



BEE NETWORK COMMITTEE

DATE: Thursday, 26th September, 2024

TIME: 2.00 pm

VENUE: The Tootal Buildings - Broadhurst House , 1st Floor, 56
Oxford Street, Manchester, M1 6EU

AGENDA

1. Apologies

2. Declarations of Interest

1 - 4

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

3. Chair's Announcements and Urgent Business

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.

4. **Minutes of the Meeting held on 25 July 2024** 5 - 16
To consider the approval of the minutes of the meeting held on 25th July 2024.
5. **Electromobility: Zero Emission Travel** 17 - 38
A report of Martin Lax, Transport Strategy Director, TfGM.
6. **Transport Infrastructure Pipeline (To Follow)**
A report of Chris Barnes, Network Director Infrastructure, TfGM
7. **Bee Network Fares & Ticketing** 39 - 48
A report of Fran Wilkinson, Customer & Growth Director, TfGM.
8. **High Speed Rail Update** 49 - 60
A report of Martin Lax, Transport Strategy Director, TfGM.
9. **GM Rail Integration & Reform Programme** 61 - 70
A report of Simon Elliott, Head of Rail, TfGM.
10. **Date of Next Meeting**
The next meeting will take place on Thursday 24th October at 2pm.

For copies of papers and further information on this meeting please refer to the website

www.greatermanchester-ca.gov.uk. Alternatively, contact the following

Governance & Scrutiny Officer: Ninoshka Martins

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

This agenda was issued on Wednesday, 18 September 2024 on behalf of Julie Connor,
Secretary to the
Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street,
Manchester M1 6EU

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
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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, 25TH JULY 2024 AT BOARDROOM, GMCA OFFICES

PRESENT:

Councillor Eamonn O'Brien (Chair)	Bury
Councillor Gareth Staples-Jones	Bury
Councillor Tracey Rawlins	Manchester
Councillor Josh Charters	Oldham
Councillor Howard Sykes	Oldham
Councillor Phil Burke	Rochdale
Councillor Mike McCusker	Salford
Councillor Grace Baynham	Stockport
Councillor Andrew McClaren	Tameside
Councillor Aidan Williams	Trafford
Councillor John Vickers	Wigan

OFFICERS IN ATTENDANCE:

Chris Barnes	TfGM
Luke Bramwell	TfGM
Alison Chew	TfGM
Gillian Duckworth	GMCA
Martin Lax	TfGM
Richard Nickson	TfGM
Lee Teasdale	GMCA
Daniel Vaughan	TfGM
Sylvia Welsh	GMCA
Fran Wilkinson	TfGM

BNC/12/24 Welcome & Apologies

Apologies were received and noted from Mayor Andy Burnham, Cllr Hamid Khurram (Bolton), Cllr Sean Fielding (Bolton), Cllr Alan Quinn (Bury, substituted by Cllr Gareth Staples-Jones), Mayor Paul Dennett (Salford, substituted by Cllr Mike McCusker), Cllr Laura Boyle (Tameside, substituted by Cllr Andrew McLaren), Cllr Paul Prescott (Wigan, substituted by Cllr John Vickers) and Steve Warrener (TfGM).

BNC/13/24 Declarations of Interest

There were none.

BNC/14/24 Chairs Announcements & Urgent Business

The Chair opened by formally welcoming the four Mayoral appointees to the Panel for 2024/25.

An update was provided on the welcome news that industrial action on the Metrolink network had been averted following the acceptance by staff of a three-year pay deal with KAM which has provided all employees with a substantial pay increase, protection against inflationary increases and addressing other historical pay progression concerns. Thanks were expressed to all who had been involved in the successful negotiation process.

An update was provided on the work taking place to fully restore the Oldham-Rochdale Metrolink service following unsafe land movement near Derker. Detailed ground investigations and temporary repair works were underway. To complete the works a small section of track would need to be moved back into its original position with a number of overhead poles repaired. This was a complex process and would take some time to complete. The current estimate was 5 weeks, though if it could be accelerated it of course would be.

Members expressed concern that in some cases elected members were not receiving regular updates on the progress of the restoration of the line given the importance of this to ward residents in Oldham and Rochdale. Officers noted the issue and would take lessons away about communications to all relevant councillors.

Announcements had been received via the King's Speech that a number of potentially large-scale changes to transport would be progressed via bills in parliament. These included the Better Buses Bill; the Passenger Railway Services Bill; the Railways Bill; and the High-Speed Rail Bill (directly relating to the Crewe to Manchester leg). Arrangements would be made for briefings on these as and when relevant.

The re-appointment of the GM Transport Commissioners Vernon Everitt and Dame Sarah Storey at the recent GMCA meeting was welcomed by the Committee. The Committee also sent its best wishes to Dame Sarah Storey ahead of her competing in the forthcoming Paralympic Games in Paris.

Members expressed concern that Northern Rail had gone straight to the press with a story about school children committing fare evasion, naming specific schools without first having informed the relevant schools or councils. The Chair asked that correspondence around this issue be shared with him.

RESOLVED/-

1. That the following Mayoral appointees be welcomed to the Committee:
Cllr David Meller (Labour, Stockport)
Cllr Howard Sykes (Liberal Democrats, Oldham)
Cllr Martyn Cox (Conservatives, Bolton)
Cllr Luis McBriar (Conservatives, Bury)
2. That the update on the acceptance by Metrolink staff of a three-year pay deal with KAM be received.
3. That the update on the works taking place to restore a full service to the Oldham-Rochdale Metrolink line following land movement near Derker be received.
4. That the update on the four transport bills arising from the King's Speech be received.
5. That it be noted that Vernon Everitt and Dame Sarah Storey have both been reappointed as GM Transport and GM Active Travel commissioners respectively.
6. That the Committee sends its best wishes to Dame Sarah Storey as she prepares to represent Team GM in her 9th Paralympic Games.
7. That it be ensured that ward councillors be kept regularly updated on significant ongoing transport issues that fall within their wards.
8. That Cllr Baynham provide Cllr O'Brien with information regarding Northern Rail 'naming and shaming' schools with pupils suspected of fare evasion.

Councillor Sykes sought clarity on the terms of office of Mayoral appointment and was advised that the .2023/24 Mayoral appointments to the Bee Network Committee were in place up to the GMCA Annual Meeting, which took place on 14 June 2024.

RESOLVED/-

1. That BNC/04/24 be amended to show that Cllr Josh Charters is a member of the Labour & Co-operative Party
2. That, subject to the above amendment, the minutes of the meeting of 27 June 2024 be agreed as true and correct record.
3. That information on the appointment timeline for Mayoral appointments be sent to Cllr Sykes.

BNC/16/24 Delivering the Bee Network

Danny Vaughan (Chief Network Officer, TfGM) presented a report updating the Committee on progress made in implementing the Bee Network. Points highlighted included:

- Positive news on the performance of the bus tranche one franchise in relation to the previous non-franchised performance was noted. This included patronage growth of almost 5% year on year.
- There had been some issues with tranche two performance due to the presence of roadworks on some key Oldham routes. However, even these had shown some of the advantages of franchising with increased joined up working allowing for better management of these issues.
- Close working was taking place with Stagecoach and Metrolink to ensure that the commencement of tranche three on 5th January 2025 ran as smoothly as possible.
- Metrolink had seen its busiest May ever in its entire history.
- There had been successes seen on Metrolink in terms of increasing ticket checks to combat fare evasion. The public had responded well to this, welcoming the extra sense of safety.

- There would be some further disruption over the summer with further necessary works on Metrolink in the city centre. However, it would always be ensured that all lines could still directly access the city centre.
- Improvements had been made to the Bee Network App for tranche 2 following feedback from tranche 1. The App was proving successful with over half a million downloads to date.

Comments and Questions

- An issue was highlighted around the use of folding bikes on buses, with luggage racks being too small for these. It was advised that this was an issue officers were aware of and that it was hoped that a consistent approach to folding bikes across all Bee Network modes could be developed.
- It was asked if it was envisaged that tranche two performance would soon match that of tranche one. It was advised that work was taking place to ensure that the performance did improve as expected, including timetable improvements where required. Performance updates would be brought to the Committee on a regular basis.
- It was asked whether out of town retail parks, particularly those that had offered free bus services were being considered within network reviews. It was advised that the Network Review process would be able to look at where improvements could be made, and if there was demand then services could be adjusted accordingly.
- Members asked if the map function on the Bee Network app was being worked on to show multiple buses at the same time. It was advised that the app was being continuously improved via feedback being provided, and this feedback would also be taken on board.
- Reference was made to the overhead lines on the Bury to Altrincham Metrolink line. Given the age of the line was further funding planned around renewal and replacement. It was advised that work was taking place to review the possibility of replacing all overhead lines on the track. Quite a substantial amount of capital funding went into Metrolink renewals, and this was one of the higher priority jobs on the list.
- Members referenced some of the early teething troubles with tranche 2, such as a lack of driver availability for some routes. It had been difficult for some

Councillors to gather communications from TfGM in this period on when these issues would be resolved. It was advised that the first few weeks of the changeover had been dynamic and fast moving, given the issues with driver availability a comms focus had been placed on getting information directly out to drivers and customers in the first instance, which had resulted in a knock on effect that elected representatives sometimes received the information later than hoped. Work would take place on improving these comms ahead of tranche 3.

- Members sought an update on the futureproofing work on lifts on the Metrolink network. As part of the capital works programme a number of lift replacements were earmarked amongst the worst performers. This would be accelerated wherever possible.

RESOLVED/-

1. That the update on the delivery of the Bee Network be noted.

BNC/17/24 Draft Greater Manchester Rapid Transit Strategy

Martin Lax (Transport Strategy Director, TfGM) & Luke Bramwell (Head of Rapid Transit Development, TfGM) presented a report asking members to note and comment on the draft Greater Manchester Rapid Transit Strategy, a sub-strategy of the 2040 Transport Strategy, including how fast and frequent mass transit will support the integrated Bee Network. Points highlighted included:

- One of the key themes was around integrating the system. A lot of this was already happening as part of the Bee Network, but there were further clear commitments around the next stages.
- The Strategy also set out clear commitments around the growing of capacity necessary to ensure the future prosperity and equity of GM.
- Interim steps on the path to Bee Network Rail were included as well as the 15 priorities for a fully integrated system.

Comments and Questions

- Members welcomed the tram train pathfinder in terms of the opportunities it could open up to locals in widening access to the Atom Valley development.
- Members asked if there was any further work taking place on developing orbital routes around the north of GM that averted having to travel towards the city centre. It was advised that there would be opportunities on existing links between GM conurbations to bring forward tram train services. Where existing rail links were not possible, bus links would be used.
- Members asked if there would be consideration of opportunities for local authorities to take ownership of bus services. Officers advised that if government proposals came forward around this then this would be a medium to longer term consideration.
- Members welcomed the development of the multi-modal ticket system and how much this would help residents.
- Members expressed continued concern about the cancellation of the Northern leg of HS2 and the generational impact that this could have on capacity. The Chair noted that discussions in parliament had recommenced on the Crewe to Manchester leg of 'Northern Powerhouse' rail and that the Committee would welcome a report on how it could best influence parliamentary discussions around Northern Powerhouse rail.

