

From: Josh Kay, Public Affairs Officer, Transport for Greater Manchester

TRANSPORT UPDATES, FRIDAY 17 JANUARY

1. BUS

Bus Reform Consultation

We are pleased that over 8,000 people and organisations, including 435 from Bury, responded to the consultation on this important issue. Improving public transport is a top priority for Greater Manchester and buses are a vital part of this. Three out of four public transport journeys in Greater Manchester are made by bus, and Bury residents depend on them to get to work, the shops and essential services.

The responses to the consultation are now being analysed by independent market research agency Ipsos MORI, and this analysis will then be published as part of a GMCA report on the outcome of the consultation. The responses to the consultation, as well as the Assessment, will inform the Mayor's decision whether to implement the proposed bus franchising scheme. It is anticipated that this decision will be made in March 2020 at the earliest.

End of multi-operator bus ticketing arrangement

Further to the acquisition of First Manchester's Queens Road and Bolton depots in summer 2019 by Go North West and Diamond Bus respectively, a ticketing arrangement was agreed between First Manchester, Go North West and Diamond Bus, to allow use of each individual operators' tickets on each other's services, resulting in no disbenefit to passengers who had previously purchased First Manchester products and needed to travel on services run by different operators. This ticketing arrangement ended on 31 December 2019.

TfGM officers have discussed the situation with all three operators. For customers who have annual passes valid beyond 1 January 2020, the operators' will refund, if asked, the pro-rata amount from 1 January 2020 until the pass end date.

All three operators have advised that they believe that the majority of passengers do not need to interchange between operators and that there should therefore be no significant impact.

It is noted however that some passengers may need to interchange. These passengers, who travel on services provided by different operators, now need to purchase a multi-operator product to make the same journey. For example, the current price of a 7-day mobile product, valid on the individual operators' service only, is either £16 (Go North West) or £17 (First Manchester and Diamond Bus). The equivalent 7-day multi-operator product is currently £19.50.

In order to assist passengers who are able to utilise the services of one operator, TfGM has arranged to sell individual operator tickets in our Travelshops. First and Go Ahead products are now available, with Diamond tickets becoming available in the near future.

X41 Withdrawal

Transdev notified TfGM in December 2019 of their intention to withdraw their commercial express service X41 with effect from 26th January 2020. The service operates between South Lancashire (Accrington; Edenfield) into North of Bury then directly to Manchester City Centre.

The service runs daily on an hourly basis with half hourly services in the Monday to Friday peak.

Following the decision by Transdev to withdraw the service, meetings and discussions have been taking place between Transdev, TfGM, Local MPs and Councillors to understand the reasons behind the withdrawal and to establish if there are any opportunities for the service to be reinstated or replaced.

The withdrawal of the service is due to be considered at Greater Manchester Transport Committee on Friday 17 January. The Committee oversees a limited budget to subsidise services where the commercial bus market withdraws services or changes routes. This budget is under significant pressure and the Committee prioritises those services considered essential for social need. GMTC/TfGM does not generally provide subsidy for the provision of express services into Manchester City Centre and particularly not in cases of full-service withdrawal by an operator. There are alternative routes available for Greater Manchester residents to travel via Bury, albeit these residents will see an increase in their journey times.

Transdev has advised that the service, despite a competitive ticket price, has struggled to compete with tram and rail services, faced congestion issues on the motorway, and is poorly used in the Ramsbottom area. Their decision to fully withdraw the service indicates that in their view it is a failing service that is no longer commercially viable.

2. RAIL

Performance

Although there are no passenger rail stations in the district, Bury residents frequently use nearby stations in both Bolton (west of district) and Rochdale (to the east).

Performance for Period 9 (10 November – 7 December, 2019) continues to be poor, with Northern's PPM and right time figures decreasing significantly period-on-period and compared to the same period last year.

In P9, Northern recorded a PPM figure of 62.3% (5.6% decline on the same period last year). TPE recorded a PPM figure of 57.9% (6.7% decline on the same period last year).

