

## GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 21 February 2020

Subject: Forthcoming Changes to the Bus Network - Part A

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

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### 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. agree that no proposed action is 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.

**CONTACT OFFICERS:**

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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, 11 October 2019.

<b>TRACKING/PROCESS</b>		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
<b>EXEMPTION FROM CALL IN</b>		
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 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 Transport 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 Committee.
- 1.4 The governance process that leads up to the reporting to the Transport 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. 2019/20 BUDGET SUMMARY

2.1 The summary provides the current position on the 2019/20 Subsidised Bus Services budget for the 9-month period to 31 December 2019.

	Year to date - December 2019				Budget 2019/20 £000
	Actual £000	Budget £000	Variance £000	Variance %	
<b>General Network Costs</b>					
General Bus Services	13,579	13,564	(15)	(0.1%)	19,505
Local Link	1,840	1,753	(87)	(5.0%)	2,335
Shuttles	1,562	1,605	44	2.7%	2,129
<b>Sub-Total General Network</b>	<b>16,981</b>	<b>16,922</b>	<b>(59)</b>	<b>(0.3%)</b>	<b>23,969</b>
<b>Schools Services Costs</b>	<b>10,088</b>	<b>10,148</b>	<b>60</b>	<b>0.6%</b>	<b>13,895</b>
<b>Total – Subsidised Services costs</b>	<b>27,069</b>	<b>27,070</b>	<b>1</b>	<b>0.0%</b>	<b>37,864</b>
<b>General Network Income</b>					
General Bus Services	2,518	2,424	95	3.9%	3,230
Local Link	261	221	40	18.3%	294
Shuttles	699	778	(79)	(10.1%)	1,031
<b>Sub-Total General Network</b>	<b>3,479</b>	<b>3,423</b>	<b>55</b>	<b>1.6%</b>	<b>4,555</b>
<b>Schools Services income*</b>	<b>4,269</b>	<b>4,317</b>	<b>(47)</b>	<b>(1.1%)</b>	<b>5,709</b>
<b>Total – Subsidised Services income</b>	<b>7,748</b>	<b>7,739</b>	<b>8</b>	<b>0.1%</b>	<b>10,264</b>
<b>Net Cost - Subsidised Services</b>	<b>19,320</b>	<b>19,330</b>	<b>9</b>	<b>0.0%</b>	<b>27,600</b>

\* Includes Our Pass grant income

## 3. CHANGES TO COMMERCIAL SERVICES (ANNEX A)

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

## 4. CHANGES TO THE COMMERCIAL NETWORK (ANNEX B)

4.1 Annex B to this report lists changes to commercial services and provides brief details of the implications of these changes, which officers believe are of sufficient importance to require

action by Transport for Greater Manchester. Details of the proposed actions are also provided.

## **5. CHANGES TO GENERAL SUBSIDISED SERVICES (ANNEX C)**

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

## **6. FINANCIAL IMPLICATIONS**

6.1 Annex A, presents no financial implications.

6.2 Annex B, financial implications are noted in Part B of the agenda.

6.3 Annex C, financial implications are noted in Part B of the agenda.

## **7. RECOMMENDATIONS**

7.1 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:

<b>Dist</b>	<b>Service No. and Route</b>	<b>Operator</b>	<b>Proposed Change</b>	<b>Effective From</b>	<b>Alternative Services</b>	<b>Integration impact (modes/ticketing)</b>	<b>Comments/TfGM officer recommendations</b>
<b>OM</b>	<b>81</b> Oldham – Derker	<b>First Manchester</b>	Withdrawal of morning peak journeys:  from Derker at 0605, 0645, 0705 & 0725 on weekdays and 0630, 0705 & 0735 on Saturdays and from Oldham at 0626 and 0706 on weekdays.	<b>20/04/2020</b>	Metrolink provides a frequent service from Derker towards Oldham, Shaw, Rochdale and Manchester. However, the Metrolink stop does not serve the whole of Derker. Proposed service 402 would commence from Derker at approximately 0730 on weekdays and 0830 on Saturdays.		As noted elsewhere in this document, journeys which TfGM has subsidised since October 2019 (Monday to Saturday PM peak and Sunday daytime) are recommended for withdrawal due to low usage.  First Manchester has advised average patronage of 2.48 passengers on the affected trips.

