



BEE NETWORK COMMITTEE

DATE: Thursday, 24th October, 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

4. Minutes of the meeting held on 26 September 2024

5 - 18

To consider the approval of the minutes of the meeting held on

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.

26th September 2024.

- 5. School Streets and Crossings** 19 - 26
A report of Richard Nickson, Network Director Active Travel, TfGM.
- 6. Draft School Travel Strategy – Our Vision for School Travel in Greater Manchester** 27 - 78
A report to be presented by Martin Lax Transport Strategy Manager, TfGM.
- 7. Transport Infrastructure Pipeline** 79 - 88
A report of Chris Barnes, Network Director Infrastructure, TfGM.
- 8. Delivering the Bee Network Update** 89 - 108
A report to be presented by Steve Warrener, Managing Director, TfGM.
- 9. Date of the Next Meeting**
The next meeting of the Bee Network Committee will be held on Thursday 28th November 2024.

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: Lee Teasdale
✉ lee.teasdale@greatermanchester-ca.gov.uk

This agenda was issued on Wednesday, 16 October 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 be 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, 26TH SEPTEMBER 2024 AT BOARDROOM, GMCA OFFICES

PRESENT:

Councillor Eamonn O'Brien (Chair)	Bury
GM Mayor Andy Burnham	GMCA
Councillor Hamid Khurram	Bolton
Councillor Toby Hewitt	Bolton
Councillor Alan Quinn	Bury
Councillor Luis McBriar	Bury
Councillor Tracey Rawlins	Manchester
Councillor Josh Charters	Oldham
Councillor Phil Burke	Rochdale
Councillor Mike McCusker	Salford
Councillor Grace Baynham	Stockport
Councillor David Meller	Stockport
Councillor Laura Boyle	Tameside
Councillor Aidan Williams	Trafford

ALSO IN ATTENDANCE:

Councillor Diane Williamson	Oldham
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OFFICERS IN ATTENDANCE:

Richard Banks	TfGM
Chris Barnes	TfGM
Megan Black	TfGM
Melinda Edwards	GMCA
Simon Elliott	TfGM
Liz Goldsby	TfGM
Martin Lax	TfGM
Richard Nickson	TfGM
Lee Teasdale	GMCA
Daniel Vaughan	TfGM
Fran Wilkinson	TfGM

BNC/23/24 Welcome & Apologies

Apologies were received and noted from Cllr John Vickers (Wigan), Cllr Howard Sykes (Oldham) & Steve Warrener (TfGM).

BNC/24/24 Declarations of Interest

There Councillor Phil Burke noted an interest in relation to his employment at Metrolink.

BNC/25/24 Chairs Announcements & Urgent Business

The Chair opened by welcoming members of the Panel in attendance for the first time, noting that in an update since the last meeting, Cllr Toby Hewitt would now take the place of Cllr Martyn Cox as a Conservative Mayoral Appointee.

The Chair invited the Chief Operating Officer of Transport for Greater Manchester, Danny Vaughan, to provide an update on works that had taken place across the network over the late summer period, including:

- The night bus pilot had launched on 1st September 2024 on the V1 and 37 bus routes. Feedback so far had been very positive, with patronage growing week of week and particular spikes of popularity as expected at weekends. An overall evaluation of the success of the pilot would be brought to the Committee in due course.
- The final bus network tenders had been awarded for tranche 3 school bus services to Diamond and Go North West. This now completed the picture for all franchise operators for the next few years.
- The first anniversary of the commencement of Bee Network Bus Franchising had recently passed with events held to celebrate this achievement.
- Metrolink engineering works had been successful from a project management perspective over the summer, as all were delivered in time and under budget. There had been some issues with the works at Piccadilly Gardens due to protests and riots that had taken place there during the summer, meaning that material had to be removed from site for a period. Whilst the works had been somewhat disruptive, there had been remarkably few complaints due to a strong communications and marketing campaign making clear the impacts of the works and the alternative options available.
- Following the disruption caused by a landslip, Metrolink services had now been restored between Oldham and Rochdale. Passenger numbers were now returning strongly. Due to further works required there was a speed restriction on the section at present, however this would be rectified as soon as possible.

The Chair reminded members of the importance of setting up local authority Bee Network committees as a useful tool to ensure that local bus franchising arrangements meet the requirements of local residents.

RESOLVED/-

1. That it be noted that Cllr Toby Hewitt (Conservatives, Bolton) has replaced Cllr Martyn Cox (Conservatives, Bolton) as a Mayoral Appointee.
2. That the update on the launch of the 24 hours bus pilot be received.
3. That the update on events held to mark 12 months since the launch of Bee Network bus franchising be received.
4. That the update following the Metrolink summer engineering works be received.
5. That the update on the restoration of Rochdale Metrolink services following the recent landslide be received.

BNC/26/24 Minutes of the Meeting of 25th July 2024

RESOLVED/-

That the minutes of the meeting of the meeting of 25 July 2024 be agreed as a true and correct record.

BNC/27/24 Electromobility: Zero Emission Travel

Martin Lax (Transport Strategy Director, TfGM), Megan Black (Head of Logistics & Environment, TfGM) and Richard Banks (Senior Manager EV & Freight, TfGM) presented a report updating the Committee on the current situation relating to Electromobility in Greater Manchester. Progress was set out in relation to all modes of transport across the region and set out the details of the power purchase agreements. There was also an update on the EV charging programme and how TfGM proposed to monitor and measure the progress of this.

Endorsement was sought on two new indicators. The first of these would track GM's progress in facilitating charging for households without off-street parking and the second around the introduction of a zero-emissions journey planner.

Comments and Questions

- Members referenced the difficulties inherent in the local housing infrastructure, with many streets of terraced housing with no off-street parking. Until a solution could be found to this issue a large part of the potential purchasers of EVs were effectively locked out. Could the further introduction of street lighting as a charging method as seen in other parts of the country be a start in working towards the necessary solutions? It was advised that researched had shown there were a number of barriers in the uptake of EV ownership, including the cost of the vehicles and anxiety about charging ranges. It was fully accepted that without the infrastructure in place there would be limits to the levels of uptake and this would be addressed directly in the next stage of strategic planning.
- Members referenced a footnote indicating that figures from Stockport had been removed due to the figures being skewed by the presence of a national leasing company who had their fleet registered in the borough. Members asked if all Stockport figures were removed or just those directly associated with the leasing company. It was advised that all of Stockport's figures within the leasing category had been removed as it was not possible to disaggregate these figures. Work was taking place with the leasing company to seek to address this.
- Members asked about electric charging facilities for residents with disabilities – particularly in terms of those available that directly address their extra requirements. It was advised that the government had set out a new standard for electric charging infrastructure and this would be fully addressed through the next phase of work.
- Reference was made to the availability of apps in London that would point EV vehicle users to their nearest available lamp-based charging point, and that this helped in improving levels of uptake. Members were advised of LEVI (Local EV Infrastructure) Funding being made available by the government to support local authorities in England to plan and deliver charging infrastructure for residents without off-street parking. Work was taking place with the 10 GM

authorities to identify suitable sites for this type of infrastructure. The details of the officers leading on this within each authority could be circulated to members.

- Members referenced electric private hire vehicles across the region. Were taxi firms being incentivised at all to expedite the conversion of their fleets? It was advised that 60 taxi trade specific charging points were now in place in GM. There was also an anticipated clean taxi fund being worked up.
- It was noted that Motability customers were now offered an extremely limited petrol and/or hybrid range of vehicles, but many Motability users were not able to use EV vehicles at the moment due to lack of infrastructure.
- Reference was made to infrastructure assets that were owned by GM and managed by Iduna under the BEV brand. These were at a set pay as you go rate with a reduced rate for members – the tariff numbers would be circulated to members.

RESOLVED/-

1. That the current progress relating to electromobility in the GM region be noted.
2. That it be noted that forecast growth and demand for charging infrastructure will be used to inform the emerging Local Transport Plan.
3. That the introduction of an indicator which will track GM's progress in facilitating charging for households without off-street parking be endorsed.
4. That the introduction of a zero-emission journey tracker be endorsed.
5. That the update on the Electric Vehicle Infrastructure programmes of work be noted.
6. That committee members be provided with details of contacts within their own authorities collating site details for potential LEVI funding.
7. That the rates for GM owned charging assets be shared with members.

BNC/28/24 Transport Infrastructure Timeline

Chris Barnes (Network Director Infrastructure, TfGM) presented a report providing an update on progress 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. Points highlighted included:

- Proposals for the second round of CRSTS funding were continuing to be developed alongside the refresh of the local transport plan.
- On CRSTS round one and the wider capital programme – there were a number of requests requiring financial approval to enable a range of schemes to continue their development and delivery including bus infrastructure; high speed rail; the integrated customer travel information programme; active travel works; and the rail station enhancement programme.

Comments and Questions

- Members referenced the cycling infrastructure being put into place in Bury. Was evidence now available regarding increased uptake following the instalment of these as they had so far resulted in a number of complaints from residents. It was advised that the Active Travel Programme being brought to the Committee in December would provide further detail on this front, including specific detail on the overall impact and contributions from each of the individual LAs.
- Members accepted the recommendations, but Councillor Luis McBriar asked that it be noted on the record that he felt he could not support recommendation 6 at this time until further clarity could be provided on the effectiveness of the programme.

RESOLVED/-

1. That the current position, recent progress and key milestones on the transport infrastructure pipeline be noted.
2. That the CRSTS releases as approved by the GMCA Group Chief Executive under delegated authority be noted.

3. That the drawdown of CRSTS funding and associated scheme progression be approved as follows:
 - Bus Pinch Points and Maintenance: £1.0m;
 - Sale West to North Altrincham Network Improvements (SCOOT Upgrades, Firsway Crossing and Bus Stop Upgrades): £0.6m and Final Business Case;
 - High Speed / Northern Powerhouse Rail: £1.31m;
 - Integrated Measures Customer Travel Information Digital Improvements: £5.3m and Final Business Case;
4. That drawdown of £4.444m capital funding and Final Business Case for the Salford Central Enhancements scheme be approved.
5. That the drawdown of £3.83m for GM's Active Travel Fund (ATF) Tranche 4 Extension subject to this award being added to the GMCA Capital Programme.
6. That the drawdown of Active Travel programme funding be approved as follows:
 - Bury Fishpool Phase 2: £3.83m (CRSTS funding through the MCF programme);
 - Bury Pimhole: £1.91m (CRSTS funding through the MCF programme);
7. That the MCF scheme budget variations for Bury Council be agreed as set out in sections 6.7 & 6.8; and
8. That the allocation of Capability Fund, Tranche 4, (Revenue Grant) as set out in sections 6.9 & 6.10 be approved.

BNC/29/24 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.

- The proposals within the paper included the introduction of an Annual Bus Ticket to be priced at £800. This would offer significant savings of circa £240 per annum to those who used to the bus on a regular basis.

- There was a full awareness that most people would not have the disposable income to be able to pay the £800 fee up front. Therefore, work was taking place with local credit unions to provide a scheme that would allow access to the annual product and the savings within it.
- There was a commitment to keeping the ticketing scheme simple, but that did require the removal of some of the single operator products. Therefore, the Bee Network Recompense Scheme was being continued to run alongside the commencement of tranche 3 in January 2025, so that no customers will be worse off financially following its introduction. The scheme would be advertised across tranche 3 areas from December.
- It was intended that an annual review of the capped fares scheme would be brought to a future meeting of the Committee.
- The potential extension of the care leavers scheme concession age from 21 to 25 was going to be subject to approval by the GMCA as part of the annual budget process.

Comments and Questions

- Members welcomed the developments with thanks being expressed for the inclusion of the care leaver extension proposals and hoped that it would see approval in due course.
- Members asked if future reports could include information pertaining to the uptake levels of the various passes available for bus transportation. It was advised that this information could be provided as part of the wider Bee Network Committee progress report due to be brought to the Committee.
- Reference was made to BSIP funding and its continuation. Were contingency plans in place should this funding scheme cease? It was advised that an announcement was expected on BSIP as part of the Government's October budget. An assortment of options was being considered at the current time and once a definitive position was established this would be brought to the Committee.
- Members asked that the concessionary fare review for carers be brought before the Committee at the earliest opportunity. It was advised that the draft report was now in place and it was expected that the final draft would be in place by December. Members emphasised that they would wish to see the final report in

advance of any budgetary decisions that would need to be taken in the new year.

- It was asked if a cost analysis had been undertaken on free school travel for students. It was advised that thinking had been done on this, but that the costs involved would be very significant at the current time. Whilst it was appreciated that there were a number of benefits that would arise from this, the sheer level of costs could not cover this. Instead the current approach was to ensure lower cost travel for all users, including school commuters.
- Members referenced the credit union scheme. If a participant within the scheme was to default on payments would the credit unions cover this or would TfGM cover the costs? It was advised that discussions were ongoing with credit unions around softer credit checks and what would happen when a customer defaults, so that tickets were not immediately taken away from a customer who may be in need.

RESOLVED/-

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

BNC/30/24 High Speed Rail Update

Martin Lax (Transport Strategy Director, TfGM) & Liz Goldsby (Head of HS2 NPR Programme, TfGM) presented a report providing a progress update on high-speed rail and Northern Powerhouse Rail (NPR). Points highlighted included:

- It was advised that since the previous updates the proposed adaption of the High-Speed Rail (Crewe-Manchester) Bill to deliver Northern Powerhouse Rail between Manchester Piccadilly and Millington was approved in the House of Commons on 21 May with revised instructions.
- These revised instructions would be taken up by a Select Committee that would be formed this autumn with the potential for hearing petitioners early in the new year.
- The Mayors of Greater Manchester and the Liverpool City Region had announced their intention to deliver a Liverpool Manchester Railway Partnership Board. The first meeting of this board had taken place on 23rd July and featured a mix of board members from the private and public sectors.
- The second meeting of the Board had taken place during the Labour Conference on Monday 23rd September. At that meeting the final composition of the Board was agreed, including the proposal that Huw Merriman, former Railways Minister take the position of the Chair of the Partnership Board.
- An initial growth report brochure had been produced in collaboration with all partners. This set out the vision for the Liverpool-Manchester route including the terminology around a growth zone.
- In terms of London-Birmingham-Manchester connectivity. Work had been taking place with a private consortium to establish the future of these links following the HS2 cancellation. The consortium had considered three options going forward, coming to the conclusion that 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, would be the ideal alternative.

The Mayor of Greater Manchester, Andy Burnham, was then invited to give his thoughts on the current plans. He stated that Huw Merriman becoming the Chair of the Liverpool Manchester Railway Board was a significant coup as it was vital that the Board was seen as place-based and cross-party in its approach. Huw had been instrumental in

helping to procure the monies that allowed these developments to take place following the issues around the HS2 northern leg removal.

The Mayor also emphasised the importance of the land that had been procured for HS2 plans not being sold off. It was vital that this land was protected for the GM high speed rail plans.

Comments and Questions

- Members asked about the potential impact of the plans outlined above on the existing West Coast Mainline – particularly given that the line was now at absolute capacity in parts of the region. The Mayor stated that the plans around the Mainline linked directly into wider regeneration work taking place. The Old Trafford Regeneration Plan was highlighted, as this would involve moving the two freight terminals currently behind Old Trafford to alternative locations at Intermodal Logistics Park North and Port Salford. This was significant as the two lines were currently reached via the West Coast Mainline Stockport branch. This plan would get the freight out of the city area and free up capacity on the line.
- Members welcomed the appointment of Huw Merriman to the Chair of the Liverpool Manchester Railway Board and the commitment to cross-party working that this showed. The Mayor thanked members for these comments and stated that Mr Merriman could be invited to a future meeting of the Committee.
- Members welcomed the depth of the information that had been provided, stating that they would welcome similar levels of insight to be brought back to future meetings.
- Members expressed concern that the new government's re-budgeting will hamper some of the plans around high-speed rail. The Mayor stated that the government was now working towards its first budget where infrastructure funding would be made clearer. He assured members that he would be making the strongest possible case for better 21st century rail services for residents of the region.
- Members welcomed the plans around Old Trafford regeneration, particularly in terms of how it could improve orbital travel across south Manchester, freeing up further capacity in the city centre.

RESOLVED/-

1. That the current position in relation to the High-Speed Rail Programme in Greater Manchester, the future areas of development and current Government timeframes be noted.

BNC/31/24 GM Rail Integration & Reform Programme

Simon Elliot (Head of Rail, TfGM) presented a report advising the Committee of the progress made on the emerging Rail Integration and Reform proposition ahead of consideration by the GMCA. Points highlighted included:

- The signing of the Trailblazer deal in early 2023 had allowed for the commencement of this work. The deal included agreement that the region would be able to work with the rail industry and government on how rail could be integrated into the Bee Network. Including considerations of services, station standards, ticketing, accessibility and regeneration & development.
- Priority had now been given to eight key corridors within GM, which represented most of the larger-scale commuter lines within the region's conurbations.
- There had been significant step-change in the culture and behaviour of the relationship with the rail industry, who were now taking a real interest in delivering improved place-based experiences.
- Whilst the Committee had previously had the ability to act as an influencer in tackling some of the challenges with rail, the new government through the devolution and rail reform agendas seek to put combined authorities at the heart of rail outputs and outcomes through a statutory mechanism.
- Ahead of the planned Rail Reform Bill in 2025 it was imperative to instigate the right mechanisms to deliver on these outcomes. The report therefore sought endorsement to start engaging with the government on the process, but also to start working up what this reform would look as a decision making body.

The Mayor stated that following the commencement of the final Bee Network bus network tranche in January 2025, it was vital to quickly move on to the next chapter of public transport improvements with the integration of the local rail network. It would be

vital to develop publicly understood dates, to help take residents on this journey in a clear and coherent way in terms of the proposals. The delivery of the bus reform had shown a good map for how to bring clarity to the plans. The opportunities for districts were also highlighted. All authorities would be given a list of the stations that would be included within the integration – as the areas around these would immediately become more attractive prospects once embedded within the network.

Comments and Questions

- Members asked if Greater British Railways would be considering setting up regional boards to help in spreading risk. The Mayor stated that these elements would have to be worked up, but he could envisage the inauguration of a joint board for Greater Manchester and Greater British Railways to operate the system.
- Members stated that this presented the opportunity to provide step free access at all stations within the plans. The Mayor agreed that stations would need to be lifted to Metrolink standards, and the plans included devolved funding for station access improvements to allow the region to budget for its own priorities.
- Members asked if there were plans to introduce one touch ticketing onto the integrated lines. The Mayor stated that he absolutely hoped that the forthcoming integrated pay as you go services would be made available on the integrated rail services to ensure added value for users. There would be complications around how the payments would be distributed with rail operators but these plans would be worked up.

RESOLVED/-

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

4. That there be a commitment to cascading all relevant updates to local authority officers to ensure that it is captured within their local plans.



Bee Network Committee

Date: Thursday 24th October 2024
Subject: School Streets and Crossings
Report of: Richard Nickson, Network Director Active Travel

Purpose of Report

To advise on the development and implementation of a series of School Streets and Crossings as part of a School Travel Programme.

Recommendations:

The Committee are requested to:

1. Note, comment and endorse the proposed approach to School Streets and Crossings.

Contact Officer

Richard Nickson, Network Director Active Travel, TfGM richard.nickson@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	There is no discernible impact Reducing the need to travel by car and enabling choice of mode will assist these groups It will improve them Yes Yes
Health	G	Yes - it will seek to improve physical health Yes - it will seek to improve mental health Yes - it will improve levels of physical activity By encouraging active travel and reducing severance caused by the motor vehicle dominating streets social isolation can be addressed. No No
Resilience and Adaptation	G	
Housing		
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		Yes by encouraging modal shift associated with school travel
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.

