

**GREATER MANCHESTER TRANSPORT COMMITTEE -
BUS SERVICES SUB-COMMITTEE**

DATE: Friday, 11th September, 2020

TIME: 10.30 am

VENUE: Microsoft Teams

AGENDA

1. Apologies

2. Chairs Announcements and Urgent Business

3. Declarations of Interest

1 - 4

To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at the start of the meeting.

4. Appointment of Vice-Chair

To appoint a Vice-Chair of the Bus Services Sub-Committee for the year 2020-2021.

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

5. **Bus Operator Comments about Bus Services in GM between March-September 2020**
An invite to bus operators to provide updates to the sub-committee on developments between March and September 2020.

6. **Forthcoming Changes to Bus Services** 5 - 32
Report of Alison Chew, Interim Head of Bus Services, TfGM.

7. **Funding for Additional Dedicated Home to School/College Transport** 33 - 38
Report of Alison Chew, Interim Head of Bus Services, TfGM.

8. **Ring & Ride Services** 39 - 44
Report of Alison Chew, Interim Head of Bus Services, TfGM.

9. **GM Transport Committee Work Programme** 45 - 50
Report of Gwynne Williams, Deputy Monitoring Officer, GMCA.

10. **Dates of Future Meetings**
Friday 13 November
Friday 15 January
Friday 12 March

11. Exclusion of the Press and Public

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

- | | | |
|---|----------|----------------|
| 1. Forthcoming Changes to Bus Services- Part B | 3 | 51 - 54 |
| Report of Alison Chew, Head of Bus Services, TfGM. | | |

For copies of papers and further information on this meeting please refer to the website www.greatermanchester-ca.gov.uk. Alternatively, contact the following Governance & Scrutiny Officer: lee.teasdale@greatermanchester-ca.gov.uk



This agenda was issued on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street, Manchester M1 6EU

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GM Bus Services Sub-Committee on 11 September 2020

Declaration of Councillors' interests in items appearing on the agenda

NAME: _____

Minute Item No. / Agenda Item No.	Nature of Interest	Type of Interest
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary

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PLEASE NOTE SHOULD YOU HAVE A PERSONAL INTEREST THAT IS PREJUDICIAL IN AN ITEM ON THE AGENDA, YOU SHOULD LEAVE THE ROOM FOR THE DURATION OF THE DISCUSSION & THE VOTING THEREON.

Agenda Item 3

QUICK GUIDE TO DECLARING INTERESTS AT GMCA MEETINGS

This is a summary of the rules around declaring interests at meetings. It does not replace the Member's Code of Conduct, the full description can be found in the GMCA's constitution Part 7A.

Your personal interests must be registered on the GMCA's Annual Register within 28 days of your appointment onto a GMCA committee and any changes to these interests must notified within 28 days. Personal interests that should be on the register include:

- Bodies to which you have been appointed by the GMCA
- Your membership of bodies exercising functions of a public nature, including charities, societies, political parties or trade unions.

You are also legally bound to disclose the following information called DISCLOSABLE PERSONAL INTERESTS which includes:

- You, and your partner's business interests (eg employment, trade, profession, contracts, or any company with which you are associated)
- You and your partner's wider financial interests (eg trust funds, investments, and assets including land and property).
- Any sponsorship you receive.

FAILURE TO DISCLOSE THIS INFORMATION IS A CRIMINAL OFFENCE

STEP ONE: ESTABLISH WHETHER YOU HAVE AN INTEREST IN THE BUSINESS OF THE AGENDA

If the answer to that question is 'No' – then that is the end of the matter. If the answer is 'Yes' or 'Very Likely' then you must go on to consider if that personal interest can be construed as being a prejudicial interest.

STEP TWO: DETERMINING IF YOUR INTEREST PREJUDICIAL?

A personal interest becomes a prejudicial interest:

- where the well being, or financial position of you, your partner, members of your family, or people with whom you have a close association (people who are more than just an acquaintance) are likely to be affected by the business of the meeting more than it would affect most people in the area.
- the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice your judgement of the public interest.

FOR A NON PREJUDICIAL INTEREST**YOU MUST**

- Notify the governance officer for the meeting as soon as you realise you have an interest
- Inform the meeting that you have a personal interest and the nature of the interest
- Fill in the declarations of interest form

TO NOTE:

- You may remain in the room and speak and vote on the matter
- If your interest relates to a body to which the GMCA has appointed you to you only have to inform the meeting of that interest if you speak on the matter.

FOR PREJUDICIAL INTERESTS**YOU MUST**

- Notify the governance officer for the meeting as soon as you realise you have a prejudicial interest (before or during the meeting)
- Inform the meeting that you have a prejudicial interest and the nature of the interest
- Fill in the declarations of interest form
- Leave the meeting while that item of business is discussed
- Make sure the interest is recorded on your annual register of interests form if it relates to you or your partner's business or financial affairs. If it is not on the Register update it within 28 days of the interest becoming apparent.

YOU MUST NOT:

- participate in any discussion of the business at the meeting, or if you become aware of your disclosable pecuniary interest during the meeting participate further in any discussion of the business,
- participate in any vote or further vote taken on the matter at the meeting

GREATER MANCHESTER TRANSPORT COMMITTEE BUS SERVICES SUB-COMMITTEE

Date: 11 September 2020

Subject: Forthcoming Changes to the Bus Network – Part A

Report of: Alison Chew, Interim Head of Bus Services, TfGM

PURPOSE OF REPORT

- i. To inform Members of the changes that have taken place to the bus network since the last Greater Manchester Transport 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:

1. 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;
2. agree that no action is taken in respect of changes or de-registered commercial services as set out in Annex A;
3. approve the proposed action taken in respect of changes or de-registered commercial services as set out in Annex B; and
4. approve the proposed changes to general subsidised services set out in Annex C.

