

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

COMMITTEE: Bus Network and GMPTE Services
DATE: 6 August 2010
SUBJECT: Forthcoming Changes to the Bus Network
REPORT OF: Bus and Rail Director, GMPTE

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, in addition to 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 service 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 continue the work of the Transport Network Committee including, 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 presents recommendations on whether or not specified services should be supported. It also informs Members of 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 a change to a commercial service 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, There are no services to report.

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

Michael Renshaw
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 RE	18 NEW Shudehill – Collyhurst – Rochdale Road – Middleton – Langley	First Manchester	Service 18 will operate every 10 minutes Monday to Saturday daytime. Every 15 minutes Sunday daytime and hourly daily evenings. This service replaces withdrawn Services 122, 123 and 124 detailed below.	29/8/10	----	Service 18 will operate in an anti-clockwise direction through the Langley estate and operate direct to Manchester Shudehill along Rochdale Road. No GMPTE action at this stage.
MR SD	67 Shudehill – Salford Shopping City – Eccles – Peel Green – Irlam - Cadishead	First Manchester	The Monday to Saturday daytime frequency will reduce from every 10 minutes to every 12 minutes.	29/8/10	----	No GMPTE action at this stage.
MR SD	100 Shudehill – Salford Shopping City – Eccles – Trafford Centre - Warrington	First Manchester	The Monday to Saturday daytime frequency will reduce from every 10 minutes to every 12 minutes between Manchester and Trafford Centre.	29/8/10	----	No GMPTE action at this stage.

Connection points

- Bus:** Middleton bus station
Manchester Shudehill Interchange
- Tram:** Manchester Shudehill Interchange

Route plan for bus number

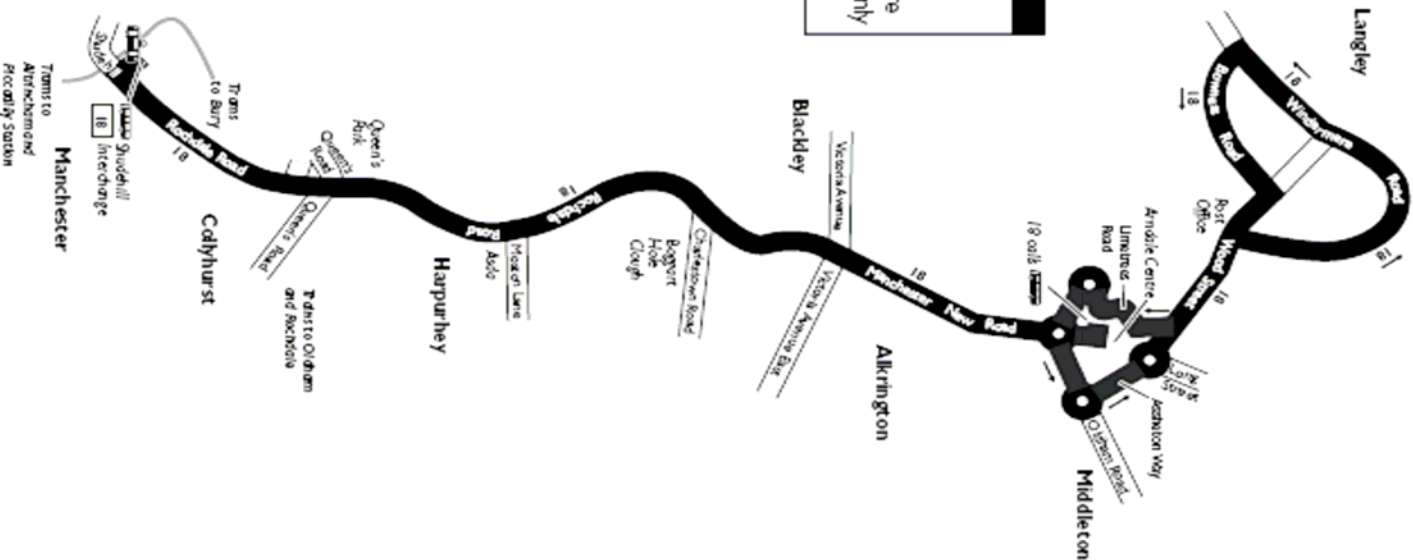
18

Buses run by

First Manchester
Wallshaw Street
Oldham
OLI 3TR
Telephone 0161 6272929

KEY

	- Bus route		- Tram stop
	- Train line		- Terminus
	- Tram line		- Journeys to Manchester before 1045 every day only
	- Direction of travel		
	- Bus station/main connection point		