RESOLVED/-

1. That the draft Greater Manchester Rapid Transit Strategy, be noted.
2. That a further report be submitted to the Committee on how it can best influence parliamentary discussions on proposals around Northern Powerhouse rail.

BNC/18/24 Bee Network Fares & Ticketing Products

Fran Wilkinson (Customer & Growth Director, TfGM) presented a report that proposed a number of changes to Bee Network fares and ticketing products to increase access to public transport through affordable and simpler fares and ticketing. Points highlighted included:

- It was intended that in January 2025, to coincide with the commencement of Tranche 3, the fares for weekly and monthly products would be reduced. This would deliver a significant saving for existing customers and attract further new customers to the network.
- It was also intended that a 'hopper' ticket be introduced. This would allow the purchase of single £2 ticket that could be used across the whole bus fleet for an hour after purchase.
- March 2025 would see the launch of the multi-modal tap on/tap off scheme encompassing the full Bee Network transport offer.

Comments and Questions

- Members enquired about the incentive to buy a monthly ticket when it would cost the same price as 4 weekly tickets. It was advised that a reduction was being seen in the purchases of monthly tickets and the longer-term goal was to encourage users towards the tap-off system rather than having to pay an up-front fee.
- In reference to the Hopper fare. Members noted that bus journeys which should take less than an hour to swap onto another service were often held up in traffic, which in turn could cost people for another journey through no fault of their own. It was advised that a lot of background work had taken place on the understanding of journeys, and the potential frustrations that could arise had been taken on board, therefore some tolerance would be built into the strictness of the 60-minute window. Further feedback would be taken from customer experiences after the service went live.
- A campaign around fares for carers travelling with people with additional needs was raised. Was this still on the radar and due to be submitted to the Committee? It was advised that this absolutely remained on the radar and a wide-ranging concessions review was underway and would be brought to the Committee upon its completion.
- Members highlighted that some residents had expressed complaints about some people being allowed on buses without tickets at busy times. It was advised that TfGM had received similar feedback, and work was taking place with drivers and operators on combating this.

- It was asked that support be given for care-leavers to have an extended free bus pass up from 21 to 25 years old. It was advised that this would also be included within the Concessions Review.

RESOLVED/-

1. That the changes to Bee Network fares and ticketing products, as approved by GMCA, be noted.
2. That the Concessions Review currently being worked up be submitted to the Committee once available.

BNC/19/24 Transport Infrastructure Pipeline Report

Chris Barnes (Network Director Infrastructure, TfGM) presented a report updating on the progress made in delivering a pipeline of transport infrastructure improvements to support the operation of the Bee Network. The report made a number of recommendations for members to support the continued development and delivery of the pipeline programme.

Comments and Questions

- Members expressed the need to continue lobbying of National Highways for a full study of works required to improve the M60, particularly junctions 8 to 18.
- Concerns were raised around the amount of funding provided for basic maintenance – particularly gulleys and road surfaces. Officers advised that CRSTS 2 allocations would be worked on to find the best possible mix of sustaining the network, growing the network and transforming the network – with substantive allocations for highways maintenance.
- Members welcomed the further development of the business plan for Middleton.

RESOLVED/-

1. That the current position, recent progress and key milestones on the transport infrastructure pipeline be noted.

2. That the submission of the City Region Sustainable Transport Settlement (CRSTS) Annual Report 2023-24 and updated Delivery Plan be approved.
3. That the drawdown of CRSTS funding and associated scheme progression be approved as follows:
 - Rochdale: Middleton Streets for All Phase 1: £0.7m;
 - Integrated Ticketing and Travel Information : Full Business Case and £7.3m;
 - Bus Franchising IS and Ticketing System Assets: £25.0m;
 - Improving Journeys - Orbital Bus Routes: Initial phased delivery of Rochdale – Oldham – Ashton (Rochdale elements): £2.1m, subject to TfGM's approval of the Outline Business Case in August 2024;
4. That the drawdown of £0.5m of GM match contribution to Network Rail Control Period (CP) 7 funding for Access for All (AfA) be approved.
5. That the drawdown of funding from the Mayor's Challenge Fund (MCF) be approved as follows:
 - Trafford Seymour Grove Phase 1: £4.99m (CRSTS funding through the MCF programme);
 - Wigan Leigh St Helens Road: £2.17m (CRSTS funding through the MCF programme);
 - Wigan Standish Western Route: £1.99m (CRSTS funding through the MCF programme);
 - Wigan Whelley Loop Line: £1.31m (CRSTS funding through the MCF programme).

BNC/20/24 Bee Network Bus Service Improvements

Alison Chew (Deputy Director of Bus, TfGM) presented a report which updated on the approach to improving Greater Manchester's bus network over the short, medium and long term as part of the delivering of the Bee Network. The report also made a number of recommendations for members to consider on the process for reviewing the network, and the proposal to pilot 24-hour bus services.

Comments and Questions

- Members sought advice on the best way for authority officers to provide feedback on network reviews. It was advised that relevant officers were being contacted at each authority, and through the local bus network committees in areas where these were already in place.
- Members expressed concerns about the way in which Stockport local link services were being removed. Officers stated that it was recognised that some people did make use of the service, and the best way forward would form a key part of the Stockport service review.

RESOLVED/-

1. That the updated programme of Network Reviews for the next 12 months, as detailed in Appendix 1, be approved.
2. That the pilot of 24-hour bus services, noting the proposed timescales, the enhanced TravelSafe provision; and the costs of and funding for the pilot be approved.
3. That the preparation of a refreshed Bus Service Improvement Plan 2024, reflecting the ambition set out in the GM Bus Strategy, for submission to Department for Transport be noted.
4. That the withdrawal of the Stepping Hill Local Link service be approved.
5. That the recent and forthcoming changes to commercial bus services in the non-franchised area be noted.
6. That a change to the X50 subsidised service in the non-franchised area, as set out in Appendix 2, be approved.

BNC/21/24 Exclusion of the Press and Public

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant

paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

BNC/22/24 Bee Network Bus Service Improvements

RESOLVED/-

1. That the financial implications of the proposed changes to the bus network be noted.



Bee Network Committee

Date: Thursday 26th September 2024
Subject: Electromobility: Zero Emission Travel
Report of: Martin Lax, Transport Strategy Director, TfGM

Purpose of Report

This report provides an overview of the current situation relating to Electromobility in Greater Manchester.

Recommendations:

The Committee is requested to:

1. Note the current progress relating to electromobility in the GM region;
2. Note that forecast growth and demand for charging infrastructure will be used to inform the emerging Local Transport Plan;
3. Endorse the introduction of an indicator which will track GM's progress in facilitating charging for households without off-street parking;
4. Endorse the introduction of a zero-emission journey tracker; and
5. Note the update on the Electric Vehicle Infrastructure programmes of work.

Contact Officers

Megan Black, Head of Logistics and Environment, TfGM

Megan.Black@tfgm.com

Richard Banks, Senior Manager Logistics & Environment, TfGM

Richard.Banks@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

This report details a number of ways in which Greater Manchester is working towards decarbonising the transport system. It includes a number of ways in which this progress can be tracked.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion		
Health		
Resilience and Adaptation	G	Ensuring the future transport network assists in meeting carbon obligations
Housing		
Economy	G	
Mobility and Connectivity	G	Ensuring the future transport network assists in meeting carbon obligations
Carbon, Nature and Environment	G	Enabling transition to zero emission carbon
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		Tracking progress of carbon neutrality in transport will provide substantial benefits. Plans for charging infrastructure will provide significant carbon benefits
Further Assessment(s):	N/A	
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.

Risk Management

Local Electric Vehicle Infrastructure (LEVI) fund is a significant programme of activity to significantly increase the deployment of local, primarily low power, on-street charging infrastructure within GM. Ensuring Local Authorities have resource to aid with this programme will mitigate delivery challenges. There are currently legal issues relating to the procurement approach that authorities can use, these are being discussed with Office for Zero Emission Vehicles.

Legal Considerations

In addition to the procurement issue referenced above, there are legal considerations relating to the underpinning MoUs (between TfGM and LAs) and commercial arrangements (between the LAs and CPO). Localised permissions and consents including planning agreements, leases and/or licences with regard to land, street works licences and host agreements will be progressed and managed by the relevant LA(s).

Financial Consequences – Revenue

Commercial arrangements to be agreed with charge point operators.

Financial Consequences – Capital

90% of Local Electric Vehicle Infrastructure Fund (LEVI) received . 10% held by OZEV pending agreement of procurement submission. Proposals for LA's CRSTS allocations to LAs need finalisation.

Number of attachments to the report: None

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

GMCA March 2022, Item 24 Electric Vehicle Charging Tariff

GMCA March 2023 Item 28b Electric Vehicle Charging Infrastructure

BNC March 2024, Item 8, Capital Programme

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?

N/A

Overview and Scrutiny Committee

N/A

1. Introduction

- 1.1. Electromobility (sometimes referred to as Electric Travel or E-Mobility) is an umbrella term covering the use of electric cars, and other modes of transport such as electric buses. The common feature of all of them is that they are driven electrically, have a means of storing energy on board, and obtain their energy mainly from the power grid.
- 1.2. Greater Manchester has set an ambitious target to become carbon neutral by 2038, which is 12 years ahead of the national net zero goal in 2050. To achieve this, the region needs to drastically reduce its greenhouse gas emissions from various sectors, including transport, which accounts for 30% of the total emissions in Greater Manchester. An increase of Electromobility, alongside a reduction in private car use, is important to Greater Manchester's ability to reduce transport emissions.
- 1.3. One of the key strategies to decarbonise transport is to promote the switch to electric vehicles (EVs) and the deployment of electric charge points (ECPs) across the region. EVs have the potential to reduce air pollution, improve public health, and lower fuel costs for drivers. Electric charge points (ECPs) are essential to support the growth of EVs and to ensure that drivers have convenient and reliable access to charging facilities.
- 1.4. Achieving zero emission journeys for all modes of transport is a challenging goal for Greater Manchester, as it aims to become carbon neutral by 2038. However, this cannot be done by local government alone. It requires a concerted effort from national government, businesses, communities and individuals to make the transition to cleaner and greener travel options.
- 1.5. This report provides an overview of:
 - Growth and forecast demand of Electric Vehicles and Charging Infrastructure
 - Progress to electrification across taxi, bus, rail, e-cargo bikes, cycle hire and scooter
 - Update on EV programmes including the Local Electric Vehicle Infrastructure (LEVI) fund, and issues relating to charge point siting.
 - A proposal to monitor the transition to zero emission journeys in the region, through the adoption on a Zero Emission Journey Tracker and a tracker to monitor progress towards facilitating charging infrastructure in residential areas without any, or any significant amount of, off-street parking.