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Equalities Implications – n/a

Climate Change Impact Assessment and Mitigation Measures – n/a

Risk Management – n/a

Legal Considerations – n/a

Financial Consequences – Revenue – see paragraph 2 and Part B report

Financial Consequences – Capital – n/a

Number of attachments included in the report: main report only

BACKGROUND PAPERS:

Forthcoming Changes to the Bus Network report to the Greater Manchester Transport Committee,
10 July 2020

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		n/a
GM Transport Committee	Overview & Scrutiny Committee	
n/a	n/a	

1. INTRODUCTION/BACKGROUND

1.1 The Bus Services Sub Committee of the Greater Manchester Transport Committee considers 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 the Bus Services Sub 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 TfGM’s Operational Service Planning and Network Performance departments.

2. 2020/21 BUDGET SUMMARY

2.1 The summary overleaf provides the current position on the 2020/21 Subsidised Bus Services budget for four months to 31st July 2020. This budget is currently prepared on a Quarterly basis. This is an updated budget following a review in light of COVID-19 and reflects a reduction in income due to lower On Bus revenue particularly on Schools Services. Despite the favourable position reported year to date, we are currently forecasting an adverse variance at year end and it should be noted that considerable risk remains around future income (including government support) and cost.

	Year to date - July 2020				Revised
	Actual	Budget	Variance		Budget
	£000	£000	£000	%	2020/21 £000
General Network Costs					
General Bus Services	6,661	6,472	(189)	(2.92%)	19,211
Local Link	661	794	133	16.75%	2,187
Shuttles	701	813	112	13.78%	2,549
Sub-Total General Network	8,023	8,079	56	0.69%	23,947
Schools Services Costs	5,010	4,972	(38)	(0.76%)	14,419
Total – Subsidised Services costs	13,033	13,051	18	0.14%	38,366
General Network Income					
General Bus Services	1,035	1,010	(25)	(2.48%)	3,072
Local Link	133	95	(38)	(40.00%)	330
Shuttles	315	317	2	0.63%	950
Sub-Total General Network	1,483	1,422	(61)	(4.29%)	4,352
Schools Services income*	1,447	1,462	15	1.03%	4,630
Total – Subsidised Services income	2,930	2,884	(46)	(1.60%)	8,982
Net Cost - Subsidised Services	10,103	10,167	64	0.63%	29,384

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 Financial implications are noted in Part B of the agenda.

7. SERVICE 180

7.1 Changes to commercial service 180 were reported to Members at the 11 October 2019 meeting of GMTTC. Prior to October 2019 the service operated every 30 minutes Monday to Saturday day-time and hourly evening and Sundays. From 27 October 2019 the service was curtailed to operate between Oldham Bus Station and Greenfield hourly on Monday to Saturday day-times. No action was proposed by TfGM as in the evening and on Sundays, passengers from Greenfield can use service 350 to Oldham or Uppermill and connect to service 84.

7.2 A petition was subsequently received by TfGM officers calling for the reinstatement of Sunday, evening and twice-hourly Monday to Saturday daytime journeys on service 180 between Greenfield and Oldham and meetings and discussions have taken place between the operator, First Manchester, TfGM officers and local residents. Following this some revisions to morning peak journeys from Greenfield into Oldham were made to assist those travelling to work or college in Oldham, and an earlier journey from Oldham Mumps to Greenfield was also introduced.

7.3 As with all services, service 180 has been subject to a reduced frequency during the public health crisis. Officers are engaged in continuing discussions with First in respect to the recovery of its services over the coming months and enable advance discussions of any future changes being proposed.

8. RECOMMENDATIONS

8.1 Recommendations are set out at the front of this report.

Alison Chew

Interim Head of Bus Services

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX A

The Committee is requested to note the following changes to commercial services:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
MR ST	130 Macclesfield – Wilmslow – Handforth - Wythenshawe	D&G	New Monday to Friday commercial service with five round trips in GM (0900-1500).	30 August 2020	n/a	Links to Metrolink at Wythenshawe	No TfGM action required.
TE	236 Glossop – Hollingworth – Stalybridge – Ashton	North Western	New Monday to Saturday commercial service running hourly daytime (0630-1730) partially reinstating the service withdrawn by Stagecoach. Service will operate via Stalyhill between Stalybridge and Mottram and will also operate via Tameside General Hospital.	30 August 2020	n/a	Does not run into TfGM Ashton Interchange	No TfGM action required.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
TE	305 Denton (Morrisons) – Auburn Road/Dane Bank	North Western	New Monday to Saturday commercial service running hourly daytime (0730-1730)	30 August 2020	n/a	n/a	No TfGM action required.
RE	587 Halifax – Ripponden – Littleborough - Rochdale	First/ Yorkshire Tiger	WYCA tendered service renumbered from X58. Monday to Saturday service now operated by First instead of Yorkshire Tiger but late evening journeys are not replaced with last departure from Rochdale now at 1930.	30 August 2020	n/a	n/a	No TfGM action proposed.
WN	113 Wigan – Standish – Eccleston – Leyland – Preston	Stagecoach	Lancashire County Council contracted service. Rerouted in Wigan via Wigan Lane and Wigan Infirmary instead of Kenyon Road and Mesnes Road (this change formalises the COVID-19 emergency timetable which has been in operation since early June), The pair of stops at Mesnes Road/Tennyson Drive are no longer served.	1 October 2020	Alternative services on Wigan Lane.	n/a	No TfGM action proposed.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
TD SD BN	2 Trafford Centre – Eccles – Swinton – Bolton	Diamond	Additional journeys introduced between Trafford Centre and Pendlebury which are then extended to Clifton Junction, these services will be numbered 21 , with journeys between Trafford Centre and Bolton reverting to service number 22 . Between Trafford Centre and Pendlebury, buses will run every 15 minutes weekday daytime and every 30 minutes weekday early evening and Sunday daytime.	25 October 2020	n/a	n/a	No TfGM action required.
TE	397 Glossop – Hadfield – Tintwistle – Hattersley – Hyde	North Western	New Monday to Saturday commercial service running hourly daytime (0700-1800). Service will operate via Godley reinstating service lost due to withdrawal of service 387.	25 October 2020	n/a	Does not run into TfGM Hyde Bus Station	No TfGM action required.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
WN	683 Leigh – Atherton – Shakerley	Diamond Bus	Service withdrawn, section between Atherton and Shakerley replaced by extension to service 682 which is further extended to Tyldesley to replace 694.	25 October 2020	582 between Leigh and Atherton, 682 between Atherton and Shakerley.	n/a	No TfGM action required.
MR	X57 Sheffield – Ladybower – Glossop – Hollingworth - Manchester	Hulleys	New daily commercial service running every two hours including late journeys on Friday and Saturday evenings. Between Glossop and Manchester stops only at Hollingworth Gun Inn.	25 October 2020	n/a	n/a	No TfGM action required.

SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK

ANNEX B

The Committee is requested to agree that action is taken regarding the changed or de-registered services detailed in Annex B:

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BN	574 Bolton – Markland Hill	Vision Bus	Reinstated service 574 runs hourly between Bolton and Markland Hill, Monday to Saturday daytime, to replace the commercial service withdrawn by Diamond and reported to GMTC on 10 July 2020.	30 August 2020	n/a	n/a	Members are asked to note the introduction of service 574 with effect from 30th August 2020. The impact on the subsidised bus services budget is given in Part B.
WN	584 Leigh – Crankwood	Diamond Bus	First round trip on Monday to Friday is withdrawn	25 October 2020	n/a	n/a	Prices being sought for replacement journeys

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
WN	682 Leigh – Atherton – Hag Fold	Diamond Bus	Service extended from Hag Fold to Atherton, Shakerley and Tyldesley to replace Diamond 683 and Tyrers 694. Equivalent peak time journeys currently operated on service 683 have not been reinstated on service 682.	25 October 2020	Service 582 between Leigh and Atherton.	n/a	Prices being sought for replacement journeys

CHANGES TO THE SUBSIDISED NETWORK

ANNEX C

The Committee is invited to consider officers’ proposals on the following services:

Dist	Service, route and operator	TfGM officer comments and recommendations
BN SD TD	68 Trafford Centre - Eccles - Monton - Walkden - Little Hulton – Farnworth <i>Operated by Diamond</i>	Service extended from Little Hulton via Salford Road, Logistics North, St Helens Road, Hulton Lane and Deane Road to Bolton providing improved links to the Logistics North employment area. This change is funded from Better Deal for Bus Users funding. This service will be renumbered service 20 . Members are asked to approve the above recommendations, which would be effective 25 October 2020. The impact on the subsidised service budget is shown in Part B.
WN SD TD	126 Leigh — Astley — Boothstown —Trafford Centre <i>Operated by Diamond</i>	Additional early morning journeys added on Mondays to Fridays providing improved access to employment opportunities. This change is funded from Better Deal for Bus Users funding. Members are asked to approve the above recommendations, which would be effective 25 October 2020. The impact on the subsidised service budget is shown in Part B.
WN SD TD	132 Wigan — Hindley — Atherton — Tyldesley — Boothstown —Trafford Centre <i>Operated by Diamond</i>	Additional early morning journeys added on Mondays to Fridays providing improved access to employment opportunities. This change is funded from Better Deal for Bus Users funding. Members are asked to approve the above recommendations, which would be effective 25 October 2020. The impact on the subsidised service budget is shown in Part B.