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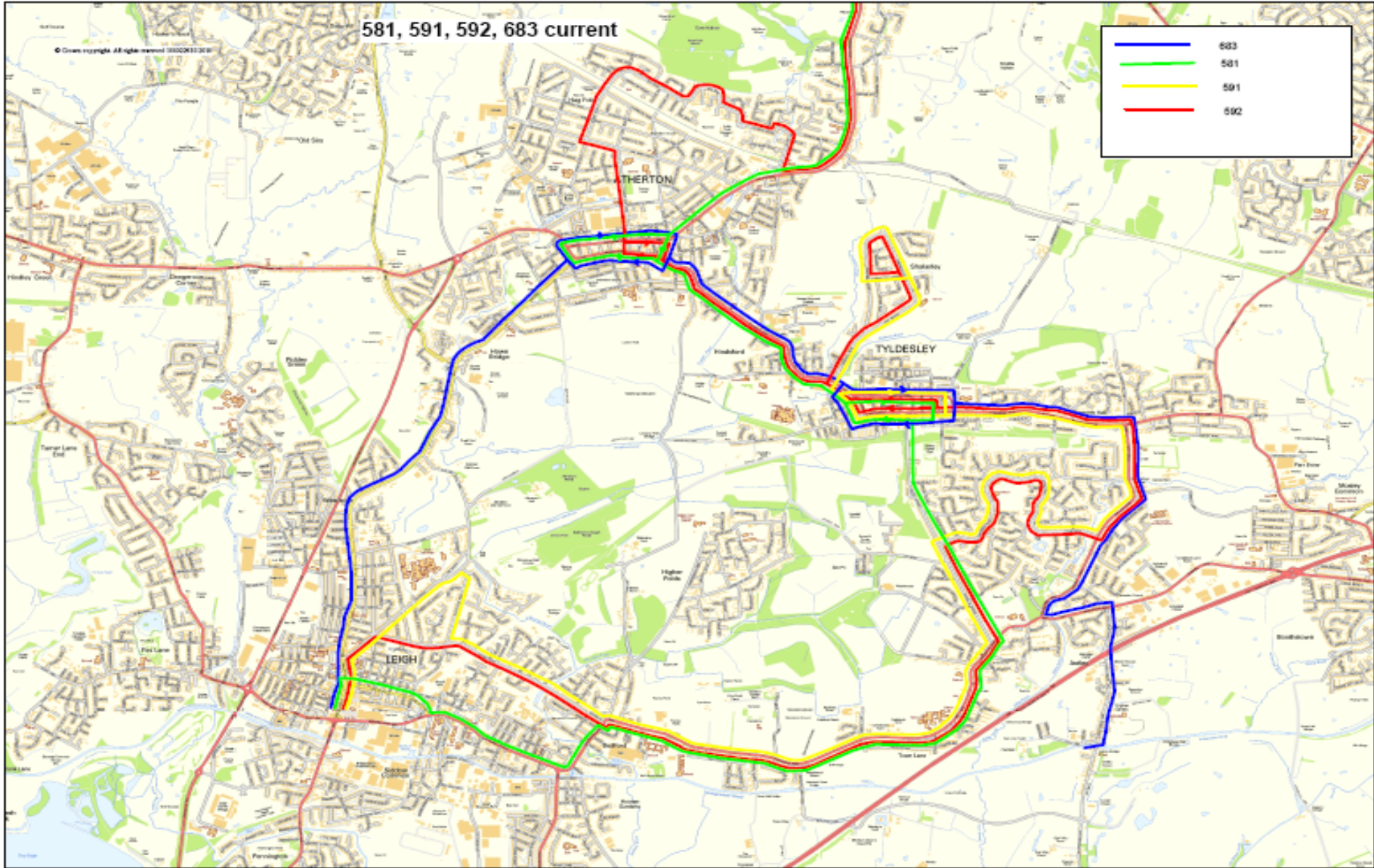


