

Item 9 – Joint Authority Questions

TfGM

1. Why does the Rosso operated 91 bus go up Bradley Fold Road into Ainsworth but does not stop to pick up passengers living on the aforementioned road? **Cllr. Paul Cropper**

Following previous requests to site a stop on Bradley Fold Road, TfGM consulted on introducing a stop at the top end near Church Street. Unfortunately, this consultation received numerous objections from residents and TfGM did not proceed with the introduction of the stop.

This matter was revisited in 2017; TfGM discussed siting a bus stop on Bradley Fold Road near Hulme Terrace with GMP and Bury Council. There were concerns with site suitability due to the width of the footway and the speed of traffic; even though speed limit is 30mph the perception is that vehicles travel much faster than this.

Earlier this year, GMP reviewed the position again and provided further comments as follows, regarding the possibility of a stop on Bradley Fold Road in the vicinity of Hulme Terrace;

“The primary concern for the consideration of locating a bus stop adjacent to Hulme Terrace was the narrow width of the footway at this location. This width is further compounded during the summer months by the expansion of the hedgerow bordering the fields. It was also noted that a resident at the end of this terrace, has acquired the land next to the footway in order to park their vehicle. From the site visit, I believe it was deemed unsafe to introduce a bus stop here due the road safety concerns of waiting passengers on such a narrow footway and with restricted access to it.”

On 7 September 2018, TfGM contacted Bury MBC and GMP to ask them which sections of Bradley Fold Road would be suitable for hail and ride stopping. A further update can be provided once a response has been received.

2. Why has the size of the drop off / collection point for private cars at Bury's interchange has been reduced, with much of the former area now accommodating buses? **Cllr. Dorothy Gunther**

Private car drop off and collection was never formally in place in the area. However over a period of years, an increasing number of drivers - both private vehicles and taxi drivers - used this area to drop people off and park to pick people up.

Congestion meant that private vehicles were parking at the top of the loop, preventing access to other vehicles and bays which bus operators had paid for. Further issues included there being no formal walking route for pedestrians, vehicles' access and egress to the Metrolink car park, and cyclists attempting to use the cycle hubs.

These issues resulted in the whole area becoming an unacceptably high risk area for accidents, which eventually resulted in a child being knocked over.

It was therefore vital to act and take steps to mitigate against any future accidents and manage the situation around the Interchange more effectively.

The whole area was risk assessed and money was spent on introducing a formalised pickup/drop off area, installation of a safety barrier, improved road markings, crossings and a safe pedestrian walking route. Staff parking was also removed from the area and a formal, designated area for cars now exists, offering a safer solution for all people who need to use the area.