



BEE NETWORK COMMITTEE

DATE: Thursday, 14th December, 2023

TIME: 2.00 pm

VENUE: GMCA Offices, 56 Oxford Street, M1 6EU

AGENDA

- 1. Apologies**
- 2. Declarations of Interest** 1 - 4

To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer 48 hours in advance of the meeting.

- 3. Chair's announcements and Urgent Business**
- 4. Minutes of the meeting held on 23 November 2023** 5 - 16

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

Please note that this meeting will be livestreamed via www.greatermanchester-ca.gov.uk, please speak to a Governance Officer before the meeting should you not wish to consent to being included in this recording.

To consider the approval of the minutes of the meeting held on 23 November 2023.

5. Active Travel in Greater Manchester 17 - 46

Report of Dame Sarah Storey, Active Travel Commissioner.

6. Local Transport Plan - Refreshing Our Vision 47 - 90

Report of Martin Lax, Transport Strategy Director, TfGM

7. Greater Manchester Transport Network Performance 91 - 112

Report of Alex Cropper, Chief Operating Officer, TfGM

8. Transport Capital Programme 113 - 118

Report of Chris Barnes, Infrastructure Pipeline Programme
Director, TfGM

9. Network Planning and Review Process - Part A 119 - 138

Report of Stephen Rhodes, Director of Bus, TfGM

10. Dates & Times of Future Meetings

- 25 January; 2 - 4 PM
- 22 February; 2 - 4 PM
- 21 March; 2 - 4 PM

Part B

11. Exclusion of the press and public

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

12. Network Planning and Review Process (Non-Franchised Bus Services) - Part B 139 - 142

Report of Stephen Rhodes, Director of Bus, TfGM

For copies of papers and further information on this meeting please refer to the website www.greatermanchester-ca.gov.uk. Alternatively, contact the following

Governance & Scrutiny Officer: Ninoshka Martins

✉ ninoshka.martins@greatermanchester-ca.gov.uk

This agenda was issued on Wednesday, 6 December 2023 on behalf of Julie Connor,
Secretary to the
Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street,
Manchester M1 6EU

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Declaration of Councillors' Interests in Items Appearing on the Agenda

Name and Date of Committee.....>

Agenda Item Number	Type of Interest - PERSONAL AND NON PREJUDICIAL Reason for declaration of interest	NON PREJUDICIAL Reason for declaration of interest Type of Interest – PREJUDICIAL Reason for declaration of interest	Type of Interest – DISCLOSABLE PECUNIARY INTEREST Reason for declaration of interest

Please see overleaf for a quick guide to declaring interests at GMCA meetings.

Quick Guide to Declaring Interests at GMCA Meetings

Please Note: should you have a personal interest that is prejudicial in an item on the agenda, you should leave the meeting for the duration of the discussion and the voting thereon.

This is a summary of the rules around declaring interests at meetings. It does not replace the Member's Code of Conduct, the full description can be found in the GMCA's constitution Part 7A.

Your personal interests must be registered on the GMCA's Annual Register within 28 days of your appointment onto a GMCA committee and any changes to these interests must notified within 28 days. Personal interests that should be on the register include:

1. Bodies to which you have been appointed by the GMCA
2. Your membership of bodies exercising functions of a public nature, including charities, societies, political parties or trade unions.

You are also legally bound to disclose the following information called Disclosable Personal Interests which includes:

1. You, and your partner's business interests (eg employment, trade, profession, contracts, or any company with which you are associated).
2. You and your partner's wider financial interests (eg trust funds, investments, and assets including land and property).
3. Any sponsorship you receive.

Failure to disclose this information is a criminal offence

Step One: Establish whether you have an interest in the business of the agenda

1. If the answer to that question is 'No' then that is the end of the matter.
2. If the answer is 'Yes' or Very Likely' then you must go on to consider if that personal interest can be construed as being a prejudicial interest.

Step Two: Determining if your interest is prejudicial

A personal interest becomes a prejudicial interest:

1. where the wellbeing, or financial position of you, your partner, members of your family, or people with whom you have a close association (people who are more than just an acquaintance) are likely to be affected by the business of the meeting more than it would affect most people in the area.
2. the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice your judgement of the public interest.

For a non-prejudicial interest, you must:

1. Notify the governance officer for the meeting as soon as you realise you have an interest.
2. Inform the meeting that you have a personal interest and the nature of the interest.
3. Fill in the declarations of interest form.

To note:

1. You may remain in the room and speak and vote on the matter
If your interest relates to a body to which the GMCA has appointed you to, you only have to inform the meeting of that interest if you speak on the matter.

For prejudicial interests, you must:

1. Notify the governance officer for the meeting as soon as you realise you have a prejudicial interest (before or during the meeting).
2. Inform the meeting that you have a prejudicial interest and the nature of the interest.
3. Fill in the declarations of interest form.
4. Leave the meeting while that item of business is discussed.
5. Make sure the interest is recorded on your annual register of interests form if it relates to you or your partner's business or financial affairs. If it is not on the Register update it within 28 days of the interest becoming apparent.

You must not:

Participate in any discussion of the business at the meeting, or if you become aware of your disclosable pecuniary interest during the meeting participate further in any discussion of the business,
participate in any vote or further vote taken on the matter at the meeting.

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Agenda Item 4

**MINUTES OF THE MEETING OF THE BEE NETWORK COMMITTEE
HELD THURSDAY, 23RD NOVEMBER, 2023 AT GMCA OFFICES, 56 OXFORD STREET,
M1 6EU**

PRESENT:

Councillor Eamonn O'Brien (Chair)	Bury
GM Mayor Andy Burnham	GMCA
Councillor Howard Sykes	Oldham
Councillor David Meller	Stockport
Councillor John Walsh	Bolton
Councillor James Gartside	Rochdale
Councillor Sean Fielding	Bolton
Councillor Alan Quinn	Bury
Councillor Tracey Rawlins	Manchester
Councillor Phil Burke	Rochdale
Councillor Mike McCusker	Salford
Councillor Grace Baynham	Stockport
Councillor Warren Bray	Tameside
Councillor John Vickers	Wigan

OFFICERS IN ATTENDANCE:

Michael Parker	GMP
Vernon Everitt	GMCA
Dame Sarah Storey	GMCA
Eamonn Boylan	GMCA
Gwynne Williams	GMCA
Ninoshka Martins	GMCA
Alex Cropper	TfGM
Steve Warrner	TfGM
Lucy Prince	TfGM
James Baldwin	TfGM
Martin Lax	TfGM
Peter Boulton	TfGM

BOLTON

MANCHESTER

ROCHDALE

STOCKPORT

TRAFFORD

BURY

OLDHAM

SALFORD

TAMESIDE

WIGAN

OFFICERS IN ATTENDANCE:

Alison Chew	TfGM
Jonathan Marsh	TfGM
Rosalind O'Driscoll	TfGM
Chris Barnes	TfGM

BNC/38/23 Apologies

The Chair welcomed Dame Sarah Storey, Active Travel Commissioner, Vernon Everitt, Transport Commissioner and Michael Parker, Chief Inspector for Road Safety to the meeting.

Apologies for absence were received from Councillors Paul Prescott, Dan Costello, Elaine Taylor, Aidan Williams, Paul Dennett, and Hamid Khurram.

BNC/39/23 Declarations of Interest

None received.

BNC/40/23 Chair's announcements and Urgent Business

- **Proposed Rail Ticket Office Closures Decision**

At the July meeting of the Bee Network Committee, members unanimously supported the action of the Mayor of Greater Manchester and other Mayors in opposing the proposal to close ticket offices in rail stations. Members were informed that on 31 October, proposals to close or reduce staffed hours of rail station ticket offices across the country had been rejected in full by Transport Focus, following a public consultation which attracted 750,000 responses. Consequently, the transport secretary has asked all train operators to withdraw their proposals to close ticket offices.

- **Avanti West Coast**

It was reported that Avanti continued to have performance issues which have resulted in them removing 1 train per hour from their London-Manchester route from December, at one of the busiest times of the year on the railway.

While Avanti's performance had been impacted by problems with Network Rail's infrastructure, this does not explain the persistence of problems which are within its control to fix, many of which are long-term issues.

This ongoing poor performance calls into question the rationale for Avanti being awarded a new long-term contract in September. A further performance update was therefore requested under the Rail Programme update that was currently scheduled for January 2024.

- **Tranche 1 Performance Update**

The GM Mayor provided an update on the performance of Tranche 1 services and advised members that the latest information on punctuality would be shared with the Committee following the meeting.

Early days of operation were difficult for passengers and staff as new arrangements bedded in. Considerable amount of work was ongoing to ensure these issues were quickly settled with visible improvements being seen, and in some cases, services have started to outperform pre-franchised services.

It was noted that increasing patronage was essential to maintaining services. Members were therefore urged to continue promoting the network given that success of bus franchising was dependant on patronage levels.

Members were advised that work was underway to further improve the bus tracking feature on the Bee Network Application. Plans were also underway to improve customer experience, and as such improvements to the Bee Network application including the added functionality of journey planning, apple and google pay options had been planned and would soon be available as part of future updates to the Bee Network application.

Through Bus Franchising GM was able to improve the quality of data being captured this has allowed greater insight into what can be done to improve services and to share learning with Tranche 2 areas. It was that strongly felt that the management of roadworks was essential to reducing delays on the network therefore introduction of the Lane Rental Scheme was welcomed.

Considerable amount of work had been undertaken jointly with Highways England to improve punctuality. Officers were thankful for the support received and were keen to get the same level of engagement in Tranche 2 areas.

To improve timekeeping, it was suggested that GM could explore introducing a tap on feature akin to London which does not require a ticket purchase and if feasible it was suggested that consideration be given to the introduction of middle doors on buses.

Additional comments were made around the need to establish an overtime contract to prevent any potential issues that might arise due to driver shortages.

Further suggestions were made to introduce a V1 & V2 express service to manage demand during peak hours and to re-instate the 167-bus service. It was felt that there was a need to aid non-franchised areas to ensure existing concerns were captured and addressed through franchising. Officers noted the comments raised and assured members that the comments made would be picked up through the network review process whilst alluding to the opportunity to directly report issues and recommend changes through individual Local Bee Network forums. In the absence of individual local Bee Network forums, members were requested to contact TfGM directly.

RESOLVED/-

1. That it be noted that following a public consultation which attracted 750,000 responses the Transport Secretary has asked all train operators to withdraw their proposals to close ticket offices.
2. In noting the concerns raised around the decision taken by Avanti West Coast to remove 1 train per hour from their London-Manchester route from December, it was agreed that a further performance update be provided under the rail programme item that was currently scheduled for January 2024.

3. That the update in relation to the performance of Tranche 1 services be noted and that the relevant data in relation to punctuality of services be circulated to members following the meeting.
4. That it be noted that to improve customer experience further improvements to the Bee Network application including the added functionality of journey planning including apple and google pay functionality would be included within future updates of the Bee Network application.

BNC/41/23 Minutes of the meeting held on 26 October 2023

RESOLVED/-

That the minutes of the meeting held on 26 October 2023 be approved as a correct record.

BNC/42/23 Greater Manchester Transport Strategy 2040: Progress Report

Consideration was given to a report that provided an update on progress made on delivering the Greater Manchester Transport Strategy 2040 and the Five-Year Transport Delivery Plan. Included within the report was an overview of GM's major commitments as well as a measured review of evidence to inform detailed discussions in GM for the refresh of the Local Transport Plan.

In response to the questions raised arounds plans to extend Metrolink to Stockport, Wigan and Middleton, officers advised that future Metrolink extensions were currently being explored and would be outlined in more detail in the forthcoming refresh of the GM Transport Strategy 2040. Members were assured that that TfGM were closely working with districts officers to ensure the completion of individual Strategic Outline Cases (SOC).

The Rapid Transit Strategy, which would also include an update on the position around Tram-Train schemes and long-term rapid transit options would be brought to a future meeting of the Committee.

It was highlighted that improving safety was essential to building patronage on the network. Officers advised that TfGM had launched #IsThisOK? campaign to encourage men travelling on public transport to consider their behaviour towards women and girls.

Further to that TfGM had also received funding following a successful joint bid with the British Transport Police and have since procured the headsets and the VR software needed for the delivery of the VR Headset Scheme. These virtual reality headsets would be used to give youngsters insight into the real impact, missile attacks on trains, trams and buses have on passengers and drivers which was anticipated to deter antisocial behaviour on the network.

In discussing the importance of engagement, it was felt that engagement prior and post the launch of the strategy was essential to ensuring the success of any scheme. Officers acknowledged the comments and advised that plans were underway to monitor schemes post implementation with the view to improving punctuality of services. If members had any areas of particular concern, they were urged to flag them directly with officers at TfGM.

It was felt that further engagement with education facilities would also be beneficial to encourage take up and to increase awareness of products available for young people.

The need to engage with Highways England to deliver in a coordinated manner was seen essential to better managing the road network.

With regards to the question raised around the position of funding to improve step free access, it was clarified that no additional funding had been announced as part of the Autumn budget. Members were assured that should funding be made available TfGM would work with Network Rail based on a list of prioritised schemes.

It was noted that there was a huge opportunity through manufacturing to create further employment opportunities.

In discussing the position around rail, it was noted that further work was needed to be undertaken to move the plan for rail forward within Greater Manchester and to address any capacity issues with government.

With regards to the suggestion to streamline the guided bus way service to reduce journey time, members were thanked for their suggestion and advised that it would be considered as part of the Local Transport Plan refresh.

In terms of the re-allocated funds for road resurfacing, it was explained that allocations for Greater Manchester were to be provided in fractions over an 11-year period. However, the issue with providing funding later into the municipal year would make it extremely difficult to commit and spend therefore further sessions had been planned with the Highways Group and Transport Strategy Group to better understand how best to take this piece forward.

It was agreed that further details on the merger of A560 Stockport Road scheme with Tameside - Hattersley Viaduct scheme would be provided to Councillor Bray following the meeting.

RESOLVED/-

1. That the progress on Greater Manchester's committed transport delivery programme be noted.
2. That progress against the existing Right Mix vision and established 2040 Transport Strategy key performance indicators be noted.
3. That it be agreed that the implications of KPI monitoring, and delivery progress should be considered carefully to shape the refresh of the Local Transport Plan.
4. That it be noted that the Rapid Transit Strategy, that would also include an update on the position around Tram-Train schemes and long-term rapid transit options would be brought to a future meeting of the Committee.
5. That the measures that have been deployed to improve safety on the network, including the launch of the #IsThisOK? campaign to encourage men travelling on public transport to consider their behaviour towards women and girls be noted.

6. That it be noted that TfGM had received funding following a successful joint bid with the British Transport Police and have since procured the headsets and the VR software needed for the delivery of VR Headset Scheme. Virtual reality headsets will be used to give youngsters an insight into the real impact missile attacks on trains, trams and buses have on passengers and drivers which will potentially deter antisocial behaviour on the network.
7. That further details on the merger of A560 Stockport Road scheme with Tameside - Hattersley Viaduct scheme be provided to Councillor Bray following the meeting.

BNC/43/23 Greater Manchester Streets for All Design Guide

Consideration was given to a report that provided an overview of the Greater Manchester Streets for All Design Guide (Greater Manchester Transport Strategy 2040 sub strategy). The Guide would be supported by a Supplementary Technical Guidance, co-developed by TfGM and Local Authorities with the addition of the GM Model of Community Engagement embedded within this approach in order to successfully deliver schemes.

With regard to the query raised around the progress of the redevelopment of narrow railway bridges, officers explained the constraints around funding and highlighted that work with Network Rail and TfGM was underway to plan for the replacement of both Greek Street and Stockholm Road bridges in 2025, ensuring that these plans safeguard any future Tram Train / Metrolink schemes.

It was noted that the Streets for All Design Guide brought together existing multidisciplinary national standards and national and local guidance, however it was felt that there was a need for a pragmatic approach through advanced co-design given the conditionality around funding and ensure suited delivery for Greater Manchester.

Members sought to understand whether there was any progress made on enforcing pavement parking. Officer acknowledged that tackling pavement parking would be beneficial for maintaining good pavement conditions, however GM were yet to receive powers to enforce pavement parking.

In response to the comments raised around operation Park Safe and whether it was possible for this operation to be replicated in GM. It was reported that GMP had received details of the operation that were currently being reviewed to understand what could be implemented across GM.

In conclusion, members were assured that to ensure that the guidance remains current core references would be periodically reviewed and updated. Minor updates to the design guide would be agreed by TfGM and local authorities via the GM Transport Strategy Group, GM Highways Group and GM Delivery Group and any substantive changes would be brought to Committee for consideration.

RESOLVED/-

1. That it be noted that the key role the Greater Manchester Streets for All Design Guide will have in helping the region achieve the ambition set out in the Streets for All Strategy, GMTS 2040, and in building the Bee Network.
2. That the Greater Manchester Streets for All Design Guide V1.1; be adopted.
3. That it be noted that all schemes funded through the GMCA should be developed and designed following the approach and requirements set out in the Streets for All Design Guidance.
4. That it be noted that Supplementary Technical Guidance and any minor updates to the Design Guide be agreed by TfGM and local authorities using the GM Transport Strategy, GM Highways and GM Delivery Groups.
5. That it be noted that the commitment to return to this Committee in the event of substantive revision and update.

BNC/44/23 Road Safety Update

The report provides an annual update on Greater Manchester (GM) road casualty figures for 2022 (published on 28 September 2023), an update on GM wide road safety initiatives. Also included within the report was the progress that had been made to adopt the ambition of Vision Zero for GM.

In response to the concerns raised around the criteria for the installation of speed camera, officers advised that this criteria was set by Department for Transport. TfGM have since requested that these criteria be reviewed. DfT have responded stating that this refresh was within their pipeline of ongoing work, however no date for completion had been confirmed. It was therefore felt appropriate that on behalf of the Committee, a letter be sent to DfT outlining the concerns of members alongside recommending that a review of the existing criteria for the installation of speed cameras be undertaken as a matter of urgency. In the meantime, it was felt appropriate that a meeting be arranged with the Chief Constable to explore the options available to Greater Manchester.

It was clarified that through the Safer Roads Greater Manchester Partnership, funding, and coordination of the ongoing day to-day maintenance of 236 roadside safety camera would be provided with no additional costs to Local Authorities.

The need to work with local district policing teams was noted therefore it was agreed that details of neighbourhood policing inspectors would be shared with the Committee to allow members to share road safety concerns directly with GMP.

Concerns were raised around the use e-scooters and bikes involved in accidents and therefore members sought to understand whether there were any measures being put in place. Members were advised of plans through operation AVRO to reduce road casualty figures through engagement with business owners to encourage the adoption of accountability standards.

RESOLVED/-

1. That the contents of the report be noted.
2. That plans to reduce road casualty figures through engagement with business owners to encourage the adoption of accountability standards through operation AVRO be noted.
3. That it be agreed that details of neighbourhood policing inspectors be shared with the Committee to allow members to share road safety issues directly with GMP.

4. That it be agreed that on behalf of the Committee a letter be sent to the Department of Transport outlining the concerns of members alongside recommending that a review of the existing criteria for the installation of speed cameras be undertaken.
5. That be agreed that a meeting be arranged with the Chief Constable to explore the options available to Greater Manchester until a response from Government is received.

BNC/45/23 Transport Capital Programme

Members are requested to note the current position on the Greater Manchester Transport Capital Programme and consider a number of City Region Sustainable Transport Settlement (CRSTS) and Active Travel funding draw-down requests in order to support the continued development and delivery of the programme.

RESOLVED/-

1. That the current position in relation to CRSTS1 and the recent announcement of indicative funding for CRSTS2 be noted.
2. That it be noted that the Strategic Outline Business Case (SOBC) in relation to the £53.6m Active Travel allocation within CRSTS1 has been submitted and approved in line with the previously agreed CRSTS assurance process. The drawdown of specific financial releases in relation to individual schemes within this overall allocation would be progressed through the previously agreed Mayoral Challenge Fund (MCF) governance process, as detailed within this report.
3. That the proposed reallocation of £6.8m CRSTS funding from the A577 Complementary Works scheme to the Golborne Station scheme be noted.
4. That in line with previously adopted practice, the draw-down of Active Travel funding as be approved as follows:
 - £1m of ATF3 funding for delivery of the Salford Irwell Street Phase 1 scheme;

- £0.25m of ATF4 funding for the development of the Manchester Cycleway, Yellow Brick Road scheme;
 - £0.35m of ATF4 funding for the development of the Manchester Cycleway, CYCLOPS scheme
 - £0.17m of ATF4 funding for the development of the Bury Parkhills Road, Heywood Street Junctions scheme; and
 - £0.12m of ATF4 funding for the development of the Bury Radcliffe Metrolink Active Travel Access Package.
5. That it be agreed that the consideration and approval of the bid to the second round of funding for the DfT's Zero Emission Bus Regional Areas (ZEBRA) Scheme to the Chief Executive, GMCA and TfGM for submission to Government by 15th December.

BNC/46/23 Dates and Times of Future Meetings

- 14 December; 2 – 4 PM
- 25 January; 2 – 4 PM
- 22 February; 2 – 4 PM
- 21 March; 2 – 4 PM



Bee Network Committee

Date: Thursday 14 December 2023
Subject: Active Travel in Greater Manchester
Report of: Dame Sarah Storey, Active Travel Commissioner

Purpose of Report

This report provides an update on the Active Travel programme for Greater Manchester. In November 2022, I presented my recommendations to the Greater Manchester Combined Authority. This report provides ‘one year on’ progress and forms a position statement on the way forward for active travel in Greater Manchester. It includes, for the first time, a comprehensive Annual Report on Active Travel in Greater Manchester.

Recommendations:

The Committee is requested to:

1. Approve and adopt the updated Bee Active Network;
2. Note and approve the publication of the potential future Greater Manchester Cycle Hire footprint plan;
3. Approve proposals to review the delivery of Bikeability in Greater Manchester and bring the findings and any proposals to a future Committee meeting;
4. Approve the closure of and removal of the BLUC locker scheme and seek to renew, replace, and upgrade cycle parking offer across the public transport network, including the existing Cycle Hubs, subject to available funding;
5. Approve the publication of the Greater Manchester Active Travel Annual Report, attached at Appendix 2; and
6. Note and comment on the contents of the report.

Contact Officer:

Richard Nickson, Active Travel Programme Director

richard.nickson@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

The schemes, which are developed and delivered through Greater Manchester's Active Travel Capital Programme, are subject to detailed local engagement and consultation to ensure that the needs of all users are considered in producing designs which provide equity of access. All scheme proposals also undergo a detailed design assurance process which takes into account national design guidance as well as Greater Manchester's own interim cycling and walking design guidance, which itself has been the subject of discussion with TfGM's Disability Design Reference Group.

Climate Change Impact and Mitigation Measures:

The Active Travel Programme has been designed to support and expedite delivery of the Bee Active network which is designed to facilitate a switch from a mechanised mode to walking or cycling, which will see a reduction in both local pollutants and greenhouse gases. By 2040 130,000 daily trips are expected to switch to cycling and walking from private car and taxi use. This equates to around 735,000 less vehicle kilometres being driven per day, with the resultant environmental benefits.

Risk Management

Risk management is carried out at a programme and project level within the Active Travel Programme in accordance with Transport for Greater Manchester's Risk Management policy.

Legal Considerations

There are no specific legal implications with regards to this report.

Financial Consequences – Revenue

There are no specific financial consequences in this report, any future changes to revenue arising from the recommendations or noted items in this report will be brought to the attention of the Bee Network Committee and GMCA in due course.

Financial Consequences – Capital

There are no specific financial consequences in this report, any future changes to capital arising from the recommendations or noted items in this report will be brought to the attention of the Bee Network Committee and GMCA in due course.

Number of attachments to the report: 1 – Annual Progress Report

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

- 28 October 2022: Active Travel Sub-Committee, Active Travel Programme Update
- 25 November 2022: Greater Manchester Combined Authority – Delivering the Bee Network: Active Travel Update Decision: That the update on the Active Travel Programme be noted and agreed that the GMCA will prepare a substantive response to the recommendations of Dame Sarah Storey, GM Active Travel Commissioner, highlighted in report.
- 28 September 2023: Congestion Intervention Plan.
- 23 November 2023: Road Safety Update.

Tracking/Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

No

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

No

1. Introduction – Active Travel at the heart of the Bee Network Vision

- 1.1 Greater Manchester (GM) is building the Bee Network, a world-class, integrated transport system. This should be an accessible, affordable, and easy-to-use system that will transform how people travel in, around and to Greater Manchester. Journeys will be marked by one recognisable brand, the Bee, which unites the transport network and acts as a mark of quality. No matter what the journey, the Bee Network should be the first choice of travel in Greater Manchester.
- 1.2 The Bee Network brings together our approach to walking, wheeling & cycling (collectively ‘active travel’), bus, Metrolink and rail. Policies and strategies affecting highways, such as red routes, congestion management, urban traffic management and control and roadworks management will enable this network to work to its peak efficiency. Developing a road danger reduction plan (based on adopting ‘Vision Zero’) is critical in addressing the safety fears that hold people back from walking, wheeling, and cycling to connect with public transport or for their whole journey.
- 1.3 Transport for Greater Manchester (TfGM) and Greater Manchester Combined Authority (GMCA) collaborate to achieve this ambition. In doing so, active travel acts as the ‘glue’ cementing together the separate elements of public transport. By reducing the need to be reliant on the car, especially for shorter journeys, then the wider road network should function more effectively.
- 1.4 The GM Transport Strategy 2040 refers to a target of reducing carbon emissions by 80% from 1990 to 2050, reflecting the Climate Change Act 2008. The declaration by the GMCA of a Climate Emergency and the adoption of a much more ambitious target of zero carbon emissions by 2038 means that we are undertaking further analysis to understand the relationship between our Right Mix targets and pathways and GM’s carbon reduction commitments.
- 1.5 The current Right Mix target is to achieve a travel offer whereby no more than 50% of daily trips are made by car, with the remaining 50% made by public transport, walking and cycling. This will mean approximately one million more trips each day using active travel or public transport in Greater Manchester by 2040, with no net growth in motor vehicle traffic.
- 1.6 According to the 2021 census, at least 25% of the households in Greater Manchester do not have access to a car. This rises to 40% amongst our most deprived residents.

As a result, many households in Greater Manchester suffer ‘transport poverty’ that restricts their horizons and limits the extent to which they can be economically and socially active. Active travel and public transport can enable such individuals and communities to participate more widely.

