



BEE NETWORK COMMITTEE

DATE: Thursday, 21st March, 2024

TIME: 10.00 am

VENUE: Main Hall, Friends Meeting House, Mount Street,
Manchester, M2 5NS

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.

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.

- 3. Chair's announcements and Urgent Business**

- 4. Minutes of the meeting held on 22 February 2024** 5 - 12

To consider the approval of the minutes of the meeting held on 22 February 2024.

- 5. Bee Network Performance** 13 - 38

Report of Alex Cropper, Chief Network Officer, TfGM

- 6. Greater Manchester HS2 and NPR Programme - Network North** 39 - 48

Report of Martin Lax, Transport Strategy Director, TfGM

- 7. 24-hour Transport Pilot** 49 - 64

Report of Martin Lax, Transport Strategy Director, TfGM and Stephen Rhodes, Director of Bus, TfGM

- 8. Transport Capital Programme - To Follow**

Report of Chris Barnes, Infrastructure Pipeline Programme Director, 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

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This agenda was issued on Wednesday, 13 March 2024 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, 22ND FEBRUARY, 2024 AT GMCA OFFICES, 56 OXFORD STREET,
M1 6EU**

PRESENT:

Councillor Eamonn O'Brien (in the Chair)	Bury
Councillor Howard Sykes	Oldham
Councillor David Meller	Stockport
Councillor Hamid Khurram	Bolton
Councillor Alan Quinn	Bury
Councillor Tracey Rawlins	Manchester
Councillor Grace Baynham	Stockport
Councillor Warren Bray	Tameside
Councillor Aidan Williams	Trafford
Councillor Chris Goodwin	Oldham
Councillor Mike McCusker	Salford
Councillor John Vickers	Wigan

OFFICERS IN ATTENDANCE:

Eamonn Boylan	GMCA
Melinda Edwards	GMCA
Ninoshka Martins	GMCA
Ronald Neilson	GMP
Peter Boulton	TfGM
Anne Marie-Purcell	TfGM
Alison Chew	TfGM
Daniel Vaughan	TfGM
Nick Roberts	TfGM
Rosalind O'Driscoll	TfGM
James Baldwin	TfGM
Stephen Rhodes	TfGM
Martin Lax	TfGM

BOLTON

MANCHESTER

ROCHDALE

STOCKPORT

TRAFFORD

BURY

OLDHAM

SALFORD

TAMESIDE

WIGAN

OFFICERS IN ATTENDANCE:

Dave Abdy	TfGM
Kate Green	TfGM
Lucy Kennon	TfGM

BNC/68/23 Apologies

Apologies for absence were received from Councillors Phil Burke, Elaine Taylor, Dan Costello, James Gartside, Paul Prescott, and Paul Dennett.

BNC/69/23 Declarations of Interest

No declarations of interests were received in relation to any item on the agenda.

BNC/70/23 Chair's announcements and Urgent Business

1. 'One Month to Go' event

The Chair reported that the 'One Month to Go' event took place in Bury on Monday 19 February and went on to share the following the headlines:

- Half of Greater Manchester's bus services would be under local control when phase two of bus franchising launches in Oldham, Rochdale and parts of Bury, Salford and north Manchester on 24 March.
- Bus service improvements include more frequent and earlier and later services; pre-franchise service reductions reversed, and plans being developed to improve performance on the worst performing routes.
- All-night bus pilot set to launch later this year providing 24/7 bus services for people working in the nighttime economy on the V1 and 36 routes.
- New journey planner and bus tracker function on the Bee Network app due to launch by 24 March.
- A further 30 new TravelSafe Support and Enforcement Officers were being recruited to patrol franchised bus services, bus stations and interchanges.
- 50 more new Zero Emission Buses and 84 new, best-in-class fully branded, Euro 6 Bee Network buses will be introduced into the fleet in the coming months.
- The move paves the way for a fully integrated network across Greater Manchester by January 2025 – and savings of up to 20% available for passengers' using buses and Metrolink using the Bee AnyBus + Tram ticket.

2. Business Transport Advisory Council Launch

Given that members had previously highlighted the need to engage with businesses to help inform future strategies, the Chair acknowledged the launch of the Business Transport Advisory Council (BTAC). BTAC would meet once a quarter to discuss strategic transport issues that matter to the business community in the city region and will offer guidance, challenge and advice to TfGM and GM's Transport Commissioner, Vernon Everitt. This initiative would help shape a transport system that meets the needs of businesses today but also paves the way for a more sustainable and improved network that drives further growth.

3. Feedback from meeting with Chief Constable Watson

The Chair reported that a meeting had been held with Chief Constable Watson to discuss and agree the challenges and opportunities of developing and taking forward a locally agreed approach prior to DfT publishing a refreshed Circular 01/2007 in relation to the use of speed and red-light cameras.

The issue of road policing was recognised to be critical to improving road safety and the Chair went on to share a list of targeted interventions including the doubling of strength of the traffic department and tactical vehicle interception unit which had resulted in a higher number of arrests and more importantly had seen to have a positive impact in reducing the number of road traffic collisions.

The opportunity available to work together with police community support officers to deliver speeding operation and the utilisation of temporary speed cameras as part of the wider mix of interventions was suggested. In addition to that, the use of ANPR cameras that were installed as part of the formerly planned Clean Air Zone to track down stolen vehicles and locate uninsured drivers which were often those that are involved in road offenses was highlighted as an intervention for consideration.

It was strongly felt that there was a lack of flexibility around the criteria for the establishment of speed cameras and in agreeing the next steps the Chief Constable welcomed opportunity to work together to deliver Greater Manchester's ambition for Vision Zero through the refresh of the camera handbook criteria.

4. Vision Zero – Online Feedback Survey

Last month, the Bee Network Committee and Greater Manchester Combined Authority endorsed a Vision Zero Strategy for the city-region. The online feedback survey went live on Monday 12 February and was set to run until Sunday 10 March, providing individuals and organisations an opportunity to share their personal experiences and thoughts on the region's roads. This would help inform the development of an action plan that would be brought to Committee following the period of stakeholder and public engagement on the strategy.

5. Stockport Interchange

The Chair reported that Stockport's new interchange was set to open on 17 March 2024 and therefore extended an invite to the opening event to members of the Bee Network Committee.

RESOLVED/-

1. That the update in relation to the 'One Month to Go' event that took place in Bury be noted.
2. That the launch of the Business Transport Advisory Council be noted.
3. That the update in relation to the meeting held with Chief Constable and plans to work together to deliver Greater Manchester's ambition for Vision Zero through the refresh of the camera handbook criteria be noted.
4. That it be noted that the online vision zero feedback survey went live on Monday 12 February and would run until Sunday 10 March, providing individuals and organisations an opportunity to share their personal experiences and thoughts on the region's roads and would help inform the development of an action plan that would be brought to Committee following the period of stakeholder and public engagement on the strategy.

5. That it be noted that the Stockport Interchange was set to open on 17 March 2024 and therefore an invite to the opening event was extended to members of the Bee Network Committee.

BNC/71/23 Minutes of the meeting held on 25 January 2024

RESOLVED/-

That the minutes of the Bee Network Committee held on 25 January 2024 be approved as a correct record.

BNC/72/23 TravelSafe Update

Consideration was given to a report that provided an overview of the extensive work done by the TravelSafe Partnership (TSP) during 2023.

Members noted the good work and suggested the same be replicated across all existing and new interchanges across the network including.

There was strong consensus around the need for GM to develop a zero-tolerance policy against antisocial behaviour, officers noted the comments raised and advised members of the work that was currently underway with schools to where a static youth hub at Ashton interchange had been trailed during summer months. In addition to that as part of safer streets round 4 (joint bid with BTP) 30x VR headsets had been procured to help young people understand the impact of antisocial behaviour. Members were therefore invited to trial the VR Headset initiative that was being rolled out as part of the Travel Safe Partnership Educational Programme.

The challenges with drivers being isolated from passengers was seen as adding to the lack of perception of safety for travel during later hours. Officers explained that further campaigns had been planned to increase awareness of existing support available to staff and passengers to report via GMP LiveChat and 'Rate my Journey' feature of the Bee Network application.

As part of additional measure, it was reported that Metrolink had recruited a city centre-based team of Customer Service Representatives and from late September 30 TravelSafe Support and Enforcement Officers were to be introduced onto the network. It was requested that the number of incidents linked to homelessness be shared with Councillor Sykes following the meeting, noting that the report referenced a 337% increase. Officers explained that the significant increase in the number of reports associated with homelessness across both Metrolink and the bus network was due to increased overnight site monitoring.

It was queried whether the use of facial recognition could be used to recognise repeat offenders. Officers explained that due to rules around GDPR this would prove difficult however the sanctions used on buses was explained stating that the exclusion notices and removal of travel passes were effective deterrents and advised that plans were underway to extend this approach to Metrolink. Where young people were involved, work would be done with community safety teams and schools to enforce sanctions.

With regards to the GM Bike Hire Scheme, it was reported that a regular programme of policing activity had commenced alongside inclusion in wider Partnership operations which had seen to result in 131 bikes being recovered.

Members welcomed the work being done through operation AVRO and noted the need for operations to be embedded correctly to understand trends and accordingly target interventions.

It was noted that there had been a rise in the number of reported incidents over the last quarter across the bus network including at interchanges and bus stations. This was as a result of successful campaigns that had encouraged reporting from bus passengers, alongside the introduction of Travel Safe and Enforcement Officers at the end of September, with a increased staff presence also adding to an increase in reporting.

RESOLVED/-

1. That the contents of the report be noted.
2. That the work underway to incorporate regular TravelSafe reporting, activity, and outcomes into the quarterly BNC performance report be noted.

3. That it be agreed that the number of incidents linked to homelessness be shared with Councillor Sykes following the meeting, noting that the report referenced a 337% increase.
4. That it be noted that an invitation had been extended to members of the Bee Network Committee to trial the VR Headset initiative that was being rolled out as part of the Travel Safe Partnership Educational Programme.
5. That the progress made in relation to the recently launched fare evasion plan be noted as below:
 - 50 additional, visible front line staff members, bringing the total to circa 170 across the Metrolink network.
 - Inspections were expected to increase from 4 million to 5 million tickets every year based on which Metrolink was likely to fine 100,000 fare evaders per year by March 2024, and take a further 5,000 fare evaders to court over unpaid fines.
 - New inspection devices were enabling revenue protection teams to identify persistent fare evaders.
 - Fare evasion reduced from just over 16% in July 2023 to 10.6% in January 2024.
 - Metrolink was reported to be on target to generate an additional circa £2m net revenue per year that was a key component of the Financial Sustainability Plan for 2023/24.

BNC/73/23 Transport Capital Programme

Consideration was given to a report that provided an overview of the current position on the Greater Manchester Transport Capital Programme. The report also included a number of recommendations in order to support the continued development and delivery of the programme.

Officers were requested to consider the opportunity for biodiversity net gain through the review of existing bus stops.

In discussing additional interventions to improve active travel, it was noted that Red Routes and the introduction of moving traffic offenses could be utilised as part of the wider mix of initiatives to improve the perception of active travel journeys.

RESOLVED/-

1. That the current position in relation to CRSTS1 and CRSTS2 be noted.

2. That the drawdown £393.5k CRSTS funding for the Manchester: Ancoats Streets for All scheme, as approved by Chief Executive TfGM and GMCA under delegated authority be noted.

3. That the drawdown of CRSTS funding be approved as follows:
 - City Centre Bus and Streets for All Connectivity Programme: £3.66m;
 - Bus Pinch Points and Maintenance Programme: £6.9m;
 - Integrated Measures (Ticketing): £1.35m;
 - Metrolink Renewals: £21.4m; and
 - Next phase of zero emission bus (ZEB) investment: £20.8m

BNC/74/23 Dates & Times of Future Meetings

- 21 March; 10 - 12 PM; Friends Meeting House



Bee Network Committee

Date: Thursday 21st March 2024
Subject: Greater Manchester Transport Network Performance
Report of: Steve Warrener, Managing Director, TfGM

Purpose of Report

To provide the Committee with an overview of the performance of Greater Manchester's transport network for the period December 2023 – February 2024.

Recommendations:

The Committee is requested to:

1. Note and comment on the performance of Greater Manchester's Transport Network;
2. Note the additional vehicles being introduced to strengthen and improve the performance of services in the Tranche 1 area;
3. Notes the improvements being made to the Bee Network App; and
4. Note the Metrolink maintenance and renewals works planned to take place over the next quarter.

Contact Officers

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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 report provides an overview of the performance of the transport network for the period December 2023 – February 2024 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 metrics for reliability, patronage and safety and security.
- 1.3. It highlights some of the interventions being implemented to improve network performance, and outlines major engineering works due to take place on the Metrolink network during 2024 as part of the Metrolink Renewals and Enhancements Programme.

Bus

- 1.4. Punctuality for the franchised network is consistently tracking above both the non-franchised network and the equivalent to the Bee Network this time last year.
- 1.5. Work continues to improve the performance of franchised bus services and a 'Bee Network Operational Excellence Plan' is in place, to build towards the high standards set for the Bee Network and take steps to consistently and reliably meet our targets.
- 1.6. Working with our franchised operators, Go North West and Diamond, timetable changes were introduced in January on 44 services in the Tranche 1 area, to improve reliability on the worst performing and most complained about routes. The changes mean that for some services there has been a change to departure times, for others arrival or departure times have changed along the route, making the timetable more reliable for customers. Early morning and evening trips to/from Standish were also extended allowing more passengers to access early morning bus and train services from Wigan.
- 1.7. Further timetable changes are planned for April which will also help to improve bus punctuality and reliability on services, as well as providing extra capacity. In collaboration with Go North West, these changes include the introduction of 20 additional buses across the Tranche 1 area, including on the popular V1 and V2 Busway services. These additional buses will be introduced in two phases during April, with some being introduced into operation from Sunday 7th April and the

remainder entering service later in the month (from Sunday 28th April). They will initially be introduced on a 12-month trial basis, during which punctuality improvements and associated patronage/revenue growth will be monitored, measured and evaluated.

- 1.8. Development of a 24hr bus pilot is also underway, as detailed in another report on the agenda for Committee's consideration.
- 1.9. Patronage on franchised services has grown steadily since the start of Tranche 1 operations with more than 130,000 passengers being carried by Tranche 1 services each weekday, and nearly 140,000 on some days. To date there have been 17 million passenger journeys on Bee Network services.
- 1.10. Revenue for franchised services continues to exceed forecast. Revenue increased further throughout February and year to date is 24% above budget. However, increased revenue is being offset by higher than anticipated costs.