2. Growth and Forecasting Demand

EV Trends and Forecasting

- 2.1. Within the Greater Manchester EVCI strategy, published in 2021 and when the 2030 target on phasing out new petrol and diesel engines was still in place, there is commentary on the level of EVCI charging needed. It states “*The development of the EVCI strategy needed a planning scenario to allow a plan of interventions to be developed, and this in turn needs an input level of transition to electric vehicles to aim for. National Grid’s 2019 Future Energy Scenarios (FES) set out four main scenarios for EV transition. The scenario with the fastest uptake in the near-term projects that 8.18% of vehicles will be electric in 2025, rising to 75% by 2035. Using the FES 2019 scenario of 8.18% of the whole UK vehicle fleet being EVs in 2025, this projection gives a planning scenario with charger requirements of 2,700 fast, and 300 rapid public chargers in GM by 2025.*”
- 2.2. Transport for the North (TfN) launched the TfN EV Visualisation tool in October 2022. This is a mapping tool which outlines the scale and pace of change required across our regions to support a rapid and inclusive transition to electric vehicles. The TfN tool can be used to reforecast the levels of EV infrastructure that is needed within the 10 Greater Manchester Local Authorities.
- 2.3. Department for Transport datasets have been used to plot growth between 2015 and 2023. The TfN forecasting tool has been used to forecast growth of EV cars and the anticipated required amount of charging.

Electric Vehicle Uptake

- Where we are: In 2015, there were 752 electric cars registered in Greater Manchester and by 2019 this had increased to 2,000 cars. By the end of 2023, EV ownership increased to around 18,000¹ and are now circa 1.5% of the total GM vehicle fleet.
- GM Travel Diary Surveys (TRADS) 2023 survey estimated that 3% of the distance driven in a car/van by GM residents was in an EV.

¹ In Q2 2020 a national leasing company began registering vehicles to a postcode in the Stockport Council area. From this date, Stockport’s figures have been excluded from these figures.

- Where we need to be: TfN's Decarbonisation tool shows that across the North, a minimum of 51% of the vehicle fleet will need to be battery electric in 2035 to support their decarbonisation trajectory.

EV Charging

2.4. The vast majority of the publicly available charging infrastructure in Greater Manchester is owned and operated by the private sector.

- Where we are: In 2019, there were around 450 publicly available chargers across Greater Manchester, providing circa 900 connection points. As of June 2024, this figure increased by circa 300% to 1,325 chargers (260 ultra, 284 rapids, 302 fast, 479 slow). This provides around 2,200 public connection points². ENW also advise that there are circa 11,500 home chargers in April 2024.
- The 2021 GM EV strategy provided a planning scenario with charger requirements of 2,700 fast and 300 rapid public chargers in GM by 2025.
- Where we need to be: The stated TfN EVCI visualisation tool requirement is over 23,000 public chargepoint connections in Greater Manchester by 2035. This is a 10 fold increase over the next decade. The Greater Manchester Local Area Energy Plan states that EV ownership is projected to significantly outstrip the number of homes with off-street parking.

2.5. The forthcoming Greater Manchester Local Transport Plan, currently in development, will set out GM's future ambition for EVCI, taking account of stakeholder and public engagement and the emerging priorities of the new government³.

2.6. The table at Appendix 1 sets out the number of publicly available charging points in GM, the numbers of home chargers, and Electric Vehicles within private keepership and that are company registered by Authority.

² Zap Map data acquired by TfN

³The Labour Manifesto of June 2024 stated, "Labour will support the transition to electric vehicles by accelerating the roll out of charge points, giving certainty to manufacturers by restoring the phase-out date of 2030 for new cars with internal combustion engines, and supporting buyers of second-hand electric cars by standardising the information supplied on the condition of batteries."

3. Progress Across Other Modes

Taxi

- 3.1. Taxis play a crucial role in Greater Manchester’s transport offer. They provide people with the flexibility of door-to-door transport on-demand, without needing to use or own their own vehicle. Given that over a quarter of households in Greater Manchester do not have access to a car of their own, taxis provide vital options for journeys that the public transport network cannot fulfil, for example for those with a disability or for out-of-hours journeys. They support our visitor and night-time economy for safe door-to-door travel. The Greater Manchester Travel Diary Surveys⁴ (TRADS) shows that in 2023 GM residents made c.100,000 trips per day (c.37m trips per year) by taxi.
- 3.2. GM’s vision for taxis is for them to offer safe and high-quality services which integrate with the wider transport network, providing greater public confidence in this important mode of travel.
- 3.3. In the 2017 LTP, the stated long-term aim is to “achieve more consistency across the conurbation, in order to provide a better, more integrated service to the customer and to ensure that taxis entering the Regional Centre and main town centres meet the highest environmental standards.”
- 3.4. By switching to electric vehicles, taxis can contribute to the region's goal of achieving carbon neutrality by 2038, and improve the air quality. The table below sets out the number of zero emission private hire and Hackney vehicles currently licensed by a Greater Manchester Authority as of August 2024.

Table: PHV/Hackney Electrics by LA

	PHV Electric	Hackney Electric	Total	Total Number of Licensed Vehicles	% of Licensed Vehicles that are EVs
Bolton	8	0	8	1544	0.52%
Bury	5	1	6	747	0.8%
Manchester	39	26	65	4,002	1.62%
Oldham	13	1	14	1,607	0.87%
Rochdale	6	0	6	1,701	0.35%
Salford	13	0	13	968	1.34%
Stockport	16	0	16	1,023	1.56%
Tameside	10	8	18	781	2.3%
Trafford	11	0	11	1,005	1.09%
Wigan	21	3	24	977	2.46%

⁴ [Greater Manchester Travel Diary Surveys | Bee Network | Powered by TfGM](#)

Total	142	39	181	14355	1.26%
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Bus

- 3.5. In July 2023, the GM Bus Strategy set out Greater Manchester's intention to move to a fully electrified bus fleet by 2032. The Mayor has subsequently set out an ambitious goal for this transition to be completed by 2030, supporting the city region's wider vision of carbon neutrality by 2038.
- 3.6. As of July 2024: There are 132 ZEBs operating in Greater Manchester. This includes 100 Bee Network buses acquired using City Region Sustainable Transport Settlements (CRSTS) funding – 50 operating from Bolton depot, and 50 from Oldham depot; And 32 ZEBs currently operated by Stagecoach from Sharston depot, Wythenshawe, which will join the Bee Network from January 2025.
- 3.7. By the end of 2025, further ZEBs are due to come into operation in Greater Manchester taking the total electric fleet to approx. 25%.
- 3.8. In terms of bus depot electrification, TfGM have delivered a major programme of works over the past 12 months, including the electrification of Bolton and Oldham depots; and work will shortly be commencing on the electrification of another 4 depots at Middleton, Hyde Road, Ashton and Queens Road, as well as charging units on Piccadilly Approach as well adding more charging units to Bolton depot. Stockport and TfGM officers continue to work closely to deliver a new Zero Emission Bus fleet depot in Stockport.
- 3.9. TfGM is currently developing a fleet and depot strategy which will provide a roadmap for the electrification (including supporting infrastructure) of the remainder of the GM bus fleet. An update on this work will be brought to the Committee later this year.

Rail

- 3.10. Since the early 2010's there has been a series of projects to electrify rail lines in Greater Manchester the progress and plans of electrifying various rail lines in Greater Manchester, which allows the conversion of diesel traction to electric.
- 3.11. The government's deadline of 2040 for the use of diesel only trains, and the expectation that new train fleets will use alternative technologies such as battery or hydrogen, or have bi-mode capability to operate on non-electrified lines, will help the journey to zero emission travel.

- 3.12. Rail Operators have plans for the replacement of the old diesel trains used on local services, and both Northern and TransPennine Express are looking for new bi-mode trains. Some freight operators are introducing bi-mode and tri-mode locomotives, but the lack of full electrification is a barrier to faster adoption of sustainable traction.
- 3.13. More detail is set out at Appendix 2.

E Scooters, E-Bikes and E-Cargo Bikes

- 3.14. E-bikes, scooters and e-cargo bikes are important for the last mile for decarbonisation because they offer a low-carbon, low-cost, and convenient way to complete short trips. e-bikes and scooters can reduce greenhouse gas emissions, air pollution, and traffic congestion by replacing car trips or complementing public transport. They can also improve the accessibility and connectivity of public transport by expanding the catchment area and reducing the walking time to and from the stations. e-bikes and scooters can enhance the mobility and quality of life of urban residents by providing more options and flexibility for their daily travel.
- 3.15. E-cargo bikes are electrically assisted bicycles that can carry heavy loads of goods. They offer a low-carbon, low-cost, and convenient way to complete the last mile deliveries, e-cargo bikes can improve the efficiency and sustainability of urban logistics, and enhance the quality of life for city dwellers.
- 3.16. Both Amazon and Zedify are using e-cargo bikes for last mile deliveries within Greater Manchester. Greater Manchester was chosen for pilots of this infrastructure, in part, due to the cycling infrastructure meeting the requirements of e-cargo bikes.
- 3.17. To support a 'green' restart of local travel and help mitigate reduced public transport capacity, in July 2020, the Department for Transport (DfT) made regulations allowing trials of rental e-scooters to be fast tracked and expanded.
- 3.18. As a result, a trial in Salford has been developed and continues to run with the operator Lime – the latest trial extension has given a license for local authorities to continue until May 2026, when legislation is expected on the legality of this mode.
- 3.19. Whilst this is still in a trial phase, as of July 2024, there have been 1.2m trips on E-Scooters (as part of the Lime E-Scooter Scheme in Salford), with usage currently averaging 1,745 trips per day and 2.3 trips per vehicle per day (July 2024). Trip numbers have benefitted recently due to an increased vehicle fleet (was 550 now

800 vehicles) and an expanded trial area, which has been agreed by Salford City Council and the Department for Transport, to expand the scheme into Eccles and Patricroft. This also connects the scheme with Rail and Metrolink infrastructure.

- 3.20. It is estimated that approximately 1 in 4 e-scooter trips replace a car trip (either private or taxi). This contributes to a reduction in personal car use and allows for short trips to be taken via e-scooter. Around 55% of e-scooter users in Salford have stated they have used or would use e-scooters to connect with public transport.
- 3.21. The current Starling Bank Bike Hire scheme has 20% eBikes (~300) and these outperform standard bikes as they are ridden at least twice as often. In May 2024 there were 2.71 rides per eBike per day and 1.26 rides per standard bike per day.
- 3.22. There is also evidence to support eBikes enabling access to destinations that are further afield. Starling Bank eBike rides tend to be longer in duration and distance than standard bike rides. In May 2024 the average eBike ride was 17 minutes vs 15 minutes on a standard bike (or 3 kms on an eBike vs 2.5kms on a standard bike).