- 1.7 Enabling our Active Travel vision will support meeting our Right Mix targets and move towards net zero emissions from transport. Active travel produces no emissions that affect local air quality and hence supports our ambition to clean up our air.
- 1.8 Active travel uniquely has other significant benefits for health, compared to all other modes of travel. There is a strong need to enable more healthy active lives in Greater Manchester, to assist in improving health outcomes, particularly around obesity, some cancers, mental and cardiac health. Delivering our Active Travel vision is necessary to improve outcomes in these areas.
- 1.9 However, there are several known barriers, which include: the quality of current infrastructure, perceptions/reality of safety and access to the means to travel. So, we need to have a plan for delivering a network vision that supports access for all communities of Greater Manchester.
- 1.10 The Bee Network is being delivered in phases; we already have the tram, we launched Tranche 1 bus franchising in September this year with the remainder of the bus network to be franchised by January 2025 and we have an extensive road network and some reasonable walking and cycling networks. But the quality of provision of the latter is inconsistent, particularly for cycling over longer journeys where the network is not continuous. Previously delivered cycle networks in Greater Manchester (and elsewhere outside of London) mostly do not meet minimum national standards (mainly those built before 2017 in GM). Since then, we have been creating a new walking and cycling network (that meets or exceeds national standards), especially since the former Cycling and Walking Commissioner launched the ‘Made to Move’ plan, incorporating 15 steps, many of which we have now delivered upon.
- 1.11 In November 2022, I launched the Active Travel mission, set my priorities, and made 10 further recommendations. Now I intend to build upon both and ask TfGM and other stakeholders in Greater Manchester to form an updated Active Travel Strategy, the framework for which is set out in this report. For the first time, I present my Annual Report on Active Travel, which I will use to monitor progress towards delivery of the vision that is set out below. The new Active Travel Strategy will be a sub-

strategy of our Local Transport Plan (Greater Manchester Transport Strategy 2040) to reinforce the case for a change towards more active travel. It will focus on delivery and implementation over current and future funding periods, as part of the wider, integrated Bee Network.

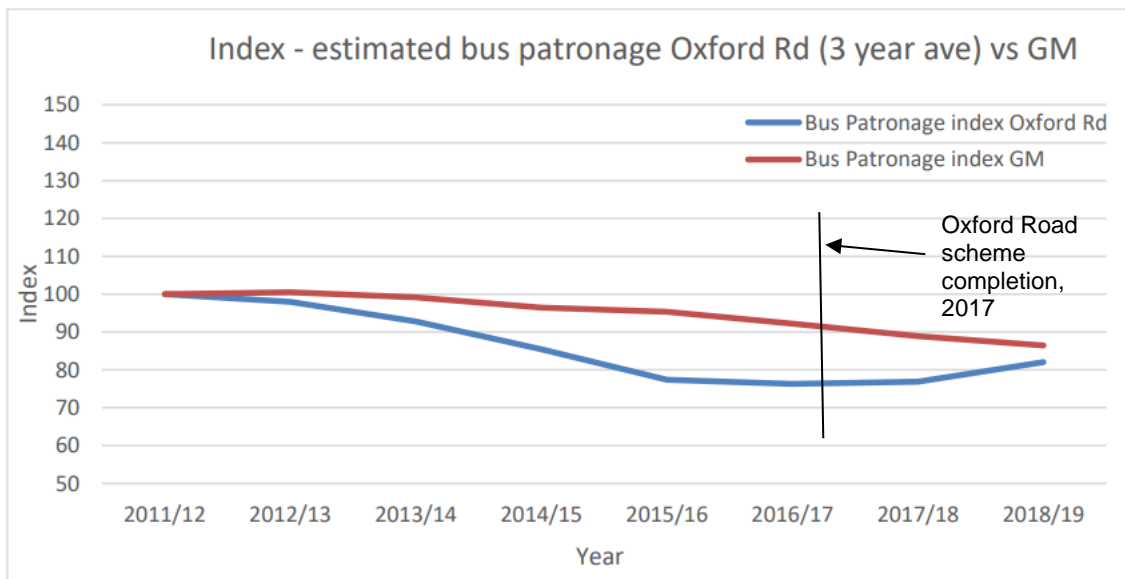
- 1.12 The delivery of the first phase of the franchised Bee Network for public transport saw Greater Manchester take control of Tranche 1 of the franchised bus network on 24 September 2023. This will continue through to January 2025 at which point the whole bus network in GM will be franchised. Bus routes will be designed to integrate with other public transport provisions (tram and rail). Plans are being developed to expand bus priority to improve journey time reliability, and major investment in bus stop infrastructure will improve access points for walking and wheeling. Tying this together with the Bee Network app will enable, eventually, seamless, capped price journeys within and around the city-region.
- 1.13 Active travel infrastructure delivery has accelerated since 2017 to the levels explored in more detail in my Annual Report. I expect that delivery of walking, wheeling & cycling infrastructure will continue. Communities will be able to access cycles on loan from bike libraries and adapted and specialist cycles (like cargo bikes) will be available, increasing access to sustainable active travel for those currently excluded. Enabling and providing specialist cycles will allow small businesses to transition to zero carbon delivery and distribution by cargo bikes. We are already seeing global delivery companies opt for this in urban centres.
- 1.14 Future phases of the Bee Network will see local rail services incorporated. The construction of the walking, wheeling, and cycling network will need to continue alongside these ambitious programmes of change, including rail, bus priority, better streetscapes and new/improved interchanges. By 2030, all four modes will be joined together under one, simplified, integrated ticketing system. This will enable seamless end-to-end journeys, including on cycle hire and potentially other forms of shared mobility.
- 1.15 Delivery of the walking, wheeling, and cycling network will need to span current and future transport settlements. I recommend that funding for active travel should be maintained at least current levels, but I recognise that many elements of the active travel network will be delivered through integrated, multi-modal schemes, particularly on the more major corridors.

- 1.16 Following the events around 4 October 2023 and the 'Network North' announcements, including in relation to funding for local transport, GMCA, TfGM and the Greater Manchester local authorities will, through the development of the next Local Transport Plan, need to consider its future investment priorities and future transport interventions, including opportunities to accelerate delivery of the 'Bee Active' Network, particularly by acting on the opportunities that exist because of the advanced planning for the network which has been carried out. Active travel measures, particularly low-cost, high-volume improvements (for example dropped kerbs, tactile markings and tackling poor quality footway surface), can be delivered at a faster pace than more traditional longer-term transport interventions. I urge the GMCA to consider the issues identified in the network audit I have delivered when prioritising investment.
- 1.17 Achieving this Bee Active Network ambition will also require complementary measures to activate the best use of this new opportunity to travel. Often delivered through revenue funding, these ensure communities can access and choose the best options for their circumstances. Such travel choice measures enable people to understand the options they have and the many changes that are being made to support a healthier and more active lifestyle that don't require access to a car. The GMCA will need to continue to invest in these services, which include cycle training, events, marketing, and other actions. Revenue and capital funding will need to be identified to continue activity that – to date – has largely been short-term grant funded.
- 1.18 In the schools sector especially, we need an invigorated travel policy and plan to support more sustainable travel choices. This should include, but not be limited to, more school streets, neighbourhood level interventions and traffic management measures to provide safer environments for young people to walk, wheel, cycle, scoot and enjoy their journeys to school, whilst also supporting parents and children to enable independent journeys.
- 1.19 A comprehensive policy context is set out on pages 11-18 in the Annual Report at Appendix 2.

2. Moving on from Made to Move

- 2.1 Historically, Greater Manchester has secured significant investment in active travel infrastructure through DfT funding initiatives such as Local Sustainable Transport Fund (LSTF) and Cycle City Ambition Grant (CCAG). Whilst these funding sources date from a period well before the formation of the Bee Network vision and its associated design standards, Greater Manchester was still successful in raising the bar significantly in terms of active travel delivery through these programmes.
- 2.2 For example, through CCAG, Greater Manchester delivered several cycleways which provided protection from heavy motor traffic, most notably, the Oxford Road/Wilmslow Road Corridor Scheme from the city centre to Didsbury. Despite being delivered seven years ago, the northern 3km of this route is up to Bee Network standards. That scheme was a good example of the combination of bus priority and active travel infrastructure that we need to repeat with the current and future funding to achieve the Bee Network vision set out below. In several locations, Greater Manchester is now investing further in routes delivered through earlier funding streams, to bring them up to current standards. These include Talbot Road in Trafford, the Fallowfield Loop and Deansgate in Manchester and the Ladybrook Valley in Stockport.
- 2.3 The Oxford Road/Wilmslow Road Corridor Scheme has achieved sustained increases in cycling levels. According to the Cross City Package and Busway Programme Monitoring and Evaluation Early Findings Report, from 2015-19 cycling trips increased 149%. Annual southbound cycling trips grew from 450,000 to 580,000 between September 2017 and April 2019. In parallel, bus journey time variability has decreased significantly. Bus patronage on this route has risen against an historic background of falling bus use, further demonstrating the positive relationship between the introduction of active travel infrastructure and the increased use of public transport. Figure 1 overleaf shows impacts of the Oxford Road scheme on bus patronage, illustrating that it bucks the trend after implementation.

Figure 1: Estimated bus patronage on Oxford Road



Note: Source is TfGM’s continuous passenger sampling survey, published with operators’ consent. . Note that figures are also indexed so that the confidentiality of the data relating to Oxford Road patronage can be protected.

- 2.4 In 2018, Greater Manchester published the ‘Made to Move’ plan. This report detailed the 15 essential steps required for the city-region to see a step change in walking and cycling, necessary for us to achieve our net zero ambition, tackle climate change objectives, support better health and wellbeing and improve road safety.
- 2.5 An ambitious network of walking and cycling routes was established and the ten local authorities and TfGM began planning the first phase of what was then ‘the Bee Network’.

2.6 Table 1 below summarises the position on the original Made to Move recommendations.

Table 1. Completion of the Made to Move ‘15 Steps’

Made to Move	Status	Ongoing actions
Publish a detailed, Greater Manchester-wide walking and cycling infrastructure plan in collaboration with local authorities in 2018.	Completed – superseded by Mission Refresh publication of V3 Bee (Active) Network	Maintain and update the Bee Active Network as it develops
Establish a ring-fenced, 10-year, £1.5 billion infrastructure fund, starting with a short-term GM Mayor’s Active Streets Fund to kick-start delivery for walking and cycling. With over 700 miles of main corridors connecting across Greater Manchester, this is the scale of network we need to aim for.	Completed – moving to an integrated delivery approach and annual reporting	
Develop a new, total highway design guide and sign up to the Global Street Design Guide.	Completed – Streets for All Design Guide	Adapt and develop the Streets for All Design Guide, including its supporting documents
Deliver temporary street improvements to trial new schemes for local communities.	Completed – temporary and trial infrastructure is now a well-used tool in delivery of a wide range of programmes	
Ensure all upcoming public realm and infrastructure investments, alongside all related policy programmes, have walking and cycling integrated at the development stage.	Completed – all schemes are now proceeding through Streets for All Design Review	CRSTS and other ‘single pot’ settlements allow integrated delivery of the Bee Active Network as part of the wider ambition
Develop a mechanism to capture and share the value of future health benefits derived from changing how we move.	Continuing – PEAT tool recognised by DfT and ATE as the best way to appraise GM schemes. Also, annual reporting will incorporate outcome monitoring	Seeking to improve appraisal and reporting, and engaging academic partners to progress further research
Work with industry to find alternatives to heavy freight and reduce excess lorry and van travel in urban areas.	Continuing – progress on small scale trials with SMEs	Look for business partnerships to progress transshipment and engage with logistics operators

Made to Move	Status	Ongoing actions
Partner with schools and local authorities to make cycling and walking the first choice for the school run and take action on traffic and parking around schools.	Superseded by Mission Refresh focus on schools and School Travel Policy development	Develop school travel policy so that Home School Travel Plan is enacted across all modes
Deliver year-on-year reductions to the risk per kilometre travelled, by establishing a task force to improve safety on roads and junctions	Completed – working on adoption of Vision Zero	Vision Zero Strategy to be presented to January BNC
Call for devolved powers to enforce moving traffic offences, and develop strategies for reducing anti-social driving, through public spaces protection orders	Ongoing – recent changes to moving traffic enforcement being adopted. Action on pavement parking legislation remains an ‘ask’	Continue to press government for appropriate powers to manage pavement parking. Seek modification to TSRGD to enable side road zebras
Prioritise investment based on the measurement of people movement, rather than motor-traffic, and integrate with a new street satisfaction index	Ongoing – incorporated into annual reporting	
Ensure local communities are engaged and supported in the development and use of new infrastructure and programmes	Completed – now covered by Mission Refresh communications and stakeholder engagement and accessibility	
Deliver greater levels of public access to bikes across Greater Manchester, working with the private sector to deliver low cost and innovative solutions.	Ongoing – we now have a wider programme of Access to Bikes	
Work with local businesses to help shape our new network and achieve a culture-shift on commuting.	Completed – focus widened from commuting to all journey purposes	
Launch our own version of a ‘Summer Streets’ festival, creating low car town and city centres to trial street closures on the network.	Wider activation programme now being used	

3. Refreshing the Active Travel Mission

- 3.1 In November 2022, I launched my vision for our approach to Active Travel. That mission built upon the previous 'Made to Move' plan and reinforced the continued delivery of our Local Cycling and Walking Infrastructure Plan: 'Change a Region to Change a Nation'. The Annual Report at Appendix 2 explores the refreshed mission and the progress to date across all aspects of active travel, including examples from each local authority partner and our third sector partners.
- 3.2 This report captures a series of recommendations and potential 'next steps' necessary to develop a new Active Travel Strategy, which I suggest are necessary to support the Transport Strategy for 2040 and to enable a new Local Transport Plan to be formulated. In addition, changes to planned future funding arising since the announcements on 4 October 2023 mean that opportunities exist to consider how that funding may be allocated as part of a wider integrated delivery plan.
- 3.3 That new strategy can be developed in more detail over the next year as we refresh our commitments under the GM Transport Strategy 2040. We need to consider our updated modal Right Mix targets, the need to achieve net zero and enable those without access to private transport to have access to opportunity, as well as providing everyone the choice to move more actively more often via their day-to-day journeys.
- 3.4 However, I now present some specific recommendations that will help frame that new approach.

Universal accessibility

- 3.5 To ensure that the network becomes universally accessible, a Streets for All Design Guide has been developed and was adopted by the GMCA at November BNC. Mechanisms are being developed to ensure that these standards are applied to all schemes built on behalf of the GMCA.
- 3.6 Whilst the guide can address new infrastructure, some areas of the existing network have access controls on them which seek to limit anti-social behaviour and/or illegal use of motorbikes and quadbikes. These actions (stymie gates, access control bollards etc) prevent people using mobility aids, adapted cycles or non-standard cycles such as cargo bikes from accessing many parts of the network. I propose that TfGM should be asked to work with the local authorities and other stakeholders (eg Sustrans and the Canal and River Trust) to develop a common policy on access controls to support the Streets for All approach. After that, as the local delivery

strategy develops, solutions to retrofit accessible means of control onto these routes should be pursued.

Bikes and non-standard cycles on trams

- 3.7 For those using wheelchairs or travelling with children, Metrolink is the most accessible form of public transport in Greater Manchester, with level boarding and step free access or lifts provided at all stops. However only folding bikes are currently allowed on board. Non-standard cycles can be vital mobility aids for some, and I recommend that TfGM continue to work with the Metrolink operator to overcome the safety and operational challenges to allow non-standard, and ultimately all bikes, on board, at suitable times of the day and in line with other UK light rail operators.
- 3.8 A next step being considered is a guided pilot under controlled conditions to understand further how a change in policy might be implemented. A separate, further paper on these topics will be brought to this committee early in 2024 to inform a decision on next steps.

Vision Zero (see road danger reduction section, pages 39-42 in the Annual Report at Appendix 2)

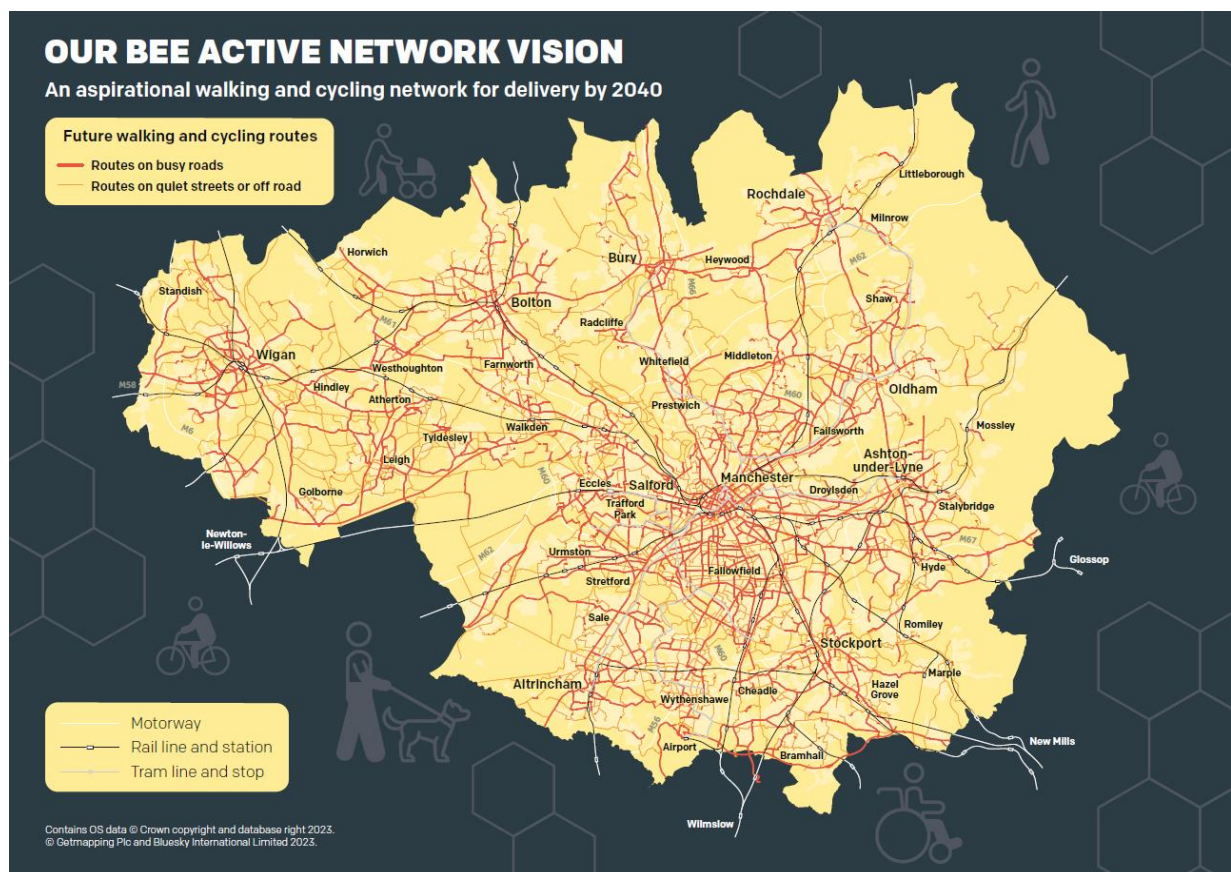
- 3.9 The proposed Vision Zero Strategy will be brought to the January meeting of this Committee.

Updated Network Plan: (see pages 22-24 in the Annual Report at Appendix 2)

- 3.10 A comprehensive review of the proposed Active Travel network has been carried out by TfGM with support from each local authority. This review comprises two elements. The first relates to reviewing the 'vision' plan in terms of potential routes throughout Greater Manchester that would connect substantial parts of the city-region together, enabling stand-alone walking, wheeling and cycling journeys, and 'first mile/last mile' connections to public transport. The second has been an audit of streets and off-road routes that form this network to determine the nature of changes necessary in more detail than ever before.
- 3.11 The original network plan developed for 'Made to Move' comprised over 1,800 miles (2,900km) of connected cycling and walking routes, including 435 miles (696km) of protected main road corridors (active travel superhighways) and 2,400 crossings which help to join up neighbourhoods and communities.

3.12 The updated network plan (Figure 2 below) results in the following changes: overall length is slightly reduced in length from 2,900km to 2,734km. This is principally due to the removal of some duplicate sections of network. However, the proportion of the network which we expect to require physical protection for those riding bikes has substantially increased from 25% to over 40% – now 1,170km of segregated network (as opposed to c725km). This is due to the greater knowledge of network conditions which we have gained through TfGM’s comprehensive network audit work. This data suggests that traffic volume and speed thresholds which would require physical protection for bikes are met on a larger proportion of routes than was anticipated in 2018.

Figure 2: Bee Active Network (v3): the updated Network Vision



Bee Active Network v3 key stats:

- Total length of proposed network: 2734km, of which 1,170km is on busy roads, 932km on quiet roads and 631km off road
- Over 95% of Greater Manchester residents will live within 400m of a Bee Network route once the network is completed.

3.13 The network is based on the following principles:

- To connect all communities in Greater Manchester with a comprehensive walking, wheeling and cycling network.
- To make active travel the natural choice for most people's short journeys and enable independent trips and connection to public transport for longer trips.
- All of this network would be expected to meet the 'Bee Network' standards set out in our Active Travel Design Guide (NB: this is to be updated following the Streets for All Design Guide adoption) and would therefore be compliant with LTN 1/20 at minimum.
- The network physically integrates with local centres and public transport networks to support our Bee Network vision for patronage growth.
- The original network was developed through a series of workshops with people with detailed local knowledge, residents, campaigners, politicians, local government officers and other interested parties. This concept plan was then built upon through analysis that followed the government's LCWIP planning guidance. This new network has evolved based on new traffic data and knowledge gained over the past five years of delivery, as well as working closely with local authority officers. The network will continue to evolve as we construct it. Through the Annual Report I intend to regularly report progress towards delivery.
- The network comprises two main elements:
 - The majority is provided by existing lightly trafficked streets and traffic free routes, connecting these with new crossing points, where busy roads or other sources of severance need to be crossed, and passing through (as they develop) potential 'active' neighbourhoods.
 - A significant number of major transport corridors, which analysis indicates has the highest potential demand for active travel trips, and where protected provision is required for bikes and controlled crossings for pedestrians, to make them safe and attractive for cycling, walking and wheeling.

- 3.14 The Committee is requested to adopt this plan as its vision for the future Bee Active Network for Greater Manchester. It will be updated regularly and will be published on the TfGM Bee Active website.
- 3.15 Whereas the original Bee Network plan focused solely on active travel, the updated network plan acknowledges that this ‘active network’ forms part of a wider ambition for other complementary modes, especially bus and tram. Cycle Hire also forms part of the network vision.
- 3.16 The original ‘Made to Move’ plan suggested a similar network plan value of “at least £1.5billion” and take “10 years” to deliver. Based on TfGM’s delivery experience over the last five years, the uplift in design standards demanded by LTN 1/20 and latest Greater Manchester design guidance, as well as TfGM’s greater understanding of the types of infrastructure which will be required to deliver the network, we now estimate that the investment requirement to deliver the full network plan by 2040 is likely to be in region of £3.4bn at current prices (i.e. without inflation over potential programme duration). A breakdown of this investment estimate is provided in Table 2.
- 3.18 Whilst I recommend that there remains a need for targeted active travel investment, I understand that most of this planned network will need to be delivered through integration with a wider Bee Network infrastructure pipeline, which delivers benefits for all road users including public transport, walking, wheeling and cycling. This approach has been adopted successfully on schemes such as Oxford Road and Trafford Road, where improvements were made for walking, wheeling, cycling and buses. Regeneration plans will also provide opportunities to deliver active travel infrastructure such as the redevelopment of Stockport Town Centre.

Table 2: Estimated value of Bee Network (infrastructure) elements

Network element	Network length	Per km costs (£m)	Cost (£m)
Busy roads	1,137	£1.63	£1,860
Quiet roads	899	£0.382	£344
Off road routes	631	£0.606	£382
Allowance for city/town centres	66	£7.74	£511
Allowance for pedestrian junction schemes			£54
Allowance for structures			£221
Total cost estimate			c£3.4bn

- 3.19 The next substantial opportunity to progress active travel further is likely to be within the CRSTS 2 period (to March 2032) - and beyond. However, throughout CRSTS 1,

the current programme of active travel investment will continue to be met from a combination of direct active travel grants, elements of CRSTS 1 schemes and a specific block of CRSTS 1 investment.

3.20 I suggest that we continue to review delivery within CRSTS 1 and act on opportunities that may arise from recent decisions around funding and transport plans nationally, on the basis that the Active Travel programme has a well-developed pipeline of opportunities to deliver change and the experience to do so rapidly.

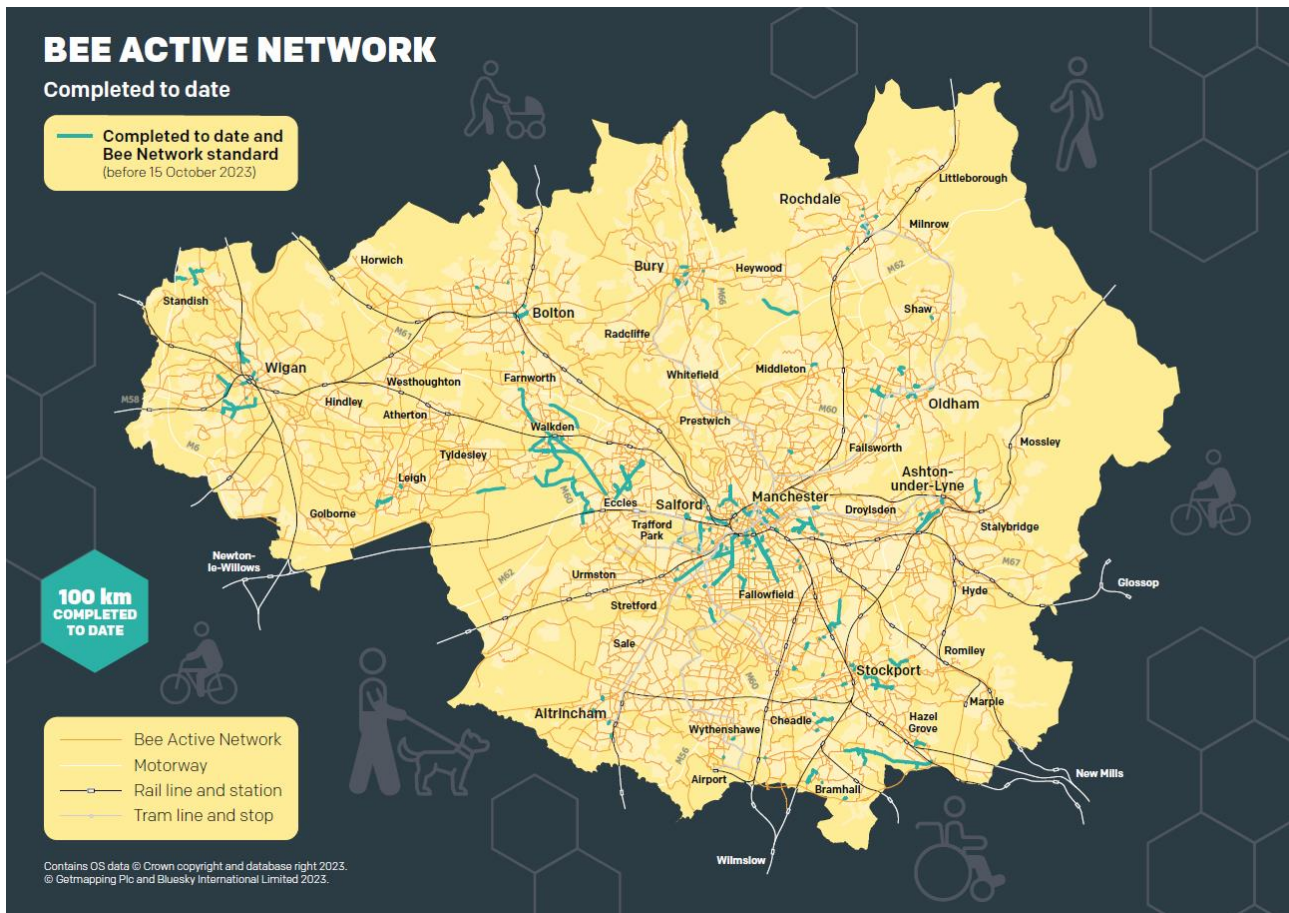
The Active Travel Infrastructure delivery programme: ‘now, next and near future’

3.21 In May 2020, following discussions with Greater Manchester local authority partners, a priority package of schemes, valued at £217m, was agreed by the GMCA to be funded. This was a proportion of a wider programme, estimated at circa £500m, and which would have contributed to the original Bee Network plan. Whilst £160m was immediately available from the MCF, the GMCA has subsequently secured additional funding to enable the continued delivery of this prioritised programme.