Metrolink

- 1.11. Metrolink patronage and revenue continue to meet the challenging targets set at the beginning of the financial year. Year to date revenue is 18% up on 2022 and 3% down on pre-pandemic.
- 1.12. A cracked rail crossing at Exchange Square has seen a service change in place with no trams operating on 2CC between Victoria and Exchange Square. The cracked rail crossing has been removed and is with the manufacturer for repair. To provide resilience and ensure service can be restored in the shortest possible time a new rail crossing has also been ordered. Customer information has been provided on stop, via social media and on website. Customer complaints about the service change have been low.
- 1.13. The next 12 months will see major investment to improve the Metrolink network to ensure services remain safe and reliable for years to come.
- 1.14. Metrolink fare evasion has fallen by a third following the introduction of a plan to tackle fare evasion in October 2023. Measures delivered included increasing the penalty fare from £100 to £120, recruiting an additional 50 customer service representatives (CSRs) to bring the total number of frontline staff to 169 across the network and the roll out of new inspection devices.

- 1.15. Since the introduction of the plan, fare evasion has fallen from over 16% (in July 2023) to 10.6% (in January 2024).
- 1.16. Five million tickets are now inspected every year, up from four million, with Metrolink fining 100,000 fare evaders in the past year, while taking a further 5,000 people to court over unpaid fines.

Cycle Hire

- 1.17. In January, Starling Bank were announced as the GM bike hire scheme's first sponsor. The partnership is the biggest commercial sponsorship deal in TfGM's history.
- 1.18. The first Starling Bank branded bikes were on-street (at St Peter's Square) on Friday 16 Feb with 100 bikes re-branded and on-street by Wed 21 Feb. Bike availability remains stable with c.800 bikes available on street at the beginning of March.

Highways

- 1.19. Through the Christmas period seasonal travel behaviour affected congestion levels across GM at retail and town centres and in the Regional Centre. During December, weekend volumes in the Regional Centre were 12% above typical, equivalent to an addition 80k journeys to, from or through the Regional Centre. A programme of interventions was developed and delivered to manage seasonal congestion, events and travel demand. Effective measures delivered as part of the programme, including traffic signal strategies deployed by the Operational Control Centre (OCC), will be adapted and adopted as business as usual.
- 1.20. Works to enhance TfGM's Operational Control Centre are nearing completion. The new space enables bus franchise operators, TravelSafe, GM Police as well as Communications and Control Centre colleagues from TfGM to be co-located, enabling a coordinated approach to managing the Bee Network.
- 1.21. On Friday 26 January, a draft version of Greater Manchester's Vision Zero Strategy was endorsed by the GMCA. Public engagement on the draft Strategy was launched on 12th February and ran until 10th March providing residents and stakeholders an opportunity to help shape the action plan for the implementation of the Vision Zero strategy.

- 1.22. There will be a further public engagement in May which will last around two months. Before a finalised Vision Zero Strategy and Action plan will go before the Greater Manchester Combined Authority (GMCA) later this year.
- 1.23. The programme of bus priority measures continues to be delivered. Salford Bolton Network Improvement (SBNI) works are nearing completion and priority for late running buses at traffic signals has been extended to sites in Wigan, Leigh and Salford (all within the Tranche 1 area). Funding is available for an additional 250 sites.
- 1.24. The 'bespoke' MCFC bus 'shuttles' were launched during February, with usage above expectations, and they have been generally well received by match going fans. Further events related services are being planned and will be in place for the launch of Co-op Live.

Rail

- 1.25. Rail performance has improved in January and February, with increases in punctuality and overall reductions in the number of cancelled services, although half-term weeks in February saw some late notice cancellations due to crew availability. Avanti, Cross Country and Northern all continue to see cancellations due to crew availability impacting at weekends.
- 1.26. The latest ORR quarterly figures (October – December 2023) show Avanti was the worst operator across Great Britain (GB) in terms of Right Time, achieving just 37.2% in the latest quarter (it was 46.3% in the previous quarter, with the latest GB average at 62.2%)
- 1.27. Avanti was the also second worst operator in terms of reliability: cancellations increased from 3.9% in the previous quarter to 11.3%, against a GB total of 4.9%. Cross Country were the worst operator on this measure, officially recording 12.3% cancelled services.
- 1.28. The figures above are based on the Avanti amended train plan in December. Whilst the ORR now publish adjusted figures for pre-cancelled trains (p-codes), removed services from the December plan are not included in these figures. From this, official figures of 11.3% mask a true figure of around an 18% loss of services.

- 1.29. Industrial action by ASLEF drivers took place over 5 days at the end January/early February at individual Train Operating Companies, with a further 9 days of action short of a strike.
- 1.30. TPE performance has stabilised since the introduction of amended timetables in December 2023, with improvements in both punctuality and reliability, although services were affected by the industrial action detailed above.

Communications and Marketing

- 1.31. Strategic communications activity supported a significant update on the Greater Manchester Clean Air Plan in December, including providing media relations and stakeholder communications support to the Mayor of Greater Manchester, Clean Air Portfolio Lead and the GM Clean Air Plan team ahead of a press conference which attracted significant media coverage.
- 1.32. Activity during the period also included supporting public consultation on Goldborne Station and public engagement activity on GM's Vision Zero Strategy.
- 1.33. Given the importance of increasing patronage on public transport, a new integrated campaign has gone live under the 'Get on Board' messaging. It will run from 12 February until 30 April, across poster sites, radio, online display advertising and social media and includes channels we pay for as well as our own. The objective of the activity is to increase patronage and revenue from ticket sales on bus and Metrolink and encourage people to download the Bee Network app.
- 1.34. Thirty-eight press releases were issued throughout the period and more than 100 media enquiries dealt with.

App

- 1.35. The Bee Network app was launched in September 2023 along with Tranche 1 of bus franchising and provided customers with the ability to see real time stops and departure information, purchase multi modal tickets and rate their journey.
- 1.36. To date the app have been downloaded over 315,000 times, over 1.6m journeys have been completed using app tickets and over 13,000 customers have rated their journey, which provides invaluable feedback to improve the network.
- 1.37. As a result of customer feedback, improvements have been developed, including the ability to pay using Google and Apple Pay, which now take 55% of app payments; and continual improvements to the accuracy of real time information.

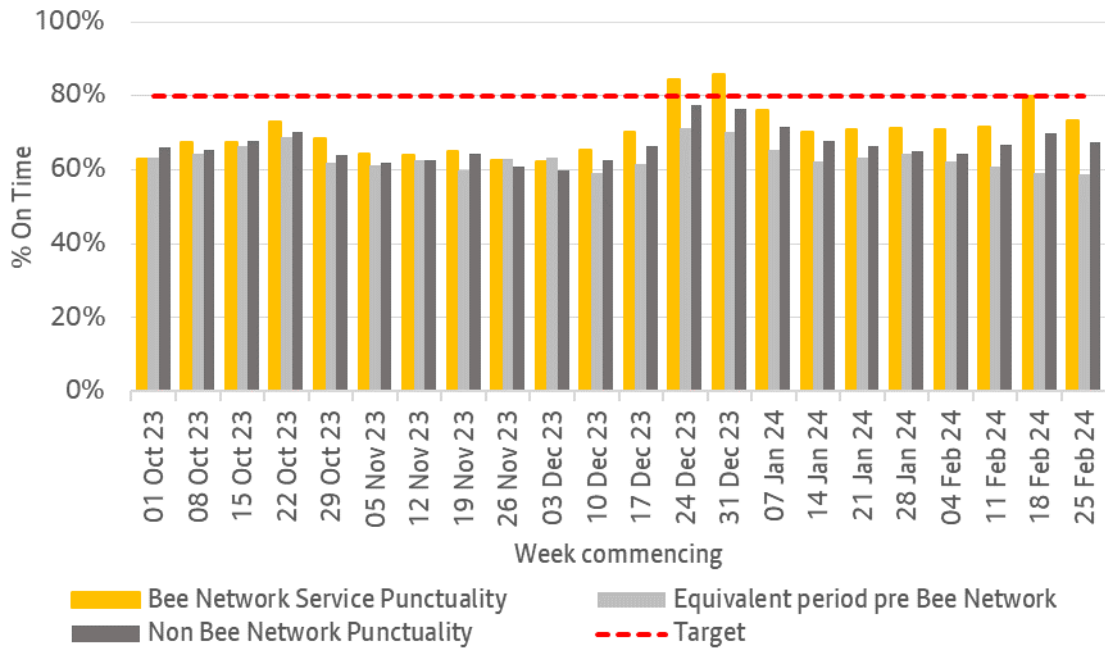
- 1.38. In addition, and to support patronage growth on the network, a Journey Planner feature has been added which enables customers to plan a journey using public transport and purchase the relevant ticket for that journey, where possible.
- 1.39. The Journey Planner was launched on 11 March and has already overtaken the web version, with customers planning over 5,000 journeys per day on the app.
- 1.40. In addition, customers had also asked for bus tracking to be made available to support them using buses across Greater Manchester, especially given some of the challenges we have with congestion.
- 1.41. Bus Tracking will launch on 22 March in time for the launch of Tranche 2.
- 1.42. However, given the complexity of timetable information, diversions, GPS tracking and human behaviour, the bus tracking feature will likely need further development post launch, and an 'in app feedback' feature is available asking customers to support the continued improvement of the app, and these new features, by providing their feedback.

2. Reliability

Bus

- 2.1. Punctuality for the franchised network is consistently tracking above both the non-franchised network and the equivalent to the Bee Network this time last year.
- 2.2. As part of an improvement plan to increase reliability a number of timetable changes were introduced for Bee Network services in January. The changes focussed on 44 of the worst performing and most complained about routes. Further timetable changes are planned for April which will help to further improve bus punctuality and reliability on services, as well as providing extra capacity.
- 2.3. During early March Diamond introduced an additional 35 brand new Bee Network branded single deck buses, meaning that most of the network is now being operated by new vehicles. Breakdowns on affected services should fall as a result. This is also expected to have a positive impact on punctuality.
- 2.4. Delivering on our commitment to transparency and accountability weekly reporting of bus performance was introduced during January. Performance figures are posted on X (formerly Twitter) and linked to a more detailed report on the TfGM website.

Chart 1: Bus Punctuality



Metrolink

- 2.5. Metrolink reliability remains good with high levels of customer satisfaction with punctuality.
- 2.6. An enhanced approach to tackling fare evasion was launched in October 2023 with an increase in the fine for travelling without a ticket, more staff checking tickets and new inspection devices. Since these measures were introduced fare evasion has fallen by a third.
- 2.7. The number of reported incidents of crime and ASB on the Metrolink network has also fallen. Between December 2023 and February 2024 incidents reported to the TravelSafe Partnership were 21% down on the equivalent period between December 2022 and February 2023.
- 2.8. Tram reliability in mean distance between service failures is above target for the fifth consecutive month (five of the previous six months were below target). A reduction in ASB incidents is one factor driving improvements.

2.9. Infrastructure failures affecting service delivery remain above target. Points and signalling issues remain the biggest contributor. Failures are being reviewed to find trends.

2.10. More than £21m will be invested to renew and maintain the Metrolink network over the next 12 months, to ensure services remain safe and reliable. The funding, which is from the government’s City Region Sustainable Transport Settlement (CRSTS), is part of a £147m package to maintain, upgrade and improve the network in the period to 2027.

Chart 2: Metrolink Excess Wait Time (EWT)

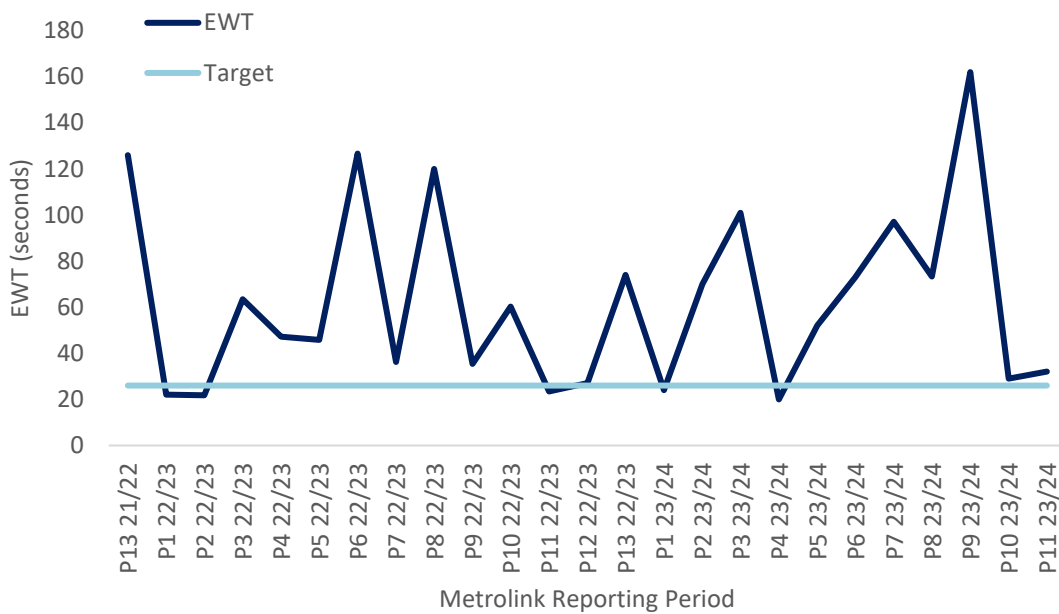
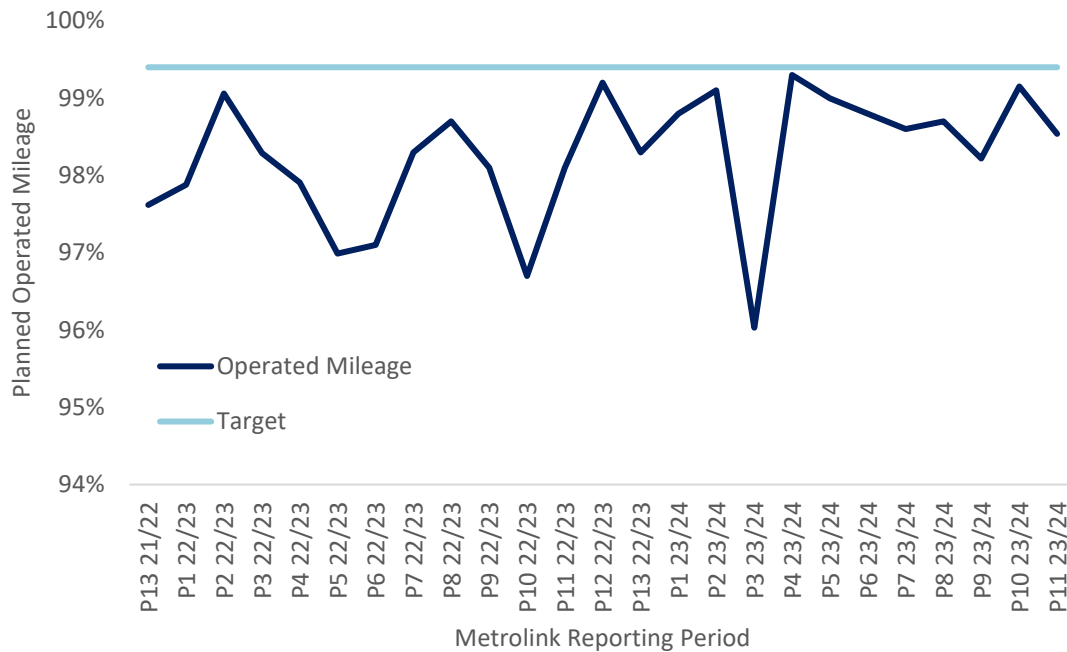