The below table shows the Right Time performance for each Northern line of route, which passengers from Bury are most likely to use.

Northern Line of Route	P01	P02	P03	P04	P05	P06	P07	P08	P09	YTD
CLITHEROE - BOLTON - VICTORIA	77.9	71.5	70.6	66.0	55.4	63.3	62.6	44.1	35.8	60.8
BLACKBURN - ROCHDALE - VICTORIA	60.4	59.9	58.8	61.0	51.2	52.4	48.5	32.7	25.0	50.0
BLACKPOOL Nth - BOLTON - AIRPORT ** (New routes from P02)	51.8	50.0	43.3	48.0	35.7	41.1	37.6	32.3	30.7	41.2
WIGAN – BOLTON - VICTORIA - STALYBRIDGE	63.4	61.8	64.8	58.8	51.4	58.5	55.7	45.6	45.1	56.1
BLACKPOOL Nth - VICTORIA	39.0	38.7	83.7	63.9	54.0	56.3	41.3	44.0	45.2	55.9
MANCHESTER - PRESTON	63.5	63.8	64.7	60.2	40.1	42.9	46.3	34.1	26.5	49.1
SOUTHPORT/WIGAN - PICCADILLY - ALDERLEY EDGE	59.2	59.9	37.1	35.6	32.1	42.8	36.1	29.3	22.4	39.4

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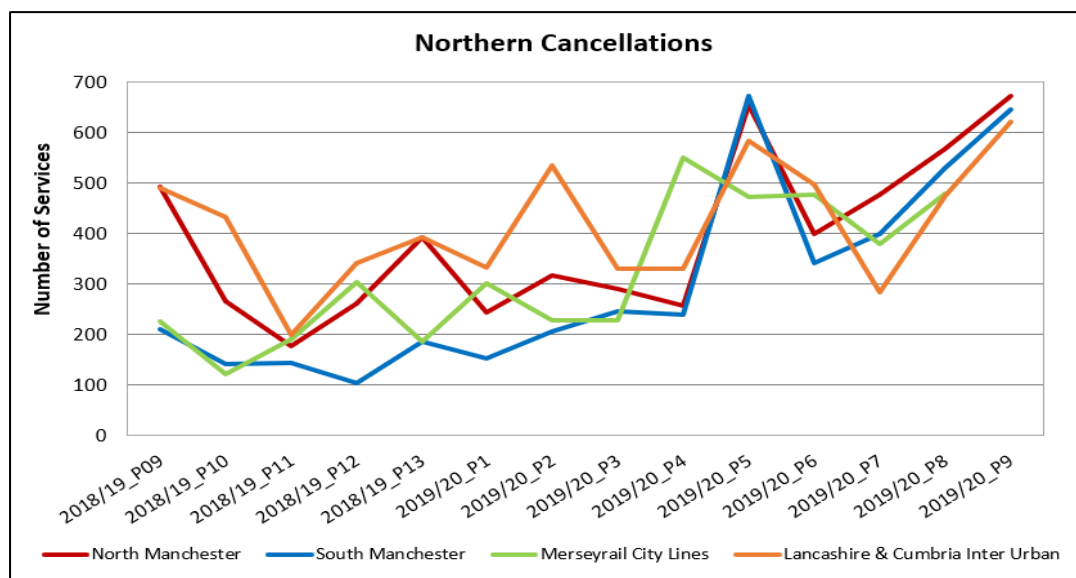
The period experienced a number of major incidents, with fatalities at Eccles and Smithy Bridge alone causing almost 7,000 minutes delay to the network. A further incident at Ardwick on the 13 December led to an OHLE failure, causing over 11,000 minutes delay, 173 cancellations and extreme disruption to services travelling to central Manchester.