3.22 Work began in earnest on delivery, and, in the three years since May 2020, much has been achieved. The detailed breakdown of our current capital and revenue expenditure is set out in the Annual Report at Appendix 2, pages 19-20.

3.23 Expenditure on this programme has accelerated since a prioritised pipeline was agreed in 2020, with many schemes progressing to delivery. This is now being achieved at circa £40m per annum, across the various active travel funding streams. This is resulting in a growing network illustrated in Figure 3, overleaf.

Figure 3: Bee Active Network routes completed to date

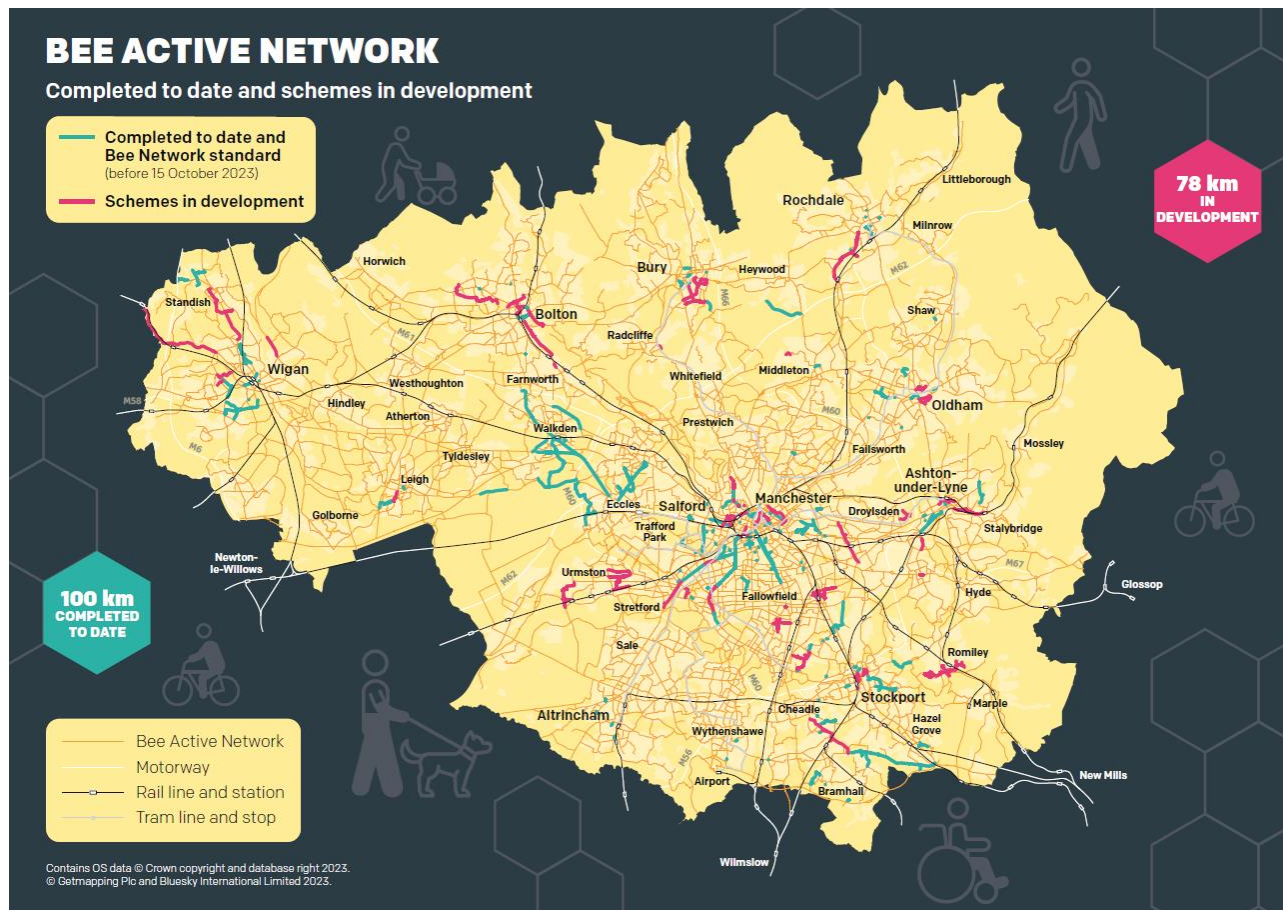


3.24 Figure 3 highlights the substantial progress made to date on the Bee Active Network, including:

- 100km of Bee Network standard infrastructure has now been delivered
- Over 320,000 people (11% of Greater Manchester’s population) already live within 400m of a completed Bee Active Network route
- 19km of major radial road corridors into Manchester/Salford city centres now feature Dutch-style protected facilities for people cycling
- The newly built infrastructure includes 20 new protected junctions, which provide safe facilities for those walking, wheeling and cycling

3.25 Figure 4 shows all completed infrastructure, plus infrastructure which is in development and funded for delivery from current programmes.

Figure 4: Bee Active Network routes completed to date and in development



Notes on Figure 4:

- **NOW:** Schemes delivered in green (100km) – these are Bee Network standard active travel infrastructure schemes completed on site by 15 October 2023. Over 320,000 Greater Manchester residents live within 400m of these schemes.
- **NEXT:** Schemes in development in red (78km) – these are schemes which are funded for delivery but are not yet completed. Some are already on site, some may not yet have Full Business Cases submitted yet, but they are prioritised, and it is intended they will be funded for delivery from current programmes.
- **NEAR FUTURE:** CRSTS 1-funded (Streets or Bus) programmes are not currently included in the above mapping or figures but will contribute at least an additional 30km to the emerging network by 2026-27 (some schemes are yet to be designed). In addition, there is a pipeline formed from MCF tranches 1-6 and subsequent development (e.g. Capability Funding) that is discussed below. The total length of network that would be delivered by these is likely to be in the range of circa 80-

150km and we expect there to be area-based outcomes for which it is not practical to estimate the network enabled at this stage.

Proposed longer term Active Travel Pipeline

- 3.26 This report now sets out the likely requirement for a circa £1bn dedicated active travel pipeline over the medium to long term – spanning current and future funding periods, up to 2040. The following values would form part of the overall c£3.4bn (in current prices) to complete the network and would be focused on the areas described below.
- 3.27 Due to the advanced planning work undertaken over the past six years developing this network plan, we have a strong pipeline of unfunded schemes. These have either had development funding via MCF/ATF or were deprioritised due to various factors as the MCF programme matured. The estimated value of these is circa £200m at current prices.
- 3.28 TfGM has also identified 189 traffic signal junctions that have no pedestrian facilities. At present seven of these are being pursued with ATF round 4 funding. Another 12 are at locations with no pedestrian routes or at motorway junctions. Hence around 170 are planned to be targeted in future – representing an estimated £54m of further minimum requirement.
- 3.29 Some 282 other ‘non-compliant’ existing crossings or junctions have been identified that require upgrading – estimated at £83m. To date 24 new and improved Bee Network crossings have been delivered over two phases. A further nine crossings are to be delivered in a third phase that is underway.
- 3.30 Over 2,000 further crossing points at ‘points of severance’ exist on quieter neighbourhood roads, where they meet or cross more major roads. The lack of crossings at these locations can influence people’s choice to make short trips to school, local shops and services etc by car instead of choosing to walk, wheel or make a public transport trip. I would anticipate these being in the form of new zebra, parallel and other priority style crossings and some traffic signal-controlled facilities. This ‘accessible neighbourhoods’ approach would also offer the opportunity to introduce other interventions. I also envisage this sub-programme could include ‘side road zebras’ in due course, subject to approval from the government.
- 3.31 The ‘accessible neighbourhoods’ approach would enable walking, wheeling and (in some circumstances) cycling to support better access to public transport, local

centres and schools. This sub-programme would deliver significant benefits to local health, air quality and social cohesion. An estimated £400m is required to address this. That scale of investment in a neighbourhood focused programme would be sufficient to also support localised interventions, such as:

- transforming home to school travel by addressing the creation of school streets and other minor interventions in the vicinity of the points of severance throughout many local neighbourhoods
- seeking to address demands for local cycle parking (through schemes such as cycle hangars)
- the continued need to provide support for access to cycles through bike libraries and other similar interventions.

3.32 Therefore, we can establish a minimum requirement for the future active travel pipeline, relating to known unfunded schemes, signal crossings and accessible neighbourhood measures (as above) in the order of £750m. I envisage that that pipeline would span three funding periods – CRSTS 1, CRSTS 2 and beyond. This assumes that delivery rates on Active Travel will be sustained at least the current level. The profile of that recommended dedicated investment is still to be determined.

3.33 The future network plan will be formed of newly created routes, crossings, junction improvements and existing cycling and walking infrastructure and ‘quieter routes’ through neighbourhood areas. However, until now, the actual status of that potential network in terms of its compliance with our planned standards has been unknown. To resolve this, over the past year, TfGM has undertaken a significant audit of the condition of those routes – see pages 22-24 of the Annual Report at Appendix 2.

3.34 700km of the proposed future network has been reviewed to determine what, if any, proportion could be considered to be to ‘Bee Network’ standards. This does not include infrastructure built since 2017 – all of which I have confidence is compliant with our Bee Network standards, since it has been subject to TfGM’s rigorous design assurance process. Hence, the audit focused on streets that either have legacy schemes that pre-date these standards or have had no recent treatment at all. The audit reveals that only 16.5km of existing infrastructure and quiet streets could be considered compliant. Therefore, part of the potential future approach should be to introduce targeted sub-programmes to, where possible, bring the remainder of this up to standard.

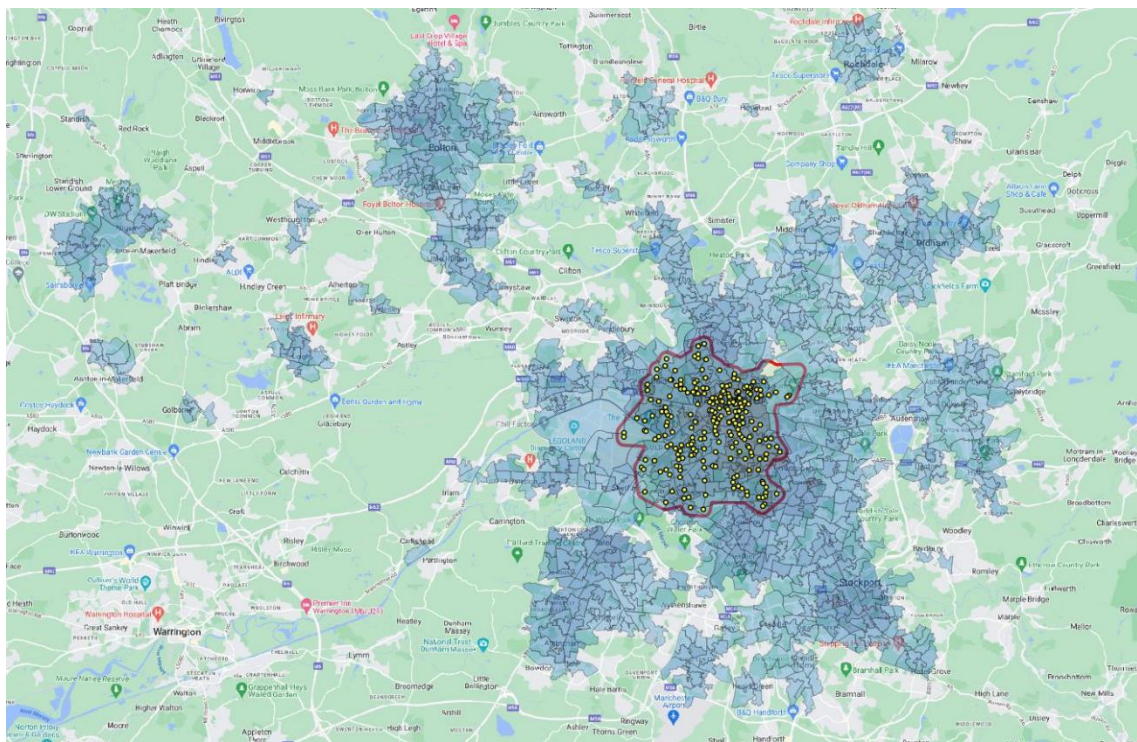
- 3.35 A significant proportion of the planned network does require substantial, sustained investment to bring it up to appropriate standards for walking, wheeling and cycling, what the audit also reveals is an opportunity for a relatively widespread range of 'quick win' actions, particularly those focused on improving conditions for those walking and wheeling.
- 3.36 These would be 'high volume/low cost/low complexity' actions, including tackling pavement pinch points, and side road crossings that lack basic pedestrian facilities such as dropped kerbs or tactile paving. These are primarily deficiencies that could be considered highways maintenance and renewal. I suggest that £250m over approximately ten years would make significant inroads into these 'quick wins', and support access on foot and wheel to schools, public transport and local centres. The recent announcement of additional highways maintenance funding could support delivery of this component of these proposals and work could commence almost immediately on these simple actions.

Cycle Hire expansion and integration

- 3.37 The Cycle Hire scheme continues to perform well, with a plan in place to mitigate the impact of damage and loss of bikes caused by antisocial and criminal behaviour. Pages 32-34 of the Annual Report at Appendix 2 highlight the outcomes of the scheme to date.
- 3.38 TfGM has carried out a feasibility study for a Greater Manchester-wide cycle hire service, beyond the regional centre, and the areas identified with the strongest potential for a cycle hire scheme are shown on Figure 5 overleaf. It is recommended that these areas be adopted for future planning purposes. Any future expansion will be informed by the operation of the existing scheme. Agreement is required on the ultimate phasing of this potential expansion, but it is suggested that this should be focused on integration with public transport and locations that based on experience to date are likely to support higher usage per bike than other areas. Consideration could also be given to modifications to the current operational footprint to respond to current and future conditions. One potential use of cycle hire is to provide 'first mile/last mile' connectivity.
- 3.39 Integration of cycle hire services into wider ticketing for the Bee Network would be supported by having a plan for expansion. This would give a clear purpose for integrated ticketing so that seamless journeys from home to destination could be made by hopping on a hired cycle, riding to an interchange or stop, making a public

transport journey by bus, tram or rail (eventually) and then picking up a hire cycle at the opposite end of this trip.

Figure 5: GM-wide Cycle Hire expansion proposal



3.40 This would represent a total service of approximately 8,000 cycles supported by around 1,000-1,500 'stations' (small groupings of cycle hire docks). These would be placed strategically to integrate with public transport and origin/destination locations in local centres. Ordinarily, stations would not be more than 500m apart.

3.41 Achieving this vision is subject to development of a specific business case for expansion and may include other forms of shared mobility (subject to consultation) such as: for hire e-scooters, cargo bikes, some forms of adapted cycles and longer-term options for rental. It will also be important as this plan is developed to consider the type of bicycle, as many users would prefer e-assist bikes as opposed to solely mechanical bikes. Based on the experience to date of running the phase 1 Cycle Hire service, careful consideration of criminal and anti-social behaviour will have to be made throughout any expansion. This will include providing secure cycle parking facilities to deter theft and vandalism.

3.42 Progress has been made on exploring ticketing options on Cycle Hire, including making offers available for Our Pass. There was low take up of these offers, which may relate partly to the footprint of the service, and also to concerns over personal

safety whilst riding amongst younger road users. Discussions on this and promotions to all market sectors continue.

3.43 All of the above would represent a commitment to Active Travel focused investment of circa £1bn over the medium to long term. Table 3 summarises the £1bn proposed future pipeline.

3.44 The balance of the funding required (£2.4bn) for the envisaged network would have to be delivered through investment directed at wider place-based outcomes, such as those being delivered through the current Streets for All and Bus CRSTS programmes.

3.45 Similarly, there are LUF funded regeneration schemes such as Oldham Town Centre, and private developer-funded improvements negotiated with local planning authorities, which deliver high quality interventions to enhance and connect to the wider Bee Network. The A34 improvement scheme is one example of a major infrastructure project which will include comprehensive walking, wheeling and cycling facilities. Rail capacity enhancements and station improvements will also create new hubs and add active travel facilities to the network.

Table 3: Proposed longer term Active Travel Pipeline.

Programme Element	Value
Pipeline of MCF/ATF unfunded/developed schemes	£200m
Traffic signal junctions without pedestrian facilities	£54m
Existing crossing upgrades	£83m
Accessible neighbourhoods	£400m
Maintenance and renewal	£250m
Cycle Hire expansion	Cap: £15m Rev: tbc
Total	c£1bn

Cycle Hubs and cycle parking (see page 38 of the Annual Report at Appendix 2)

3.46 A review has commenced on Cycle Hubs. There are existing issues relating to the management and maintenance of the Hubs. They are generally underutilised, although the Hub at Media City is popular. It is recommended that TfGM and its partners develop a model for good practice in terms of what ‘Bee Network’ standard cycle parking should be. The forthcoming LTP refresh should enable this, and we can reconfirm our approach to continued investment at that time. It proposed that a further paper on that topic is brought to this committee in due course.

3.47 Regarding other cycle parking offers, members will be aware of the Bicycle Locker Users Club (BLUC). This scheme has become life expired and, in addition, both Metrolink and rail operators have requested its removal on safety grounds. It is proposed that TfGM phase out this scheme by closing the programme to new users, removal (after contacting current users) and replacement (where necessary) with alternative suitable cycle parking if that does not exist. Funding opportunities are being explored to enable this to happen with the least impact on existing users. Lessons learnt from this will help inform the development of a new Bee Network cycle parking standard.

School travel policy

3.48 At present, many school journeys in Greater Manchester that could be made by active travel or public transport are currently made by private car, negatively impacting health, road safety, the environment, congestion, and children's independence.

3.49 In 2022 61% of 5- to 10-year-olds walked, wheeled, scooted or cycled to school (Travel Diary Survey). This is above the national target of 55%, but 84% of households in Greater Manchester are within an 800m walk of their nearest primary school, suggesting that more journeys could be made actively. The survey also found that only 50% of 11- to 16-year-olds travelled actively to school, despite 70% living within a 2-mile walking distance of their school.

3.50 The arrival of the Bee Network, as well as a refreshed mission for active travel in the city-region, provides an opportunity to review how young people are supported to travel for education and develop a new, holistic policy for future provision.

3.51 A draft strategy document is now being produced and engagement with schools, local authorities and other key stakeholders will be core to its development. We plan to consult on the draft strategy in 2024.

Training including Bikeability

3.52 I am committed to bringing together an expanding, accessible and diverse range of training offers to suit local needs that reaches all residents of Greater Manchester by 2025. This includes collaborating with Bikeability and local authority partners to achieve their ambition to ensure that every child can achieve level 2 Bikeability by 2025. TfGM are going to review the delivery of this training in Greater Manchester in order to develop an updated model suitable to achieve these ambitions.

3.53 Currently training is funded by direct grants from Bikeability to the local authorities, other short-term funding from Active Travel England, and a contribution from levy funding. Part of the review will be to look at the outcomes of training, and how co-ordination can better achieve the ambitions above.

