

**GREATER MANCHESTER
GREEN CITY REGION PARTNERSHIP**

DATE: Thursday 19 October 2023

TIME: 1.00 pm

VENUE: Teams

Supplementary Agenda

This pack contains the presentation for Item 7

- 7. Greater Manchester 5YEP Transport and Travel Presentation 1 - 22
(20 Minutes)**

Presentation by Megan Black, Head of Logistics and Environment,
TfGM.

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

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GM 5 Year Environment Plan Transport & Travel

Green City Region Partnership

19 October 2023



1

23-24 Workplan



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Work Plan 23-24

Transport

Strategy and policy

- 2040 transport strategy – “right mix” review for net zero
- Streets for all strategy and design guide
- GM Freight strategy
- GM bus plan (in development)
- TfN Strategic transport plan

Research

- E-hubs evaluation
- Bus fare evaluation (£2/5 cap)

Delivery

- The ‘Bee Network’ - an integrated transport system which will unify buses, trams, cycling and walking by 2024, with commuter rail incorporated by 2030.
 - Bringing buses under local control through franchising
 - Deployment of zero emission bus
 - Increase km of Active Travel Bee Network
 - Expand GM bike hire Pedal Bikes and e-bikes across the region
- Refreshed active travel mission focusing on accessibility, behaviour change and clear communications
- Publicly accessible electric vehicle charge points
- City Region Sustainable Transport Settlement (CRSTS) Programme – year 2 of 5 year delivery programme
- GM Clean Air Plan (subject to review with government)
- Decarbonisation of TfGM fleet

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**GREATER
MANCHESTER**
DOING THINGS DIFFERENTLY



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Bee Network Update

 BEE NETWORK

 Transport for
Greater Manchester

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We're building the Bee Network...

- A fully-integrated transport network for the people and businesses of Greater Manchester.
- Bringing together bus, tram, active travel and ultimately rail into one system .
- Fares, integrated ticketing, information and high quality services.

The Bee Network will...

- Deliver more jobs, businesses, homes and inclusion.
- Support changing mode share from 60/40 to 50/50 private vehicle/ sustainable mode.
- Accommodate rapid population growth in a sustainable way.



BEE NETWORK



 Transport for Greater Manchester

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EVCI delivery



BEE NETWORK



Transport for Greater Manchester

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EVCI Delivery Roll-Out

- As of 1 September;
 - 720 publicly accessible devices across all networks in Greater Manchester.
 - Of these, 200 are branded as part of the Be.EV network, 151 of these are owned by TfGM (with Iduna Infrastructure Ltd owning the remainder).
- Currently rolling out 60 new rapid charging points dedicated for EV private hire vehicle (PHV) and hackney vehicles. Locations chose in partnership with taxi trade.
- To use them, you'll need to be:
 - licensed by one of the ten Greater Manchester local authorities
 - registered as a Be.EV taxi scheme member



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Advice for Businesses

EST ADVICE FOR BUSINESSES

<https://energysavingtrust.org.uk/wp-content/uploads/2020/10/EST007-01-ESTDFT-Electrifying-last-mile-deliveries-guide-WEB-02.pdf>

GOV ADVICE – EV INFRASTRUCTURE GRANTS FOR STAFF AND FLEET

<https://www.gov.uk/government/publications/ev-infrastructure-grant-for-staff-and-fleets-installer-guidance/ev-infrastructure-grant-for-staff-and-fleets-installer-guidance>

GOV ADVICE – WORKPLACE CHARGING SCHEME

<https://www.gov.uk/guidance/workplace-charging-scheme-guidance-for-applicants>



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Car clubs



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GM wide car club proposal

- TfGM are working with the 10 local authorities in Greater Manchester to develop a business case for a GM Wide car club.
- The primary objective of this proposal is to enable more households to avoid or reduce their personal car keeping while still being able to access a car for trips when needed for journeys which can't easily be made by public transport, walking, wheeling or cycling.