Dist	Service No. and Route	Operator	Proposed Change	Effective From	Alternative Services	Integration impact (modes/ticketing)	Comments/TfGM officer recommendations
BY	<b>482 (Irwell Line)</b> Rawtenstall – Ramsbottom – Walmersley – Bury	<b>Transdev Rosso</b>	The previously proposed change, introducing new service 482 between Bury, Walmersley, Ramsbottom & Rawtenstall, did not occur from the proposed effective date, due to the continuation of service X41.	<b>26/01/2020</b>	n/a	n/a	Service 482 was to be a partial replacement for the proposed withdrawal of service X41, which has continued to run on a revised timetable.  <b>No TfGM action proposed at this stage.</b>
	<b>X41 (Red Express)</b> Accrington – Ramsbottom – Prestwich – Manchester	<b>Transdev</b>	Service X41 was proposed for withdrawal but has continued to run on a revised timetable from the effective date. The service operates the same times but with the exception of two morning and two afternoon journeys that now operate 'Fast' route via Rochdale Road.	<b>26/01/2020</b>	n/a	n/a	        <b>No TfGM action proposed at this stage.</b>

**SIGNIFICANT CHANGES TO THE COMMERCIAL NETWORK**

**ANNEX B**

The Committee is requested to agree that no action is proposed regarding the changed or de-registered services detailed in Annex A:



## SIGNIFICANT 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
<b>MR</b> <b>SD</b>	<b>10</b> Manchester - Brookhouse <b>Arriva North West</b>	<p>At the GMTC meeting of 11 October 2019, Members approved the route extension, of the daily evening journeys beyond Peel Green to serve Brookhouse, through the subsidised budget until 18<sup>th</sup> April 2020.</p> <p>Despite publicity conducted by the operator in October 2019, a review of the patronage data obtained shows very low usage. As TfGM has a limited sample of data, Officers recommend a contract extension to October 2020. In addition, Officers recommend the implementation of a promotional campaign, involving a door to door leaflet drop and posters, to encourage better use of the evening service.</p> <p><b>Members are asked to approve a 6-month extension of the contract with effect from 19 April 2020.</b></p> <p><b>There will be no impact on the Subsidised Services Budget.</b></p>
<b>WN</b>	<b>22A</b> Wigan – Golborne – Newton-le-Willows - Warrington <b>Warrington's Own Buses</b>	<p>Subsidised Service 22A operates every hour Monday to Saturday evenings and on Sundays/Bank Holidays.</p> <p>Officers recommend the withdrawal of the Sundays/Bank Holidays 2152 journey from Newton-le-Willows and the 2219 journey from Wigan due to the low number of passengers.</p> <p>Recent surveys have shown the following:</p> <p>A total of 4 passengers were carried on the 2152 journey from Newton-le-Willows. Of those passengers, 3 were unique passengers.</p> <p>A total of 7 passengers were carried on the 2219 journey from Wigan. Of those passengers, 3 were unique passengers.</p> <p><b>Members are asked to approve the above recommendation for the withdrawal of the 2152 journey from Newton-le-Willows and the 2219 from Wigan with effect from 19 April 2020.</b></p> <p><b>There will be no impact on the Subsidised Services Budget.</b></p>