Northern Cancellations

Driver training for new rolling stock has had to be condensed due to the late delivery of trains and the urgent need to have these in passenger service as soon as possible to make up for capacity shortfalls. This has been compounded for Northern by on-going issues around rest day working on Sundays in its Central and West regions. Since a bridging agreement on this ceased in summer 2019, Northern has pre-planned roughly 100 service cancellations every Sunday across Greater Manchester. A further average of 80 trains per Sunday have been cancelled on the day since 25 August, 2019 (although this figure is not exclusively caused by driver availability).

We understand that an agreement between drivers and Northern has now been reached and this should result in an improvement in Sunday services in the near future.

Cancellations have recently spiked across all four Northern service groups, mainly as a result of driver availability. In late P09/early P10, cancellations have increased further as a result of crew availability due to late notification sickness. For Northern as a whole, 1,700 incidences of sickness were reported in December 2019, a 30% increase on the 1,300 in 2018.



Northern Short Forming

Instances of short forming have continued to increase across all four of Northern's service groups in the past quarter. As from the diagram below, short formations are most common on Northern Manchester routes. This is largely due to some class 142 Pace units being retired or moved to East of the Pennines and ongoing refurbishment of class 150/156 units.

Service/Rolling Stock changes

Bolton line services:

Southport – Bolton – Alderley Edge (becomes all day service, previously operated to Wigan North Western): currently operated by mix of 2/4 car diesel 15* units. Eventually to be operated mainly by 4 car bi-mode class 769s with these coming on stream from March 2020.

Blackpool North – Bolton – Airport: Older electric 319s are being replaced by new Class 331 electric trains, operating in 3 but mainly 6 car formation: enhanced capacity, speed and comfort with some timetabled journey time reductions from May 2020.

Blackpool North – Bolton – Hazel Grove: As above.

Clitheroe – Bolton – Victoria/Rochdale: current 2/3 car sets will operate with refurbished diesels in 3 and 4 car formations.

Rochdale services for east of Bury

Leeds/York services will be operated by new Class 195 diesel trains in 3 car formation

Leeds – Chester services soon to be operated exclusively by new Class 195 diesel units

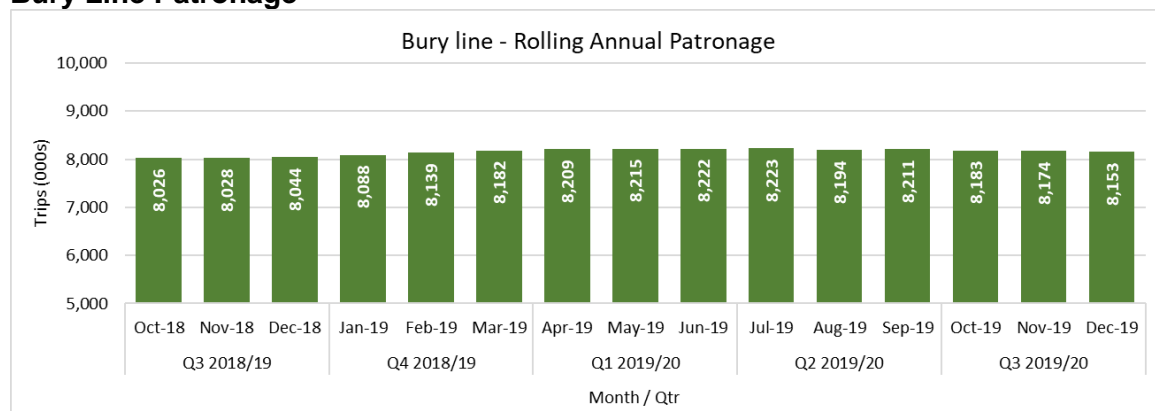
Blackburn/Calder Valley local services operated by refurbished Class 15* diesels, however 2/3 car sets will now be replaced by 3 and 4 car sets, providing enhanced capacity.

It was recently announced by Northern that Pacers will continue to operate on the Atherton, Marple and Rochdale – Clitheroe lines until 31 May 2020. This is clearly bad news for customers, although it is worth noting that these will only be used for strengthening services and will be coupled with mobility (PRM) compliant units.