Key points about car clubs:

- Car Clubs provide access to shared vehicles to members on a pay-as-you-drive basis.
- They provide much of the convenience of personal car-keeping but without the on-going liabilities of repairs, depreciation, insurance, servicing and storage.
- Car Clubs are recognised as having an important role in reducing the 'parc' of cars and their use; while increasing use of public transport and levels of active travel.

REDUCING PRIVATE CAR OWNERSHIP



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In 2022, on average, each car club vehicle in the UK replaced 22 private cars

FREERING UP PUBLIC SPACE



150 ha

150 hectares, or land equivalent to the area of Hyde Park, was freed up across the UK by the car reduction due to car clubs



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2040 Strategy Refresh



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Local Transport Plan (LTP)

- The LTP is a statutory document setting out our long-term ambitions for transport. GM's LTP is the Greater Manchester Transport Strategy 2040 (GMTS 2040).
- GMTS 2040 was adopted 2017, light refresh in 2021, alongside:
 - Five Year Transport Delivery Plan (2021-26)
 - 10 Local Implementation Plans (LIPs)
- DfT are requiring all LTP's to be updated by summer 2024 in line with their (yet to be) published guidance.



[Greater Manchester Transport Strategy 2040 | Transport for Greater Manchester \(tfgm.com\)](#)

[Our Five Year Transport Delivery Plan | Transport for Greater Manchester \(tfgm.com\)](#)



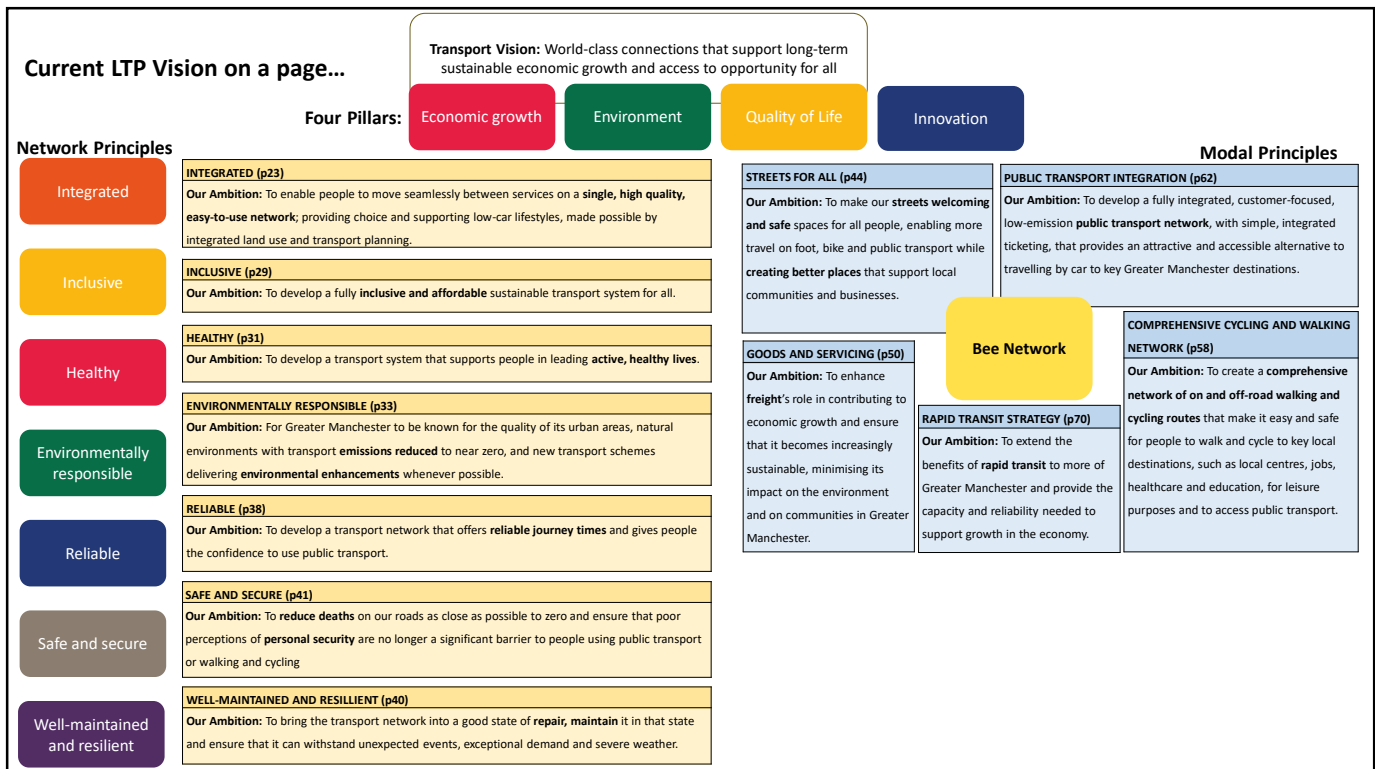
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GMTS 2040 "refresh"