Dist	Service, route and operator	TfGM officer comments and recommendations
SD	<p><b>73</b></p> <p>Clifton – Salford Shopping Centre – Ordsall – Salford Quays</p> <p><b>Diamond Bus North West</b></p>	<p>The subsidised Monday to Saturday day-time service 73 was revised during MSIRR works.</p> <p>This service will revert to its original timetable and route.</p> <p><b>Members are asked to note that Service 73 will revert to its original timetable and route with effect from 20 April 2020.</b></p> <p><b>There will be no impact on the subsidised services budget.</b></p>
SD	<p><b>74 75</b></p> <p>Salford Shopping Centre – Irlams o’th’Height</p> <p><b>Diamond Bus North West</b></p>	<p>The Monday to Friday 0905 journey from Salford Shopping Centre on Service 75 was curtailed at Whit Lane, returning to Salford Shopping Centre as the 0920 journey on service 74 during MSIRR works.</p> <p>This journey will revert to its original timetable and route.</p> <p><b>Members are asked to note that the Monday to Friday 0905 journey from Salford Shopping Centre will revert to its original route with effect from 19 April 2020.</b></p> <p><b>There will be no impact on the subsidised services budget.</b></p>
SD	<p><b>79</b></p> <p>Swinton – Salford Shopping Centre – Salford Quays - Stretford</p> <p><b>Diamond Bus North West</b></p>	<p>In response to local Councillors’ request for a Sunday/Bank Holiday daytime service to serve the Duchy Estate, Officers recommend the introduction of short 79 hourly journeys operating between Salford Shopping Centre and Irlams o’th’ Height.</p> <p>The subsidised Monday to Saturday day-time service was revised during MSIRR works. Service 79 will revert to its original timetable and route.</p> <p><b>Members are asked to approve the above recommendation for the introduction of short 79 journeys on Sunday/Bank Holiday daytime with effect from 19 April 2020.</b></p> <p><b>Members are asked to note that Service 79 will revert to its original timetable and route with effect from 19 April 2020.</b></p> <p><b>The impact on the subsidised services budget is detailed in Part B of this report.</b></p>

Dist	Service, route and operator	TfGM officer comments and recommendations
<b>MR</b>  <b>OM</b>	<b>81</b> (Derker) - Oldham – Moston – Manchester <b>Stagecoach Manchester</b>	<p>First Manchester provides a half hourly daily daytime service on service 81, during the evening links are maintained by an hourly service, subsidised by TfGM and operated by Stagecoach Manchester.</p> <p>Following a change to the daytime timetable in October 2019 a gap has existed between the daytime and evening service from Oldham towards Manchester – from 1826 to 2108 on weekdays and from 1743 to 2114 on Saturdays.</p> <p>Officers have moved resources from services 425 and 426 to introduce new Monday to Saturday trips at 1908 and 2008 from Oldham.</p> <p><b>Members are asked to note the introduction of the above journeys, operating on Mondays to Saturdays, with effect from Monday 27<sup>th</sup> January 2020.</b></p> <p><b>There will be no impact on the subsidised services budget.</b></p>