Commercial Vehicles

- 3.23. Electric vans, in particular, are increasingly attractive as their price relative to conventionally fuelled vehicles reduces; range increases; and lifecycle costs become more certain. Sales of electric vans are increasing, albeit from a low base and a lower market share than electric cars. At end December 2023, DfT data shows that there were circa 700 electric vans registered in Greater Manchester⁵. Public sector fleet transition is an on-going 'early mover' which can demonstrate benefits to the commercial fleet.
- 3.24. In terms of Heavy Goods Vehicles, there are a number of pilots the UK underway to demonstrate that electric HGV transportation is commercially viable. In line with Government regulation all new HGVs sold in the UK are required to be zero emission by 2040. Fuel cell technology, where hydrogen and oxygen are combined through an electrochemical reaction to generate electricity is an area of development.

⁵ In Q2 2020 a national leasing company began registering vehicles to a postcode in the Stockport Council area. From this date, Stockport's figures have been excluded from these figures.

Metrolink

- 3.25. Metrolink is the largest light rail network in the UK and runs on 100% renewable electricity, and does not produce any tailpipe emissions.

Power Purchase Agreement

- 3.26. In anticipation of an increase in electricity demand for public transport, TfGM are progressing work on the procurement of a Power Purchase Agreement (PPA). A PPA is a contract between a buyer and a seller of electricity, which will be from incremental renewable sources to the national grid. The buyer agrees to pay a fixed price for a certain amount of electricity over a specified period of time, while the seller guarantees to deliver the electricity from a specific renewables project.
- 3.27. PPAs provide a stable and predictable cash flow allowing investors them to raise the necessary capital to fund investment in renewable energy sources; and to protect buyers from the significant 'spikes' that have occurred in energy prices in recent years
- 3.28. PPAs also enable buyers to reduce their greenhouse gas emissions and meet their sustainability targets by sourcing clean energy at a competitive price.
- 3.29. An initial PPA for Metrolink's electricity consumption, would act as a pathfinder, enabling future PPAs to address future demand growth from an electrified bus fleet and to encompass other organisations within GM.
- 3.30. It is anticipated that the Pathfinder PPA will be concluded in 2025 with energisation of the renewable power facility anticipated to be in 2027 / 2028, subject to the final agreement. An update will be provided to the Committee as the procurement progresses.

4. Updates on EV Programmes

- 4.1. The delivery and operation of Greater Manchester's publicly funded Electric Vehicle Charging Infrastructure (EVCI) has been co-ordinated by Transport for Greater Manchester (TfGM) since 2013 to ensure a consistent and co-ordinated approach across the city region.
- 4.2. TfGM and its local authority partners have launched various policies and initiatives to support the switch to EVs and ECPs in the region.

Dedicated Taxi Electric Vehicle Charging Infrastructure

- 4.3. The Taxi EV project includes the rollout of 60 rapid charging points across Greater Manchester dedicated for EV private hire (PHV) and hackney vehicles licensed by a Greater Manchester Authority.
- 4.4. 57 charging points are now live, with the remaining chargers due to go live by end of 2024.

Early Measures – EV Awareness and Infrastructure

- 4.5. Since the Joint Air Quality Unit Early Measures funding was awarded in March 2018 TfGM has delivered 23 out of the 25 rapid publicly accessible charging points, final sites will be live by mid-September 2024.
- 4.6. Additionally, through the Early Measures project TfGM have delivered 18 promotional events for business and the general public, an Electric Travel website [Home | TfGM Electric Travel](#). TfGM have also directly engaged with over 50 businesses and Local Authorities in the Greater Manchester area around various Electric Vehicle opportunities, including fleet; and providing charging points to improve their commitment to electric vehicles.

Local Electric Vehicle Infrastructure (LEVI) fund

- 4.7. LEVI funding is designed by Office for Zero Emission Vehicles (OZEV) to move away from previous funding models of an owner-operator model, into that of a more commercial arrangement. This strategic direction links closely with the recommendations noted by the GMCA in March 2023.
- 4.8. The stated aims of OZEV's LEVI fund are to:
 - Deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure across England; and to
 - Accelerate the commercialisation of, and investment in, the local charging infrastructure sector.
- 4.9. The Capital element of GM's LEVI allocation has been confirmed as £16,158,000.
- 4.10. To meet OZEV's requirements for collaboration in delivery TfGM are responsible for managing the procurement and delivery of the programme, and the local authorities will be responsible for managing the operations and maintenance (with the Charge Point Operator) once the charging points are operational.

- 4.11. GM's initial submission to OZEV outlined GM's intention to install between 3,300 and 4,500 charging points across Greater Manchester.
- 4.12. TfGM are managing the procurement and delivery and Local Authorities will be responsible for managing the operations and maintenance (with the Charge Point Operator) once operational. Following GM's initial submission the preferred procurement route was stayed pending guidance being received from HMG regarding its lawfulness. GM is with other LAs exploring alternative options including running its own procurement exercise. TfGM anticipates that this programme of work will result in the installation of chargers in 2026.
- 4.13. The LEVI funding allocation for each authority will not be based on a predetermined formula, as this would not reflect the actual costs and needs of each area. Instead, the funding will be distributed after the competitive procurement process, where the successful bidders will have to demonstrate their costs, which will include the energy distribution costs, the type and number of charging points, and the local authority infrastructure preferences. This approach will ensure that the funding is used efficiently and effectively to meet the demand and the objectives of the scheme.
- 4.14. The key considerations in installing infrastructure include;
- Finding suitable locations for the chargers that are accessible, convenient, and safe for EV drivers, as well as compatible with the existing electricity network, Streets for all Design Guide⁶ and planning regulations.
 - Individual Local Authority appetite for on-street charging (compared to off street charging, in for example, Local authority car parks)
 - Local Authority interest in different types of chargers for example flush fitting chargers or pedestal chargers and the potential, and the mechanism, for charging from street lighting columns which has been implemented successfully elsewhere in the country but not, to date, in Greater Manchester.
 - Securing the cooperation and consent of landowners, and other stakeholders who are involved in the installation and maintenance of the chargers.

⁶ any public on-street EV charging facilities and equipment such as feeder pillars should not compromise footway width

- 4.15. An alternative to the installation of electric charge points are cable channels. A cable channel for a house without off street parking is installed in the pavement that allows the vehicle owner to charge their electric vehicle from their home without leaving a cable across the pavement, an offence under the Highways Act 1980 if they do not have the consent of the highway authority. The channel typically has a lid that can be opened and closed to store and access the cable when needed. The channel connects to a socket in the home and runs under the pavement to a point near the vehicle. This way, the cable does not create a trip hazard or an obstruction for pedestrians or other road users.
- 4.16. LEVI funding could be allocated to support the installation of these channels. However, Local Authorities, as the highway authorities, must evaluate liability and maintenance concerns prior to approving their installation. There is currently no agreement across the metropolitan area regarding the implementation of cable channels. Officers are working together to evaluate the options to come to a clear position in the New Year.

CRSTS Funding

- 4.17. £8.5m of CRSTS¹ funding was allocated for the roll-out of EVCI. In March 2023, GMCA endorsed a funding distribution model for CRSTS funds based on population, the proportion of rural areas in a Local Authority area (as these are often less likely to be served by the commercial market) and the level of housing stock which has neither off-street parking nor access to charging within five minutes' walk.
- 4.18. The Bee Network Committee, on 21 March 2024, approved the drawdown of a further £1.086m CRSTS funding, to be allocated across the 10 GM local authorities to support LA capability requirements in progressing the commercialisation and investment in on-street charging infrastructure across GM through OZEV's LEVI capital fund.
- 4.19. The remainder, using a formula agreed at the GMCA in March 2023, allows authorities to bring forward proposals of their own or to include their allocation in LEVI procurement.

5. Monitoring Electric Travel

5.1. Zero Emission travel is a term that refers to the use of transport modes that do not emit any greenhouse gases or air pollutants from their operation. Zero emission journeys will help to reduce the environmental impact of transport and contribute to ambition for the city region to be carbon neutral by 2038.

5.2. It is proposed that GM adopts two new indicators:

- The percentage of residential properties (without access to off-street parking) that are within 300m) of charging infrastructure. The percentage of residential properties (without access to off-street parking) that are within 300m⁷ of a charging point. This allow Greater Manchester to track progress towards facilitating charging infrastructure in residential areas without a significant amount of off-street parking.

The methodology is developed based on data provided by Transport for the North. This data employs artificial intelligence and satellite imagery to determine the number of houses without off-street parking. Using Zap Map data to monitor the number of charge points, TfGM can calculate the number of residential properties (without access to off-street parking) that are within 300m⁸ of a charging point. The current baseline for Greater Manchester is 22%. To be reported quarterly.

This Greater Manchester figure can be disaggregated by Local Authority and can be seen at Appendix 3

- A Zero Emission Journey Tracker to allow GM to monitor the progress of journeys by mode that do not emit any greenhouse gases or air pollutants from their use, which supports the ambition for the city region to be carbon neutral by 2038. This recognises that we need to see a switch to transport modes that do not emit any greenhouse gases or air pollutants from their use. The current baseline for Greater Manchester is 36%. To be reported annually.

The table at Appendix 4 outlines the journey types the tracker will monitor along with the zero emission positions for each of them, along with the

⁷ This distance is approximately 5 minutes' walk

⁸ This distance is approximately 5 minutes' walk

baseline data for each journey type, such as the current percentage of zero emission journeys and the ambition for electrification.

- 5.3. Both these indicators will be reported as outcomes in GM's 5 Year Environment Plan.



Appendix 1 Publicly accessible devices, home chargers & vehicles

The table below sets out the number of publicly available charging in GM, the numbers of home chargers, and Electric Vehicles within private keepership and that are company registered by Authority.

Authority	Charge Points								Battery Electric Vehicles ⁹		
	Publicly Available Devices ¹⁰							Home Chargers ¹¹	Car Private Keepership	Car Company Registered	Light Goods Vehicles
Locations	Devices	Connectors	Ultra	Rapid	Fast	Slow					
Bolton	28	71	116	8	19	27	17	1,112	1,082	662	32
Bury	34	58	117	19	14	12	13	974	866	746	43
Manchester	98	400	557	54	27	79	240	1,173	1,240	2,237	275
Oldham	48	110	190	34	31	18	27	652	741	501	32
Rochdale	28	67	140	9	25	18	15	750	802	478	67
Salford	60	141	258	10	24	53	54	820	827	567	112
Stockport	40	86	169	13	44	14	15	1,999	1,715	81,656 ¹²	3829 ¹⁰
Tameside	26	47	93	8	15	11	13	769	704	394	38
Trafford	54	218	347	89	49	29	51	1,895	1,644	882	47
Wigan	41	127	189	16	36	41	34	1,394	1,356	569	43
Total	457	1325	2176	260	284	302	479	11,538	10,988	88,694	4518

⁹ DfT Statistics end Q4 2023

¹⁰ Data supplied by TfN/Zap Map July 2024 data

¹¹ Supplied by ENW April 2024

¹² In Q2 2020 a national leasing company began registering vehicles to a postcode in the Stockport Council area.