- The GMTS 2040 is a comprehensive strategy, which received positive feedback from DfT. It does not require a wholesale rewrite but a refresh, we have begun consultation with districts to get their views.
- Both GM and the world have changed significantly since 2017.
- A "refreshed" GMTS 2040 would reflect these changes, including:
 - The Bee Network
 - Bus Franchising
 - 2038 Carbon Neutrality Ambitions
 - Trailblazer deal with Government
 - The Covid-19 Pandemic
 - Places for Everyone
 - Growth Locations
 - Clean Air and Hydrogen Fuel
 - New Funding Models for Transport
 - System Coordination

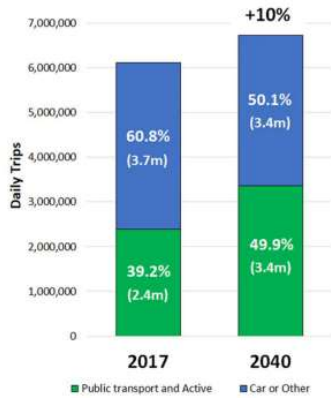


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Right Mix Review



- The Right Mix will be reviewed as part of the Evidence Base workstream.
- Current Right Mix aims for 50% of journeys to be made by active and public transport by 2040, with no growth in traffic.
- This means one million more journeys a day being made by public transport or active travel.



GM Bus Strategy



Our vision for buses

- As part of the Bee Network, we want the bus to be the first choice for more journeys in Greater Manchester.
- Our vision is a bus system that is reliable, affordable and integrated with other forms of transport.
- We want buses to be accessible, connect communities and provide an attractive and environmentally friendly alternative to car travel.

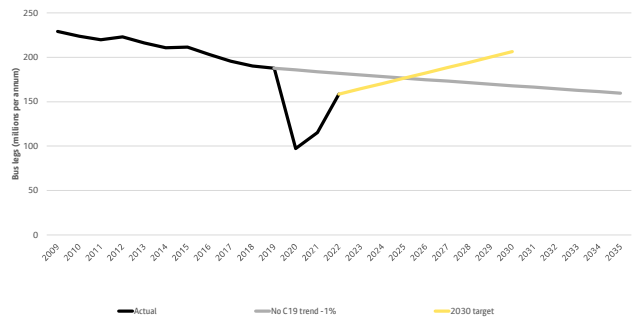
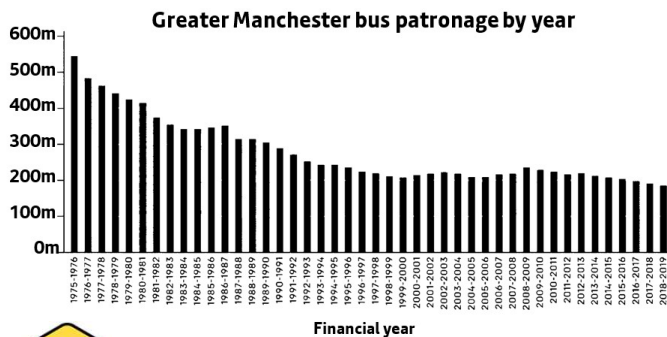


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Initial targets to 2030

- A 30% increase in bus patronage by 2030 from 2022/23 levels, in line with a more ambitious Right Mix pathway.
- Bee Network targets to be confirmed through LTP process.