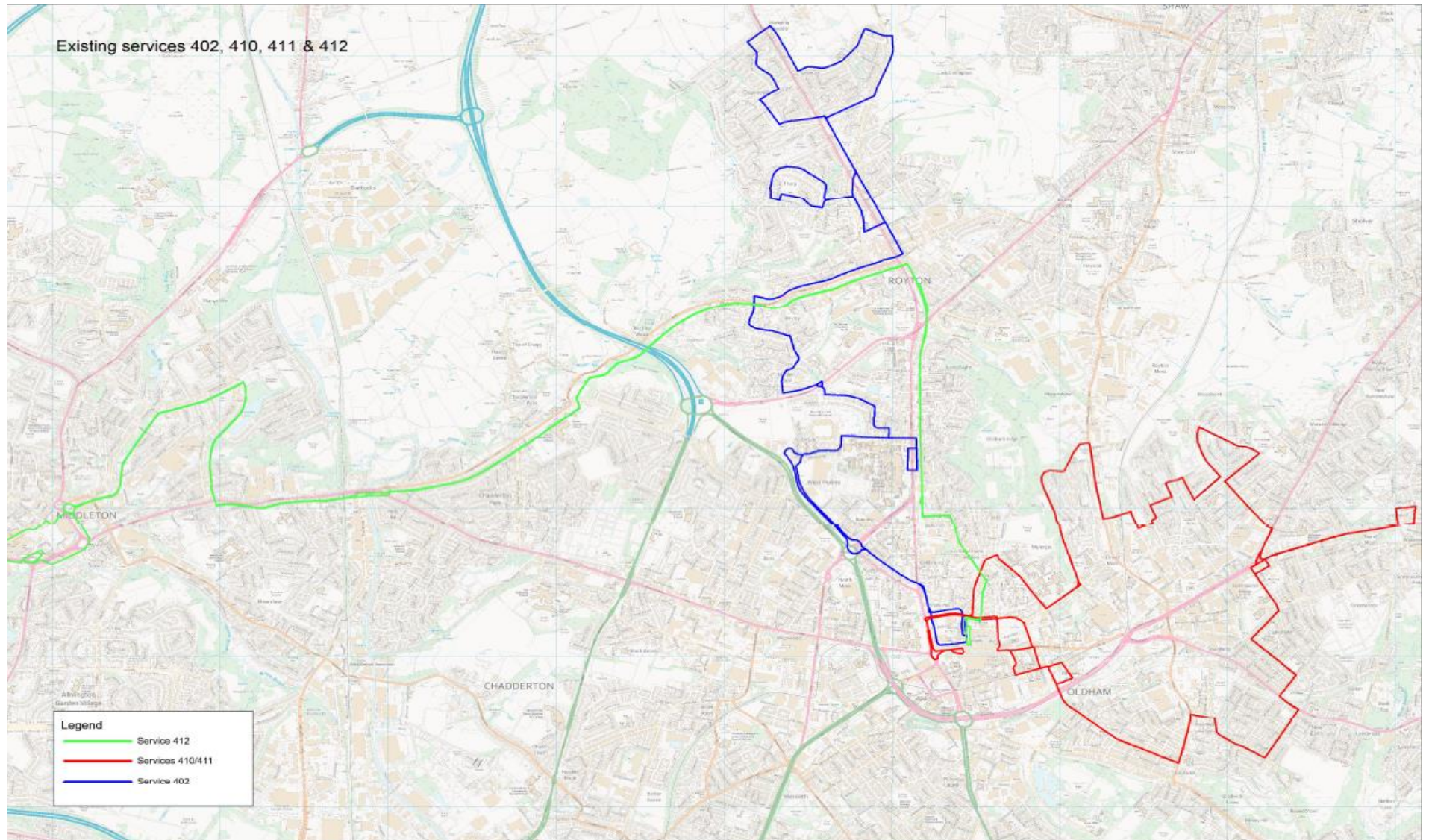
Dist	Service, route and operator	TfGM officer comments and recommendations
OM	<p data-bbox="293 248 501 379"><b>81</b> Derker – Oldham <b>First Manchester</b></p>	<p data-bbox="781 248 2078 312">TfGM has subsidised a Monday to Saturday evening peak and Sunday daytime service since First Manchester curtailed their service 81, to no longer run between Derker and Oldham, in October 2019.</p> <p data-bbox="781 336 2002 400">At that time TfGM Officers revised the routes of daytime off-peak services 410 &amp; 411 to cover more of Derker, maintaining links to Oldham town centre during the daytime.</p> <p data-bbox="781 424 1872 456">In the later evening, TfGM continued to subsidise through journeys on service 81 to Derker.</p> <p data-bbox="781 480 2024 544">Survey data relating to the months of November and December 2019 shows extremely low usage on the Monday to Saturday evening peak and Sunday daytime journeys – on average 1.58 passengers per trip.</p> <p data-bbox="781 568 2007 663">As part of the wider proposal to replace services 410 and 411 officers propose the withdrawal of these daytime journeys, to be replaced by a completely revised service 402 running hourly during Monday to Saturday daytime and every two hours on Sunday daytime.</p> <p data-bbox="781 687 1738 719">The late evening service 81 would continue to run between Oldham and Derker.</p> <p data-bbox="781 743 2040 775">Further details of the proposals to change services 402, 410 &amp; 411 are shown elsewhere in the document.</p> <p data-bbox="781 847 2056 911"><b>Members are asked to approve the above recommendation to withdraw subsidised daytime journeys on service 81, to be partly replaced by revised service 402, with effect from Sunday 19th April 2020.</b></p> <p data-bbox="781 935 1541 967"><b>The financial implications of this proposal are shown in Part B.</b></p>

