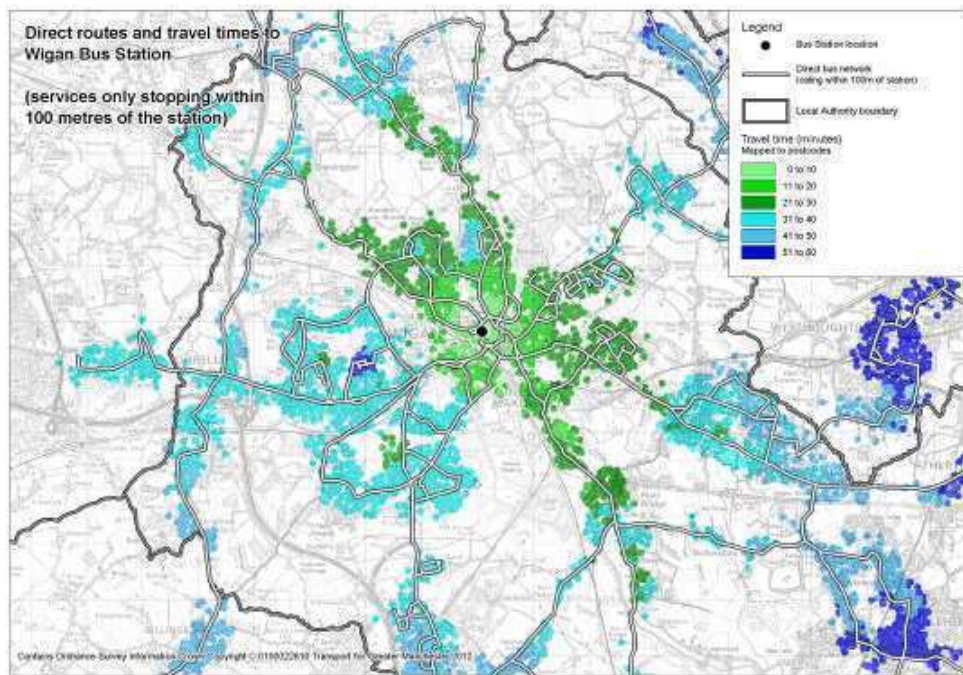


Cordon Point	A - Bus Station	B - Mesnes St / Crompton St	C - Library St / King St E	D - Wallgate	Total Passengers in Corridor
Not Getting to Stops	0%	77%	83%	41%	
Getting to Stops In Cluster	100%	23%	17%	59%	

Figures 2.5 to 2.7 indicate the catchment areas of direct bus services to the various Wigan transport interchange facilities. Figure 2.5 focuses on the areas that have access to a direct service to Wigan Bus Station.

Figure 2.5: Catchment of Direct Bus Services to Bus Station (within 100 metres)



Figures 2.6 and 2.7 demonstrate the catchment areas of direct bus services to Wigan Wallgate and Wigan North Western railway stations. The difference between these two Figures being that the catchment shown in Figure 2.6 includes all bus services that stop within 400 metres of the railway stations, as opposed to just 100 metres in the case of Figure 2.7. The reduction in the scope of the catchment to services within 100 metres of the railway stations results in a significant loss of direct access from the areas to the east of Wigan town centre.

Figure 2.8 suggests that currently around 30% of buses in Wigan operate on a circular route, some leaving the centre at one cordon point and returning at a different point (i.e. Shevington circular that comes in via Bridgman Terrance and out via Wallgate). This reveals that 50% of buses have a route which takes up to 30 minutes and 95% up to 1 hour.

Figure 2.6: Catchment of Direct Bus Services to Railway Stations (within 400 metres)

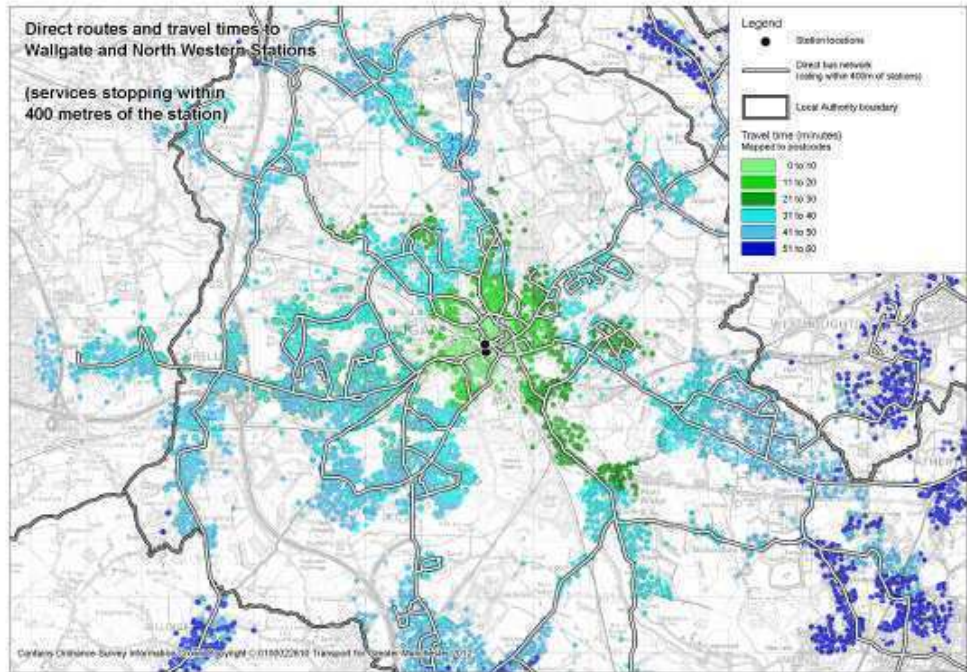


Figure 2.7: Catchment of Direct Bus Services to Railway Stations (within 100 metres)