Dist	Service, route and operator	TfGM officer comments and recommendations
SD MR	27 Swinton - Salford Royal Hospital - Pendleton - Lower Broughton – Manchester	<p>Service 27 currently operates hourly Monday to Saturday daytime. Between Pendleton and Swinton, the service duplicates service 29.</p> <p>It is proposed to withdraw this service, with alternatives being available as follows:</p> <ul style="list-style-type: none"> • Substantive route between Swinton and Weaste: service 29 • Between Swinton, Pendleton and Manchester: services 36/37/38 • Between Pendleton and Lower Broughton: services 10 and 52. • Between Lower Broughton and Manchester: services 10, 93, 97 and 98. <p>A small section of Lower Broughton (Frederick Street and Seaford Road) will no longer be served, this impacts on 7,759 passenger journeys per year, all of which can be made by accessing high frequency services within 500 metres.</p> <p>The withdrawal of this service will directly affect an additional 13,058 passengers who will need to interchange at Pendleton or Swinton to complete their journey.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
SD	<p>29</p> <p>Little Hulton - Walkden - Swinton - Salford Royal Hospital – Pendleton</p> <p><i>Operator TBC</i></p>	<p>Service 29 currently operates hourly daily daytime.</p> <p>This service is revised to run between Boothstown and Salford Quays to improve links to employment opportunities. The new timetable includes new evening journeys.</p> <ul style="list-style-type: none"> • Between Boothstown and Walkden service 29 will replace the 553. • Between Swinton and Lancaster Road, service 29 will run via Dorchester Road and Barton Road to replace service 73. • Between Little Hulton and Walkden service 36, 68 and 695 will provide alternatives. • Between Salford Quays and Pendleton services 50 and 53 provide alternatives. <p>The change to this service will directly affect 12,895 passengers who will need to interchange at Media City or Walkden to complete their journey.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
SD	<p>65</p> <p>Eccles - Ellesmere Park - Salford Royal – Eccles – Westwood Park – Alder Forest</p> <p><i>Operator TBC</i></p>	<p>Service 65 currently operates hourly Monday to Saturday off peak.</p> <p>The service is proposed to be amended to run between Eccles and Alder Forest via Patricroft with additional journeys all days of the week, partially replacing service 66.</p> <p>Patricroft will gain a new service improving accessibility in the local Eccles area.</p> <p>The section of route via Ellesmere Park will be replaced by changes to service 70.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		The impact on the subsidised service budget is shown in Part B.
SD	<p>66</p> <p>Eccles - Worsley - Swinton - Clifton Junction</p> <p><i>Operator TBC</i></p>	<p>Service 66 currently operates hourly Monday to Saturday daytime.</p> <p>This service is proposed to be extended to Prestwich to partially replace service 484.</p> <p>Between Eccles and Peel Green, buses will run via Barton Lane and Peel Green Road improving accessibility in the local Eccles area.</p> <p>From Pendlebury, buses will follow the 484 route through to Prestwich, maintaining a number of through links. The new timetable includes a new evening and Sunday service.</p> <p>The service will no longer penetrate Alder Forest estate, which is served by service 65, but will continue to operate via Barton Road at Worsley.</p> <p>The service will no longer serve Clifton Junction which will be served by changes to commercial service 2.</p> <p>The change to this service will directly affect 1,152 passengers who will need to interchange at Eccles or Swinton to complete their journey.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
SD	<p>70</p> <p>Clifton Junction — Swinton — Eccles — Pendleton — Ordsall — Salford Quays</p> <p><i>Operator TBC</i></p>	<p>Service 70 will be substantially amended to operate between Pendleton and Eccles only, but to operate seven days a week, partially replacing services 65, 73, 74 and 75. The weekday daytime service will operate every hour with a new evening service introduced.</p> <p>The new route is via Fitzwarren Street, Seedley Road, Lower Seedley Road, Gore Avenue, Weaste Lane, Eccles Old Road, Claremont Road, Cholmondley Road, Lancaster Road, Oxford Road, Portland Road, Chatworth Road, Clarendon Crescent, Half Edge Lane, Gilda Brook Road and Ladywell Roundabout to Eccles Interchange.</p> <p>The section between Clifton Junction and Eccles is replaced by changes to service 2 and the section between Pendleton and Salford Quays replaced by changes to service 79.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
SD	<p>73</p> <p>Clifton — Swinton — Pendleton — Ordsall — Salford Quays</p>	<p>Service 73 operates currently hourly on Monday to Saturday daytime.</p> <p>This service is withdrawn and replaced as follows:</p> <ul style="list-style-type: none"> • Between Clifton and Swinton service 2 provides alternatives • At Swinton Park, revised service 29 will serve Dorchester Road and Barton Road • Service 70 will serve the Seedley area, seven days a week, linking it to both Eccles and Pendleton • Between Pendleton and Salford Quays revised services 79 will serve Ordsall. <p>The withdrawal of this service will directly affect 9,604 passengers who will need to interchange at Pendleton or Swinton to complete their journey.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
SD	<p>74/75</p> <p>Pendleton - Agecroft - Pendleton - Irlams o' th' Height circular</p> <p><i>Operator TBC</i></p>	<p>Services 74 and 75 each operate hourly on Monday to Saturday daytime and run in opposite directions on a circular route.</p> <p>These services are revised to run via Duchy Road (replacing service 79) between Pendleton and Irlams instead of via Eccles Old Road and Doveleys Road. The new timetable maintains the specific timed journeys to Agecroft Enterprise park and includes evening and Sunday journeys over the whole route.</p> <p>Doveleys Road will no longer have a service but has access to services within 400m on Cholmondeley Road and on Bolton Road.</p> <p>The service will be extended through to Stretford to replace service 79 and maintain through journeys between Duchy Road and Salford Quays.</p> <p>The change to this service will directly affect 2,356 passengers who will need to walk to alternative services.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
SD TD	<p>79</p> <p>Swinton - Swinton Park - Pendleton - Salford Quays – Stretford</p> <p><i>Operator TBC</i></p>	<p>Service 79 operates hourly on Monday to Saturday daytimes. On Sundays, hourly journeys operate between Irlam o'th'Heights and Pendleton Shopping Centre via Duchy Road.</p> <p>The service will be replaced between Irlam o' th' Heights and Stretford by an extension of service 74/75 to maintain through Pendleton journeys. The section north of Irlam o' th' Heights is served by commercial services and Swinton Park will be served by service 29.</p> <p>The change to this service will directly affect 7,205 passengers who will need to interchange at Pendleton or Irlam o' th' Heights to complete their journey.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
<p>BY MR</p>	<p>90 Simister - Heaton Park - Prestwich <i>Operated by Tyrer's</i></p>	<p>Service 90 operates every 40 minutes on Monday to Saturday daytime.</p> <p>The service duplicates several services in Prestwich with limited unique sections.</p> <p>This service is withdrawn and replaced by changes to services 66, 94 and 96, to maintain local links to/from Prestwich.</p> <p>The resource from this service is redeployed to operate services 492 and 494.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget as part of a network of changes to services 90, 492 and 494.</p>
<p>BY</p>	<p>91 Radcliffe - Ainsworth– Bury</p>	<p>Service 91 operates hourly on Monday to Saturday daytime.</p> <p>This service is withdrawn and replaced by the revised 512, which will follow the existing 91 route between Bury and Radcliffe, opening a number of new links through Radcliffe.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
<p>BY MR</p>	<p>94 NMGH – Prestwich – Pilsworth <i>Operated by Stotts</i></p>	<p>Rerouted in Prestwich to partially replace service 90, operating via Heywood Road, Whittaker Lane, Bury Old Road, St Margaret's Road and Sandgate Road. Cuckoo Lane would be unserved as a result of this change.</p> <p>To fund the additional mileage, the Saturday journey at 0711 would be withdrawn and the 0741 and</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>0750 Saturday journeys would run up to 30 minutes later.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget.</p>
BY MR	<p>95</p> <p>Salford – Prestwich - Bury</p> <p><i>Operator TBC</i></p>	<p>Tendered journeys on service 95 currently operate a limited hourly on Sunday daytime.</p> <p>It is proposed to amend the service to operate a 2-hourly evening and Sunday service to improve connectivity and access to employment.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
BY MR	<p>96</p> <p>Simister — Higher Broughton — Manchester</p> <p><i>Operated by Go North West</i></p>	<p>Service 96 operates hourly on Monday to Saturday and Sunday daytime.</p> <p>Revised route in Prestwich to run via Heys Road, Fairfax Road and Bury New Road instead of Heywood Road in order to maintain the link from Simister to the centre of Prestwich replace service 90.</p> <p>Heywood Road will be served by changes to service 66 which will provide a new connection to Prestwich centre.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget.</p>
TE	<p>335</p> <p>Ashton – Denton</p> <p><i>Operated by Stotts</i></p>	<p>Service 335 currently operates hourly between Ashton and Town Lane estate at Denton.</p> <p>Following registration of commercial service 305 via the existing 335 loop in Denton, it is proposed to amend the 335 route to follow the existing 345 loop south of Denton.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>Most travel on the existing 335 south Denton loop is to/from Denton only, and interchange can be made to travel onto Ashton.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget.</p>
TE	<p>345 Ashton – Denton <i>Operated by Stagecoach</i></p>	<p>Service 345 currently operates hourly between Ashton and Pendle Road at Denton.</p> <p>The service has suffered from increasing punctuality issues which has led to an offset timetable, it is therefore proposed to remove the section south of Denton and transfer this to the 335 service.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget.</p>
SD BY	<p>484 Eccles - Salford Royal Hospital - Swinton - Prestwich – (Whitefield)</p>	<p>Service 484 operates hourly on Monday to Saturday daytime and includes early journeys on Monday to Friday which run to and from Whitefield.</p> <p>This service is proposed to be withdrawn and replaced by changes to service 66.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
BY	<p>492 Bury – Pilsworth <i>Operated by Tyrer's</i></p>	<p>This new service will run hourly on Monday to Saturday daytime from Bury town centre via Manchester Road and Croft Lane to Pilsworth Asda providing new access to employment links.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget as part of a network of changes to services 90,</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		492 and 494.