Carbon Assessment		
Overall Score	[Progress Bar]	
Buildings	Result	Justification/Mitigation
New Build residential	N/A	Not applicable n/a n/a n/a n/a Not applicable n/a n/a n/a
Residential building(s) renovation/maintenance	N/A	
New build non-residential (including public) buildings	N/A	
Transport		
Active travel and public transport		
Roads, Parking and Vehicle Access		
Access to amenities		
Vehicle procurement	N/A	
Land Use		
Land use	#DIV/0!	
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.
		Partially meets best practice/ awareness, significant room to improve.
		Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management

The proposed approach is low risk and is based on existing sub-programmes of the Active Travel Programme and hence risks will be managed in accordance with TfGM's policies and procedures.

Legal Considerations

Transport for Greater Manchester and the Local Authorities will need to enter into delivery agreements for the disbursement of elements of the funding associated with the proposed approach set out in this report.

Financial Consequences – Revenue

£1.3m Capability Fund 24/25 Revenue Grant (from Active Travel England) has been allocated to development and programme management of the initial programme (to 2027) as set out in the 26th September 2024 Bee Network Committee paper.

Financial Consequences – Capital

It is currently estimated that Capital expenditure of circa £17.5m would need to be secured to deliver the initial programme outlined in this paper. The Active Travel Programme is fully committed at present to existing schemes and hence this would be an additional commitment to the existing capital pipeline.

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

1. Introduction

- 1.1. In May 2024, the GM Mayor and Active Travel Commissioner set out their ambition to develop up to 100 school streets and create new and / or upgraded road crossings near schools.
- 1.2. Every day, approximately 460,000 pupils travel to over 1,200 schools and further education establishments across Greater Manchester. Supporting these journeys is a key function of the Bee Network.
- 1.3. Recognising the importance of travel to school, Transport for Greater Manchester (TfGM) has developed a draft School Travel Strategy, included on the agenda for this meeting, which sets out a vision where every school is accessible by walking, wheeling, cycling and public transport.
- 1.4. It is proposed that an integrated School Travel Programme should be developed to support the Strategy, including School Streets and Crossings, together with other measures to be confirmed as the programme develops. School Streets are a road danger reduction measure that can contribute to Vision Zero Safer Streets objectives. Currently, only 26%¹ of residents think the level of safety for children cycling is good in their local area (up from 16% in 2019). 54%¹ of residents agree their area would be a better place if streets outside schools are closed at drop off.
- 1.5. The draft School Travel Strategy targets by 2030:
 - Primary schools: walk, wheel, and cycle 70% (up from 63% in 2023);
 - Secondary schools: walk, wheel and cycle and/or public transport 80% (up from 74% in 2023); and
 - Further education: walk, wheel and cycle and/or public transport: 80% (up from 66% in 2023).
- 1.6. Encouraging alternatives to car journeys for school travel can assist in mode change more broadly helping us achieve our Right Mix outcomes – getting more people out of cars and onto public transport, or walking, wheeling, and cycling. School Streets can also assist in air quality and noise pollution mitigation .

¹ Sustrans Walking and Cycling Index

2. Background and proposed approach

- 2.1. Using funding from Active Travel England, TfGM has coordinated a pilot school streets programme where local authorities have developed nearly 40 school streets, often as trials or local experiments that are likely to be able to be converted into permanent schemes. A number of these have already been converted into permanently enforced school streets.
- 2.2. In January 2023, TfGM identified 189 traffic signals that have no signalised pedestrian facilities. Since then, 15 of these junctions have been upgraded with new facilities. Of the 189, 12 are at locations with no viable pedestrian / wheeling routes or at motorway junctions, hence 162 junctions remain to be treated. Of these 80 such junctions are within 500m of a school. A further 5 of these junctions have received Active Travel Funding to be upgraded by the end of 2025. So 75 will remain to be treated.
- 2.3. The Bee Network Crossings element of the Active Travel Programme targets 'points of severance' on the envisaged walking, wheeling, and cycling network – these often will be at 'mid-block' locations or at intersections with no current traffic signal control. So far it has delivered 33 such new crossings, with a further 4 programmed to be delivered by April 2025. There remain at least 2000 points of severance for walking, wheeling and cycling, not including locations on the wider footway network where there are no dropped kerbs.
- 2.4. The Active Travel programme has also created 25 'protected junction' improvements.

Proposed approach to School Travel Programme – 2024/5 to 2027/8

- 2.5. It is proposed to develop a School Travel Programme, which will be a combination of actions that are suitable to the local area that reduce the risk of conflict between vehicles and people, especially children, including School Streets, crossings, and other measures. These will encourage trips to school by walking, wheeling, cycling and public transport (where applicable), in preference to private motor vehicles.
- 2.6. Initially, TfGM will work with Local Authorities, schools and local communities to deliver up to 100 School Streets by 2028, subject to funding. £1.3m of development funding has been identified from the Capability Grant 2024/25 from Active Travel England, as approved at the 26th September 2024 Bee Network Committee. Approximately 30 of the existing School Streets have the potential to become

permanent schemes and we propose that those should form the basis of an initial programme for conversion to permanent.

- 2.7. We will explore the development of a single "Safer Routes to School" pilot project, to examine the scope for a wider package of infrastructure measures such as side road treatments, crossings, junction, or road improvements in a much broader area than the immediate School Street to help inform future scheme planning.
- 2.8. We will also seek to deliver a complementary package of crossings (approx. 10 per year), subject to funding at known locations within 500m of schools where there are no facilities.
- 2.9. Pavement parking can pose a real hazard to people using footways and we will continue to press Government for powers to address this issue.
- 2.10. We estimate that c.£10m capital expenditure would be needed to deliver the School Streets programme above phased over the next 3-4 years. Additionally, to deliver a package of crossing improvements at junctions close to schools (approx. 30 over 3 years) would require an additional circa £7.5m i.e. £17.5m in total. Work is underway to identify potential funding sources for these schemes and an update will be brought to the Committee in the near future.
- 2.11. Work will also continue with Local Authorities to ensure that the right resources are available to them to develop and deliver the ambitions that are set out in the School Travel Strategy and within this report.
- 2.12. Updates on the development and delivery of both the School Travel Strategy and the Schools Streets and Crossings programme will be brought to the Committee on a regular basis.

3. Future development of a School Travel Programme

- 3.1. In the period beyond 2027, we recommend that we continue to address junctions with no pedestrian facilities (up to the total of 80 near schools). We would also aim to further develop more school streets.
- 3.2. It would also be necessary to continue to seek ways to support the provision of more cycle parking for staff and pupils, and to promote active travel and public transport use (these are largely grant funded at present) and to review existing and future school bus provisions, as set out in the School Travel Strategy.

3.3. In the longer term, more extensive safer street areas around school streets would enable the lessons from our active neighbourhoods' schemes to be applied. There may be other opportunities as well to engage staff and parents / carers in onward and other journey planning. Some school sites might wish to explore additional or modified entrances and provide seating / waiting areas and / or parking for visitor cycles, including modified bicycles such as cargo bikes or other adapted vehicles.

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Bee Network Committee

Date: Thursday 24th October 2024

Subject: Draft School Travel Strategy – Our Vision for School Travel in Greater Manchester

Report of: Martin Lax, Transport Strategy Director, TfGM

Purpose of Report

This report asks members to note and comment on the draft School Travel Strategy, a sub-strategy of the 2040 Transport Strategy, and summarises its contents.

Recommendations:

The Committee is requested to:

1. Note and comment on the draft School Travel Strategy ahead of consideration by GMCA; and
2. Note the proposal to launch public engagement on the strategy, comprising a ten week online consultation and meetings with stakeholders affected by or involved in school travel.

Contact Officers

Martin Lax, Transport Strategy Director, TfGM

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Nick Fairclough, Senior Policy Manager, TfGM

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Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

Note and comment on the draft School Travel Strategy. Approve the commencement of public engagement on the strategy.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation	
Equality and Inclusion	G	<p>Draft Strategy includes proposals to improve access to education via sustainable transport options. This will disproportionately benefit young people by increasing their transport options, but the wider community would benefit from the reduction in private vehicles taking young people to school and the investment into improved transport connections would benefit those making other journeys.</p> <p>Families from socially and economically disadvantaged households are likely to have fewer transport options, so improving the ability to travel actively or on public transport will provide them with greater access to education.</p> <p>If implemented the proposals would improve access to education facilities for students in primary, secondary and further education.</p> <p>The draft strategy includes proposals to give communities more opportunities to become involved in promoting sustainable travel to school.</p> <p>Large numbers of cars picking up and dropping off at school harms local communities, by increasing the number of sustainable journeys to school local communities would benefit.</p>	
Health	G	<p>Making it easier to travel actively to school would improve the physical and mental health of young people. The draft strategy includes multiple actions to encourage more young people to travel actively to school, alongside making it easier to access education facilities. The proposed actions would not only improve transport access for younger people, but the wider community.</p>	
Resilience and Adaptation			
Housing			
Economy	G	<p>The draft strategy seeks to improve access to education and remove barriers to young people accessing opportunities due to limited transport options. Fewer young people being driven to school will have a positive impact in reducing congestion which negatively impacts economic development. Through improving access to education and giving young people travel skills, more young people in Greater Manchester will have the opportunities later in life to have a 'good job'.</p>	
Mobility and Connectivity	G	<p>The draft strategy proposes providing new active travel facilities to schools and adjusting the general transport network to better serve schools. There are likely to be some adjustments made to dedicated schools which may result in short term disruption to existing travel patterns.</p> <p>By increasing the number of sustainable trips taken to school and reducing the number of trips taken in private vehicles there will be a positive impact on congestion as sustainable modes of transport are more space efficient.</p> <p>The draft strategy includes actions relating to making public transport more affordable and providing alternatives ways to access a cycle which avoid the high up front cost of buying a bike from new.</p> <p>Young people over 16 are able to access Starling Bank Bikes. Due to the age limit and limited operational area few young people will be able to use these bikes to access education, but some will.</p> <p>The draft strategy seeks to improve transport connections to education facilities by walking, wheeling, cycling and public transport. The actions relating to making it safer to travel actively to school and delivering more walking, wheeling and cycling infrastructure will involved modifications to roads.</p>	
Carbon, Nature and Environment	G	<p>Greater use of active travel and public transport to travel to school will help improve local air quality due to the large number of trips made to access education, meaning a growth in sustainable trips would have an impact on overall air pollution levels.</p> <p>Reducing the number of private vehicles will help reduce noise pollution, particularly if these trips are made by active modes. As many schools are located in residential areas the reduction in noise levels will have a positive effect on local communities.</p> <p>Transport is the largest emitting sector in GM, by increasing the number of education trips made by sustainable modes there will be a positive impact on carbon emissions.</p>	
Consumption and Production			
Contribution to achieving the GM Carbon Neutral 2038 target		<p>The proposals in the draft school travel strategy seek to encourage more young people to walk, wheel, scoot, cycle or use public transport to travel to school. By increasing the number of sustainable trips made to school and thereby reducing the number of trips made in private vehicles there would be a positive contribution towards achieving carbon neutrality.</p>	
Further Assessment(s):		Equalities Impact Assessment and Carbon Assessment	
G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.	RR Negative impacts overall.

Carbon Assessment

Overall Score				
Buildings	Result	Justification/Mitigation		
New Build residential	N/A			
Residential building(s) renovation/maintenance	N/A			
New build non-residential (including public) buildings	N/A			
Transport				
Active travel and public transport		The draft strategy includes actions that would improve and extend active travel routes but as this is not a funded delivery plan it is not possible to confirm this impact at the present time. The draft strategy includes actions that would improve access to education facilities by public transport but this would be done via the network review process so it is not possible to confirm this impact at the present time.		
Roads, Parking and Vehicle Access		The draft strategy includes actions that would improve and extend active travel provisions but as this is not a funded delivery plan it is not possible to confirm this impact at the present time. The draft strategy includes actions that seek to make travelling either actively or by public transport more attractive. The proposals to gradually integrate school services into the general network would help improve services and make public transport more attractive in the longer term but it could lead to short term growth in personal vehicle travel as existing travel patterns are disrupted.		
Access to amenities		The draft strategy includes actions that if implemented would increase access to shops and services by improving active travel facilities, but as this is not a funded delivery plan it is not possible to confirm this impact at the present time. The draft strategy includes actions that if implemented would increase access to shops and services by improving public transport services, but as this is not a funded delivery plan it is not possible to confirm this impact at the present time.		
Vehicle procurement	N/A			
Land Use				
Land use	N/A			
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management

N/A

Legal Considerations

Legal support will be obtained as required when finalising the consultant/engagement process. The legal implications of the proposals set out within the strategy will require further consideration as the proposals are developed including any impact on the Bus Franchising network

Financial Consequences – Revenue

The draft School Travel Strategy is not a funded delivery plan, and the priorities and ambitions set out are anticipated to require additional funding to be delivered in full.

Financial Consequences – Capital

The draft School Travel Strategy is not a funded delivery plan, and the priorities and ambitions set out are anticipated to require additional funding to be delivered in full.

Number of attachments to the report: 1

Background Papers

Draft Vision Zero Strategy, January 2024

Greater Manchester Bus Strategy, July 2023

Active Travel in Greater Manchester - Bee Network Committee, 14th December 2023

Refreshing Greater Manchester's Active Travel Mission, November 2022

Greater Manchester Transport Strategy 2040, January 2021

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

Overview and Scrutiny Committee

N/A

1. Introduction

- 1.1. Safely and reliably taking young people to and from places of education is a key function of transport networks across the world. Done correctly, it can support greater inclusion, enhanced access to opportunities and better health outcomes.
- 1.2. Every day approximately 460,000 pupils travel to over 1,200 schools and further education establishments across Greater Manchester. 15% of all trips in Greater Manchester are to access education, and in the peak periods between 08:00-08:59 and 15:00-15:59 almost half of trips are education related.
- 1.3. Greater Manchester is transforming its transport system through the creation of the Bee Network, bringing walking, wheeling, cycling and public transport together. This means that there are new opportunities to create a joined up transport network which can better connect young people (and the people that work there) with their place of education and other key destinations.
- 1.4. The draft School Travel Strategy sets out the vision and approach for how the Greater Manchester Combined Authority (GMCA), Transport for Greater Manchester (TfGM) and the ten local authorities will enable more young people to walk, wheel, scoot, cycle or use public transport to get to school and access further education.
- 1.5. This strategy supports the ambition for Greater Manchester to achieve Vision Zero by 2040 and fulfils the recommendation from Refreshing Greater Manchester's Active Travel Mission for a home to school travel plan to be developed. In addition, by improving the ability to access post-16 courses and careers it seeks to support the Mayoral ambition of creating two educational pathways (one technical, and one academic) for young people.
- 1.6. The draft School Travel Strategy will, once adopted, be a sub strategy of the Greater Manchester 2040 Strategy, GM's statutory Local Transport Plan. It is not a funded delivery plan, and the priorities and ambitions set out are anticipated to require some additional funding to be delivered in full.
- 1.7. Special educational needs and disabilities (SEND) travel is outside the scope of this strategy. TfGM is separately assisting local authorities in exploring what opportunities there are to better coordinate the provision of SEND transport in Greater Manchester.

2. Structure, purpose and content of the draft strategy

2.1. The draft School Travel Strategy sets out:

- Our vision for school travel and why there's a case for change;
- Current travel patterns for primary school, secondary school and further education;
- The activities we are proposing to encourage more young people to travel sustainably;
- Next steps.

2.2. Using the Greater Manchester Travel Diary Survey (TRADS), we have estimated how children and young people currently travel to and from education. Using the averaged travel patterns for the years 2021-2023 we have proposed three ambitious targets for how we can support young people to travel by 2030. These targets have deliberately been chosen to act as a bold statement of intent that will catalyse action and help inspire a cross-GM effort to achieve a common goal.

2.3. Our ambition is that by 2030:

- 70% of primary school students in Greater Manchester will walk, wheel, scoot or cycle to school, up from 63%¹;
- 80% of secondary school students in Greater Manchester will walk, wheel, scoot, cycle or use public transport to school, up from 74%¹;
- 80% of further education students in Greater Manchester will walk, wheel, scoot, cycle or use public transport to access education, up from 66%¹.

2.4. If we are to achieve our ambitious goals, we must remove the barriers that are currently preventing young people travelling in a sustainable way. To achieve this, we have identified in the draft strategy eight overarching activities on which to focus our efforts. These eight activities are not the only solutions that exist and delivering them will require close collaboration with young people, parents, guardians, carers, schools, partner organisations, and communities.

2.5. The eight activities identified in the draft strategy are set out below.

¹ GMTRADS, 2021-23

Create Safer Streets Around Schools

- 2.6. For parents to allow their children to walk, wheel, scoot, or cycle to school, they must feel that it is safe. Every school faces unique challenges; therefore, we need to have a range of measures that can be tailored to address a school's specific safety needs.
- 2.7. One of these measures could be creating a school street to provide a safe, traffic-free space at drop off and pick up time. In line with the Mayor's ambition, we are committing, subject to funding, to creating 100 school streets by 2028.
- 2.8. Experiences across the country have shown that interventions that introduce physical road safety improvements alongside behaviour change programmes that engage with the school community have more chance of succeeding. It is therefore proposed that TfGM develop a pilot project to explore how this can be best achieved in Greater Manchester.

Continue to Deliver Walking, Wheeling, and Cycling Infrastructure

- 2.9. Greater Manchester has committed to building a world-class walking, wheeling, and cycling network that will link up communities and provide safe routes to schools and further education establishments. A previous Bee Network Committee paper provided further information about our future network ([14th December 2023, Active Travel in Greater Manchester](#)).
- 2.10. Nearly two-thirds of all education trips are within or between local neighbourhoods. To encourage more young people to walk, wheel, scoot or cycle we therefore need to create neighbourhoods that are safer and more attractive places to be in. This means alongside improving walking and wheeling routes, we need to create quieter and therefore safer streets in line with the [Streets for All](#) approach and Safe System approach, as set out in the draft [Vision Zero Strategy](#).

Increase Access to Cycle and Cycle Storage

- 2.11. To give young people the opportunity to cycle to school we need to help them, and their parents, guardians and carers, have access to a bike and have a secure place to store it at school and in the wider community.
- 2.12. One way we are proposing to provide greater access to cycles is by encouraging schools to either set up their own bike library or work closely with their nearest bike

library. Bike libraries allow people to borrow a bicycle and try it out for a short loan period, either for free or for a small fee.

Support Young People to Become Travel Champions

- 2.13. If we want young people to travel in a more active and sustainable way, we need to encourage and enable new travel habits throughout their school career. We want to give young people the ability to not only travel to school sustainably, but to become lifelong users and advocates for sustainable travel.
- 2.14. It is proposed that a new education programme is developed in partnership with schools and external partners. The aims of the programme would be to:
- Ensure that every young person has learnt about road safety and has basic navigation skills before they go to secondary school.
 - Better coordinate our efforts to enable every primary school student in Greater Manchester who wishes to do so, to learn how to ride and fix a bike.
 - Provide every young person in Greater Manchester with the skills and knowledge to travel by bus, tram, and train by the time they start their GCSEs.
 - Support young people during the transition between primary to secondary school, and secondary school to further education.
 - Work with young people to give them greater ownership over what activities or incentives their school carries out to encourage more young people to travel sustainably.
- 2.15. To make it easier for schools and young people it is proposed that as a first step all our available resources, information and funding opportunities for schools should be brought together in one place.

Improve the Customer Experience on Public Transport

- 2.16. If more young people are to use public transport to travel to school and access further education, we must have an attractive public transport network which is accessible, reliable and affordable.
- 2.17. The draft School Travel Strategy builds on the [Greater Manchester Bus Strategy](#), which set out our proposed actions to deliver more reliable, accessible and affordable bus services.

- 2.18. The introduction of the hopper fare in January 2025 will help make our ticketing system simpler and fairer for young people. In addition, it is proposed that TfGM will explore how the application process for the igo card (5–16-years old) can be improved to make it more user friendly. This will make it easier for more young people to access affordable public transport.

