

Title **Bury Transport Briefing**

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Brief

1 GENERAL UPDATES

Rail Disruption

May 2018 Timetable Change

- 1.1 Already delayed from December 2017, the May timetable change was supposed to see the introduction of additional services and more capacity across GM.
- 1.2 Unfortunately, Network Rail improvement works are significantly behind schedule on the Manchester to Preston via Bolton line and electrification will now not be complete until later in the year.
- 1.3 This infrastructure delay has resulted in many promised improvements not being delivered, including increased frequency, greater capacity, improved route options and new and refurbished trains.
- 1.4 The next timetable change is scheduled for December 2018 and the industry has committed to delivering the promised enhancements. The leaders of Network Rail and train operators attend the Mayor's Transport Board where they will be held to account on delivering these promises.

Emergency Timetable

- 1.5 Due to exceptionally bad performance and a significant increase in delays and cancellations, Northern introduced an emergency timetable on Monday 4 June, 2 weeks after the initial timetable. This removed a number of services, mainly off-peak.

- 1.6 The purpose of the emergency timetable was to provide greater levels of reliability and provide Northern with additional time to complete driver training and timetable analysis.
- 1.7 This has generally worked with performance levels and short notice cancellations returning to a more acceptable position, although this is still not ideal.
- 1.8 It is unclear how long the emergency timetable will be in place.

Train service performance

- 1.9 Recent train service performance across the region has not been good enough with too many customers suffering regular cancellations (often at very short notice), delays to journeys and experiencing high levels of crowding.
- 1.10 Northern Rail's latest performance figures show that only 85% of trains operated arrived at their end destination within 5 minutes of the advertised time. This is lower than both the contractual target and the national average and is simply not good enough.
- 1.11 It is worth noting that on some key routes in and out of Manchester, performance in the last month has in some cases dropped to around 71%.
- 1.12 The Mayor has also written to Transport for the North, who along with the Department for Transport are responsible for managing the franchise contracts of Northern and Transpennine Express and asked what can be done from a contractual point of view.

Air Quality (Clean Air Plan)

- 1.13 In July 2017, the Government set out the National Plan for tackling roadside nitrogen dioxide concentrations. The National Plan identified that within GM, seven local authorities have areas (including Bury), which will exceed the statutory Nitrogen Dioxide (NO₂) annual mean EU Limit Value of 40 µg/m³ in the year 2021. Those local authorities have been instructed by the Government to undertake detailed feasibility studies and develop plans for the implementation of appropriate measures to deliver compliance in the "shortest possible time". A further direction in May 2018 instructed a third wave of authorities (including Oldham) to review what steps they can take to reduce NO₂ concentrations to legal limits in the "shortest possible time".
- 1.14 The ten GM Local Authorities, GMCA and TfGM decided to work together and produce a GM feasibility study and GM Clean Air Plan to meet the air

quality challenge across the whole conurbation. A Steering Group comprising representatives of the ten local authorities, Highways England, Public Health England, Local Partnerships, government's Joint Air Quality Unit (JAQU), AGMA and TfGM has been established to oversee the study and the production of the GM Clean Air Plan.

- 1.15 The feasibility study must include a Strategic Outline Case (SOC); Initial Evidence and Target Determination; Outline Business Case (OBC) and Final Business Case (FBC). The OBC will identify the preferred set of measures for addressing NO₂ in GM, and Government requires local authorities to submit this to them for review by 31 December 2018. The FBC has to be submitted to government by 31 December unless public consultation is required. The FBC will ultimately act as the GM Clean Air Plan, and the measures it contains must be implemented to deliver compliance with legal limits for NO₂ by 2021 at the latest.
- 1.16 The SOC was approved by the ten GM authorities and submitted to Government (via JAQU) in spring 2018. It has subsequently been approved.
- 1.17 As part of the feasibility work, GM is required to establish local evidence to determine the full extent of the NO₂ problem and confirm the targets for resolution. This 'Initial Evidence' was submitted to the Government via JAQU on 1 June and highlights exceedances in all ten GM local authority areas. Target determination is underway. The process for producing the OBC is being finalised, along with the governance process for approving this document that will take place during autumn 2018.

2 METROLINK

Service on the Bury Line

- 2.1 In the 12 months to June 2018, nearly 42 million annual journeys took place across Metrolink. This represents a 9% increase on the same period last year.
- 2.2 Patronage on the Bury line increased by 1.4% on the previous year.

Bury capacity

- 2.3 TfGM is aware that trams are very busy during peak operating hours, in particular on the Bury and Altrincham lines.
- 2.4 A £72m (Transforming Cities Fund) contract was recently signed for 27 new Metrolink trams to provide 4,800 extra spaces and allow more

'double' trams to run on the busiest lines. The first tram is expected to arrive in February 2020, with other units following on a monthly basis through to June 2021.

- 2.5 Employers are also to be given incentives to introduce flexible start and finish times for their workers with the potential introduction of an early bird "pre-peak" ticket as well as a potential group Metrolink discount for businesses that agree to have flexible working.

