

Item 7 – Joint Authority Questions:

1. After about eight months without our only escalator at Bury Tram Terminus and with intermittent breakdowns before then, causing inconvenience and physical distress, we were informed that a new escalator would be needed and told not to expect it until June. On the 28 June two young men were witnessed undertaking some maintenance work at the bottom of the old disused escalator so can we be updated on what is happening and what are the future plans for the Bury station exit facilities.
Councillor R E Walker

Answer: Cllr Bayley

The escalator at Bury is now 38 years old and as a result, the components are obsolete; this means that replacement parts must be specially made each time one fails. A number of faults have developed recently which have been compounded by damage caused by anti-social behaviour.

The escalator was returned to service in late June and a full condition report is also being undertaken. On receipt of the report, TfGM will continue to work alongside the operator, KeolisAmey Metrolink, to prepare a business case for its replacement.

2. Could the Authority's spokesperson on the Transport for Greater Manchester Committee inform members what provision is made in the 'Bee Lines' cycling infrastructure for travel southwards from Bury MBC towards the regional centre?
Councillor Pickstone

Answer: Cllr Bayley

The cycling and walking infrastructure proposals contained within Beelines, published last month, are an initial vision; comments are currently being sought from the public. It is expected that updated plans will be published in due course. All the mapping is available online for comment via tfgm.com/beelines.

In the initial mapping, Bury Council has identified the A56 Bury New Road as its first potential 'Beeline on a Busy Road' where we would seek to provide greatly improved provision for walking and cycling, including protected infrastructure for bikes. With such infrastructure constructed, the A56 could provide a very high quality, direct cycling route between Bury and the regional centre.

Beyond Bury's southern boundary, the A56 travels through parts of Salford and Manchester to access the regional centre. Neither authority has currently identified it as one of their key routes in these initial proposals; they have instead identified routes on quieter parallel roads as the 'beelines' in these parts of their districts. Cross-boundary issues such as this are one of the key aspects of the plan which currently need work. We will be working closely with all our neighbouring districts to ensure the plan is fully joined up.

In the specific case of the A56, this has also been identified as one of a number of corridors within Greater Manchester to be the subject of a 'Streets for All Corridor Study'. The specific aim of this is to identify how the corridor can function better for all of its users whilst promoting modal shift to more sustainable modes of transport, such as walking and cycling.

This study will be taking place over the next 6-9 months and will be the ideal opportunity to ensure that a direct, high quality cycle route is developed between Bury and the regional centre.

3. Council the Authority's spokesperson on the Greater Manchester Waste Disposal Authority inform members what consideration is been given to extending the types of plastic that can be recycled through the doorstep cycling scheme, or through Household Waste Disposal facilities?

Councillor Wright

Answer: Cllr Quinn

Thanks for your question.

The potential to broaden the scope of collection of mixed plastics has been raised during the Competitive Dialogue phase of the new Contract Procurement process.

Current national market conditions mean the outlet for the Pots; Tubs; and Trays (PTTs) stream is still to Refuse Derived Fuel (SRF). As we divert domestic residual bin collections to Runcorn CHP, this means the PTTs in the residual stream are aimed at an RDF outlet, without the need for further segregation (and consequent costs and emissions caused by specific collections).

Whilst the potential for future segregated options will not be precluded, if the market provides a more viable solution, the position remains otherwise unchanged for the present.

This is more or less the same question you asked me at a previous full council meeting. For clarity I will give you the answer I gave you then.

We only accept plastic bottles for recycling across Greater Manchester (our MRF technology sorts between the different grade of plastic bottles only). A bottle and a food tray may be made of the same type of plastic but will not the same grade of plastic, therefore, as they melt at different temperatures, the grades of plastic will behave differently when recycled,.

The reasons why we can only recycle plastic bottles in Greater Manchester were based on:

- 1. Manufacturers that make new products demand high grade plastics. High Grade = Plastic Bottles.**
 - 2. Plastics like yoghurt pots, margarine tubs and plastic trays (pots tubs and trays) are a low grade plastic and the manufacturers just don't want these.**
 - 3. Our sorting machines at our Mechanical Recovery Facility cannot sort between plastic pots, tubs and trays and plastics bottles. This means that the low grade plastic pots, tubs and trays contaminate the high grade plastic bottles.**
 - 4. During the recycling process the plastic is melted. A plastic pot, tub, tray and a plastic bottle melt at different temperatures, meaning the pots, tubs and trays contaminate the bottles and the batch cannot be used to make new products.**
 - 5. Other areas may collect plastic pots, tubs and trays but currently very little are being recycled with most of it being turned into green energy. In Greater Manchester, plastics pots, tubs and trays don't go to waste. Put them in your general rubbish bin and they are turned into green electricity at our power station.**
- All our plastic recycled waste is also sold to manufacturers in the UK.**