Dist	Service, route and operator	TfGM officer comments and recommendations
ST	<p><b>375</b></p> <p>Mellor – Marple – Hawk Green – Stockport</p> <p><b>Stagecoach Manchester</b></p>	<p>Service 375 provides an hourly Monday to Saturday daytime service between Mellor and Stockport, operating as a TfGM subsidised service between Mellor and Marple then extending commercially to Stockport since 2014.</p> <p>The current contracts for the operation of this service end in April 2020. Officers recently issued tenders for the continued operation of this service, with a revised route operating between Mellor, Marple and Hyde, and unfortunately the best prices received represented a significant increase over the expiring contract which would have proved unsustainable due to the extremely high cost per passenger.</p> <p>Consequently, Officers reissued the contracts, reducing the service to operate between Marple and Mellor only, in the hope this would bring costs within an acceptable level. Unfortunately, while this action did result in a lower price than the initial tender and marginally lower than the expiring contract, it still resulted in an extremely high cost per passenger which would make the service unsustainable.</p> <p>Subsequently a Demand Responsive Local Link service will be introduced to offer access to the network where there are no alternatives (see Marple, Mellor and Hawk Green Local Link below)</p> <p><b>Members are asked to approve the above recommendation to withdraw subsidised service 375, to be partly replaced by a new Local Link service, with effect from Sunday 19th April 2020.</b></p> <p><b>The financial implications of this proposal are shown in Part B.</b></p>

Dist	Service, route and operator	TfGM officer comments and recommendations
OM	<p><b>402</b> Oldham – Royal Oldham Hospital – Royton – Oozewood – Thornham Circular</p> <p><b>410 &amp; 411</b> Oldham – Higginshaw – Derker – Waterhead – Roxbury – Glodwick Circular</p> <p><b>412</b> Oldham – Coldhurst – Royton – Mills Hill – Boarshaw – Middleton</p> <p><b>Replaced with:</b></p> <p><b>402</b> Derker – Higginshaw - Oldham – Coldhurst - Royal Oldham Hospital – Elk Mill Retail Park – Chadderton Hall Park – Royton – Oozewood</p> <p><b>Operator TBC</b></p>	<p>Monday to Saturday daytime services 402, 410 &amp; 411 have operated as subsidised services, for over 25 years. In April 2015 the services were each reduced from operating every 30 minutes to operate hourly. In October 2019, services 410 and 411 were revised to maintain off-peak links from Derker to Oldham, links which were lost when First Manchester’s service 81 was curtailed to run between Manchester and Oldham only.</p> <p>TfGM has subsidised the daytime service 412 since April 2016. Previously, the service was provided commercially by First Manchester, generally every 90 minutes. TfGM has subsidised the evening and Sunday service for many years.</p> <p>The current contracts for the operation of these services end in April 2020. Officers recently issued tenders for the continued operation of these services and unfortunately the best prices received represented a significant increase over the expiring contracts which would have proved unsustainable due to the extremely high cost per passenger.</p> <p>Consequently, Officers reissued the contracts, removing lightly used first and last journeys on service 402 and reducing service 412 to operate during the daily daytime, every 90 minutes, in the hope this would bring costs within an acceptable level. Unfortunately, this action still resulted in a significant increase over the expiring contracts, which again would have proved unsustainable due to the extremely high cost per passenger.</p> <p>Following the second tender round Officers carried out a further review of these services, highlighting areas that did not have alternatives close by and considering how these areas may be served within existing financial resources.</p> <p>The proposed response is to completely revise existing service 402 to cover elements of services 402, 410, 411 &amp; 412. This proposal reduces overall vehicle resource from 4 buses to 2 buses but keeps the overall annual price similar to the current price.</p> <p>On average, the current service 402 carries 13.81 passengers per trip, approximately 70% of whom are along the route retained by service 402. Services 410 &amp; 411 carry 9.51 passengers per trip, approximately 30% of whom are on the section of route covered by proposed service 402. Service 412 carries 5.39 passengers per trip, approximately 80% of whom are on the section of route covered by proposed service 402.</p> <p>While the new service 402 would only cover 30% of the routes of services 410 and 411 the majority of the route is within 400 metres of alternative services and surveys show that 80% of passengers use these</p>