Dist	Service, route and operator	TfGM officer comments and recommendations
BN BY	512/513 Bury – Radcliffe – Farnworth – Royal Bolton Hospital <i>Operator TBC</i>	<p>Services 512 and 513 each operate hourly on Monday to Saturday daytime and serve some common sections of route between Outwood and Kearsley.</p> <p>These services are revised as follows:</p> <ul style="list-style-type: none"> • Service 512 will run between Bury and Farnworth and via Prestolee between Farnworth and Outwood to replace service 557 and Bradley Fold and Ainsworth between Radcliffe and Bury replacing service 91. Evening and Sunday journeys are added to give an improved timetable. The 512 will no longer serve Ringley Bridge which will be covered by service 513. Between Farnworth and Royal Bolton Hospital services 2 and 501 provide alternatives. • Service 513 will run between Bury and Farnworth via the current route, except that Ringley Bridge will be served instead of Ringley Fold which will be served instead by service 557 Monday to Friday off peak. Ringley Fold is within 550 metres of service 513 at Ringley Bridge. Evening and Sunday journeys are added to give an improved timetable. <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
BN	<p>557 (Highfield) - Farnworth - Kearsley – Prestolee <i>Operated by Tyrer's</i></p>	<p>Service 557 currently runs hourly between Prestolee and Farnworth during the Monday to Saturday interpeak period and includes a journey which extends to Highfield.</p> <p>This service will be revised to run between Ringley Fold and Royal Bolton Hospital during the Monday to Friday interpeak period. Service 512 will now serve Prestolee and includes buses at peak times as well as evenings and Sundays.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised bus services budget.</p>
BN WN	<p>576 Wigan – Horwich – Bolton <i>Operator TBC</i></p>	<p>Service 576 operates daily evening journeys and runs as per the daytime Arriva 575 service between Bolton and Wigan but also operates via Middlebrook Shopping Centre.</p> <p>A revised evening service will be introduced with journeys renumbered to 575 and diverted to serve Old Lords Estate at Horwich instead of running via Middlebrook.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
WN	<p>607</p> <p>Ashton Heath - Ashton-in-Makerfield - Bryn – Wigan</p> <p><i>Operator TBC</i></p>	<p>Service 607 currently operates hourly on Monday to Saturday daytime.</p> <p>It is proposed to revise this service to operate as a local Ashton town service providing increased penetration of Ashton and providing connections to frequent services into Wigan by interchange.</p> <p>Within Ashton-in-Makerfield an hourly Monday to Saturday daytime local service will be provided.</p> <p>This service will be withdrawn between Land Gate and Wigan where Stagecoach services 1, 2 and 10 provide frequent alternatives covering the withdrawn section of route.</p> <p>Officers are currently liaising with operators to replace the section of route between Wigan and Poolstock within existing resources.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
WN	<p>694</p> <p>Leigh — Astley — New Hall Farm — Tyldesley — Shakerley circular</p> <p><i>Operated by Tyrer's</i></p>	<p>Service 694 operates hourly on Monday to Saturday daytime with five interpeak journeys extended from Tyldesley to Shakerley.</p> <p>This service will be revised to run between Leigh and Tyldesley only, with Diamond 682 providing a replacement service between Shakerley and Tyldesley over a longer operating period.</p> <p>Saturday journeys will be amended to operate via Platts Fold Road, reinstating service in this area lost when the Saturday service on 597 was withdrawn in January 2020.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised bus services budget.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
BN WN	715 Bolton – Westhoughton – (Wigan) <i>Operator TBC</i>	<p>Service 715 operates commercially every 30 minutes between Bolton and Westhoughton on Monday to Saturday daytime with subsidised journeys operating hourly Monday to Saturday evenings, and on Sunday daytimes between Bolton and Wigan.</p> <p>The evening and Sunday journeys are revised to run only between Bolton and Westhoughton, bringing them in line with the commercial daytime service, resulting in the loss of the remaining service along Dicconson Lane and Bolton Road between Four Gates and Aspull.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>
BY	B3 Bury – Ferngrove <i>Operated by Tyrer's</i>	<p>Service B3 currently operates hourly on Monday to Saturday daytime.</p> <p>The service will be renumbered 494, and the first journey will run 30 minutes later.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>There is no impact on the subsidised services budget as part of a network of changes to services 90, 492 and 494.</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
TE	East Thameside Local Link	<p>This service currently operates between 8am and 10pm, Monday to Saturday (two vehicles between 8am and 4pm Monday to Saturday) and 9am to 9pm on Sundays and Bank Holidays.</p> <p>Analysis of the usage on the services has indicated that 77% of use can use existing conventional bus services in the area. Two unique areas of operation (Stalyhill and Godley) represented 11% of the usage on East Thameside Local Link and these areas have been covered during the daytime by the introduction on new services 236 and 397 respectively operated by North Western.</p> <p>The remaining 12% of passengers are travelling on existing bus routes at times when those routes don't operate, it is therefore proposed to withdraw the Local Link provision and provide additional evening/Sunday journeys on services in the operating area where those services don't currently exist.</p> <p>Officers are currently liaising with operators to explore the provision of additional evening and Sunday journeys in those areas which would otherwise have no service.</p> <p>Members are asked to approve the above recommendations, which would be effective 25 October 2020.</p> <p>The impact on the subsidised service budget is shown in Part B.</p>