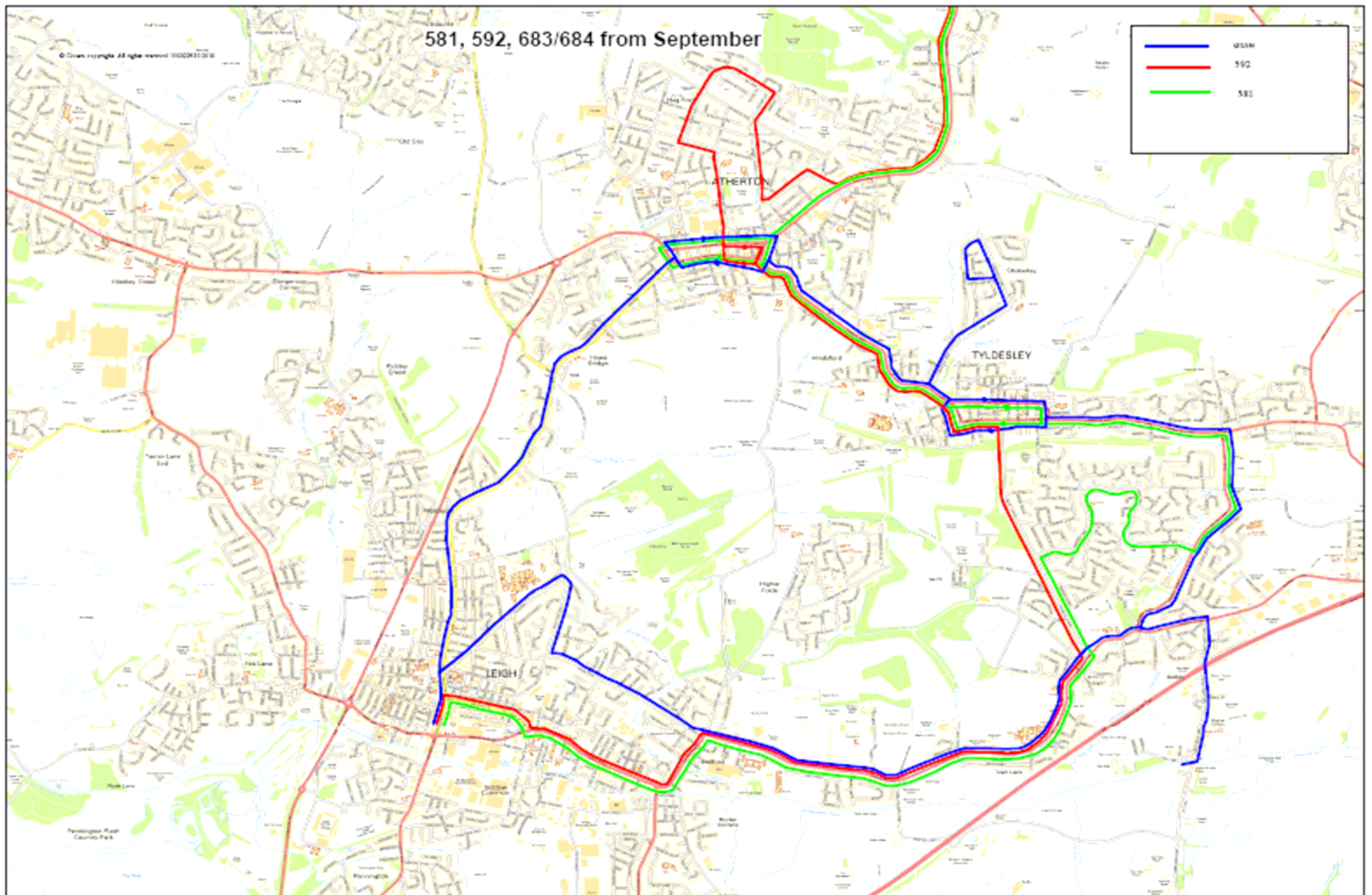
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MR RE	122 Shudehill – Collyhurst – Rochdale Road – Middleton – Langley	First Manchester	Service 122 operates hourly daily evenings. This service will be withdrawn and replaced with Service 18 shown above.	29/8/10	NEW Service 18 shown above.	No GMPTE action at this stage.
MR RE	123/124 Shudehill – Cheetham – Collyhurst – Rochdale Road – Middleton – Langley _ Middleton	First Manchester	Services 123 and 124 operated every 15 minutes Monday to Saturday daytime and every 30 minutes Sunday daytime. These services will be withdrawn and replaced with Service 18 shown above.	29/8/10	NEW Service 18 shown above.	In October 2009 Services 123/124 were revised to operate via Queens Road and the Fort Retail Park, which the New Service 18 will not serve. No GMPTE action at this stage.

