 On 1 March 2002, the Policy Committee requested the Transport Network Committee to review closely all changes to the subsidised network and ensure that the cost of subsidised general services was kept within cash limits. This report informs Members of the latest advice from operators about their intention to register/deregister services and recommends whether or not specified services should be supported, and informs on changes to the subsidised network.
- 1.2 Members will recall that at the November 2009 meeting of the Bus Network & GMPTE Services Committee, it was resolved that delegated final authority be granted to the Clerk to the Authority and Interim Chief Executive GMPTE, in consultation with the Chair, Vice Chair and Opposition Spokesperson of the Bus Network & GMPTE Services Committee for proposals which may require action in December 2009. Such proposals are contained in this report.

## **2. Changes to Commercial Services (Annex A)**

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

## **3. Changes to Commercial Services (Annex B)**

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 GMPTE. Details of the proposed actions are also provided.

## **4. Changes to General Subsidised Services (Annex C)**

Annex C to this report lists, by service number, proposals for changes to general subsidised services on which the views of Members are requested. Information is also given about the reasons for proposing these changes.

## **5. Financial Implications**

The financial implications presented in Annex B will be discussed in Part B of this meeting.

Annex C presents no financial implications.

**Michael Renshaw**  
**Interim Bus & Rail Director**

## SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

## ANNEX A

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:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
WN	685 Leigh – Tyldesley – Garrett Hall	South Lincs Travel	Service 685 operates hourly Monday to Saturday daytime. The Saturday service will be withdrawn. The following Monday to Friday journeys will be retimed and no longer serve Shakerley: 0830 from Leigh, retimed to 0825. 0755 from Garrett Hall, retimed to 0800. 0830 from Garrett Hall Schooldays Only. 0858 from Garrett Hall, retimed 0847.	4/1/10	On Saturday service is provided along: Leigh Road by services 12, 516, 517, 582 and 682. Tyldesley Road / Manchester Road is served by services 12, 32 and 592. Shakerley is served by service 592. Sale Lane and Mosley Common are served by service 32. Garrett Hall is served by service 654.	Surveys on the commercial Saturday journeys to be withdrawn have shown total of 175 passengers per day, an average of 11.66 passengers per journey. Of those 175 passengers only 9 travelled between Garrett Hall and Atherton and were unique. All other passengers were covered by alternative services, including journeys on service 592, which officers are recommending for replacement under Service 592 in Annex B below.  <b>No GMPTE action at this stage.</b>



## SIGNIFICANT CHANGES TO THE SUBSIDISED NETWORK

## ANNEX B

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

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
RE OM	435 Rochdale – Turf Hill – Burnedgedge – High Crompton – Shaw - Buckstones	Rossendale Transport	Service 435 operates every 30 minutes Monday to Saturday daytime. The Monday to Friday journeys are to be withdrawn.	4/1/10	Service 434, Turf Hill – Rochdale via Firgrove / Newbold and Bellfield.  Services 404, 408 & 428, between High Crompton, Shaw and Buckstones.  Burnedgedge would no longer be served.	The withdrawal of Service 435 would leave Burnedgedge without a service and remove unique links between Buckstones / Rochdale Road (Shaw) and Rochdale.  <b>Members are asked to note that the Monday to Friday journeys will be replaced and subsidised through the Bus Services Budget.</b>

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Comments/GMPTE officer recommendations
WN BN	592 Leigh - Leigh Infirmary – Astley – Tyldesley – Shakerley – Atherton – Hag Fold – Over Hulton – Daubhill - Bolton	South Lancs Travel	<p>Service 592 operates Monday to Saturday daytime, every 30 minutes. This service will be re-routed to run directly along Holden Road, omitting The Avenue and Platt Fold Road, leaving Leigh Infirmary unserved.</p> <p>In addition, the Monday to Friday morning and afternoon peak journeys and the Saturday early morning &amp; late afternoon journeys will no longer serve Shakerley. The first Monday to Saturday journey from Shakerley will be 0920 (currently 0714), the last Monday to Friday journey will be 1450 and 1622 on Saturday.</p>	4/1/10	<p>There are no alternative services for Leigh Infirmary. Shakerley would be unserved in the early morning. Service 685 will provide an alternative service on Monday to Friday, with two journeys each hour in the afternoon peak.</p>	<p>Officers are recommending the re-routing of Service 654, which would replace the links between Leigh Infirmary and Leigh and Tyldesley. Further details on Service 654 are given in Annex B of this report.</p> <p>Officers are also recommending the replacement of the Monday to Friday morning and afternoon peak journeys and the Saturday early morning &amp; late afternoon journeys on Service 592 to serve Shakerley.</p> <p><b>Cost implications will be discussed in Part B of this meeting.</b></p>