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GREATER MANCHESTER TRANSPORT COMMITTEE BUS SERVICES SUB-COMMITTEE

Date: 11 September 2020

Subject: Funding for Additional Dedicated Home to School and College Transport

Report of: Alison Chew, Interim Head of Bus Services, TfGM

PURPOSE OF REPORT

This report provides an update on the proposed approach for the allocation of the £2,249,016 grant received from the Department for Education for Additional Dedicated Home to School and College Transport.

RECOMMENDATIONS:

Members are asked to:

1. Note the approach being adopted to allocate the £2,249,016 grant received by Greater Manchester from the Department for Education for 'Additional Dedicated Home to School and College Transport'.

CONTACT OFFICERS:

Alison Chew Interim Head of Bus Services 0161 244 1726
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Equalities Implications: n/a at this time

Climate Change Impact Assessment and Mitigation Measures – n/a

Risk Management: n/a

Legal Considerations: Internal legal advice has been sought to ensure the allocation of funding is state aid compliant

Financial Consequences – Revenue: This report considers the allocation of a grant received by Greater Manchester from the DfE, therefore there are no direct revenue implications for GM

Financial Consequences – Capital: n/a

Number of attachments to the report: n/a

Comments/recommendations from Overview & Scrutiny Committee

BACKGROUND PAPERS: n/a

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		n/a
GM Transport Committee	Overview & Scrutiny Committee	
n/a	n/a	

1 INTRODUCTION/BACKGROUND

- 1.1 The implications of Covid-19 mean that school transport as it existed before lockdown cannot be replaced in the same form. Social distancing on public transport, with a significant reduction in available capacity, means there is an inability to fulfil current demand requirements.
- 1.2 On 2 July, DfE released guidance on the full reopening of schools from September. The guidance sets out a new framework for supporting transport to and from schools from the autumn term and makes a distinction between dedicated school transport and wider public transport.
- 1.3 Dedicated school transport refers to services that are used only to carry pupils to school. This includes statutory home to school transport but may also include some existing or new commercial travel routes, where they carry school pupils only. Wider public transport services refers to routes which are also used by the general public.
- 1.4 As pupils on dedicated school services do not mix with the general public, the standard advice for passengers on public transport to adopt a social distance of two metres from people outside their household or support bubble, or a 'one metre plus' approach where this is not possible, will not apply from the autumn term on dedicated transport.
- 1.5 In many areas, pupils normally make extensive use of the wider public transport system, particularly public buses. Government expects that public transport capacity will continue to be constrained in the autumn term. The guidance states that its use by pupils, particularly in peak times, should be kept to an absolute minimum.

2 FUNDING FOR ADDITIONAL DEDICATED HOME TO SCHOOL AND COLLEGE TRANSPORT

- 2.1 On 8 August, Government announced a £40m funding package for dedicated school and college transport. The purpose of the funding is to enable the provision of additional transport capacity for journeys to school and college and has been allocated dependent on the number of students in each local area and how far they have to travel.
- 2.2 DfE guidance states that funding has been provided because, although there needs to be a major focus on managing demand for peak time transport, there is also a need to boost transport capacity for dedicated school and college services. Funding is intended to be spent on ensuring there is sufficient transport capacity so children and young people can get to school and college safely and on time.
- 2.3 The funding is being provided to support the costs of additional transport provision for the first Autumn half term only with the position beyond then being kept under review, based on the social distancing guidance in operation for public transport, as well as on information on demand for additional transport capacity at a local level.

- 2.4 Local areas have the flexibility to decide where the funding is spent, provided it supports transport to school or college for pupils of compulsory school age and students in 16-19 education.
- 2.5 DfE wrote to Local Transport Authorities on 11 August to outline the funding allocations and conditions. Greater Manchester has been allocated £2,249,016. Any unused funding will be returned and DfT will be requesting further information from LTAs in relation to home to school transport, including spend, contracts, capacity and fare revenues.
- 2.6 The short-term nature of the funding means that the grant is not intended to pay for addressing long-standing requests for bespoke school services.
- 2.7 This report sets out the proposed approach for the allocation of the £2,249,016 grant received from the DfE.

3 ALLOCATION OF FUNDING

- 3.1 The funding will be largely used in Greater Manchester to provide additional capacity on the commercially operated bus network, where social distancing restrictions still apply. This is for the following reasons:
- Pre-Covid analysis shows around 90% of school children in Greater Manchester who use the bus travel on the commercial bus network; and
 - Social distancing restrictions mean commercial bus services currently have their capacities reduced to around 35% of pre-Covid levels.
- 3.2 The additional capacity will be delivered through the funding of duplicate trips on the commercial bus network operating as dedicated school services, which are not subject to social distancing restrictions.
- 3.3 A proportion of the funding may be reserved to provide additional SEND capacity, depending on need.

4 PRIORITISATION OF SERVICES

- 4.1 Legal advice has stated that a consistent, data driven approach should be adopted to select which services receive funding to protect against State Aid issues. Subsequently, potential hotspots across the network have been identified and pre-Covid level patronage data for services operating through these hotspots has been analysed.
- 4.2 A long list of potential duplicate trips has been identified using the following criteria
- More than 10 children or Our Pass holders carried;
 - Patronage exceeds 150% of available capacity; and

- Service does not operate to a high frequency (the expectation is that commercial bus operators will address this issue themselves e.g. by operating specific existing trips as dedicated school services).

4.3 Operators have been approached to establish how they can deliver the additional services, which is likely to be a mix of different mechanisms:

- The operator provides the duplicate trips themselves;
- The operator sources the duplicate trips through their commercial group provision;
- TfGM provide a vehicle, but the operator takes responsibility for the operation of the service; or
- TfGM procure the duplicate trip.