Chart 3: Metrolink Planned Operated Mileage



Highways

- 2.11. In line with the seasonal trend journey time reliability is below target. After recurrent congestion caused by peak time traffic volumes and travel behaviour, roadworks remain the main cause of delay and the biggest challenge to delivering reliable journeys across the network.
- 2.12. The period also saw several weather events affecting reliability. The Met Office have reported that February 2024 was the warmest on record for England but also one of the wettest. Greater Manchester saw 50% to 75% more rain than average (for February) with localised flooding in several locations. Met Office modelling predicts climate change will result in more weather extremes for the UK.
- 2.13. The delivery of bus priority measures continues with SBNI works on schedule and the final element of the scheme (on the A666 Bolton Road South) has started on street. Priority for late running buses at traffic signals has been delivered at over 140 junctions. Tranche 1 routes have been prioritised. Delivery on Tranche 2 routes will be possible once AVL data from Bee Network buses becomes available. Funding is available for 250 junctions through CRSTS.
- 2.14. Improved crossing and active travel facilities have been commissioned during the period at junctions across GM (including in Bury, Stockport, Salford, Rochdale,

Trafford, Manchester, and Wigan) this includes Mayor's Challenge Fund funded junction upgrade adding segregated cycle facilities at Barlow Moor Road/High Lane/Sandy Lane, Manchester – the final junction upgrade on the Chorlton Cycleway.

- 2.15. The regional centre will see significant schemes delivering improved facilities for cycling and walking over the coming months including Trinity Way and Irwell Street and the extension of the Deansgate Active Travel scheme. The effects of these schemes on highway capacity will be monitored.
- 2.16. As part of Salford Royal Foundation Trust's Trauma Unit development, ITS have delivered four Variable Message Signs (VMS). The signs will help with wayfinding and reduce congestion associated with circulating traffic.
- 2.17. TfGM continues to work with Google on an Artificial Intelligence (AI) project to ensure signal timings are optimised to reduce stop-start traffic and associated vehicle emissions. This initiative has 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.
- 2.18. In the lead up to the launch of the second tranche of Bus Franchising several measures are being put in place to support reliable bus services. A review of traffic signal timings and the identification of any 'hotspots' that cause bus delays along higher frequency bus corridors has been undertaken with interventions being made to improve existing conditions and optimise journey times.
- 2.19. TfGM have also been working with Local Authorities and utilities / works promoters to understand and manage the impact of road works so any clash with the launch of Phase 2 is minimised. TfGM, Local Authorities and Utility companies are working together to improve how road works are undertaken across Greater Manchester, to ensure that these necessary works are planned and implemented in a way that reduces the impact on the travelling public.
- 2.20. In addition, we have invested in four new cctv cameras to provide further visibility across the network where previously we had limited coverage and are installing automatic traffic counters to help us understand traffic volumes for network management purposes.

Chart 4: Highway Journey Time Reliability



Rail

- 2.21. Industrial action by ASLEF members continues to affect passenger numbers, performance, and confidence in the industry. During February ASLEF’s mandate for action was extended by a further six months with 9 out of 10 train drivers voting in favour of continuing industrial action. Industrial action is now in its third calendar year.
- 2.22. Period 11 saw big improvements in performance. Punctuality (PPM) improved for all six GM TOCs. Northern registered increases in PPM of around 8%, with Avanti improving by 13%. Additionally overall cancellations in the period dropped considerably, with Northern and Avanti more than halving their cancelled trains. Avanti resumed a full 3tph on the Euston to Manchester route. Cancellations remain highest for Cross Country services.
- 2.23. However latest ORR quarterly figures (October – December 2023) show Avanti was the worst operator across Great Britain (GB) in terms of Right Time, achieving just 37.2% in the latest quarter (it was 46.3% in the previous quarter, with the latest GB average at 62.2%)
- 2.24. The ORR performance data (October – December 2023), shows an increase in the total number of trains operated in GB compared to the same quarter in 2022.

Nationally, there have been declines in both punctuality and reliability, with more trains operating late and increases in cancellations compared to the previous year.

Chart 5: Percentage of recorded station stops within 3 minutes after the scheduled arrival time.

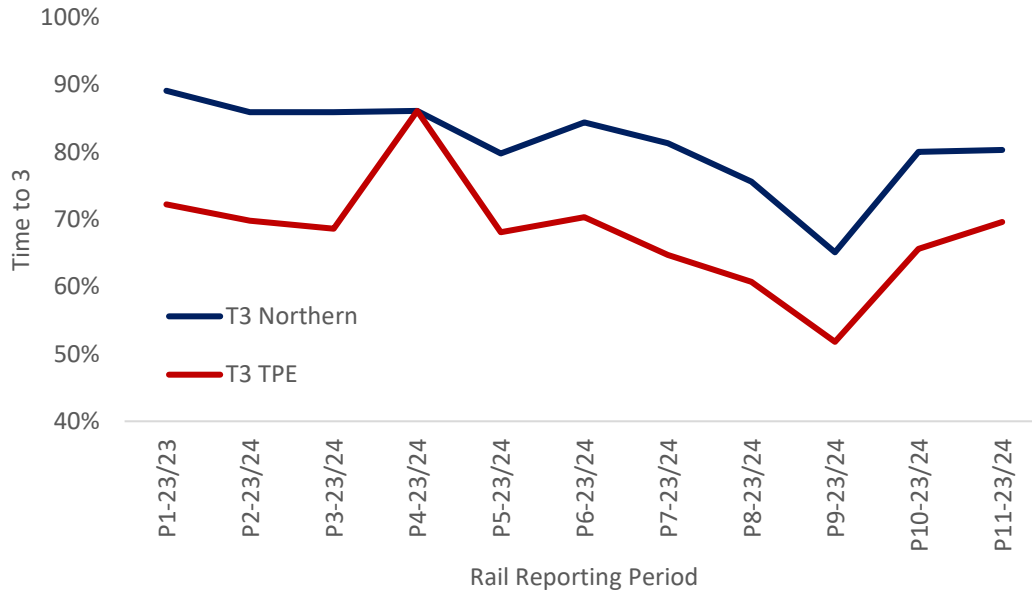
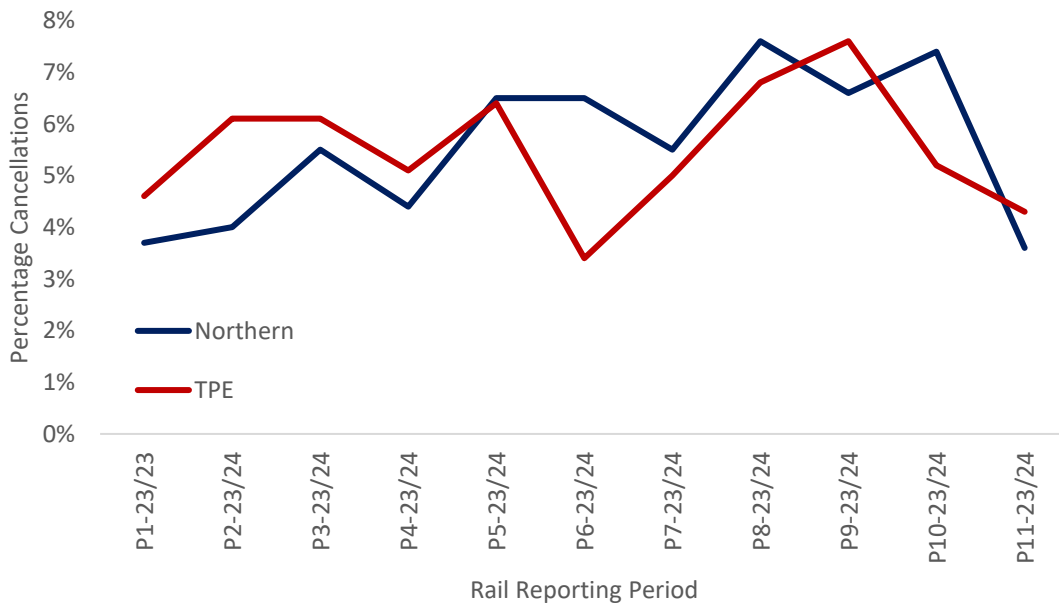


Chart 6: Percentage Cancellations



3. Safety and Security

TravelSafe

- 3.1. Between December and February, there was an increase in the number of incidents reported to the TravelSafe Partnership (TSP). This is linked to the deployment of the 30 TravelSafe Support and Enforcement Officers (TSEOs) brought onto the network to support the Bee Network. Without these additional reports, the rate of reported incidents on the network is broadly in line with last year.
- 3.2. Of the incidents reported key themes include homelessness, young people being involved in missile related criminal damage, and tram-surfing. Vaping also continues as a trend for lower-level anti-social behaviour¹.
- 3.3. Between December and February, TravelSafe enforcement activity has seen 19 exclusion notices (removing the implied permission of entry to our sites) issued to prolific offenders, as well as four travel passes removed.
- 3.4. TravelSafe Partnership (TSP) Operations continue across the network, with Operation AVRO² (Specialist Operations) taking place on 14 December. From March 2024 TSP Operations will increase to twice weekly, targeting high footfall and hotspot locations to help passenger reassurance and deter crime and ASB.
- 3.5. Six weeks on from the formal launch of Operation Vulcan³ (Network), a multi-agency targeted operation to rid our streets of criminal activity, the partnership continues to deliver positive results which are summarised in the infographic below:

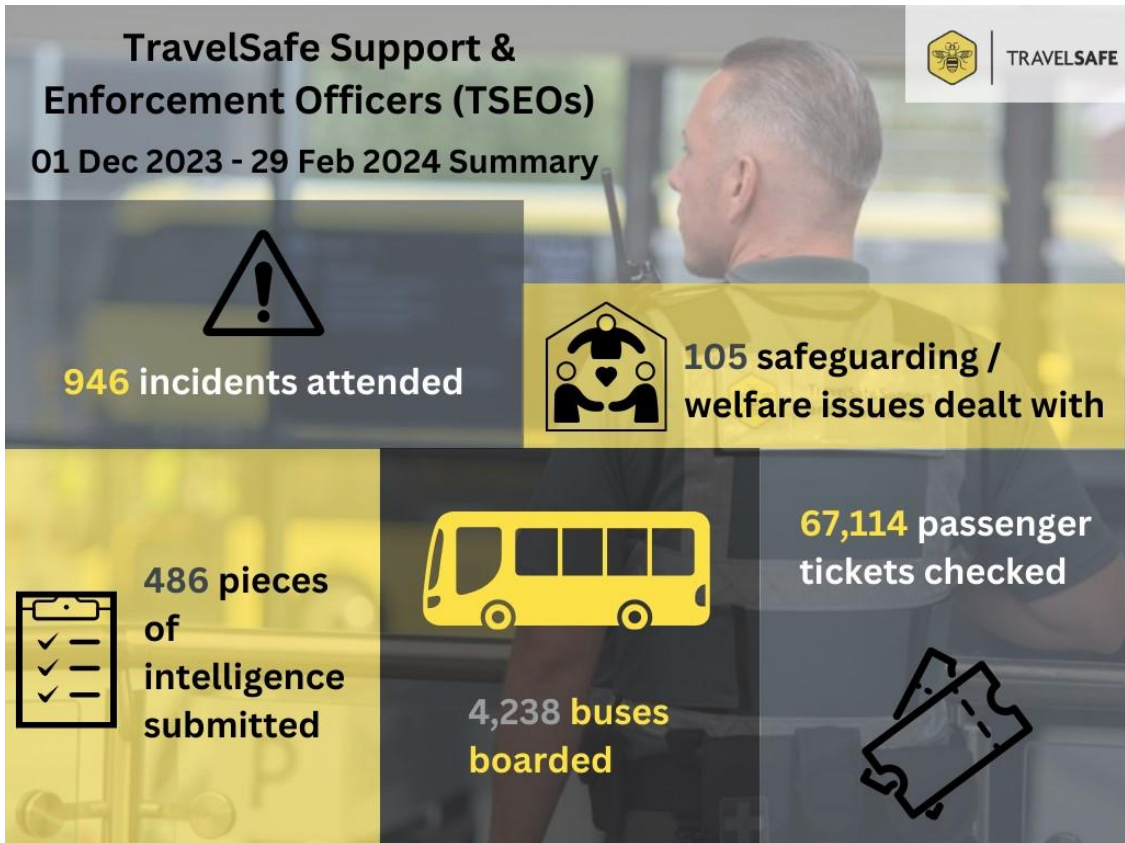
¹ Increased front-line resource across the network are likely to lead to greater incident reporting.

² Operation AVRO is a Greater Manchester Police, force-wide monthly day of action which runs in a different district each month to target crime.

³ Operation Vulcan is a specialist taskforce working alongside a variety of partners to identify the root causes of problems identified in specific areas (Cheetham Hill, Piccadilly Gardens and Piccadilly Station currently). The aim being to eliminate the criminality there in all its forms, helping to create a safer community and supporting businesses to thrive and grow.