By 2030, we want our buses to carry over **200 million** journeys per year.



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Initial targets to 2030

Frequency

- By 2030, we will aim for **buses to run at least every 12 minutes on key orbital and radial routes**. We will aim to provide 90% of the entire Greater Manchester population with a 30-minute frequency **bus or Metrolink** service on weekdays within 400m of their home. Other options (e.g. DRT) will be put in place in parts of the city region where this is not possible.

Infrastructure

- We intend to **deliver on-street bus improvements across 70km of high frequency, strategic bus routes** across Greater Manchester by 2030.

Affordability

- We will **keep fares as low as possible** across the Bee Network and reinvest any surplus back into the transport system.



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We want our bus system to be...



PLUS: A stable bus network during the transition to franchising



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In the future...

We want Greater Manchester's bus system to:

- Provide consistent and attractive car-free connectivity for all.
- Connect to other parts of the Bee Network and longer distance public transport.
- Support attractive urban places, including town centres and new developments.
- Have a positive impact on public health and the environment.
- Provide people with more travel options in the day and night.
- Be accountable and a source of shared local pride.



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GM Streets For All Design Guide



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GM Streets for All Strategy

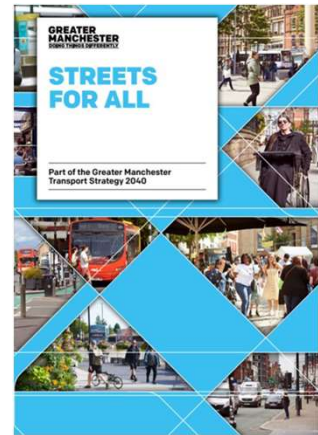
[Streets for All | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com)

- New approach for everything we do **on streets** in Greater Manchester.
- Supports a **place and people based approach**, as well as the ambition for more travel by walking, wheeling, cycling and public transport
- **Optimising** our largest public spaces resource (streets) in tackling our most pressing economic, environmental, quality of life and innovation challenges.

Streets which:

- are **universally accessible and inclusive**
- enable people to include **more physical activity** in their daily lives
- provide **good access to and for public transport**
- recognise **some journeys will continue to be made by car**
- support the **Vision for GM:**

As a place where everyone can live a good life, growing up, getting on and growing old in a greener, fairer more prosperous city region.



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GM Streets for All Design Guide

Purpose of the Guide

- To set out a code of practice which, when applied will **assist all involved in the (re)design of our streets** to realise the GM vision for our streets
- To bring together into one place **existing** multidisciplinary national standards, and national and local guidance
- To **support delivery** of GM's Street Infrastructure programmes
- The **main focus is on retrofitting existing streets**, but is applicable for designing new streets and places

Our Streets for All vision:

We will ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses.

(Policy 20 – Greater Manchester Transport Strategy 2040)



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GM Streets for All Design Guide

Contents of the Guide

- A toolkit that sets out design options and interventions which could be applied across Greater Manchester's different street types
- The guide is built on the foundation of inclusive and context-sensitive street design
- Asks designers to consider all **users**, and **uses** of a street



CRSTS delivery

Infrastructure Pipeline Team



City Region Sustainable Transport Settlement (CRSTS)