## SIGNIFICANT CHANGES TO THE SUBSIDISED NETWORK

## ANNEX C

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

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
ST	<p><b>386</b>                      Stockport – Asda/Sainsbury –                      Bredbury, Morrisons – Woodley -                      Romiley – Greave                      Arriva Manchester</p>	<p>Service 386 operates hourly daytime, Monday to Saturday. This service has suffered punctuality problems and officers have been working closely with the operator to find a solution to the problem and provide an improved service to customers.</p> <p>Surveys have shown low numbers of passengers on the following journeys:</p> <ul style="list-style-type: none"> <li>• Monday to Friday, 0635 from Greave to Stockport carried an average of less than 2 passengers per journey (69 passengers on 59 journeys).</li> <li>• Monday to Friday, 0730 from Stockport to Greave carried an average of less than 0.5 passenger per trip (27 passengers on 59 journeys).</li> <li>• Saturday, 0740 from Stockport to Greave carried only 2 passengers on 11 journeys.</li> <li>• Saturday, 0840 from Stockport to Greave carried less than 1 passenger per journey (7 passengers on 11 trips).</li> </ul> <p>Officers are recommending the withdrawal of the above poorly used journeys. In addition the timetable for this service would be revised to better reflect actual running times and improve punctuality.</p> <p>Officers and the operator would wish to introduce these changes from 11<sup>th</sup> January 2010. This would enable improvements to be made as quickly as possible whilst ensuring schools were fully informed of the timetable changes, which would then be passed to pupils using the service.</p> <p><b>Delegated Members are asked to approve the above recommendation for withdrawal of the 0635 and 0730 Monday to Friday journeys and the 0740 and 0840 Saturday journeys, with effect from 11<sup>th</sup> January 2010.</b></p>

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**654**

Bolton – Hollins – Highfield – Little  
Hulton – Walkden – Ellenbrook –  
Mosley Common – Garret Hall –  
Higher Green - Astley – Tyldesley –  
Blackmoor – Bedford – Leigh  
*South Lancs Travel*

Service 654 operates hourly, Monday to Saturday daytime, between Leigh and the Royal Bolton Hospital via Tyldesley, Mosley Common, Walkden and Little Hulton. The service has been suffering from punctuality and reliability problems for some time and officers have been working with the operator to find a solution.

Due to the problems of reliability, drivers sometimes miss out the Kenyon Way and Madams Wood Road estates and Little Hulton District Centre, whilst this is unacceptable behaviour, no complaints have been received from passengers about this.

To improve punctuality, officers would recommend the service be re-routed to operate directly along the A6 between Captain Fold and Walkden, omitting the Kenyon Way and Madams Wood Road estates and Little Hulton District Centre. In addition, it is also recommended that the service be re-route in Leigh to run along Holden Road, Platt Fold Road, The Avenue and Market Street to Leigh Bus Station instead of Chapel Street and Spinning Jenny Way. This re-routing would cover Leigh Infirmary, which will become unserved due to a commercial change to Service 592 by South Lancs Travel, detailed in Annex A above.

The recommendation means that Kenyon Way and the western end of Madams Wood Road lose their link to Little Hulton District Centre and the Royal Bolton Hospital. However, high frequency service 36 provides a link from these areas to Manchester Road West and Cleggs Lane which is a walk of just under 400m from the District Centre. Service 36 also provides a link from these estates to Bradford Road from where the Royal Bolton Hospital is a walk of around 650m away. Longshaw Drive will become unserved – the furthest distance to alternative facilities is about 250 metres.

Passengers affected:

Mon – Fri, 34 journeys: 32 passenger trips – 28 of which are covered by service 36.

Sat, 15 journeys: 8 passenger trips – 7 of which are covered by service 36.

The Kenyon Way and Madams Wood Road estates would also lose links to Tyldesley and Leigh.

Passengers affected:

Mon – Fri, 34 journeys: 7 trips

Sat, 15 journeys: 1 trip

The re-routing at the Leigh end means that Tyldesley maintains its link with Leigh Infirmary and introduces new links from Higher Green and Mosley Common. Holden Road gains one additional bus per hour – Chapel Street has high frequency services.