RE OM	159 Middleton – Greengate – Failsworth, Tesco - Woodhouses	Bluebird Bus & Coach	Bluebird Bus & Coach operate the Monday to Friday hourly daytime journeys. The 0830 & 1540 journeys from Middleton and 0910 & 1510 journeys from Woodhouses will be withdrawn.	29/8/10	Service 12 from Middleton between Birchwood Road, Aspinall Street, Greenhill Road, Joshua Lane and Lees Street. Service 80 between Middleton and Greengate. Service 84 between Failsworth and Woodhouses. The section of route between Hollinwood Avenue and Old Road (Failsworth) will have a two hour gap in service.	Surveys show approximately 2 /3 unique passengers per journey. Officers recommend not replacing these journeys. Members will be given further details and costs in Part B. No GMPTE action at this stage.
WN BN	540 Wigan – Ince Bar – Hindley Bird l'th' Hand – Daisy Hill – Westhoughton – Chequerbent - Bolton	First Manchester	Monday to Friday daytime frequency reduced from every 10 minutes to every 15 minutes. Additional Monday to Friday daytime journeys introduced every 30 minutes between Bolton and Westhoughton.	29/8/10	----	No GMPTE action at this stage.

WN BN	581 Leigh – Astley – Tyldesley – Hindsford – Atherton – Four Lane Ends - Bolton	South Lancs Travel	Service 581 runs every 20 minutes Monday to Saturday daytime. This service will be rerouted via New Hall Farm instead of Astley Street and Princes Avenue. The frequency will reduce from every 20 minutes to every 30 minutes Monday to Friday and hourly on Saturdays.	3/9/10	Astley Street and Princes Avenue will be served by rerouted service 592.	New Hall Farm frequency will reduce from half hourly to hourly on Saturdays. No GMPTE action at this stage.
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WN BN	<p>591 Leigh – Leigh Infirmary – Astley – Tyldesley – Shakerley</p> <p>592 Leigh – Astley – Tyldesley – Shakerley – Atherton – Four Lane Ends - Bolton</p>	South Lancs Travel	<p>Service 591 runs hourly Monday to Friday daytime and every 30 minutes on Saturdays. This service will be withdrawn.</p> <p>Service 592 currently runs hourly daytime Monday to Friday Only.</p> <p>The frequency of this service will increase from hourly to every 30 minutes and the service will also operate on Saturdays.</p> <p>The route will be revised via Chapel Street and Manchester Road (omitting Holden Road), via Princes Avenue and Astley Street (omitting new Hall Farm), then along Tyldesley Road (omitting Shakerley) and also rerouted in Hag Fold via Formby Avenue and Gloucester Street (omitting Hillside Avenue and Upton Road).</p>	3/9/10	<p>Holden Road and Leigh Infirmary will be served by rerouted 683 and new service 684 (hourly opposite way circulars) detailed below.</p> <p>New Hall Farm will be served by rerouted 581.</p> <p>Shakerley will be served by 685 and rerouted 683, also by new service 684.</p> <p>Hillside Avenue and Upton Road will be served by 682.</p>	<p>Shakerley loses the direct hourly link to Bolton on Monday to Friday. Hag Fold regains a Monday to Saturday link to Bolton every 30 minutes.</p> <p>No GMPTE action at this stage.</p>
WN	<p>598 Wigan – Kendal Road – Hindley, Bird l'th' Hand – The Tamar - Leigh</p>	First Manchester	The Monday to Saturday daytime frequency will reduce from every 10 minutes to every 15 minutes.	29/8/10	----	No GMPTE action at this stage.