Overview

	CRSTS	Investment Priorities
Scale of Funds	£1.07bn of Capital for GM plus £170m of local contribution	1. Create momentum behind our ambitions for bus priority and QBT (including stops) as part of the London-style Public Transport network
Scope	Multi-modal: public transport, sustainable travel, maintenance...	2. Make a step change in the electrification of the bus fleet
Funding	Capital with additional c.£17m revenue for early scheme development	3. Sustain the momentum behind Active Travel (alongside the MCF programme)
Objectives	Growth & Productivity, Levelling Up, Decarbonisation	4. Improve the rail offer via new and more accessible rail stations
Funding Period	5 years covering 2022/23 - 2026/27	5. Support levelling up via town centre regeneration and open up growth locations with Streets for All measures
		6. Kick start the next wave of Metrolink extensions
		7. Address stable funding for development of local transport connectivity and regeneration potential of HS2 growth areas (Piccadilly, Airport, Stockport, Wigan).
		8. Address maintenance priorities focusing on the KRN and safety critical Metrolink



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City Region Sustainable Transport Settlement (CRSTS)

Status/ Next steps

Work to develop and deliver the schemes within the Capital Programme continues at pace:

- Highway and Maintenance programmes ongoing since funding announced in 2022
- The first of Bee Network zero emission buses (summarised earlier) funded through CRSTS have been delivered and are operational
- Two thirds of new infrastructure schemes have had Strategic Outline Business Cases (SOBCs) approved with OBCs (pre-construction) targeted 2023-25
- The majority of schemes will be in construction between 2025-27
- £276.1m out of £1.07bn CRSTS funding has been released to date
- Ongoing engagement with Government about the scope and scale of CRSTS 2 – the next funding round – engagement being accelerated following PM 'Network North' announcements



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Cycle Hire



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GM Cycle Hire Scheme

The GM scheme is powered by Beryl who operate the bikes on our behalf.

There's loads of bikes available for hire in parts of Manchester, Trafford and Salford. But there's been a rise in theft and vandalism recently.

We've recovered lots of bikes and we're getting them fixed as soon as we can. But we've had to make some temporary changes.

Some cycle hire stations will be suspended temporarily so that there are more bikes available in areas where users have been most active.

Suspended stands will be fitted with a plate so you can't park in them. To find out which stations are live, please use the [cycle hire app](#) or look on [Beryl's website](#).

We're sorry if this affects your journey.



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Bus fare offers evaluation



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Bus fare offer evaluation

On 4 September 2022 Greater Manchester introduced reduced bus fares of £2 for an adult single and £5 for an adult daily ticket across all operators. From 8 Jan 2023, a 7-Day AnyBus ticket allowing a week of unlimited bus travel was capped at £21. This summarises the effect of these offers, up to April 2023, and is based on operators' ticket sales and two waves of survey responses. Key findings are:

1. Introduction of the fares offer has **reduced the average cost of travel for bus users by about 15%**
2. The bus fares offer **contributed to an increase of bus patronage of 12%**. We estimate the fares offer has generated around 3 million additional journeys in the first six months of operation
3. The **£2 single cap most benefits those who travel by bus 2-3 days a week, who tend to be more prosperous** within society. However the **introduction of the £21 weekly** has significantly improved perceptions, especially on their travel horizons, and has **served to restore some of the imbalance of benefits**

The objectives for the new bus fare offers were to:

1. Help with the **cost-of-living crisis**
2. Increase **bus patronage**
3. Promote **travel behaviour change**, specifically mode shift from car, that would support medium to long term financial sustainability for the bus market

TfGM bus fare offers evaluation | 2 surveys and operator data were analysed | Online survey 03 March - 10 April | 1822 sample of eligible bus users || for more information contact [Mary-Jane Sturt](#)



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Bus fare offer evaluation objectives

Help with the cost-of-living crisis

- Respondents claim the new fares save them money (76%) and have been helpful to their cost of living (72%)
- Frequent bus use is correlated with relative transport poverty and disadvantage. The most benefit from the £2 single cap is for users travelling 2-3 days a week, who tend to be more prosperous
- The £21 weekly ticket was introduced to mitigate this disparity. However, the cost-to-benefit of the capped fares, compared with their cost of living, is felt less strongly among those using the £21 weekly ticket and the most frequent travellers