Appendix 1: Larger versions of the maps at Figures 2 - 4

Figure 2: Bee Active Network (v3): the updated Network Vision

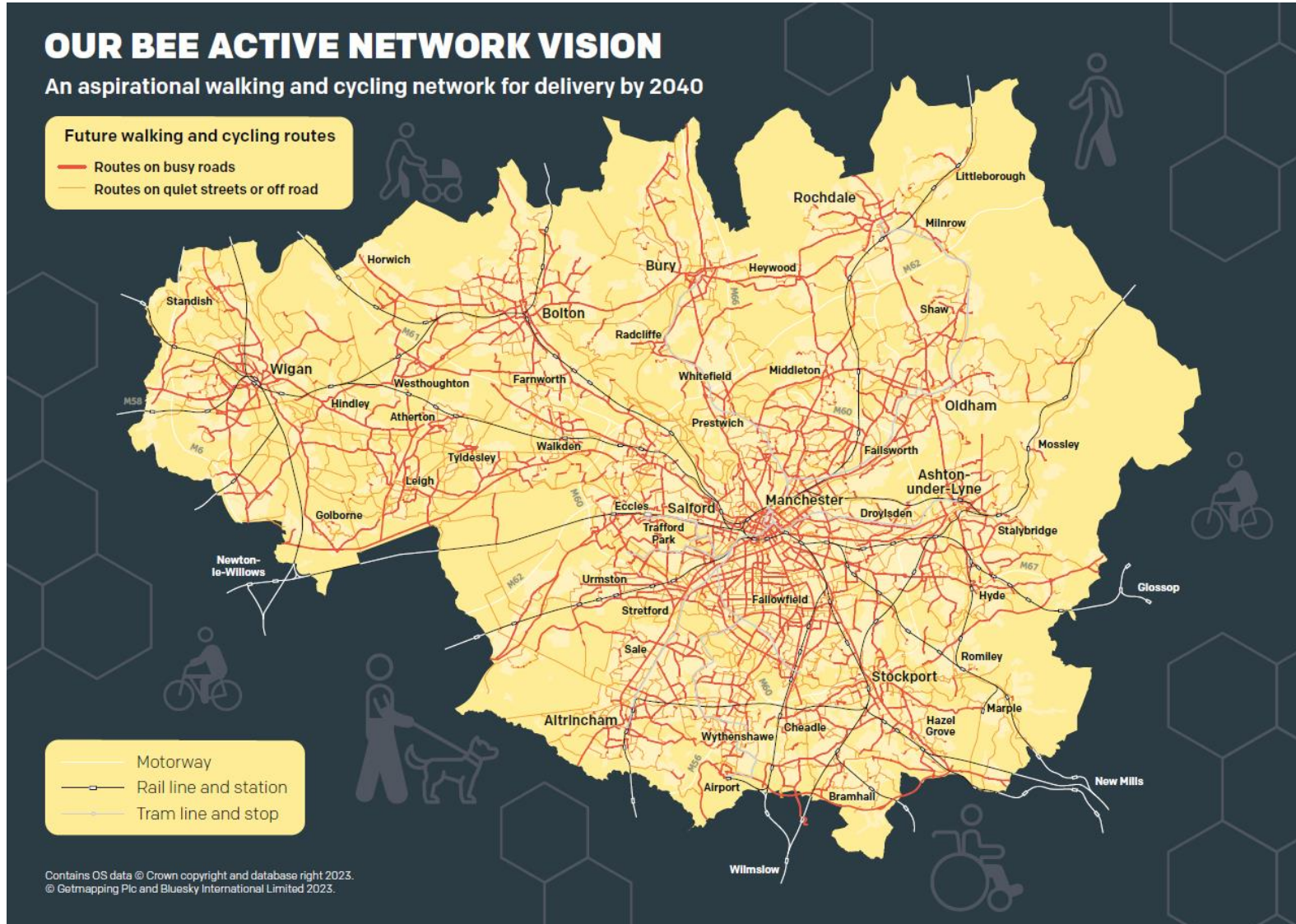


Figure 3: Bee Active Network routes completed to date

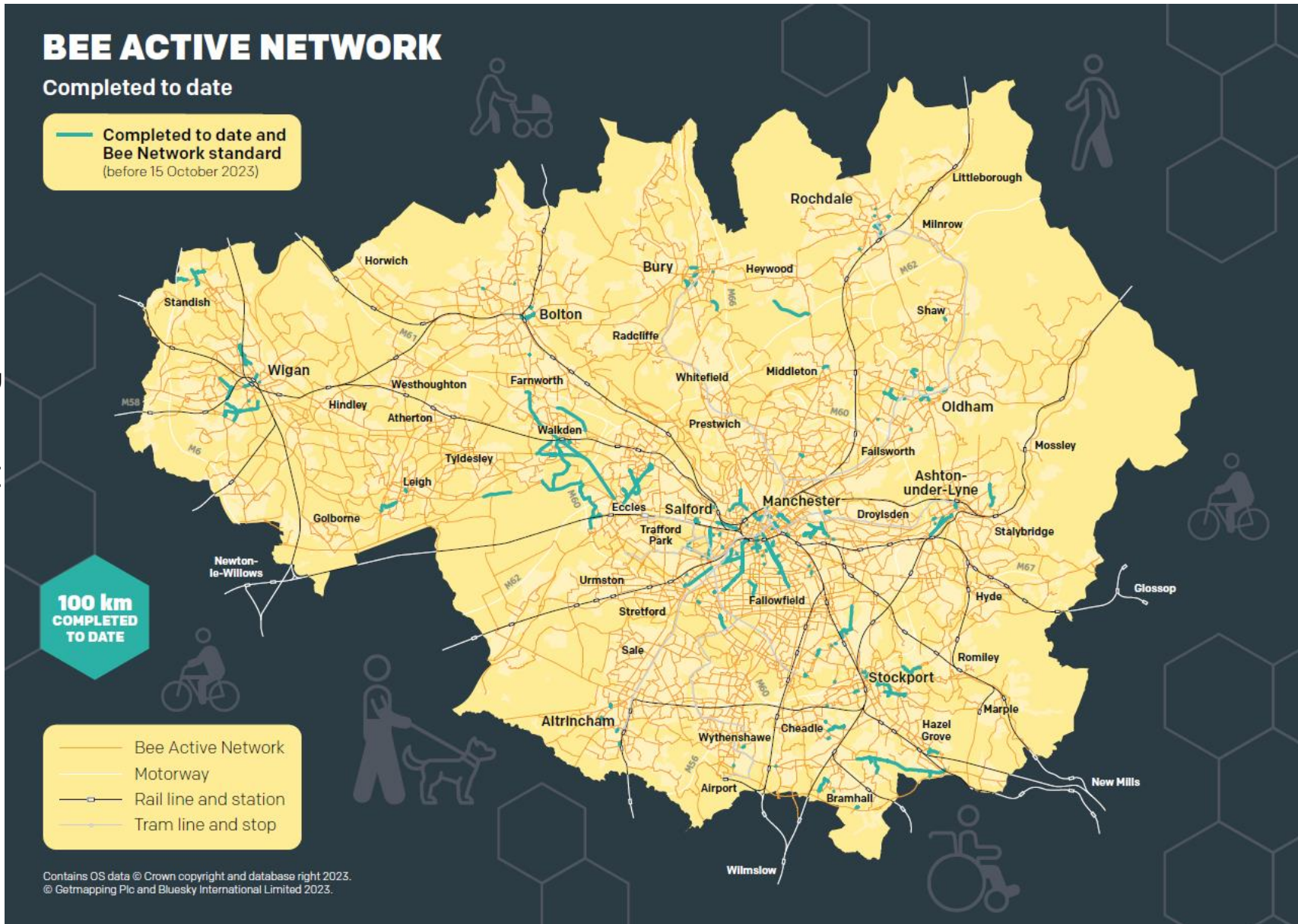
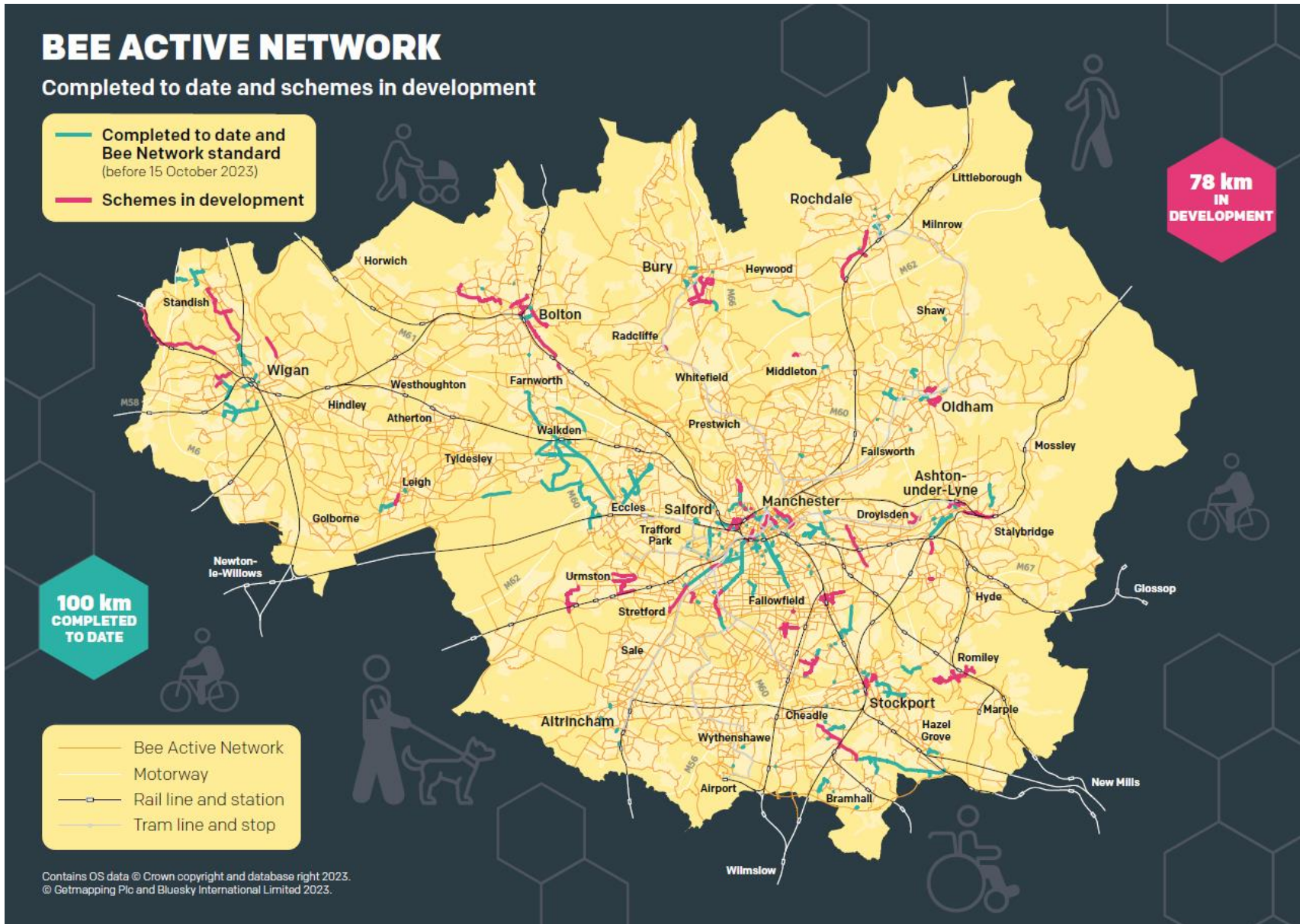


Figure 4: Bee Active Network routes completed to date and in development



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Bee Network Committee

Date: Thursday 14 December 2023
Subject: Local Transport Plan - Refreshing Our Vision
Report of: Martin Lax, Transport Strategy Director, TfGM

Purpose of Report

The Greater Manchester Transport Strategy 2040 (GMTS 2040) is GM's statutory Local Transport Plan. GMTS 2040 is Greater Manchester's strategy to ensure everyone has access to safe, decent, and affordable transport. It sets out how transport will help deliver the Greater Manchester Strategy's ambition of a greener, fairer, and more prosperous city region.

We have developed a document, 'Renewing Our Vision' which sets out how we are proposing to update our Local Transport Plan vision. It is a high-level document which will be used to engage with stakeholders as we develop the refreshed Local Transport Plan.

Recommendations:

The Bee Network Committee is asked to:

1. Note the development of a Greater Manchester's transport vision as part of a refreshed Local Transport Plan; and
2. Endorse the attached 'Renewing Our Vision' stakeholder engagement document for approval by the GMCA.

Contact Officers

Martin Lax, Transport Strategy Director, TfGM

martin.lax@tfgm.com

Jonathan Marsh, Head of Strategic Planning and Innovation, TfGM

jonathan.marsh@tfgm.com

Rosalind O'Driscoll, Head of Policy, Insight & Public Affairs, TfGM

rosalind.o'driscoll@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

Note the importance of the LTP to deliver the wider objectives of the GM Strategy and the intention to undertake an Equalities Impact Assessment (EIA) as part of a wider Integrated Assessment that will also include Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Habitat Regulation Assessment (HRA).

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	A key aim of the LTP will be to support equality of opportunity for all.
Health	G	The LTP will set the strategic framework transport to influence and improve health outcomes
Resilience and Adaptation	G	The LTP will set the framework for the creation of a resilient transport network that is better adapted to climate change impacts in the future.
Housing	G	The LTP will set the framework for improving access to housing, the creation of key transport connections to new-build sites and sustainable release of new development.
Economy	G	The LTP will set the framework for investment in the transport network to improve reliability and efficiency to boost local economies and improve access to employment locations
Mobility and Connectivity	G	The LTP will set the framework for improved mobility and connectivity
Carbon, Nature and Environment	G	The LTP will set the framework for improving local air quality, reducing carbon emission, and environmental protection and improvement, through transport interventions.
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		The LTP will set out the vision, ambition and policy requirements for the transport network to achieve carbon neutrality by 2038.
Further Assessment(s):	Equalities Impact Assessment and Carbon Assessment	
G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.
		RR Negative impacts overall.

Carbon Assessment

Overall Score



Buildings

Result

Justification/Mitigation

New Build residential

#####

LTP will set the framework for consideration at infrastructure design stage

Residential building(s) renovation/maintenance

N/A

New build non-residential (including public) buildings

N/A

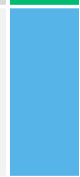
Transport

Active travel and public transport



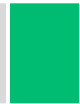
The LTP will set the framework for active travel and public transport improvements

Roads, Parking and Vehicle Access



The LTP sets the framework for access to development and delivery of electric vehicle charging points. Some road capacity improvements are likely to be required to release development in conjunction with Active Travel and Public Transport improvements, and in some circumstances the provision of infrastructure may lead to a decrease in parking spaces.

Access to amenities



The LTP will set the framework for improved access to shops and services - however, the question relates to "a development" so is not directly applicable.

Vehicle procurement

N/A

Land Use

Land use



The LTP will set the framework for transport infrastructure, net gain and preservation of green space and habitats will be an important tenet.

No associated carbon impacts expected.



High standard in terms of practice and awareness on carbon.



Mostly best practice with a good level of awareness on carbon.



Partially meets best practice/ awareness, significant room to improve.



Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management

N/A

Legal Considerations

There are no specific legal implications with regards to this report.

Financial Consequences – Revenue

Staff time and resources are required within both TfGM and each local authority to prepare and consult on the LTP refresh.

The document will inform government transport investment decisions, so failure to deliver in line with DfT requirements is likely to impact on future funding levels for GM.

Funding for public engagement and consultation will be met from existing budgets.

Financial Consequences – Capital

The document will inform government transport investment decisions, so failure to deliver in line with DfT requirements is likely to impact on future funding levels for GM. The refreshed LTP core strategy document will contain high-level priorities and will set out the broad funding ‘ask’ of government. The Delivery Plan (2027-32) will contain more detailed information on capital funding requirements for GM transport schemes. The strategy will also need to reflect recent government announcements regarding Network North.

Number of attachments to the report: 1 – Renewing Our Vision

Background Papers

[Greater Manchester Transport Strategy 2040](#)

[Report to Bee Network Committee, 26 October 2023, Local Transport Plan Process](#)

[Report to GMCA Overview and Scrutiny Committee, 22 November 2023, Local Transport Plan Process and Renewing Our Visions](#)

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?
No. This report seeks endorsement of a stakeholder engagement document to support the refresh of Greater Manchester’s Local Transport Plan, approval of which will be a major strategic decision taken by GMCA.

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

No

Comments/recommendations from Overview & Scrutiny Committee

The Local Transport Plan Refresh was discussed at Overview and Scrutiny Committee on Wednesday 22 November 2022. Comments/recommendations will be fed back at the Committee meeting.

1. Introduction

Background – LTP Refresh

- 1.1 At its meeting in October 2023, the Bee Network Committee received a report on the process to update Greater Manchester’s Local Transport Plan (LTP), the Greater Manchester Transport Strategy 2040 (GMTS 2040).
- 1.2 GMTS 2040 was adopted in 2017, with a light refresh undertaken in 2021.
- 1.3 The LTP guides future investment and strategic policy decisions for transport across Greater Manchester (GM) by demonstrating a clear rationale for intervention, high-level government funding and local investment for transport.

Renewing our LTP vision

- 1.4 As part of the process of refreshing the LTP, we are renewing our vision for transport. To support this activity, we have developed a high-level document which will be used to engage with stakeholders as we develop the refreshed LTP and its vision.
- 1.5 This document will support input from across GM and ensure that collective ambitions for transport are reflected in our refreshed LTP.
- 1.6 The draft document is attached at Appendix 1.

2. Our Current Vision for Transport

- 2.1 The current LTP, GMTS 2040, identifies what Greater Manchester needs from its transport system to help create a successful, resilient city region, ready to tackle the challenges and opportunities of the 21st Century.
- 2.2 **Vision Statement:** Our current vision statement is for GM to have “*world class connections that support long-term, sustainable economic growth and access to opportunity for all, supporting the Greater Manchester Strategy’s ambition for a greener, fairer and more prosperous city region*”. This vision is underpinned by four key elements, which represent the goals of the strategy: Supporting sustainable economic growth; Protecting our environment; Improving quality of life for all and; Developing an innovative city region.

2.3 **Seven Network Ambitions:** Our Local Transport Plan identifies seven network ambitions, which we apply consistently as we improve Greater Manchester's transport system to ensure that it meets the needs of all transport users. The ambitions are:

- Integrated
- Inclusive
- Healthy
- Environmentally responsible
- Reliable
- Safe and secure
- Well-maintained and resilient

2.4 **Growth and Right Mix:** Our current vision for transport in GM is also built around our Right Mix target – that by 2040, 50% of all journeys in Greater Manchester will be made by public transport or active travel, with no net-growth in motor vehicle traffic over that period. At the same time, demand for transport in Greater Manchester is expected to grow, as a result of population and economic growth.

2.5 **Spatial Themes:** To support development of the Transport Strategy and delivery of our Right Mix ambition, trips in GM have been grouped into spatial themes. Grouping journeys into spatial themes can help us to identify which trips might be the most effective to target in order to meet our Right Mix ambition. For example, we can target an increase in neighbourhood trips by public transport or active travel by making neighbourhoods more attractive places to walk, wheel or cycle around. The proposed Spatial Themes are:

- Neighbourhood trips
- Regional Centre trips
- Wider City Region trips
- City to City trips
- Town Centre trips

We have set out our ambition for what the transport network should aim to achieve for each of these spatial themes. While town centres have always been a key consideration in transport planning, they have not previously had a dedicated Spatial Theme. The engagement process will seek to define a clear ambition for our town centres.

3. Renewing Our Vision

- 3.1 As we refresh our LTP, the time is now right to renew our vision. Greater Manchester and its transport network are in a different position compared to when the previous LTP was published in 2017. New opportunities have emerged, for instance, the development of the Bee Network, new powers devolved to GM via the Trailblazer Devolution Deal, and the announcement of CRSTS2 funding contributing to an overall pipeline to the end of the financial year 2031/32 of c£3.5bn. At the same time, new challenges have arisen, including the long-lasting impacts of the COVID-19 pandemic; and unprecedented, in recent times, levels of inflation.
- 3.2 Locally, we have also set new strategic ambitions since 2017. Our Places for Everyone Plan and target of carbon neutrality by 2038, alongside other strategies, need to be reflected in our LTP vision.
- 3.3 To respond to these changing circumstances, our stakeholder engagement materials will include an overview and review of our current LTP ambitions and policies.

Review priorities

- 3.4 Renewing the core components of the LTP vision will be based around the following key questions:
- Do the vision statement and four goals capture our long-term strategic ambitions for transport in Greater Manchester?
 - Are the proposed Spatial Themes right?
 - Are the proposed Network Ambitions right?
- 3.5 **Right Mix:** Our Right Mix target is also under review. The efficient movement of people and goods across the network is vital for us to enable economic growth, to become carbon neutral by 2038 and to make Greater Manchester a healthier city region.
- 3.6 As described above, our transport network is operating under a different set of circumstances to when the Right Mix target was originally agreed. It is therefore timely that we review this ambition, to ensure it accounts for new travel behaviours, as well as our long-term commitments for the environment, road safety, congestion and growth.
- 3.7 As part of our Right Mix ambition, we developed a pathway to achieving it, which was last updated in 2021. Further work will be needed to develop a new Right Mix

pathway as part of the refreshed Local Transport Plan, informed by new developments like GM's target of reaching net zero by 2038.

3.8 Through the document, we will ask stakeholders if they agree that now is an appropriate time to revisit our Right Mix ambition.

3.9 **Network Ambitions:** Linked to each of the seven principles is an ambition for how the transport network will have developed by 2040. The review provides a summary of the ambitions, sets out what progress we have made and what future work is planned to help us achieve them.

3.10 On the basis of changes to transport in GM in recent years, the review makes a series of recommended changes to the Network Ambitions that better reflect transport in GM as it is now, and what is coming in the future. For example:

- Our **integrated** ambition should reflect the Bee Network, as this is now central to providing seamless and easy-to-use services.
- Our **inclusive** ambition should also refer to '**affordable**' which represents our commitment to keep fares as low as possible.
- **Environmentally responsible** should become **sustainable** to align with our Bee Network customer commitments.

Who has been engaged so far?

3.11 While TfGM officers are drafting the renewed LTP, members and officers from across Greater Manchester have a key role to play in its development. Their feedback and comments will be key to its direction and evolution.

Next Steps

3.12 With Bee Network Committee's endorsement, and subject to GMCA approval, the document will be the basis for targeted engagement with key stakeholders in early 2024.

Greater Manchester Transport Strategy 2040

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Renewing our vision

Introduction

This document sets out how we are renewing our vision for Greater Manchester's next Local Transport Plan (LTP). It is a high-level document which supports engagement as we develop our collective, refreshed LTP.

This document includes:

- A summary of our existing goals and ambitions
- Commentary on progress since the previous LTP was published in 2017
- Consideration of whether our goals and ambitions need to be revised or updated
- Proposed new goals and ambitions for discussion with stakeholders



Background – Our Local Transport Plan

We are refreshing our Local Transport Plan (LTP), known as the Greater Manchester Transport Strategy 2040. The LTP is a statutory document which sets out our long-term objectives for transport.

Transport is crucial in supporting Greater Manchester's ambitious plans, including those set out in the Greater Manchester Strategy (GMS) with its vision 'to make Greater Manchester one of the best places in the world to grow up, get on and grow old'.

The Greater Manchester Transport Strategy 2040 was adopted in 2017. The GMTS 2040 also includes sub-strategies such as:

- Streets for All Strategy
- Greater Manchester Bus Strategy

The LTP matters because it sets the strategic direction for transport in GM and provides the foundation for policies that will help get us there.

Preparing a refreshed LTP will be a collaborative exercise. TfGM will be 'holding the pen', but the plan will need to be formally adopted by each Local Authority, and input is required from partners and stakeholders to ensure our next LTP captures our ambitions for transport in Greater Manchester.



Greater Manchester

Greater Manchester is a thriving city region.

Our population is growing, and our economic output is significant – with a GVA of £75bn, our economy is bigger than that of Wales, Northern Ireland or some European countries like Croatia. Between 2000 and 2021, our economy grew 50% and the number of jobs in the regional centre increased by 49%.

Nevertheless, there are challenges and untapped potential – which sustainable transport can help unlock:

- **Growth and productivity** – GM's productivity should be much greater for a city region of our size, poor public transport is holding us back.
- **Deprivation** – a quarter of our residents live in the most deprived neighborhoods in the country. 27% of households in GM do not have access to a car and therefore likely to rely heavily on public transport. For example, nearly 90% of bus users surveyed do not have access to a car.
- **Health** – Life expectancy in GM is lower than the national average. Two-thirds of adults are overweight or obese and a sedentary lifestyle is a factor in one in six deaths in the region.

Greater Manchester

- **Transport is not yet fulfilling its potential** – Bus patronage has been in decline, Metrolink has grown but not everywhere and rail services have been unreliable. Environmental or safety concerns have prevented some residents from traveling actively and all transport would benefit from a more integrated offer. Across the country, the cost of rail, bus and coach fares have risen faster than the cost of motoring in the last 20 years.
- **Car ownership continues to grow** – Car dependency in Greater Manchester is growing. Many people do not see public transport and active travel as a realistic alternative to the car. We have a task to make the alternative modes an attractive and credible alternative.
- **Our ambition to be carbon neutral by 2038** – Transport makes up around a third of carbon emissions. Decarbonisation of travel and transport needs to happen quickly, and that will involve behaviour change, over and above delivering the Bee Network on a scale we have not previously seen.

Renewing our vision

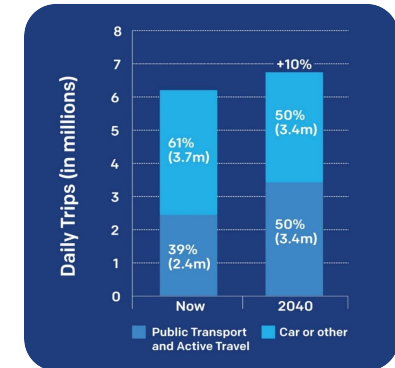
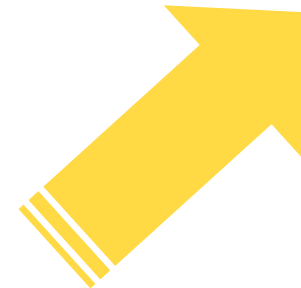
Transport Vision

Network Ambitions

Page 60



Growth & Right Mix



Core Local Transport Plan, including modal ambitions and spatial themes

Greater Manchester is on the move. Our city region is undergoing rapid, transformational change. Our population is growing, so is our economy and we have big ambitions for our health and environment. What we need is a transport system that can get us there.

The current vision for transport, set out in the Greater Manchester Transport Strategy 2040 is to have **world class connections that support long-term, sustainable economic growth and access to opportunity for all**, supporting the Greater Manchester Strategy's ambition for a **greener, fairer and more prosperous city region**.

Our ambitions for a high-quality transport system have developed over time – this document highlights the successes that have been achieved in the last few years and sets out the critical next steps in our path to meeting our 2040 objectives. This Vision is about identifying what Greater Manchester needs from its transport system to help create a successful, resilient city-region, ready to tackle the challenges and opportunities of the 21st century.

We aim to achieve this through 7 **Network Ambitions** :

Integrated

Inclusive &
Accountable

Healthy

Environmentally
responsible/
Sustainable

Reliable

Safe and
secure

Well-
maintained and
resilient

Through the Bee Network, Greater Manchester's new integrated transport system, we are putting these ambitions into practice as our commitments to customers.

As a growing city region with big plans for the future, our transport network needs to support more people making more journeys.

To support these additional journeys, as well as better lives and economic growth, we will need to make more efficient use of our existing transport network through effective management of our highways and by reducing our reliance on motor vehicles. We have previously set out this ambition through our Right Mix target, which aims to increase the proportion of journeys by active travel and public transport - and put us on a path to a more sustainable future.

The efficient movement of people and goods across the network is vital for us to enable economic growth, to become carbon neutral by 2038 and to make Greater Manchester a healthier city region. Since our Right Mix target was agreed, new opportunities have emerged, such as the development of the Bee Network. However, there are also new challenges, like the long-lasting impacts of the COVID-19 pandemic. We also need greater local control of our transport network – Greater Manchester should have a bigger role when it comes to shaping local transport.

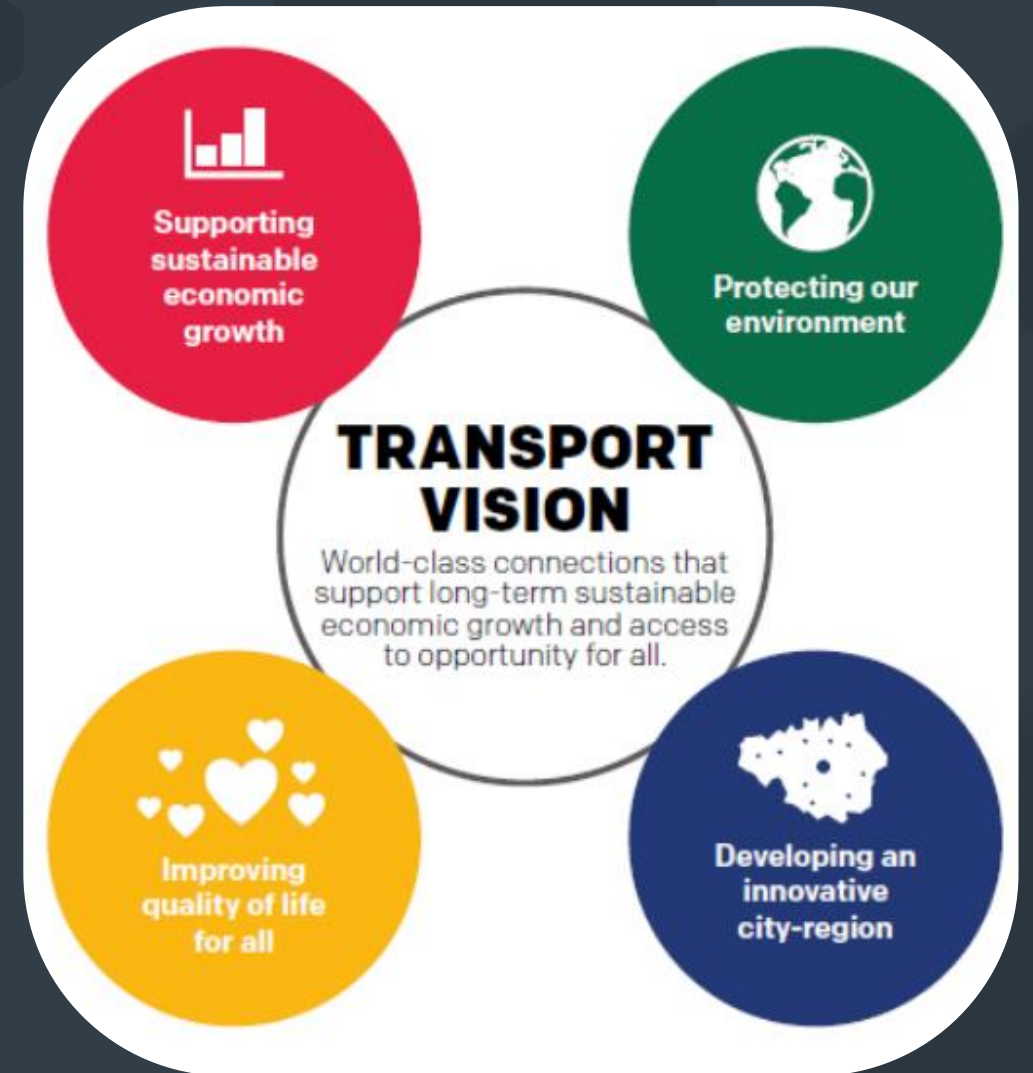
Our plans need to respond to these changing circumstances, so we are developing a new Right Mix target that will sit at the heart of our vision for transport to 2040.



Our current transport vision

As it stands, the current vision for our Local Transport Plan is for Greater Manchester to have *'World-class connections that support long-term, sustainable economic growth and access to opportunity for all'*.