WN	683 & NEW 684 Leigh – Atherton – Tyldesley – Cross Hillock – Higher Green	South Lancs Travel	Service 683 currently operates hourly daytime Monday to Saturday. This service will be rerouted to serve Shakerley and extended to Leigh via Manchester Road and Leigh Infirmary to become a circular. New service 684 will run the opposite way.	3/9/10	----	Holden Road frequency will reduced from every 30 minutes to hourly Leigh Infirmary frequency reduces from every 30 minutes to hourly on Saturdays. Later start Leigh to Leigh Infirmary 30 minutes later Monday to Friday at 0852 and 1 hour later Saturdays at 0952. The last journey from Leigh to Leigh Infirmary will be 30 minutes earlier at 1652. Also later start Leigh Infirmary to Leigh at 0926, which is 1 hour 15 minutes later on Monday to Friday and 45 minutes later on Saturdays. Later start Holden Road to Leigh at 0920, which is 1 hour 50 minutes later Monday to Friday and 45 minutes later on Saturdays. No GMPTE action at this stage.
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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 OM RE	24 Piccadilly – Newton Heath – Broadway – Chadderton Town Hall – Royton - Rochdale	First Manchester	Service 24 operates hourly Monday to Saturday evenings. The Monday to Saturday 2010 hours departure from Manchester will be withdrawn.	29/8/10	----	Officers are carrying out surveys to assess the impact of this withdrawal. Members will be updated at the meeting.

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
MR SD	63 Piccadilly – Eccles New Road – Eccles – Liverpool Road – Brookhouse <i>Arriva Manchester</i>	<p>Service 63 operates hourly on Sundays but is experiencing punctuality problems during Sunday daytime, which is largely due to Sunday trading.</p> <p>Officers have examined the problem and 2 options were considered:</p> <p>Option A) Service 63 to be curtailed to operate between Manchester Piccadilly and Peel Green Road only during Sunday daytime.</p> <p>Under this option the direct Sunday daytime link between Brookhouse and Eccles New Road, Regent Road, Manchester Piccadilly would be lost.</p> <p>Surveys show an average of 54 passengers travelling on Service 63, however, 41 of those passengers travelled between Brookhouse and Eccles and have the alternative of travelling on First's Service 10, which operates every 30 minutes.</p> <p>The remaining 13 passengers, (less than 1 passenger per trip), would need to change at Eccles to Services 33 or the revised 63 to travel across Eccles towards Eccles New Road and Regent Road. However, it was noted that most of the remaining 13 passengers alighted in Manchester City Centre, these passengers have the option to use Service 10 and alight at Shudehill.</p> <p>Officers would recommend this option.</p> <p>Option B) Reduction in frequency from hourly to every 70 minutes.</p> <p>Use of a 70 minutes frequency would enable the service punctuality to improve. Under this option, however, some journeys would operate at similar times to Services 10 (between Brookhouse and Eccles) or 33 (between Eccles and Piccadilly), instead of providing a well timed intertiming of services which is easier to remember.</p> <p>Officers would not recommend this option,</p> <p>Either change represents no additional cost to the Subsidised Services Budget.</p> <div style="border: 1px solid black; padding: 5px;"> <p>Members are asked to approve recommendation A) to curtail the Sunday daytime Service 63 at Peel Green Road with effect from 29 August 2010.</p> </div>
MR	171	Service 171 operates every 30 minutes Monday to Saturdays daytime and hourly