There are a small number of other passenger movements which would not be covered:

Sale Lane – Butts Bridge (2 pax)

Ellenbrook – Kenyon Way/Madams Wood Road (1 pax)

If approved the above changes would be introduced from 4<sup>th</sup> January 2010, to coincide with the commercial withdrawal of Service 592 detailed in Annex A above.

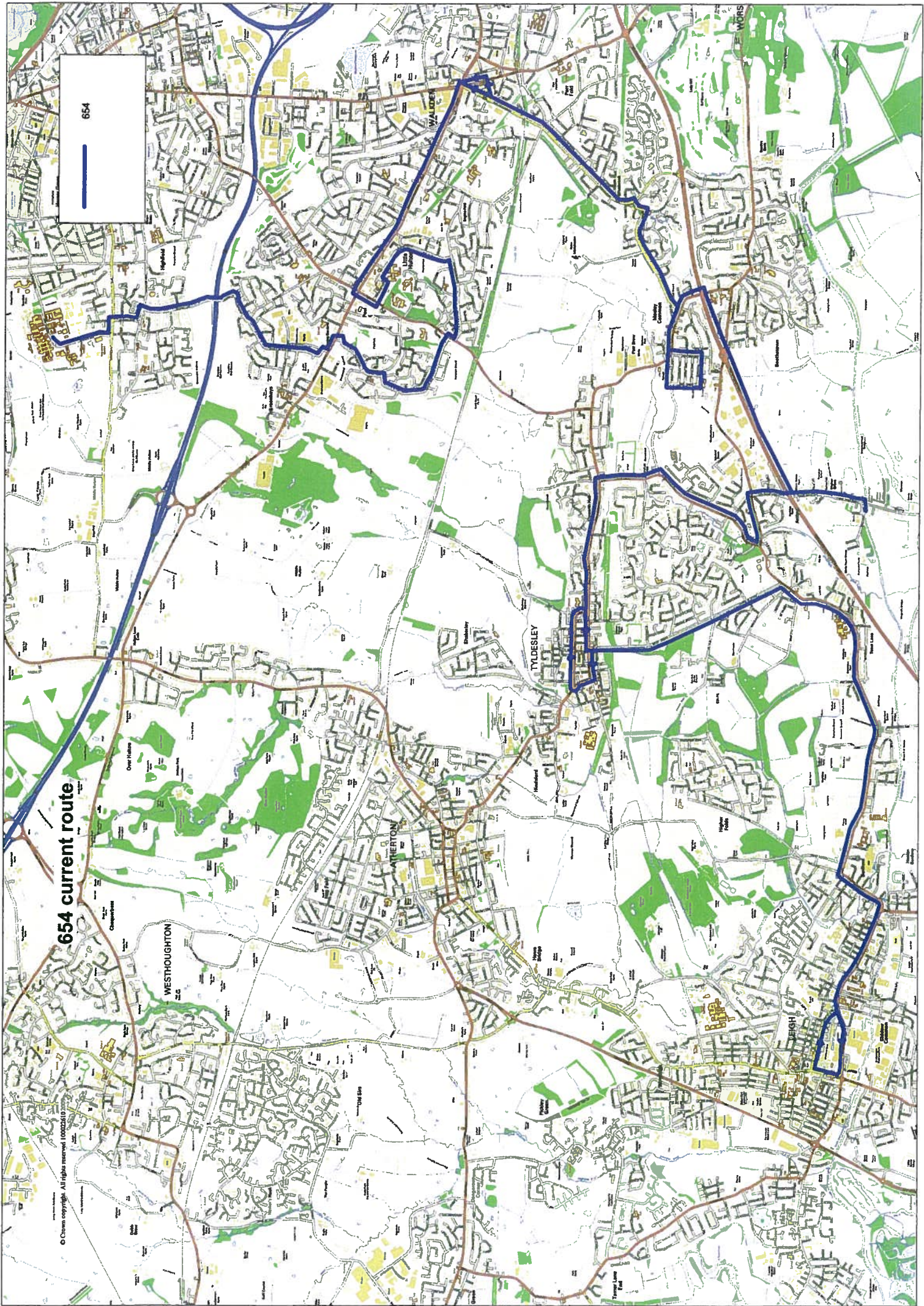
These changes will have a nil effect on the Bus Services Budget.

