

Rochdale Oldham Ashton Quality Bus Transit

Update to Tameside

October 2023



BEE NETWORK

Introducing franchised bus services

The current network will transition 'as is', so there will be **no significant changes to routes or timetables on day one.**

24 September 2023 – phase one went live, covering Bolton, Wigan, and parts of Salford and Bury.

5 January 2025 – phase three will go live, covering Stockport, Tameside, Trafford, and the remaining parts of Manchester and Salford.



24 March 2024 – phase two will go live, covering Oldham, Rochdale including the 409 service, and parts of Bury, Salford and north Manchester.

We must get the basics right!

The Headline:

To grow passengers, we must **focus** in the right areas, **targeting specific customer needs** and delivering **credible improvements** in the 'moments that matter', as set out in the **Bus Strategy**.



- **Reliability, frequency, safety, information and fares and ticketing** are driving customer experience
- We are delivering a **range of improvements** across these customer themes from September 23 onwards, providing opportunity to-promote improvements and **monitor their impact**
- A large segment of commuters in GM **would not recommend travelling by car**; and therefore, an attractive public transport offer focused on their needs could entice them to use bus for their journey to work.*
- As GMCA is taking the revenue risk for the bus network as part of franchising. Improving highways is critical to the punctuality and efficiency of the bus system and ensuring we deliver a better customer experience.



*Source: Network Principles Survey of approx. 6,000 GM residents

CRSTS Bus Infrastructure Programme

CRSTS Bus Infrastructure Programme Allocation

Quality Bus Transit – Orbital Town Centre Connectivity: £87.2m

7x corridors incl: Rochdale – Oldham – Ashton; Bury – Rochdale; Ashton – Stockport; Wigan-Bolton; Wigan – Leigh and Sale West to Altrincham corridors. Total 95km

Quality Bus Transit - City Centre Connectivity: £102.4m

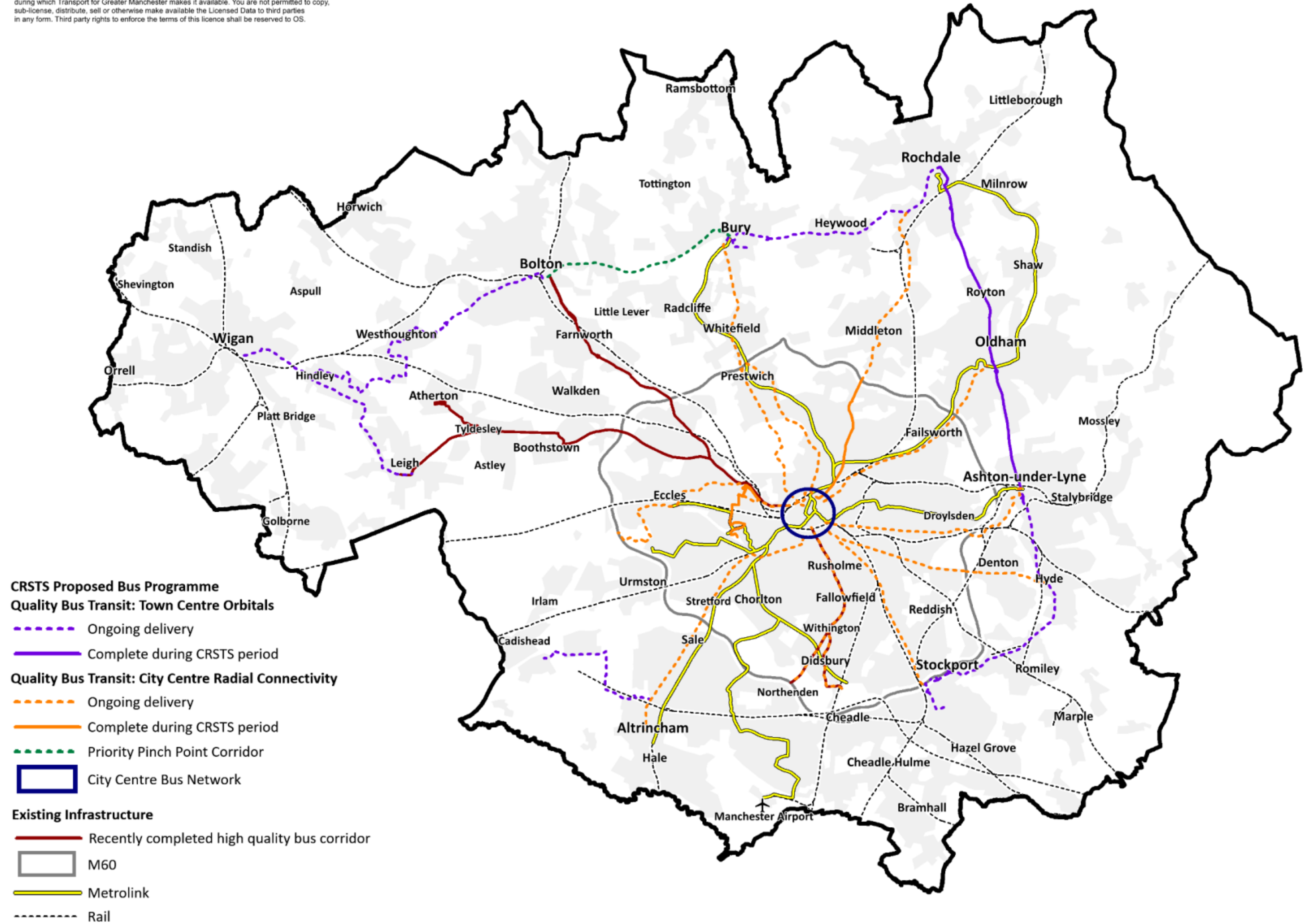
Improvements on Salford Crescent – MediaCityUK, City Centre Bus Access, Rochdale Road Corridor, 4 other key radial corridors.