4.4 Following returns from operators, confirming how they can deliver the additional services and the cost, TfGM will confirm the initial list of duplicate services.

5 IMPLEMENTATION

5.1 The additional trips will commence on Monday 7th September. A robust monitoring system will be put in place to ensure the additional services are located correctly.

5.2 It is probable that some areas will not see the predicted demand for services, or that there may be new areas of high demand. To mitigate against this risk the contracts for the additional resource will be flexible, so that the resource can be moved if required.

5.3 During the first week of September, when schools are not expected the return full time, operators will be expected to reserve spare school resource, so it can be deployed if needed.

5.4 Some floating resource will also be secured, which can be deployed immediately where problems are identified. It is expected that this will reduce over time.

6 COMMS AND CUSTOMER INFORMATION

6.1 The details of the additional services will be communicated via the following channels:

- Directly to schools – who will be encouraged to communicate with parents and students.
- On www.tfgm.com – where all relevant information will be displayed.
- On social media – where targeted messages will be considered.
- Via bus drivers – inevitably there will be questions for drivers on both affected and other routes.

6.2 It is not intended to provide any information at stops due to the timing available and the lack of flexibility this will provide.

6.3 The above will be in addition to on-going travel advice which is encouraging pupils to consider active travel options for their journeys from September, in line with government messaging.

7 RECOMMENDATIONS

7.1 Recommendations are set out at the front of this report.

Alison Chew
Interim Head of Bus Services

GREATER MANCHESTER TRANSPORT COMMITTEE BUS SERVICES SUB-COMMITTEE

Date: 11 September 2020

Subject: Impact to Ring & Ride as a result of Covid-19

Report of: Alison Chew, Interim Head of Bus Services, TfGM

PURPOSE OF REPORT

To provide Members with an update on the operation of the Ring and Ride service.

RECOMMENDATIONS:

Members are asked to:

1. Note the impact of Covid-19 on the Ring and Ride service.

CONTACT OFFICERS:

Alison Chew	Interim Head of Bus Services	0161 244 1726 alison.chew@tfgm.com
Nick Roberts	Head of Services & Commercial Development	0161 244 1173 nick.roberts@tfgm.com

Equalities Implications – n/a

Climate Change Impact Assessment and Mitigation Measures – n/a

Risk Management – n/a

Legal Considerations – n/a

Financial Consequences – Revenue – see paragraph 2 and Part B report

Financial Consequences – Capital – n/a

Number of attachments included in the report: main report only

BACKGROUND PAPERS:

n/a

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		No
GM Transport Committee	Overview & Scrutiny Committee	
n/a	n/a	

1. INTRODUCTION

- 1.1 The Ring and Ride service provides door to door, demand responsive transport to residents of Greater Manchester who find it difficult to use conventional public transport due to disability or mobility issues.

2. BACKGROUND

- 2.1 The Ring and Ride service is operated by Greater Manchester Accessible Transport Ltd. (GMATL) and grant funded by TfGM.

- 2.2 The grant is awarded subject to GMATL's compliance with a Service Level Agreement (SLA) which details key service performance standards that must be delivered in order to ensure the service's social inclusion objectives.

- 2.3 In April 2016, GMATL introduced the following eligibility criteria on Ring and Ride. Passengers can now only use the service if they;

- **hold a TfGM Concessionary Plus Pass** (available to those with the following: Severe walking difficulties; registered partially sighted; profoundly or severely deaf; or have been/would be refused driver's license for medical reasons); or
- **hold a TfGM Concessionary Disabled Person Pass** (available to the following: registered blind; profoundly deaf and cannot speak/limited speech that is difficult to understand; learning difficulties; cannot use both arms; cannot talk; ex-serviceman or woman with serious walking difficulties are a result of losing a leg (BLESMA); or would be refused driving license as a result of severe and long-term mental health problems); or
- **are 70 years old or over, have mobility issues and hold a TfGM Older Person's Concessionary Pass; or**
- **are a TfGM Travel Voucher user.**

- 2.4 There are at present 13,384 registered members of Ring and Ride of which 6,288 had actively used the service in the 2019/2020 financial year (April 19– March 20). Over the same 12-month period 498,147 journeys were requested with 390,686 being completed, therefore the refusal rate was 5.82%, a slight rise on the previous financial year when it was 5.38%.

- 2.5 In the same period the number of cancellations across the service was 91,096 (19.42%), a rise on the rate the previous year (18.81%). However, this increase is due to the extremely high cancellation rate experienced in March 2020, due to Covid-19.

3. IMPACT OF COVID-19 ON THE RING AND RIDE SERVICE

- 3.1 From mid-March 2020, Ring and Ride began to experience higher rates of cancellations attributable to passenger concerns around Covid-19. The service experienced a steep drop in demand and 90-95% of all trips were cancelled in the week preceding 23 March 2020. Following the government announcement relating to 2 metre social distancing and safety concerns for drivers and passengers, GMATL suspended the service from 24 March 2020. Drivers and contact centre agents were placed on furlough. Similar services across the UK were also suspended or dramatically reduced with resources directed elsewhere.
- 3.2 During April, Manchester City Council had a short notice requirement to move several hundred homeless people from different areas of Greater Manchester to hotel accommodation in various boroughs. GMATL used their taxi contract provision to provide some journeys to assist with this.
- 3.3 During April and May, GMATL worked with TfGM to understand how best to reintroduce a service for essential journeys only, and a limited service returned on 18 May 2020. This service operated reduced hours Monday to Friday, 8am to 7pm, and was intended to cater for essential journeys only, including hospital trips. Journeys were only provided to those not requiring physical assistance to board vehicles due to safety concerns around the 2 metre social distancing requirement. A maximum of 2 passengers were permitted on board at any one time.
- 3.4 This reintroduction involved using 20 vehicles. GMATL staff worked to ensure safe working practices ahead of the drivers return to depots. Driving staff were issued with PPE, enhanced cleaning regimes were put in place and customers required to wear face coverings on board vehicles unless exempted as per government guidelines. A limited number of contact centre agents and staff returned to the Manchester One office following a cleaning regime and social distancing being put in place.
- 3.5 Initial usage of the service was very low and patronage in the first week of the service was around 2% of pre-Covid levels. By the end of July this had risen to over 11%. Since May, the Ring and Ride service has also offered an overspill capability to help deal with demand on the Logistics North Local Link service in the afternoon peak to assist with social distancing and capacity issues.
- 3.6 From 3 August, normal operating hours resumed (Monday to Sunday, 8am to 11pm), involving increasing the fleet size to 31. At the time of writing patronage levels are now at around 16% of pre-Covid levels, with over 1,000 trips each week and slowly rising. The decision was taken to reintroduce normal operating hours following government guidance that 'all staff and contractors have duties to ensure that those with protected characteristics, for example disabled people, the elderly and pregnant women, are able to access services'.
- 3.7 In addition, up to six people are now permitted to travel at the same time following the 'one metre plus' guidance issued by the Government, however in practice most journeys