Appendix 2 – Rail Decarbonisation

Since the early 2010's there has been a series of projects to electrify rail lines in Greater Manchester, allowing the conversion of diesel traction to electric traction. The lines which have been electrified are Manchester – Newton-le-Willows – Liverpool, Manchester – Bolton – Preston – Blackpool and Wigan – Liverpool. Ongoing projects are electrifying Wigan – Bolton and Manchester – Stalybridge, with plans to convert more services to electric traction in 2026, while the TransPennine Route Upgrade will electrify the full Manchester – Huddersfield – Leeds – York route by the early 2030's.

In addition, the Manchester Task Force are progressing designs and Business Case for the modernisation of the CLC line (Manchester – Warrington – Widnes – Liverpool), which includes electrification and there remain aspirations for further electrification of key routes, such as Hope Valley (mentioned in Network North), Calder Valley and Atherton lines.

In the meantime, the Government have set a deadline of 2040 for the use of diesel only trains, with the expectation that new train fleets will make use of alternative technology (battery or hydrogen) or have bi-mode capability to operate on the non-electrified lines. TransPennine Express currently have a fleet of 19 bi-mode (diesel / electric) trains on the North TransPennine route and one of these is currently being trialled with battery technology with a view to future replacement of the diesel engines with battery capability. Avanti West Coast are also replacing their remaining diesel trains with electric or bi-mode trains in order to eliminate operation of diesel trains under the wires on the West Coast Main Line.

The majority of diesel trains used on local services are between 30 and 40 years old and plans are underway for the replacement of these, with Northern recently issuing a Prior Indication Notice to the market. In addition, TransPennine Express have also commenced expressions of interest for new trains as part of the TransPennine Route Upgrade. It is expected that both train fleets will make use of bi-mode technology.

Rail Freight currently remains largely reliant on diesel technology, with extensive use of class 66 locomotives purchased in the early 2000's, which are considered to be mid-life. However, as thoughts turn to future replacement of these locomotives,

bi-mode and tri-mode freight locomotives are currently in development. Rail Operations Group are introducing a class 93 tri-mode (electric / diesel / battery) locomotive, with 10 on order, while GBRF have ordered 30 more powerful class 99 dual mode (electric / diesel) locomotives. While there are benefits to electric traction in terms of haulage capability and speed, the lack of full electrification on many lines, along with a lack of Government commitment for further electrification is proving a barrier to speedier adoption of sustainable traction within the rail freight sector.

Appendix 3- Percentage of Residential Properties (without access to off-street parking) that are within 300m of Charging Infrastructure

The table below show the percentage of residential properties without access to off-street parking that are within 300m of Electric Vehicle Charging Infrastructure. This distance is approximately 5 minutes' walk.

Local Authority	% of residential properties without access to off-street parking that are within 300m of charging infrastructure
Bolton	11%
Bury	14%
Manchester	30%
Oldham	19%
Rochdale	13%
Salford	35%
Stockport	16%
Tameside	17%
Trafford	25%
Wigan	13%
GM Total	22%

Appendix 4 – Zero Emission Journey Tracker

The table below outlines the journey types the tracker will monitor along with the zero emission positions for each of them, along with the baseline data for each journey type, such as the current percentage of zero emission journeys and the ambition for electrification.

Journey Type	Zero emission positions	Baseline annual trips – 2023	GM Ambition
Walking	100%	630,400,000	To connect all communities in Greater Manchester with a comprehensive walking, wheeling and cycling network of safe and attractive routes that connect people to the places they want to go to make active travel the natural choice for short journeys– see Home TfGM Bee Active
Cycling	100%	44,500,000	
Bus	5%	83,000,000	The full electrification of Greater Manchester’s bus fleets (and supporting infrastructure) by 2032, with 50% of the fleet to be zero emission by 2027 – see Greater Manchester Bus Strategy Bee Network Powered by TfGM
Metrolink	100%	28,000,000	To extend the Metrolink network to new areas and to increase the frequency and capacity of the existing lines – see The future of rapid transit Bee Network Powered by TfGM
Local Rail	35%	21,300,000	To work with the wider rail industry to maximise decarbonisation through extending electrification, replacing diesel trains through bi- or tri-mode trains and removing diesel operation under electrified lines.
Cars	1%	1,180,100,000	To promote the shift to electric vehicles as well as plan for growth in a way that reduces dependency on the car by ensuring that communities have easy and local access to amenities while encouraging sustainable modes of transportation.
Taxi	1%	38,600,000	To enable the transition to Low Emission Vehicles for the GM taxi fleet.
All Trips Considered	36%	2,025,900,000	An integrated London-style transport system which will join together buses, trams, cycling and walking and rail.

The table above used TRADS data which only considers trips made by GM residents, and as such a freight baseline cannot be set using the methodology. TRADS data is based upon an annual survey of the travel of members of 2,000 households in GM over a 24-hour period. The study is designed to proportionally represent each GM district based upon the demographics of the resident population. The forthcoming Local Transport Plan will set out the issues and opportunities for zero carbon logistics.

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Bee Network Committee

Date: Thursday 26th September 2024
 Subject: Bee Network Fares and Ticketing Products
 Report of: Fran Wilkinson, Customer and Growth Director, TfGM

Purpose of Report

The report proposes a number of changes to Bee Network fares and ticketing products to increase access to public transport through affordable and simpler fares and ticketing.

Recommendations:

The Committee is requested to note and comment on the following Bee Network fares and ticketing product proposals ahead of consideration by GMCA:

1. The introduction of an Annual Bee Bus Ticket priced at £800;
2. The introduction of a TfGM scheme with local Credit Unions, from January 2025, to improve access to annual bus tickets;
3. The continuation of the Bee Network Recompense Scheme for Tranche 3 bus customers;
4. The introduction of multi modal 'pay as you go' (PAYG) contactless ticketing and capped fares across bus and tram in March 2025;
5. Plans to provide an update on the annual review of the Capped Fares Scheme and proposed next steps; and
6. The potential extension of the Care Leavers scheme, from aged 21 to aged 25, from April 2025.

Contact Officers

Fran Wilkinson, Customer and Growth Director, TfGM fran.wilkinson@tfgm.com
 Helen Humble, Head of Ticketing, TfGM helen.humble@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

N/A

Risk Management

N/A

Legal Considerations

The proposed scheme has been structured in such a way so as to ensure that it does not breach financial or procurement regulations.

Financial Consequences – Revenue

The forecast net financial impacts of introducing the products, including the Credit Union and recompense scheme are included in the budget for this financial year and will be factored into subsequent budget years.

The 2024/25 net budgetary impact of the proposed Credit Union scheme will only impact from when the changes are introduced in January 2025 through to the end of March 2025, and could result in additional income of circa £50,000 for the period, depending on the take up and abstraction from current ticket sales.

Financial Consequences – Capital

The costs of the back-office systems and other systems and technology required to implement PAYG are funded from capital budgets, including predominantly from CRSTS 1 funding.

Number of attachments to the report: 0

Background Papers

[GMCA 20230630 Delivering the Bee Network - Annual Review of Capped Bus Fares](#)

[GMCA 20230728 Delivering the Bee Network - Fares and Products](#)

[GMCA 20240712 Bee Network Fares and Tickets](#)

Tracking/ Process

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

Yes

Exemption from call in

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

No

Bee Network Committee

This report will be considered by the Bee Network Committee on 26th September.

Overview and Scrutiny Committee

N/A

1. Introduction

- 1.1. Greater Manchester is delivering the Bee Network, an integrated, high-quality public transport and active travel system for the people and businesses of the city region. Key to the Bee Network are integrated, affordable and simple fares and ticketing products, aimed at supporting more people to travel for less, with back-office systems that do the hard work to make life easier for customers.
- 1.2. As pioneers of bus franchising, we now have local control of our most-used form of public transport, in addition to the largest light rail network in the country – Metrolink. This means that, following the implementation of the final phase of bus franchising on 5 January 2025, GMCA will be able to set fares and introduce and amend ticketing products across the Bee Network, without the need to negotiate with commercial operators. Importantly, it also allows GMCA to integrate fares and ticketing so that passengers can move seamlessly between Bee Network buses and trams, with an ambition to integrate cycle hire and GM rail in future.
- 1.3. At its meeting in July 2024, GMCA approved a reduction to the price of a number of Bee Network bus fares, from 5 January 2025, as follows:
 - A reduction to the price of 7-day Bus Travel on Bee Network Services from £21 Adult/£10.50 Child to £20 Adult /£10 Child; and
 - A reduction to the price of 28-day Bus Travel on Bee Network Services from £85.40 Adult/£42.70 Child to £80 Adult /£40 Child.
- 1.4. And also approved the introduction of a paper ‘Hopper’ single ticket for Bee Network bus users from 5 January 2025.

2. Proposals

- 2.1. It is proposed to introduce a number of further improvements to Bee Network fares and ticketing products, as set out below, to align with the implementation of the final phase of bus franchising in January 2025; and the introduction of ‘pay as you go’ (PAYG) contactless ticketing and multi modal capped fares across bus and Metrolink in March 2025.

Credit Union

- 2.2. At present, for regular public transport users, annual products can provide better value for money than shorter period tickets but require a significantly greater initial outlay.

- 2.3. As previously referenced in the *Bee Network Fares and Tickets* report to the GMCA on 12 July 2024, it is proposed to create a new TfGM scheme in which local Credit Unions may participate, through which an annual bus ticket (with no additional cost) will be made available to their customers via a Credit Union loan. This will enable those who may not be able to afford the initial outlay of an annual product to benefit from the value that the annual ticket offers.
- 2.4. An Adult Bee Bus Annual ticket, priced at £800, (which equates to the cost of 10, rather than 13, 28 day tickets) will be introduced from January 2025 along with the ability for customers to be able to pay for the annual product in monthly or weekly instalments through the customers local Credit Union.
- 2.5. The scheme will enable Credit Union members to *spread the cost* of an Annual ticket without any additional cost. This will particularly support those currently unable to afford long period products.
- 2.6. The new Adult Bee Bus Annual ticket priced at £800 will also be available to customers who wish to purchase it outright through Bee Network retail channels. This would significantly benefit customers who regularly purchase 28 day bus tickets throughout the year with savings of up to 23% against the reduced 28 day fare of £80 that will also be introduced in January 2025.
- 2.7. TfGM are working closely with the Credit Unions to implement the required arrangements for the scheme, with a view to opening applications later this year in preparation for January 2025.