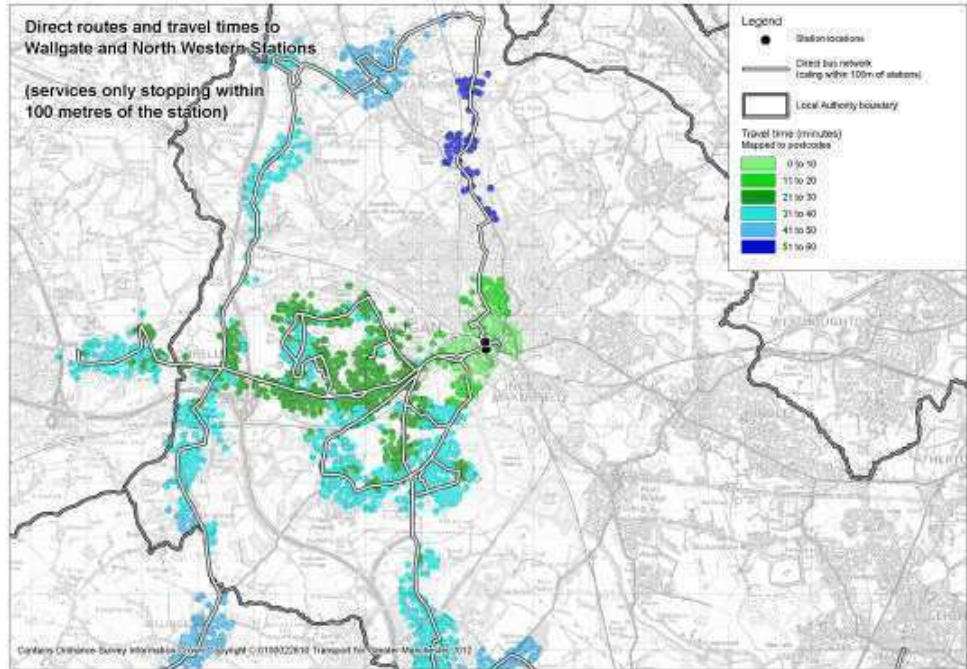
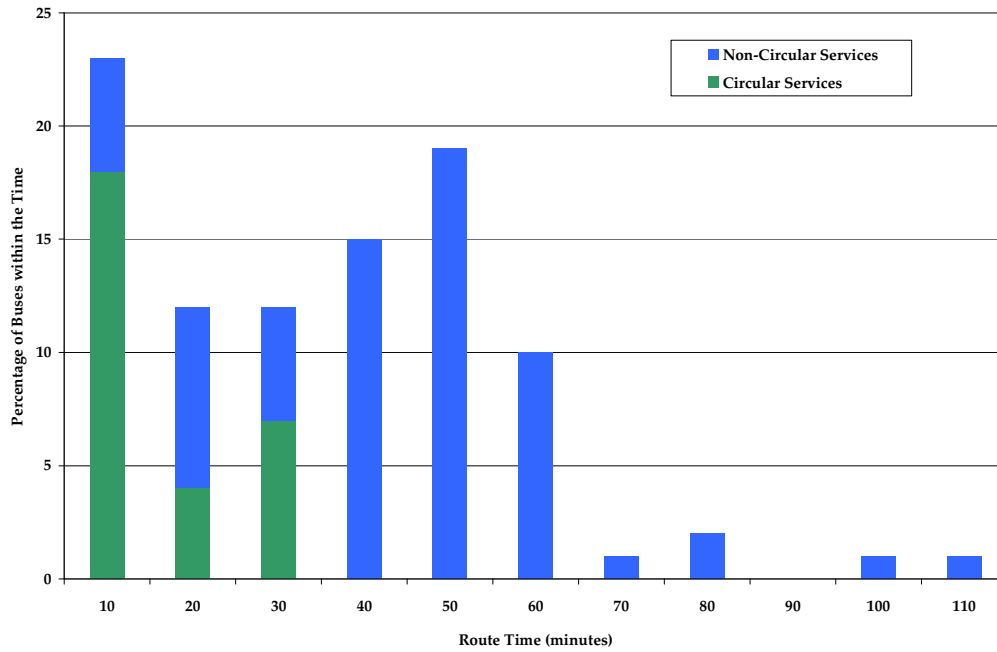


Figure 2.8: Distribution of Bus Route Times



There are a number of bus operators running services in Wigan as presented in Figure 2.9. In total, 50% of routes and 75% of buses are operated by Arriva North Western or First. They operate the higher frequency services, with the range of minor operators providing low frequency (mostly hourly) services to a range of destinations outside of the town and in some case to outside of the Greater Manchester area.

Figure 2.9: Operator Route and Buses Breakdown