Increase bus patronage

- Overall there has been a positive impact on travel horizons, as two thirds agree that the new fares mean that they can travel more often, to more places and as much as they want
- There's a **net difference of +36% in respondents saying that the offers have meant they have travelled by bus more or less often**
- The net change is greater (+46%) among those respondents that have used one of the new maximum fare products
- We estimate that there has been a **12% increase in bus trips** since the new bus fares were introduced, led by those travelling 5 or more days a week
- While delivering the reduced fares is an important step (which greatly benefits those who already use the bus) the wider benefits of franchising will need to be realised to attract greater numbers of new bus users and further grow patronage

Travel behaviour change, specifically mode shift from car

- Capped fares have successfully attracted new customers to the network, as evidenced by the 3% who didn't use buses before the offer
- **Respondents report a negative net change (-25%) in car use**
- Those travelling least often also exhibit a significant dip in positivity towards travelling by bus in GM. This suggests that **while lower fares may have attracted some degree of trial by less frequent users, there is a risk that reliability or a lack of frequent services has overridden the attraction of a lower fare**

TfGM bus fare offers evaluation | 2 surveys and operator data were analysed | Online survey 03 March - 10 April | 1822 sample of eligible bus users || for more information contact [Mary-Jane Sturt](#)



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Perceptions of carbon neutrality and likelihood of behaviour change among city centre catchment residents

Taken from 2040 Town and city centre Perceptions research



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City centre catchment resident perceptions

This research seeks to determine to what extent accessibility and attractiveness, as defined within **2040 strategy**, are currently being achieved in our town and city centres.

Further to this, the **City Centre Transport Strategy** envisions a well-connected, zero-carbon centre at the heart of the North.

We therefore also sought to understand resident attitudes towards carbon and likelihood for behaviour change to support our carbon neutral ambitions.

Awareness of carbon neutrality

- 32% are unaware of the carbon neutral concept
- The BEIS public attitudes tracker measures Net Zero instead, and proves to be much more widely known
- Overall 89% are aware of Net Zero in the North West (not GM specific)
- suggesting that a knowledge gap needs to be bridged or change in how we describe carbon reduction

Will they change their travel behaviour?

- 55% acknowledge they personally need to change their travel behaviour to enable GM to be carbon neutral by 2038
- Of those that recognise personal change to their travel behaviour is needed to enable carbon neutral ambitions 45% think this behaviour change is likely
- 26% of those that drive at least once a week don't think they need to personally change their travel behaviour; and 22% of these frequent car drivers, while recognising the need to change, confess it is unlikely to happen

What kind of changes might they make?

- Greater preference for using electric/hybrid car than changing to a sustainable type of transport
- 1 in 10 'don't know' what they can do, presenting a clear opportunity to engage, educate and encourage appropriately

Why unlikely to change travel behaviour?

- Around a quarter are seemingly disengaged and have no reason for why they're unlikely to change their behaviour
- Some profess to already travel sustainably or have changed behaviour
- Personal limitations, such as a disability or being time poor
- Alternatives to car are not seen as adequate or feasible
- Abstaining from personal commitment, suggesting individual actions futile or considering it the responsibility of larger corporations and governments

TfGM Town and city centre perceptions | 08 June – 09 Oct 2022 | these results come from a sample of 400 people, representative of age, gender and working status for those that live within the 50% retail catchment of the regional centre | for more information contact [Mary-Jane Sturt](#)



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City centre catchment resident perceptions

Behaviour and decision making are often swayed by what we see others doing, or what we are informed the majority do.

It is clear that an engaging **educational campaign** is necessary tailored to the different attitudinal segments as GM specific responses lack consensus in terms of where they position climate change in relation to other issues; such as the cost of living crisis, homelessness, preservation of the NHS or a raft of other social issues may take precedence.

While we may have a degree of apathy to contend with, **social norms may serve to encourage positive behaviour change**. As the majority travel into the city centre sustainably, in the AM peak, there is the opportunity to promote this as what the majority do.