Bus Pinch Points and Maintenance: £30.2m

Total: £219.8m

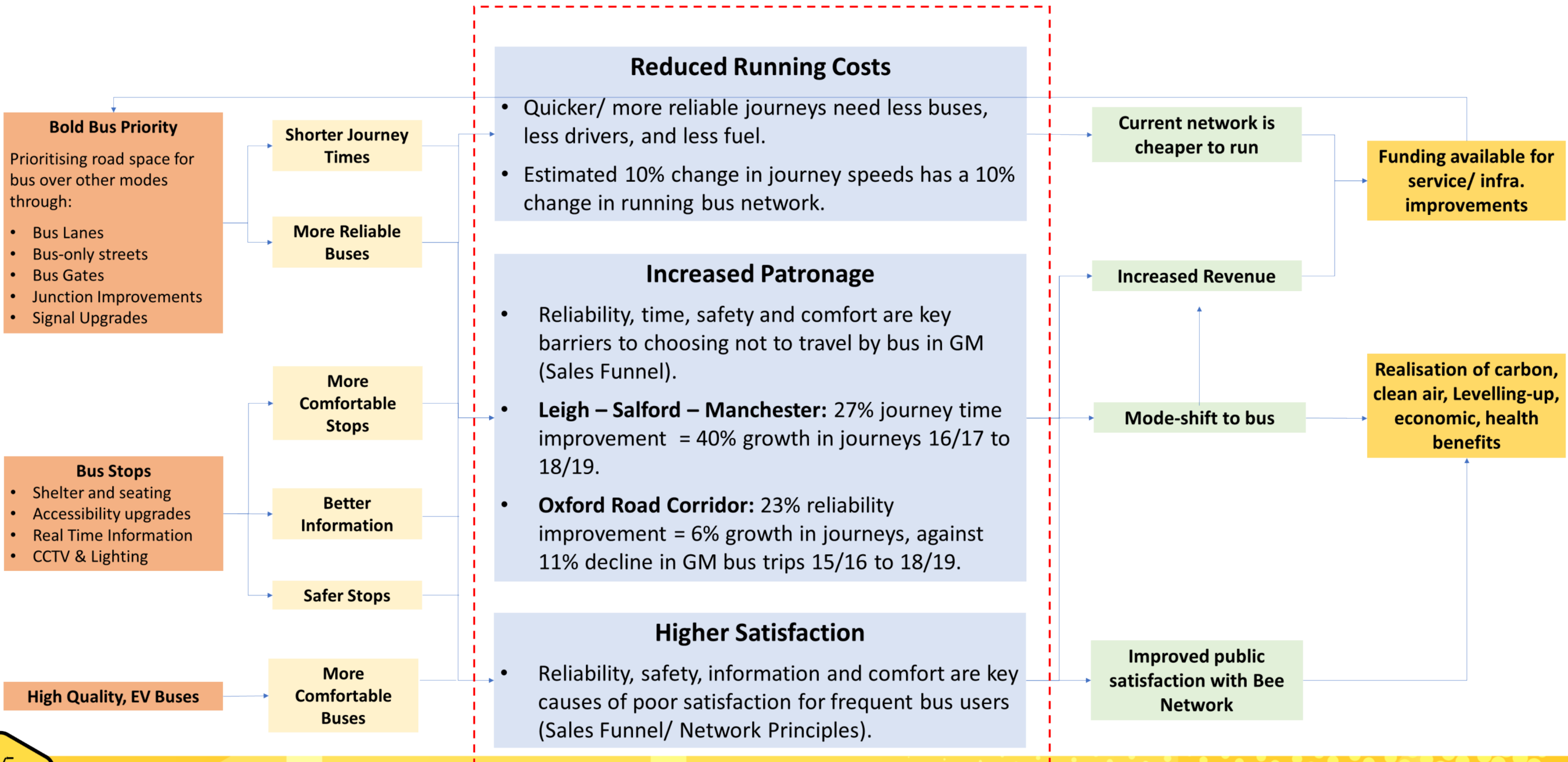
- CRSTS 1 funding will not allow us to deliver all we want to build across a network on corridors.
- Focused investment/bold decision making is essential and will allow demonstration of value of bus in longer term.
- Investment will support the active travel programme, delivering walking and cycling infrastructure where possible, and seeking to align funding opportunities.
- Disruption during construction will need to be managed