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
ST	Newton Heath – Droylsden – Clayton – Higher Openshaw – Gorton – Ryder Brow – Levenshulme – Green End – East Didsbury – Withington Hospital	<p>on Sundays.</p> <p>On Sundays ongoing problems with punctuality have arisen due to road congestion, which has been made worse since the opening of the Tesco store in Gorton.</p> <p>Officers have explored the following options to find a solution and improve punctuality of the Sunday service:</p> <ul style="list-style-type: none"> • Incorporating an extra bus – the high cost of which could not be justified to gain an additional 5 minutes running time. • Curtailing the route from Newton Heath to start at Clayton would adversely affect 140 passengers. • Omitting the Ryder Brow Road section of route would adversely affect 50 passengers and may not provide adequate time to alleviate the problem. • Omitting Millgate Lane, East Didsbury would adversely affect 60 passengers. • Curtailing the Sunday service to operate between Newton Heath and Millgate Lane only. This option affected 8 passengers. <p>Of the above options, curtailing the Sunday service to operate between Newton Heath and Millgate Lane offers the least disruption to passengers, with 8 passengers across 16 trips affected. 3 passengers travelled to Withington and 5 passengers returned. Services 23, 23A and 42 offer an interchange alternative between Wilmslow Road and Didsbury / Withington for those passengers. This option presents no additional cost to the Subsidised Services budget.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Members are asked to approve the curtailment of the Sunday service to operate between Newton Heath and Millgate Lane only. If approved this change will be implemented on Sunday 5th September 2010.</p> </div>
TE	<p>239</p> <p>Glossop – Gamesley – Charlesworth –</p>	<p>Speedwell Bus currently provide service 239 on an hourly Monday to Saturday daytime basis.</p>

Dist	Service Number, route and operator	GMPTE officer comments and recommendations
	<p>Broadbottom – Mottram – Stalyhill Drive – Stalybridge – Tameside Hospital – Ashton.</p> <p>Speedwell Bus</p>	<p>Speedwell indicated to Derbyshire County Council that, with effect from Monday 26th July, it would operate a reduced commercial service running generally every two hours. In addition, the service would not serve Stalyhill Drive.</p> <p>This is a Derbyshire County Council partially contracted service to which GMPTE makes a contribution.</p> <p>The Tame Valley Local Link provides a door to door service between 0930 and 2230 hours Monday to Saturday and between 1030 and 2230 on Sundays and Bank Holidays. Local link links for Stalyhill Drive residents with:</p> <ul style="list-style-type: none"> - Ashton bus and train station. - Stalybridge bus and train station and Armentieres Square. - Hyde bus station and town centre. - Broadbottom train station. - Newton train station. - Hyde and Tameside Hospitals. - Gee Cross Post Office. - Mottram Library and town centre. - William Ford House and Lowry Court in Mottram. <p>Following discussions, the operator passed Electronic Ticket Machine data to GMPTE, which showed most passengers using the service either wholly within Derbyshire or from Derbyshire to Tameside General Hospital and Ashton. In Greater Manchester the service is used in the Stalyhill Drive area for local links to Ashton, Stalybridge and Tameside Hospital, and towards Broadbottom and Glossop.</p> <p>Officers have reinstated the commercial service via Stalyhill Drive on the reduced frequency and will closely monitor usage.</p>
		<p>Members are asked to endorse the reinstatement of service 239 within the Stalyhill Drive area of Greater Manchester. Costs are shown in Part B of the report to this Committee.</p>

ST	<p>313</p> <p>Stockport – Adswood – Cheadle Hulme Rail Station – Cheadle, Grove Lane</p> <p><i>Stagecoach Manchester</i></p>	<p>The Sunday daytime and most Sunday evening journeys on this service are operated commercially by Stagecoach Manchester.</p> <p>The late Sunday journeys at 2215 and 2315 from Stockport and 2241 from Grove Lane are currently provided with financial support from GMPTE. The contract containing these journeys is due for renewal in October 2010 and tenders for renewal have been invited.</p> <p>Survey data for these three journeys, undertaken in December 2009, shows seventeen passengers, which would work out at approximately £3.06 per passenger. However, thirteen of these passengers have other alternatives:</p> <ul style="list-style-type: none"> • Service 309 between Stockport and Adswood Lane and along Adswood Road (departures at 2145 and 2245 ex Stockport); • Service 378 Between Stockport and Grove Lane (departure at 2230), and • Service X57 between Cheadle Hulme and Grove Lane (departure at 2252). <p>The remaining 4 passengers are unique and would cost approximately £11.73 per passenger.</p> <p>Officers feel unable to justify the high cost per passenger and are recommending withdrawal of these journeys.</p>
<p>Members are asked to approve the above recommendation to withdraw the late Sunday journeys at 2215 and 2315 from Stockport and 2241 from Grove Lane, effective 30th August 2010.</p>		
TE	<p>331 / 333</p> <p>Ashton – Smallshaw – Hurst Cross – Ashton Circulars</p> <p><i>First Manchester</i></p>	<p>The supported Monday to Friday morning and evening peak journeys are operated by First Manchester.</p> <p>These circular services currently operate every 20 minutes all day, however, due to increased congestion along the route the peak service is unable to operate reliably.</p> <p>Officers recommend the frequency of these peak circular services be revised to operate every 30 minutes from 0748 to 0848 and 1508 to 1608 (service 331) and from 0758 to 0858 and 1458 to 1558 (service 333). This action will allow additional running time to be added, which will improve punctuality of both services.</p>