**Members are asked to approve:**

- **Re-routing of Service 654 directly along the A6 between Captain Fold and Walkden, omitting the Kenyon Way and Madams Wood Road estates and Little Hulton District Centre to improve reliability.**
- **Re-routing of Service 654 in Leigh to replace lost links with Leigh Infirmary.**

**Both changes would take effect on 4<sup>th</sup> January 2010.**



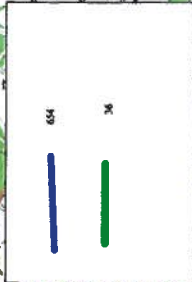
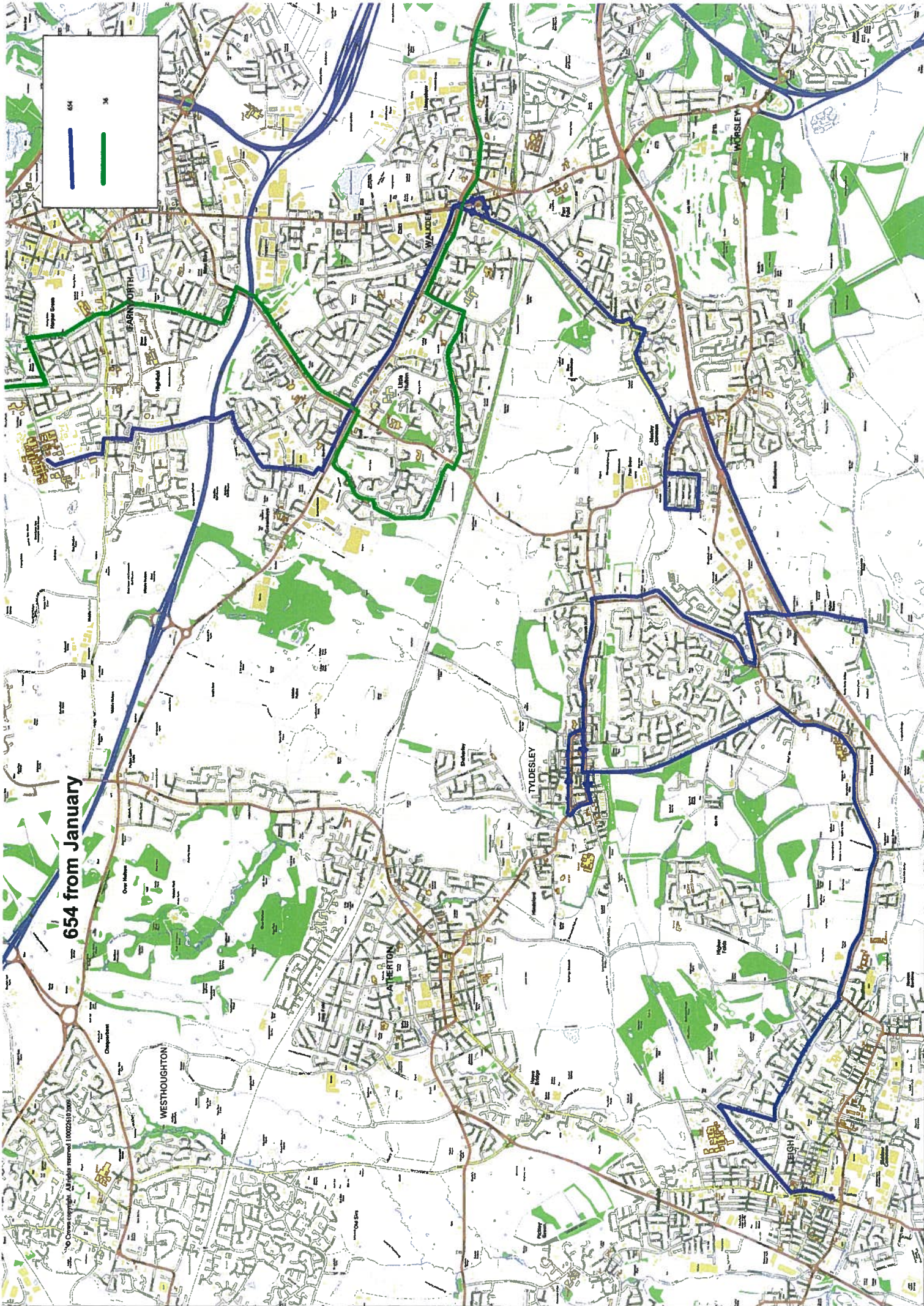


654 current route

654

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654 from January

WESTHOUGHTON

ARTERTON

TYLDESLEY

WALSLEY

LEIGH

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