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BEE NETWORK

Benefits of Bus Improvements



Better Buses – Rochdale-Oldham-Ashton Orbital Corridor

Rochdale

- Bus lane and key junction improvements to tackle delays to buses between Oldham and Rochdale including a bus lane on the northbound approach to Kingsway/Queensway gyratory with capacity improvements for all modes.
- Dedicated cycle provision into Rochdale town centre, linking communities to the train station and town centre amenities, as well as green space.

Oldham

- Bus priority to create a quicker route into Oldham town centre to improve reliability on one of the most congested parts of the 409's route, including bus lanes between St Mary's Way and King Street Roundabout.
- Better access to bus in Royton town centre.

Tameside

- Improvements to existing bus priority.
- Improved cycling facilities into Ashton town centre.

Entire corridor

- Late running bus priority at junctions.
- Improved pedestrian facilities and streetscape to include planting.
- Accessibility of bus stops and improved passenger facilities.



Wood street junction with new bus stops, and improved cycle routes connecting Rochdale town centre, Rochdale Rail Station and new housing developments.



Bus Priority

Shorter journey times and more reliable journeys, less delay

Targeted Bus Priority



Bus Lanes where there are points of delay for bus caused by traffic congestion and spare road space exists



Bus, access, cycling and walking only streets at points of delay for bus caused by traffic congestion and alternative routes



Segregated Busway where opportunities exist



Bus gating and queue relocation at points of delay for bus caused by traffic congestion and limited space for continuous bus lanes.

Corridor-Wide Bus Priority



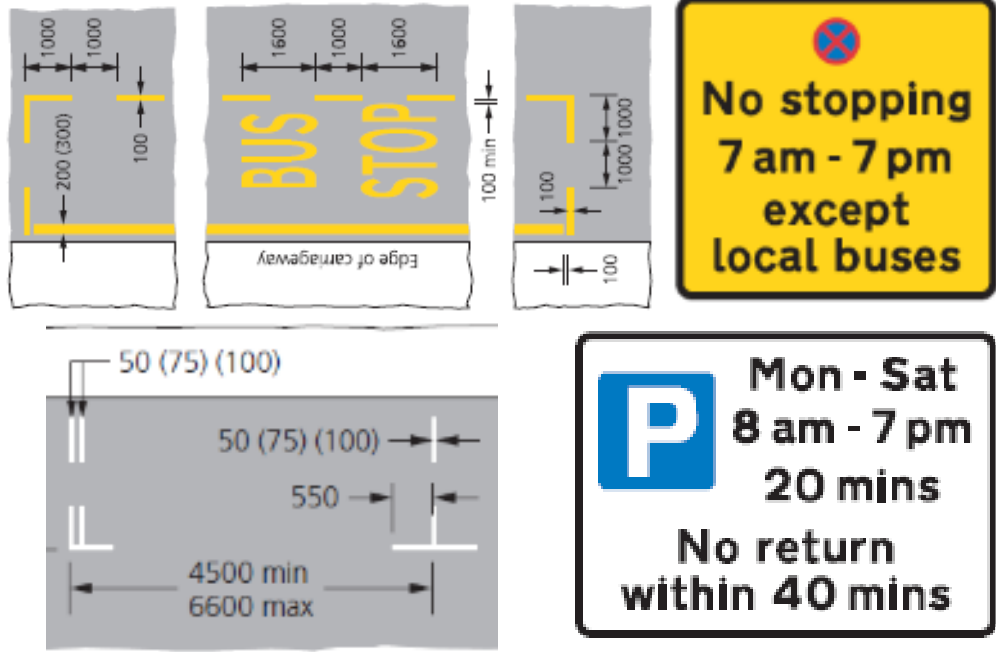
Bus priority at Junctions by moving bus priority to the front of the queue



