



Bury Transport Brief - Summary

Metrolink – Overcrowding

1. Many parts of the Metrolink network would benefit from additional capacity.
2. Alongside KAM, TfGM try to deploy capacity where demand is at its highest to avoid disruptions and overcrowding on certain lines, particularly at peak times and during events.
3. Unfortunately, given the finite amount of trams available, the operator is limited in terms of how much additional capacity can be provided on all parts of the network.
4. However, in July 2018 a £72m contract was signed that will see 27 new trams added to the Metrolink network.
5. The new trams will provide 4,800 extra spaces and will run more 'double' trams on the busiest lines.
6. The first tram is expected to arrive in February 2020, with other units following every month through to June 2021. This should alleviate some of the capacity issues that currently exist on the network.

Metrolink – Performance

1. As of October 2018, just over 42 million annual journeys took place across Metrolink. This represents a 4.97% increase on the same period last year.
2. Patronage on the Bury line in October 2018 was 1.69% higher than it was in October 2017, at just over 8.3 million passengers.
3. During the last reporting period (16 September 2018 – 13 October 2018), there were 15 disruptions which affected services for more than 30 minutes on the network.
4. Two events directly affected the Bury line: a police incident at Piccadilly Gardens and a medical emergency on board a tram at Piccadilly.

Metrolink – Early Bird

1. As part of the Mayor's 'Congestion Deal' TfGM committed to "offer cheaper Metrolink fares for early morning travel, to encourage people to travel at quieter times."
2. The Mayor announced a series of measures to tackle congestion as part of the deal, including a pilot 'early bird' Metrolink offer launched on 12 November 2018.
3. This is a pilot offer, and evaluation of take-up and value for money will be undertaken to inform a decision on whether to bring forward a more permanent early morning travel offer.
4. There are two products available:
 - Early Bird – travel before 07:30 for £1 (tickets expire at 07:30)
 - Early Bird Plus – travel before 07:30, between 13:00 and 15:30, and after 19:00 for £3
5. The time restrictions on both products ensure that the journeys made using the products do not adversely impact full fare-paying customers during the periods of highest demand.
6. A marketing campaign is underway to promote the Early bird pilot.

Anti-Social Behaviour (ASB)

1. TravelSafe is a partnership led by GMP and TfGM with support from operators: Stagecoach, First Manchester and KeolisAmey Metrolink.
2. ASB incidents recorded during October/November traditionally increase as a result of: darker nights as the clocks change, October half-term and the run-up to Halloween/Bonfire Night.



Transport for Greater Manchester

3. A number of recent issues have been identified in Bury and TravelSafe are taking action through increased officer presence, use of CCTV and a trial of anti-graffiti coatings at the Radcliffe stop to tackle the issue of increasing graffiti.

Air Quality

1. Whilst air quality has been generally improving over time, certain pollutants remain a serious concern in many urban areas – particularly oxides of nitrogen (NOx) - mainly Nitrogen Dioxide (NO₂) - and particulate matter (PM).
2. Poor air quality is one of the biggest public health issues in the UK. It has been linked to cancer, asthma, stroke and heart disease, diabetes, obesity, and changes linked to dementia.
3. The 2017 National Air Quality Plan and its supplements identified areas within GM local authorities where action to reduce concentrations of NO₂ to Legal Limit Values was needed. These are Bolton, Bury, Manchester, Salford, Stockport, Tameside and Trafford and Oldham.
4. However, our local modelling reveals a bigger issue, and one that affects all ten GM authorities.
5. GM is coordinating a plan for bringing NO₂ to within legal limits in the timescales specified by Government.
6. The revised Defra plan places the burden of tackling NO₂ on local authorities **and** lacks specifics on national action and funding.
7. We need a range of local and national measures to tackle this urgent public health issue.
8. Government must provide funding for targeted local scrappage schemes and other support for any of them to work.

The Mayor's Cycling and Walking Challenge Fund

1. In July, Chris Boardman, Greater Manchester's Cycling and Walking Commissioner unveiled a bold new plan to create the UK's largest city-region-wide cycling and walking network.
2. It will be made up of more than 1,000 miles of routes, including 75 miles of Dutch-style segregated bike lanes and there are plans for 1,400 new or upgraded crossings.
3. The plans have a combined cost of around £500 million over a ten-year period.
4. £160 million of Greater Manchester's Transforming Cities fund is allocated to the project which brings the total spend on cycling and walking in Greater Manchester to around £15 per head for the next three years.
5. Two Bury schemes have been approved for programme entry:
 - 16 new and upgraded crossings and junctions in Bury: This project will deliver a mix of new and upgraded junctions at key locations. The project is expected to cost in the region of £2.6 million.
 - Cycle parking facilities on the Bury Metrolink line: Covered Sheffield stands with lighting and CCTV will be installed in highly visible and accessible locations at the nine stops. The project is expected to cost in the region of £1.2 million, and be delivered by TfGM.
6. TfGM and the Commissioner will be working closely with Bury Council to develop future schemes.