Bury Escalator

- 2.6 Bury escalator is now operational after being out of service for several months due to the long lead time on the replacement parts.

Service performance

- 2.7 During the last reporting period (Period 2 - 29 April to 26 May 2018), there were 12 disruptions which affected services for more than 30 minutes on the network. However, despite these incidents, underlying operational performance continues to improve.

Metrolink performance reports on TfGM website

- 2.8 Following a request from GM Mayor Andy Burnham, Metrolink performance is now published every four weeks on the homepage of the TfGM website. To date, five reports have been published.

Anti-Social Behaviour

- 2.9 Body-worn cameras were introduced to all Metrolink Customer Service Representatives (CSRs) and TravelSafe Officers (TSOs) on 1 May 2018 for use during operational hours. Implementation of the initiative was accelerated in response to several high profile incidents earlier this year.
- 2.10 Work to analyse data in more granularity is in progress to enable the development of specific strategies to address anti-social behaviour by type.

Tram Management System (TMS)

- 2.11 Following the completion of the TMS works at Victoria Station, the existing legacy signalling system between Crumpsall and Whitefield

Metrolink Stops was replaced with the TMS trackside control system, which enabled trams to operate under Line of Sight (between these locations) from 1 June 2018. Completion of the TMS migration on the Bury Line is due to be completed by the end of 2018.

- 2.12 A technical solution at Hagside, where there is currently a level crossing, is currently being developed. Once an appropriate technical solution has been developed and assured, the works will be planned to coordinate with the wider TMS migration works.

Bury Tram stop – At-grade crossing

- 2.13 TfGM has now secured funding for the design and development of the at-grade crossing and the designer has been appointed. The detailed design is approaching conclusion and it is intended that the works will be procured through the newly established Metrolink Renewals Framework. The timing of the construction works are currently being coordinated in conjunction with the completion of the TMS works along the Bury line.

Heaton Park / Whitefield Proposed Stop Upgrades

- 2.14 The proposals being considered for these two locations include giving both stops a makeover, improving current signage, facilities and passenger information. In addition, the feasibility of installing an at-grade track crossing for both of the stops is being considered:

- Heaton Park - at the western end of the platforms (Bury end); and
- Whitefield - at the southern end of the platforms (Manchester end).

- 2.15 Subject to the securing of funding, it is anticipated that these works can be progressed in 2019, following the completion of the TMS roll-out works on the Bury.

3 BUS

Forthcoming changes to bus services

- 3.0 With effect from April 2018 a change to subsidised service 512 was introduced as follows:

- **Service 512 – Royal Bolton Hospital – Farnworth – Ringley – Radcliffe – Bury:** One additional Monday to Saturday morning journey is introduced.

3.1 Additional service changes were also introduced by the commercial operators in April 2018. In summary these are:

- **Service 467 – Bury – Daniel Fold – Rochdale:** Additional morning trips are introduced;
- **Service 468 – Bury – Cutgate – Rochdale:** Additional morning trips are introduced;
- **Service 468 – Tottington – Bury – Jericho:** Monday to Saturday daytime service is withdrawn;
- **Service 469 – Bury – Tottington:** Several additional trips are introduced. Frequency increase on Saturdays to every 15 minutes;
- **481 (244) – Blackburn – Haslingden – Rawtenstall:** Monday to Saturday service is extended to Bury and re-numbered;
- **Service 484 – Bury – Brandlesholme – Holcombe Brook – Ramsbottom – Edenfield – Accrington:** Route is curtailed to operate between Bury and Ramsbottom only; and
- **X41 – Blackburn – Prestwich:** Route revised and curtailed to operate between Accrington and Manchester only.

3.2 The following changes to subsidised services were approved by the Bus Networks and TfGM Service Sub-committee on 6 July 2018. Officers will closely monitor the impact of these changes and review if further action is required:

- **Service 91 – Bury – Ainsworth – Radcliffe:** The timetable is revised resulting in the loss of one afternoon trip but also the introduction of one evening trip.
- **Service 902 – Walmersley – Tottington High School:** This school service is introduced in response to withdrawal of commercial service 469 journeys;
- **Service 983 – St Gabriel’s High School – Walmersley:** A new afternoon school service is introduced to replace the withdrawn 483 service (see below); and
- **Ramsbottom and Tottington Local Link:** The service area is extended to include Ainsworth and the operating hours are reduced to remove weekends and evenings, when demand is low.