Make Our Network Safe and Secure

- 2.19. Improving the perception of safety and security for all our passengers is a priority. Young people behaving in an anti-social manner on public transport makes other passengers, including other young people, feel unsafe and reluctant to travel on our transport network.
- 2.20. To deter and prevent unwanted behaviour TravelSafe Support and Enforcement Officers are regularly deployed across Greater Manchester to support passengers, deter anti-social behaviour, conduct ticket checks and answer customer queries. This is in addition to uniformed and plain clothes police officers who regularly patrol the network.
- 2.21. Through the TravelSafe's Educational Outreach Programme we will seek to encourage and promote positive travel behaviour, making young people aware of how they should behave on public transport and what the consequences are for being involved in criminal or anti-social behaviour.

Create an Integrated Network

- 2.22. Before the creation of the Bee Network and the start of bus franchising Greater Manchester was unable to plan its transport network in an integrated way. This meant that when there were gaps in the commercial network the only way we could ensure young people could travel to school was to introduce a dedicated school bus service.
- 2.23. Whilst filling gaps in this way provided an immediate solution to a school's connectivity problems, this case-by-case approach did not allow planners to take a strategic view of the whole network. This meant that over time an uneven patchwork of services developed, with limited interaction with the wider public transport network and outcomes that could be perceived as unfair.
- 2.24. As a general principle our transport network should be available to all users, and therefore not consist of special services that only certain people can use. Therefore,

it is proposed that as part of our work to create a simpler and more integrated network we will look to gradually incorporate existing school services into the general network through the network review process, taking into account local circumstances and requirements.

- 2.25. This will give young people greater flexibility about where and when they travel (allowing them to go to after school clubs, for example) and improve the resilience of the network by enabling them to take alternative services if things go wrong. It will also give young people the life skills of being able to use public transport and support improved transport options for the whole community.
- 2.26. The network review process will consider how the transport network can be improved in line with our agreed planning principles (comprehensive, simple, frequent, direct, reliable, integrated, cost-effective). Our preference will always be to make any adjustments to specific services or the wider network through the network review process.
- 2.27. Going forward it is proposed that new school services will only be provided when there is an exceptional need to do so. This will be judged against the Department for Education's guidance on walking distances and maximum journey times. The provision of new services must also provide value for money and be consistent with our network principles.

Engage Schools and Local Communities

- 2.28. If we are to encourage more young people to travel sustainably, we must work in partnership with schools, pupils, parents, guardians, carers, and local communities. Many schools and further education establishments want to help but face significant competing pressures.
- 2.29. It is proposed that Modeshift STARS, an accreditation programme that helps schools develop travel plans and carry out activities to promote sustainable travel, will be used to better support schools. However, despite being free for schools, few schools in GM have sought to become accredited. It is therefore proposed that improvements should be made to the service based off feedback from schools and councils. Additional guidance and support should also be provided for schools.
- 2.30. Local communities are leading the way in promoting walking, wheeling, scooting, and cycling to school. Whether that be installing a school street, running a bike bus, or helping schools engage with children and their families. Without their help we

cannot achieve our vision. The draft strategy therefore proposes that more opportunities should be created for local communities and voluntary groups to work with schools and young people.

3. Next steps

- 3.1. This is a draft strategy, and its further development will benefit from hearing a wide range of opinions on how we can best enable more young people to choose to walk, wheel, scoot, cycle or use public transport to travel to school and access further education.
- 3.2. Following approval of this draft, a period of engagement will take place from November for ten weeks with the public and stakeholder groups. An online survey will be run to enable members of the public to share their insights and help shape the final strategy. Paper copies of the survey will be made available at key locations and by request.
- 3.3. It is proposed that the finalised School Travel Strategy will be reported to Bee Network Committee and then to the GMCA for formal adoption and approval in Spring 2025.

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School Travel Strategy

Our vision for school travel in Greater Manchester

Draft - October 2024



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Executive summary

We want more young people to choose to walk, wheel, scoot, cycle or use public transport to get to school and access further education.

Greater Manchester is transforming its transport system through the creation of the Bee Network, bringing walking, wheeling, cycling and public transport together as part of one transport network. The Bee Network will provide young people with a more accessible, reliable, and affordable transport network that will allow more of them to travel sustainably to school and to access further education.

We - the Greater Manchester Combined Authority (GMCA), Transport for Greater Manchester (TfGM) and the ten GM local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan) - want more young people to travel sustainably to school and to access further education:



To improve physical and mental health → 22% of reception aged children and 39% of Year 6 children are overweight or obese in Greater Manchester¹



To reduce pollution in the air → Children are more affected by air pollution because their organs and immune systems are still developing²



To help with the cost-of-living crisis → For families experiencing poverty and hardship, the cost of sending a child to school can add additional financial stress³



To reduce congestion → Taking children to school currently accounts for approximately 31% of traffic on GM roads during peak hours⁴



To help the environment → Transport accounts for 31% of Greater Manchester's carbon emissions⁵



To create safer and more attractive streets → 74% of GM residents think that their streets are currently dominated by moving or parked motor vehicles⁶



To reduce the stress and challenge of having to do the school run



To enable young people to travel independently throughout their life → giving young people greater access to future learning opportunities and careers



And because it is what young people want → When surveyed, 75% of primary school pupils said they would travel actively to school if they had the chance to do so⁷

¹ [National Child Measurement Programme, England, 2022/23 School Year - NHS England Digital](#)

² [Schools | Clean Air Greater Manchester \(cleanairgm.com\)](#)

³ [School sums what does going to school really cost families.pdf \(cpag.org.uk\)](#)

⁴ Greater Manchester Travel Diary Survey 2023

⁵ [2005-21-uk-local-authority-ghg-emissions-update-060723.xlsx \(live.com\)](#)

⁶ [Walking and Cycling Index 2023: Greater Manchester \(sustrans.org.uk\)](#)

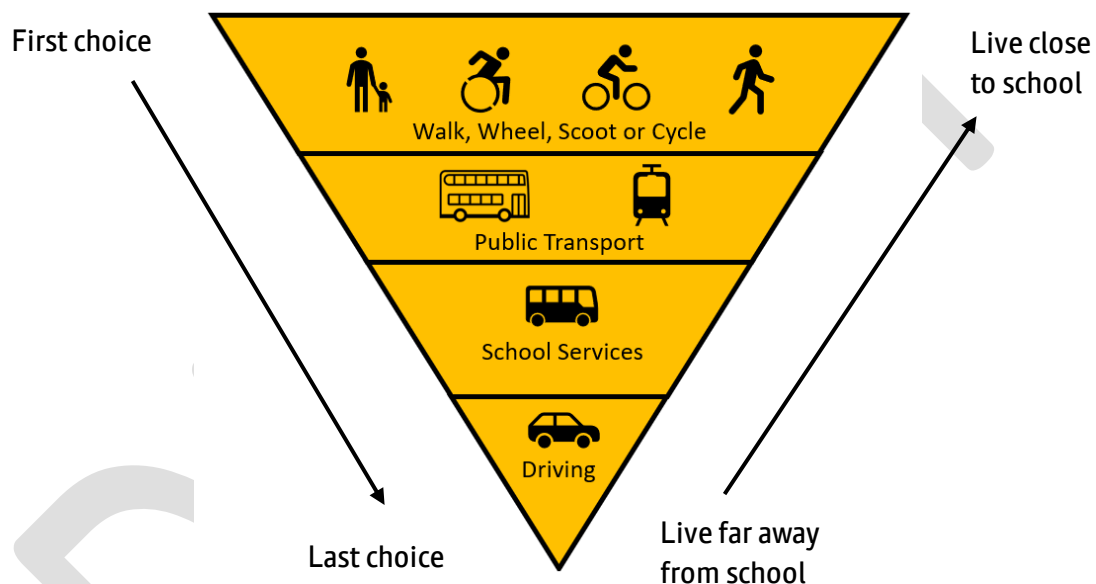
⁷ TfGM School Travel Choices Pilot Paper by Mott MacDonald (2018)

This document sets out our vision and approach for how we will enable more young people to walk, wheel, scoot, cycle or use public transport to get to school and access further education. It is not a funded delivery plan, and the priorities and ambitions set out here are anticipated to require some additional funding to be delivered in full.

Prioritising sustainable travel

Historically, driving has been prioritised over walking, wheeling, cycling and public transport, resulting in fewer young people being able to travel sustainably to school⁸. We want young people, parents, guardians and carers to use the most appropriate travel option for their journey. Encouraging them to travel in a way that provides the greatest individual and societal benefits, as shown in the hierarchy below.

Hierarchy of School Travel Options



As the healthiest and most inexpensive forms of travel, walking, wheeling, scooting, or cycling should be the first choice for travelling to school or accessing further education for those who live a short distance away.

For those who live a little further away, 'general' public transport services should be chosen, with school bus services providing a supportive role where public transport is not a viable option. Supporting existing public transport routes helps the whole community and is therefore preferable to dedicated school bus routes that need significant subsidy and only support school journeys.

In some cases, being driven may be the only practical way for pupils to travel to school or access further education, but this should be the last resort and only in a minority of cases.

⁸ [Made to move.pdf \(ctfassets.net\)](#)

Our vision



We want more young people to choose to walk, wheel, scoot, cycle or use public transport to get to school and access further education

Our ambition

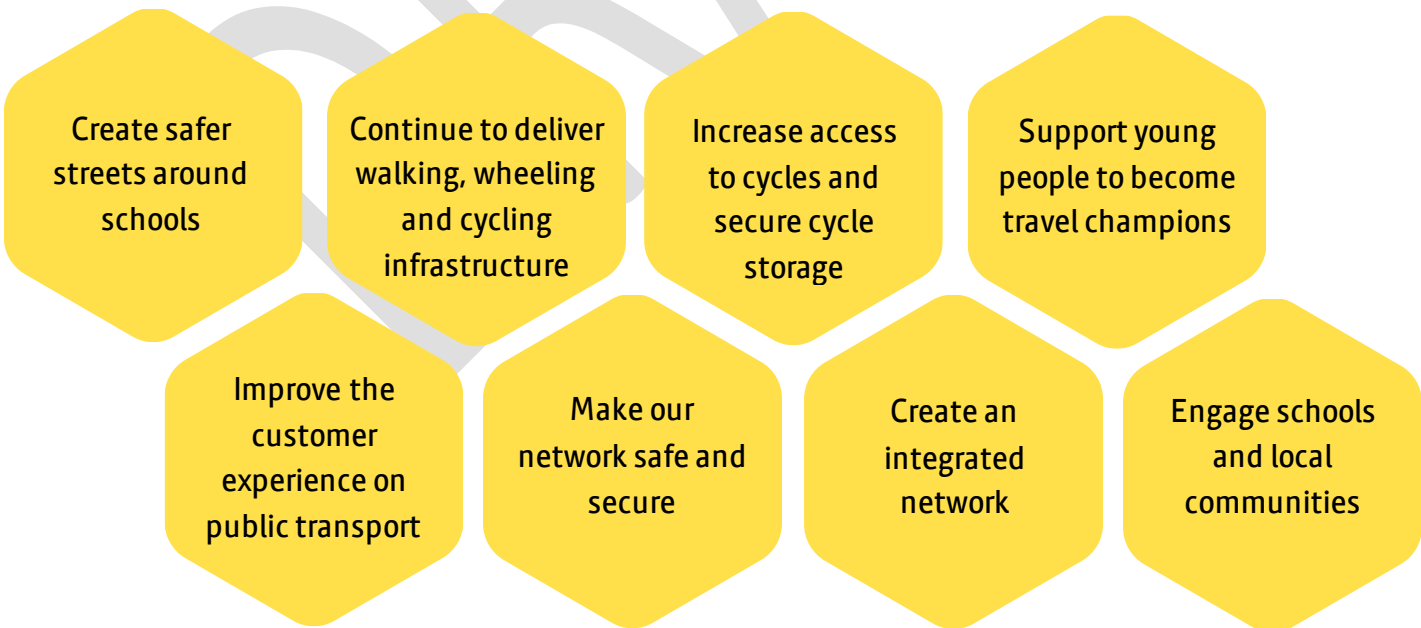


By 2030 our goal is for 70% of primary school students in Greater Manchester to walk, wheel, scoot, or cycle to school, up from 63% (GMTRADS, 2021-23)

By 2030 our goal is for 80% of secondary school students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to travel to school, up from 74% (GMTRADS, 2021-23)

By 2030 our goal is for 80% of further education students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to access education, up from 66% (GMTRADS, 2021-23)

Our activities





Introduction

How young people travel to school and to access further education matters. Every day approximately 460,000 pupils travel to over 1,200 schools and further education establishments across our city region⁹. 15% of all trips in Greater Manchester are to access education, and in the periods between 08:00-08:59 and 15:00-15:59 almost 48% of trips are education related¹⁰.

Safely and reliably taking young people to and from places of education is a key function of transport networks across the world. Done correctly, it can support greater inclusion, enhanced access to opportunities and better health for students. In our 2040 Transport Strategy¹¹ we identified the need to encourage more young people to walk and cycle to school in Greater Manchester, along with the need to better integrate school services into the wider transport network.

Who is responsible for school travel?

Local authorities' relationship with schools has changed significantly in the last two decades. The transition towards schools increasingly being run by multi academy trusts or independent governing bodies has meant local authorities increasingly coordinate rather than directly provide education in their area¹².

Most schools now set their own admissions policy, independent of local authorities. This means that local authorities have less influence over which school a young person attends than they did in the past. While parental choice has grown, so too have school catchment areas, meaning pupils are travelling further to get to school¹³. This has made it more challenging for young people to travel sustainably to school.

In certain limited circumstances local authorities must provide travel assistance. The Department for Education provides detailed guidance¹⁴ about when local authorities have a statutory duty to provide free school transport for children of compulsory school age:

- ➔ All children between 5 and 16 qualify for free school transport if they go to their nearest suitable school and live further than:
 - 2 miles (≈ 3.2km) from their school if they are under 8 years old
 - 3 miles (≈ 4.8km) from their school if they are 8 years old or older
- ➔ Families on low income (defined as in receipt of maximum Working Tax Credit or entitled to free school meals) if they are:

⁹ [Search for schools, colleges and multi-academy trusts - Find school and college performance data in England - GOV.UK \(find-school-performance-data.service.gov.uk\)](#); [Schools, pupils and their characteristics, Academic year 2022/23 – Explore education statistics – GOV.UK \(explore-education-statistics.service.gov.uk\)](#)

¹⁰ Greater Manchester Travel Diary Survey 2023

¹¹ [Greater Manchester Transport Strategy 2040 | Bee Network | Powered by TfGM](#)

¹² [Opportunity for all - Strong schools with great teachers for your child \(publishing.service.gov.uk\)](#)

¹³ [National Travel Survey: Travel to School factsheet \(publishing.service.gov.uk\)](#); [Children's travel to school—the interaction of individual, neighbourhood and school factors \(sciencedirectassets.com\)](#)

¹⁴ [Travel to school for children of compulsory school age \(publishing.service.gov.uk\)](#)

- Aged 8 to 10 years old and attend their nearest school which is at least 2 miles away ($\approx 3.2\text{km}$)
- Aged 11 to 16 years old and attend one of their three nearest schools that are between 2 to 6 miles away ($\approx 3.2\text{km} - 9.7\text{km}$)
- Aged 11 to 16 years old and attend their nearest preferred school on the ground of religion or belief, that is between 2 to 15 miles away ($\approx 3.2\text{km} - 24.1\text{km}$)

→ Children who attend their nearest suitable school and cannot be reasonably expected to walk there because of their special education needs, disability, or mobility problem.

Dedicated school services

At present, TfGM provides dedicated school bus services to a number of schools across Greater Manchester even though there is no legal obligation to do so¹⁵. School services have existed in Greater Manchester for many years, filling gaps in the public transport network where private operators have not provided a 'general' bus service. Using ticketing data, it is estimated that approximately 5% of the secondary school population uses a dedicated school service to travel to school.

Although technically TfGM-provided school buses can be used by any member of the public, in practice they are only used by students to travel to and from school. This means they exist as their own separate network. The introduction of bus franchising means we can now take a network wide approach to public transport, adjusting 'general' services to better connect schools. There is therefore an opportunity to review how school services could be better integrated into the wider Bee Network, allowing us to make the best use of available resources.

Travel for Children with Special Educational Needs & Disabilities (SEND)

Special educational needs and disabilities (SEND) travel requires a bespoke approach, tailored to individuals' unique needs and circumstances. Some local authorities do provide travel training to help those who may struggle to travel independently on public transport to do so¹⁶.

Each of the ten Greater Manchester local authorities are responsible for the procurement and delivery of SEND transport for those students in their area who are eligible for travel assistance. Although SEND travel is outside the scope of this strategy, local authorities are separately exploring what opportunities there are to better coordinate the provision of SEND transport in Greater Manchester.

¹⁵ Some schools do provide their own private school buses separately of TfGM.

¹⁶ [Travel training in Greater Manchester | Bee Network | Powered by TfGM](#)

Why now?

The Bee Network

Greater Manchester is transforming its transport system through the creation of the Bee Network, bringing walking, wheeling, cycling and public transport together. This means that there are new opportunities to create a joined up transport network which can better connect young people (and the people who work there) with their place of education and other key destinations.

A Refreshed Mission for Active Travel

Walking, wheeling, scooting, and cycling are central to our vision for the future of transport in Greater Manchester, forming a key part of the Bee Network. Dame Sarah Storey, Greater Manchester's Active Travel Commissioner, produced a Refreshed Mission for Active Travel in Autumn 2022¹⁷. A key priority identified in this document was making it safer and easier for pupils to travel actively to school.

Vision Zero

Greater Manchester has declared its ambition to achieve Vision Zero, meaning we aim to eliminate all road fatalities and life changing injuries on Greater Manchester's roads by 2040¹⁸. Making it safe for pupils to travel to school each day is a priority, and crucial to more young people traveling to school actively or on public transport. Fewer vehicles taking young people to school also makes our roads and streets safer for everyone.

The Greater Manchester Baccalaureate (MBacc)

The Greater Manchester Baccalaureate, also known as MBacc, celebrates the technical pathways into employment at age 14, 16 and 18, providing an antidote to the education system being shaped around the needs of those pursuing the University route. It is designed to make the key decision points simple and reduce confusion for young people and parents and carers. It shows young people the subjects and qualifications that employers value, helping them access high quality jobs in our growing economy. Our transport network can support the MBacc by ensuring that transport isn't a barrier to young people taking advantage of the opportunities available to them.

We have an opportunity to create a transport system that better serves young people and makes travelling sustainably the first choice.

¹⁷ [Greater Manchester's Active Travel Mission | TfGM Bee Active](#)

¹⁸ [Vision Zero Strategy - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](#)



The case for change

To improve physical and mental health

22% of reception aged children and 39% of Year 6 aged children in Greater Manchester were overweight or obese in 2022/23, higher than the national average, and just over a third of children are active for the recommended minimum of at least 60 minutes a day¹⁹. As well as providing physical health benefits, travelling actively can help improve pupil's behaviour, concentration, and mental health²⁰.



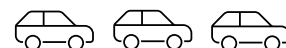
To help with the cost-of-living crisis

For families experiencing poverty and financial hardship, school travel costs can add additional financial stress²¹. Attractive and affordable alternatives must therefore be available. The need to drop off and collect children from school can limit economic opportunities; giving young people the ability to travel independently gives parents greater freedom to work or fulfil other caring duties.



To reduce congestion

Driving to school has a significant impact on congestion. Taking children to school accounts for approximately 31% of traffic on GM roads between 08:00-08:59 and 15:00-15:59²². With congestion costing Greater Manchester businesses £1.65bn per year²³, promoting alternative ways to travel to school can help make journeys for all road users quicker and more reliable, stimulating economic growth through improved connectivity.



To create safer and more attractive streets

Reducing the number of young people being driven to school would help make our streets safer. Cars are the largest contributor to vulnerable road users being killed or seriously injured on Greater Manchester's roads²⁴. Making our streets safer also helps make our communities and neighbourhoods more pleasant and liveable places. 74% of GM residents think that their streets are currently dominated by moving or parked motor vehicles²⁵.