Signal priority for late running bus giving a green wave through signals



Removing inset bus stops removing the need for buses to merge into traffic



Tackling pinch points such as problematic parking on bus routes, kerb alignments, closing sideroads where possible,



Bus Stops

Safe, accessible, comfortable, more information

Basic Stop Improvements

(Delivering a minimum customer standard)



Delivering accessible stops: Ensuring access for disabled users & those with buggies



Delivering passenger information: Ensuring stops provide information for customers

Enhanced Stop Provision

(Delivering a step change in stop provision at prioritised stop locations in GM)



Real Time Information (RTI): Delivering a pilot of real-time information at prioritised bus stops and all remaining bus stations and interchanges



Access to the stop: Delivering crossings and improved footways to prioritised stops



Improving Personal Safety: Expanding lighting & CCTV provision at key locations



Shelters & Seating: New shelters and seating at stops with higher levels of bus use



Quality waiting environment: Better public space around busy stops at town centres and high streets



Integration: Delivering better integration between bus/ rail/ Metrolink/ Active Travel



Cycling & Walking

Supporting Growth, Health and Safety

Cycling and Walking

(Delivering active travel measures alongside bus)



Delivering high quality key road infrastructure that meets local and national standards



Active neighbourhoods that support local trips by foot and by bike through side road closures



Providing better crossings that reduce severance caused by busy key roads



Improving conditions for bus users and people who cycle through better bus stop facilities

Supporting Public Spaces and Destinations

(Supporting local economic growth, town centre regeneration and access to opportunity)



Creating lower traffic town centres that attracts more people and support businesses



Introducing Sustainable Urban Drainage that mitigates the impacts of climate change and increases biodiversity



Quality town centre spaces that support regeneration measures and improvements to public spaces at town centres and high streets.



Attractive connections to opportunities including schools, employment sites, leisure centres and other public amenities