Page 63 Our vision is underpinned by four key elements, which represent the goals of our Strategy: supporting sustainable economic growth, protecting our environment, improving quality of life for all and developing an innovative city region.



Are these appropriate over-arching goals for the strategy? Should “innovation” be a supporting principle rather than a main goal? Is the vision statement ambitious enough? Do the vision statement or over-arching goals need to be more detailed, or is it OK to keep the detail in our Network Principles (Integrated / Inclusive / Healthy / Environmentally responsible / Reliable / Safe and secure / Well-maintained and resilient)?

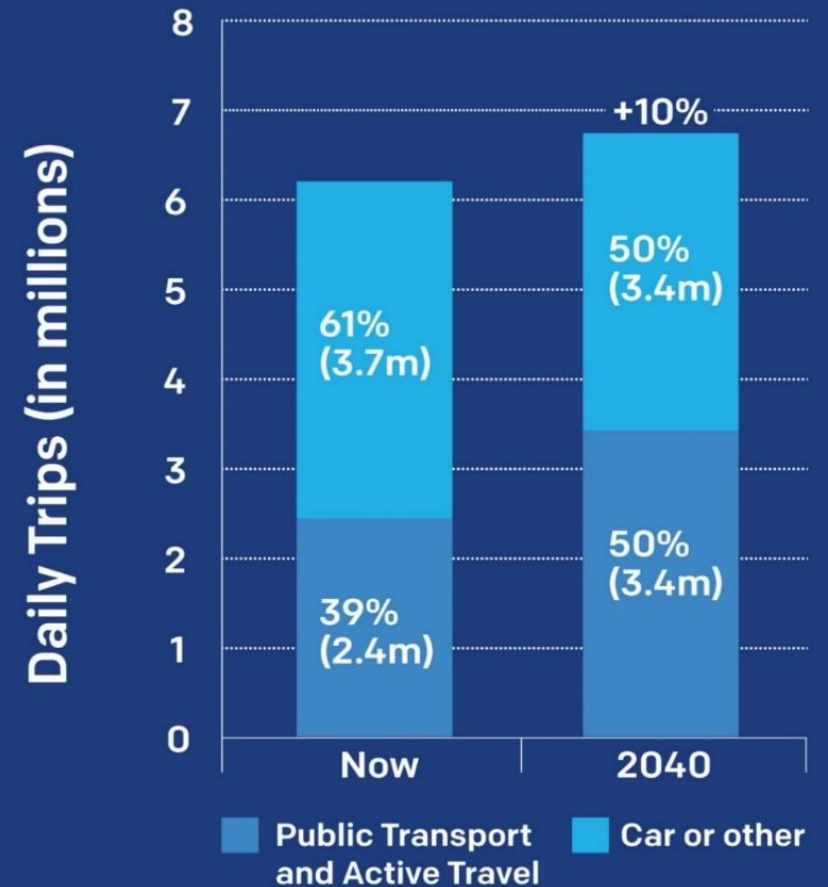
Right Mix

In 2019, we set out our ambition to improve our transport system so that by 2040, 50% of all journeys in Greater Manchester would be made by public transport or active travel, with no net-growth in motor vehicle traffic.

Right Mix supports our vision for a greener, fairer and more prosperous city-region. This would mean reducing car trips from over 60% in 2017 to no more than 50% of trips per day by 2040. These targets are based on achieving zero net growth in motor vehicle traffic in Greater Manchester over the period to 2040.

Since we set our Right Mix target in 2019, the environment in which we are working has changed. There are new opportunities to boost the number of trips by public transport and active travel, for example through the development of the Bee Network. There are challenges too, such as the COVID-19 pandemic and its impact on daily lives and travel behaviour.

In light of these changes, we are reviewing our Right Mix ambition.



Right Mix

Why we might adopt a more ambitious Right Mix target

- **To reduce traffic.** Current Right Mix target has no net growth in motor vehicle traffic, a more ambitious target would reduce traffic on our roads, making public transport (especially buses) run better and improving highways performance for all road users.
- **To reduce road danger.** As a city region we are looking to adopt Vision Zero (a target of no deaths and severe injuries on Greater Manchester's roads), which will require a reduction in traffic.
- **To hit our carbon targets.** As a city region we are aiming to be carbon neutral by 2038, this will require a reduction in traffic (as well as transition to zero emission vehicles).
- **To deliver wider benefits.** Additional mode shift to active or sustainable travel would deliver social, economic, environmental and health benefits, boosting productivity, reducing costs to welfare, GMP and NHS.

Right Mix

We have published a Right Mix pathway, which identifies how we intend to reach our target, for example by increasing the number of neighbourhood trips taken by active travel and by increasing the number of people using rapid transit to travel across the city region.

The pathway was last updated in 2021. As set out in this document, now is an appropriate time to revisit and update it to take account of Greater Manchester's decarbonisation ambitions and the changing environment in which our transport network operates.

Further work will be needed to develop a new Right Mix pathway as part of our refreshed Local Transport Plan, but we anticipate that this could result in a more ambitious target e.g. **for more than 50% of all trips to be made by active travel and public transport, with a net reduction in motor vehicle traffic.**



Do you agree that now is an appropriate time to revisit our Right Mix ambition?

Spatial themes

To support development of the Transport Strategy and delivery of our Right Mix ambition, trips in GM have been grouped into spatial themes, which help us identify the types of trips and how they can best be influenced:

Neighbourhood trips

- Trips less than 2km outside the Regional Centre, with at least one end inside GM.

Regional Centre trips

- Trips that start and/or end in the Regional Centre

Wider City Region trips

The remaining trips within GM that have both ends no more than 10km beyond the GM boundary.

City to City trips

- Trips with one end in GM, and the other more than 10km outside the GM boundary.

Our stated ambitions for each spatial theme are set out in Appendix 1.

Town Centre trips

Whilst town centre trips have always been considered, GM will formally add town centre trips to this list, covering trips made to, from or within principal town centres. This will acknowledge town centres as being the focus of transport networks, their role as major employment, education & retail areas, and the site of regeneration and development across GM.

The Bee Network

Since the last LTP was published, we've developed our vision for the Bee Network, Greater Manchester's future integrated transport network which brings together walking, wheeling & cycling, bus, tram and trains as one consolidated network.

A new, reliable, affordable and sustainable way for our people, businesses and visitors to get around, connecting them to new opportunities, essential services and each other.

Journeys will be marked by one recognisable brand, the bee, which unites the transport network and acts as a mark of quality. **No matter what the journey, the Bee Network should be the natural choice of travel in Greater Manchester.** The Bee Network has been made possible by the devolution of more powers to GM. For example, through bus franchising or powers to integrate local rail services into the network by 2030.

The Bee Network is at the heart of our vision for transport in Greater Manchester. It will propel us towards our ambitions for economic growth, the environment and achieving the seamless nature of connectivity from which we want our customers and businesses to benefit and experience.

Our refreshed LTP will therefore need to reflect this ambition and acknowledge the progress already made in delivering the Bee Network.



Our Network Ambitions

Our Local Transport Plan identified seven network principles, which we apply consistently as we improve Greater Manchester's transport system to ensure that it meets the needs of all customers.

Linked to each of the 7 principles is an ambition for how transport will have developed by 2040.

The following sections provide a summary of the ambitions, set out progress we have made, and what future work is planned to help us achieve them. Each page contains prompts for how the principles might change in our refreshed LTP.

Lastly, based on those prompts, a set of new ambitions are proposed for consideration.



Our current network ambitions – on a page

Integrated

Our Ambition: To enable people to move seamlessly between services on a **single, high quality, easy-to-use network**; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.

Inclusive

Our Ambition: To develop a fully **inclusive and affordable** sustainable transport system for all.

Healthy

Our Ambition: To develop a transport system that supports people in **leading active, healthy lives**.

Environmentally responsible

Our Ambition: For Greater Manchester to be known for the quality of its urban areas and natural environments, with transport **carbon emissions reduced** to near zero by 2038, and new transport schemes delivering **environmental enhancements** whenever possible.

Reliable

Our Ambition: To develop a transport network that offers **reliable information and journey times** and gives people the confidence to use public transport.

Safe and secure

Our Ambition: To **reduce deaths** on our roads as close as possible to zero and ensure that poor perceptions of **personal security** are no longer a significant barrier to people using public transport or walking and cycling.

Well-maintained and resilient

Our Ambition: To bring the transport network into a good state of **repair, maintain** it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather.

Reviewing our ambitions

- Since our Network Ambitions were established in 2017, much has changed.
- From the arrival of the Bee Network to the long-term impacts of the COVID-19 pandemic, the transport landscape in Greater Manchester has been reshaped significantly. In addition, we need to take into account decisions made outside the GM boundary around HS2 and the Strategic Road Network, which is managed by National Highways.
- To ensure our Network Ambitions are still the right ones, we have reviewed each in turn and considered what has changed and what changes are still to come in each thematic area.
- **The outputs of this review are included at Appendix 2.**
- Using this analysis, we have developed a proposed set of updated Network Ambitions.

Our proposed network ambitions

Integrated

Our Ambition: To enable people to move seamlessly between services on a single, high-quality, easy-to-use network. **The Bee Network** provides choice and supports low-car lifestyles, made possible by integrated land use, digital technology and transport planning.

Inclusive and
accountable

Our Ambition: To develop a fully **inclusive and affordable** sustainable transport system for all that is accountable both politically and to customers.

Page 72
Healthy

Our Ambition: To develop a transport system that supports people to lead healthy lives through active travel and improved air quality.

Environmentally
Responsible/
Sustainable

Our Ambition: For Greater Manchester to be known for the quality of its urban areas, natural environments with transport **carbon emissions reduced** to near zero by 2038, and new transport schemes delivering **environmental enhancements** whenever possible.

Reliable

Our Ambition: To develop a transport network that offers **reliable information, reliable journey times** and gives people the confidence to use public transport.

Safe and
secure

Our Ambition: To **reduce deaths** on our roads ~~as close as possible~~ to zero and ensure that poor perceptions of **personal security** are no longer a significant barrier to people using public transport or walking and cycling.

Well-maintained
and Resilient

Our Ambition: To bring the transport network into a good state of **repair, maintain** it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather.

Funding our vision

To deliver our vision for transport in 2040, we need a funding model to get us there. Recent years have made clear how vulnerable our current funding model is to changes in the world around us. Reduced passenger numbers and higher operating costs are placing pressure on transport authorities around the country.

To deliver the Bee Network, as well as our long-term ambitions for transport in GM, we need a funding model that provides financial sustainability, thereby providing certainty and reliability for customers. Our future funding model needs to support the following actions:

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Sustain the network: the network must continue to be well-maintained resilient, safe and reliable.

- **Grow the network** to meet growing demand and continue to improve accessibility.
- **Transform the network:** to accommodate and exploit opportunities from improvements to regional and national inter-urban connectivity. We also need to exploit funding opportunities that grow the network locally, for example, integration of rail into the Bee Network or the Tram-Train Pathfinder project.

To deliver against our ambitions for transport, we will need to do all three of the actions outlined above. The refreshed LTP will help us to prioritise how we do this.

Sustain

Grow

Transform

Key areas for feedback

Do the vision statement and four goals capture our long-term ambitions for transport in Greater Manchester?

Do you agree that now is an appropriate time to revisit our Right Mix ambition?

Are the current spatial themes right?

Are the proposed network ambitions right?

Appendix 1 – Spatial themes

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Spatial Themes

In order to understand our Right Mix targets better, we have developed five spatial journey types, or 'Themes' – that can help us identify which types of trips might be most effective to target. Each theme has an associated ambition:

Connected neighbourhoods & town centres	Travel across the wider city region	City-to-city links
<p>Our Ambition: For local neighbourhoods to be safer and more pleasant to walk and cycle around, with the impact of traffic on local roads reduced and a year-on-year reduction in collisions.</p> <p>To achieve our Right Mix vision, we want to make walking and cycling the natural choice for short journeys.</p> <p>Ensuring that our town centres are attractive and well connected - and that interchanges are easier to access - will increase the proportion of journeys made by public transport and encourage people to use local shops and other facilities.</p>	<p>Our Ambition: That our regenerated town centres are easy to get to, particularly by sustainable modes, and pleasant to walk around and spend time in.</p> <p>Journeys across the area, between centres or to other major destinations will be made easier through improved orbital public transport and cycle connections and less congested roads. Road collisions will fall, year on year, moving towards our goal of reducing deaths and serious injuries as close as possible to zero.</p> <p>The significant new development expected in Greater Manchester will be accessible by sustainable modes of transport, so that the impact of the extra trips on the road network is minimised.</p>	<p>Our Ambition: To see an increasingly productive, inclusive and prosperous region, supported by transformed connectivity between the major cities of the North of England, and to the Midlands, London and Scotland.</p> <p>There will be a step-change in quality, speed and reliability of our city-to-city rail links, allowing travel to Liverpool, Leeds and Sheffield in 30 minutes or less and to London in just over an hour.</p> <p>The strategic highway network will offer more reliable journey times. More freight will be moved by rail and water. Transformed infrastructure, smart ticketing and customer information will encourage more trans-northern journeys to be made by public transport.</p>

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Spatial Themes continued

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Travel to and within our regional centre	Global connectivity
<p>Our Ambition: For a well-connected, zero-carbon Regional Centre at the heart of the North (served by HS2 and Northern Powerhouse Rail Services), offering residents, employees and visitors a great place to live, work and visit.</p> <p>To support our Right Mix vision, we are aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. This means fewer cars in the city centre so we can give more space for people to walk and cycle and to create more liveable, cleaner and greener places.</p> <p>Freight and servicing will also be better managed to minimise the negative impacts of commercial vehicles on the Regional Centre.</p>	<p>Our Ambition: To support growth at the Airport and the adjacent Enterprise Zone by: bringing many more people within one- and two- hour rail journey times to improve the reliability of the highway network near the Airport; and to ensure that public transport services better meet the needs of Airport customers and employees. Fewer people will drive to work at the Airport, with transformed sustainable transport connectivity from across Greater Manchester and beyond.</p> <p>The Atlantic Gateway corridor will be developed to maximise the sustainable movement of goods by water and rail. We support the development of the Port Salford area as a tri-modal (rail, water and road) logistics park and development zone to improve access to global markets via the Port of Liverpool.</p>

Refining our ambitions

Town centre trips did not have their own theme in the 2017 LTP: should they now have a place in spatial themes? Should our Spatial Themes reflect Vision Zero ambitions? Text should be updated to 'walking wheeling & cycling'.

Appendix 2 – Review of Network Ambitions

Integrated

Our Ambition: To enable people to move seamlessly between services on a **single, high quality, easy-to-use network**; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.

Draft

What's changed?

- The Places for Everyone plan sets out the land available for growth, across nine GM authorities, and sets policies for its sustainable development.
- Delivery of the Bee Network has begun:
 - The first franchised bus services in Greater Manchester launched in September 2023.
 - Capped bus fares.
 - AnyBus + Tram tickets
 - Successful launch of GM Cycle Hire, granting access to bicycles for over 400k journeys.
 - Over 100km of high-quality walking, wheeling & cycling routes delivered since 2017.

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What's next?

- On-going coordination of transport and land use planning and policy - especially as local land use plans are developed within each local authority.
- By 2025, all GM buses will operate as part of the Bee Network.
- Rail integrated into the Bee Network by 2030 (stations, integration, co-branding, rail fares simplification and integration)
- Deliver fully integrated fares and ticketing across Bee Network modes, including a GM rail trial of pay-as-you-go by 2025.
- Integrated network planning – developing the transport network in a strategic and efficient manner.
- Continue to develop Travel Hubs – an evolution of our Park and Ride offer to provide multiple active travel, public transport and shared mobility options.
- Align Bee Network delivery with National Highways Seamless travel across Networks (STAN) aspirations – an integrated approach to managing the networks.

Refining our ambitions: Our refreshed LTP will need to take account of the **Bee Network** and its role in providing GM with an integrated transport system, providing a roadmap and milestones towards full integration. Integration is also driven by technological solutions.

Inclusive

Our Ambition: To develop a fully **inclusive and affordable** sustainable transport system for all.

Draft

What's changed?

- Fares: Capped fares on the bus network introduced in September 2023. Launch of AnyBus & AnyTram tickets saving customers 20%
- Launch of GM Cycle Hire gives residents access to cycles at the cheapest cost per mile in the country
- Refresh the Mission: commitment for every part of the Bee Active Network to be universally accessible
- The creation of the Bee Network Committee – a forum whereby locally elected representatives can monitor the performance of the transport network, and can be held to account by the public
- Ongoing rollout of Access for All schemes to make rail stations fully accessible.
- Strengthened engagement approaches in support of delivery of the Bee Network, including a refreshed Disability Design Reference Group and through establishing a Business Transport Advisory Council.

What's next?

- Commitment to keep £2 fare cap under review & carry out a review of concessions to assure they are delivered equitably.
- Call for a new funding model that will keep public transport affordable.
- Rolling programme of bus fleet upgrades to make buses more accessible: two spaces for wheelchair users, audio-visual next stop announcements and hearing induction loops.
- Plans to create a further 500 more accessible bus stops.
- Plans to ensure every traffic signal junction has crossing facilities where appropriate and provide crossing where there are known points of severance in active travel routes.
- CRSTS capital funding allocated to deliver further Access for All schemes to rail stations deemed to be most in need.
- The GM Night-Time Economy Strategy sets out specific actions for transport include creating a safer night-time transport offer & support after hours availability of some modes.

Refining our ambitions

GM could highlight the importance of customer and political **accountability** here e.g. making this ambition '**Inclusive & Accountable**'.
Is inclusive clearly defined?

What's changed?

- Since 2017, we have developed 100km of active travel routes.
- Launched Bee Bikes – with at least 400,000 journeys totalling 1,000,000km ridden in less than 2 years and use is growing.
- GM delivered the UK's first fully protected CYCLOPS junctions in 2020, making it safer for cyclists at busy junctions. 15 CYCLOPS junctions are now in place in GM.
- GM's health outcomes continue to trail the national average.

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What's next?

- Continue programme of integration of active travel with the wider Bee Network to ensure that it is possible to move actively and that residents are supported to take the most appropriate transport option
- A majority of trips in GM include walking, but the environment for walking, wheeling and accessible cycling is poor. We are adopting the latest standards in design to address this.
- Goal for more trips on the public transport network to incorporate more movement into our residents' everyday lives
- Launch home to school travel policy to support young people to travel to school more actively and safely
- Continue to and promoting the use of the transport system and more active lifestyles for improved mental as well as physical health. Work with Greater Manchester NHS bodies on location of services

Refining our ambitions

GM could consider emphasising the importance of improved **air quality** within this ambition. The refreshed LTP will include quantified health benefits and public health input.

Safe and secure

Our Ambition: To reduce deaths on our roads as close as possible to zero and ensure that poor perceptions of **personal security** are no longer a significant barrier to people using public transport walking and cycling.

Draft

What's changed?

- TravelSafe Partnership working to ensure customers feel safe on the transport network
- Launch of Operation Avro designating transport as the '11th district' of GM for GMP to focus its efforts to tackle crime and anti-social behaviour.
- Delivery of new or improved pedestrian crossing facilities, making our roads safer for walking and wheeling.
- Renewal of safety cameras – over 90 new and upgraded spot cameras and average speed enforcement on the Bee Network.
- TfGM became an accredited White Ribbon organisation, supporting work to encourage men and boys to bring an end to gender-based violence against women and girls.
- Publication of Annual Road Danger Reduction Action Plans

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What's next?

- Rollout of Greater Manchester's Vision Zero Strategy – to eliminate all fatalities or serious injuries on our roads by 2040.
- Full delivery of Streets for All – protecting our most vulnerable road users travelling actively.
- Intent to implement side road zebra crossings to make it easier and safer for those walking & wheeling to get around safely, subject to appropriate national legislation/DfT approval.
- Bus stop upgrades, rail station improvements and Metrolink stop improvements will all contribute to passenger safety and security while on the network.
- Safety improvement projects for Metrolink.

Refining our ambitions

Following the decision to pursue **Vision Zero**, GM could update this ambition to better reflect the target of zero deaths or serious injuries on the road network.

Our Ambition: For Greater Manchester to be known for the quality of its urban areas, natural environments with transport **carbon emissions reduced** to near zero, and new transport schemes delivering **environmental enhancements** whenever possible.

What's changed?

- Greater Manchester declared a climate emergency and set the target of becoming carbon neutral by 2038.
- Agreed a 5-Year Environment Plan to set out the urgent priorities required to meet 2038 target.
- Significant progress towards a zero-emission bus fleet – 270 ZEBs to enter service by 2025.
- CRSTS Fund – £1.07 billion to help deliver the Bee Network and other measures, such as the move towards a fully electrified bus fleet.
- 2022-2025 GM Integrated Care System (ICS) Green Plan sets out a range of measures that the NHS are undertaking to reduce high-polluting travel to NHS sites. Many of these measures will be delivered in collaboration with TfGM and will have a positive impact on regional air quality.
- A Greater Manchester Electric Vehicle Charging Strategy was published and sets out a plan for the expansion of the EVCI network

What's next?

- Redevelopment of Bury Interchange – when complete, it will be GM's first operationally carbon neutral transport interchange.
- The construction of the first purpose built electric bus depot in the UK in Stockport.
- With government agree and implement a Greater Manchester Clean Air Plan that reduces roadside exceedances of Nitrogen Dioxide.
- Develop and agree the next 5-Year Environment Plan setting out the urgent priorities to progress towards 2038
- Promote decarbonisation of rail stock where appropriate and enhance power supply to support increased used of electric trains.

Refining our ambitions

GM should continue to ensure alignment with the 5-Year Environment Plan and 2038 target. This ambition could be renamed to 'Sustainable' to align with Bee Network commitments.

Reliable

Our Ambition: To develop a transport network that offers **reliable journey times** and gives people confidence to use public transport.

Draft

What's changed?

- Passenger satisfaction with reliability remains high for Metrolink.
- Launch of the Streets for All Design Guide – ensuring our streets are safe, welcoming & efficient for all road users, namely those on public transport and travelling actively
- Bus priority measures are being rolled out – which will shorten journeys and make them more reliable
- Stringent performance regime built-in to bus franchising contracts – setting high expectations and assurance for customers that they will get a reliable service
- Agreed a Congestion Deal aimed at alleviating congestion and keep travel on our busiest corridors reliable.
- Agreed GM's Local Cycling & Walking Investment Plan articulates our long-term vision to deliver high quality active travel infrastructure, bringing reliability to those wishing to use it.

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What's next?

- Our goal is to increase bus speeds on key corridors through bus priority measures
- New bus priority measures to be delivered in Salford, between Bury and Rochdale, Ashton and Stockport and Wigan-Bolton.
- Enhanced customer information – with live updates, journey planning, timetables and disruption planning to be brought together on Bee Network platforms bringing reliability to customers.
- Creation of a North West Regional Business Unit and GM Rail Board, which will enable local scrutiny of rail performance, disruption planning and help shape rail's integration with the wider Bee Network.
- Further use of data and technology, and coordination of maintenance activities, to deliver a reliable road network.

Refining our ambitions GM could use this ambition to highlight the importance of providing reliable **information** to users and use **digital technology** to make the network more efficient. It has been suggested that the 'Reliable' principle include 'and efficient'?

Well-maintained and resilient

Our Ambition: To bring the transport network into a good state of **repair, maintain** it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather. **Draft**

What's changed?

- Covid-19 pandemic posed challenge of sustaining the transport network using farebox. Like other cities, GM has been in receipt of emergency Govt support. Local authorities face the task of maintaining the network, bridges, rights of way in light of more challenging budget constraints.
- Page 85 Greater Manchester has established a Key Route Network and works to ensure it is maintained to efficiently meet capacity at a city-regional level. New Government funding for road repairs will support this.
- GM Cycle Hire stations kept under review to maintain availability of bikes in the face of challenges such as anti-social behaviour.
- TfGM has undertaken contract review exercise with KAM and agreed additional resources to be deployed to drive operational performance of Metrolink.

What's next?

- Call for a new funding model acknowledges that we need to sustain the network so that it is well-maintained, attractive and safe to use.
- The Metrolink network has benefitted from a number of extensions in recent years. The focus will now shift to maintaining and renewing the network to ensure that it continues to safely meet demand, whilst we develop the next wave of potential extensions (including tram-train).
- A plan agreed for sustainable urban drainage will bring a series of integrated schemes to support resilience to the transport network.

Refining our ambitions

In the refreshed LTP, GM may wish to reinforce the importance of effective **city-regional network management** within this ambition.

Appendix 3 – Current LTP Policies

Our current network policies on a page

Integrated

Policy 1 - Taxis, Private Hire, DRT: We will work with partners to ensure that modes of transport such as **taxis, private hire vehicles and other demand responsive services** - as well as shared mobility solutions, including car clubs, cycle hire and other forms of shared transport - are available, and fully integrated into the Greater Manchester transport network.

Policy 2 - Integrated Pricing and Payment: Working with partners, we will deliver **integrated pricing and payment** systems across the transport network, including smart ticketing for public transport, to support the delivery of 'Mobility as a Service'.

Policy 3 - Journey Planning and Information: We will maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through **journey planning tools and information** to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).

Policy 4 - New Development: We will work with developers to ensure that **new developments are accessible by sustainable modes**, and to reduce transport emissions and impacts on the highway network.

Inclusive

Policy 5 - An Accessible Network: We will work with public transport operators, Network Rail and other partners to ensure that all transport **infrastructure, vehicles and information** are as **accessible** as possible for all our customers, regardless of their age and mobility.

Policy 6 - Accessible Travel Services: We will work with partners to **better integrate accessible travel services** across Greater Manchester, to increase availability and convenience for customers.

Policy 7 - Tackling Deprivation: As we plan our transport network, we will support the creation of a more inclusive economy for Greater Manchester by considering how best to **improve the prospects of people living in deprived communities** - including by ensuring that more people can access jobs, education, skills training and childcare.

Healthy

Policy 8 - Health: We will work with partners to deliver transport interventions that improve the health of Greater Manchester residents, including: **reducing pollution** from motor vehicles; **increasing levels of physical activity**; improving **access to healthcare**; and **reducing social isolation**.

Environmentally responsible

Policy 9 - Pollution: We will work with partners and key stakeholders to bring **nitrogen dioxide (NO2)** levels on local roads within legal limits, and to reduce levels of **particulate matter, CO2 and noise emissions** from vehicles.

Policy 10 - Climate change: We will work with partners to reduce carbon emissions from transport, to support Greater Manchester's ambition to be **net zero carbon by 2038**; and to implement measures to ensure our transport system is **resilient to the impacts of climate change**.

Policy 11 - Green and Blue Infrastructure: We will work with partners, including the Canals and Rivers Trust, to **enhance green and blue infrastructure** to provide a safe and attractive environment for walking and cycling.