¹⁹ [National Child Measurement Programme, England, 2022/23 School Year - NHS England Digital; Greater Manchester - #BeeWell \(beewellprogramme.org\)](#)

²⁰ [HT_briefing_layoutvFINALvii.pdf \(publishing.service.gov.uk\); Investigation of the associations between physical activity, self-regulation and educational outcomes in childhood | PLOS ONE](#)

²¹ [School sums what does going to school really cost families.pdf \(cpag.org.uk\)](#)

²² [Greater Manchester Travel Diary Survey 2023](#)

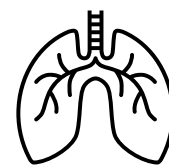
²³ [Made_to_move.pdf \(ctfassets.net\)](#) (figure adjusted for inflation, 2024)

²⁴ [Vision Zero Strategy - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](#)

²⁵ [Walking and Cycling Index 2023: Greater Manchester \(sustrans.org.uk\)](#)

To reduce pollution in the air

Children are more affected by air pollution because their organs and immune systems are still developing²⁶. Reducing the number of private vehicle journeys taken to and from schools would therefore help reduce air pollution and improve children's health.



To help the environment

Transport is responsible for 31% of Greater Manchester's carbon emissions²⁷. If we can support more young people to travel by active and zero emission modes it will contribute to Greater Manchester's target to be a carbon-neutral city region by 2038.



To better support care responsibilities

The school run can often cause additional stress and challenge for parents who face competing demands on their time²⁸. Parents want to get their children to school quickly and efficiently, often as part of a longer journey into work, but our transport network has traditionally not been designed for these types of trips²⁹.



To enable future travel choices

Providing the option to travel to school actively or on public transport gives young people independence and helps develop a lifelong habit of travelling sustainably. Being able to travel independently enables young people to access future learning opportunities and careers, helping more young people to get high quality jobs across Greater Manchester.



It's what young people want

Young people want to walk, cycle, wheel, and scoot to school. A study of six primary schools in Greater Manchester found that although cycling and scooting only accounted for 10% of all journeys at the studied primary schools, 50% of pupils wanted to cycle or scoot to school. When walking was included, this rose to 75% of pupils wanting to travel actively to school³⁰.



²⁶ [Schools | Clean Air Greater Manchester \(cleanairgm.com\)](https://www.cleanairgm.com)

²⁷ [2005-21-uk-local-authority-ghg-emissions-update-060723.xlsx \(live.com\)](https://www.greatermanchester.gov.uk/2005-21-uk-local-authority-ghg-emissions-update-060723.xlsx)

²⁸ Access and inclusion in Greater Manchester by Steer (2020)

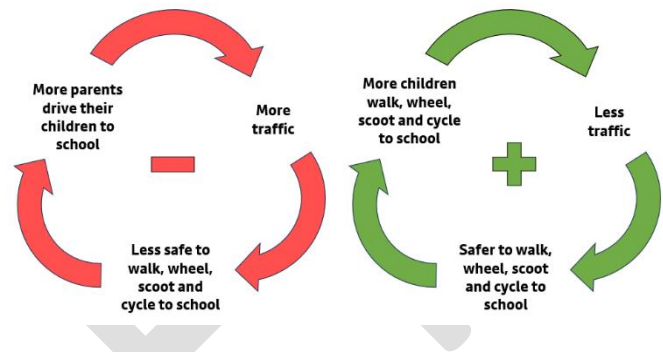
²⁹ [What-women-want-report-1.pdf \(gm4women2028.org\)](https://www.gm4women2028.org/); Invisible Women by Caroline Criado Perez (2020)

³⁰ TfGM School Travel Choices Pilot Paper by Mott MacDonald (2018)

Barriers to travelling sustainably to school

Road Safety

Only 50% of GM residents say it is safe for children to walk to school and just 42% believe it is safe for children to cycle to school³¹. Approximately a fifth of young people who use active travel “infrequently” say this is partly due to a lack of safe infrastructure³². Until more parents and young people feel it is safe to walk, wheel, scoot or cycle to school, children will continue to be driven to school. This leads to a vicious circle of more traffic and less safe roads.



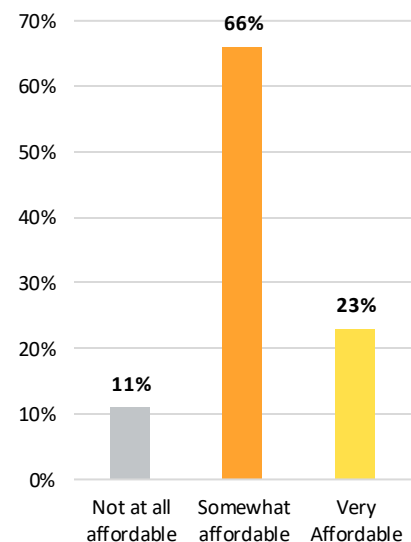
Accessibility

11% of children are disabled in the UK³³. Young people, particularly those with a disability, say poor accessibility has prevented them using active travel and public transport³⁴. Disabled people report having difficulties travelling two and a half times more often than non-disabled people³⁵, and 10% of disabled people say that inaccessible transport is a key barrier to their education, limiting their life opportunities³⁶.

Cost

Travelling to school can be one of the most significant costs of attending secondary school, along with buying uniform, shoes and bags³⁷. Around a fifth of young people who use active travel “infrequently” cite cost and not having access to a bike (which may also be associated with cost) as reasons for not being able to travel actively. When surveyed the majority of young people did however feel that public transport was either very affordable or somewhat affordable³⁸. This does not mean that cost is not a barrier, for some families the cost of travelling to school will be a significant proportion of their household budget.

To what extent do you think public transport is affordable?



National Youth Combined Authority Young Persons Transport Survey October 2022

³¹ National Highways and Transport Network (NHT) Survey 2022

³² NYCA Young Persons Transport Survey October 2022

³³ [UK disability statistics: Prevalence and life experiences - House of Commons Library \(parliament.uk\)](#)

³⁴ NYCA Young Persons Transport Survey October 2022

³⁵ [Disabled people's travel behaviour and attitudes to travel \(publishing.service.gov.uk\)](#)

³⁶ [The Transport Accessibility Gap \(motabilityfoundation.org.uk\)](#)

³⁷ [School sums what does going to school really cost families.pdf \(cpag.org.uk\)](#)

³⁸ NYCA Young Persons Transport Survey October 2022

Reliability

The reliability of public transport in Greater Manchester has been identified as the third biggest barrier to using public transport by young people (after safety and cost)³⁹. 80% of 16 – 18-year-olds perceived bus frequency and availability as having an impact on their access to opportunities⁴⁰.

Safety on public transport

For under 16's in Greater Manchester who don't use public transport frequently, not feeling safe (while waiting at stops and when on public transport) is the key issue preventing them using public transport. Greater Manchester's Youth Combined Authority⁴¹ has highlighted the need to improve security on public transport, including having better lighting and more security or youth workers on hand.

Skills

Some young people are unable to travel sustainably as they do not have the knowledge or skills to do so. Just under a sixth of young people who use public transport "infrequently" said that they didn't really know how to use public transport. 1 in 10 of those who said they use active travel "infrequently" said that they could not ride a bike⁴².

Parents, guardians and carers having to travel to work afterwards

Taking children to school as part of a longer journey into work or to other care responsibilities means driving is often more convenient than using public transport or travelling actively. Research focused on women's caring experiences by the University of Manchester and GM4Women2028⁴³ found that 29% of women who commute in Manchester make one or more stops on their way to work. This rises to 55% of those with children under 12. Women who trip-chain (make multiple stops) are less likely to use active travel, with 19% saying they are unable to walk children to school and then continue to work.

Higher car ownership

More households in Greater Manchester now own a car, with low-income communities having seen the largest growth in car ownership. Between 2011 and 2021, the number of cars available for household use in Greater Manchester grew by 13%. If a household owns a car, it is more likely that a young person will be driven to school. The Greater Manchester Travel Diary Survey 2022 found that 30% of education trips are as a car passenger if a household owns at least one car. This figure drops to 4% for households without a car.

³⁹ Presentation by Greater Manchester Youth Combined Authority on National Travel Survey (2023)

⁴⁰ [GMCA 20230127 Our Pass Evaluation \(greatermanchester-ca.gov.uk\)](#)

⁴¹ Presentation by Greater Manchester Youth Combined Authority on National Travel Survey (2023)

⁴² NYCA Young Persons Transport Survey October 2022

⁴³ [What-women-want-report-1.pdf \(gm4women2028.org\)](#)

Current travel patterns

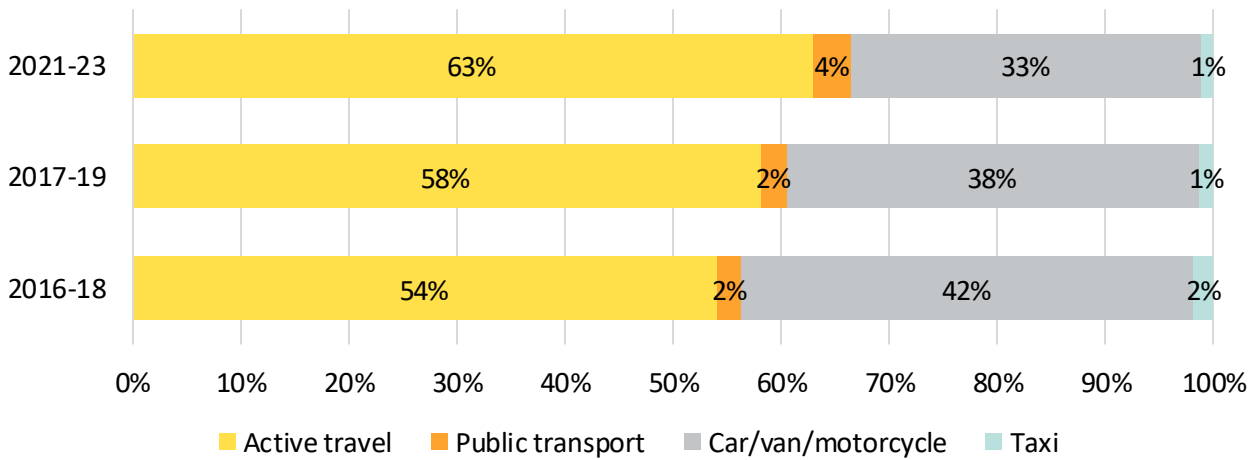
Using the Greater Manchester Travel Diary Survey (TRADS), we have estimated how children and young people travel to and from education. Due to yearly cohort changes, travel patterns vary more for education trips between years than other journey types, we have therefore averaged three years of data together to provide a more stable baseline.

Primary school

The results from TRADS show a positive year on year trend of more young people choosing to travel actively to school. Despite this progress a third of primary school pupils are still being driven to school.

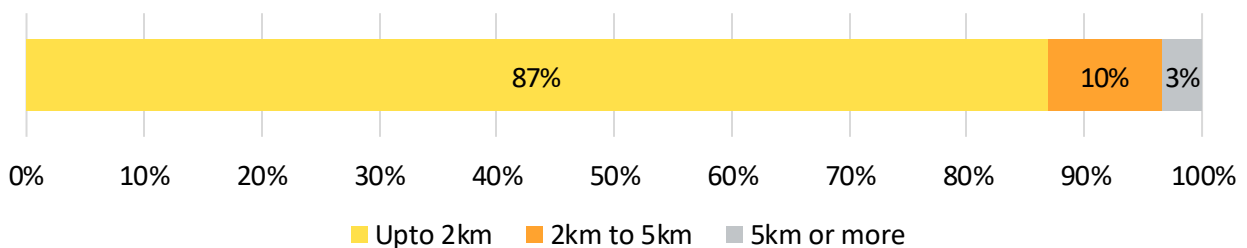
Greater Manchester does already meet the national target for 55% of 5 to 10 year olds to walk to school by 2025⁴⁴, but this is a national target which also accounts for more rural areas where children might be expected to travel further to school. In Greater Manchester 87% of primary aged pupils travel less than 2 km (≈ 1.2 miles) to school, a distance for which we would expect active travel to be the first choice.

How do 5 to 10 year olds travel to school?



Greater Manchester Travel Diary Survey 2016-23

Distance travelled to school by primary age pupils



Greater Manchester Travel Diary Survey 2021-23

⁴⁴ [Cycling and walking investment strategy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/cycling-and-walking-investment-strategy)

To build on the progress we have made to date, we have set an ambitious goal of:

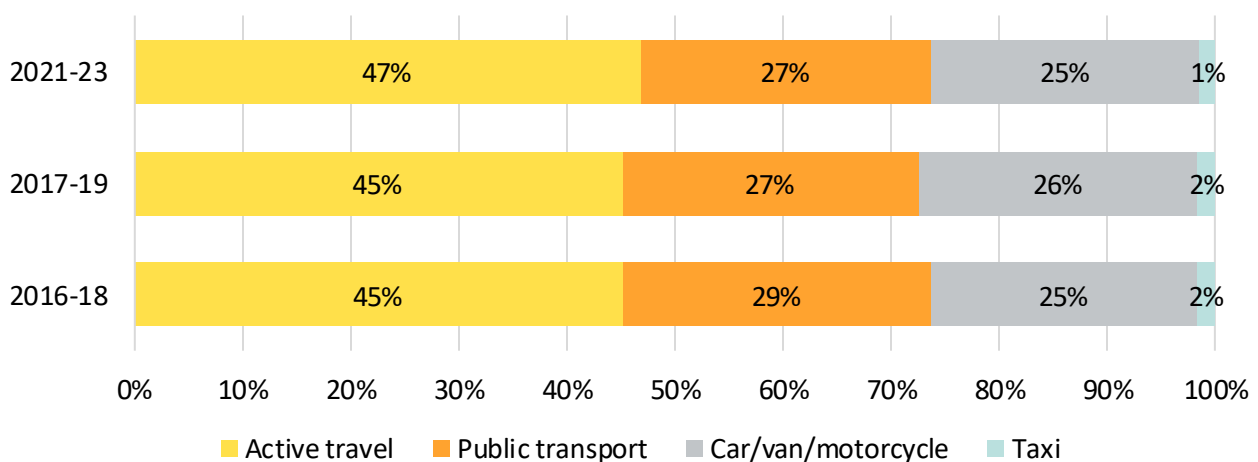
70% of primary school students in Greater Manchester walking, wheeling, scooting, or cycling to school by 2030

Secondary school

According to TRADS there appears to have been little progress in increasing the number of sustainable trips taken to secondary schools. There has been a slight increase in the number of young people travelling actively, but at the same time there has been a slight reduction in the number using public transport.

Although we cannot judge our progress against just one year's worth of results, in 2023 we did see a large increase in the number of young people being driven to school. In 2022 we saw a large jump in the number of young people travelling actively which subsequently reduced the following year, so this may just be a fluctuation in this year's data. It does though suggest that, unlike with primary schools, we are not seeing a trend of consistent growth in the number of sustainable trips to school.

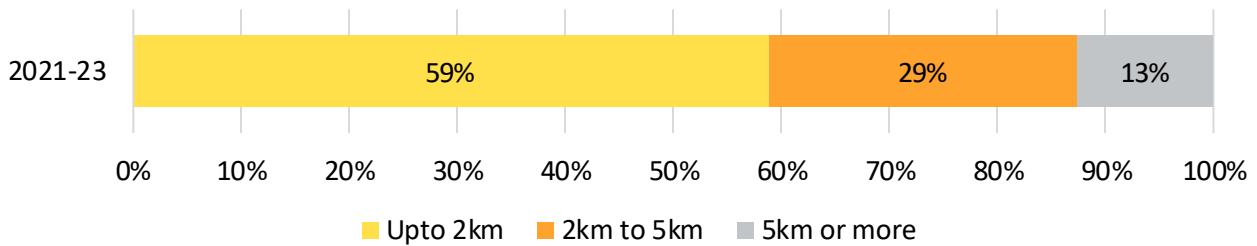
How do 11 to 16 year olds travel to school?



Greater Manchester Travel Diary Survey 2016-23

There is the potential for many more young people to travel actively to school. 59% of GM secondary school pupils live within 2km (≈ 1.2 miles) distance of their school, and a further 29% live within 5km (≈ 3.1 miles). As secondary school pupils tend to live further away from their school compared to primary school pupils, public transport has a greater role to play in helping young people travel to school sustainably. With nearly 9 in 10 pupils living within 5km of their school, public transport should be an attractive option for those who live too far away to travel actively.

Distance travelled to school by secondary age pupils



Greater Manchester Travel Diary Survey 2021-23

Given the limited progress to date, we believe that an enhanced focus on secondary school travel is needed. Therefore, we are setting ourselves the ambitious goal of:

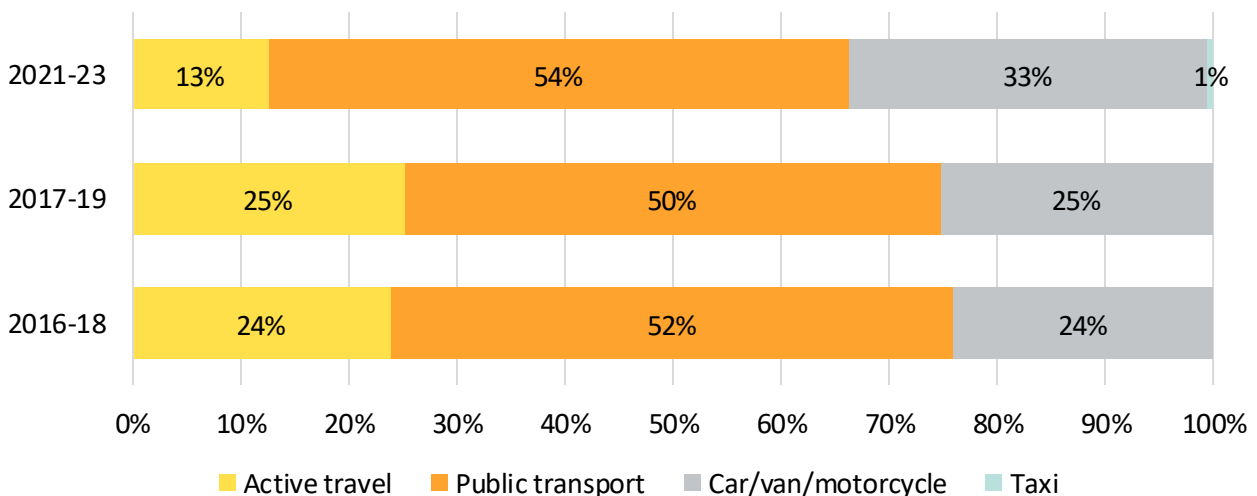
80% of secondary school students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to travel to school by 2030

Further education (16 – 18)

As there are fewer young people in further education compared to those at primary and secondary schools, the TRADS sample sizes are much smaller. Therefore, it is harder to provide a consistent story of how travel patterns have evolved as there is a greater variation in the results from year to year.

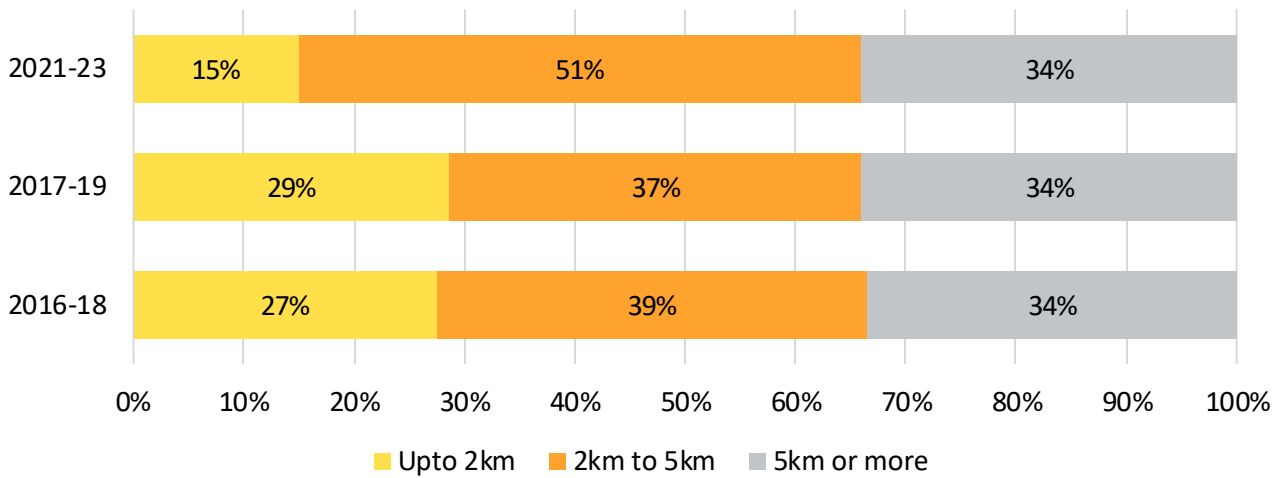
Our data suggests that post-pandemic there has been a growth in the number of young people driving or being driven to access further education, alongside a large reduction in the numbers travelling actively. This could be linked to the increasing distances that young people are travelling to access further education, as shown below.