3. METROLINK

Just over 45.5 million annual journeys took place across Metrolink as of December 2019. This represents an increase of 6.35% on December 2018. Rolling annual patronage for the Bury line is shown below.

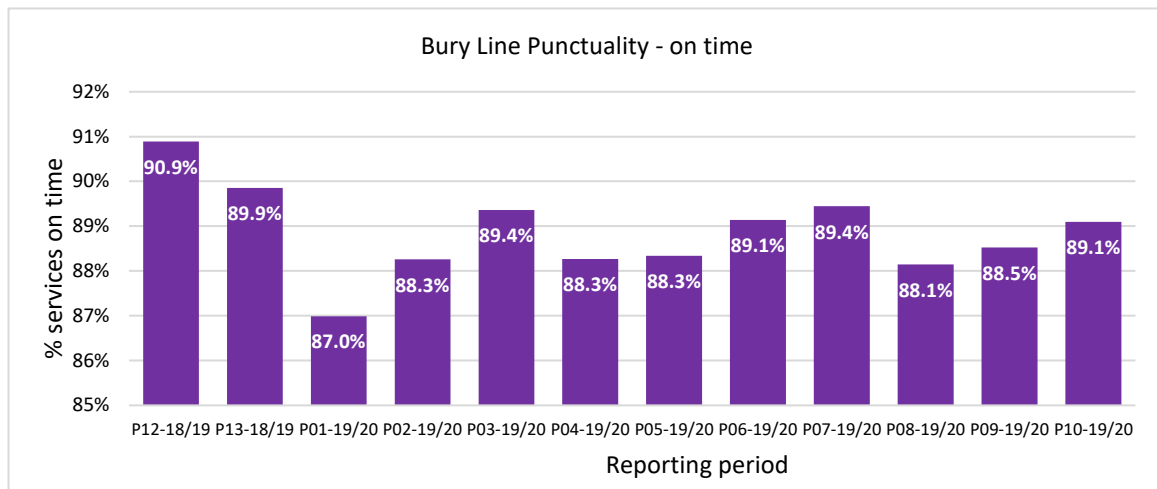
Bury Line Patronage



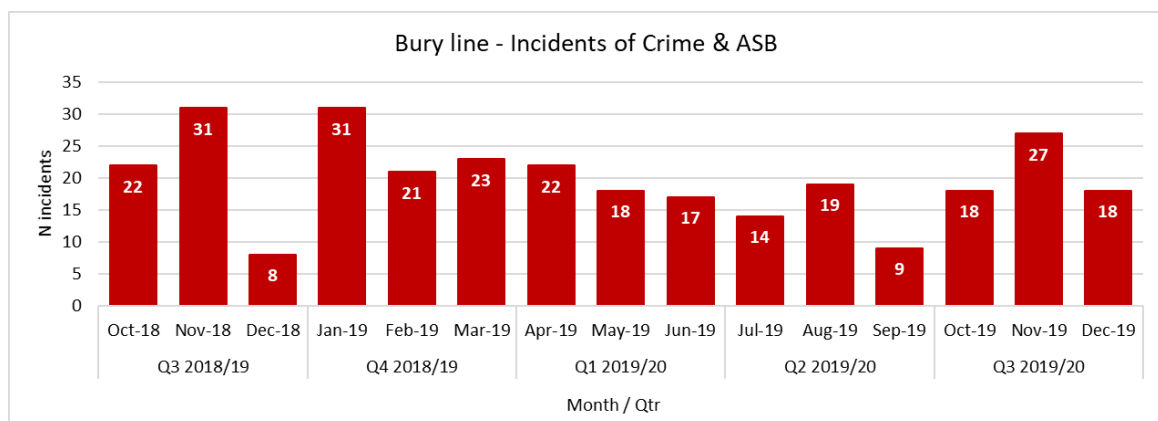
Patronage has grown to 8.1 million trips per year in Q3 2019/20 on the Bury line an increase of 100,000 trips on Q3 2018/19.