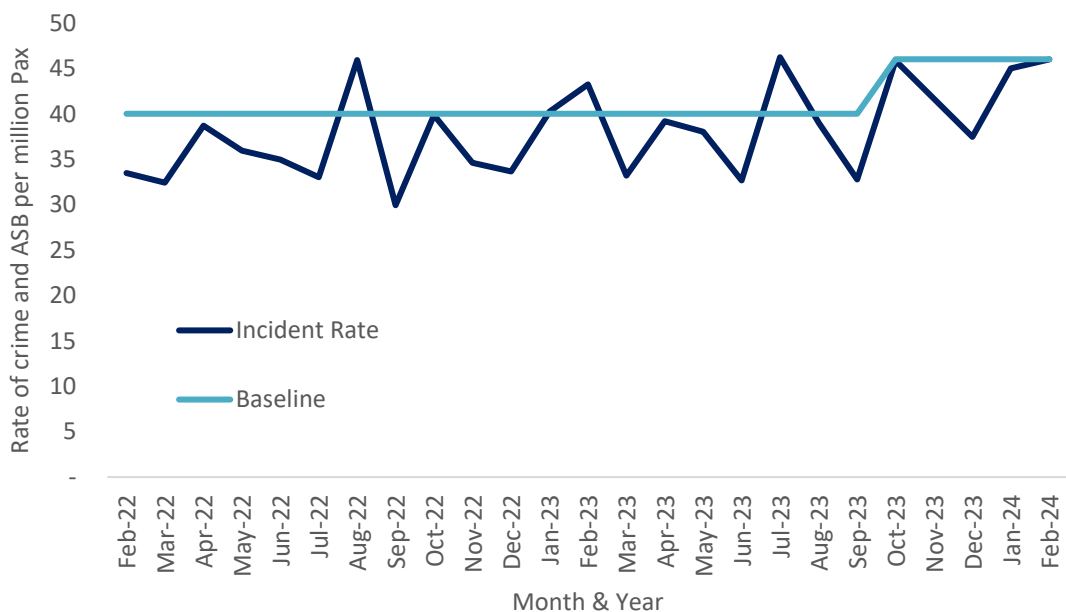


- 3.6. TravelSafe educational engagement recommenced at the start of the academic year (September 2023), with 17,099 young people having received the input to-date.
- 3.7. Foundation 92 deployments have taken place across the network including at, Leigh Bus Station, Ashton Interchange, Middleton Bus Station, Rochdale Interchange, Bolton Interchange, Altrincham Interchange, Wythenshawe Interchange and Bury Interchange. 235 young people have been positively engaged through this intervention.
- 3.8. TravelSafe Support and Enforcement Officers (TSEOs) were introduced onto the Bee Network at the start of bus franchising. Outcomes of the TSEOs between December and February include:



3.9. Recruitment of additional TSEOs to uplift resources in support of Tranche 2 areas is well underway. New officers are currently undergoing onboarding.

Chart 7: TravelSafe rate of reported incidents of Crime and ASB per million passenger journeys.



3.10. Baseline increased from September 2023 to reflected increase in reporting due to the deployment of TSEO.

Cycle Hire

- 3.11. The cycle hire recovery plan remains on track with the beginning of March seeing 800 bikes available on street.
- 3.12. Front lock compliance continues to increase with latest data showing 70% of people are now using both locks. This is up from under 50% when the requirement to use both locks was introduced in November 2023.

Chart 8: Bike Hire Vandalism Act per Bike

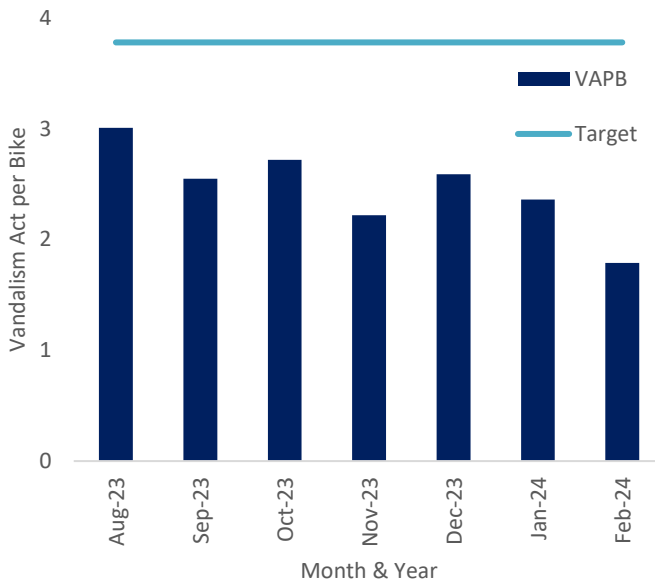
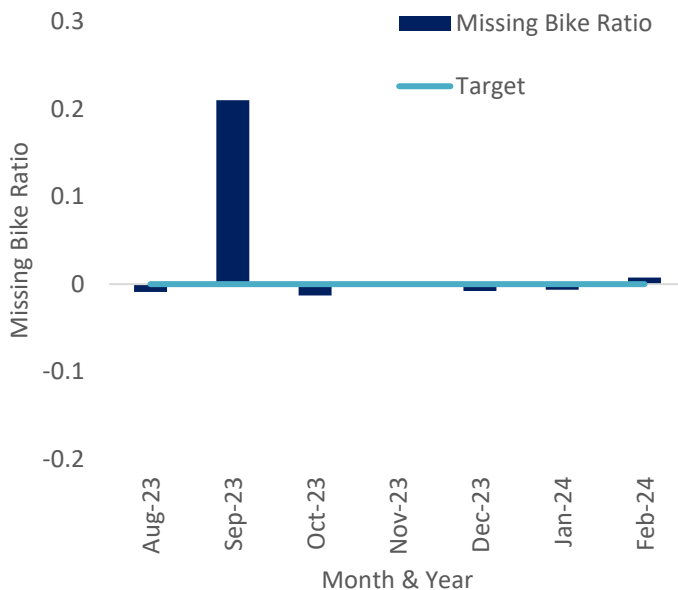


Chart 9: Bike Hire Missing Bike Ratio



Highways

- 3.13. A draft version of Greater Manchester’s Vision Zero Strategy was endorsed by the Mayor and other GMCA leaders on 26 January. Public engagement on the draft Strategy was launched on 12th February and ran until 10th March. 1113 responses were received. A further public engagement will be run in May before a finalised Vision Zero Strategy and Action plan will go before the Greater Manchester Combined Authority in November 2024.
- 3.14. Vision Zero, which has been adopted in other parts of the UK, Europe and the United States, aims to stop road death and life-changing injury by 2040, while also halving the number of casualties by the end of this decade.
- 3.15. The latest road safety data (rolling 12 months to November 23) shows an 8.2% reduction in KSI’s from the equivalent period ending November 2022.

Chart 10: Fatal Casualties (Rolling 12 Months)

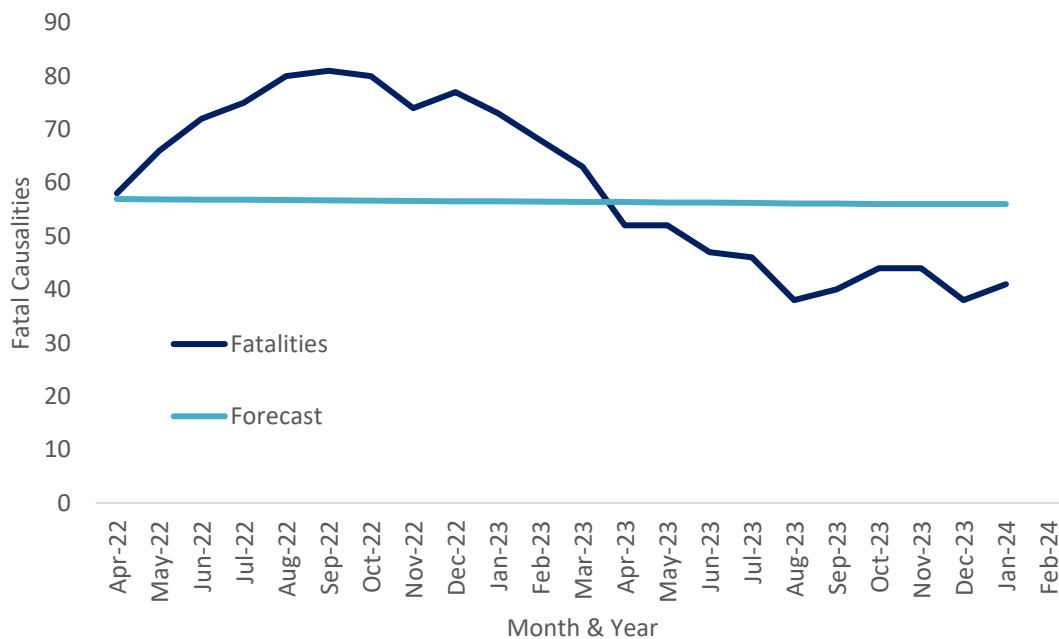
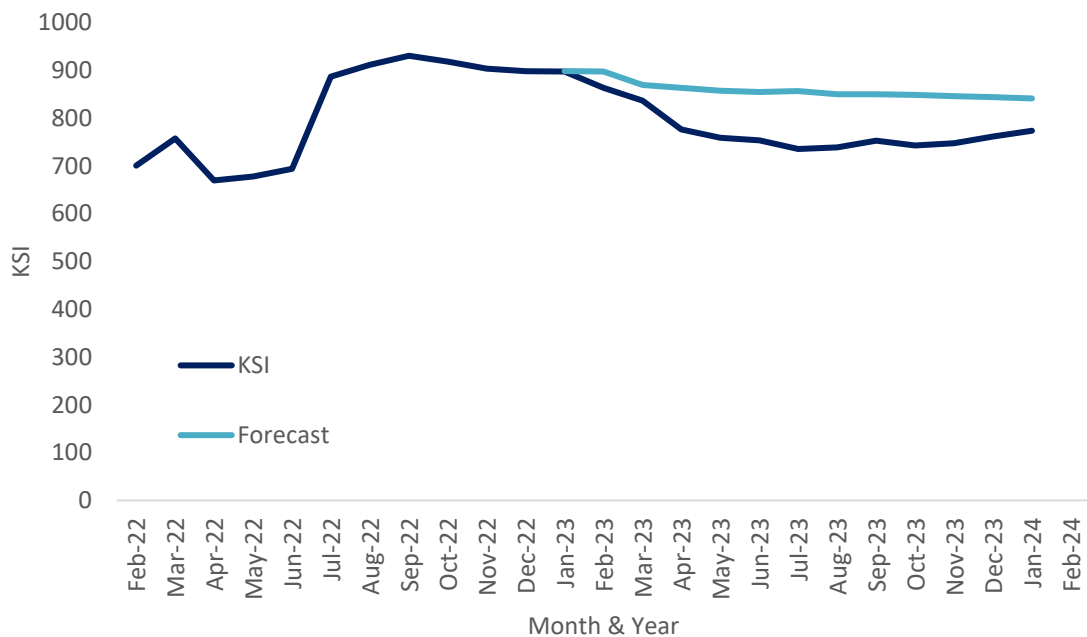


Chart 11: Killed and Seriously Injured Casualties (KSI) (Rolling 12 Months)



Communications

3.16. Safety campaigns for both Highways and Metrolink were launched for the winter period. The Metrolink campaign urged 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 Safer Roads ‘Your Car Can’t Say No’ campaign that ran throughout December, reminded motorists that drink and drug driving kills and urged motorists to plan ahead and arrange their travel home before going out over the festive season.

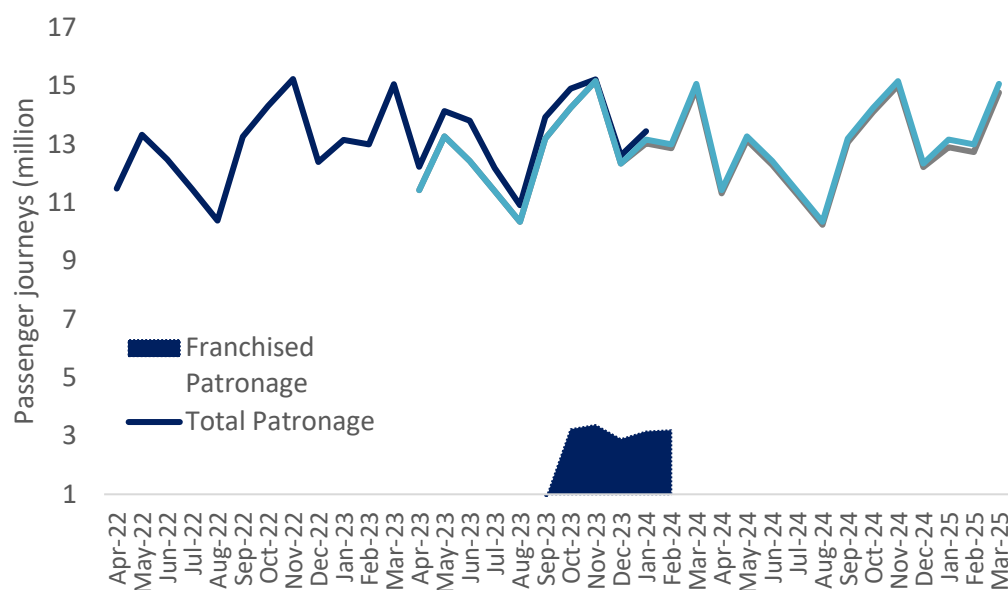
4. Passenger Journeys and Revenue

Bus

- 4.1. Bus revenue has been consistently tracking above budget since launch. Weekly revenue has increased further throughout February and year to date is 24% above budget. However, increased revenue is being offset by higher than anticipated costs.
- 4.2. 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).

Chart 12: Bus passenger journeys (millions)



Metrolink

- 4.3. Metrolink patronage growth has been very strong, reaching or exceeding pre-covid levels in recent weeks. February 24 was the busiest February ever recorded on the network. Revenue remains in line with the challenging budget target year to date. Year to date revenue is 18% up on 2022.
- 4.4. A number of measures have been introduced to reduce fare evasion. In addition to being positively received by customers the new approach is on target to generate an extra £2 million in net revenue per year.