How do 16 to 18 year olds travel to access further education?



Greater Manchester Travel Diary Survey

Distance travelled to access further education



Greater Manchester Travel Diary Survey 2016-23

If young people are now travelling further to access further education, we need more young people to use public transport to ensure that these journeys are being made in a sustainable way.

In 2019 Our Pass was introduced, meaning that 16 to 18 year olds could travel for free on buses and half price on Metrolink. We would therefore have expected a larger increase in public transport usage than is shown in the graph above. The TRADS figures from 2021 and 2022 do suggest that there was indeed a large increase in public transport usage, with around 60% of 16 to 18 year olds using public transport to access further education. This increase was not however continued in the 2023 figures, where only 40% of 16 to 18 year olds said they used public transport to access further education.

However, a separate survey asking how often Our Pass members made use of free and discounted public transport found that 48% used it daily and 30% used it 3 or more times a week. Given that 72% of 16 to 18 year olds have an Our Pass membership, this would suggest that as a minimum over half of 16 to 18 year olds are using public transport either daily or frequently.

Therefore, we have set an ambitious goal of:

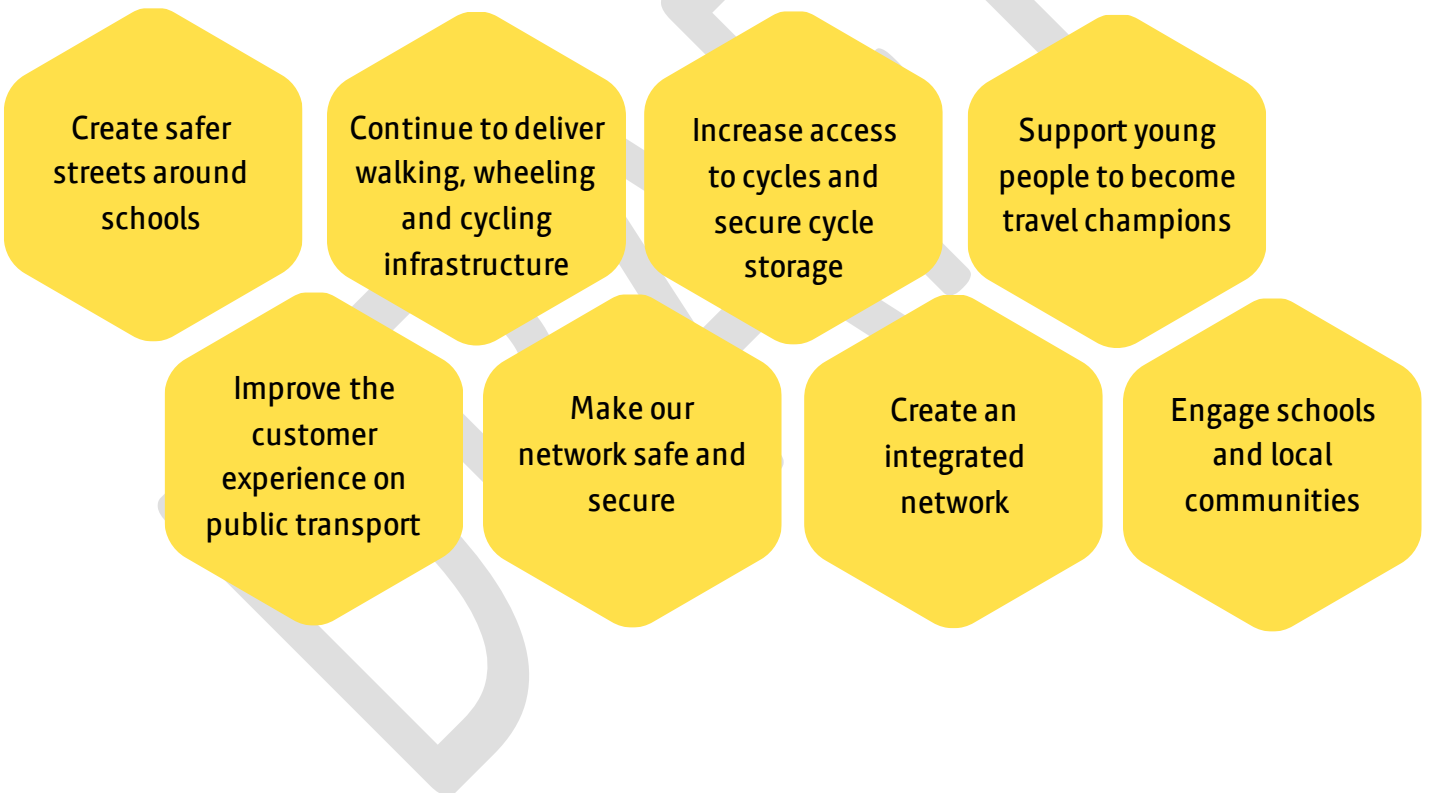
80% of further education students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to access education by 2030

How we will improve school travel

We want more young people to choose to walk, wheel, scoot, cycle or use public transport to get to school and access further education. However, for many young people this is not currently possible. If we are to achieve our ambitious goals, we must remove the barriers that are currently preventing young people travelling in a sustainable way.

We have identified eight overarching activities on which to focus our efforts. These eight activities are not the only solutions that exist and delivering them will require close collaboration with young people, parents, guardians, carers, schools, partner organisations, and communities.

Our activities





1. Create safer streets around schools

For parents to allow their children to walk, wheel, scoot, or cycle to school, they must feel that it is safe. We have published a draft Vision Zero Strategy that sets the ambitious goal of eliminating all fatal and life changing injuries on Greater Manchester's roads by 2040⁴⁵. This will not just make our streets safer but make it more attractive for people to travel and spend time on them.



Every school faces unique challenges; therefore, we need to have a range of measures that can be tailored to address a school's specific safety needs.

Measures to make it safer to walk, wheel, scoot or cycle to school could include:

- School Streets
- Crossing points
- Travel training
- Traffic calming
- Road markings
- Parking restrictions
- Playful routes⁴⁶
- 20 mph speed limits
- Park & Stride
- Walk to School Challenge
- School crossing patrols
- Traffic enforcement
- Bollards
- Urban realm improvements

Experiences across the country have shown that interventions that introduce physical road safety improvements alongside behaviour change programmes that engage with the school community have more chance of succeeding. **TfGM will therefore develop a pilot "Safer Routes to School" project to examine how physical and behavioural interventions can be introduced together as part of future interventions around schools and the wider area.**

School Streets

School Streets involve closing the road outside a school during drop off and pick up time to reduce vehicle traffic, creating a pleasant, child-friendly environment. Essential access for residents and blue badge holders is maintained, but through traffic is restricted. Research has shown that School Streets can reduce the number of people driving to school by a third and reduce the risk of injury⁴⁷. **TfGM will work with local authorities, schools and local communities to deliver, subject to funding, 100 School Streets by 2028.**

It has been through the dedicated work of schools, parents and volunteers that School Streets have been created. Having a safe space for children to travel to school should not however be reliant on a few dedicated people to enforce it and staff the barriers⁴⁸. Some local authorities in GM now have the power to enforce moving traffic offences using ANPR cameras. **TfGM and local**

⁴⁵ [Vision Zero Strategy - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk)

⁴⁶ For further information on Stockport's playful routes see [On The Way Play - An idea in progress by Civic and Social](#).

⁴⁷ [Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](#)

⁴⁸ [PowerPoint Presentation \(walkridegm.org.uk\)](https://www.walkridegm.org.uk)

authorities will look to increasingly use cameras to enforce school streets where it is appropriate to do so, but being aware that other measures, such as physical barriers or paying volunteers, may be a more suitable alternative for some streets.



Case Study of Guardian Angels Primary School

Guardian Angels Primary School, in partnership with Bury Council, Living Streets and TfGM has introduced a school street to keep its pupils safe and encourage them to walk or cycle to school. As well as having a school street, the school takes part in WOW – the walk to school challenge from Living Streets. Since starting WOW, Guardian Angels Primary School active journey rates have increased by 15%.

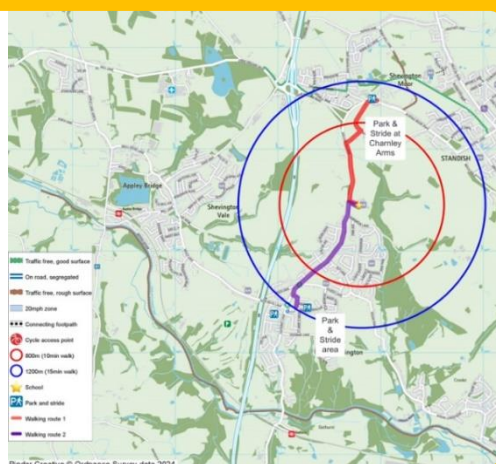
Parking

Illegal and inconsiderate parking on the road and pavement can make it unsafe for young people to walk to school. It can also negatively affect local communities and block access for emergency vehicles, making it unsafe for all. Central government has been considering granting local authorities new powers to tackle pavement parking. We will **continue to lobby central government for these powers** and depending on their decision, explore how we can use any new powers to tackle pavement parking around schools. Until then, **we will explore how existing powers can be used to discourage poor parking around schools and take steps to increase public awareness of the harm pavement parking causes.**

Park & Stride can provide a safer alternative. Instead of parking on the road or pavement near the school, parents drop off their children a short walk away in a designated and agreed parking place e.g. a supermarket car park or a local community centre. Park & Stride should be used in conjunction with other school road safety measures and behaviour change initiatives, as on its own it is unlikely to result in a change in travel habits. Ultimately, the most effective way to make it safer to travel actively to school is for fewer parents to drive their children to school.

Case study of Shevington High School

Pupils at Shevington High School wished to make it safer to walk to school by reducing the number of cars being parked outside the school gate. Working with a local pub the school created a park and stride scheme and asked parents and carers to take a parking pledge. To raise awareness pupils created posters, promoted it in school assemblies and gave out mock parking tickets to cars that continued to park outside the school gate. 38% of pupils now travel actively to school and 11% of pupils travel by park and stride regularly.



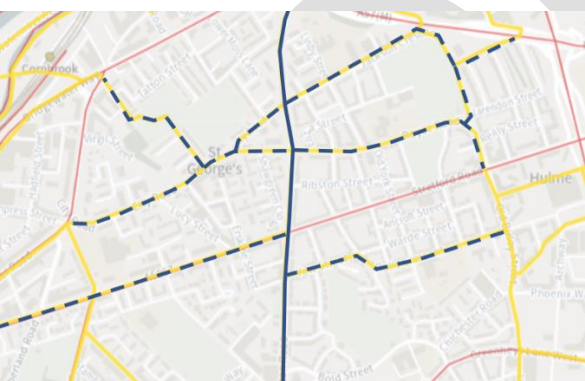
2. Continue to deliver walking, wheeling and cycling infrastructure

Greater Manchester has committed to building a world-class walking, wheeling, and cycling network that will link up communities and provide safe routes to schools and further education establishments. Creating a safe space to travel actively is one of the most effective ways to encourage more children and parents to travel actively.

Greater Manchester is leading the way in creating safe spaces to walk, wheel, scoot and cycle. TfGM and the ten local authorities have plans to build nearly 2,734 km of connected cycling and walking routes by 2038⁴⁹. This includes delivering new crossings, safer junctions, more dropped kerbs, wider pavements and creating segregated spaces for vulnerable road users on busier roads. More is needed though. Only 50% of GM residents are currently satisfied that it is safe for children to walk to school, and just 42% believe it is safe for children to cycle to school⁵⁰.

More accessible neighbourhoods

Nearly two-thirds of all education trips are within or between local neighbourhoods⁵¹. To encourage more young people to walk, wheel, scoot or cycle we therefore need to create neighbourhoods that are safer and more attractive places to be in.



The new Chorlton Cycleway is a new segregated cycle lane (shown in blue), but it has enabled a much larger network (shown by dashed line) by providing a safe way to cross Chorlton Road.

Alongside improving walking and wheeling routes, this means we need to create quieter and therefore safer streets. We will do this by **setting speed limits that reflect the risk and purpose of a road**, in line with the Streets for All approach⁵² and the Safe System approach as set out in the Vision Zero Strategy⁵³.

Making local areas more accessible will include, where possible, the installation of segregated infrastructure for pedestrians and cyclists along busier roads. Installing new cycle lanes or crossings on busier sections means people can use the quiet streets that lead up to it, creating even more safe walking and cycling routes (see picture).

⁴⁹ (Public Pack) 14.12.2023 Bee Network Committee - Complete Pack Agenda Supplement for Bee Network Committee, 14/12/2023 14:00 (greatermanchester-ca.gov.uk)

⁵⁰ National Highways and Transport Network (NHT) Survey 2022

⁵¹ Greater Manchester Travel Diary Survey 2023

⁵² [Streets for All | Bee Network | Powered by TfGM](#)

⁵³ [Vision Zero Strategy - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](#)

Safer crossing points and junctions

Having to cross a busy junction or main road can stop young people walking, wheeling, or cycling to school. At present, there are over 80 junctions within 500m of a school that do not currently have a green man or dedicated pedestrian phases; instead, pedestrians must look for gaps in the traffic. This situation needs to be resolved as soon as possible. Our aim is therefore that **every busy junction or main road within 500m of a school will have pedestrian facilities installed by 2032.**

Alongside installing new crossings, we have been adjusting the timings of existing crossings so that pedestrians do not have to wait as long to cross the road. We are also giving pedestrians longer to cross the road, reducing the worry that the lights will turn to green while picking up a dropped water bottle or toy.



Case Study of Bowker Vale Primary School

TfGM traffic engineers worked with Bowker Vale Primary School and Walk Ride Blackley to make it easier for children and parents to cross the road. The crossing outside the school was reprogrammed to reduce the maximum pedestrian waiting time. A TfGM traffic engineer joined the school's "Walk into the Weekend" event to explain the changes and show how the crossing works.

Identifying where to invest next

Given the limited budgets available for new infrastructure, TfGM and the ten local authorities must identify where investing our limited funds would have the greatest impact. To assist in doing this we have undertaken an audit of our current active travel network to find out what existing infrastructure meets Bee Network standards⁵⁴. Some local authorities have also carried out or are planning to carry out their own assessments of how they can improve active travel access to schools⁵⁵. These and the "Safer Routes to School" pilot will be used to **develop a future school travel infrastructure programme**, consisting of a combination of interventions that will make the streets immediately surrounding a school safer and the wider area more attractive for walking, wheeling, scooting, and cycling.

⁵⁴ (Public Pack) 14.12.2023 Bee Network Committee - Complete Pack Agenda Supplement for Bee Network Committee, 14/12/2023 14:00 (greatermanchester-ca.gov.uk); Active Travel in Greater Manchester 2023 (ctfassets.net)

⁵⁵ [Oldham Active Schools | Oldham Council](https://www.oldham.gov.uk/active-schools)

3. Increase access to cycles and secure cycle storage

To give young people the opportunity to cycle to school we need to help them, and their parents, guardians and carers, have access to a bike and have a secure place to store it. Just over a fifth of households in Greater Manchester currently have access to a bike⁵⁶.

Access to cycles

We will provide greater access to cycles, adapted bikes and scooters by supporting schools to either set up their own bike library or work closely with their nearest bike library. A bike library allows people to borrow a bicycle and try it out for a short loan period, either for free or for a small fee. Bike libraries are generally based in places such as community centres, schools, village halls or local business premises.

Refurbished bikes are a cheaper and more environmentally friendly alternative to buying a new bike. **We will therefore continue to work with charities and cycle shops to promote places that sell refurbished bikes on the TfGM Bee Active Website**⁵⁷.

Secure cycle storage

Alongside providing access to cycles there is a need to provide secure storage at schools and colleges to give students the confidence that their bike is safe and secure. Since 2021 TfGM has provided grant funding to 77 schools and committed funding to a further 51 to enable them to install cycle parking provisions. Many houses and flats however lack space to store cycles. **We will investigate how developer contributions and other funding streams can be used to install more cycle storage at schools and in the wider community.**



⁵⁶ Greater Manchester Travel Diary Survey 2022

⁵⁷ [Get a bike - Access to bikes | TfGM Bee Active](#)

4. Support young people to become travel champions

People form travel habits and then stick to them. If we want young people to travel in a more active and sustainable way, we need to encourage and enable new travel habits throughout their school career. We want to give young people the ability to not only travel to school sustainably, but to become lifelong users and advocates for sustainable travel.

We want to develop a new education programme in partnership with schools and external organisations that will support young people throughout their school career, providing them with the skills and motivation to become lifelong travel champions.

This will build on the current Modeshift STARS platform that is available to schools but will be enhanced to bring together all current programmes under one umbrella, like Transport for London have done with their Travel for Life education programme⁵⁸.

Young people and schools are currently approached by many organisations who wish to talk to them about how to travel sustainably. However, often the training is focused on just one aspect of travelling sustainably and fails to link up with previous training courses or talks. It is also difficult for schools to identify who offers what and how they can apply. **We will work with our partners to put all our available resources, information, and funding opportunities in one place**, allowing schools to easily find and select the activities and training that they think would best suit their pupils needs.

Giving young people travel skills and knowledge

Knowing how to safely cross the road and navigate around your local area are the first steps to being able to travel independently later in life. We will therefore **ensure that every young person has learnt about road safety and has basic navigation skills before they go to secondary school.**

We want all young people to be able to ride a bike. Together TfGM, local authorities and partner organisations, such as Bikeability, Cycling UK and BikeRight provide training that covers a range of age groups and different skills, from how to ride a bike to how to fix it. Going forward we will better coordinate our efforts to **enable every primary school student in Greater Manchester who wishes to do so, to learn how to ride and fix a bike.**



⁵⁸ [TfL STARS - Getting young London moving](#)

Currently there are limited resources on how to use public transport, even though for many young people the first time they may have travelled on a bus is when they go to school. Some guidance is provided on the TfGM website and through the TravelSafe Partnership, but this tends to focus on how to behave rather than how to purchase a ticket or plan a journey for example. It is our aim that **every young person in Greater Manchester will know how to travel by bus, tram, and train by the time they start their GCSEs.**

Using the opportunity of fresh starts

It is difficult to break habits, but a change in circumstance forces us to actively consider how we travel, providing an opportunity to suggest alternatives and create new travel habits. Moving from primary to secondary school is a perfect example of a fresh start. Habits are quickly formed, so how a young person travels to school in their first few weeks will become their default travel behaviour. **We will work with schools and colleges to support young people during the transition between schools**, supporting young people to choose the most appropriate travel option for their journey.

Inspiring young people to travel differently

The best advocates for sustainable travel to school are young people themselves. Therefore, a key part of our future education programme will be working with young people to give them greater ownership over what activities or incentives their school provides to encourage more young people to walk, wheel, scoot, cycle or use public transport.

We have already been working with young people to help them create and deliver their own campaigns to promote active travel and public transport. Primary school pupils have helped promote road safety through becoming Road Safety Champions and secondary school pupils have been championing sustainable travel through acting as Youth Travel Ambassadors for their school (pictured below). We want to build on these programmes and encourage even more young people to become travel champions.