Policy 12 - Built and Natural Environment: We will aim to **minimise the impact of transport on the built and natural environment** - including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resource - and will deliver **environmental enhancements and biodiversity net gain** where possible.

Reliable

Policy 13 - Traffic and Transport Management Systems: We will continue to **deliver measures**, and put in place appropriate **management systems**, to improve the reliability of the transport network.

Safe and secure

Policy 14 - Crime and Safety: We will work with operators and other partners to **improve safety and to tackle crime and anti-social behaviour** on the transport network.

Policy 15 - Safer Roads: Working with partners, including through the Safer Roads Partnership, we will deliver initiatives aimed at **improving safety on the highway network**, with a particular focus on supporting those who are walking and cycling.

Our current modal policies on a page

Streets for All

Policy 16 - Low Emission Vehicles: We will work with partners to support a rapid **transition towards low emissions vehicles** in Greater Manchester, including developing a clear strategy on the Electric Vehicle Charging Infrastructure network required to provide greater confidence to residents and businesses to invest in electric vehicles.

Policy 17 - Innovation: We will trial **transport innovations** to understand their relevance and potential applications for Greater Manchester, and ensure we have robust policies in place.

Key Route Network

Policy 18 - Whole Network Management: We will provide a unified, Greater Manchester approach to **managing the Key Route Network (KRN)** of roads, in line with our Streets for All Strategy principles, and work with National Highways to co-ordinate this with the **management of the Strategic Route Network (SRN)**.

Goods & Servicing

Policy 19 - Freight: We will work, including through the GM logistics forums, to improve **journey times and reliability for deliveries**, and to **reduce the environmental impact of logistics**.

Priorities for Highway Investment

Policy 20 - Streets for All: We will ensure our **streets are welcoming and safe** spaces for all people, enabling more travel on foot, bike and public transport while **creating better places** that support local communities and businesses.

Policy 21 - Bus Priority and Reliability: We will introduce appropriate bus priority measures on the highway network to **improve bus reliability** and will keep existing measures under review to ensure effectiveness. This will include developing proposals for "Quality Bus Transit" corridors on key routes.

Policy 22 - Highway Condition and Resilience: We will work to improve and maintain the **condition and resilience of our road network**, drawing on best practice.

Comprehensive Cycling & Walking Network

Policy 23 - Active Travel: We will work with partners to **improve walking and cycling facilities** across Greater Manchester, including through the development of a strategic walking and cycling network (the 'Bee Network'), **wayfinding and cycle parking**, and supporting 'Streets for All' design guidance to ensure consistently **high quality standards** across the network.

Public Transport Integration

Policy 24 - Public Transport Integration: Working with partners, we will work to establish and promote one **integrated Greater Manchester public transport network** ('Our Network'), making it easy for customers to plan, make and pay for their journeys using different modes and services.

Policy 25 - Transport Hubs: We will seek to ensure a consistent standard of facilities at **transport hubs**, appropriate for their size and function, and will work with partners to improve access to them by all modes.

Vision for Bus

Policy 26 - Bus: We will make best use of powers included in the Bus Services Act, as well as our existing powers, to give effect to our Vision for Bus.

Coaches & Taxis

Policy 27 - Coaches and Taxis: We will ensure that accessible **coach parking** and set down/pick-up points are available at key locations.

Policy 28 - Taxi and Private Hire Standards: We will work with the **taxi and private hire** industry to develop minimum standards for policy/regulation and operation across Greater Manchester, and work with Government to strengthen national legislation.

Rapid Transit Strategy

Policy 29 - Rapid Transit: We will expand the **coverage and capacity of our rapid transit network** (Metrolink, Rail and Bus Rapid Transit), to deliver improved connectivity to employment and other opportunities within the city-region.

National Rail Services

Policy 30 - Rail Services: Working with partners, we will develop a **rail network with the capacity, reliability, speed, resilience and quality** to support growth in the Northern economy and extend the benefits of HS2 and Northern Powerhouse Rail throughout Greater Manchester.

Policy 31 - Rail Stations: We will continue to work with DfT, Network Rail and Transport for the North to secure greater **local control of rail stations**, and to deliver greater local accountability for all rail-based services, within Greater Manchester.

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Bee Network Committee

Date: Thursday 14 December 2023
Subject: Greater Manchester Transport Network Performance
Report of: Alex Cropper, Chief Operating Officer, TfGM

Purpose of Report

To provide the Committee with an overview of the performance of Greater Manchester's transport network for the period August 2023 – October 2023.

Recommendations:

The Committee is requested to:

1. Note and comment on the format and contents of the first transport network performance report to the Committee; and
2. Note and comment on the performance of Greater Manchester's Transport Network.

Contact Officers

Alex Cropper, Chief Operating Officer, TfGM alex.cropper@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

N/A

Risk Management

N/A

Legal Considerations

N/A

Financial Consequences – Revenue

N/A

Financial Consequences – Capital

N/A

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

N/A

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

No

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

No

1. Executive Summary

1.1. This is the first Bee Network performance report prepared for the Bee Network Committee. It provides an overview of the performance of the transport network for the period August 2023 – October 2023 focusing on a number of key elements including reliability, safety and security.

1.2. It summarises some of the key challenges and incidents which have impacted on network performance over the last quarter and provides overall patronage and reliability by mode.

Bus

1.3. Notably, this period saw the first franchised bus services enter operation in the northwest of the conurbation. The first Bee Network bus service left Farnworth Bus Station at 4.30am on 24 September on route 521. The first few days brought operational challenges as the new arrangements bedded in but TfGM has worked closely with franchised operators to quickly identify and resolve issues.

1.4. Franchised services are now regularly outperforming those on the non-franchised network. Performance of the franchised network is also better than it was at the same time last year, in particular, performance of the popular V1 service between Leigh and Manchester.

1.5. Work continues to improve the performance of franchised bus services and a 'Bee Network Operational Excellence Plan' is being developed to build towards the high standards set for the Bee Network.

1.6. Patronage on franchise services has grown steadily since the start of Tranche 1 operations with an average of almost 100,000 passengers being carried by Tranche 1 services each weekday, and over 120,000 on some days.

1.7. Revenue for franchised services is exceeding forecasts by between 10-15% which will help mitigate against increased cost risks that remain.

1.8. Ahead of the first franchised services, the Bee Network app and rate my journey functionality for customers were launched. Key themes from the first five weeks of customer feedback include:

- **Bus Reliability & Punctuality.** Consistent with the pre-franchising baseline, reliability is the number one expectation for customers.

- Real-Time Travel Information. In the first two weeks of franchised operation issues with the availability and accuracy of information compounded the reliability issues being experienced by passengers. Since then this has improved significantly. Enhancements continue to be made to the app with additional functions planned for introduction in the near future.
- Introducing a large number of new bus drivers has caused challenges, particularly in route familiarisation, use of ticketing machines and these contributed to customer frustration in the first few weeks. The recruitment of drivers is however helping to ensure performance levels continue to improve. TfGM is continuing to work with franchise operators to minimise familiarity issues.
- Safety continues to be a key customer theme mainly focused on anti-social behaviour. Although customers and staff are very positive about the introduction of TSEOs (TravelSafe Support and Enforcement Officers) onto the network.
- Ticketing changes, whilst positive, have taken time to 'bed in' as customers became more familiar with the new options available. This includes the new multi-modal Any Bus + Tram product which saves customers 20% on buying products individually and has seen reasonable sales volume for a new product.

Cycle Hire

- 1.9. The cycle hire recovery plan remains on track with bike availability improving from fewer than 200 bikes in July to 640 in early November. Usage remains positive. The next milestone is to increase availability to 750 bikes in circulation which will enable a further review of suspended stations.

Metrolink

- 1.10. Metrolink patronage has grown in September and October in line with expectations and is expected to grow further in the run-up to Christmas. Patronage is tracking targeted levels, with capacity problems starting to impact customer satisfaction in the morning and evening peaks.
- 1.11. Track renewal works, which had closed two stops on the Eccles Line, concluded successfully in September. The line reopened fully with a timetable change that saw the reintroduction of the Piccadilly to MediaCity peak service and the reinstatement of later running trams, up to 1am on Friday and Saturday nights.

- 1.12. During the period there were some high impact disruptions, with the Bury and Oldham and Rochdale Lines most impacted. Cable theft was the predominant problem, and this resulted in a number of actions involving changing materials and working with security firms and the police.

Highways

- 1.13. Delivery of traffic signal and highway interventions has continued to deliver benefits for all road users including signal prioritisation for late running buses, enhanced pedestrian facilities at over 10 locations across GM, and the Chorlton CYCLOPS junction scheme.
- 1.14. Recent protests related to events in the Middle East have had an impact on the transport network. TfGM is working with GMP on Operation Wildflower which seeks to protect the right to peaceful protest and manage the impact on the city centre and transport network. The Operational Control Centre (OCC) works closely with GMP and provides a link to UTC and customer colleagues to ensure customers are aware of the impact to public transport and signal timings are adjusted to ease congestion as general traffic and bus services are diverted.
- 1.15. Greater Manchester's first Moving Traffic Contravention site on Stockport Road in Longsight came into force on 20th November. The site is the first of an initial ten identified across GM where moving traffic offences (e.g. entering a yellow box junction when the exit is not clear) will be camera-enforced, based on areas with the greatest opportunity to improve congestion, public transport operations and safety. During the first six month a warning letter will be issued for a first offence.
- 1.16. A range of safety campaigns for drivers and public transport passengers have been delivered aligned to seasonal changes in conditions and travel behaviour for Highways and Public transport.

Rail

- 1.17. Train performance continues to be adversely affected by Network Rail infrastructure and external delay, crew availability and seasonal railhead conditions. A succession of recent severe weather events have further added to overall declines in punctuality and increases in the number of cancellations.
- 1.18. Industrial action continues to affect services, with strike action taken by ASLEF between 30th September and 4th October. Further ASLEF strikes and action short

of a strike (ASoS) will take place between 01 – 09 December. A memorandum of understanding has been signed by the RMT and RDG on progressing pay talks and strike action by guards has therefore been suspended.

- 1.19. Crew availability remains a major challenge for rail operators, with on-going industrial action and higher than usual sickness rates and driver attrition across the industry.

Communications

- 1.20. Campaigns have also been run to support the launch of the Bee Network and to drive patronage through our integrated public transport campaign 'Get on Board' which promotes the benefits of travelling by tram and bus as well as walking and cycling.

2. Reliability

Bus

- 2.1. Punctuality remains below target, though performance overall was better for franchised services.
- 2.2. Congestion caused by traffic volumes and roadworks, continue to be the main factor affecting performance, noting the early driver familiarity challenges also had an impact.
- 2.3. Initial reporting on franchised services was affected by issues with ticket machines. Driver training and adjustment to the new systems has now resulted in improvements to the quality of data collected. Access to this data is vital to inform the interventions required to drive up performance.
- 2.4. In addition, large numbers of people are also providing feedback on the new services, and having local control and accountability has enabled TfGM to respond much more quickly and effectively than before.
- 2.5. For example, following complaints that the 575 (Wigan to Bolton) service was being impacted by roadworks, TfGM worked with the local council to provide a dedicated bus lane, keeping passengers connected and services moving.

- 2.6. TfGM has also been able to adapt signal timings to help late services make up time and worked with the operator to increase capacity on the Ramsbottom local 472/474 services, in a way that we would not have been possible before.
- 2.7. Work continues to improve the performance of franchised bus services through the delivery of a 'Bee Network Excellence Plan'.

Chart 1: Non-Franchised Bus Reliability

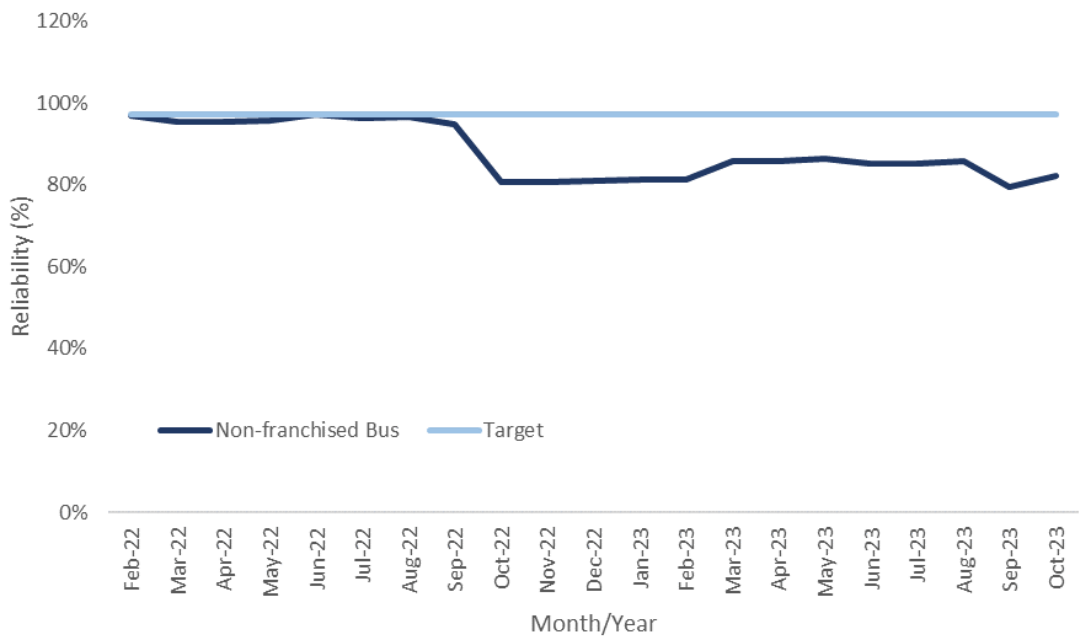


Chart 2: Non-Franchised Bus Punctuality

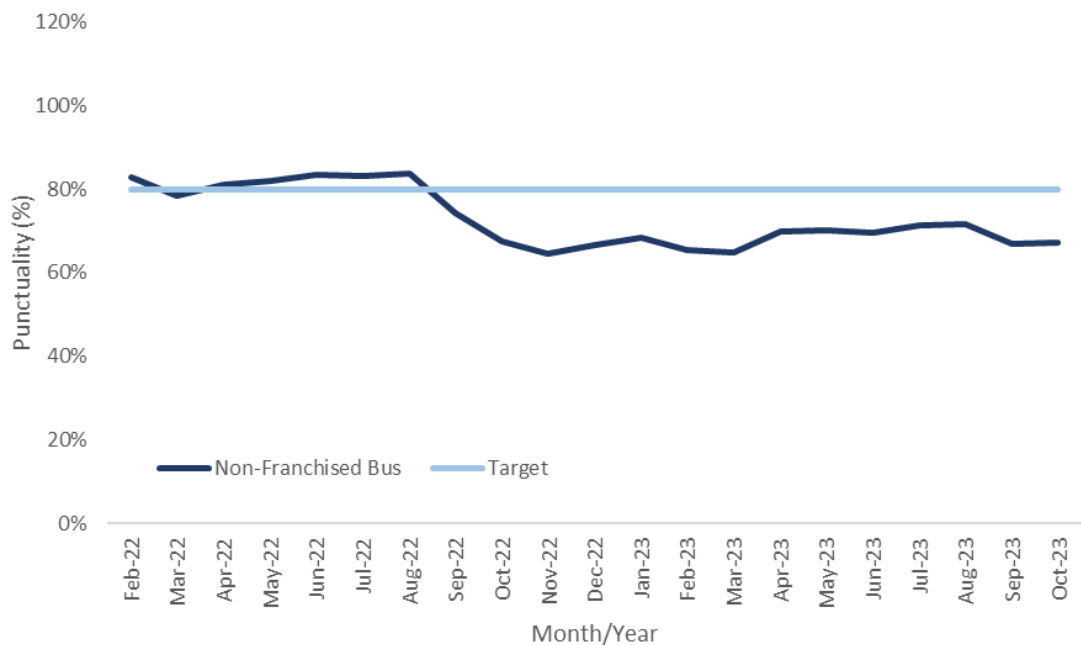
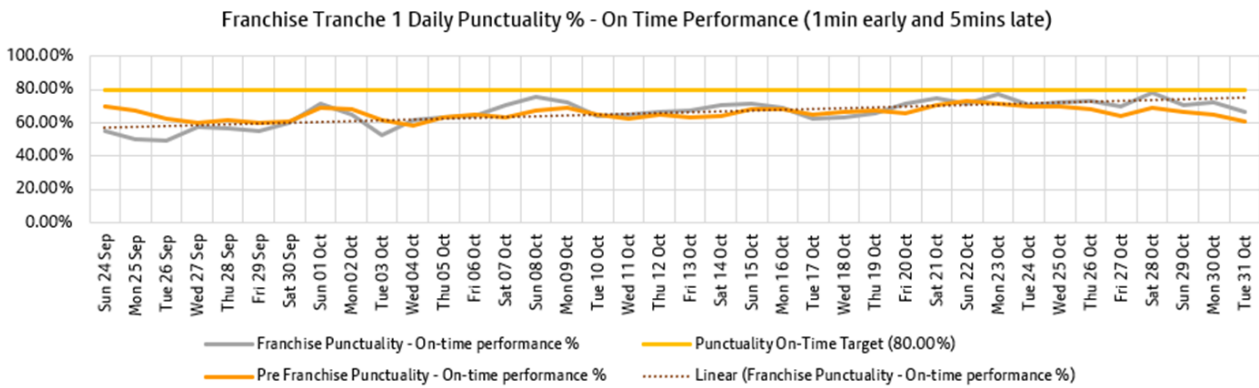


Chart 3: Franchised Bus Service Punctuality



Metrolink

2.8. Metrolink reliability is largely on target. The previously referenced cable thefts and the Eccles track renewal works had the biggest impact. Metrolink continues to invest in the network to improve customer experience and more information about future works will be brought to the Committee at a later date.

Chart 4: Metrolink Excess Wait Time (EWT)

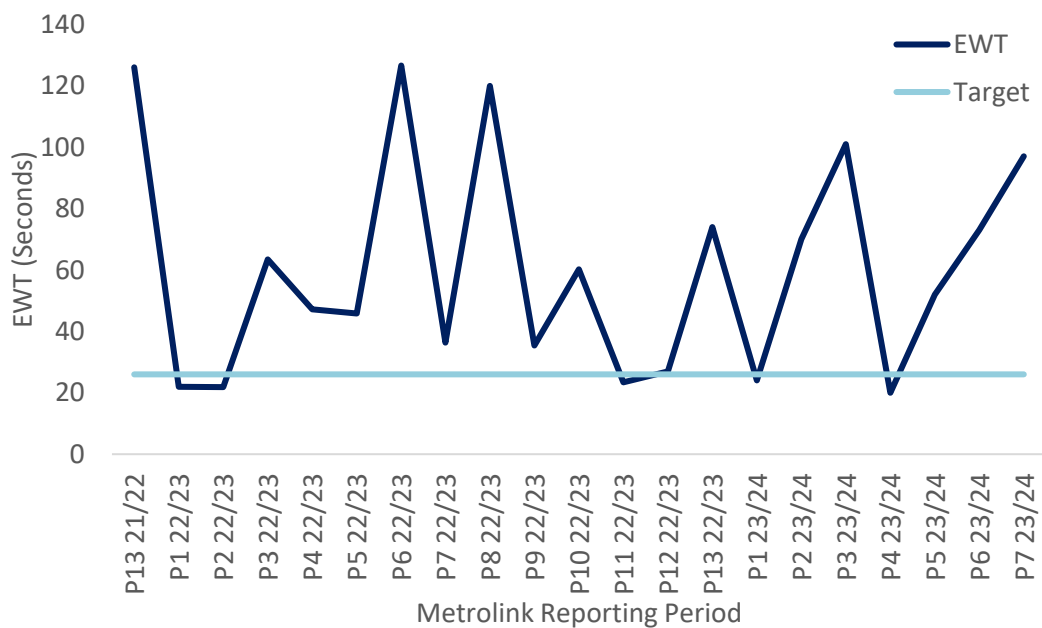
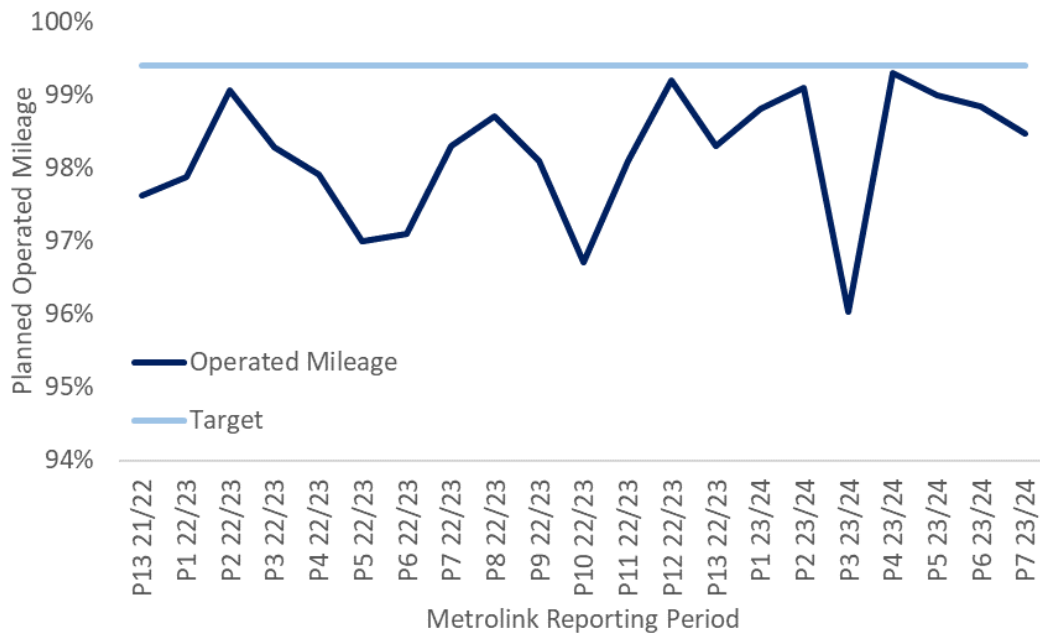


Chart 5: Metrolink Planned Operated Mileage

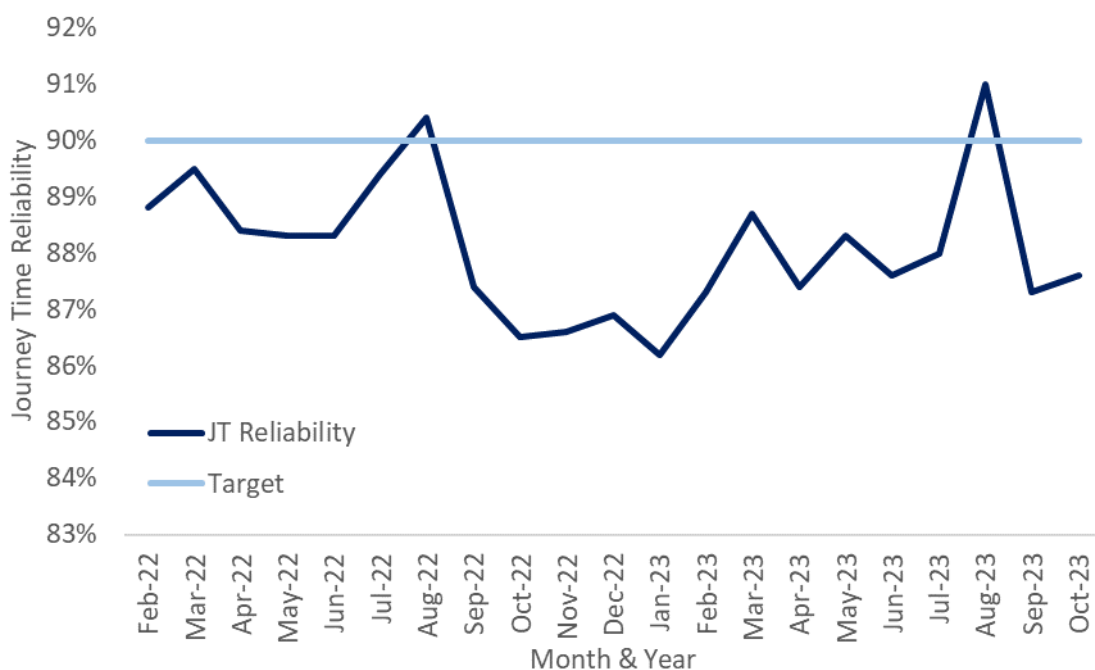


Highways

- 2.9. In line with the seasonal trend journey time reliability is below target. After recurrent traffic, roadworks remain the main cause of delay and the biggest challenge to delivering reliable journeys across the network. In comparison to the same period last year, the amount of major works taking place are up by 12%, and standard works up by 8%.
- 2.10. A seasonal increase in average journey times is also affecting performance. The darker mornings and nights together with the impact of the weather (wetter conditions and storms) have seen average journey times increase by 5%.
- 2.11. Work to improve traffic signals (to deliver benefits across all modes including bus priority for late running buses) continues. TfGM is also developing signal strategies for use in TfGM’s Operational Control Centre and TfGM is the first organisation in the UK to work with Google on an AI project ensure signal timings are optimised to reduce stop-start traffic and emissions. This initiative delivered local benefits where signal timings were adjusted. Additionally, having the performance and operation of GM’s signal asset reviewed by an independent third party provided assurance that the signal network was working well with the development of the asset and day to day operation delivering benefits.

2.12. In the lead up to the launch of franchising signal timings were reviewed at locations where data showed delays to both buses and general traffic. Post launch, TfGM highways officers have worked with local authorities to manage the impact of roadwork activity in the T1 area, influencing traffic management and works duration. TfGM are working closely with colleagues in the Local Highway Authorities to deliver a step change in network management and deliver operational excellence across the network.

Chart 6: Highway Journey Time Reliability



Rail

2.13. Rail performance across Greater Manchester continues to decline. Three successive severe storms over autumn have had a significant impact, with trees and debris blown onto tracks and OHLE, landslips, emergency speed restrictions and flooding. Half-term week at the end of October saw further cancellations due to crew availability.

2.14. Northern has signed a new rest day working (RDW) agreement in November. This should see some reductions in late notice cancellations, particularly on Sundays. Additionally, sickness levels continue to be high at some depots, notably Barrow, where sickness levels of 20% have been reported.

2.15. TransPennine Trains will temporarily reduce cross-Pennine services from its December 23 timetable change, with 4 instead of 5 trains per hour (tph) operating.

Additionally, a small sub-fleet of trains will be removed. This has been agreed as part of TPT’s stabilisation plan, which should ensure greater reliability of service delivery, significantly enhanced driver training and reductions in cancellations.