Chart 13: Metrolink passenger journeys (millions)

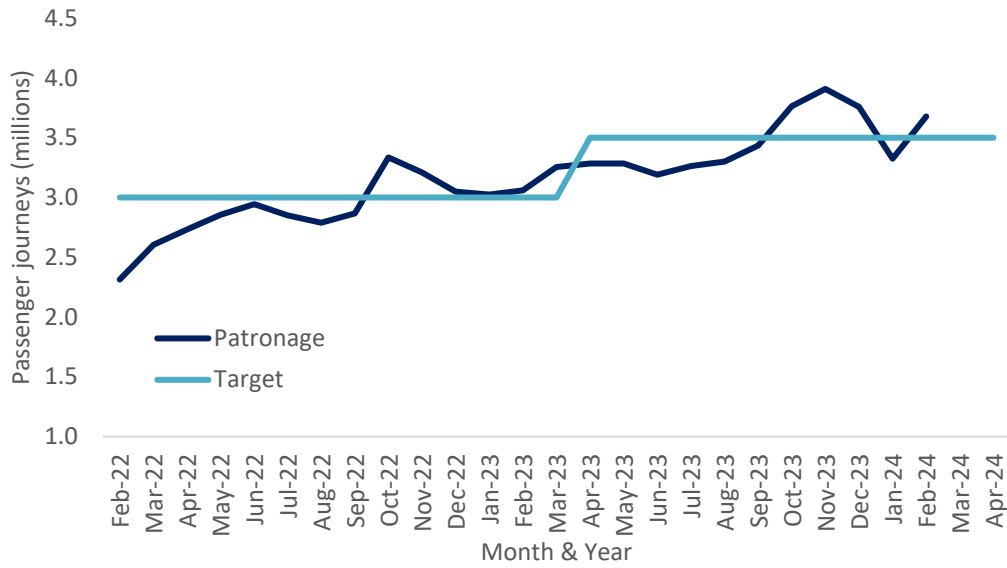
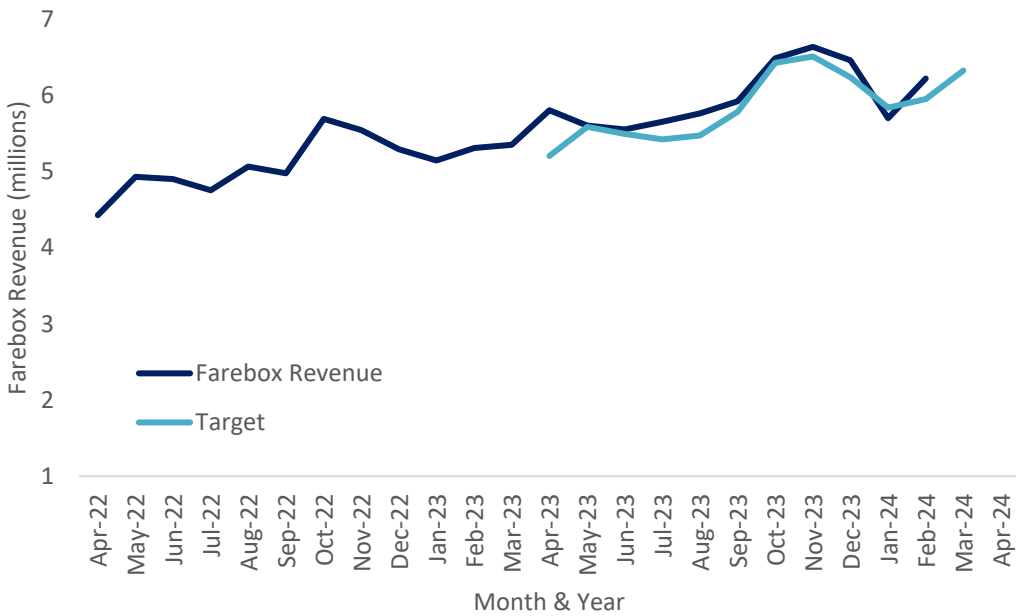


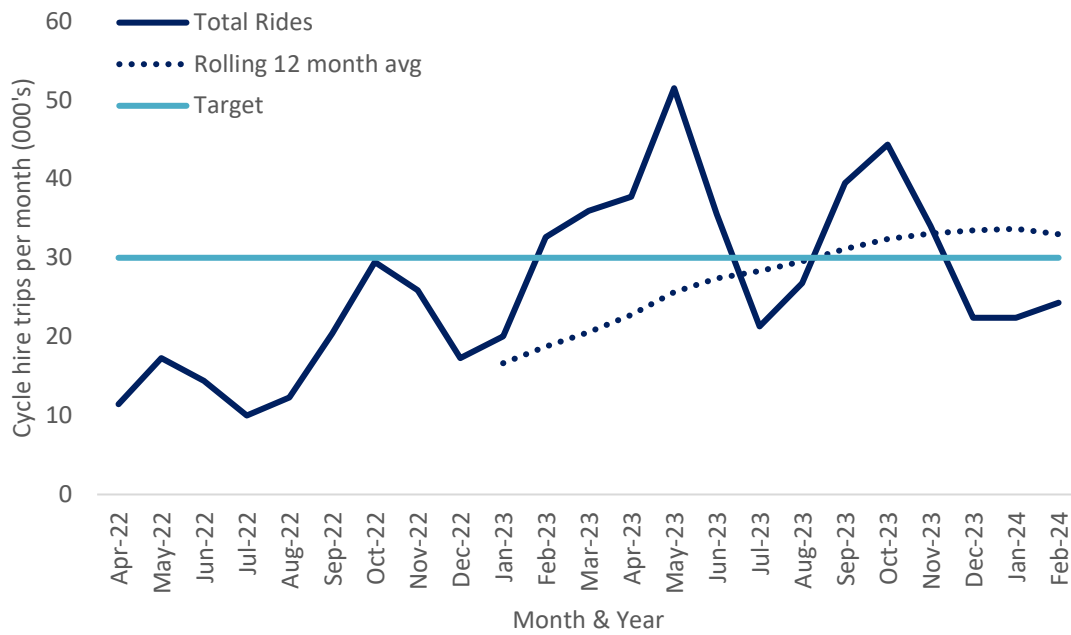
Chart 14: Metrolink Farebox Revenue (£millions)



Cycle Hire

4.5. The rolling 12 month cycle hire usage remains above target. However, February 2024 saw a reduction on February 2023. This is likely to be attributable to fewer bikes on street and higher levels of rainfall. During February 2024, GM saw 50% to 75% more rain than average. Total GM cycle activity was also down in February 2023.

Chart 15: Cycle hire trips per month thousands



5. Metrolink Works

- 5.1. Reliability, capacity, and speed are significant factors affecting patronage and have the potential to adversely impact the customer experience.
- 5.2. Significant work is undertaken between TfGM and the Metrolink Operator, KeolisAmey (KAM), to understand the condition of the Metrolink network and thereby inform the renewal programme.
- 5.3. The continuing priority for the Metrolink Renewals and Enhancements Programme (MREP) is the delivery of an ongoing programme of prioritised renewals to ensure the Metrolink network can continue to operate safely.
- 5.4. Several of the prioritised renewals will require disruptive access to parts of the Metrolink network, which may result in full or partial closure of lines, early shutdowns or late starts to service. TfGM and KAM plan these works to avoid busy periods, special events, and football games wherever possible, but with the opening of Co-op Live Arena, a total avoidance of special events is unlikely to be achievable.
- 5.5. The works will be planned to minimise customer disruption and maximise the opportunity to deliver renewal and other works in partnership with KAM and respective Local Authorities.

5.6. When disruptive access to the Metrolink network is required to deliver the prioritised renewals, customers will be advised in advance via various communication channels (social media, website, posters etc), including any proposed bus replacement services provided during the works to minimise the impact to the customer.

Customer Impacts

- 5.7. During the Renewal works, some customers will see short-term disruption as some journeys are rerouted or operated using replacement bus services.
- 5.8. TfGM is working with KAM to plan service patterns to ensure that passengers can still reach key destinations by interchanging between trams or by interchanging to other public transport modes. Where this is not possible, replacement bus services will be put in place.
- 5.9. During the London Road engineering work starting on 22nd June, several trams will be stabled at Piccadilly to ensure that the tram service can continue to operate between Piccadilly and Ashton-Under-Lyne on a 12-minute service frequency. A shuttle service (double units) will operate between Piccadilly Station and the Etihad for MCFC matches and Co-op Live events during this period⁴.
- 5.10. It is important to stress to customers that the Renewal works are being delivered to maintain, renew, and improve the Metrolink network as part of a coordinated package of planned maintenance and upgrades. No one line is being targeted for improvements or disruptions above any other.

Communications

- 5.11. A detailed campaign of communications activity will be produced to clearly set out the impact of the works to journeys in advance and emphasise the benefits to future journeys resulting from improvements made to the network. The objectives of the activity are as follows:
- Present the Metrolink Renewal works being delivered to maintain, renew, and improve the network as a coordinated package of planned maintenance and upgrades.

⁴ Subject to no trams being damaged during the period of stabling out on the network.

- Highlight the customer benefits such as improved journey times, increased reliability, and better customer experience.
- Clearly set out the impact of the works on customer journeys in advance and provide accurate, informative travel information to minimise the impact of disruption; and,
- Ensure key stakeholders including affected households, businesses, politicians, and elected members are updated and informed about the works and engaged in a two-way dialogue.

5.12. The key audiences are Metrolink customers, other public transport users, local residents and businesses, and Local Authorities.



Timeline of Major Metrolink Works (2024)

Month	Activity
June - July	No trams between Piccadilly and Piccadilly Gardens for track works at London Road. Ashton line effected. Journeys impacted: 220k-250k. <ul style="list-style-type: none"> • Est. Saturday 22 June – Sunday 7 July • Piccadilly and Piccadilly Gardens stops remain open during works. • Some customer impact on city centre travel, tram services on Altrincham, Bury, and Eccles lines will be re-routed. • Tram shuttle service on the Ashton line between Ashton-under-Lyne and Piccadilly
	No trams between Shudehill and Market Street for track works at Shudehill and the Delta junction. Multiple lines effected. Journeys impacted: 410k-460k. <ul style="list-style-type: none"> • Est. Sunday 28 July – Sunday 25 August • Market Street and Shudehill stops closed during works. • Some customer impact on city centre travel, tram services on Airport, and Bury lines will be rerouted with more services using 2CC
July – August	No trams between Piccadilly Gardens and St Peter’s Square for track works at the Delta Junction. Multiple lines effected. Journeys impacted: 500k-560k. <ul style="list-style-type: none"> • Est. Tuesday 27 August – Monday 16 September • Piccadilly Gardens and St Peter’s Square stops remain open during works. • Some customer impact on city centre travel, tram services on Altrincham, Airport, Ashton, and Eccles lines will be rerouted. • Some additional services may be rerouted
August – September	Partial closure of the Bury line between Radcliffe and Whitefield for repairs to Whitefield Tunnel. Bury line effected. Journeys impacted: 180k-200k. <ul style="list-style-type: none"> • September, duration TBC (circa 5 weeks) • Bus replacement between Bury and Whitefield
	Closure between Rochdale Town Centre and Rochdale Railway Station in September for 10 days. Journey impacted: 20k. <ul style="list-style-type: none"> • Bus replacement between Rochdale Town Centre and Rochdale Railway Station



Bee Network Committee

Date: Thursday 21st March 2024

Subject: Greater Manchester HS2 and NPR Programme – Network North

Report of: Martin Lax, Transport Strategy Director, TfGM

Purpose of Report

To provide the Committee with a progress update on high speed rail and Northern Powerhouse Rail (NPR) following the Network North announcement on 04 October 2023.

Recommendations:

The Committee is requested to:

1. Note the current position in relation to the HS2 and NPR programme in Greater Manchester, the future areas of development and current Government timeframes.

Contact Officer

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Equalities Impact, Carbon and Sustainability Assessment:

No equalities implications have been identified at this stage.

Risk Management

There are and will continue to be high levels of uncertainty on the HS2 and NPR programmes for some time whilst the Government, GM and partners work through the implications of the Network North announcement.

Legal Considerations

Set out in the report.

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

- Greater Manchester Combined Authority, High Speed Rail (Crewe – Manchester) Main Bill Petition, 5 August 2022 - <https://committees.parliament.uk/hybridbillpetition/137/default/>
- Transport for Greater Manchester, High Speed Rail (Crewe – Manchester) Main Bill Petition, 5 August 2022 - <https://committees.parliament.uk/hybridbillpetition/127/default/>
- Greater Manchester Combined Authority, High Speed Rail (Crewe – Manchester) Bill, Additional Provision Petition, 16 August 2023 - <https://committees.parliament.uk/hybridbillpetition/228/default/>
- Transport for Greater Manchester, High Speed Rail (Crewe – Manchester) Bill, Additional Provision 2 Petition, 16 August 2023 - <https://committees.parliament.uk/hybridbillpetition/229/default/>

- Greater Manchester Combined Authority: Transport Capital Programme. 26 May 2023 – [GMCA 20230210 Transport Capital Programme \(greatermanchester-ca.gov.uk\)](#).
- Bee Network Committee, 26 October 2023 - ([Public Pack](#))[Agenda Document for Bee Network Committee, 26/10/2023 14:00 \(greatermanchester-ca.gov.uk\)](#)
- Notice of Decisions agreed at the Bee Network Committee held on 26 October 2023 - [Minutes Template \(greatermanchester-ca.gov.uk\)](#)

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. Background

- 1.1. On 24 January 2022 the Government introduced the High-Speed (Crewe – Manchester) hybrid Bill into Parliament seeking the legal powers to build and operate this phase of the high-speed railway, as shown on Map 1 in the Appendix. GM Partners (made up of GMCA, TfGM, Manchester City Council, Trafford Council and Wigan Council) submitted petitions against this Bill and its second additional provision to ensure the beneficial effects of the proposal were maximised and its adverse effects minimised.
- 1.2. GM Partners had appeared at the HS2 Phase 2's Select Committee to present their case for an underground high speed station at Manchester Piccadilly and were preparing to present on other petition points when on the 4th of October 2023, the Government rescoped HS2, including cancelling HS2 Phases 2a (Birmingham to Crewe) and 2b (Crewe to Manchester). At the same time, Government announced that the £36 billion earmarked for these projects would be re-invested into “Network North”.
- 1.3. The Government also announced that HS2 Phase 1 will be completed between Old Oak Common and Birmingham, with an unfunded commitment for a reduced 6 platform Euston station (originally 11, then 10 platforms). London to Manchester services would then operate via the high-speed line to Birmingham, then on the West Coast Mainline (WCML) to Manchester. No assessment of the impact of this proposal on the rail network or plans for enhanced capacity on WCML were provided.
- 1.4. The Network North initiative allocated funds to expand the Northern Powerhouse Rail (NPR) programme with £2 billion being allocated towards a new station at Bradford and connection to Manchester, electrification of additional lines in the North and an additional £12 billion “to better connect Manchester to Liverpool” as part of the Liverpool-Manchester-Leeds element of the NPR network. The Network North plan also allocated funds to several projects in the North and beyond across several modes of transport (subject to appropriate business cases). This report focuses on the High Speed 2 and NPR aspects of the Network North plan.
- 1.5. At the same time, Government announced that HS2 Phase 2a “safeguarding will be formally lifted in weeks” and that “Phase 2b safeguarding will be amended by

summer next year” to enable delivery of the NPR component of the HS2 Phase 2b hybrid Bill. Land not needed will be sold.