Case study of Stretford High School

Stretford High School's Youth Travel Ambassadors ran a point based travel competition in school. Students who scored the most points for walking, wheeling, cycling, or using public transport to school won prizes. To celebrate the completion of the term long competition, they also organised a no car day with an official road closure to reduce congestion directly outside of the school gates. They have seen a 4% increase in students walking to school and a 6% decrease in car use.



5. Improve the customer experience on public transport

Accessing education is the most common purpose for bus trips, meaning students are a vital customer group⁵⁹. Encouraging more young people to use public transport is therefore essential for achieving growth in patronage.

Public transport in Greater Manchester is changing. Through the Bee Network, we are bringing buses, trams, trains, and active travel together. This will mean a more reliable, affordable, accessible and accountable public transport system that better serves young people.

Reliable

Young people and their parents must be able to trust public transport to get them to and from school every day, on time. This means sticking to timetables or, on busier routes and Metrolink, running so frequently that you can turn up to a stop and get on a bus or tram without checking a timetable. Our aim is for **80% of buses to depart on time** (less than one minute early and five minutes late).

To achieve this, we will:

- Expect and require bus operators to meet high performance standards with contractual penalties if they fail to meet them.
- Maintain and increase bus priority infrastructure so that buses can quickly get to their destination without getting stuck in traffic.
- Put in place systems to share road works information between highways authorities, TfGM and operators to minimise disruption and ensure pupils still arrive at school on time.

To offer young people greater certainty, the Bee Network app now includes real-time bus tracking, and we have plans to install information screens at 300 bus stops to display real-time departure information.

Affordable


We will provide a simpler and fairer ticketing system for young people. To make it as easy as possible for young people to use our network, we will remove the additional cost of having to change buses to get to school by **introducing a new bus hopper fare**. This means that young people will be able to travel on multiple buses within an hour for the cost of a single ticket. We will



⁵⁹ Greater Manchester Travel Diary Survey 2023

also make it easier for more young people to have access to affordable travel by exploring how we can **improve the application process for the igo card** (5–16-years old).

We will encourage more young people to use the Bee Network app as not only does it allow young people to see live departure times, track their bus and plan their journey, it also allows young people aged over 13 to purchase their tickets in advance of travelling. This provides parents with the certainty that their child has brought their ticket and can't lose it as its saved on their phone.



Our Pass

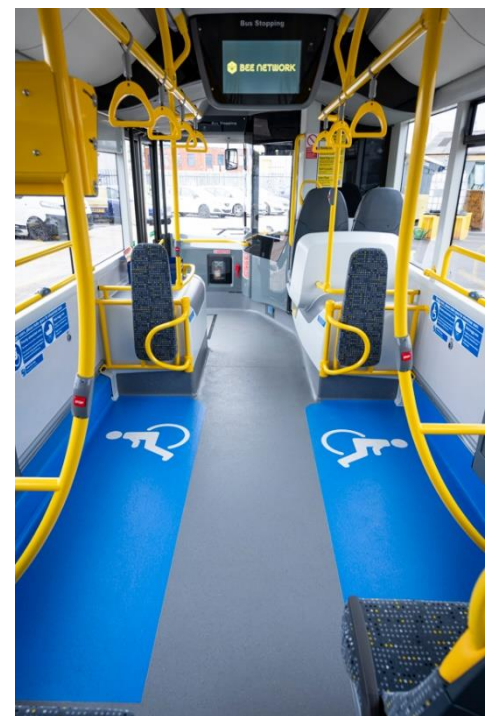
Our Pass is a concession for young people aged 16 to 18, making all buses in Greater Manchester free and halving the price of Metrolink. This has resulted in a phenomenal growth in the number of young people using public transport in a relatively short period of time. Research into the impact of Our Pass has shown that 88% of young people felt that Our Pass has made it easier for them to take part in education and training. Young people also said it has helped them find and keep a job, supporting them in their transition from education to employment.

Accessible

To allow everyone to travel to school and college on public transport we are making our vehicles and stops more accessible. We are upgrading our buses, so that they have two spaces onboard for wheelchair users, hearing induction loops and audio-visual announcements as standard. In addition, we are creating a further 500 more accessible stops with raised kerbs and providing places to rest while waiting. Through driver training we are ensuring that drivers are aware of the different needs of their passengers and can assist where necessary.

Accountable

The Bee Network is run for the people of Greater Manchester, and we will be held to account by them. We are actively encouraging customers to rate their journey, so that they can let us know when we provide a good experience and when there have been issues. This can be done by rating a journey on the Bee Network app, website or by calling the Bee Network Contact Centre. This feedback will be used to help identify issues and judge performance, with operators facing financial penalties if they fail to provide a high-quality service. Over time this will help improve our network and provide a better customer experience.



6. Make our network safe and secure

Improving safety and perceptions of safety for all our passengers is a priority. Through our TravelSafe Partnership, led by TfGM and GMP, we are addressing crime and anti-social behaviour on our network. Greater Manchester Police (GMP) has made policing transport a priority for the force, treating the network as the conceptual 'eleventh district' of Greater Manchester. If more young people and their families are to use public transport it must feel and be safe.



Encourage positive travel behaviour

We are working with schools through TravelSafe's Educational Outreach Programme to engage with young people about their behaviour on public transport. We also collaborate with other agencies, such as Foundation 92, to reach groups we may otherwise not be able to reach. Together we seek to promote good travel behaviour and warn young people who are taking part in crime or anti-social behaviour about the consequences of doing so.



Case Study of Foundation 92

Foundation 92 uses a sports-based outreach programme to address some of the underlying and complex reasons for why a young person may misbehave. As part of their wider programme they have been using a converted bus with a tv and games console to engage with young people who have been misbehaving in transport interchanges. By talking to them in a non-confrontational manner they can help the young person think about why they are behaving the way they are .

Deter and prevent unwanted behaviour

The TravelSafe Partnership is focused on addressing and deterring any instances of crime or anti-social behaviour on our network. TravelSafe Support and Enforcement Officers are deployed across GM to support passengers, deter anti-social behaviour, conduct ticket checks and answer customer queries. This is in addition to uniformed and plain clothes police officers who regularly patrol the network.

If passengers do come across anti-social or unsafe behaviour, they can quickly and discreetly report it via Greater Manchester Police's LiveChat on their website or by calling 101 – or 999 in an emergency. To make it easier to report incidents **we will introduce a new TravelSafe Live chat feature on the Bee Network app and include it as part of our travel training to young people.**

7. Create an integrated network

To provide young people with a reliable and convenient transport system we need to create an integrated network that better connects buses, trams, trains, active travel and school services together. A more integrated network will give young people greater flexibility about where and when they travel (allowing them to go to after school clubs, for example) and improve the resilience of the network, by providing alternatives if things go wrong.

Before the creation of the Bee Network and the start of bus franchising Greater Manchester was unable to plan its transport network in an integrated way. The introduction of a dedicated school service was often the only way we could ensure young people could travel to school, given our inability to alter the wider network.

School services are subsidised bus services, paid for by local authorities through TfGM. Whilst technically open to the public, in practice TfGM provided school services are used only by school pupils to travel to and from school.

Whilst filling gaps in this way provided an immediate solution to a school's connectivity problems, this case-by-case approach did not allow planners to take a strategic view of the whole network. This meant that, over time, an uneven patchwork of services developed, with limited interaction with the wider public transport network and outcomes that could be perceived as unfair.

Schools with more pupils receiving free school meals are less likely to have a dedicated school service.

Schools with school buses = **28%** of pupils receive free school meals

Schools with no school buses = **35%** of pupils receive free school meals

All schools = **31%** of pupils receive free school meals

School services require scarce driver and vehicle resource, which could be more efficiently utilised on services that run throughout the day for the whole community. By creating one, joined-up network we will be able to better serve schools and further education establishments, alongside improving transport connections for everyone.

Network planning guidelines

To create an integrated network, we are undertaking a rolling programme of area-based network reviews. These will consider how our transport services can together form an easy to use, simple and joined up system. Our preference will always be to make any adjustments to specific services or the wider network through the network review process. This is because if it is not possible for a young person to travel to school actively or by public transport, others may also face limited transport options.

These reviews will be guided by the following principles. Our transport network should be:

- **Comprehensive** – because people need access to convenient transport at all times.
- **Simple** – because people need to find the network easy to understand and use.
- **Frequent** – because keeping waiting times low makes public transport more attractive.

- **Direct** – because public transport users value low journey times.
- **Reliable** – because people need to be able to depend on public transport.
- **Integrated** – because users need access to multiple journey choices.
- **Cost-effective** – because our network needs to be financially sustainable.

The future role of dedicated school services

As part of our work to create a simpler and more integrated network we will look to gradually incorporate existing school services into the general network through the network review process, considering local circumstances and requirements. As a general principle our transport network should be available to all users, and therefore not consist of special services that only certain people can use.

Where school services do exist, they should enhance and support the wider transport network. This could mean for example that rather than running a bespoke school service with its own special route, a general daytime service could be diverted to serve a nearby school at the start and end of the school day. Or an extra bus that starts or ends at a school could be added to an existing route to provide additional capacity.

Going forward, new school services will only be provided when there is an exceptional need to do so. This will be judged against the Department for Education’s guidance on walking distances and maximum journey times⁶⁰. The provision of new services must also provide value for money and be consistent with our network principles. Schools will continue to be able to procure their own private school bus services separate of TfGM if they wish to do so.

Where changes occur, we will align them where possible with the new academic year and with wider timetable change dates, although there may be situations where adjustments are made at shorter notice due to operational issues. We will work closely with affected schools, parents, and elected representatives to raise awareness of their travel options and what the changes will mean for them.

If a school has a dedicated school service, it is expected that they will support us in our aim to create an integrated network and promote sustainable travel. Therefore, **from September 2028 we will expect all schools with dedicated school services to be accredited by Modeshift STARS or in the process of gaining accreditation⁶¹**. We will support schools in doing this, but the provision of school services must form part of a wider package of initiatives that are encouraging young people to travel sustainably to school.

⁶⁰ [Travel to school for children of compulsory school age \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁶¹ Where a pupil is eligible for statutory assistance, they will continue to receive support regardless of whether their school is accredited with Modeshift STARS or not.

8. Engage Schools and Local Communities

If we are to encourage more young people to travel sustainably, we must work in partnership with schools, pupils, parents, guardians, carers, and local communities.

Schools and further education establishments

Schools and further education establishments play a crucial role in encouraging more young people to travel sustainably and would be one of the main beneficiaries. Travelling actively can help improve students' behaviour, concentration, and mental health, all of which have been linked to higher academic success⁶². Additionally, championing walking, wheeling, scooting, cycling and public transport can help schools and further education establishments be better neighbours by reducing parking-related complaints from residents. This all helps to make schools and further education establishments more attractive to prospective students and parents.



Many schools and further education establishments want to help but face significant competing pressures, therefore **we will work with our partners to put all our available resources, advice, and funding opportunities in one easily accessible place.**

Modeshift STARS is an accreditation programme that helps schools develop travel plans and promote sustainable travel⁶³. All schools in Greater Manchester can access Modeshift STARS for free, but few schools are currently taking advantage. We will therefore **identify what improvements can be made to make Modeshift STARS more attractive and provide additional guidance.**

Parents, guardians, carers and local communities

Travelling to school to drop off or pick up a child is often only one part of a parent or guardian's journey. This means that even if it is possible to travel sustainably to school, if there are limited onward options for the rest of their journey, driving to school may be the only option. Through the network review process, we will therefore **consider how the transport network can better facilitate onward travel for parents, guardians and carers.** We will also explore whether **providing individualised journey plans for parents, guardians and carers** could help them plan how to make their onward journey using active travel or public transport.

⁶² [HT_briefing_layoutvFINALvii.pdf \(publishing.service.gov.uk\)](#); [Investigation of the associations between physical activity, self-regulation and educational outcomes in childhood | PLOS ONE](#); [Being Active Helps Students in School - Association for Physical Education - Association For Physical Education | P.E. \(afpe.org.uk\)](#)

⁶³ [Education - Modeshift STARS](#)

We will seek to create more opportunities and make it easier for local communities and voluntary groups to work with schools and young people. Local communities are leading the way in promoting walking, wheeling, scooting, and cycling to school. Whether that be installing a school street, running a bike bus, or helping schools engage with children and their families. Without their help we cannot achieve our vision. **TfGM will provide guidance on how local groups can work in partnership with their local schools, covering subjects such as the process for creating a school street, and how to better promote the initiatives local groups are undertaking.**



Case Study of Manley Park Primary School's Bike Train⁶⁴

In partnership with Walkey Ride GM and Manchester City Council, Manley Park Primary School has implemented a school street creating a safe space outside the school. Alongside marshalling the barriers, parents and volunteers have come together to start a weekly bike train to school along two separate routes, with up to 50 parents and children taking part.

We want to support those who are best placed to talk to and work with their local communities to do so. Advocates and groups that are embedded in their local area are better placed to provide the support that some people will need to start travelling actively. They can reach people that TfGM and local authorities would struggle to engage with and better identify what barriers may exist for specific communities.

Through implementing the activities set out in this strategy we aim to provide the foundations for communities and groups to build on. Only by working together can we hope to encourage more young people to choose to walk, wheel, scoot, cycle or use public transport to travel to school and access further education.

⁶⁴ [Supporting School Streets in Whalley Range – Walk Ride GM](#)

Next steps

We want more young people to choose to walk, wheel, scoot, cycle or use public transport to get to school and access further education. This document has set out our vision for school travel in Greater Manchester, outlining why we need more young people to travel sustainably and how we will support more young people to do this.

It is our ambition that by 2030:

- **70% of primary school students in Greater Manchester** will walk, wheel, scoot, or cycle to school, up from 63% (GMTRADS, 2021-23)
- **80% of secondary school students in Greater Manchester** will walk, wheel, scoot, cycle or use public transport to travel to school, up from 74% (GMTRADS, 2021-23)
- **80% of further education students in Greater Manchester** will walk, wheel, scoot, cycle or use public transport to access education, up from 66% (GMTRADS, 2021-23)

Subject to securing the appropriate funding and resources, we aim to do this by:

Creating safer streets around schools

- TfGM will develop a pilot "Safer Routes to School" project to examine how physical and behavioural interventions can be introduced together as part of future interventions around schools and the wider area.
- TfGM will work with local authorities, schools and local communities to deliver 100 School Streets by 2028.
- TfGM and local authorities will look to increasingly use cameras to enforce school streets where it is appropriate to do so, but being aware that other measures, such as physical barriers or paying volunteers, may be a more suitable alternative for some streets.
- TfGM will continue to lobby central government for powers to tackle pavement parking.
- TfGM and local authorities to explore how existing powers can be used to discourage poor parking around schools and take steps to increase public awareness of the harm pavement parking causes.

Continuing to deliver more walking, wheeling and cycling infrastructure

- Local authorities and TfGM to create safer streets by setting speed limits that reflect the risk and purpose of a road, in line with the Streets for All approach and Safe System approach as set out in the Vision Zero Strategy.
- Local authorities and TfGM to aim for every busy junction or main road within 500m of a school to have pedestrian facilities by 2032.
- Local authorities with support from TfGM to use the results from boroughwide and neighbourhood audits to develop a school travel infrastructure programme to make the

streets immediately surrounding a school and the wider local area more attractive for walking, wheeling, scooting, and cycling.

Increasing access to cycles and secure cycle storage

- TfGM will support schools to either set up their own bike library or work closely with their nearest bike library to provide more cycles, adapted bikes and scooters for young people.
- TfGM will continue to work with charities and cycle shops to promote places that sell refurbished bikes on the TfGM Bee Active Website.
- Local authorities and TfGM to investigate how developer contributions and other funding streams can be used to install more cycle storage at schools and in the wider community.

Supporting young people to become travel champions

- TfGM, the GMCA and local authorities to work on developing a new education programme in partnership with schools and external organisations that will support young people throughout their school career, providing them with the skills and motivation to become lifelong travel champions.
- Our new education programme aims to:
 - Ensure that every young person has learnt about road safety and has basic navigation skills before they go to secondary school.
 - Better coordinate our efforts to enable every primary school student in Greater Manchester who wishes to do so, to learn how to ride and fix a bike.
 - Provide every young person in Greater Manchester with the skills and knowledge to travel by bus, tram, and train by the time they start their GCSEs.
 - Support young people during the transition between primary to secondary school, and secondary school to further education.
 - Work with young people to give them greater ownership over what activities or incentives their school carries out to encourage more young people to travel sustainably.

Improving the customer experience on public transport

- TfGM, bus operators, and local authorities (through their role as highway authorities), to work towards 80% of buses departing on time by 2030.
- TfGM to install information screens at 300 bus stops to provide real time information to passengers.
- TfGM to introduce a new bus hopper fare by January 2025.
- TfGM to explore how the application process for the igo card can be improved.
- TfGM and bus operators to carry out an upgrade programme of the bus fleet to make them more accessible.

Making our network safe and secure

- Travel Safe Partnership to continue working with schools through their educational outreach programme and in partnership with agencies, such as Foundation 92, to encourage positive travel behaviour.
- Travel Safe Partnership to continue deploying TravelSafe Support and Enforcement Officers during school commuting hours to address and deter unwanted behaviour.
- TfGM to introduce a new TravelSafe Live chat feature on the Bee Network app and include it as part of our travel training to young people.

Creating an integrated network

- TfGM will, through a process of ongoing area-based network reviews, consider how the network could be adjusted to better serve schools and gradually integrate school services into the wider network.
- Schools that receive school services will from September 2028 be expected to be accredited by Modeshift STARS or be in the process of gaining accreditation, this is to ensure that school services form part of a wider package of sustainable travel measures.

Engaging schools and local communities

- TfGM and the GMCA will work together to publicise what resources, advice, and available funding is available to schools in one place, so it is easier for schools to keep track of what is available to them.
- TfGM will identify what improvements can be made to make Modeshift STARS more attractive to schools and provide additional guidance on how to use Modeshift STARS.
- TfGM will consider through the network review process how the transport network can better facilitate parents and guardians onwards travel.
- TfGM will explore whether providing individualised journey plans for parents and guardian could encourage them to make their onward journey using active travel or public transport.
- TfGM and local authorities will seek to create more opportunities for local communities and voluntary groups to work with schools and young people to promote sustainable travel.
- TfGM will provide guidance on how local groups can work in partnership with their local school, such as the process for creating a school street and how to better promote the initiatives local groups are already undertaking

Measuring our progress

Over the coming years, we will work with our partners to deliver our ambitious school travel strategy for Greater Manchester. Our vision will not be delivered over night, but through the activities that we have listed above we aim to show a measurable increase in the number of young people travelling sustainably every year. We will publish our progress against our objectives and actions through our annual travel reports.



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Bee Network Committee

Date: Thursday 24th October 2024
Subject: Transport Infrastructure Pipeline
Report of: Chris Barnes, Network Director Infrastructure, TfGM

Purpose of Report

This report provides an update on progress delivering a pipeline of transport infrastructure improvements to support the operation of the Bee Network: a high-quality, affordable and fully integrated public transport and active travel system which can support sustainable economic growth and increased productivity. The report makes a number of recommendations for members to support the continued development and delivery of the pipeline programme.

Recommendations:

The Committee is requested to:

1. Note the current position, recent progress and key milestones on the transport infrastructure pipeline;
2. Approve the drawdown of CRSTS funding and associated scheme progression as follows:
 - Bury: Radcliffe Town Centre Development Phase 1 (Spring Lane Junction Improvements): £2.89m and Full Business Case;
 - Trafford: Carrington Sustainable Corridor (Active Travel Complementary Measures): £1.021m; and
 - Hindley Travel Hub, including Park & Ride: £0.87m.
3. Approve the drawdown of £4.32m Active Travel 3 funding for Salford: Oldfield Road Corridor.