Members are asked to approve the revision of these peak circular services to improve punctuality, to be effective from 30th August 2010.

OM **343**

Speedwellbus operates this service Monday to Friday daytime.

TE Oldham – Lees – Grotton – Mosley –
Micklehurst – Millbrook – Stalybridge –
Dukinfield – Newton – Hyde

Members will recall approval given at Emergency Committee on 21st May for changes to service 343, which will see Service 343 diverted along Staley Road and Manchester Road.

Speedwellbus

Over recent weeks GMPTE officers and the operator have received requests for the service to additionally serve Carrbrook Village, reinstating direct links to Mossley, Oldham and Hyde that were lost in June 2009.

Officers have looked at the service timetable and routing and would recommend approval of this proposal, which will come at no additional cost.

Members are asked to approve the re-routing of Service 343 to serve Carrbrook Village with effect from 30th August 2010.

TD **371**

Service 371 operates every 30 minutes Monday to Saturday evenings and hourly on Sundays.

MR Altrincham – Timperley – Baguley –
Sharston – Gatley – Cheadle –
ST Edgeley – Stockport

At the July 2010 meeting of this Committee, Members approved the extension of the contract for the Monday to Saturday evening and Sunday service to October 2010. This was to enable officers to carry out further work on possible options and report back.

Stagecoach Manchester

Following negotiations with the operator, officers are please to be able to recommend that this contract for the Monday to Saturday evenings and Sunday service be extended at a reduced annual cost.

Further details and costs will be given to Members in Part B of this meeting.

BN North Bolton Local Link
Telecars

North Bolton Local Link operates Monday to Friday daytime. The provision was introduced in April 2009 for a one year trial in response to requests from Councillors and passengers for a service to allow them to travel to the new Crompton Way Health Centre at Hall I'th Wood following the relocation of health care facilities from local surgeries. The Local Link provides unique links to the Health Centre from the surrounding areas of Bromley Cross, Astley, Eagley, Sharples and Bradshaw.

Due to changes to the funding arrangement, which are detailed in Part B of this meeting, officers are recommending the withdrawal of the provision.

Hourly subsidised circular services 525 and 527 pass the Health Centre along Crompton Way daily hourly providing links to Bolton Centre, Astley Bridge and Tonge Moor Road.

Members will be given further details and costs in Part B of this meeting.

WN Wrightington Local Link
Horwich Private Hire

The Wrightington Local Link contract commenced operation on 20 April 2009 and is due to expire on 22 October 2010. The service comprises of the following journeys:

Monday to Friday 0715, Schooldays Only 0810 and School Holidays Only 0815.

The service meets the two early morning Service 635 bus journeys arriving from Wigan at Shevington Vale and takes staff to Wrightington hospital. Passengers book in advance.

The services carries an average of 20 passengers per month (less than 0.5 passenger per trip), with the maximum number of passengers carried in any one month as 46 (less than one passenger per trip).

The cost of providing this Local Link service is far above what would be considered appropriate.

If this 0715 Monday to Friday journey was withdrawn, those travelling on the later 635 trip at 0810 / 0815 averaging 10 passengers per month (approximately half of those travelling on the Local Link) could otherwise be carried by the Standish Local Link.

Officers would recommend withdrawal of this service and will give additional

information and costs in Part B of this meeting.

Members will be given further details and costs in Part B of this meeting.
