



Title **Transport in Bury MBC**

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Contact **Danny Parr**
 0161 244 1385
 Daniel.Parr@tfgm.com

Purpose

- 1.1 The purpose of this briefing note is to provide a response to the specific question as requested by TfGMC representatives, and to provide an overview of transport in Bury over previous months.

Specific Questions

Question

Following the announcement in London, that no new pure diesel double decker buses would be added to the fleet from 2018, and that all single deckers in central London would be zero-emission, what action is Transport for Greater Manchester taking to ensure that the bus network is making a significantly reduced impact on air quality?

Response

The bus market in Greater Manchester is a deregulated market, which means commercial operators are free to run services as they choose where they see a business case. Consequently, TfGM cannot control the fleet and engine standards on the majority of the bus network in the way that TfL is able to.

In London, Transport for London franchise bus services, and therefore can set minimum service standards across a variety of criteria to ensure the bus network meets targets, including around air quality.

The Bus Services Bill offers Mayoral Combined Authorities power to deliver bus franchising, should the Mayor choose and following a public consultation.

Of the buses that TfGM own, Yellow School Buses were retrofitted with better performing engines under the 'Clean Air for Schools' programme, and the free city centre Metroshuttle services run on a mix of hybrid and plug in electric vehicles. Other vehicles owned by TfGM are used on subsidised services across Greater Manchester.

TfGM continue to work with operators to secure low emission bus funding when central Government funding opportunities are made available.

Question

24 hour underground service now operate on key lines through the weekend in London providing a safer and more affordable means of night-time transport for many people. What consideration will Transport for Greater Manchester give to trailing additional late night or early morning services on the Metrolink network, particularly at weekends?

Response

Metrolink already operate a service from Deansgate-Castlefield to Manchester Airport from 0300 seven days a week. This service benefits the late night economy as well as enabling employees of business along the Manchester Airport line to access their places of work.

Given the increasing importance of this late night economy, first and last tram times are regularly assessed to ensure they meet passenger demand, and this includes extending tram operating times for events at venues that have late evening curfews. As the number of trams increases and where passenger demand exists, Metrolink will increasingly be able to offer extended operating hours. As Metrolink currently operates without subsidy, TfGM will work with the new Metrolink operator Keolis-Amey, who begin operation in July, to extend the current operating hours, where there is demand to make the service pay for itself.

A key consideration for Metrolink is the requirement to carry out routine maintenance and cleaning of the tram fleet, which has to be done outside service hours. The time available overnight and at weekends is extremely valuable to engineering teams so that maintenance work can be

completed to ensure the reliability of the network during operating hours. The balance of services offered, versus time needed to ensure the network is fully functional, is something that is considered when making these decisions.

Question

What is Transport for Greater Manchester's policy on animal welfare? Will the authority review its policy following the mass extermination of wild rabbits in February 2016 undertaken as part of the construction of the Trafford Centre extension of the Metrolink?

Response

Protecting wildlife and habitats is a priority for TfGM. Prior to construction of the Leigh Guided Busway, TfGM carried out surveys for bats, amphibians, badgers, breeding birds and water voles.

Over 3,000 amphibians both protected and non-protected (including newts, toads and frogs) were relocated to safe sites near the Busway, and specialist amphibian fencing was erected to help prevent them accessing the Busway. Five 'tunnels' were also installed to enable amphibians to cross the Guided Busway and footpaths safely, and created four new ponds to provide habitat for the amphibians to reproduce.

In addition, a mammal shelf was installed in a new culvert so that the Busway does not prevent water-based mammals traveling upstream past the Busway in the future.

The method recently used to clear the Parkway Roundabout as part of the Metrolink Trafford Park line works was only adopted after a range of options had been considered.

Leaving the rabbits on site was not feasible due to the amount of heavy construction works, and the risk of dispersal of the rabbits directly onto live traffic lanes.

TfGM was also unable to re-locate the rabbits, as neither an agency nor a suitable plot of land could be identified to rehome them. DEFRA advised TfGM that the process of relocating/re-housing rabbits causes them significant stress to the extent that they often do not survive; and their preferred method would be to dispatch the rabbits.