- 2.16. Avanti West Coast continues to experience crew availability issues which are impacting service delivery. These will result in a temporary reduction of services from 09 December. Weekday services on Manchester – London route will reduce by around 10% to 20%, with Saturday trains reduced from 3tph to 2tph. TfGM is concerned that further service changes may be required in the new year, at a time when passenger demand continues to grow.
- 2.17. Crew availability remains constrained due to a number of factors, including current industrial action, action short of a strike, high sickness levels and higher than usual numbers of drivers leaving the business. Historic leave agreements have also led to excess demand for leave over school and other holidays. For Avanti West Coast, performance has also been impacted by significant Network Rail delay caused by failed infrastructure and signalling systems throughout the autumn.

Chart 7: Rail Public Performance Measure (PPM)

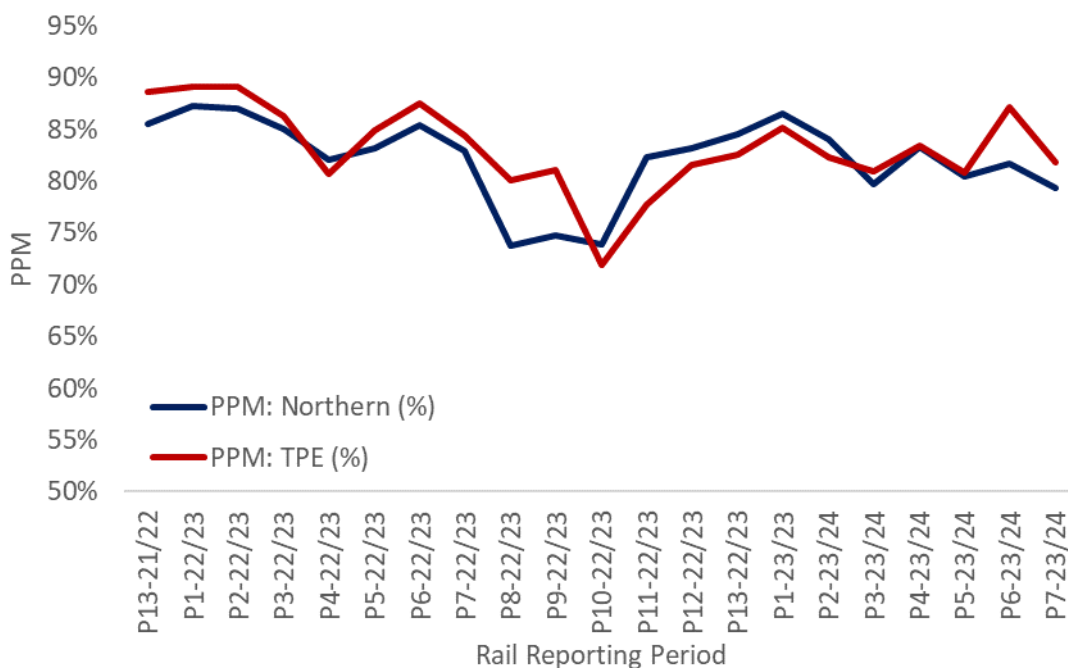
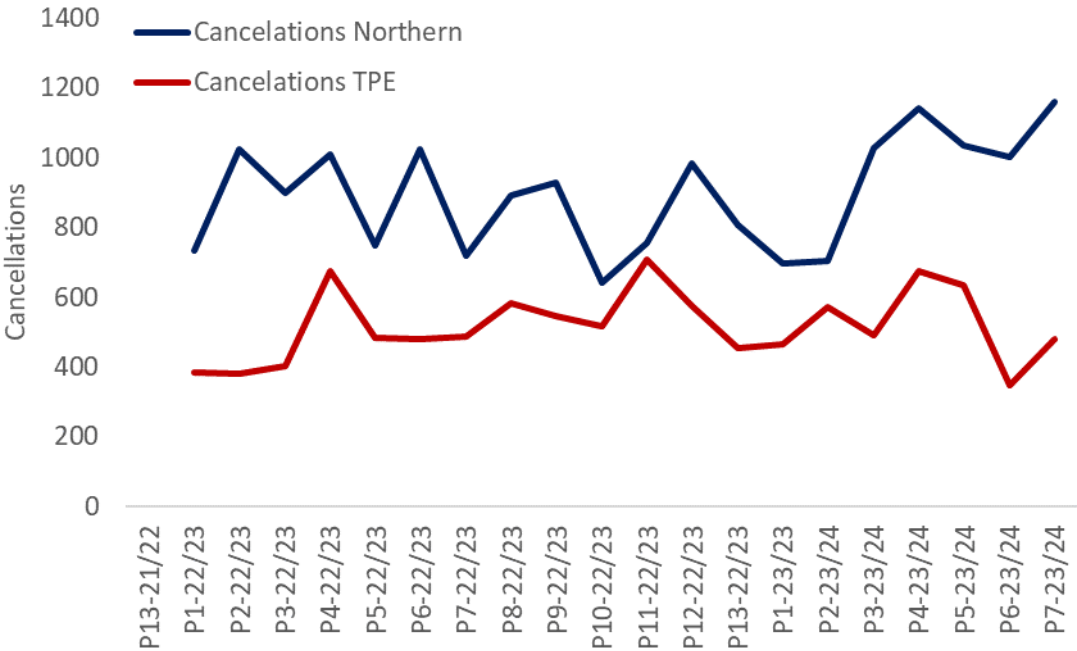


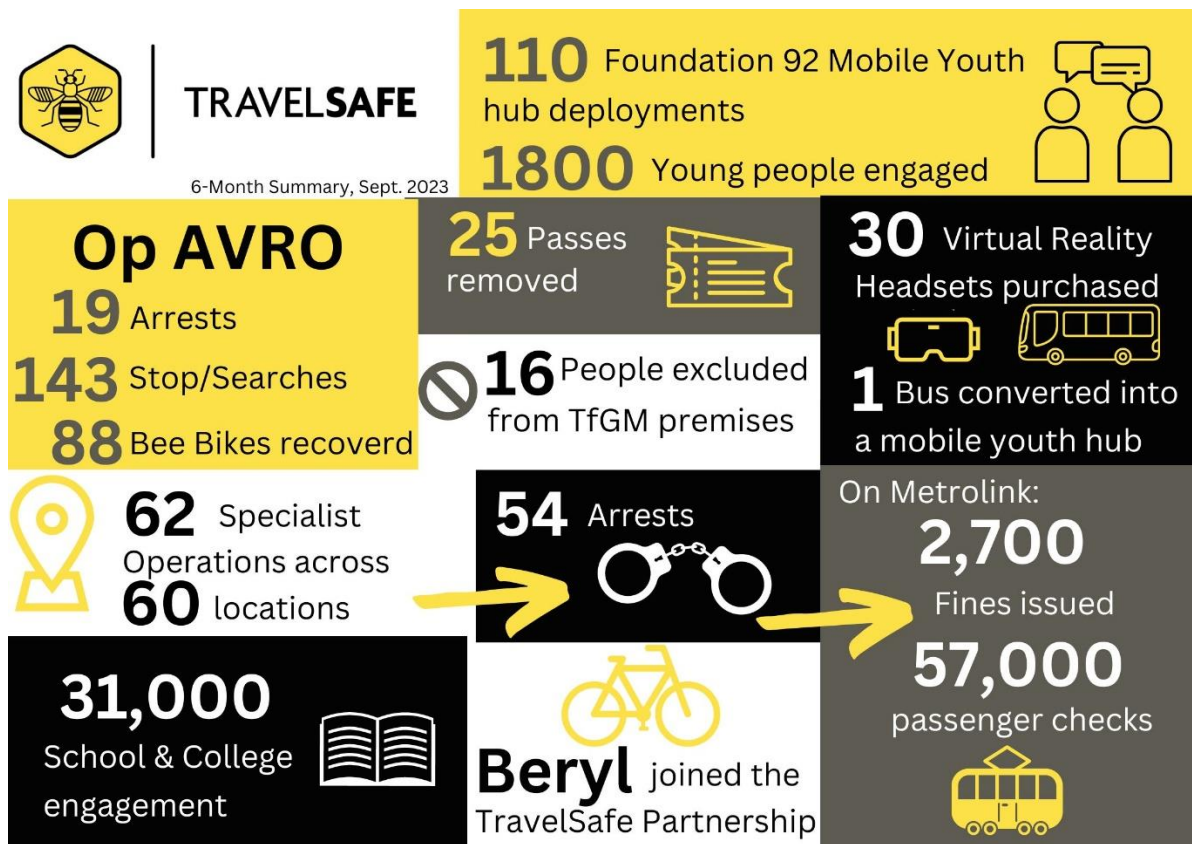
Chart 8: Rail Cancelations



3. Safety and Security

TravelSafe

- 3.1. Between July and September, there was an increase in the number and rate of incidents reported to the TravelSafe Partnership (TSP). Of note this includes an increase in incidents related to homelessness and young people. Increased front-line resource across the network are likely to lead to greater incident reporting.
- 3.2. The infographic below provides an overview of partnership outcomes for the six-month period to September 2023.



- 3.3. Over the past year to date, TravelSafe enforcement activity has seen 36 exclusion notices (removing the implied permission of entry) to our sites have been issued to prolific offenders, as well as 34 travel passes removed.
- 3.4. Routine partnership deployments continue at least weekly across the network, alongside larger operations such as Operation AVRO designed to target criminality and provide reassurance to passengers.
- 3.5. TravelSafe educational engagement recommenced from the start of the academic year, with 4,789 young people having received the input to-date. In addition to this the Foundation 92 partnership has further matured, with routine front-line

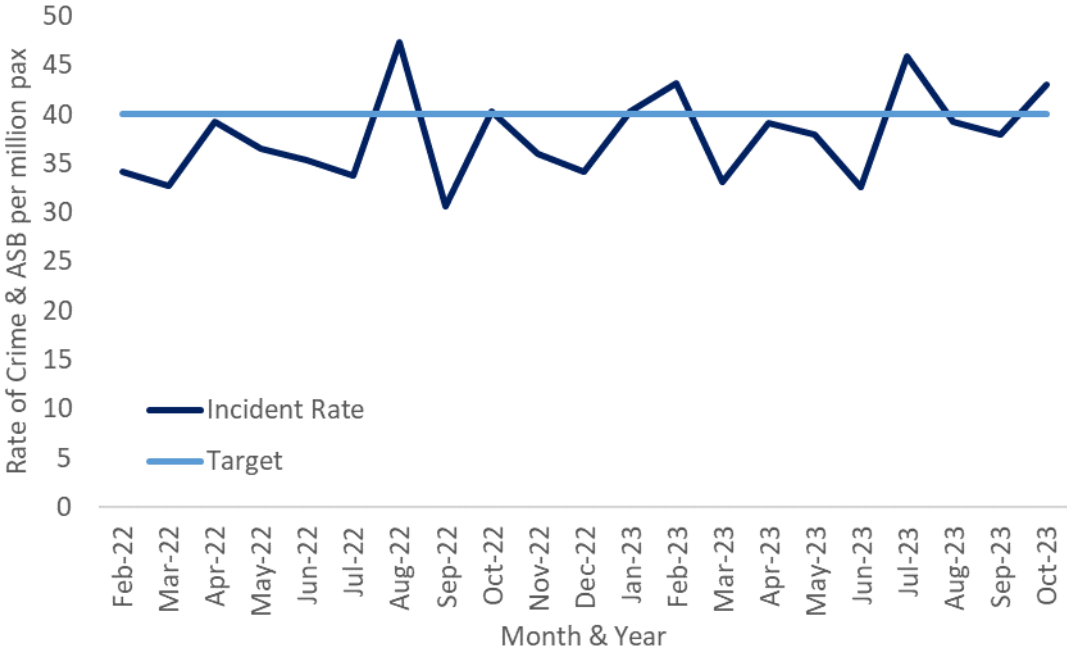
deployments to hotspot locations across the network, as well as trialling different approaches, including static youth provision at Ashton interchange during the summer in response to anticipated increase in youth ASB, and the launch of 30 new Virtual Reality headsets to bring the issue of ASB to life.

- 3.6. 30 new TravelSafe Support and Enforcement Officers (TSEOs) were introduced onto the Bee Network, as the start of bus franchising. Officers are conducting patrols across the network to support staff and customers and challenge anti-social behaviours. Patrol sites and patterns are driven by data, targeting locations including Bolton Interchange, Wigan Bus Station, Leigh Bus Station, Leigh Guided Busway, Bury Interchange and Middleton Bus Station.
- 3.7. The infographic draws together a snapshot of TSEO outcomes across their first month of operation.



- 3.8. TSEOs are due to commence Revenue Inspection activity imminently across Bee Network services, as well as support women's safety during the darker nights and across the regional centre, through dedicated TSEO provision, funded through the Home Office Safer Streets Round 5 fund.

Chart 9: TravelSafe rate of reported incidents of Crime and ASB per million passenger journeys.



Cycle Hire

- 3.9. The cycle hire recovery plan remains on track with bike availability now at 640. We are still seeing relatively high levels of vandalism with over 300 repair jobs per week over the last 4 weeks. Beryl is managing this with the extra staff and increasing the number of bikes on street every week. Since 1st November, it has been mandatory for people using the bike hire scheme to apply front locks (as well as back locks) when returning bikes to cycle hire stands – compliance has increased by 10% to over 50%. TfGM is hoping to see even more people comply with this following the introduction of fines for not doing so on 29th November.

Chart 10: Bike Hire Vandalism Act per Bike

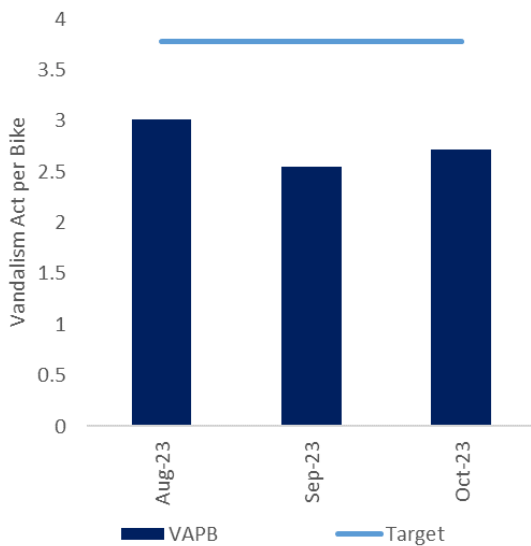
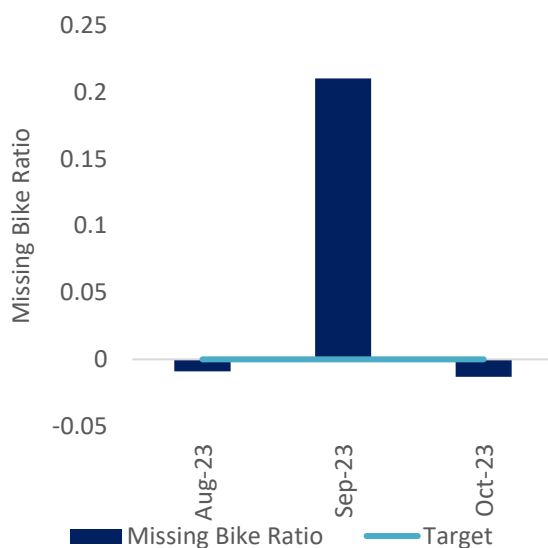


Chart 11: Bike Hire Missing Bike Ratio



Highways

3.10. Continuing to develop and launch GM’s Vision Zero strategy. The strategy will be presented to GMCA on 26th January 2024 for approval and adoption.

Chart 12: Killed and Seriously Injured Casualties (KSI) (Rolling 12 Months)

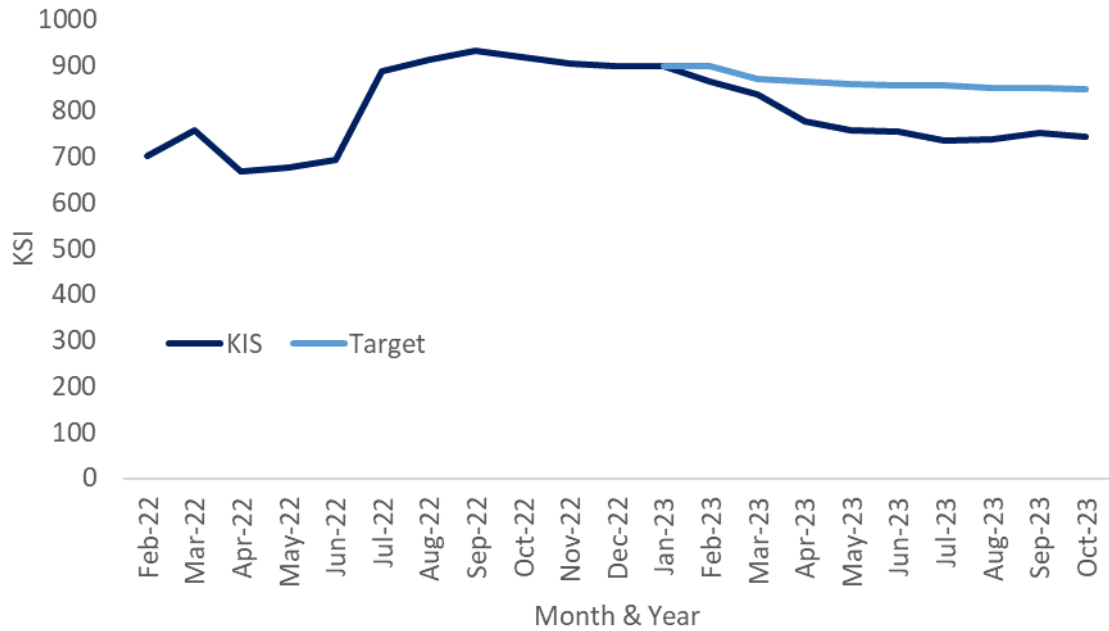


Chart 13: Fatal Casualties (Rolling 12 Months)



Communications

3.11. Safety campaigns for both Highways and Metrolink have been launched for the winter period. The Metrolink campaign urges passengers to stay safe and take extra

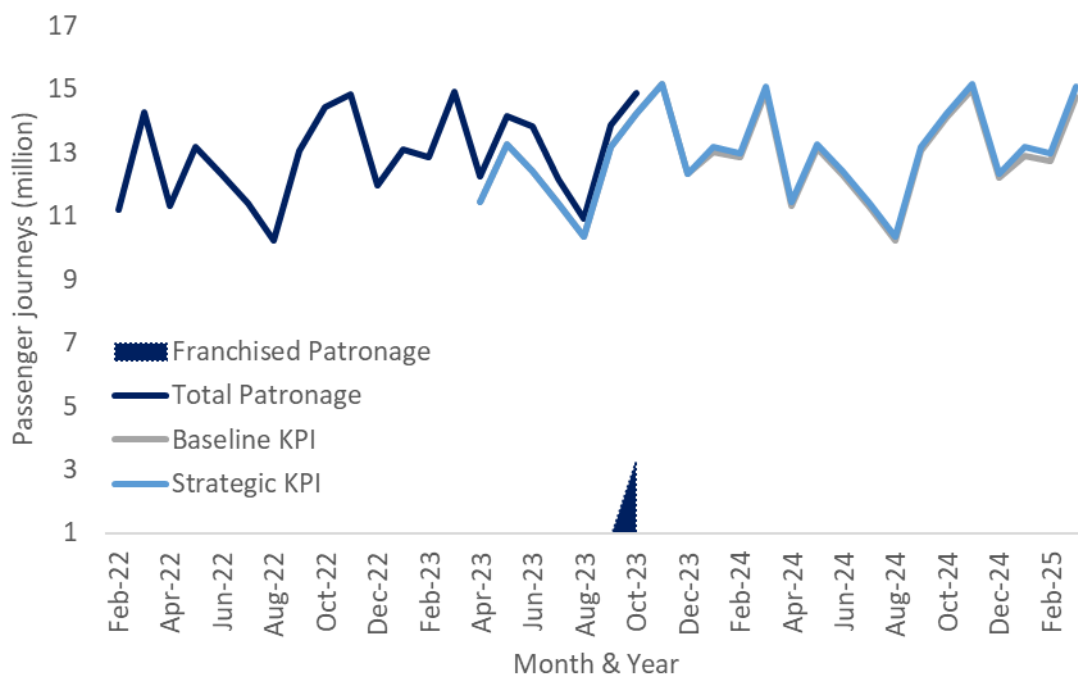
care on the tram network in the lead-up to and over the festive period. In addition, new linings on the platform notify passengers to keep clear of the area where a double unit would be. The Road Safety ‘Last Steps’ campaign urges people driving to take more care on darker nights and reduce the harm caused to those walking on Greater Manchester’s roads.

4. Passenger Journeys and Revenue

Bus

- 4.1. Total bus network patronage during October (the first full month of franchising) was 14.9m. The patronage split is: Commercial 62%, Supported/Subsidised 17% and Franchised 22%.
- 4.2. This was above the target for October of 14.2m. Patronage in October 2023 was 7% higher compared with September 2023.
- 4.3. Two sets of targets have been developed for Bus patronage. A ‘baseline target’ is based on the estimated patronage trends with the current levels of funding. A ‘strategic target’ is derived from the estimated patronage increase required to meet the ambitions of the Greater Manchester Bus Strategy (30% increase by 2030).
- 4.4. Initial farebox revenue for Bee Network services was above budget.

Chart 14: Bus passenger journeys (millions)



Metrolink

- 4.5. Metrolink patronage increased in September and October. Patronage is expected to grow further in the run up to Christmas. Farebox revenue throughout this the period has been in line with budget.
- 4.6. September also saw the launch of Metrolink’s crack down on fare evasion with additional staff, new tactics such as plain clothes operations and an increase to the penalty fare. This has been very positively received by passengers and is likely to be supporting growth in passenger journey numbers.

Chart 15: Metrolink passenger journeys (millions)

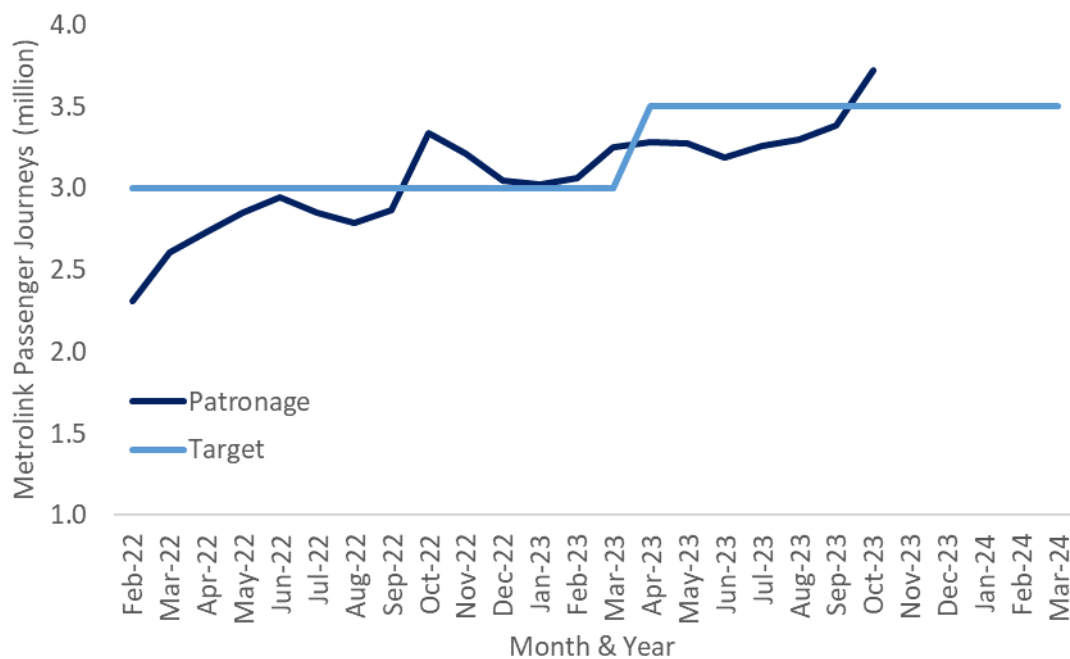


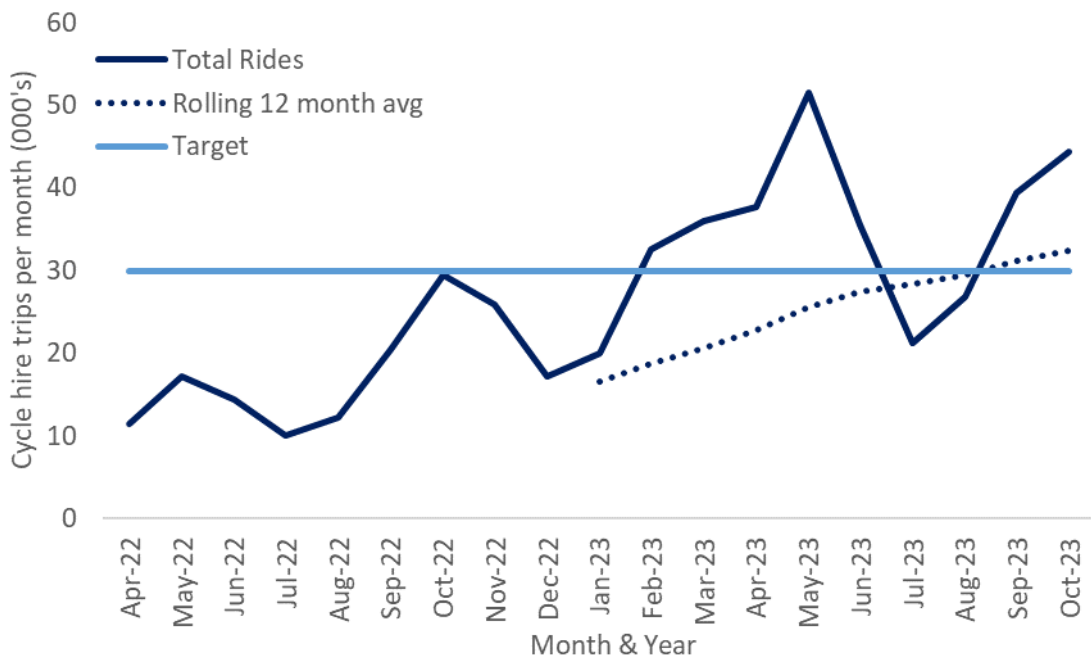
Chart 16: Metrolink Farebox Revenue (£millions)



Cycle Hire

4.7. Cycle hire usage remains above target. The return of students from September and improved availability of bikes have both driven the increase in daily rides. As usual, seasonal factors - including poor weather - are likely to see a reduction in rides during the winter months.