still only have one or two passengers travelling at any one time as most regular bookings have not resumed.

- 3.8 It has also been considered how best to reintroduce assisted travel for those customers travelling in wheelchairs and requiring physical assistance to board the bus. It was determined that assisted travel could resume with drivers allocated with visors for these journeys in addition to existing PPE. In addition, GMATL has procured manual wheelchairs for ambulatory passengers who require physical assistance getting to the vehicle and boarding. This is so that passengers can use the wheelchair to board the vehicle, then transfer to a seat in order to reduce contact between drivers and passengers.
- 3.9 The arrangement outlined in the above paragraph, which ensures that the full door to door service is provided, are due to commence from 1 September 2020. All passengers were informed of this in writing during week commencing 17 August to enable them to request trips from 24 August for the week commencing 1 September. GMATL are now seeing an increase in requests from registered customers who had previously been unable to travel.

4. PROJECTED DEMAND

- 4.1 Although services are slowly resuming, it is uncertain when patronage will resume to normal levels. GMATL have engaged with their regular group booking organisers but most do not know when their usual activities will resume or give Christmas as a possible resumption date. With current levels of demand at only 16% and only 31 vehicles out of 40 being deployed, it is envisaged unlikely that normal demand levels will return in the short-term, and there are currently still a number of driving and contact centre staff on furlough.

5. NEXT STEPS

- 5.1 Officers will continue to monitor demand and additional capacity on the Ring and Ride service will be re-introduced as required.

6. RECOMMENDATIONS

- 6.1 Recommendations are set out at the front of this report.

Alison Chew
Interim Head of Bus Services

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Greater Manchester Transport Committee –

Draft Work Programme

September 2020 – November 2020

The table below suggests the Committee's work programme from September to November 2020.

Members are invited to further develop, review and agree topics which they would like to consider. The work programme will be reviewed and updated regularly to ensure that the Committee's work remains current.

The key functions of the Committee are –

- **Accountability:** active and regular monitoring of the performance of the transport network, including the Key Route Network, the operation of the GM Road Activities Permit Scheme, road safety activities, etc as well as all public transport modes. This role will include holding service operators, TfGM, highway authorities and transport infrastructure providers to public account, and to recommend appropriate action as appropriate;
- **Implementation:** oversee the delivery of agreed Local Transport Plan commitments. This includes the active oversight of the transport capital programme, and decisions over supported bus services network to be made within the context of policy and budgets set by the Mayor and the GMCA as appropriate; and
- **Policy Development:** undertake policy development on specific issues, as may be directed by the Mayor and / or the GMCA

September 2020

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Bus Services Sub Committee	Changes to the Bus Network and Review of Subsidised Bus Services Budget	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate.	Implementation
	Impact to Ring & Ride as a result of Covid-19	Martin Shier	To receive an update on the impact of Covid-19 on Ring and Ride Services.	Accountability
Metrolink and Rail Sub Committee	Rail Performance Report	Simon Elliott	To review performance across the rail industry.	Accountability
	Rail Station Improvement Schemes	Simon Elliott	To look as to the progress and identified priorities within the Rail Station Improvement Plan.	Implementation
	Northern Rail Update	Northern	To receive an update on Northern's 100 day plan, Covid recovery and current operations.	Accountability

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
	Metrolink Performance Report	Daniel Vaughan	To review overall performance of Metrolink.	Accountability

Friday 9 October 2020

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Full Committee	Transport Network Performance	Bob Morris, TfGM	To review performance of the transport network, including the Key Route Network and all public transport modes. To hold service operators, TfGM, highway authorities and transport infrastructure providers to public account and to recommend appropriate action.	Accountability
	Our Pass Pilot Update	Kate Brown	To receive an update on the Our Pass pilot.	Accountability

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
	Impact of Road Safety Schemes	Peter Boulton	To review the outcome of previously implemented road safety schemes.	Accountability
	Cycling & Walking Challenge Fund Update	Richard Nickson, TfGM	To oversee the proposals for schemes under the Cycling & Walking Challenge Fund.	Implementation
	Active Travel	Kate Brown	To receive a substantive update considering government policy, emergency active travel funding and The Mayor's Challenge Fund.	Accountability

November 2020

MEETING DATE	TOPIC	CONTACT OFFICER	PURPOSE	ALIGNMENT TO WHICH KEY FUNCTION OF THE COMMITTEE
Bus Services Sub Committee	Changes to the Bus Network and Review of Subsidised Bus Services Budget	Alison Chew and Nick Roberts, TfGM	To note forthcoming changes to the bus network and to review and make decisions relating to supported bus services within the context of policy and budgets set by the Mayor and GMCA as appropriate.	Implementation
	Bus Performance Report	Alison Chew	To report on the overall performance of bus services.	Accountability
Metrolink & Rail Services Sub Committee	Feedback from Central Manchester Rail Task Force	Caroline Whittam	To receive an update following the Central Manchester Rail Task Force review.	Accountability

To be scheduled –

RAPS – to review the coordination of works across the highway.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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