Punctuality

Punctuality is measured at every stop on each line. The chart below shows the on-time punctuality (within 2 mins of schedule) for the Bury line.



Crime and Anti-Social Behaviour



Punctuality dropped below 90% in reporting period 12 2018/19 (Feb 2019), but has begun to recover in the last 3 reporting periods (October to December 2019).

Community engagement activities have recently focussed on schools. These activities include depot visits for pupils, attendance at morning assemblies, mentoring and support from teaching staff. Bury College have engaged positively with Metrolink after intelligence suggested that the level of fare evasion and anti-social behaviour amongst these students had been an issue.

Trafford Park Line

Test trams have now successfully operated on the Trafford Park line. Full passenger service will begin in April. The new line will have six new tram stops, offering sustainable transport links to some of Greater Manchester's busiest visitor destinations including Old Trafford Football stadium, Imperial War Museum North, EventCity and intu Trafford Centre.

Services will initially run between Cornbrook and into Trafford Centre every 12 minutes, with trams running through to Crumpsall before the end of the year. This tried and tested approach will allow the new service to settle and ensure a smooth integration with the rest of the network when trams start to run through the city and up to Crumpsall stop on the Bury line.

4. BURY INTERCHANGE

TfGM are working closely with Bury Council Officers, to redevelop the existing transport interchange in Bury Town Centre in accordance with the GM 2040 Transport Strategy.

A multi-disciplinary team are undertaking various feasibility studies which will ultimately inform an Outline Business Case for the comprehensive redevelopment of the interchange. The interchange will serve current and future customers whilst contributing to the regeneration of Bury Town Centre.

5. CLEAN AIR

Greater Manchester Clean Air Plan

TfGM are currently working with GMCA and the ten Greater Manchester authorities to develop Clean Air Plan proposals to tackle harmful levels of nitrogen dioxide (NO₂) on local roads. This is the largest and most complex Clean Air Zone outside of London, covering a population of nearly three million people across 500 square miles and ten local authority boundaries. Within this area, we have:

- 2,200 buses operating in GM - 90% of which are non-compliant;
- 9,000 PHVs and 2,000 taxis licensed in GM - 66% of PHVs and 85% of taxis are non-compliant;
- 11,000 HGVs registered in GM - 35% which are non-compliant; and
- 77,000 LGVs registered in GM - 70% of which are non-compliant.

The proposals also include a multi-million pound funding package to support local businesses, including sole traders, to upgrade to cleaner vehicles and plans to substantially increase the number of electric vehicle public charging points.

A Clean Air Conversation was held between 13 May and 20 June 2019, where people were asked to share their views on the Greater Manchester Clean Air Plan outline proposals. Views were sought on how the proposals have been developed including the proposed Clean Air Zone; the proposed funding packages; the electric vehicle infrastructure proposals; and how to best help people, businesses and organisations to reduce air pollution. Approximately 3300 people shared their views, with their feedback being used to shape the detailed Clean Air Plan proposals.

Following on from the Clean Air Conversation, Government responded to the Greater Manchester Clean Air Plan Outline Business Case in July 2019. However, until Clean Air GM receive further legal clarification and confirmation on the clean vehicles available from Government to support Greater Manchester businesses, the Clean Air Plan proposals cannot be completed, and Clean Air GM will not be in a position to submit a Full Business Case (FBC) to Government, which had previously been requested by 31 December 2019.

Before developing the FBC, a statutory public consultation will take place in 2020 on more detailed proposals, giving a further chance for people to have their say. Subject to

Government approval it's anticipated that funding measures would be available during 2020, with the Clean Air Zone being introduced from 2021.

Greater Manchester Authorities have recently made renewed calls on Government to receive further legal clarification and confirmation of funding to support Greater Manchester businesses to upgrade to cleaner vehicles. You can view the latest press release summarising this here: <https://cleanairgm.com/news/gm-call-for-government-clarity>