Bus Franchising

- 2.8. Increases in single-operator fares, together with the reduction in weekly and monthly Bee Network ticket prices means that only a small proportion of customers (estimated at 3% of Tranche 3 customers) stand to be adversely impacted by the transition to Bee Network fares and tickets, following the implementation of the final phase of bus franchising on 5 January 2025. To mitigate the impact on tranche 3 customers, it is proposed to continue the recompense scheme available for tranche 1 and 2 customers.
- 2.9. TfGM will work with the outgoing commercial operators to make customers aware of the 'recompense scheme', alongside communications and marketing activities via Bee Network channels.

- 2.10. Agreement was unable to be reached with commercial operators to allow students to use Bee Network Student tickets on their services from the start of the academic year (referenced in *Delivering the Bee Network – Fares and Products* report to the GMCA on 12 July 2024). Students using operator student products will therefore need to transition to Bee Network student tickets in January 2025. Specific marketing and communications activities are being planned to ensure this customer group is reached; and, as above, if there are any customers who are adversely impacted, they will be able to apply to the 'recompense scheme'.
- 2.11. To provide a single, universal set of Bee Network fares and tickets across Greater Manchester, it is proposed that the Salford discount corridor tickets that were introduced in September 2023 will be removed from 5 January 2025 in line with the start of the third and final tranche of bus franchising. Sales of these tickets have been very low and the very few customers who are adversely impacted by the removal of these tickets will be able to apply through the 'recompense scheme'.

Multi Modal PAYG

- 2.12. The introduction of 'pay as you go' (PAYG) contactless ticketing and multi-modal capped fares across bus and Metrolink will provide greater flexibility and ease for customers. PAYG means customers will not need to plan and purchase travel in advance and will simply be able to touch-on / touch in and out (on bus and Metrolink) with their contactless bank card or device and know they will be charged the appropriate capped fare.
- 2.13. Currently, Metrolink customers can purchase an advance 7-day ticket to cover that travel for a week - or use contactless PAYG, and benefit from daily and weekly capping, and pay only the lowest fares for the actual journeys that they take.
- 2.14. That flexibility will be extended to both bus and multi-modal (bus and Metrolink) customers in March 2025.
- 2.15. Bus only customers will touch-on as they board with their fares contributing to the daily and weekly caps that are equivalent to the bus tickets the customer would otherwise have purchased.

2.16. The table below summarises the daily and weekly PAYG caps that will apply to bus only and to Bus and Metrolink following the introduction of PAYG in March 2025.

Cap	1-day Anytime	1-day Off-Peak	Weekly
Bus only	£5.00		£20.00
Bus and any one Metrolink zone	£6.00	£5.40	£24.80
Bus and Metrolink zones 2+3 or 3+4	£6.70	£6.40	£28.40
Bus and Metrolink zones 1+2	£7.30	£6.70	£30.30
Bus and Metrolink zones 2+3+4	£7.60	£7.00	£32.50
Bus and Metrolink zones 1+2+3	£8.70	£7.30	£36.40
Bus and all Metrolink zones (1+2+3+4)	£9.50	£7.80	£41.00

2.17. PAYG on bus will also include the benefits of the Hopper Fares, so anyone travelling on multiple buses within an hour will only be charged the single Hopper fare, mirroring the paper version that will be introduced in January 2025.

2.18. Multi modal (bus and Metrolink) customers will be able to travel across bus and tram using PAYG, with their fares contributing to daily and weekly caps that are equivalent to the multi modal (bus and Metrolink) tickets that the customer would have otherwise purchased.

2.19. The bus and multi modal PAYG will operate initially with adult fares only (as is the case for Metrolink and other schemes, including Transport for London's).

2.20. It is proposed to introduce bus and multi modal PAYG in March 2025, with the actual launch date to be determined closer to the time.

2.21. The scheme will be introduced alongside a detailed engagement and training programme, and an extensive customer communication programme, to ensure that customers understand how to benefit from this new, easier way to travel.

Extension to Care Leavers Scheme

2.22. Over the past 12 months, inquiries have been made at the GM Care Leavers Trust Board about the possibility of extending the existing travel offer for care-experienced young people under 21 up to the age of 25.

2.23. Subject to approval by the Combined Authority as part of the 2025/26 budget setting process, extending the concessionary pass for care leavers aged up to 25 could be introduced from April 2025. Work is ongoing to review current usage and to

understand the likely increase in people eligible for the offer and the likely costs of the extension.

3. Benefits

- 3.1. Simplifying the fares' structure and making transport more affordable supports and enables more people to access education, skills and opportunity.
- 3.2. Reducing the cost of bus travel will support further patronage growth on the network, as was previously evidenced by the 12% increase in patronage that followed the September 2022 initial capped bus fares scheme and £2/£1 and £5/£2.50 products, and the further enhancement of the 7 day cap at £21/£10.50 in January 2023. Lower fares will also help those customers already travelling by reducing the price of weekly and monthly travel, saving them money during a cost of living crisis.
- 3.3. In 2023, GMCA agreed to maintain these capped fares for a further year, with a review in Summer 2024, the output of which will be reported to GMCA in November.
- 3.4. Metrolink fares have been frozen since 2020, and the introduction of the Bee Network App now allows passengers to buy a new range of multi modal bus and tram tickets at a 20% cost saving compared to the cost of separate tickets, offering even better value for money.
- 3.5. Metrolink customers have benefitted from PAYG since July 2019 with the majority of adult Metrolink customers using this payment method for their journeys. Over 1.2 million journeys per month are made using Pay as you Go (PAYG) Bee Network fares and tickets to ensure public transport can enable more people to access education, work, leisure and opportunity.
- 3.6. The Credit Union scheme is particularly attractive to customers who use public transport regularly and who may not be able to afford the initial outlay of an annual product and benefit from the additional value it offers. Purchasing the annual ticket through the Credit Union, will enable Credit Union members to spread the cost of an annual ticket without any additional cost.
- 3.7. Multi modal PAYG further simplifies the ticket proposition. Customers can simply touch on and off their mode of transport and travel with confidence, knowing that the lowest fare will be calculated for them in the background.

4. Affordability

- 4.1. The forecast net financial impacts of introducing the products, including the Credit Union and recompense scheme are included in the budget for this financial year and will be factored into subsequent budget years.
- 4.2. The 2024/25 net budgetary impact of the proposed Credit Union scheme will only impact from when the changes are introduced in January 2025 through to the end of March 2025, and could result in additional income of circa £50,000 for the period depending on the take up and abstraction from current ticket sales.
- 4.3. The costs of the back office systems and other systems and technology required to implement PAYG are funded from capital budgets, including predominantly from CRSTS 1 funding.

5. Next Steps

- 5.1. Subject to any feedback from the Bee Network Committee, and GMCA approval, work will begin to implement the recompense scheme for the start of the final tranche of bus franchising (Tranche 3) on 5 January 2025.
- 5.2. Work will also continue with local Credit Unions to implement the proposed offer from January 2025.
- 5.3. Development of bus and multi modal ticketing PAYG is well underway and will be communicated to customers and other stakeholders as described above, prior to going live in March 2025.
- 5.4. The implementation of these proposals will mark a significant milestone in the delivery of the Bee Network. For the first time, customers will have access to a single, simple fares and ticketing proposition for the whole of Greater Manchester, with integrated fares across bus and tram and systems to ensure they receive the best value for money.
- 5.5. TfGM also intends to improve the ticketing offer and reduce prices for 18-21 year olds later in 2025. Work on this is in the early stages and more detail will be brought to BNC and GMCA in due course.

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Bee Network Committee

Date: Thursday 26th September 2024
Subject: High Speed Rail Update
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).

Recommendations:

The Committee is requested to note the current position in relation to the High Speed Rail Programme in Greater Manchester, the future areas of development and current Government timeframes.

Contact Officers

Martin Lax, Transport Strategy Director, TfGM

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Liz Goldsby, Head of HS2 NPR Programme, TfGM

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Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers
 Agree the overall positive impacts of NPR within the GM boundary and beyond.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	The provision of NPR will provide new and improved rail connectivity across the North. Its future intergration into existing networks can improve infrastructure provision across the north creating better connectivity in general.
Health	G	The provision of NPR will add additional connectivity across the North, allowing people to access outdoor space, leisure activities etc more easily.
Resilience and Adaptation	G	Improved Public Transport will provide alternative/increased choice for passengers commuting options, and ability to access facilities within the wider GM area.
Housing	G	There is potential that opening up accessibility to wider employment opportunities, especially when the wider NPR scheme is complete, and if there is a HS2 replacement through the midlands to connect into London, housing markets will possibly improve.
Economy	G	Improved connectivity across the north may open up new economic markets during the construction phase, and the operational phase. As each wider section of NPR is complete, the more economic accessibility could be created.
Mobility and Connectivity		
Carbon, Nature and Environment	G	Improved access to public transport always has the capacity to improve the natural environment, either via environmental initiatives as part of the construction work, or the general additional connectivity options for work and leisure commuters.
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		Improved access to public transport always has the capacity to improve the natural environment, either via environmental initiatives as part of the construction work, or the general additional connectivity options for work and leisure commuters. Support for the delivery of the wider NPR programme, as well as support for the Midlands Consortium who are trying to identify an alternative rail connectivity scheme to the cancelled Phase 2a of HS2.

Further Assessment(s): Carbon Assessment

G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR Negative impacts overall.
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Carbon Assessment

Overall Score ■■■■

Buildings	Result	Justification/Mitigation
New Build	N/A	
residential building(s)	N/A	
new build non-residential (including public)	N/A	

Transport

Active travel and public transport	N/A	
Roads, Parking and Vehicle Access	N/A	
Access to amenities	N/A	
vehicle	N/A	

Land Use

Land use	■■■■	DfT who are the promoter of the scheme will provide relevant preservation as part of their EIA process. This work has been reviewed with petitioning submitted to improve sections.
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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.
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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

None specific to this report. External lawyers and parliamentary agents are in place to support the GM public sector partners and will continue to advise as the Bill progresses through Parliament.

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

Bee Network Committee, 21st March 2024 - [\(Public Pack\)Agenda Document for Bee Network Committee, 21/03/2024 10:00 \(greatermanchester-ca.gov.uk\)](#) (page 40 to 48)

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. 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 appeared at the HS2 Phase 2b 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 October 2023, the Government rescoped HS2, including cancelling HS2 Phases 2a (Birmingham to Crewe) and 2b (Crewe to Manchester). At the same time, the (then) Government announced that the £36 billion earmarked for these projects would be re-invested into “Network North”.
- 1.3. 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.
- 1.4. As part of their 4th October 2023 announcement, the Government also stated 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.
- 1.5. A private sector consortium, sponsored by the Mayor of Greater Manchester and the Mayor of the West Midlands, was subsequently established to consider Birmingham – Manchester connectivity in light of the cancellation of HS2 Phases 2a and 2b. Their work, known as the Birmingham Manchester Enhanced Connectivity (BMEC) study, aimed to investigate alternative connectivity improvement options between Manchester and Birmingham, including funding and delivery options for these.
- 1.6. This report provides an update on both NPR and the BMEC study following the update to the Committee on 21st March 2024.