Dist	Service, route and operator	TfGM officer comments and recommendations
		<p>services to access Oldham Town Centre, links which will still be possible on alternative services.</p> <p>The majority of roads which become unserved across services 402, 410, 411 and 412 have an alternative service within 400 metres, the exceptions being Cambrian Way in Royley (service 402) and short sections of Waterloo Street and Roundthorn Road (services 410 and 411).</p> <p>Thornham (service 402) is served by frequent service 409 along Rochdale Road or hourly service 408 along Thornham Road. Westhulme Way is served by hourly service 159 and a section of Chadderton Way is served by service 182 (which does not serve Oldham).</p> <p>Waterhead (services 410 &amp; 411) is served by service 350 every 30 minutes, Greenacres is served by service 80 (also every 30 minutes), Roxbury is close to frequent services 84, 180 and 184 along Lees Road and 425 along Glodwick Road with service 425 also serving Glodwick.</p> <p>Service 12 maintains links between Middleton and Boarshaw (service 412) and frequent service 59 maintains links between Middleton, Mills Hill and Oldham.</p> <p>Links from Middleton, Boarshaw and Mills Hill to Royton, Royal Oldham Hospital and Oldham would be lost as part of this proposal. Surveys show approximately 18% of passengers on service 412 travelling along this section of route (on average 0.97 passengers per trip).</p> <p>The proposed service 402 would operate every hour Monday to Saturday and every two hours on Sunday daytime and provide new direct links from Derker to Royal Oldham Hospital and from Oldham Town Centre to the Elk Mill Retail Park.</p> <p><b>Members are asked to approve the above recommendation to revise service 402 to include elements of services 410, 411 &amp; 412, including the introduction of a two hourly Sunday daytime service, with effect from Sunday 19<sup>th</sup> April 2020.</b></p> <p><b>The financial implications of this proposal are shown in Part B.</b></p>

