Presentation to BRT UK
Technical Visit to Leigh to Ellenbrook Guided Busway
Welcome

Introductions:

• Anthony Murden – Project Sponsor
• Adam Price – Project Manager
• Martin Shier - Bus Partnerships Delivery Manager

Agenda and timescales for visit:

• Short presentation (11am to 11.30am)
• Technical visit to the Busway (11.30am to 1.30pm), inc. questions arising from presentation
The Busway Route

- Guided Section – 7.5km
- Seven pairs of stops
- 4.5m – multi-user path
- Overall budget – £122 million
- Opened 3 April 2016
Strategic Package Benefits

- **Shorter journey times**, more punctual and reliable bus services;
- Better passenger travel experience;
- More passengers to get to their destination in a **single bus journey** – without the need to interchange;
- **Increased direct access to employment** opportunities across Greater Manchester;
- **Improved access and connectivity** to the hospital site along Oxford Road for staff, visitors & patients;
- **Improved access and links** to Salford University and Manchester Universities;
- **Improved links** to wide public transport network (Rail and Metrolink);
- **Improved cycling** and pedestrian crossing facilities;
- **Investment along the corridors** in key towns and communities; and
- **Improved residential appeal** of local communities served by the scheme.
Construction Methodology

Why slipforming?

• Efficient – Cost/Programme
• Resilient to settlement
• Integral SuDS drainage channel
• Safer – more automated process and takes people away from heavy lifting operations
• Provides accurate variable superelevation as well as following horizontal and vertical curves
• Significantly reduces the number of joints – enhanced ride quality
Specification

Vertical Alignment = +0 / -5mm
Horizontal Alignment = +/- 3mm
Gauge = +/- 1mm

2600mm +/- 1mm

TYPICAL DETAILED SECTION THROUGH BUSWAY
Construction video

[Play video]
Busway – Key Challenges
**Busway Operational Model**

- The guided busway is a **TfGM owned asset** where TfGM (Service Infrastructure) are responsible for its operation and maintenance (also the A580 P&R site)
- Infrastructure is operational on practically a **24 hour** basis
- TfGM generally not previously set up to operate on 24 hours basis and are not a Highway Authority, so don’t have established highway maintenance type arrangements
- **Business as usual** activities managed by **two Busway Officers** during ‘normal’ working hours, **out of hours incidents** coordinated through **Incident Managers and Control Centres**
- For incidents - **TfGM Control Centre** from **6am to 8pm Mon to Fri**, **Wigan Control Centre all other hours**
- Maintenance contracts mainly established through existing term maintenance contracts in place for TfGM’s other infrastructure; Balfour Beatty responsible for soft landscaping for 5 years
- **Vehicle incursions at level generally expected**; arrangements in place for quick removal of vehicles; recovery of costs being progressed
The Busway Service - A first class travel experience

The new infrastructure and service provides passengers with a premium journey experience.

The service is operated by First Manchester and all buses feature:

• ‘Next stop’ audio and visual announcements;
• CCTV;
• Free Wi-fi;
• Climate control;
• High quality seating; and
• low emissions.
Service Levels and Performance

- **4 buses per hour** to/from Leigh and Atherton respectively – merging to form **8 per hour** between Tyldesley and Manchester City Centre.
- Journey times **consistently 50 mins** to/from the Regional Centre.
- Approximately **35,000 passengers per week** are now being carried on the service (as of summer 2016), and still increasing.
- The 500,000th passenger travelled during the week commencing 10 July.
- Particularly **high rate of use by concessionary and leisure travellers**. Saturday patronage is especially strong.
- **Fares are standard First network fares allowing the service to be branded as a ‘premium service at everyday prices’**. Day ticket - £4.20, Weekly ticket - £14. Also Guideway £1 fare.
- Planning on extending the service through to Oxford Road when traffic conditions permit.
Feedback since opening - headlines

- Passenger Satisfaction survey carried out in June/July 2016 – **3800 responses**
- 67% use the guided busway at least once a week.
- While the majority of respondents (73%) live within one kilometre of the busway, over a quarter are travelling more than that distance to reach it.
- **98% of customers surveyed within the evaluation were satisfied** with their overall journey. This is a significant increase upon both the baseline (85%) and the wider GM BPS score (82%).
Feedback since opening - headlines

• 97% of those from the evaluation survey claim they would recommend the guided busway to a friend or relative; which is a significant increase upon the baseline survey (77%).

• Prior to the guided busway the majority of respondents previously made their journey via a different bus, however there is some encouraging extraction from solo car driving (20%).

• More than a third (36%) of respondents from the evaluation could have made their journey by driving a car.

• Opportunities for improvement pivot on the improvement of the Wi-Fi allowance, and reducing delays brought on by city centre congestion.
Initial views of the new guided busway are predominantly positive.
While the majority positively assert that there are no obvious improvements to make, the improvement of Wi-Fi, and increased frequency during peak times are obvious areas for development.
Thank you for listening

Questions on the bus please