1.6. The Bee Network Committee on 26 October resolved to:

- supports a public inquiry into the handling of HS2, and subsequent decision to cancel the route between Birmingham and Manchester, with the view to understanding what lessons can be learnt about future infrastructure projects of this size and significance.
- supports calls for the protection of land along routes 2A & 2B including the immediate stoppage of any sales in progress until a complete review takes places.

2. Northern Powerhouse Rail (NPR)

2.1. It is understood that the Government’s intention for the £12bn¹ to better connect Manchester to Liverpool was to provide the infrastructure between High Legh and Piccadilly, that NPR would have shared with HS2, and for the HS2 Phase 2b Bill to be repurposed to deliver this NPR route. An additional c£5bn¹ is allocated in the Integrated Rail Plan for the Midlands and the North for the High Legh to Liverpool connection.

2.2. The HS2 Phase 2b hybrid Bill was introduced into the current session of Parliament on 08 November, paving the way for it to be repurposed to deliver its NPR component. A decision is yet to be made on whether the HS2 Phase 2b hybrid Bill can be repurposed to deliver its NPR component. At this stage, HS2 Phase 2b’s Select Committee has been asked not to reconvene pending further instruction from the House of Commons.

2.3. As part of the Network North announcement, regarding the Liverpool to Manchester allocation, Government pledged to “work with local leaders to agree whether they wish to suggest other ways to achieve the objectives within that cost envelope”. Arrangements will need to be made to achieve this.

2.4. Government is looking to reach consensus with Regional Partners, including GMCA and the GM Partners, Liverpool City Region, Warrington Council, Cheshire East

¹ 2023 prices

Council and Cheshire West and Chester Council, on the strategic route of the Manchester to Liverpool NPR connection.

- 2.5. GM's requirement for this route is an underground through NPR station at Manchester Piccadilly via a tunnel to a new Manchester Airport NPR station and onwards to Warrington Town Centre and then on to Liverpool; making use of the broad alignment previously set out in the High Speed Rail (Crewe – Manchester) hybrid Bill to avoid further delays in delivering much needed rail connectivity in the North.
- 2.6. An underground through station at Manchester Piccadilly would enable increased capacity of the station thereby enhancing connectivity and stimulating growth to the benefit of the North and the UK. It also maximises the regeneration potential of East Manchester and reduces disruption and blight to the communities around this area.
- 2.7. A new NPR station serving Manchester Airport will be a crucial investment into the connectivity of a critical economic asset for GM and the whole North, as the third busiest airport in the country, the main international hub outside the South East, and a key GM attractor for inward investment.
- 2.8. As with the previously proposed HS2 Phase 2b proposal, the NPR High Legh to Manchester Piccadilly impacts on the built and natural environment within GM will be considered as part of the scheme's development process.
- 2.9. The Liverpool to Manchester connection now needs to be developed and delivered in a way that puts economic growth and placemaking at the forefront of the proposals, working with local and regional leaders to ensure the final proposal for this route delivers on the objectives of NPR - providing effective and efficient rail connectivity between these two major economic centres, offering a faster and more reliable service across the entire region thereby supporting the transformation of the North's economy.

3. London Birmingham Manchester Connectivity

- 3.1. The cancellation of HS2 Phase 2a and 2b by the Prime Minister and his announcement of Network North leaves unresolved the problems on the WCML which these schemes were meant to address.
- 3.2. The Government is yet to release any information on the assessment it made of the future capacity needs on the WCML which informed the decision to cancel HS2

Phase 2a and 2b. Since the cancellation of the scheme, several issues have been identified with the Network North's HS2 proposal including reduced train capacity, reduced seated capacity between London and Manchester and possible connectivity issues with HS2 services stopping at Old Oak Common station, some 4.5 miles west of Euston with passengers needing to change to complete their journey into central London. These issues will need to be addressed by the Government and Network Rail so that rail connectivity to the North is not worse than it was before the need for HS2 Phase 2a and 2b were identified.

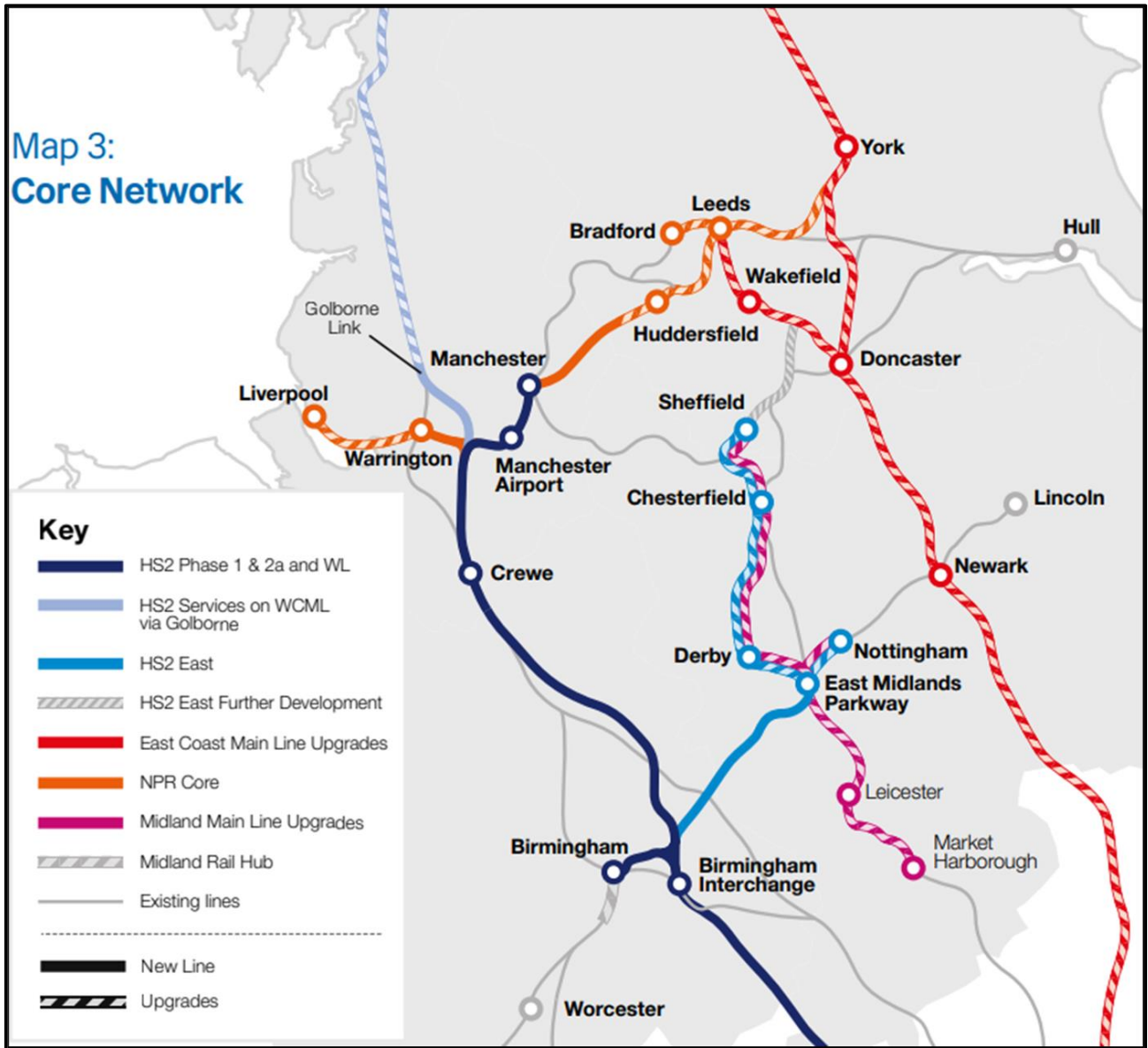
- 3.3. Following the Network North announcement, the Mayor of Greater Manchester and the Mayor of West Midlands have been working with a Private Consortium to investigate alternative connectivity improvements options between Manchester and Birmingham, including funding and delivery options for these. This study is focusing on rail connectivity between Handsacre Junction on the WCML, where HS2 Phase 1 will end, and High Legh in Cheshire, where the NPR connection from Manchester to Liverpool is to be built, as identified on Map 2 in the Appendix.
- 3.4. The Consortium is being led by Sir David Higgins (who was formerly Chairman of HS2) and involves private engineering and finance companies including Arup, Arcadis, EY, Skanska, Addleshaw Goddard, and Mace.
- 3.5. The Consortium, along with the Mayor of Greater Manchester and the Mayor of West Midlands met with the Transport Secretary on the 31st of January to update him on the work being undertaken by the private consortium.
- 3.6. The Consortium's Steering Group met on the 7th of February to report on progress made and agree its next steps. The Consortium is considering three potential options:
 - Minimal interventions to the WCML at its most constrained sections, which is likely to represent the lowest cost option, but which brings least wider benefits.
 - Short bypass sections of the busiest sections of the WCML.
 - A segregated line following a similar alignment to the HS2 proposals but with a different specification which is likely to reduce cost while driving wider benefits.
- 3.7. A further Steering Group meeting is expected to take place in March, before the Consortium publishes its final report for this initial phase of work.

4. Next Steps

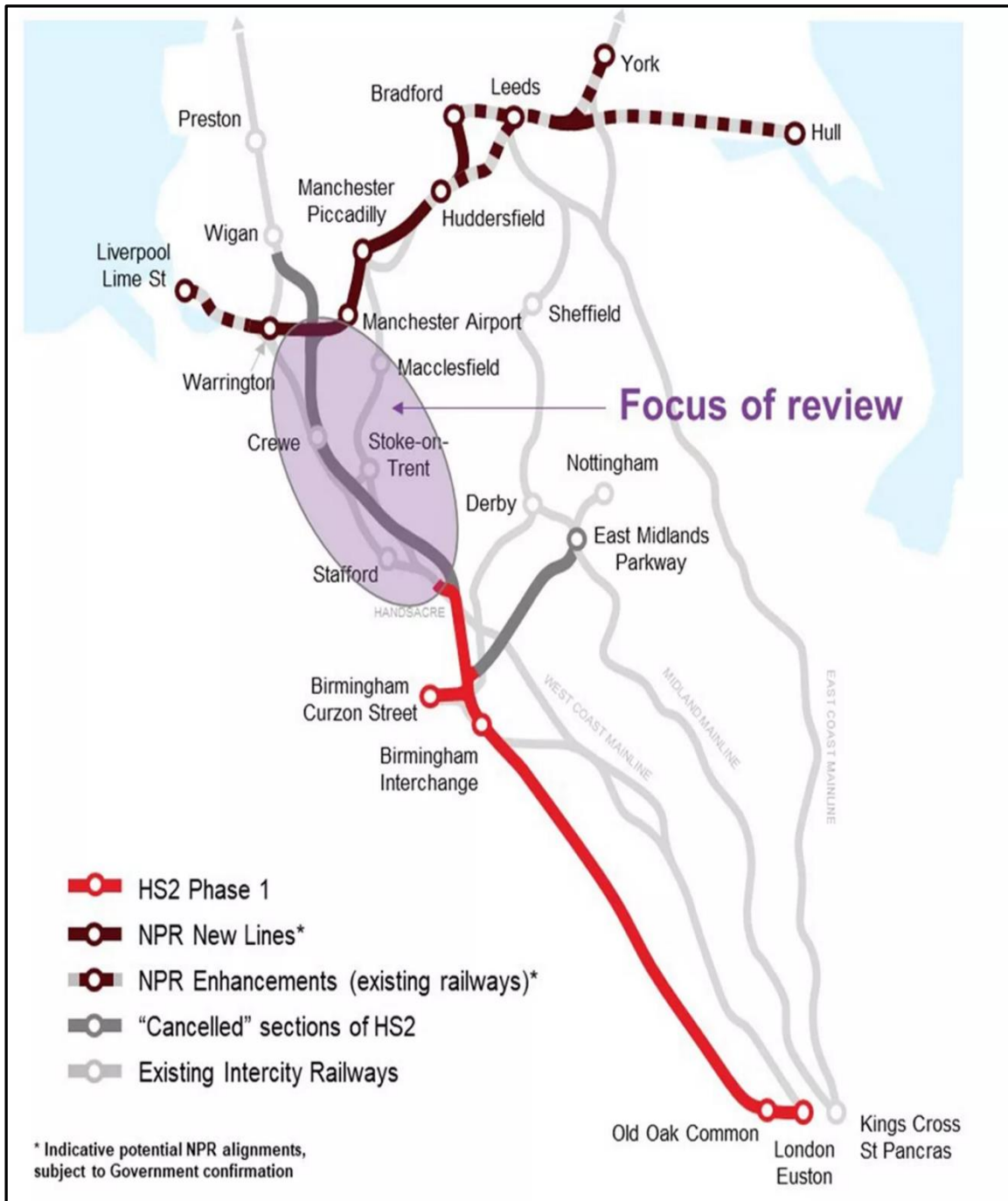
- 4.1. It is anticipated that the strategic route for Liverpool to Manchester connectivity will be confirmed shortly. GM now expects Government to collaborate with regional and local partners and carry out further joint work to enable the specific scheme proposals to be agreed, including the station solutions and the alignment.
- 4.2. TfGM and the GM Partners are working with Regional Partners to consider the Liverpool to Manchester, via Manchester Airport and Warrington proposals and how these are taken forward in more detail.
- 4.3. In particular, TfGM and the GM Partners are considering the proposals between High Legh and Piccadilly, in terms of the infrastructure required to meet the objectives and requirements of NPR, with economic growth and placemaking at the forefront of the proposals.
- 4.4. With the hybrid Bill being introduced into the current session of Parliament, and the intention for the Bill to be repurposed for NPR, the issues raised within the GMCA, TfGM and GM Partners' petitions still stand and will need to be resolved through negotiations or via the hybrid Bill Select Committee.
- 4.5. TfGM and the GM Partners are also continuing to assess the impacts of Network North, and the proposals to run HS2 services on the WCML. This will include continued engagement with the Private Consortium and Network Rail.
- 4.6. In May 2023, GMCA approved the draw-down of CRSTS funding to continue the development of HS2 / NPR programme. This included transport-related design and development work on Metrolink and high-speed stations, station integration, costing and funding, and wider connectivity packages for stations at Piccadilly, Manchester Airport, Wigan and Stockport. Post the Network North announcement, this funding continues to be used to support the NPR and HS2 / WCML impacts development work, which builds on the work carried out prior to the Network North announcement.
- 4.7. It is proposed that TfGM will provide regular updates to the Bee Network Committee as the programme progresses.