2. Northern Powerhouse Rail (NPR)

High Speed Rail (Crewe-Manchester) Bill

- 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. On the 25th March 2024, the Secretary of State for Transport submitted a written statement to Parliament on 25 March 2024 which set out that:
- Stakeholders are in favour of continuing to serve Warrington Bank Quay and Manchester Airport and using broadly the current route towards Manchester as part of the Northern Powerhouse Rail plans.
 - There was interest from local leaders to explore further options for station design at Manchester Piccadilly and for routings into Liverpool including station options.
 - Government remains open to considering the above issues, subject, as usual, to affordability within the funding envelope, standard business case approvals, and demonstrating value for taxpayers' money.
 - Government will be continuing to promote the High Speed Rail (Crewe-Manchester) Bill as the fastest possible means of consenting the first part of that route into Manchester, subject to the will of the House.
 - HS2 Phase 2b safeguarding will be amended by summer 2024, to allow for any safeguarding needed for Northern Powerhouse Rail.
- 2.3. Following this statement, a debate took place in the House of Commons on 21 May 2024 with the House voting in favour (Ayes 323: Noes 7) for the adaption of the High Speed Rail (Crewe – Manchester) Bill to deliver NPR between Manchester Piccadilly Station and Millington/ Rostherne only, with revised instructions to the

¹ 2023 prices

Bill's Select Committee. The main points of the revised instructions to Select Committee are as follows:

- The Committee should, before concluding its proceedings, amend the Bill by:
 - removing provisions of the railway between Crewe and Millington/Rostherne
 - removing provisions of a railway between Hoo Green and Bamfurlong (as instructed previously)
 - amend the Principle of the Bill to:
 - The provision of a railway between a point in the vicinity of the parish of Millington/Rostherne in Cheshire and Manchester Piccadilly station
 - The broad route alignment of the plans deposited in January 2022
 - No new stations other than those proposed at Manchester Airport and Piccadilly.
- The Committee shall not hear any petitions that relate to the railways that are being removed.

2.4. On 22nd May 2024 Rishi Sunak, the then Prime Minister, announced a General Election for the 4th July 2024, accordingly, on 30th May 2024 Parliament was dissolved, which included the dissolution of all select committees.

2.5. The first sitting of the new Government took place on 9th July 2024, who then reintroduced the Bill on 25th July 2024. Now introduced, the Bill will automatically be caught up to the position it was in when the last Parliament was dissolved and therefore remains at the House of Commons Select Committee stage. All of the petitions against it have been reinstated.

2.6. The Select Committee on the High Speed Rail (Crewe – Manchester) Bill was formed in December 2022 and dissolved on 30th May 2024. The Select Committee oversee the Bill's petitioning period and provide directly and specially affected individuals and bodies the opportunity to seek amendments to the Bill.

2.7. The Select Committee has a membership of seven MPs, However, with a new government formed there will be a process to identify a revised membership reflective of the new majorities in the Parliament and where there have been changes in MPs.

2.8. The Select Committee for the hybrid Bill could re-form as early as autumn 2024.

- 2.9. The new Select Committee is expected to have an initial series of briefings and site visits, following which it could commence hearing from petitioners later in the year or early in the new year (2025).
- 2.10. A second consenting process will still be required between Millington and Liverpool and to the east of Manchester Piccadilly.
- 2.11. It is understood that early design and engineering work has been initiated by the Department for Transport to unlock the next phase of NPR between Liverpool, Manchester and Leeds, including the new station in Bradford.

Liverpool Manchester Railway board

- 2.12. On the expectation that Government will work with Local Leaders, the Mayor of Greater Manchester, Andy Burnham, and the Mayor of Liverpool City Region, Steve Rotheram, committed to establishing a new Liverpool-Manchester Railway Board to maximise the economic and social benefits of a new railway between the Liverpool City Region and Greater Manchester.
- 2.13. The Mayors launched the Board on Wednesday 22nd May 2024 at the UK Real Estate Investment and Infrastructure Forum (UKREIIF) and set out their preferred options for improvements to rail infrastructure linking the North West's two largest city-regions. The plans include transformational investment in city centre stations in Liverpool and a modern, underground station at Manchester Piccadilly. A new, high-speed rail line will run through new stations at Warrington Bank Quay and Manchester Airport, connecting the Investment Zones in Liverpool City Region and Greater Manchester via prime development sites.
- 2.14. The inaugural meeting of the Liverpool Manchester Railway Board took place on 23rd July 2024 with the Mayor of Liverpool City Region, the Mayor of Greater Manchester, Leaders of Councils along the proposed route of the railway and the Managing Director of Manchester Airport. It was agreed that the Chief Executive Officer of the Port of Liverpool should be invited to be a core member of the Railway Board. The Rail Minister will also be invited to attend the Board.
- 2.15. The Railway Board is to be supported by a private sector Partnership Board (non-Board members), which will be tasked with bringing together collective experience, expertise and advice to support the Railway Board in the delivery of its aims. It is expected that members of the Partnership Board will have experience relating to

major strategic projects and/ or experience in relevant areas such as business case development, skills development, engineering, land ownership and development.

- 2.16. An Expression of Interest advertisement was published on 26 July seeking members for the Partnership Board ([Liverpool - Manchester Railway Partnership Board - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk)) and the sifting process is currently underway. It is expected that the Railway Board will meet around mid-September 2024 to approve the appointment of the Partnership Board members ahead of its next full meeting later the same month.
- 2.17. The Board tasked officers of authorities (the GM Partners, Liverpool City Region, Warrington Council, Cheshire East Council and Cheshire West and Chester Council) along the proposed Liverpool Manchester NPR route, TfGM, GMCA and Liverpool City Region Combined Authority to set out the initial scope of the growth opportunity presented by this route ahead of the next meeting of the Board in September.

3. London Birmingham Manchester Connectivity

- 3.1. The cancellation of HS2 Phase 2a and 2b and the Network North announcement leaves unresolved the problems on the WCML which these schemes were meant to address. 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.
- 3.2. Following the Network North announcement, the Mayor of Greater Manchester and the Mayor of West Midlands have been working with a Private Consortium (Birmingham Manchester Enhanced Connectivity - BMEC) to investigate alternative connectivity improvements options between Manchester and Birmingham. 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.

3.3. The Consortium has considered three potential options:

- Minimal interventions to the West Coast Main Line (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.

3.4. The consortium launched their final report² on Friday 13th September. The report, titled “Opportunity through connectivity: catalysing growth through a Midlands-Northwest Rail Link” concluded that the preferred option was the segregated line, which they have called the Midlands-North West Rail Link (MNWRL), and that it should be built, in stages and in partnership with private investors.

3.5. The report noted that this option would cost approximately 60-75% of the former HS2 Phase 2 scheme while still maintaining a substantial proportion of the economic benefits for passengers and rail freight – achieved by reconsidering the design, engineering specification and delivery model.

3.6. The consortium has made three requests of the government:

- To establish a Steering Group between the private sector, Combined Authorities and Central Government to drive forward an ‘at pace’ feasibility study and technical analysis over the next six months
- To maintain ownership of current landholdings acquired for Phase 2a and to reinstate the land safeguarding for the land not-yet-acquired, and
- To formally consider the network-wide benefits of this proposition alongside proposals for enhancing east-west connectivity in the North and the economic benefits this would bring to the whole of the UK.

3.7. Network Rail are also considering the impacts of Network North on the WCML, including capacity and connectivity implications.

² [Midlands-North West Rail Link \(midlandsnorthwestrailink.co.uk\)](http://midlandsnorthwestrailink.co.uk)

4. Next Steps

- 4.1. Enhancing connectivity between Liverpool and Manchester, and across the North through the wider NPR programme, has the potential to be a major catalyst in transforming connectivity and economic growth across the North and the UK. This proposed investment has the potential to drive a step-change in capacity and connectivity, allowing faster journeys and greater frequencies, connecting millions of people and thousands of businesses across the region and improving access to international markets for the whole of the North through Manchester Airport
- 4.2. The current stage of the programme, particularly in terms of strategic decision making and the Bill process, is key to shaping the NPR Liverpool to Manchester scheme. 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, taking a place based approach to maximise the growth opportunity.
- 4.3. Following the inaugural meeting of the Liverpool Manchester Railway Board, TfGM will continue to work with GMCA, GM Partners and the Regional Partners to set out the initial scope of the growth opportunity presented by this route ahead of the September Railway Board meeting. TfGM is also working with GMCA to support the Liverpool – Manchester Railway Board in the formation of the Partnership Board.
- 4.4. TfGM will also continue to work with the GM Partners to develop the proposition for NPR and high speed, particularly the high speed stations and wider connectivity, including associated Metrolink proposals, at Manchester Piccadilly (underground through station), Manchester Airport and Wigan. This will include supporting the Liverpool Manchester Railway Board to build the business case for the new railway corridor to meet partner ambitions, establishing growth opportunity and considering the refresh of the high speed Growth Strategy. This work will build on the previous high speed Growth Strategy “the Stops are Just the Start” launched in 2018 and the subsequent work carried out prior to the Network North announcement.
- 4.5. With the hybrid Bill being introduced into the current session of Parliament, and the intention for the Bill to be adapted 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.

4.6. TfGM will continue to engage with the BMEC consortium. It is anticipated that the Consortium will publish its report in mid-September. This will then help to inform the next steps in terms of these proposals. TfGM and the GM Partners are also continuing to work with Network Rail in relation to the impacts of the proposals to run HS2 services on the WCML.

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Bee Network Committee

Date: Thursday 26th September 2024

Subject: Rail Integration and Reform Programme: Emerging Rail Reform Policy
Position & Next Steps

Report of: Simon Elliot, Head of Rail, TfGM

Purpose of Report

To advise the Committee on the progress of the emerging Rail Integration And Reform proposition ahead of consideration by the GMCA.

Recommendations

The Committee is requested to:

1. Note the importance of the rail network for Greater Manchester and unlocking future economic growth;
2. Note and comment on the Government's plans for rail reform and ongoing GM engagement with Shadow Great British Railways ; and
3. Note and comment on the proposal for further engagement with HMG, rail partners and others to explore and influence legislative and structural options that would achieve GM ambitions.

Contact Officers

Simon Elliott, Head of Rail: simon.elliott@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Not applicable at this stage.

Risk Management

The GMCA is not being asked to commit to accepting further rail devolution powers at this stage, so both financial and reputational risks are currently low, however, both risks will be considered as detailed proposals and plans are further developed and considered. The main current risk is missing the opportunity to make provision for greater devolution with the new Government looking to swiftly progress rail legislation and reform.

Legal Considerations

Not applicable at this stage but a legal workstream will be set up to support the programme.