74% agree that if everyone does their bit, we can reduce the effects of climate change

63% think that more of our streets should have trees, planting and sustainable drainage solutions

24% agree that it's not worth doing things to help reduce climate change if others don't do the same

44% believe that there is so much conflicting information about climate change it is difficult to know what to believe

28% agree / 32% disagree that Greater Manchester needs to do more than other places to address climate change

24% agree / 39% disagree that Greater Manchester has more important things to worry about than the climate

TfGM Town and city centre perceptions | 08 June – 09 Oct 2022 | these results come from a sample of 400 people, representative of age, gender and working status for those that live within the 50% retail catchment of the regional centre | for more information contact [Mary-Jane Sturt](#)



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Active Travel Mission Refresh



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Refreshing the Active Travel Mission



The foundations

- Accessibility
- Communications
- Behaviour Change



The priorities

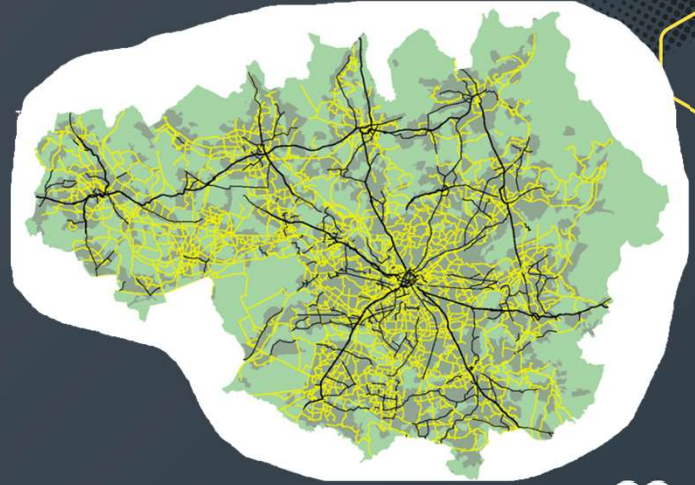
- Infrastructure Delivery
- Home to School Travel
- Cycle Hire and Access to Cycles
- Integration with Public Transport
(as part of the wider Bee Network)
- Road Danger Reduction



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The Bee Active Network Vision

- A network to connect all communities in GM with high quality active travel infrastructure
- Key features:
 - Protected infrastructure for those cycling on many busy roads
 - Existing quiet streets and off-road routes connected up by new crossings of busier roads
 - Tackling a legacy of poor provision for pedestrians: wider pavements, appropriate crossings etc



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Network Delivery: Active Travel Infrastructure Programme

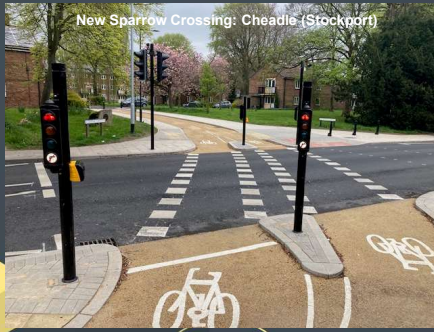
- £250m programme of transformational Active Travel Infrastructure well underway
- 72 schemes have full funding approval and are either complete, on site, or mobilising – a value of c£160m
- c50km of new Bee Network standard infrastructure now completed on site
- 19km of major city centre radial roads now have protected cycle provision



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Infrastructure Delivery Highlights

- New Cycle Optimised Protected Signal (Cyclops) junctions invented in GM to provide protection for those walking, wheeling or cycling at major junctions. 15 now operational
- Many new crossings delivered, including new 'Sparrow' crossings providing signal protected crossings of major roads for those walking, wheeling or cycling



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Complementary Measures Programme

Access

- Cycle Training
- Access to Bikes
- Cycle parking
- Grants
- Journey to School



Activation

- Cycle & Stride
- Scheme Activation
- Campaigns & Comms



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Recommendation

- Note activities have been undertaken by TfGM to deliver on Greater Manchester's 5 Year Environment Plan objectives in respect of Transport and Travel.