Appendix

Map 1. HS2 / NPR Original Core Network



Map 2. Private Consortium's Study Area





Bee Network Committee

Date: Thursday 21st March 2024
Subject: 24-hour Transport Pilot
Report of: Martin Lax, Transport Strategy Director, TfGM
Stephen Rhodes, Director of Bus, TfGM

Purpose of Report

To seek the Committee's endorsement for a proposed pilot of 24-hour bus services in the Tranche One bus franchising area, to support the city region's night time economy, as part of development of the wider Bee Network.

Recommendations:

The Committee is requested to:

1. Note the development of a pilot of 24-hour bus services in Greater Manchester;
2. Note the process followed to develop the pilot proposals;
3. Endorse the recommended routes (V1 and 36) to be taken forward as part of the pilot; and
4. Note the next steps to be taken by TfGM in development of the proposed pilot.

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

Endorse the proposed pilot of night bus services and associated next steps.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation					
Equality and Inclusion	G	<p>Pilot is more likely to benefit young people as they are more likely to work and use the NTE. Buses provide greater accessibility than private hire vehicles, providing an accessible option for those with disabilities.</p> <p>Pilot will provide greater late night connectivity to those on lower incomes, providing an affordable late night transport option.</p> <p>Pilot will provide late night public transport options enabling access to public services which currently aren't accessible at night due to a lack of transport options.</p>					
Health	G	<p>Pilot will provide an affordable late night transport option for those who don't have access to a private vehicle and those who may struggle to afford travelling by taxi.</p> <p>Proposed bus routes runs past Manchester Royal Infirmary and Bolton Royal Hospital. Runs close to Salford Royal Hospital (less than 15 minutes on a shared e-scooter) and Leigh Infirmary. This means they will provide 24 hr public transport access to these healthcare institutions.</p>					
Resilience and Adaptation							
Housing							
Economy	G	<p>Pilot will support GM's night time economy by providing both workers and users of NTE with affordable transport options late at night.</p> <p>Pilot will enable more people to access jobs in the late night economy by providing an affordable alternative to taxis, for example.</p> <p>Will enable NTE businesses to more easily recruit workers and supports GM's reputation as a city that wants to have a thriving 24 hr economy.</p> <p>The V1 runs along Oxford Road and past the University of Salford which are hubs for innovation, R&D and the knowledge economy.</p> <p>Expect it to help the night time economy and be seen as an vote of confidence in the sector. Business forum members and officials from LAs are very supportive of the proposals and believe it can help grow the NTE.</p> <p>Provides 24hr public transport access to the University of Salford and access to Manchester Metropolitan and University of Manchester from the North West of the conurbation.</p>					
Mobility and Connectivity	G	<p>Pilot will provide new 24hr transport services to Leigh and Bolton from the city centre. Little congestion at night to remove, but may reduce congestion if it encourages people to use the bus during both the day and at night. Pilot will investigate impact on patronage across full 24hr period.</p> <p>Provides an affordable transport option at night for those who may not otherwise have been able to afford to travel.</p> <p>Enabling people to make multimodal journeys and extending the range of the night buses through the use of shared transport are aims of the pilot. Both the V1 and 36 run through the Starling Bank Bike and rental e-scooter operational areas.</p> <p>Provides enhanced night time transport provision and connectivity.</p> <p>Extends operational hours of V1 and 36, improving access to public transport.</p> <p>Full operational details still to be confirmed.</p>					
Carbon, Nature and Environment	G	<p>Looking to mitigate the noise impact of running buses through the night. We will investigate using electric vehicles or modern buses to minimise noise. By providing an alternative to using private vehicle the number of cars on the road will be reduced, reducing noise levels at night in turn.</p>					
Consumption and Production							
Contribution to achieving the GM Carbon Neutral 2038 target		<p>The pilot will provide an affordable public transport option for late night travel. At the moment there is limited provision forcing people to drive, use taxis / private hire vehicles or not travel at all. The geographical scope of the area is limited given that this is a pilot, but it is hoped that it will form the evidence case to improve night time transport</p>					
Fur 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		Providing more transport options at night, with the operating hours of the 36 and V1 being extended to provide 24hr transport access. Will be encouraging the use of shared transport options to access the night bus services. Will investigate how the interchange between the two can be improved to give more people easy access to the night bus service.
Roads, Parking and Vehicle Access	N/A	
Access to amenities		Provides enhanced access for workers and users to the night time economy, this includes the leisure sector, healthcare and manufacturing for example.
Vehicle procurement	N/A	
Land Use		
L	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

N/A

Financial Consequences – Revenue

See Section 8 – Costs & Revenue

Financial Consequences – Capital

N/A

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

Greater Manchester Night Time Economy Strategy, March 2022

Greater Manchester Bus Strategy, July 2023

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

- 1.1 The GMCA has set an ambition for Greater Manchester to become a top global city region¹, with a transport network that supports that ambition. To be an attractive place to work, live, visit and invest in, Greater Manchester needs to cater to the travel demands of a growing, dynamic conurbation. That means supporting residents and visitors to get around the city region at any time of day or night.
- 1.2 Transport options at night are essential for Greater Manchester's night time economy to function. Workers and customers need to be able to move around the conurbation as safely, affordably and efficiently as possible.
- 1.3 Steps have already been taken to improve the provision of night time transport options through the later running of some bus services as part of bus franchising and the reintroduction of later running Metrolink services on Friday and Saturday evenings, but there are opportunities for further improvement.
- 1.4 The Greater Manchester Night Time Economy Strategy, published in March 2022, committed to developing a business case for a pilot of later night transport to assess the cost-effectiveness and sustainability of providing later night public transport across the city region.
- 1.5 The Greater Manchester Bus Strategy, published in July 2023, reaffirmed this ambition and committed to exploring services to major town and employment centres during the night. The delivery of the Bee Network and bus franchising make piloting this approach both more sustainable and desirable as we seek to grow patronage on the public transport network.
- 1.6 In February 2024, the Mayor of Greater Manchester announced that a pilot of 24/7 services would take place on routes 36 and V1 later in 2024².
- 1.7 This paper sets out the rationale for the pilot, the research questions the pilot aims to address and the process we have carried out to select our proposed options. It also establishes the steps TfGM will take to deliver the pilot in 2024.

2 Strategic Case for a Pilot

- 2.1 The night time economy is an important part of Greater Manchester's economic landscape. Around a third of the city region's workforce³ is employed in jobs or businesses that are significantly active at night. This includes, for example, those

¹ [International - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://greatermanchester-ca.gov.uk)

² [Bee Network moves ahead as Greater Manchester gets ready for phase two of bus franchising \(tfgm.com\)](https://tfgm.com)

³ <https://democracy.greatermanchester-ca.gov.uk/documents/s20056/17%20Night%20Time%20Economy%20Strategy%202021-24%20Final%20GMCA%2015032022.pdf>

who work in the culture and leisure sector, health and social care, manufacturing, and logistics.

- 2.2 Poor transport links at night have been identified as a barrier in residents' access to employment and other opportunities. The latest Greater Manchester Residents' Survey (February 2024) found that a lack of public transport at night has prevented 27% of respondents from accessing opportunities (such as work, evening education or seeing friends) or services (such as accessing late night healthcare).
- 2.3 Transport for Greater Manchester's Business Transport Advisory Council members have also noted night time public transport provision as a key concern for businesses in the city region. The frontier sector of advanced materials and manufacturing tends to employ late night working patterns at manufacturing sites. Sites of major employment in the distribution, and other sectors have shifts starting and finishing through the night.
- 2.4 The NHS in Greater Manchester, which has significant shift-based working through the night, is seeking to encourage more sustainable transport options for its staff. Public transport options for people working in these industries and at these sites through the night are currently limited.
- 2.5 Analysis from the Greater Manchester Travel Diary Survey shows that the level of demand for travel is greatly reduced between midnight and the early morning. Trips are still being made, but a much greater percentage of these trips are made using private vehicles.
- 2.6 There is therefore potentially unmet demand for transport services at night. A bus-based pilot would help TfGM test the location and size of this demand and make the most of buses' inherent operational flexibility. It could also contribute to Greater Manchester's overall bus patronage target – of 30% growth by 2030.
- 2.7 Analysis of similar city regions worldwide and their transport networks has helped to identify a range of possible benefits associated with improved night time transport options. These include:
 - Creating new jobs in the night time economy through increased demand and widening the pool of workers for businesses to recruit from.
 - Enabling those who were previously unable to seek employment in the night time economy to do so.
 - Providing an affordable and sustainable transport option, supporting low paid workers and helping to tackle poverty.
 - Reducing congestion after events and shows as attendees do not have to rush for the last service home and are able to travel using public transport both to and from events / shows.
 - Allowing restaurants, bars and clubs to attract customers later at night.

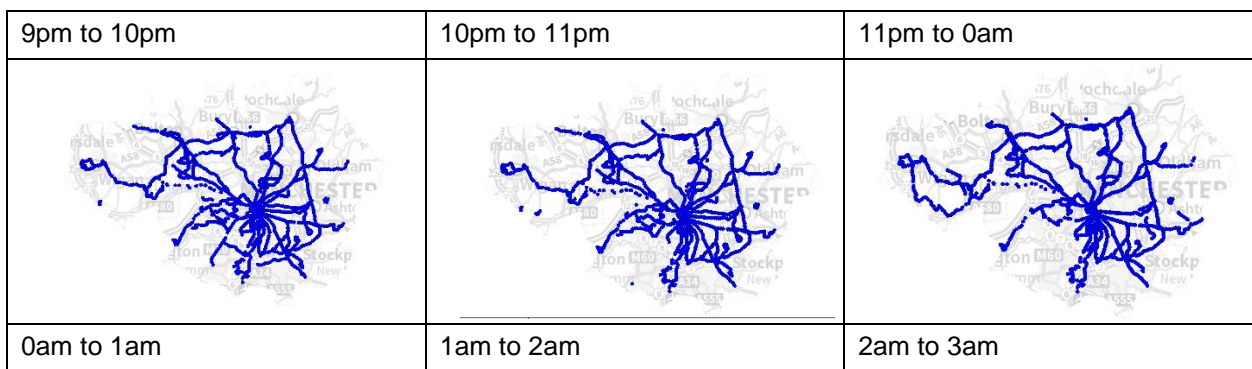
- Providing greater resilience and confidence in the transport system by ensuring that there will always be a way to travel home.
- Improving a city’s reputation as an attractive place to live, work, visit and invest.
- Contributing to Vision Zero by helping to reduce incidences of drink driving by providing a safe and cheap way to travel home.

3 Night Buses in Greater Manchester

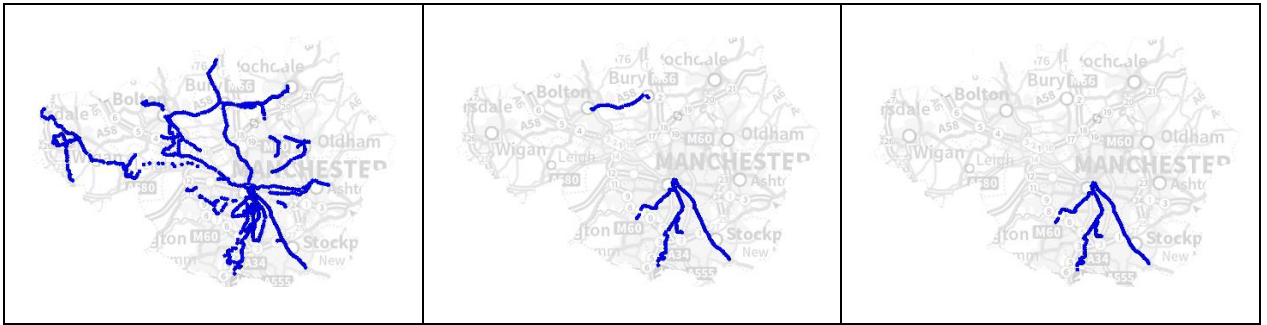
3.1 Historically, Greater Manchester had an extensive night bus network that covered much of the city region but, like the ‘daytime’ bus network, this has shrunk over time. Commercial operator decisions during the period of deregulation mean that the current night bus network predominately serves the south and southeast of Greater Manchester, focusing on leisure travel on Friday and Saturday nights.

3.2 Tranche One of bus franchising has seen the introduction of some later bus services that run past midnight on weekdays, but beyond 1am there is a very limited weekday night time public transport offer across the conurbation. The exception to this is the commercially operated 43 service, which serves Rusholme, Fallowfield and Manchester Airport and is the only ‘24/7’ bus service in Greater Manchester.

Figure 2: Greater Manchester bus stops with more than 1 departure between Friday Evening and Saturday Morning⁴



⁴ © Crown copyright and database rights 2024 OS 0100022610. You are granted a non-exclusive, royalty free revocable licence solely to view the Licensed Data for non-commercial purposes for the period during which Transport for Greater Manchester makes it available; you are not permitted to copy, sub-licence, distribute, sell or otherwise make available the Licensed Data to third parties in any form; and third party rights to enforce the terms of this licence shall be reserved to Ordnance Survey.



3.3 Our city region and travel demands have changed dramatically over the last decades, and this trend has accelerated in recent years. We therefore need to create a transport network that reflects these changes and can meet our future ambitions. The proposed pilot will therefore trial running night services throughout the night, every day of the week to serve a wider range of trip purposes – creating a truly ‘24/7’ public transport offer.