Humane dispatch of the rabbits took place only after re-location was discounted. The rabbits were killed using a lawful method and at no time was a spade or stick used to kill or harm the rabbits during this process. The RSPCA attended the site and were satisfied that the method used was legislatively compliant.

A lessons learned exercise has been carried out to ensure that any future works are dealt with in a sensitive manner.

Question

Could the Council spokesperson for TfGM advise us what the likely effects will be of First's recent decision to close Bury Depot on 23 April for staff, passengers and the town?

Response

TfGM has received reassurance from First that there will be no disruption to services resulting from the move. There will be ongoing monitoring of the operators performance.

At this stage TfGM are not aware of any significant impact in terms of service changes as a result of the First Bury Depot closure. However it is likely that any impact won't be realised until the move is initiated.

TfGM will continue to work with First to reduce the passenger impact of any changes to the services they provide caused by the depot closure.

Transport Updates

Metrolink

- 3.1 The Second City Crossing successfully launched on the 26 February 2017.
- 3.2 The latest 1.3km stretch of track through the city centre links together a network 93 stops strong, with over 60 miles of track and a record-breaking 37 million passengers a year.
- 3.3 The crossing runs from the transformed Deansgate-Castlefield stop to St Peter's Square along Cross Street to stops at Exchange Square and Victoria.

3.4 The new line offers new links and more frequent trams through Manchester city centre, as well as improved service reliability and greater operational flexibility.

Bus

3.5 The following forthcoming changes to the bus network were presented at the TfGMC Bus and Networks Committee on 10 March 2017.

Service / Route	Operator	Proposed Change	Effective From	Alternative Services
95 Bury – Salford	First	Some journeys curtailed to start/finish at Prestwich to/from Salford. Towards Salford starting later arriving Sunnybank Rd at 0732 MF and 0851 Sat and also affecting Kennedy Drive and Mersey Drive.	23/04/2017	135 or 97 via Parr Lane, Ribble Drive

3.6 No TfGM action is proposed.

Service / Route	Operator	Proposed Change	Effective From	Alternative Services
468 Tottington – Bury – Jericho	First	Some Bury to Tottington journeys withdrawn early morning and evening. No change to first or last journeys.	23/04/2017	Rosso 469

3.7 No TfGM action is proposed.

Service / Route	Operator	Proposed Change	Effective From	Alternative Services
471 Bolton – Bury – Rochdale	First	Some Bury to Bolton journeys withdrawn early morning and evening. No change to first or last journeys. Bury to Rochdale trips extended to and from Bolton. Minor changes to PM peak journeys.	23/04/2017	-

3.8 No TfGM action is proposed.

Service / Route	Operator	Proposed Change	Effective From	Alternative Services
511 Bolton – Darcy Lever – Ainsworth - Bury	First	Early morning and evening journeys are revised	23/04/2017	-

3.9 No TfGM action is proposed.

Service / Route	Operator	Proposed Change	Effective From	Alternative Services
524 Bolton – Bury	First	Some morning Bury to Bolton journeys and evening Bolton to Bury journeys withdrawn. However, there are no changes to first or last journeys and additional morning journeys Bolton to Bury result in an overall enhancement of the service.	23/04/2017	-

3.10 No TfGM action is proposed.

Service / Route	Operator	Proposed Change	Effective From	Alternative Services
X35 Walmersley – Bury – Manchester	First	Route into City Centre revised to via Dale St, Oldham St and Piccadilly.	23/04/2017	-

3.11 No TfGM action is proposed.

Active Travel

3.12 Detailed designs for Radcliffe’s town centre cycle accessibility plans have now been completed, in line with plans for Radcliffe to become a cycle friendly district centre through the Cycle City Ambition Grant funding.

3.13 A package of site-specific measures has been selected to build on improvements to existing routes such as the Manchester-Bury Canal towpath. The design includes innovative interventions including the first low level cycle signals in Bury, and is due for completion in early 2018.