Contact Officers

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Richard Nickson Network Director, Active Travel, TfGM richard.nickson@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers		
Insert text		
Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing		
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		
Further Assessment(s): Equalities Impact Assessment and Carbon Assessment		
G	Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider. R Mostly negative, with at least one positive aspect. Trade-offs to consider. RR Negative impacts overall.

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

Risk Management

The recommendations of this report will enable the continued development and delivery of the Bee Network infrastructure pipeline and prioritised infrastructure expenditure. This will mitigate the programme risk of not fully expending the funding awarded by Government. A programme risk register is maintained and updated regularly by TfGM.

Legal Considerations

There is a significant contract workstream supporting the delivery of the Capital Programme which is being supported and delivered by both internal and external legal teams. The legal Delivery/Funding Agreements in respect of the allocation of MCF, Active Travel and CRSTS funding will be produced and implemented for full scheme and development costs approvals as appropriate using the template agreements agreed with GMCA.

Financial Consequences – Revenue

There are no specific financial (revenue) consequences arising from the recommendations in this report.

Financial Consequences – Capital

Referenced throughout the report.

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

- 24 June 2022 – City Region Sustainable Transport Settlement – Final Scheme list
- 30 September 2022 – GMCA CRSTS Governance and Assurance
- 28 October 2022 – GMCA 2022/23 Capital Update – Quarter 2
- 10 February 2023 – GMCA Capital Programme 2022/23 – 2025/26
- 26 May 2023 – GMCA Transport Capital Programme (re-baselined Scheme List)
- 30 June 2023 – GMCA CRSTS Assurance (Outline and Full Business Case stages)
- 26 October 2023 – BNC CRSTS Assurance Updates (Outline and Full Business Case stages)
- 25 July 2024 – BNC CRSTS Annual Report 2023-24 and updated Delivery Plan

Tracking/ Process

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

Yes

Exemption from call in

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

1. Introduction

- 1.1. The transport infrastructure pipeline is a key enabler to delivering the Bee Network – Greater Manchester’s plan for a high-quality, affordable and fully integrated public transport and active travel system for the people and businesses of Greater Manchester.
- 1.2. The Bee Network is pivotal in delivering sustainable economic growth, increased productivity and the city region’s objectives, set out in the Greater Manchester Strategy, by connecting people with education, jobs and opportunity, unlocking development, enabling housing growth, acting as a catalyst for regeneration, reducing carbon emissions and supporting social inclusion and active and healthy lifestyles.
- 1.3. Greater Manchester has led the way in reforming and improving its transport network, and we are now in the transition phase with some elements of the Bee Network already starting to change the way in which people travel across the city-region. 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.
- 1.4. Key to the delivery of the Bee Network is a programme of investment in transport infrastructure with an anticipated aggregate financial value of between £3.5bn and £4bn to the end of the financial year 2031/32. The transport infrastructure pipeline will deliver a wide range of infrastructure schemes to improve the performance, resilience and customer experience of using the Bee Network, including a world-class walking, wheeling and cycling network; expanded cycle hire and loan services, new stations, stops and interchanges; bus priority measures, systems to support integrated ticketing; and asset renewal to maintain and improve network safety and resilience.
- 1.5. Discussions continue to take place with Department for Transport (DfT) officials regarding Greater Manchester’s CRSTS2 allocation for the period April 2027 to March 2032. The indicative CRSTS2 allocation for GM is c£2.5bn, contributing to a total infrastructure investment pipeline of between £3.5bn and £4bn.
- 1.6. GM’s CRSTS2 allocation will form part of GM’s Single Settlement in due course ensuring investment is contributing to the delivery of GM’s wider objectives. The development of GM’s investment proposals for CRSTS2 will be informed by the

Local Transport Plan (LTP) refresh process which is already underway. Regular updates on progress will be brought to this Committee.

- 1.7. Work to develop and deliver the schemes within the Transport Pipeline Programme continues at pace. Circa £556m of the £1.27bn CRSTS1 and match funding has now been released; and, including the approvals requested through this report, 58 of the original target of 60 CRSTS Strategic Outline Business Cases (SOBCs) will have been approved, together with 3 Outline Business Cases (OBCs) and 7 Full Business Cases (FBCs). To date CRSTS funding has enabled the delivery of the new Stockport Interchange and cycle ramp, zero emission buses, customer and ticketing improvements and a range of Bus Infrastructure schemes across Greater Manchester, including over 100 traffic signal and junction upgrades, improvements to pedestrian facilities at 11 locations across Greater Manchester and a range of minor pinch point schemes and bus stop upgrades to support more reliable bus journeys and better access to bus services. Works are currently on site to deliver a Streets for All scheme in Ancoats, Access for All schemes at Daisy Hill and Irlam rail stations, and further Bus Infrastructure improvements across the city region, including a new red route and red route clearway in Trafford.
- 1.8. In addition, a total of 64 FBCs have been approved on the Mayor's Walking and Cycling Challenge Fund (MCF) Programme, 49 of which were funded through the Transforming Cities Fund with a total approved value of £115m, the remaining 15 funded through CRSTS1 with a total approved value of £49.1m.
- 1.9. As has been the case on a number of occasions subsequent to the commencement of the CRSTS1 investment period, officers are currently undertaking a review of the current delivery status of the programme generally and its associated alignment with emerging local and national strategic priorities. It is intended that an update will be brought to the November meeting of this Committee.
- 1.10. Key achievements in the last month include the completion of Metrolink works at Cornbrook as part of the ongoing Metrolink Renewals Programme over the weekend of 5/6 October. Further renewals work is currently taking place in Rochdale Town Centre, with these works being facilitated through a closure of the line between Rochdale Rail Station and the Town Centre which is due to commence on 19 October and is scheduled to conclude ahead of service launch on 31 October. Customer messaging is in place to support passengers during this period, including highlighting walking routes and bus replacement services.

- 1.11. Electrification of the bus depots in Bolton, Ashton and at Hyde Road has now commenced, and delivery of a new Red Route scheme in Trafford is underway – as part of the Bus Pinch Points and Maintenance programme.

2. CRSTS Funding Drawdown Requests and Scheme Progression

- 2.1. Following a review of the scheme business cases (Strategic Outline Business Case (SOBC), Outline Business Case (OBC) or Full Business Case (FBC), as appropriate) undertaken by an independent TfGM officer review panel, the schemes outlined below have been deemed to have demonstrated the appropriate strategic case, value for money and deliverability.

- 2.2. The Committee is requested to approve CRSTS funding drawdowns as follows:

Bury: Radcliffe Town Centre Development Phase 1 (Spring Lane Junction Improvements)

- 2.3. The Radcliffe Town Centre Development Streets for All scheme proposes to deliver improved walking and cycling infrastructure within Radcliffe town centre and neighbouring areas, supporting the aspirations of the Bury Local Transport Strategy and Radcliffe Strategic Regeneration Framework (SRF), as well as the objectives of regional and national policies and strategies to promote sustainable travel and improve public health.

- 2.4. Radcliffe does not currently have a cohesive network of cycling and walking routes to support active travel journeys. Severance and road safety issues for vulnerable users also create barriers to walking and cycling and there is currently poor walking and cycling provision to access key transport nodes. The scheme will provide a cohesive active travel network to connect with existing infrastructure, enhancing access and connectivity to Radcliffe town centre, Radcliffe Bus Station and Radcliffe Metrolink stop which are key to the area's economic growth, and enhancing the perceived safety, convenience, directness and comfort of active travel routes, making the area more attractive for walking.

- 2.5. The scheme is being delivered in four phases, as follows:

- Phase 1 – Spring Lane Junction Improvements.
- Phase 2 – Town Centre Links.
- Phase 3 – Victoria Street Links.

- Phase 4 – Southern Access.

2.6. A Strategic Outline Business Case (SOBC) for the overall Radcliffe Town Centre Development Streets for All package was approved in January 2023. This Full Business Case and drawdown relates specifically to Phase 1 – Spring Lane Junction Improvements. This scheme is located on Spring Lane adjacent to Radcliffe Metrolink Park and Ride and will provide access to the forthcoming STAR Academy secondary school via a new access road. It includes a new signalised junction with protected facilities for cyclists on Spring Lane along with associated walking and cycling infrastructure improvements. The new access road for the secondary school is also anticipated to operate as the southern access to the Elton Reservoir Places for Everyone (PfE) site.



Example of a signalised junction with protected facilities for cyclists (Newport Street, Bolton)

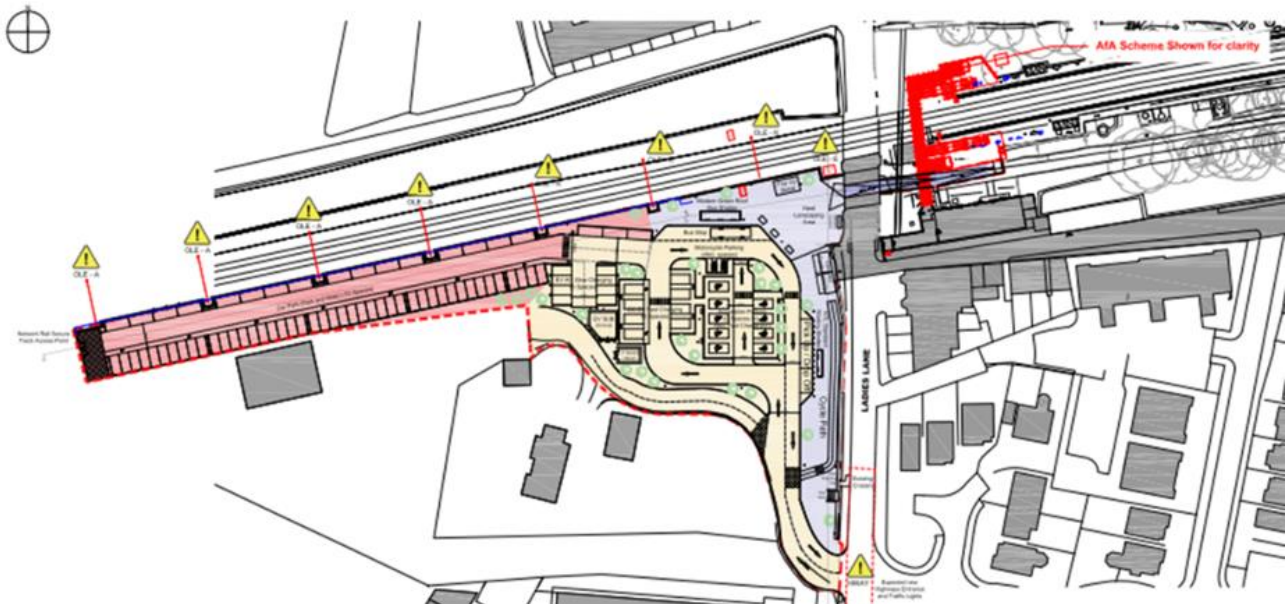
- 2.7. The scheme benefits are driven by improvements to journey quality for pedestrians and cyclists through high-quality infrastructure improvements, and health benefits associated with increased active travel and is an important part of the overall Radcliffe Town Centre Streets for All scheme. Realisation of the full extent of the social, economic and environmental benefits of the wider project will rely on an area-wide transformation in active travel provision in Radcliffe, supported by robust activation measures.
- 2.8. In line with the local assurance framework, following a review of the Full Business Case (FBC) by an independent TfGM officer review panel and noting that this is the

first of a number of phases within the overall Radcliffe Town Centre Development package, the scheme is deemed to demonstrate the appropriate strategic case, value for money and deliverability. As such, the Committee is requested to approve a funding drawdown of £2.89m to deliver the scheme.

Trafford: Carrington Sustainable Corridor (Active Travel Complementary Measures)

- 2.9. The objective of the Carrington Sustainable Corridor (Active Travel Complementary Measures) scheme is to create an active travel network to serve the growth of residential development within the New Carrington development area, as well as the existing neighbouring Partington residential areas, to increase levels of activity and improve health outcomes. The improved active travel links will support accessibility to the new Partington Leisure site included as part of the integrated package to support the health agenda in Trafford, by providing people with high quality sustainable active travel routes and accessibility to green spaces between new housing and employment sites.
- 2.10. The scheme is planned to provide a well-connected active travel spine along a circa 6km route between West Partington to East of Carrington and an additional circa 4km of quiet street development within Partington itself. The active travel spine route will include measures such as segregated two-way cycle lanes, shared use routes, safe pedestrian crossing facilities, removal of mini-roundabouts and installation of new traffic signals, while associated quiet street improvements will include traffic-free routes, wider footways, shared-use path and new and improved crossings.
- 2.11. In line with the local assurance framework, following a review of the SOBC undertaken by an independent TfGM officer review panel, whilst further work is considered to be required to strengthen the scheme's value for money case, the strategic case was deemed strong enough to justify further development of the scheme in this currently isolated but future growth and development area as part of a phased larger scheme for the wider growth expected as part of the Places for Everyone (PfE) across New Carrington. As such the Committee is requested to approve CRSTS funding of £1.021m to progress the scheme to Outline Business Case.

Hindley Travel Hub including Park & Ride



Extract from General Arrangement plan of proposed Travel Hub plus AfA proposals

- 2.12. Hindley rail station has an existing 52 space (50 standard, two blue badge) Park & Ride facility (P&R) which is located off Ladies Lane. The P&R is regularly full and there is evidence from Wigan Council of longstanding issues of on-street parking related to use of the station. In addition, the railway station is poorly connected to the town centre of Hindley, which acts as a barrier to using the railway for residents of Hindley.
- 2.13. The proposed Travel Hub scheme at Hindley aims to provide better active travel, bus stop and drop-off facilities, and additional and improved P&R facilities, which it is hoped will increase patronage and support access to the wider Bee Network. The intended scope of the scheme is detailed below.
- Up to 88 P&R bays (increased from the existing 52), including increased blue badge provision and incorporating Electric Vehicle Charging Infrastructure, as well as drop-off bays and a bay space for pop-up retail.
 - The station is situated out of the town up a steep hill, with no bus service (only a passing school service). One new bus stop is proposed within the Travel Hub to provide the potential opportunity for a bus route to serve Hindley Rail Station (subject to wider Network Review of bus services).
 - Currently, passengers have to exit the P&R car park and cross Ladies Lane, then negotiate steps and a footbridge to reach the platforms. By integrating with the AfA scheme, the Travel Hub scheme would seek to achieve a step-free access route from the P&R car park to the station platforms.

- 2.14. TfGM is already committed to delivering an Access for All (AfA) scheme at this site and has a design & build contractor in place. An opportunity has therefore been identified to link the Travel Hub / P&R scheme implementation to these existing arrangements, in order to maximise efficiencies whilst minimising disruption for local residents.
- 2.15. A £12.1m allocation for a programme of Travel Hubs was included in the CRSTS Programme, with Hindley considered a priority scheme within the first tranche. An overarching Travel Hubs Programme SOBC was approved in July 2023.
- 2.16. The Hindley Travel Hub scheme has a current cost estimate at this early stage of c.£4.5m. Approval is now sought to draw down £0.87m of CRSTS funding in order for the project to be developed up to Full Business Case submission (including securing planning permission and Network Rail engineering approvals).

3. Active Travel Funding Requests and Scheme Progression

Salford: Oldfield Road Corridor

- 3.1. Greater Manchester's successful bid to Active Travel England (ATE) for the third round of Active Travel funding (ATF3), included a dedicated capital allocation of £4.32m for Salford's Oldfield Road Corridor scheme. Full approval of the £4.32m is now sought to enable scheme delivery by Salford City Council.
- 3.2. The scheme will introduce fully segregated pedestrian and cycle tracks along the A5066 Oldfield Road Corridor between the A6 Chapel Street and A57 Regent Road. This improvement to walking, wheeling and cycling along Oldfield Road will enhance the connectivity between Chapel Street and Regent Road, providing better access to the public transport network, encouraging modal shift and reducing private vehicle dependency.
- 3.3. In line with the local assurance framework, following a review of the Full Business Case (FBC) by an independent TfGM officer review panel, the proposals are deemed to demonstrate the appropriate strategic case, value for money and deliverability. As such, the Committee is requested to approve drawdown of £4.32m for Salford to implement the scheme.



Bee Network Committee

Date: Thursday 24th October 2024
Subject: Delivering the Bee Network Update
Report of: Steve Warrener, Managing Director, TfGM

Purpose of Report

To advise members on the progress of delivering the Bee Network, our plan for a high-quality, affordable and fully integrated public transport and active travel system for the people and businesses of Greater Manchester.

Recommendations

Bee Network Committee is requested to note and comment on delivery of the Bee Network; and

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

N/A

Risk Management

N/A

Legal Considerations

N/A

Financial Consequences – Revenue

N/A

Financial Consequences – Capital

N/A

Number of attachments to the report: 0

Background Papers

N/A

Tracking/ Process

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

No

Exemption from call in

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

No

1. Introduction

- 1.1. The Bee Network is our plan for a high-quality, affordable and fully integrated public transport and active travel system for the people and businesses of Greater Manchester.
- 1.2. The Bee Network is pivotal to delivering sustainable economic growth and the city region's objectives, set out in the Greater Manchester Strategy, by connecting people with education, jobs and opportunity, unlocking development, enabling housing growth, acting as a catalyst for regeneration, reducing carbon emissions and supporting social inclusion and active and healthy lifestyles.
- 1.3. Greater Manchester has led the way in reforming and improving its transport network. 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, and we are delivering a world-class walking, wheeling and cycling network as part of a wider infrastructure investment programme with an aggregate value of up to ~£3.5bn. Work is also underway to bring eight local commuter train services into the Bee Network by 2028.
- 1.4. We are now in the transition phase with some elements of the Bee Network already starting to change the way in which people travel across the city-region. This paper reports on progress so far and looks ahead to further delivery in the coming months.
- 1.5. Overall demand for public transport is increasing across Greater Manchester. Following a new record of 4.1 million in May 2024 for monthly Metrolink patronage, the highest since the network opened in 1992, record-breaking patronage figures were set in September on Bee Network buses, with 305,000 journeys recorded on a single day (6th September). Bus patronage is also now the closest to the pre-pandemic level we've seen, and Metrolink is above it. Notwithstanding the lost growth resulting from the pandemic, both bus and Metrolink are showing year on year growth, and demand for travel is strong.

2. Bus Franchising Operation and Implementation

Bus Franchising Operation

- 2.1. As the most used form of public transport in Greater Manchester, buses are the cornerstone of the Bee Network and since the historic launch of bus franchising a

year ago, more than 58 million bus journeys have been made on cheaper, cleaner, more reliable bus services.

- 2.2. Since the launch of bus franchising in Bolton, Wigan and parts of Salford and Bury, in September 2023 followed by Oldham, Rochdale and parts of Bury, Salford and North Manchester in March 2024, nearly seven million more journeys¹ have been made on the city region's buses compared with the previous year (a 5% increase).
- 2.3. Buses in the first areas to come under local control are consistently more reliable than before franchising, with services in the Tranche 1 areas now consistently above the target of 80% punctuality. Between June and August 2024, punctuality of Tranche 1 services was 86.5% compared to 70.5% for the equivalent pre-franchising period. TfGM continues to work closely with operators to continuously improve service performance. In the Tranche 2 area buses are consistently on time more often than both current non-Bee Network services and when compared with those services in the Tranche 2 area in the same period last year.
- 2.4. More people are travelling by bus, with 58.6 million passenger journeys made on the Bee Network (between 24/9/23 and 14/9/24). Record-breaking patronage figures were set on two consecutive days in September, with 305,000 journeys recorded on a single day (6th September).
- 2.5. The recently launched trial of night buses on the V1 and 36 is proving popular with people working in, and those enjoying, the night-time economy. The pilot is providing 24-hour connectivity for around 135,000 people living within a five-minute walk of the two routes, including students and people working in the hospitality, healthcare and logistics sectors. Over 50,000 journeys were made across the two services, between 22:00 and 07:00 in the first month with over 7,000 journeys made on the additional trips that are now provided (around 14% of over-night journeys).
- 2.6. The first new Bee Network service is also set to be introduced at the end of October. A new 615 service will connect Wigan with Middlebrook retail park. The hourly service restores a link for people in the borough to the popular retail park, giving them access to a wide range of stores and eateries. The 576 service will also be rerouted to serve Middlebrook once a new spine road providing a link between Horwich and Middlebrook opens in Spring 2025. In addition, and in relation to

¹ Bus patronage has increased from 155.5 million in 2022/23, to 162.3 million during 2023/24

access to large shopping and leisure destinations, there will be twice as many 132 services connecting Wigan with the Trafford Centre from 27 October, with buses running every 30 minutes instead of once an hour.