Existing services 402, 410, 411 & 412



**Legend**

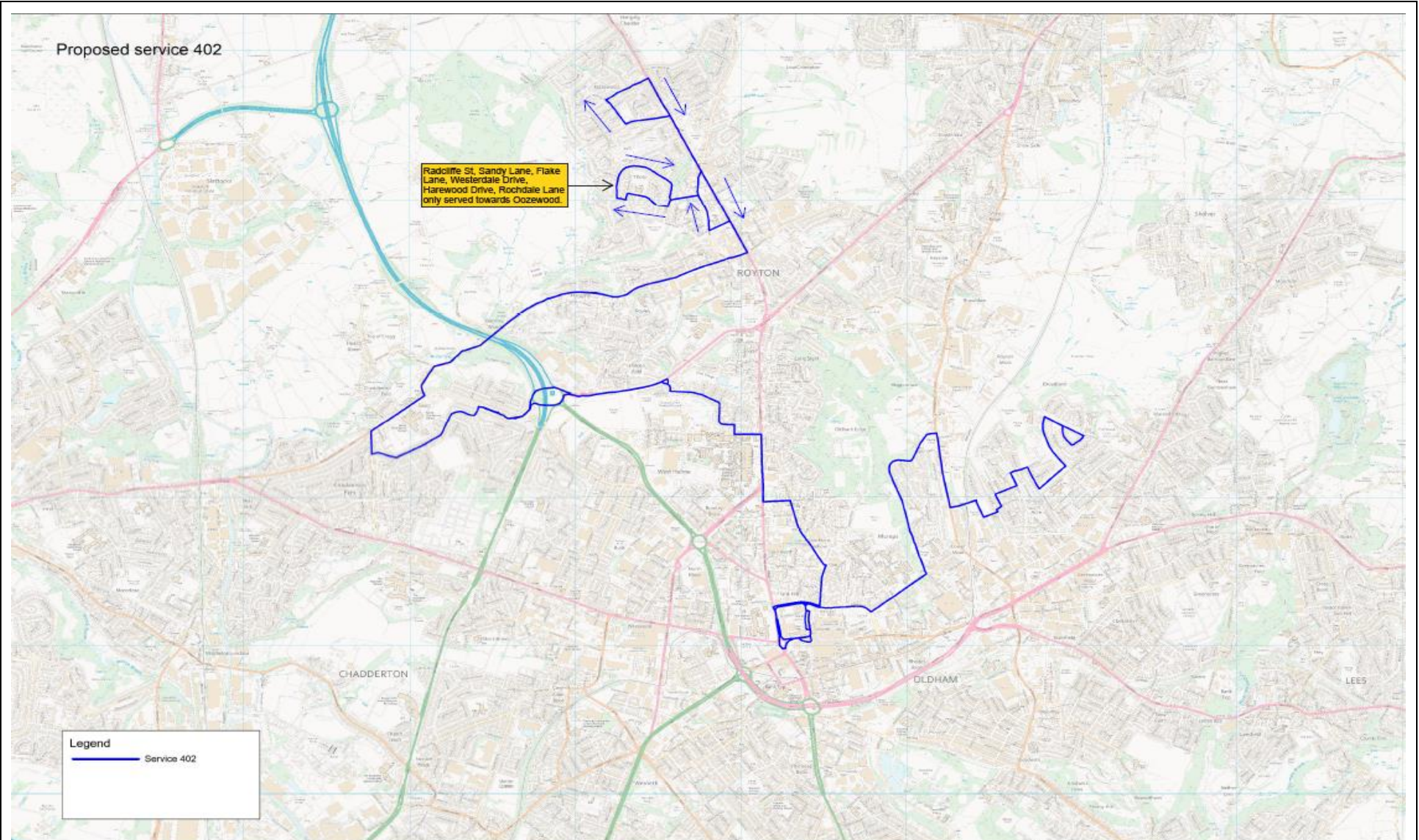
- Service 412
- Services 410/411
- Service 402



Proposed service 402

Radcliffe St, Sandy Lane, Flake Lane, Westerdale Drive, Harewood Drive, Rochdale Lane only served towards Cozewood.