4 Scope and Pilot Selection

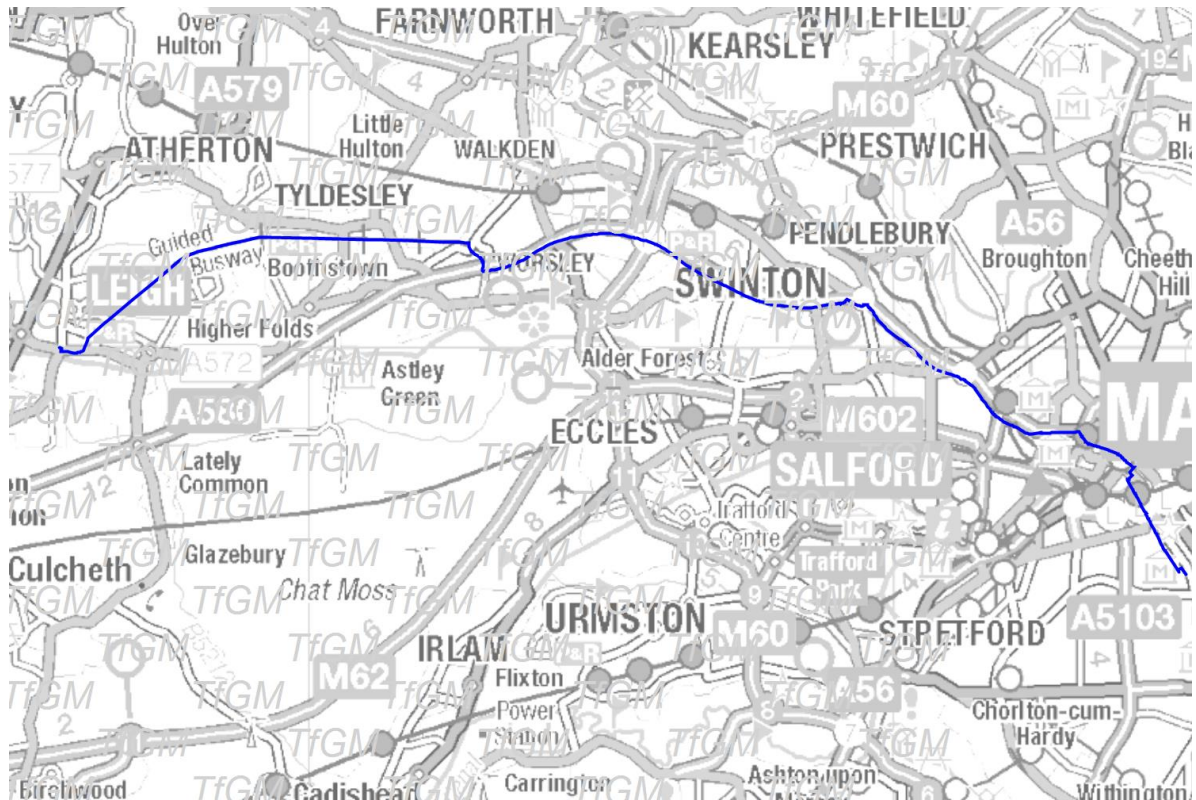
- 4.1 Early stage plans have been developed to pilot the running of 24/7 bus services in the Tranche One bus franchising area for an initial period of up to a year. The proposed pilot would be focused on understanding the implications of improved access to public transport for workers and users of the night time economy. The pilot will therefore evaluate the effect of these additional services across the full 24/7 period, not just at night.
- 4.2 The aim of the proposed pilot is to develop an evidence base that can inform how night time transport provision in Greater Manchester could be improved through future Network Reviews and our Local Transport Plan. A full monitoring and evaluation exercise will be specified as part of the pilot programme.
- 4.3 In order to maximise the benefits of the proposed pilot, a broad evidence-gathering exercise has been undertaken to support the development of an early proposal.
- 4.4 As franchised services are already within the GMCA's control, the route selection process has focussed on services in the Tranche One bus franchising area. Local control means that TfGM has the opportunity to make changes to timetables. Importantly, it is proposed that the pilot would only seek to extend the operational hours of existing bus services. The creation of new routes would require a change to the published franchising scheme, significantly extending the time required to mobilise the pilot. Operating different routes at night and daytime can also cause confusion for customers.
- 4.5 As a result of the limited existing connectivity, there is little demand data available for night time travel. The primary method used to select routes has therefore been analysis of current daytime patronage. There has been a particular focus on patronage in the early mornings and late evenings, immediately before services end and immediately after they start on a new day, which could suggest unmet demand late at night.
- 4.6 Consideration has been given to the presence of key anchor institutions/ trip generators, such as hospitals or distribution warehouses, or large clusters of existing night time industries along a route, which could generate travel demand. In addition, thought has also been given to routes which serve areas that may have a large proportion of students, or households that are statistically less likely to own a private vehicle and more likely to use public transport as their main form of transport.
- 4.7 The selection process has also focused on 'core routes', which provide key connectivity between town, employment and city centres. Core routes are well-equipped to move large numbers of people quickly and at high frequency. The sifting process has therefore prioritised routes of this kind.
- 4.8 The results of this selection process are set out below.

5 Route Recommendations

Summary

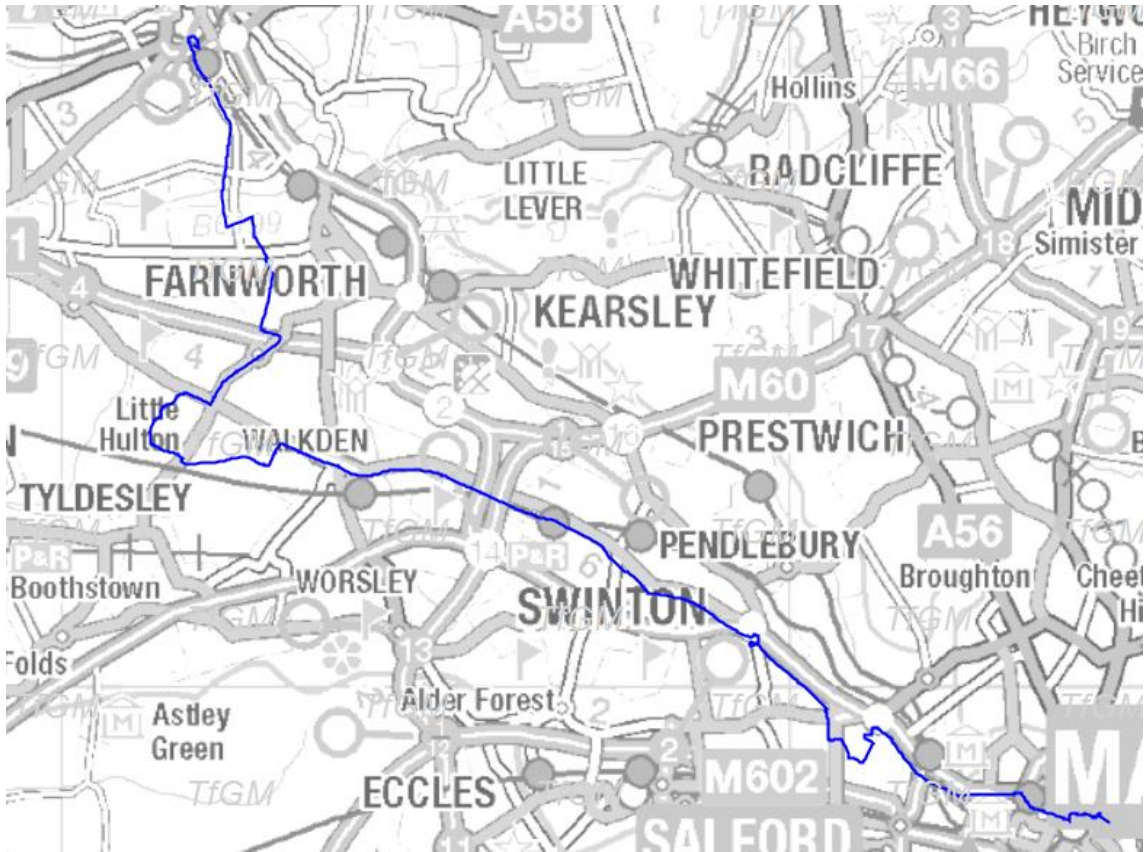
- 5.1 Given the limited available data regarding demand for bus services at night, it is recommended that only a small number of routes are taken forward for inclusion in the proposed pilot at this point. Lessons from the pilot will help to inform Greater Manchester's future approach to 24-hour public transport provision.
- 5.2 In the first instance, consideration was given to 'radial' routes which travel into and out of the regional centre.
- 5.3 As it has the highest late evening and early morning patronage of any route considered, it is recommended that service V1 (Manchester Royal Infirmary – Leigh) is included within the proposed pilot.
- 5.4 Service 36 (Bolton Interchange – Manchester Piccadilly Gardens) has amongst the highest patronage of routes of this kind and passes a number of major employment sites, as well as residential areas. It is therefore recommended for inclusion in the pilot.
- 5.5 The route selection exercise also considered a number of orbital routes that would support trips between local centres. At present, patronage on these services at night is significantly below that for radial routes and therefore they are not recommended for inclusion at this time.
- 5.6 A map and description of each of the recommended routes is set out below.

Service V1



- 5.7 The V1 is an express bus service that runs from Manchester Royal Infirmary to Leigh Bus Station. It is considered a core route, providing radial connectivity into and out of the regional centre. It utilises the Leigh – Ellenbrook guided busway with limited stops outside the regional centre. This results in a relatively short end-to-end journey time of 53 minutes.
- 5.8 The V1 route passes the University of Salford which hosts approximately 22,000 students. In addition to the University, the immediate surrounding area has a high percentage of 15- to 24-year-olds. As young people are more likely to work in the night time economy and use public transport as their main means of travel we believe substantial unmet demand for transport could exist in this area.

Service 36



- 5.9 Like the V1, the 36 is a high frequency, radial route which serves the regional centre, connecting Bolton town centre and Manchester Piccadilly Gardens, via Salford, Swinton, Walkden, Little Hulton and Great Lever. 88,541 people live within 400m of the 36's route and, like the V1, it passes the University of Salford. The 36 has a greater number of stops than the V1 and an end-to-end journey time of just over one hour.

6 Operational Considerations

Frequency & Hours of Operation

- 6.1 Given the focus on supporting workers, we have proposed extending services to run 24 hours a day, seven days a week, excluding bank holidays (with separate consideration for later running services over the New Year period).
- 6.2 It is currently envisaged that the pilot will involve one bus per hour in each direction operating on both the V1 and 36 routes.
- 6.3 On the overlapping, core section of both routes between the city centre and Salford Crescent, it is proposed that the 36 and V1 could be timed to provide a combined approximate half hour frequency.
- 6.4 Fares & Ticketing

- 6.5 A number of other UK cities with 24-hour bus services charge a premium fare to reflect the higher costs and lower patronage associated with operating at night. For example, night buses in Edinburgh cost £3 for a night single ticket, while a single journey in Glasgow at night can cost £5 on some operators' services.
- 6.6 It is recommended that at this stage of the pilot the same range of fares is available and valid on both night and 'daytime' services.

Facilities

- 6.7 As part of the pilot, we will explore implications for the operation of Leigh Bus station and Bolton Interchange e. g. whether it is possible to partially open Bolton Interchange at night or if it is necessary to terminate services at a bus stop just outside the Interchange. This pilot will enable us to assess the impacts of 24-hour services on operations, anti-social behaviour, and staff requirements.
- 6.8 All TfGM interchanges have CCTV that is monitored by TfGM's control centre, which is staffed 24 hours a day.
- 6.9 Toilet facilities for drivers will be made available 24 hours a day at Bolton Interchange, Piccadilly Gardens, and at Leigh Bus Station.

Integration with the wider transport network

- 6.10 There is an opportunity to promote the use of shared transport, taxis and private hire services, alongside active travel options, to widen access to night bus services and provide a first/last mile connection. This could enable people to travel by bus for part of their journey, leaving the regional centre for example, before then transferring to another mode for the last part of their journey.

- 6.11 The recommended pilot routes have several ‘hubs’ where it would be possible for user to connect with other transport services as shown in Figure 3 below.

Figure 3: Modes available at ‘hubs’ along recommended bus routes

Location	Bus Service	Taxi Rank	Shared E-Scooters	Starling Bank Bikes	Car Club
Piccadilly Gardens	36	Yes - 10 + 5 + 3 spaces		Yes	
Salford Central	36, V1	Yes - 3 + 2 spaces	Yes		
Salford Crescent	36, V1	Yes - 3 + 3 spaces	Yes	Closed	
Salford Shopping Centre	36, V1*	Yes - 14 + 15 spaces	Yes	Yes	
Swinton Civic Centre	36	Yes - 2 spaces			Yes
Little Hulton	36	Yes - 2 spaces			Yes
Bolton Interchange	36	Yes, in town centre			

**V1 does not go through Salford Shopping Centre but does run within a 5 minute walking distance.*

7 Safety and Security

- 7.1 Safety is a critical consideration in the development of any new public transport service. It is well-understood that safety and the perceptions of safety play a key role in encouraging or discouraging bus use.
- 7.2 Given a small number of night services already operate in Greater Manchester, we will work with operators to understand existing challenges as well as lessons they have learnt. TfGM officers have also spoken to colleagues from Lothian Buses in Edinburgh, who operate a number of 24-hour routes, to understand what issues have arisen and what mitigations the operator has put in place.
- 7.3 To promote safety on board night services, TfGM is working through the TravelSafe Partnership to consider an appropriate level of support at key interchanges and onboard vehicles. This could take the form of in-person patrols by TravelSafe Support & Enforcement Officers, although the cost of this support is likely to be significant. Further work will be undertaken in tandem with the development of final pilot costs to reach a proportionate and sustainable proposition for a TravelSafe presence.

8 Costs and revenue

- 8.1 Given the lower demand experienced across the transport network at night, we would expect that fares income is unlikely to cover the costs of running the service, meaning that significant subsidy is likely to be required. An incremental funding stream will need to be identified to fund the pilot. The review point after six months of the pilot's operation will allow for further consideration of subsidy requirements.
- 8.2 In addition to bus operations, other costs are expected to be incurred as the pilot is mobilised, including the changes to safety and facilities practice outlined above.
- 8.3 Following endorsement of the outlined approach, TfGM will engage with Go North West (who operate both the V1 and 36) to establish the operational requirements, costs and timing of the pilot, and continue to engage with the trade unions. The total costs will also include TravelSafe support, marketing, monitoring and evaluation and changes to facilities management practices.
- 8.4 The final proposal and timing for the pilot will be brought to the Bee Network Committee prior to the mobilisation of the pilot.

9 Further development

Engagement

- 9.1 Engagement with trades unions and the operator Go North West, who operate the proposed routes in Tranche One, is at a very early stage.
- 9.2 Local authority officers have supported development of the pilot proposals. The success of the pilot would benefit from local authorities actively promoting the pilot to their local communities through the relevant channels.
- 9.3 Throughout the development of the pilot there will be close engagement with employers. We will also work with major night time employment sites to identify any co-ordination of timetable and shift times that may better enable workers to use the service, and monitor usage of the services once in operation.
- 9.4 Alongside engaging with employers, we will work with voluntary organisations, community groups and representatives of both users and workers in the night time economy to ensure we gather a wide range of perspectives and experiences of the pilot, with a particular focus on groups identified through our Equality Impact Assessment.
- 9.5 To raise awareness of the pilot, a marketing campaign will be developed.

Monitoring and Evaluation

- 9.6 A monitoring and evaluation plan will be developed as part of the pilot. Intelligence gathered through development and operation of the proposed pilot will also support the wider, multi-modal Network Review process.
- 9.7 A review point is planned for six months into the pilot's duration to consider performance, patronage and net costs.