

## Transport Questions for Bury Full Council, 20<sup>th</sup> Jan 2013

Stated below are answers to queries set by Cllr Pickstone and Cllr Fitzgerald.

- 1. Please could the representative on Transport for Greater Manchester share with us any recent initiatives made by local bus companies in the Bury area following consultation with local councillors, members of the public and TfGM?**

Changes to bus services in Bury are detailed below, with the reason for change stated where applicable.

- **FIRST 94 (92) Bury – Hollins – Unsworth – Prestwich – Carr Clough – Manchester Shudehill**

Service 94 operates every 30 minutes Monday to Saturday daytime.

All journeys will be renumbered 92 and the service will be revised to serve Pilsworth from 27/01/13

This change is in response to representations from local Councillors and representatives from Whitefield Area Forum for service 94 (formerly 137) to serve Pilsworth in the daytime via Croft Lane, Pilsworth Road to Asda, Pilsworth Road, Croft Lane on the same route as the subsidised 92 evening and Sunday journeys.

- **FIRST 93 Bury – Unsworth – Prestwich – Carr Clough – Manchester Shudehill**

Service 93 operates two buses each hour daily daytime (commercially) and hourly daily evening (subsidised).

The route will be revised to serve Stanley Road and Whitefield Interchange / Morrisons daily daytime from 27/01/13

This change reinstates the route prior to the First Network changes in July 2012 and is in response to representations from local Councillors and representatives from Whitefield Area Forum.

- **FIRST 512 Bolton – Farnworth – Ringley Bridge – Radcliffe – Bury & FIRST 513 Bolton – Farnworth – Ringley Bridge – Whitefield – Radcliffe - Bury**

Services 512 and 513 operate Monday to Saturday hourly daytime providing a combined half hourly frequency along common sections of route. These services were awarded to First in April 2012 using TfGM provided diesel / electric hybrid vehicles.

Due to concerns regarding the reliability of these services they were retimed in July 2012 but the retiming proposed by First and agreed with TfGM did not prove to be successful. After discussions between TfGM officers and First it was decided that the services required a more significant route and timetable revision. As a result it was agreed to terminate the contracts with First by mutual agreement, together with Sunday daytime services 516 Horwich to Leigh and 584 Leigh to Crankwood which use the same green bus vehicles.

TfGM officers are currently tendering for a replacement operator using TfGM provided diesel / electric hybrid vehicles and observing a revised timetable with the routes in and out of Bolton Town Centre changed to assist punctuality.

Service 512 will operate via Thynne Street, Nelson Street and Bradford Road.

Service 513 will operate via Great Moor Street, Bradshawgate, Manchester Road and Bolton Road.

These services will no longer serve Bridgeman Street, Fletcher Street, Grecian Crescent and Rishton Lane, which have alternative Services 570 hourly (Maytree Travel) and Services 571 and 572 (both First daytime and Maytree Travel evening) both every twenty minutes. In addition, Green Lane between Rishton Lane and Bradford Road will be left unserved, with a distance of less than 250 metres to the nearest services. There will be a loss of the direct link between Great Lever, Farnworth, Ringley, Radcliffe and Bury with an average of less than one passenger per trip affected on service 512 and an average of 1 passenger per trip affected on service 513.

In response to requests from residents for a later finish, TfGM officers are proposing to introduce an additional later journey, Service 513 from Bury to Farnworth only : Monday to Friday 1820 and Saturday 1805

- **FIRST 154 Bury – Pilsworth – Prestwich – North Manchester General Hospital - Cheetham Hill**

Service 154 operates hourly Monday to Saturday daytime.

Due to punctuality issues TfGM Officers and First have agreed a revised timetable to be introduced from Monday 28 January 2013. The route will continue to serve North Manchester General Hospital, no longer calling into Tesco's, Cheetham Hill via Thomas Street and Arlington Street, instead the service will operate via Crescent Road and Bury Old Road.

Passengers at Thomas Street and Arlington Street will have a short walk of 150 metres to the nearest alternative bus stops.

- **First Fares Initiative**

First have run a recent fares initiative called "Save Manchester". However, it applies to certain period tickets which can only be used wholly within the M60 ring. As the parts of Bury within the ring are few in number, it won't apply to all of Bury's residents.

Prices are promotional and valid from 18 Nov 2012 to 31 Jan 2013.

2. **Could the representative on Transport for Greater Manchester Committee please give members an update on the total amount expected to be borrowed to complete the current expansion of the Metrolink system. What arrangements are in place, through increases in fare revenue and the T4GM levy to pay for this borrowing in future years?**

The total borrowings required to deliver all of the Metrolink schemes in progress, including the extensions to Chorlton; Droylsden; and Oldham and Rochdale, which are part of the Metrolink 3a programme; and the extensions to Ashton; East Didsbury; Oldham town centre; Manchester Airport; and the Second City Crossing which are included in the Greater Manchester Transport Fund, are £908 million.

The financial strategy for the Fund, agreed by AGMA in 2009, included for agreed levy contributions to commence in 2010/11 and to increase each year for 6 years until 2015/16 at the rate of 3% of the prior year levy. The levy contributions would then continue at the 2015/16 level for the following 30 years, which reflects the 30 year asset lives.

As agreed by GMCA at its meeting on 27 January 2012, the 2012/13 levy increase was reduced by 1.5% (i.e. from 3% to 1.5%). This was delivered by taking advantage of the benefit to the Transport Fund that had accrued as a result of a deferral in some of the capital expenditure (compared to the originally projected phasing in the financial model) and more favourable interest rates having been fixed for a proportion of the borrowings. To maintain the purchasing power of the fund, the lower contribution into the Transport Fund in 2012/13, and consequently in subsequent years, will need to be restored in year 7 of the life of the Fund i.e. 2016/17, when there would otherwise have been no additional Levy contributions into the Fund.

Net revenues generated by the schemes, including, in particular, the Metrolink schemes, delivered by the Fund will be available to support the prudential borrowing. In line with current agreed policy; fares are assumed to increase at RPI + 1% year on year.