Chart 17: Cycle hire trips per month thousands



Communications

- 4.8. To support the increased forecast for passenger numbers coming out of summer, marketing activity has been running across poster sites, social media, radio and digital advertising, as well as our ongoing business and community engagement. The campaign uses our popular Get on Board strapline and promotes products like the £2 bus fare, contactless and the new Bus + Tram multi modal ticket, using price as well as other benefits to promote public transport.
- 4.9. This is supported with an educational campaign on stop and on social media, which explains the 'ways to pay' including how to use contactless on the tram which can be a barrier to new customers.
- 4.10. Throughout the festive period, Metrolink operating hours will be extended (until 1am on Friday and Saturday night). This is being supported with enhanced marketing activity. Capacity will also be increased by uplifting the number of doubles on weekends (on the Altrincham, Bury, East Didsbury lines). On NYE the final Metrolink services will depart from the city centre at 1am. There will also be increased comms activity over this period.
- 4.11. A full winter resilience/preparedness plan has been developed. This draws together in one place:
- A snapshot of the issues/challenges and pinch points on the network associated with the festive season;
 - A tool-box of interventions alongside customer messaging;
 - A summary of the Bee Network festive service; and
 - An overlay of TfGM's preparedness, response, safety and security arrangements.

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Bee Network Committee

Date: Thursday 14 December 2023

Subject: Transport Capital Programme

Report of: Chris Barnes, Infrastructure Pipeline Programme Director, TfGM

Purpose of Report

This report asks members to note the current position on the Greater Manchester Transport Capital Programme and consider a number of Active Travel funding drawdown requests in order to support the continued development and delivery of the programme.

Recommendations:

The Committee is requested to:

1. Note the current position in relation to CRSTS1 and CRSTS2.
2. Approve the drawdown of Active Travel Fund (ATF) funding as follows:
 - £1.51m of additional ATF4 funding to enable full approval and delivery of the GM walking and wheeling at signalised junctions scheme;
 - £0.18m of ATF4 funding to enable the development of the Stockport, Romiley to Stockport Route scheme;
 - £0.33m of ATF4 funding to enable the development of the Stockport, Ladybrook Valley scheme;
 - £0.23m of ATF4 funding to enable the development of the Stockport, Heatons Link Phase 2 scheme.

Contact Officers

Chris Barnes

Infrastructure Pipeline
Programme Director, TfGM

chris.barnes@tfgm.com

Richard Nickson

Programme Director (Cycling
and Walking), TfGM

richard.nickson@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

The GMCA is requested to approve the funding draw down requests.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing		
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		Schemes are being developed to promote greater use of public transport and sustainable travel modes, and to incorporate other carbon reduction measures where possible (for example, Bury Interchange).
Further Assessment(s):	Equalities Impact Assessment and Carbon Assessment	
G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.
		RR Negative impacts overall.

Carbon Assessment

Buildings	Result	Justification/Mitigation		
New Build residential	N/A			
Residential building(s) renovation/maintenance	N/A			
New build non-residential (including public) buildings	N/A			
Transport				
Active travel and public transport				
Roads, Parking and Vehicle Access				
Access to amenities				
Vehicle procurement	N/A			
Land Use				
Land use	#####			
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management

The recommendations of this report will directly support Bee Network scheme delivery and enable prioritised infrastructure expenditure. This will directly assist in mitigating the programme risk of not fully expending the available budget. A programme risk register is maintained and updated regularly by TfGM.

Legal Considerations

Legal Delivery Agreements and legal side-letters will be produced and implemented for full scheme and development costs approvals as appropriate.

Financial Consequences – Revenue

No specific financial (revenue) consequences.

Financial Consequences – Capital

Referenced throughout the report.

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

- 24 June 2022 – City Region Sustainable Transport Settlement – Final Scheme list
- 30 September 2022 – GMCA CRSTS Governance and Assurance
- 28 October 2022 – GMCA 2022/23 Capital Update – Quarter 2
- 10 February 2023 – GMCA Capital Programme 2022/23 – 2025/26
- 26 May 2023 – GMCA Transport Capital Programme (re-baselined Scheme List)
- 30 June 2023 – GMCA CRSTS Assurance (Outline and Full Business Case stages)
- 26 October 2023 – BNC CRSTS Assurance Updates (Outline and Full Business Case stages)

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

Yes

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? No

1. Background

CRSTS

- 1.1. The transport infrastructure pipeline is a key enabler to achieving the Bee Network – Greater Manchester’s vision for an integrated ‘London-style’ transport system.
- 1.2. Following the announcement of the Government’s Network North plan on 4 October, engagement with DfT officials regarding the indicative c£2.5bn allocation for Greater Manchester for the period April 2027 to March 2032 that formed part of this announcement is ongoing. When added to GM’s £1.07bn settlement for CRSTS1, which covers the five year period up to March 2027, this indicative allocation contributes to an overall pipeline to the end of the financial year 2031/32 of c£3.5bn.
- 1.3. Subsequent to the previously reported sharing of a draft CRSTS1 re-baselining response with DfT officials, GM’s formal re-baselining response has now been submitted to Government. As previously advised, the response aligns with the principles and associated delivery plan included in the May 2023 GMCA Transport Capital Programme report.
- 1.4. The development of GM’s proposals for CRSTS2 will be informed by the Local Transport Plan (LTP) process, which was reported to the October meeting of BNC. Regular updates on progress will be brought to this Committee on an ongoing basis.
- 1.5. Work to develop and deliver the schemes within the Transport Capital Programme continues at pace. To date, 48 out of 60 CRSTS Strategic Outline Business Cases (SOBCs) have been approved and c£302m of the £1.07bn CRSTS1 funding has been released. There are currently two SOBCs in review or pending approval with three further SOBC submissions expected in December, with the expectation being that this will lead to a number of CRSTS drawdown requests being brought to the January 2024 meeting of BNC.

Active Travel

- 1.6. As previously reported to GMCA, following programme entry, Local Authority partners can proceed with the development of their Active Travel schemes, including progressing the necessary powers and consents to obtain full approval of their scheme Business Cases and draw down the necessary delivery funding.

- 1.7. The recommendation to provide delivery funding approval for the GM Walking and Wheeling at Signalised Junctions scheme set out below, was endorsed by the GM Active Travel Programme Board on 7 December 2023, following a review of the Full Business Case (FBC) by TfGM's Active Travel programme team. Full approval will enable the scheme to progress to completion by means of a legal delivery agreement.

2. Funding Draw Down Requests

Full Approval: GM Walking and Wheeling at Signalised Junctions

- 2.1. Currently across Greater Manchester, 14% of existing signalised junctions provide no signal crossing facilities for people walking and wheeling. The priority for this scheme is to deliver benefits quickly by introducing safe walking and wheeling crossing facilities at seven junctions where no crossing facilities currently exist; and where there are no agreed plans to deliver enhanced junctions crossing facilities in the future.
- 2.2. The selected junction locations are all near key local destinations and, where possible, adjacent to recent highway works to minimise overall cost and ensure efficiency. The delivery of these crossing facilities will support an increase in active travel for those people living in the areas concerned. The scheme is being led by TfGM, working closely with Local Authority partners.
- 2.3. The scheme is proposed to be funded through Greater Manchester's Active Travel Fund – round 4 (ATF4) programme and was part of the previously successful bid to Active Travel England. It has a total ATF4 funding ask of £1.75m, including £0.24m of development funding previously approved by BNC in July 2023. Following a full business case review by the Active Travel programme team, the scheme is regarded as having strategic value.
- 2.4. BNC is requested to approve the drawdown of the £1.51m balance of ATF4 funding to enable full delivery of the Walking and Wheeling at Signalised Junctions project.

Active Travel Fund (ATF): Development Funding Approvals

- 2.5. On 29 July 2022 and 26 May 2023, GMCA approved proposals to use the established MCF governance processes to provide scheme assurance and secure funding approvals for GM's ATF3 and ATF4 programmes.
- 2.6. Under MCF governance, scheme promoters submit a development cost budget request which, once agreed, provides the confidence that all reasonable development costs will be funded.
- 2.7. Details of the Active Travel Fund schemes for which Development Cost funding approval is sought from BNC, is set out below. These forecast development costs have been reviewed by TfGM and are affordable within the relevant Active Travel fund budgets. Further updates will be brought to BNC in due course.
 - **Stockport – Romiley to Stockport Route (Stockport East)** has an ATF4 development cost funding ask of £0.18m. The scheme will deliver a step change for walking and cycling in Romiley Centre and facilitate trips to local employment, education, retail, and leisure destinations. Works include delivery of a crossings package within the centre, and the first phase of the Romiley to Stockport cycle route which forms part of a proposed network of routes into Stockport Town Centre from the east.
 - **Stockport – Ladybrook Valley** has an ATF4 development cost funding ask of £0.33m. The Ladybrook Valley Phase 2 works form an off-road path within a river valley connecting Bramhall Park Road to Ladybridge Road, where it links via an existing Toucan crossing to a previously built section of path. Spurs from the path which connect to residential areas in Cheadle Hulme form part of the scheme.
 - **Stockport – Heatons Link Phase 2** has an ATF4 development cost funding ask of £0.23m. The Heatons Cycle link is a 6.5km project which connects the Fallowfield Loop to the TransPennine Trail. Phase 2 will provide improvements to existing on and off-road routes and their associated connections.



Bee Network Committee

Date: Thursday 14 December 2023
Subject: Network Planning and Review Process
Report of: Stephen Rhodes, Director of Bus, TfGM

Purpose of Report

To gain approval for the proposed approach to reviewing and evolving the franchised bus network.

Recommendations:

The Committee is requested to:

1. Note and endorse the proposed approach to reviewing and evolving the franchised bus network through a programme of Network Reviews;
2. Approve the proposed Network Planning Guidelines;
3. Approve the 12-month programme of Network Reviews;
4. Note and comment as appropriate on changes to the non-franchised network set out in Appendix 3 and agree that no action is taken; and
5. Approve the proposed changes to subsidised services set out in Appendix 3.

Contact Officers

Alison Chew, Deputy Director of Bus, TfGM

alison.chew@tfgm.com

Jenny Coates, Senior Bus Development Manager, TfGM

jenny.coates@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

The GMCA is requested to note the positive outcome of the Benefits Decision Tool. Future specific interventions/proposals will be subject to a similar detailed assessment as part of the network review process, which is the subject of this paper.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing	G	
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		Increase public transport use via modal shift away from private car
Further Assessment(s):	Equalities Impact Assessment and Carbon Assessment	
G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.
		RR Negative impacts overall.

Carbon Assessment

Overall Score		
Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New build non-residential (including public) buildings	N/A	
Transport		
Active travel and public transport		This proposal considers an overall approach to the network review process. Specific interventions and their impacts will be considered at a later date.
Roads, Parking and Vehicle Access		This proposal considers an overall approach to the network review process. Specific interventions and their impacts will be considered at a later date.
Access to amenities		This proposal considers an overall approach to the network review process. Specific interventions and their impacts will be considered at a later date.
Vehicle procurement	N/A	
Land Use		
Land use		
No associated carbon impacts expected.		High standard in terms of practice and awareness on carbon.
		Mostly best practice with a good level of awareness on carbon.
		Partially meets best practice/ awareness, significant room to improve.
		Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management

Risks relating to the network review process will be considered as part of TfGM's Bus risk management approach

Legal Considerations

It is likely that the network review process will include a period of consultation, particularly if the changes being proposed constitute a formal variation to the routes that are currently listed within the Greater Manchester Franchising Scheme for Buses 2021 (the Franchising Scheme). The Transport Act 2000 (as amended by the Bus Services Act 2017) sets out the process that GMCA would need to follow should any formal variations to those routes be needed. This is likely to take place whenever 1) a new route is introduced, 2) an existing route is withdrawn or 3) there are changes to the description, or stopping places, of a route as identified in the Franchising Scheme.

For these formal variations, there is a six month notice period that needs to be given before the changes can come into effect.

Financial Consequences – Revenue

There are no direct financial implications associated with the network review proposals contained within this report. Future network recommendations will be reported at a later date. The financial implications arising from the changes to the non-franchised network are reported in Part B.

Financial Consequences – Capital

There are no direct financial implications associated with this report. Any associated infrastructure recommendations will be reported at a later date.

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

Greater Manchester Bus Strategy: Better Buses for the Bee Network – Report to Bee Network Committee, 27 July 2023 [BNC 20230727 Greater Manchester Bus Strategy \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk/bnc-20230727-greater-manchester-bus-strategy)

Tracking/ Process

Does this report relate to a major strategic decision, as set out in the GMCA Constitution? Yes

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency? No

1. Introduction

- 1.1. Network Reviews will play a key part in optimising the Bee Network and, in particular, achieving the ambitions of the newly approved Bus Strategy, as part of a holistic, multi-modal approach. They will provide a mechanism to develop the bus network in a coordinated, planned and efficient manner, complementing and building on all other modes, and will be informed by the adoption of new network planning guidelines. This will become possible through the implementation of Bus Franchising, as the planning of the bus network comes under TfGM control on behalf of GMCA.
- 1.2. Subsequently, the Network Review process will be implemented in three tranches, mirroring the implementation of bus franchising across Greater Manchester, enabling the process to benefit from having access to improved network-wide data and management information for the first time, building up a more complete and comprehensive picture as time goes on.
- 1.3. The adoption of Network Reviews forms part of the Greater Manchester Bus Strategy 2023 and will form part of the refreshed Local Transport Plan (Greater Manchester Transport Strategy 2040).
- 1.4. This report outlines the approach which will be taken to implement these reviews and the proposed programme for the next 12 months.
- 1.5. Furthermore, details of changes to the existing non-franchised bus network are included in section 6 and in an appendix to this report.

2. Evolving our Network

- 2.1. Our first priority is to implement franchising effectively and embed new data flows, technology, intelligence and new ways of decision making. To do this, it is essential that TfGM has flexibility to manage and improve day to day operations on behalf of the GMCA, reporting operational changes for information to this Committee.

- 2.2. There may also be occasions where the network may be amended as opportunities for growth arise. However, more significant, or strategic changes to the Bee Network will be determined through a rolling programme of network reviews, and approved by this Committee. Where a variation to the Scheme is proposed, final approval must also be sought from the Mayor (in accordance with the powers set out in the Transport Act 2000 (as amended by the Bus Services Act 2017)).
- 2.3. Table 1 below outlines the different types of changes to the franchised bus network:

Table 1: Types of network change

Change Type	Description
Operational Improvements	Timetable, route or fleet changes to address performance issues.
Growth Opportunities	Additional frequencies, trips, capacity or routes, where opportunities for growth are identified.
Network Reviews	Longer term strategic changes or deviations from the Franchising Scheme.

- 2.4. With the introduction of franchising, and the accompanying commitment of full accountability for the network, there is likely to be a range of views around how bus services should evolve.
- 2.5. Subsequently, a structured, evidence-base process is needed, which allows engagement and input from customers, communities and key stakeholders (including members and local authorities) at key points. This will feed into a clear decision-making framework, allowing the integrity of the network to be maintained.
- 2.6. The Network Review process will provide a consistent, proactive and efficient means to make sure we are making the best choices when evolving our network.

In practice this will see each tranche divided into smaller area-based networks or themes, with the Bee Network Committee agreeing an annual published rolling programme of these reviews each year.

- 2.7. Engagement with members, district Bee Network Forums (where in place), community groups and district officers will be integral and will help inform the base position and identify local strategic priorities.
- 2.8. The process will take an integrated approach to consider multi-modal opportunities holistically, as well as to ensure any changes support the ambitions of our strategic plans such as Greater Manchester's Transport Strategy 2040.

3. Network Review Process

- 3.1. The reviews will be comprehensive and could take up to 12 months to complete and fully implement, however timescales associated with individual actions may in some instances mean the overall process can be completed sooner than this wherever possible.
- 3.2. The process will be made up of 5 stages, detailed below and outlined in Figure 1 (page 9), with indicative timings provided for each, which may flex during the course of a review:
- 3.3. Stage 1 - Engagement:
 - An integrated approach will be taken to consider multi-modal network opportunities as a whole and to align with strategic objectives.
 - Engagement with District Officers, members and community groups will form an integral part to ensure we are understanding local priorities and agree common objectives/priorities.
 - Also informed by insights derived from customer feedback.
- 3.4. Stage 2 – Appraisal:
 - Common approach to appraisal and recommendations adopted for the network.

- Evidence based, data driven, transparent process.
- Recommendations will be informed by Network Planning Guidelines (see section 4).
- Application of our Public Sector Equality Duty and meaningful consideration of equality impacts (including socio-economic), safety, accessibility and comfort, with equality impact assessments undertaken on proposed recommendations.

3.5. Stage 3 – Consultation

- There is likely to be a degree of public consultation during each review.
- There is also a Legal requirement for public consultation if any variation of the Franchising Scheme is proposed – this is outlined in Legal Considerations at the top of this report.

3.6. Stage 4 – Approval:

- The final set of recommendations will be submitted to the Bee Network Committee for approval. Where a variation to the Scheme is proposed, final approval will be sought from the Mayor (in accordance with the powers set out in the Transport Act 2000 (as amended by the Bus Services Act 2017)).

3.7. Stage 5 – Mobilisation:

- Legally required to have a minimum 6-month mobilisation period, between approval and implementation, where a change to the Franchising Scheme is proposed.

Figure 1: Indicative timeline for a network review

Indicative timeframe	Activity	Estimated duration
Months 1-3	Engagement and base data established. Objectives agreed	Up to 3 months
Months 3-6	Analysis, option generation, appraisal and recommendation	Up to 3 months
Months 6-9	Consultation	Circa 2 months
	Approval	Circa 6 weeks
Months 9-12+	Mobilisation	Up to 6 months

4. Network Planning Guidelines

- 4.1. The Greater Manchester Bus Strategy 2023 outlines seven principles to help shape the future bus network in order to contribute to strategic, economic, social and environmental objectives and achieve the ambitious target of 30% patronage growth by 2030. These principles have been further developed to provide consistent guidance for the network planning process that will form the basis of the review programme outlined above, ensuring the network is developed in a coherent way.
- 4.2. The first six of these and their importance to customers are set out below:
- 4.3. **Comprehensive.** People need access to convenient transport at all times. A comprehensive network providing people with access to employment, education and key services such as shops, hospitals, and transport interchanges.

- 4.4. **Simple.** People need to find the network easy to understand and use. To encourage greater use of bus services our network design aims to minimise complexity, ensuring it is as simple as possible for existing and potential passenger to understand and navigate.
- 4.5. **Frequent.** Low waiting times are highly valued by passengers, and a frequent bus service is a key factor in encouraging increasing bus use.
- 4.6. **Direct.** Bus users value low journey times and we aim to provide services (either to ultimate destinations or interchange points) that run as directly as possible.
- 4.7. **Reliable.** People need to be able to depend on their buses. A reliable service has more predictable waiting times and journey times, making it more attractive and building customer confidence and encouraging greater use.
- 4.8. **Integrated.** The bus network needs to be planned as part of a broader integrated transport network with all other modes, taking advantage of the complementary integrated approach to fares and ticketing, to broaden catchment areas minimise overall public transport journey times.
- 4.9. The seventh guideline recognises the need for the network to be **Cost Effective**, to ensure that we can provide a stable and dependable network for our customers. This is essential to addressing social, economic and environmental objectives.
- 4.10. There are inevitable tensions between the different service planning guidelines, and so trade-offs will be needed to achieve a balanced outcome between – for example – journey times, frequency and coverage. An equality impact assessment will be undertaken for each review to consider these factors. This will be complemented by an analysis of access to activities in an overall evaluation of proposed service changes.
- 4.11. More detail on how these guidelines will be used in supporting the justification and validation of proposals for network change in a consistent way across the bus network, is provided in Appendix 1.

5. Next Steps

5.1. A programme of Network Reviews is appended to this report for approval. Currently the following Tranche One and Two services are proposed for review between November 2023 and November 2024, these nine reviews are:

- Bolton Local Routes¹
- Bolton Radial Routes²
- Wigan Local Routes
- Leigh Local Routes
- Salford Radial Routes
- Bury Radial Routes
- Wigan & Leigh Radial Routes
- Oldham Local Routes
- Oldham Radial Routes

5.2. The first reviews will commence in the Tranche 1 area, with Tranche 2 routes starting to be reviewed approximately three months following commencement of Tranche 2. Each review will last around 12 months, but this may vary depending on consultation requirements.

6. Non-franchised bus service changes

6.1. Changes to services operating under TfGM permit in the Tranche 1 area: one change to a service subsidised by Lancashire County Council which took effect at the end of November and two changes to commercial cross-boundary services due to take effect in January 2024.

¹ Local services are defined as the services which specifically serve residential communities in the area and are anchored within the district.

² Radial services are defined as the services covering the major radial corridors into Manchester and to the relevant district centres.

- 6.2. Changes to services operating commercially in the non-franchised area:
Proposed withdrawal of the Oldham — Huddersfield service due to take effect in December 2023. TfGM and West Yorkshire Combined Authority will be jointly funding the service, maintaining the current level of service, from December until the start of the Tranche 2 franchised services in March 2024.

Appendix 1: Network Planning Guidelines

1. The Comprehensive Network
Confirms the Bus Strategy aim to (as far as possible) provide a daytime bus service within 400m of people's homes, and the target that this service will be at least half hourly for 90% of residents.
Describes the approach in cases where this is not practical or good value.
Sets out corresponding principles for evening, Sunday and night services.
Emphasises the importance of good access in town centres, and the role of interchange in extending the range of journey opportunities.
Describes the conditions where Local Link services will be considered.
2. The Simple Network
Sets out principles for standard routings; clock-face timetables; consistent start and finish times; simple frequency patterns; and unique route numbers.
Service changes limited to certain dates within the year, unless needed to address an urgent issue.
3. The Frequent Network
Emphasises the importance of a core network of frequent services in supporting the demand growth target in the Bus Strategy.
Sets out frequency guidelines for daytime, evening and Sunday services, for each of core, local and inclusion services – though notes that delivery will be dependent on the level of funding available.
Notes where exceptions will apply in certain specific markets.
Confirms the minimum service level to be hourly, for Mon-Sat daytimes.
Provides guidance on co-ordinating timetables for parallel services, and on capacity planning

4. The Direct Network

Sets out the role of the core network in providing direct routeings to complement rail and Metrolink

Highlights trade-offs between directness and network coverage, and the approach to balancing these factors on a network basis.

5. The Reliable Network

Summarises principles for setting scheduled journey times and recovery times.

Notes that long routes can be difficult to operate reliably, and so will be avoided - with longer passenger trips catered for through interchange on bus or transfer to rail/Metrolink, or alternatively through express services.

Areas with significant traffic variation will also be avoided - though where this places undue constraints on meeting travel patterns, bus priority or traffic enforcement measures will be considered.

Where services are disrupted by road works, special schedules or temporary bus priority should be considered.

6. The Integrated Network

Describes the importance of planning the bus network in the broader context of an integrated network, and emphasises the importance of frequent services in making interchange easier.

Sets out guidance on specifying services to facilitate interchange - including first and last services, and the approach to timetabled connections between low frequency services.

Notes the wide range of possible interchange locations, and the need to ensure they are safe, attractive, and that walk times between services minimised and clearly signposted.

7. The Cost-Effective Network

Notes that financial sustainability is essential for the network to address wider objectives, with funding coming from both fares revenue and subsidy.

Aim is to allocate resources to provide the best value to passengers from this funding. In this context, important to support services with strong potential to generate revenue for cross-subsidy – and such services also drive progress towards the Bus Strategy 30% demand growth target.

Highlights the need to keep the network under review, as travel patterns change over time.

Summarises the approach taken to improve the integration between school and general bus services.

Sets out a high-level description of the principles used to allocate resources:

- The financial effects of any service change proposal (on both operating costs and revenues) will be assessed.
- There are tensions between the different service planning principles, and so trade-offs are needed to achieve a balanced outcome - with an assessment of passenger impacts considering changes in walk time, wait time, in-vehicle time, and any need to change between services.
- This will be complemented by an analysis of access to activities in an overall appraisal of proposed service changes.

Appendix 2: Network Area Review Programme

	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	
	1 2 3 4	1 2 3 4 5	1 2 3 4	1 2 3 4 5	1 2 3 4	1 2 3 4	1 2 3 4	1 2 3 4 5	1 2 3 4	1 2 3 4 5	1 2 3 4	1 2 3 4	1 2 3 4 5	
Tranche 1: Bolton local & radial services		Bolton											Ongoing	
		Engagement				Appraisal		Consultation		Approval		Mobilisation		
Tranche 1: Wigan & Leigh local services					Wigan & Leigh								Ongoing	
					Engagement		Appraisal			Consultation		Approval		
Tranche 1/2: Salford & Bury radial services, Wigan & Leigh radial services					T2 Live			Salford, Bury, Wigan					Ongoing	
							Engagement			Appraisal				
Tranche 2: Oldham local & radial services										Oldham			Ongoing	
									Engagement					

Appendix 3: Summary of Changes to Bus Services

Changes Prior to Date of Committee

Operator	Service Number	Route	Effective Date	New, Variation of Cancellation	Comment
Preston Bus	312	Wrightington Hospital – Appley Bridge – Skelmersdale	27/11/2023	Variation	Service 312 replaced by service 311 providing the same links between Wrightington Hospital and Skelmersdale (although operating direct along Ormskirk Road in Hall Green), then extending to Ormskirk. This follows a change to an LCC contract related to BSIP funding and only briefly enters GM at Shevington Vale.

Forthcoming Changes

Operator	Service Number	Route	Effective Date	New, Variation or Cancellation	Comment
Arriva Merseyside	360	Wigan – Platt Bridge – Golborne – Newton le Willows – Warrington	21/01/2024	Variation	Commercial timetable change (reduction in frequency of Monday to Saturday service from every 40 minutes to hourly).
Arriva Merseyside	395	Wigan – Skelmersdale	21/01/2024	Cancellation	Withdrawal of Monday – Saturday half hourly service. Services 375 and 385 continue to provide links along the Ormskirk Road/Orrell Road corridor on an hourly frequency (half hourly combined).

Operator	Service Number	Route	Effective Date	New, Variation or Cancellation	Comment
First West Yorkshire	184	Oldham — Huddersfield	09/12/2023	Commercial service to be replaced by subsidised service	<p>This service was proposed for withdrawal, but TfGM and West Yorkshire Combined Authority will be jointly funding the service, maintaining the current level of service, from December until the start of the Tranche 2 franchised services in March 2024.</p> <p>The financial implication is reported in Part B</p>

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