**Legend**  
— Service 402



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Dist	Service, route and operator	TfGM officer comments and recommendations
OM	<p><b>425</b> Oldham – Holts Estate <b>Stagecoach Manchester</b></p>	<p>First Manchester provides a frequent daytime service (every 10/12 minutes Monday to Saturday and every 30 minutes on Sunday). On Monday to Saturday evenings TfGM subsidises an hourly service which is operated by Stagecoach Manchester.</p> <p>Following changes to the daytime service there is some overlap between the daytime and evening service. Therefore, Officers have withdrawn the first subsidised trips (from Oldham at 1922 and Holts at 1923) with resources transferred to fill the gap between the daytime and evening service between Oldham and Manchester on service 81.</p> <p>On Mondays to Fridays alternative trips will operate at 1902 and 2022 from Oldham and at 1925 from Holts and on Saturdays alternative trips will operate at 1925 from Oldham and at 1918 from Holts.</p> <p><b>Members are asked to note the removal of the first evening subsidised trips on service 425, where alternatives exist close by, allowing resources to be transferred to the evening service 81 between Oldham and Manchester, with effect from Monday 27<sup>th</sup> January 2020.</b></p> <p><b>There is no impact on the subsidised services budget.</b></p>
OM	<p><b>426</b> Oldham – Fitton Hill <b>Stagecoach Manchester</b></p>	<p>First Manchester provides a 20 minute Monday to Saturday daytime and 30 minute Sunday daytime service with TfGM subsidising an hourly daily evening service which is operated by Stagecoach Manchester.</p> <p>Following changes to the daytime service there is now only a 7 minute gap between the last daytime and first evening journey on Mondays to Saturdays. Therefore, Officers propose the withdrawal of the first subsidised journey at 1947 with resources transferred to fill the gap between the daytime and evening service between Oldham and Manchester on service 81.</p> <p>An alternative journey operates 7 minutes earlier, departing Oldham at 1940.</p> <p><b>Members are asked to note the withdrawal of the first evening subsidised trip on service 426, where an alternative exists close by, allowing resources to be transferred to the evening service 81 between Oldham and Manchester, with effect from Monday 27<sup>th</sup> January 2020.</b></p> <p><b>There is no impact on the subsidised services budget.</b></p>

Dist	Service, route and operator	TfGM officer comments and recommendations
SD	<p><b>Salford Local Link</b></p> <p><b>Nexus Move</b></p>	<p>This service currently operates from 8am to 6pm, Monday to Saturday, and 9am to 5pm on Sunday. It covers Salford, Ellesmere Park, Irlam O' Th' Height, Ordsall and Salford Royal. Patronage has been declining for a number of years on this service. Recent surveys show that only 8% of trips are made for employment purposes and 19% for hospital trips. The remainder are for social, leisure or religious purposes with ten passengers making 65% of the journeys. Most of these journeys can be made by public transport, albeit some journeys require a change and walks in rare cases of up to 1km. However, the majority of walking connections are under 0.6 km. All these ten passengers are concessionary travellers, of which eight are over the age of 70 which would make them eligible for the Ring and Ride service.</p> <p>Extension prices were sought for continuation of the same service or with reduced provision, however the cost per passenger was too high to warrant any further extension.</p> <p><b>Members are asked to approve the withdrawal of the Salford Local Link service with effect from Sunday 19<sup>th</sup> of April, 2020.</b></p>
BN	<p><b>Bolton Combined Local Link</b></p> <p><b>Telecars</b></p>	<p>This service operates Monday to Friday, 06:30 to 20:00. The average cost per passenger is extremely high. Recent surveys show that 42% of trips are made for employment, 16% for leisure, and 10% for health. 51% of all trips made in the last 12 months were made by passengers over the age of 70 which would make them eligible for the Ring and Ride service. At least 26% of the most common journeys can only be made by public transport involving walks of over 1km and in some cases, 2km.</p> <p>There has been some promotion of this service through the sustainable journeys team and generic TfGM social media activity however the service has not achieved the levels of patronage to make it sustainable.</p> <p><b>Members are asked to approve the withdrawal of the Bolton Combined Local Link service with effect from Sunday 19<sup>th</sup> of April, 2020</b></p>
SK	<p><b>Marple, Mellor and Hawk Green Local Link</b></p> <p><b>Operator TBC</b></p>	<p>This service will serve Marple centre and railway station, Mellor and Hawk Green. The service will run 7am to 7pm, Monday to Saturday but not on Bank Holidays. Customers can use concessionary passes (half fares for regular concessions and free for concession plus) and System One bus products. We are introducing this service to partially address the gap left by the withdrawal of service 375.</p> <p><b>Members are asked to approve the introduction of the Marple, Mellor and Hawk Green Local Link from Monday 20<sup>th</sup> of April, 2020</b></p>