Aligning investment to deliver the Bee Network - Ashton

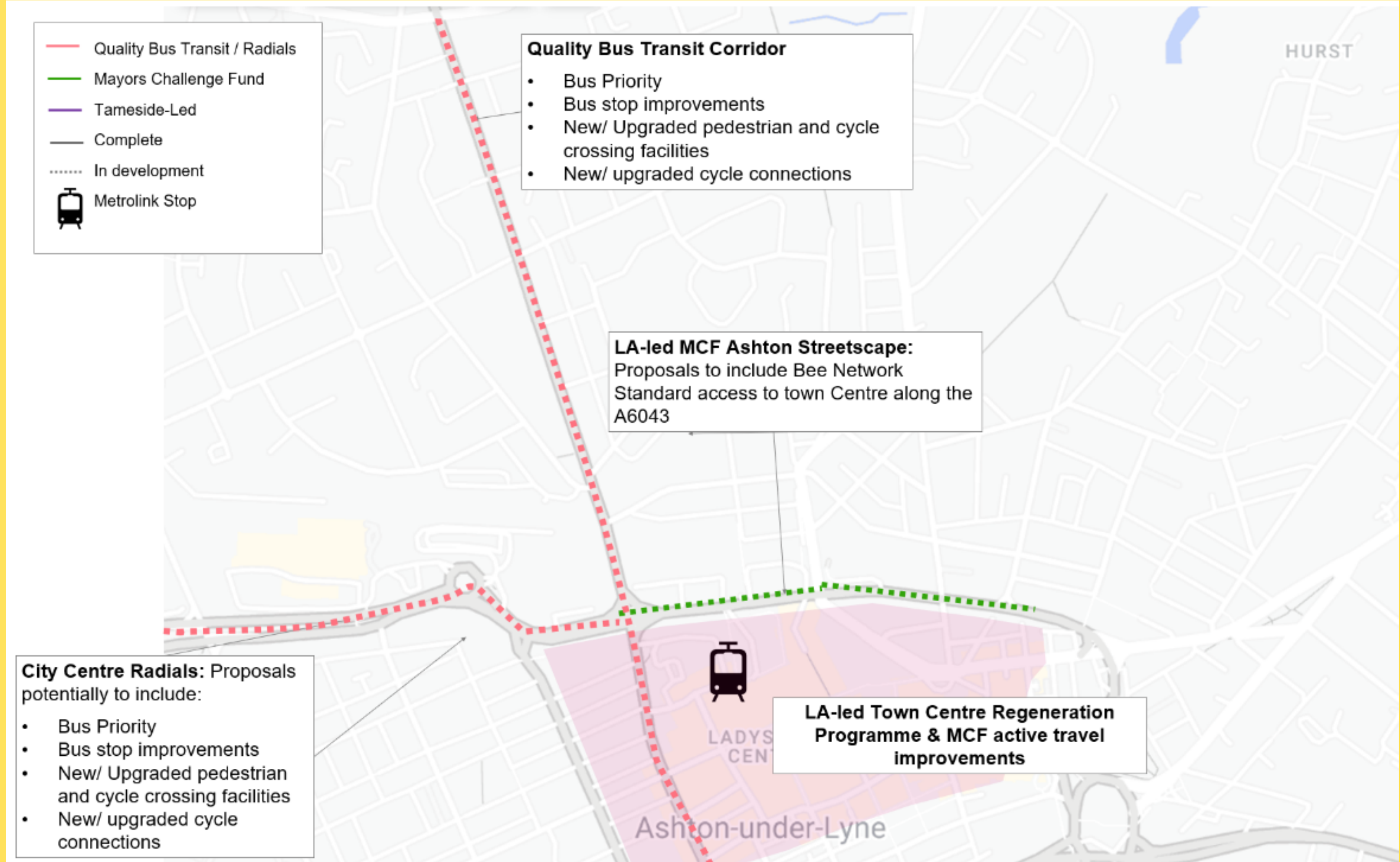
Proposed two phases of delivery programme.

Phase 1: Quick Wins

- Low disruption, business as usual interventions, and therefore an anticipation that there will be little need to pro-actively engage with the public on these
- Minimal dependencies that will impact upon start of delivery
- E.g. Junction traffic signal upgrades; provision of real time information at key stops; pedestrian crossing improvements; improved enforcement of existing bus priority measures.

Phase 2: Key Interventions

- Delivery of street measures to tackle key barriers to bus, walking, cycling and local economic growth.



ROA Next Steps

Complete

- Strategic Outline Business Case and QBT Programme Level Equality Impact Assessment.
- Wave 1 Engagement: Early high-level engagement with public on current experiences of local transport - focusing on general local transport experiences, issues, barriers, challenges.
- Results analysis by TfGM and input of results into design development.

Ongoing

- ROA QBT Equality Impact Assessment.

Autumn - Winter 2023

- Further design development.
- Development of Outline Business Case.
- Present findings and early designs to elected members at each Local Authority.
- Wave 2 Engagement in partnership with boroughs: Phased engagement on designs for the main ROA QBT programme options, beginning in Rochdale. Oldham and Tameside to follow aligned to timescales of design development.
- Results Analysis by TfGM.

Spring - Summer 2024

(Timescales will be informed by understanding detail of interventions being delivered and statutory requirements around individual elements, so timescales are subject to change)

- Proposed beginning of implementation of low disruption, “quick win” interventions including 409 re-route through Oldham Town Centre, priority for late running buses at junctions and crossing upgrades, subject to approval.
- Outline Business Case Submission for main ROA QBT programme to Streets for All Programme Board.
- Formal / statutory consultation on main ROA QBT programme scheme options by local authorities.

2024 – 2026

- Proposed delivery of main ROA QBT programme.



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