Financial Consequences – Revenue

GM's emerging Rail Reform proposition does not, at this stage, ask the GMCA to commit to promoting or accepting devolution powers, including revenue income and expenditure accountabilities. Current year financial consequences are limited to proposal development costs. Revenue considerations will be detailed in future submissions to GMCA.

Resources to support this programme in this financial year are included in 2024/25 budgets. Funding to support the further development and delivery of the work beyond this financial year will be developed as part of the development of the 2025/26 budget and an updated medium Term Financial Plan.

Financial Consequences – Capital

GM's emerging Rail Reform proposition does not, at this stage, ask the GMCA to commit to promoting or accepting rail devolution powers, including any capital expenditure accountabilities. There is no current year reform programme capital requirement. Future year capital considerations will be detailed as proposals and plans are developed.

Number of attachments to the report: N/A

Background Papers

N/A

Tracking/ Process

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

Yes

Exemption from call in

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

No

Overview and Scrutiny Committee

25/08/2024 – Any feedback will be shared verbally at the GMCA meeting.

1. Introduction

- 1.1 Greater Manchester is set to play a key role in delivering the UK Government's ambitions for economic growth. In recent years, the city region has had the highest rate of productivity growth of any part of the UK whilst generating an estimated c. £79b GVA per annum for the country. Despite this success, there is potential to deliver more.
- 1.2 The rail network plays a key role in supporting growth, helping people in and around GM to access the economic opportunities of the city region. Rail is the most efficient way of moving large numbers of people to and between the city and regional centres, supporting over 20.8m rail trips to Manchester Central Stations in 2022/23 and facilitating GM's large travel to work area.
- 1.3 Having a modern, fit-for-purpose rail network is crucial to delivering economic growth, prosperity and opportunities. Rail also plays a key part in reducing road congestion and supporting GM's 2038 net zero ambition.
- 1.4 Whilst rail cannot achieve these outcomes alone, it can contribute even more value when integrated with other transport modes. By integrating and embedding rail into the Bee Network, we can make the GM public transport system more than the sum of its parts, delivering a step change in overall urban mobility, helping transform Greater Manchester into a fairer, greener and more prosperous city region.
- 1.5 Over recent years, Transport for Greater Manchester (TfGM) has been developing, and implementing the Bee Network - an integrated public transport system across Greater Manchester – to achieve Greater Manchester's "Right Mix" target of 50% of all trips to be made by active travel or public transport by 2040. Delivering the Right Mix will require the number of trips made by rapid transit (including rail) to more than double by 2040.
- 1.6 Whilst significant progress has been made in integrating bus, tram and active travel into the Bee Network, rail remains to be integrated.

1.7 Integrating rail into the Bee Network, will support the new Government’s mission to “Kickstart regional and national economic growth”¹ and deliver the GMCA’s transport vision of:

- Supporting sustainable economic growth
- Protecting our environment
- Improving the quality of life for all
- Developing an innovative city region.

1.8 With the new Government’s election manifesto proposing both stronger devolution to city regions and rail reform legislation, now is the time to fundamentally re-think how rail serves and integrates with local transport networks. The current legislative and reform agenda is a once-in-a-generation opportunity for GM to establish real local accountability for rail.

1.9 The pace of Government intention to progress with rail reform legislation means that TfGM/GMCA must engage now to ensure that the emerging legislative framework addresses our needs. We must actively and productively influence the scope and intent of new arrangements so that appropriate provision is made for the level of rail devolution (including powers and funding) the GMCA decides to take.

2. Rail Reform Background

2.1 In March 2023, the GMCA agreed a ‘Trailblazer’ deeper devolution deal with central government. This commits the government to support the development of a new partnership between Greater Manchester and Great British Railways, “to support the delivery of the Bee Network by 2030, which will see:

- full multi-modal fares and ticketing integration;
- co-branding and common customer information;
- ‘pay as you go’ ticketing;
- better integration of local stations;
- identification of opportunities for regeneration and development,
- greater access to local rail data; and

¹ Kickstart economic growth to secure the highest sustained growth in the G7 – with good jobs and productivity growth in every part of the country making everyone, not just a few, better off.
Source: Change, Labour Party Manifesto 2024.

- giving GMCA the opportunity to sponsor infrastructure and service enhancement schemes.

2.2 Delivery of this commitment will greatly facilitate integration of rail services into the Bee Network and help deliver fully integrated multi-modal transport services for the people, communities and businesses of Greater Manchester.

2.3 In line with the Trailblazer Devolution Deal, TfGM has been working with railway partners to achieve preliminary integration of the '8-priority corridors' into the Bee Network by 2028. This will significantly enhance the current customer rail offering through greater modal integration, accessibility, enhancements in performance, with an ambition to increase annual patronage on eight core Bee Network rail lines by up to 1.2 million journeys within four years, leading to a £2.5 million increase in revenue and overall £1.7 million decrease in subsidy.

2.4 However, longer term plans for full local rail integration (train services, cross-mode integration and accessibility, customer services, fares and ticketing, development and regeneration) require a change in the relationship between the GMCA, government and the rail industry.

2.5 Prior to the 2024 General Election, TfGM worked with the Great British Railways Transition Team (GBRTT), now known as the Shadow Great British Railways (SGBR), to explore how rail partnerships could be progressed. Previous Government policy was broadly to simplify railway interfaces, while maintaining the prevailing contractual arrangements with Train Operators; and not to devolve any form of rail decision-making. Current Government policy is to fully amalgamate specification, infrastructure and train operations into a nationalised Great British Railways (GBR).

3. Current Government plans

3.1 The Government is progressing two key Railway Legislative Bills. The first (the Passenger Railway Services (Public Ownership) Bill) has already received its first reading in parliament and would amend the current legislation where Train Operations are tendered and awarded to private sector companies (Train Operating Companies) to effectively bring them into public ownership. The second piece of legislation (the Railways Bill) creates 'Great British Railways' (GBR) as an integrated transport entity, to comprise:

- existing Network Rail;

- the functional part of the DfT that currently lets and manages train operating contracts; and
- DfT OLR Holdings Limited (DOHL) – the Government owned company that currently ‘owns’ Train Operators not under private company ownership.

- 3.2 Additional components of other existing railway organisations (Rail Delivery Group, Rail Safety and Standards Board (RSSB), etc.) may also be absorbed by GBR. The functions of the Office of Rail and Road (ORR) are also likely to be revised with the establishment of a nationalised GBR – potentially offering opportunities to simplify an extremely complex regulatory regime.
- 3.3 The legislative plan provides the opportunity to reposition the railway from a complex and often misaligned combination of internal industry relationships between Government, TOCs, Network Rail, Office for Rail and Road and others, to a unified provider of rail services (both train and infrastructure).
- 3.4 The Government’s intention to progress at pace with legislation means that it is critical GMCA engages now to ensure that the emerging legislative framework addresses the needs of the people, businesses and communities of Greater Manchester. We must influence the scope and intent of new arrangements and ensure that sufficient provision for rail and transport devolution is made in legislation and associated funding settlements to allow the GMCA to fully deliver for its population.
- 3.5 The role given to MCAs (as signalled by Government) will be critical in ensuring that the whole industry works in the public interest and that rail decisions are made and resources allocated at a devolved level, so that the rail industry can be fully accountable to elected representatives at a local, as well as national level.
- 3.6 The framework to initiate this substantial change within the railway will be established not only by the legislation, but also by the instructions that Government gives to a new GBR. In the short and medium term these instructions will be the strongest signal to the industry about the expectation of how it must change to support the Government’s devolution agenda, giving responsibility and power to MCAs to make the right decisions for their communities across as many sectors of the economy as possible, including rail and wider transport. Thus, it is critical the GMCA influences, through the legislative process of the two railway bills and the

English Devolution Bill², the government's direction of travel for GBR and the wider industry.

4. Our Proposal to Government

- 4.1 With the new Government's manifesto proposing both stronger devolution and rail reform legislation, now is the time to fundamentally re-think how rail serves and integrates with local transport networks. The current legislative and reform agenda represents a once-in-a-generation opportunity for GM to build on the Trailblazer Devolution Deal to implement real local accountability for rail.
- 4.2 The new Government's rail reform agenda can provide the GMCA with a statutory role specifying and directing the City Region's rail outcome and outputs. An enhanced role for Greater Manchester and other MCAs will allow the railway to shift its focus from managing internal relationships to becoming a service provider for places and communities. TfGM has been working closely with the SGBR to explore ways in which local and regional rail devolution can work positively within a wider railway environment, so that a better integrated multi-modal network can be delivered.
- 4.3 The precise shape of Greater Manchester's statutory role remains to be defined and different options will bring different levels of control, flexibility and risk. TfGM is currently developing these options with the SGBR on the basis that statutory powers and, importantly, associated funding is required to specify, commission and deliver railway services.
- 4.4 For the GMCA, options could include:
- client or co-client status depending on the geographical alignment of rail services, capacity and infrastructure;
 - input into GBR's long term strategy;
 - responsibility for improvements to stations within GM, supported by devolved funding;
 - joint fare-setting and revenue responsibility;
 - management of customer experience; and

² The English Devolution Bill aims to devolve further powers to combined authorities and metro mayors in England. These powers cover areas such as skills, planning, energy, and transport, with the goal of supporting local growth plans and economic benefit to communities: [The King's Speech 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/speeches/the-king-s-speech-2024)

- opportunities for regeneration of railway land, in partnership with GBR.

4.5 This work is ongoing and options for GM's long term statutory role will be brought to a future meeting of the GMCA for endorsement.

4.6 We recommend that engagement with SGBR is stepped up as the agenda develops over the coming months, and that the Government makes provision for, and strongly signals to the industry now, that MCAs become statutory clients of railway outcomes and outputs.

5. Next Steps

5.1 The outcomes of rail reform, devolution legislation and rail delivery are dependent on government policy and decision making, and outside of Greater Manchester's control. However, to maximise GM's influence on direction and progress of the reform agenda, we propose the following actions:

- During the next quarter of 2024, TfGM will build on the Trailblazer Deal in conjunction with GMCA colleagues and develop the emerging proposition to clearly articulate the 'ask' we have of Government to support its growth agenda. This will involve detailed work to understand the benefits, risk and what needs to be true to enable the outcomes to be achieved.
- TfGM will work closely with GM partners, government (Department for Transport and Ministry of Housing, Communities and Local Government) and rail industry bodies (SGBR) as legislative programmes develop to ensure we are aligned, or where that is not possible, any risks to delivering GMCA aspirations are identified and mitigated.
- TfGM will liaise and work with the Urban Transport Group, and our regional and local neighbours to present a strong, consistent, credible case for change – that has the support of our city region and local authority partners and stakeholders, and as much as possible meets their needs.

5.2 TfGM will continue to work with railway partners to deliver our Bee Network Rail Integration plans via the eight priority corridors.

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