3.3 Additional service changes are also being introduced by the commercial operators in July and August 2018. In summary these are:

- **Service 467 – Bury – Daniel Fold – Rochdale:** Monday to Saturday daytime frequency increases;
- **Service 468 – Bury – Cutgate – Rochdale:** Monday to Saturday daytime frequency increases;
- **Service 469 – Bury – Tottington:** Monday to Friday daytime frequency increases but school trips to Tottington High School are withdrawn;
- **Service 479 – Bury – Chesham – Limefield Brow:** Two Monday to Saturday trips are withdrawn;
- **Service 481 – Bury – Rawtenstall – Blackburn:** More regular journeys are introduced between Bury and Blackburn;
- **Service 482 – Bury – Rawtenstall – Waterfoot – Bacup:** Additional Monday to Friday journeys are provided which when combined with Service 483 (see below) provide a 15 minute service frequency between Rawtenstall and Bury;
- **Service 483 – Bury – Rawtenstall – Waterfoot – Burnley:** Additional Monday to Friday journeys are provided which when combined with Service 482 (see above) provide a 15 minute service frequency between Rawtenstall and Bury. Also the morning and afternoon Gabriel’s High School trips are withdrawn; and
- **Service 484 – Bury – Ramsbottom:** Daily, late evening journeys are withdrawn.

Fares

3.4 The following fares increased on 1 June:

- Local Link (from 1 June): single fare increase from £2.50 to £2.60, weekly ticket increase from £20.00 to £20.80, concessionary single increase from £1.20 to £1.25 and a concessionary weekly increase from £10.00 to £10.40.
- Ring and Ride (from 1 June): concessionary fare increase from £1.20 to £1.50.

3.5 School bus fares are also due to increase from September: single fare increase from £1.30 to £1.35, return ticket increase from £2.20 to £2.30 and a weekly ticket increase from £7.00 to £7.30.

3.6 Local Link and school bus fares increased in line with inflation, while Ring and Ride fares are to help maintain the existing level of service to

customers in light of a reduction in the grant to Greater Manchester Accessible Transport Ltd (GMATL) that was agreed during the budget setting process.

Bury Interchange

- 3.7 TfGM and Bury Council officers have commenced initial discussions in relation to proposals for developing a scheme for the redevelopment of Bury's transport interchange, on and in the vicinity of the existing interchange site.
- 3.8 Initial aspirations are that the scheme will give consideration to a more intensive use of the existing Interchange site, with a focus on mixed use development and interaction with the existing public realm, whilst providing better permeability of pedestrian flow through the site to and from the town centre.
- 3.9 TfGM have held preliminary discussions with framework consultants and will shortly be issuing a brief to commission a high level feasibility piece of work to inform initial scheme development, which will be progressed in conjunction with Council officers and wider stakeholders.#

4 CYCLING AND WALKING

Cycle City Ambition Grant 2 (CCAG2) scheme

- 4.0 Bury Council has been working with TfGM to deliver a series of cycling improvements in Radcliffe town centre as part of the 'Cycle Friendly District Centres' component of CCAG2. This work is now substantially complete with the exception of one link on Whittaker Street, which is currently out to tender. The upgrades include two new toucan crossings, an innovative parallel signalled cycle junction near the Parish Church and enhanced links to upgraded traffic free links on canal towpaths and disused railway lines, which form part of National Cycle Network Route 6.
- 4.1 In February, an upgraded signal junction at Pilkington Way / Blackburn Street was commissioned as part of CCAG2. This included a fully segregated controlled cycle crossing of Pilkington Way.

Walking

4.2 In May 2018, 31 free led walks took place in Bury as part of this year's GM Walking Festival.

4.3 TfGM are currently working with five primary schools in Bury delivering the Living Streets WOW initiative, which aims to get every child who can, to walk to school. Schools are now being contacted about taking part in the initiative for 2018/19 school year.

4.4 Data on two of the schools shows that it has been a great success:

- St Margaret's Primary has seen an increase in recorded active journeys to school from 37.4% to 88.9% (from September 2017 to July 2018) with 28,255 recorded active journeys to school over this time.
- Higher Lane Primary has seen an increase from 32.3% to 69.2% active journeys to school with 15,301 recorded active journeys to school over the same time frame.

5 HIGHWAYS

Operational Update

5.0 TfGM Highways team has now completed traffic signal installation works that were undertaken as part of the Prestwich High Street scheme. Final commissioning of the signals is taking place in conjunction with Bury Council's contractor.

5.1 TfGM Highways team are continuing to work with Bury colleagues to determine the potential impacts of traffic likely to be generated by major development sites in the borough.

6 PROJECTS

Local Growth Deal Minor Works Schemes

- 6.0 Work is continuing on the minor works initiatives within the Local Growth Deal Programme.
- 6.1 Bury has four mini-business cases which have been approved by the Transport Strategy Group, in line with the Growth Deal governance arrangements agreed by GMCA. These relate to:
- Radcliffe East Cycleway (Phases 1&2);
 - Outwood Trail (Radcliffe Upgrade); and
 - Prestwich High Street.
- 6.2 Further mini-business case submissions in relation to the Angouleme Way / Market Street Junction, Pelican to Toucan Conversions (Phase 2), Bury Market Coach Drop Off and M66 / A58 Junction 2 Capacity (Phase 1) initiatives are to be submitted by the Council for review in due course.
- 6.3 TfGM are liaising with Council colleagues to understand the intended submission dates for the remaining mini-business cases. The anticipated completion date for the remaining schemes is March 2020.