- 2.7. Revenues from buses in the Tranche 1 of the Bee Network exceeded £20m. That's £3m higher than budgeted (between 24/9/23 and 31/3/24). Franchising is also costing a third less per km than services that were being tendered before franchising began. This strong performance has helped, in part, to mitigate wider financial pressures across transport operations, as the transport sector continues to face structural funding challenges due to residual impact of recent external shocks including lost growth in patronage and revenues as a result of the pandemic and rapid increases in the cost base due to unprecedented levels of inflation.
- 2.8. The average age of buses in Bolton, Wigan and parts of Salford and Bury is 4.7 years, compared with an average age of 8.6 for the Greater Manchester bus fleet in 2018. 10% of buses are now electric across the Bee Network – up from less than 1% before franchising. This is expected to increase to more than 20% during 2025.
- 2.9. An extra 20 buses were introduced to the Tranche 1 area to improve punctuality, reliability and provide extra capacity – leading to rising passenger numbers. Improvements to punctuality and reliability are planned for the Tranche 2 area later this year and in early 2025.
- 2.10. Jobs are also being created through franchised contracts. Bus operators have hired 179 apprentices and Rochdale firm Mellors is one of three UK manufacturers building Bee Network buses, with orders helping to fund the creation of 15 new apprentice roles there too. TfGM continues to work with the GMCA Skills Team to develop Bee Network Careers pathways, including through the GM MBacc, to provide the future skills and workforce that are integral to the success of the Bee Network.

Franchising Implementation

- 2.11. At the end of March, contracts were awarded to operate the final round of Bee Network bus services in Stockport, Tameside, Trafford and remaining parts of Manchester and Salford from 5 January 2025 – at which point all buses across Greater Manchester will be franchised and under local control.
- 2.12. Metroline has been awarded contracts to operate four of the five large franchises, Hyde Road, Sharston, and Wythenshawe (all in Manchester), and Tameside, with

Stagecoach awarded the contract to operate the fifth, in Stockport. Diamond Bus has been awarded contracts to run three of the four small franchises and Go North West the remaining one. For school services, Diamond Bus (North West) Limited has been awarded 7 contracts and Go North West Limited 2 contracts, covering a total of 37 schools.

- 2.13. Representing approximately half of the GM bus network, the third and final tranche of bus franchising represents the biggest challenge yet. Mobilisation is at an advanced stage to ensure that buses, onboard technology, drivers, engineers, dispatchers, buses and depots are ready for the 5th January 2024.

3. Metrolink

- 3.1. Over 44.5 million annual journeys took place across the Metrolink network to the end of September 2024, representing 98% of the total number of journeys carried at the equivalent point in 2019, which was Metrolink's best year for patronage.
- 3.2. In May 2024, 4.1 million people travelled on Metrolink across Greater Manchester, setting a new record for monthly patronage since the network opened in 1992. This was thanks in part to a significant number of events in May including the Great Manchester Run, Manchester City's Premier League title-winning parade and high-profile concerts at the Co-Op Live.
- 3.3. Revenue protection activities continue to reduce fare evasion across the network. Evasion rates have reduced from a high of 16.6% in August 2023 to 10.2% in August 2024, with the additional revenue more than covering the costs of increasing staff numbers to conduct additional enforcement activity across the network.
- 3.4. Several closures took place over the summer for essential track renewal works in and around the city centre and the Rochdale line was partially closed following a land slip at Derker. Despite this, Metrolink revenue is 13% up year on year, helping to mitigate the financial pressures across Bee Network operations.
- 3.5. Further renewal works are planned for next summer with additional engineering work required at Derker in 2025 to strengthen the resilience of the network and safeguard continued good performance.
- 3.6. Work continues to assess options and to propose a recommendation for the future management and maintenance of Metrolink. The current operation and maintenance contract with KeolisAmey Metrolink (KAM) is due to expire in 2027.

4. GM Rail Network

- 4.1. Section 10 of this report provides an overview of the GM Rail Reform and Integration programme which is taking forward proposals to integrate rail services into the Bee Network.
- 4.2. In the meantime, TfGM continues to work with rail operators and Network Rail to improve GM rail services, the performance of which has been very poor in recent months. Crew availability continues impact on Northern services, with Northern issuing a number of “Do No Travel” notices on multiple GM routes on consecutive Sundays. Northern are not operating up to 1 in 3 services, with Sundays being the most affected day.
- 4.3. Members of the ASLEF union have voted to accept a multi-year pay offer, ending a two-year dispute at 16 rail companies including Northern and TransPennine Express. However this deal did not address “rest day working” which is why Sundays remain a problem.

5. Active Travel

- 5.1. Providing people with the opportunity to walk, wheel or cycle is fundamental to the Bee Network, enabling people to move around Greater Manchester in different ways, particularly for short trips or giving barrier free access to public transport stops. Our long term goal (2040) is for 95% of the population in Greater Manchester to live 400m from a safe route.
- 5.2. Active Travel is the 'glue' that brings together the wider travel network. There are virtually no journeys that do not start and end with an active element.
- 5.3. One million rides were recorded on the Oxford Road corridor between January and late September of this year – earlier in the year than ever previously recorded. This demonstrates the long term benefits of GM's investment in high quality infrastructure and segregated cycle ways, several years on from completion of the scheme.
- 5.4. Active travel accounted for around 33% of all trips by Greater Manchester residents in 2023. However, we aim to double walking, and double, then double again the number of trips made by bike. Walking and cycling have increased in GM by 20% and 21% respectively between 2021 and 2023 (source: TRADS). This is in line with the increase in all journeys post pandemic.

- 5.5. GM's active travel capital programme comprises over £275m of investment, and since its commencement in 2018/19 the Active Travel Programme has delivered more than 120km of safe, segregated routes to date, opened up hundreds of kilometres of quieter routes, delivered tens of improved junctions, and built numerous new crossings. We are on track to deliver nearly 140km of Bee Active Network routes by March 2025.
- 5.6. A programme of 'activation measures' is also being delivered, including cycle training and the Starling Bank Bikes cycle hire scheme. An annual report on the Active Travel Programme will be considered by the Bee Network Committee in December.

Active Travel Infrastructure

- 5.7. Delivery of infrastructure to support cycling, walking and wheeling continues with the commencement on site of Manchester City Council's Active Travel England (ATE) funded scheme on Deansgate which will deliver a series of significant junction safety upgrades and segregated cycle lanes; and Wigan Council's Whelley Loopline scheme, which will extend the popular, multi-user path through suburban Wigan.
- 5.8. Other works include the completion in July of Trafford Borough Council's Talbot Road scheme – a series of junction upgrades linked to a wider set of improvements for the A56 corridor. These wider improvements include the A56 Phase 2 scheme, where Trafford are currently on site constructing light segregation cycle lanes to replace the cones introduced during the pandemic, and the Seymour Grove junction upgrade scheme, which received Bee Network Committee approval in July and is due to commence on site in November. Manchester City Council's Northern and Eastern Gateway scheme is progressing through a phased delivery, with a number of early phases complete, and a new bridge over the Ashton Canal is due to be installed before the end of the year.
- 5.9. As well as dedicated active travel schemes, inclusion of active travel in the wider infrastructure programme being delivered is embedded through the Streets for All design guide and the infrastructure design assurance process.

Starling Bikes

- 5.10. Starling Bank Bikes continues to operate well with over 970,000 rides having taken place and 2.4 million km ridden using the scheme. The recovery plan put in place

last year has now completed with 1,200 bikes now available. We still have 30 stations suspended from the Recovery Period which are being reviewed with the Operator and Local Authorities to re-open or permanently close and relocate. Sept 24 and the beginning of Oct 24 have seen an increase in stolen bikes which has affected availability. This is something we are working on with the operator and GMP using the trackers on the bikes. In future we remain committed to expanding the scheme and will be exploring phase 2 expansion options including funding.

Bikes on Metrolink

- 5.11. The bikes on Metrolink pilot concluded successfully in April following 6 weeks of supervised trials to test whether bikes and non-standard cycles can be taken on trams safely in a variety of operational settings.
- 5.12. The trial took place on off-peak services on different lines, routes and stops across the Metrolink network. Testing included the carriage of adapted bikes used as mobility aids, scooters and a broader range of mobility scooters that are not currently permitted.
- 5.13. Feedback from passengers was recorded as a part of the pilot along with feedback from the volunteers taking part and any other participants involved. A report on the pilot results will be brought to the Bee Network Committee in December 2024 with recommendations on next steps.

School Streets and Crossings

- 5.14. The Mayor of Greater Manchester and GM Active Travel Commissioner set out their ambitions earlier this year to develop up to 100 School Streets and create new and / or upgraded road crossings near schools.
- 5.15. School Streets consist of a range of measures which limit traffic during drop off and pick up time to make walking, wheeling and scooting to school safer and encourage healthier lifestyles - helping tackle high-levels of childhood obesity in the city region.
- 5.16. Currently only 50% of GM residents say it is safe for children to walk to school and just 42% believe it is safe for children to cycle to school.
- 5.17. On the agenda for this meeting are proposals to invest £1.3m in the next phase of School Streets ambition, building on the current pilots at 30 schools across the city region. This investment in School Streets and Crossings is part of a wider School

Travel Programme to help deliver the emerging School Travel Strategy which will be considered by GMCA this month.

6. Highways Management

- 6.1. With an estimated 2.5 billion trips made on the Greater Manchester (GM) road network (with an origin and/or destination inside GM) each year, Greater Manchester's road network is an essential part of the region's transport infrastructure and critical to the delivery of a safe, reliable and efficient Bee Network.
- 6.2. Traffic volumes across GM have returned to pre-pandemic levels. However, there has been some changes in travel behaviour, with fewer trips during the weekday AM peak and more trips during the PM peak into the evenings and at the weekend.
- 6.3. Car ownership in GM has also increased. Data from the DfT shows the number of licenced private cars in GM is 6% up on 5 years ago and 16% up on 10 years ago.
- 6.4. Journey time reliability on the highway network is over 90% i.e. less than one in ten journeys will take longer than would be expected given the time of the day on that day of the week.

Winter Preparedness

- 6.5. The next three months are traditionally the most challenging with respect to highways performance. Darker nights, inclement weather, an increase in events and associated trips, Christmas markets and shopping activity, more breakdowns and an increase in road traffic collisions all impact on the operational capacity of the Highway network. Based on previous years data the network slows down with average speeds being more than 20% slower during the PM peak.
- 6.6. TfGM are working with Local Highway Authorities, National Highways, event organisers and transport operators to provide a co-ordinated approach and response to help to minimise the impact of the winter months on the Bee Network. This also includes a communications plan to encourage people to travel using public transport. Safer Roads GM are also planning two campaigns to complement partner activities and GMP enforcement programmes. The first campaign is 'Darker Nights' which will focus on pedestrian safety. This will be followed by the seasonal 'Don't Drink/Drug Drive' campaign.

Vision Zero

- 6.7. The DfT published the 2023 Road Safety Statistics for Great Britain at the end of September 2024. In Greater Manchester there were 799 people Killed or Seriously Injured (KSI's) of which 45 of those were fatalities. Compared to 2022 statistics this is a 6.2% reduction in KSI's and a 29.7% reduction in fatalities. Whilst this is a positive trend, the numbers are still far too high and the human consequences of this level of road harm is unacceptable. The people who live in, work in or who visit Greater Manchester deserve better.
- 6.8. In order to seek to put an end to this unacceptable level of people being killed or harmed on our roads we have been developing a Vision Zero Strategy and Action Plan. Vision Zero represents Greater Manchester's ambition for zero fatalities and life changing injuries (FLCI) on our roads by 2040, whilst increasing safe, healthy and equitable mobility for all.
- 6.9. It is proposed to take the Vision Zero Strategy and Action Plan for approval and subsequent adoption to the Bee Network Committee and Greater Manchester Combined Authority at the end of November.

Network Management

- 6.10. Greater Manchester's roads are changing. To support the ambitions set out in Made to Move, Streets for All, the Clean Air Plan, Bus Franchising, the GM Bus Strategy, and the Bee Network, we are optimising the use of limited street space to deliver better and more space for walking, wheeling, and cycling; to give more priority for public transport; and to make our streets better places to live, spend time in, and travel along. This is essential in achieving the aspirations set out in the 2040 Transport Strategy and ensuring the transport network keeps pace with population growth and supports sustainable economic growth throughout the city-region by moving our residents and visitors more cleanly and efficiently.
- 6.11. How Greater Manchester manages the highway network is critical to the success of bus franchising, the Bee Network and economic growth. Working in collaboration, with our Local Authority partners and National Highways to further develop the strategic model of network management for Greater Manchester's highway network is essential. This would help support a number of benefits including, helping the delivery of Local Transport Plans, consistent delivery standards, effective network

management, improved bus services and active travel network and exploiting regional procurement opportunities.

- 6.12. In November, this Committee will receive a report on the performance of the GM highways network, asset management performance, how we are improving the management of the highways network, what more could be done and the challenges in achieving that.

7. Safety and Security

- 7.1. Tackling network anti-social behaviour, crime and fare evasion remains a key focus for the GM TravelSafe Partnership (TSP). Work is underway to review the TSP Strategy which will step up efforts to tackle Gender Based Violence and Hate Crime.
- 7.2. The TSP is committed to working with colleagues to ensure the network is as safe as possible and has supported Operation AVRO for Tameside in September, will be supporting Operation AVRO for Bolton in October and will be delivering Operation AVRO for Transport in December.
- 7.3. Joint working through Operation Vulcan (Transport) has yielded good results across Piccadilly and Victoria Stations. September results include 9 arrests, 37 Stop/Searches (10 positive), 75 Stop/Accounts and over 2,000 passenger interactions.
- 7.4. More measures to increase safety, including 69 new TravelSafe Support and Enforcement Officers (TSEOs) have been introduced across the franchised network to provide a reassuring, visible presence for the travelling public.
- 7.5. TfGM and GMP are working closely together to refresh the TravelSafe plans with a view to bringing GMP's strategic problem-solving capability across the entire transport network.
- 7.6. Recruitment well underway for additional officers to support the roll out of Tranche 3. This will include a new TSEO office located at Stockport Interchange, providing a total of three hubs to deploy from.
- 7.7. September marked 12-months of having TSEOs on bus. Across the year they have:
- Attended over 2,700 incidents,
 - Safeguarded over 360 customers,

- Submitted over 820 pieces of intelligence,
- Dealt with over 600 people vaping,
- Refused travel to over 750 people,
- Withdrawn over 360 passes,
- Boarded over 19,680 buses and,
- Interacted with more than 310,400 customers.

7.8. The TSEO 24/7 support to Night Bus also commenced in September and has been well received by drivers and customers. 1,648 patrol hours have been delivered, with 38 incidents attended and 7 people safeguarded.

7.9. The overall rolling 12-month rate of incidents for September has risen slightly to 46 per million passenger journeys, this remains just within the current baseline (of expected levels) and continues to be driven by increased reporting primarily relating to Bus.

7.10. However, the rate of incidents on bus has reduced this month, following the start of the academic year and re-commencement of the TravelSafe educational programme, with over 4,000 students engaged to-date.

7.11. A joint operation was undertaken in September between Beryl and GMP, during which over 50 Starling Bikes were recovered; some of which are believed to be from addresses linked to wider criminality. Beryl are working with GMP to share tracking information to support the evidential case file.

8. Bee Network Fares, Ticketing and Customer Experience

Fares and Ticketing

8.1. Key to the success of 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.

8.2. 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.

- 8.3. 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.
 - And also approved the introduction of a paper ‘Hopper’ single ticket for Bee Network bus users.
- 8.4. In September, GMCA approved the introduction of ‘pay as you go’ (PAYG) contactless ticketing and multi-modal capped fares across bus and Metrolink from March 2025. PAYG will provide greater flexibility for customers who 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.
- 8.5. 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.
- 8.6. The bus and multi modal PAYG will operate initially with adult fares only (as is the case currently for Metrolink and other schemes, including Transport for London’s).
- 8.7. The scheme will be introduced alongside a detailed engagement and training programme, and extensive customer communications to ensure that customers understand how to benefit from this new, easier way to travel.
- 8.8. Further improvements were approved by the GMCA in September 2024 including:
- 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;
 - An innovative scheme with Credit Unions to 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;
 - Extension of the recompense scheme to Tranche 3 passenger to mitigate any negative impact of the transition to Bee Network fares; and
- 8.9. Work continues with Shadow Great British Railways to develop the first phase of pay-as-you-go contactless payments on the parts of the GM network.

Customer Experience

- 8.10. The Bee Network app has been downloaded 6280k times and has 178k weekly active weekly users. The app allows users to plan their journeys, track buses across Greater Manchester, access live departure times, find their nearest bus or tram stop and leave feedback via Rate My Journey. Since launch 12.9m buses have been tracked and 1.3m journeys planned.
- 8.11. Work continues to improve the app in response to customer feedback and to incorporate additional functionality.
- 8.12. Satisfaction with fares has jumped from 63% in 2022 to a record high of 82% (based on TfGM fares survey and since the inception of the survey in 2016).
- 8.13. Customer satisfaction overall is at 78% and 'very satisfied' has been steadily rising since franchising. Nearly ¾ of people think the Bee Network is something to be proud of and 3 in 4 people think that it's run in the interest of the people of Greater Manchester.
- 8.14. A Customer Experience Strategy is currently being developed to encourage more people to use the Bee Network. The Strategy aims to put customers at the heart of everything we do by listening to customers, ensuring that decisions are based on customer need and impact, and by striving for excellence at all points of the customer journey.

9. Transport Infrastructure Pipeline

- 9.1. Based on the indicative allocations advised by the previous Government, the Transport Infrastructure Pipeline has an anticipated aggregate financial value of between £3.5bn and £4bn to the end of the financial year 2031/32. The Pipeline will deliver a wide range of infrastructure schemes to improve the performance, resilience and customer experience of using the Bee Network, including a world-class walking, wheeling and cycling network; expanded cycle hire and loan services, new stations, stops and interchanges; bus priority measures, systems to support integrated ticketing; and asset renewal to maintain and improve network safety and resilience.
- 9.2. Work to develop and deliver transport infrastructure pipeline schemes continues at pace. To date, CRSTS funding has contributed to the delivery of the new Stockport Mixed Use scheme (comprising the Transport Interchange, cycle ramp, bridgescape

link to the rail station, 196 residential apartments and a 2 acre public park), zero emission electric buses, customer and ticketing improvements, a range of ongoing active travel improvements and a range of Bus Infrastructure schemes across GM, including over 100 traffic signal and junction upgrades, improvements to pedestrian facilities at 11 locations across GM and a range of minor pinch point schemes and bus stop upgrades to support more reliable bus journeys and better access to bus services.

- 9.3. In addition, CRSTS funding is also playing an important role in sustaining the current network, to ensure that it remains safe, efficient and reliable for customers. This has seen significant highways maintenance work and Metrolink renewals activity in recent months, in particular in Manchester City Centre, and this remains an ongoing programme of work.
- 9.4. Works are also currently on site to deliver a Streets for All scheme in Ancoats, Access for All schemes at Daisy Hill and Irlam rail stations, and further Bus Infrastructure improvements across the city region, including a new red route and red route clearway in Trafford.
- 9.5. Further updates on the Transport Infrastructure Pipeline will be brought to the Committee on a regular basis.

10. Strategy and Reform

- 10.1. Delivery of the Bee Network will require ambitious strategy, innovative policy and careful, long-term planning, driven by insight and engagement with key stakeholders.

Local Transport Plan Refresh

- 10.2. The city region's transport ambitions are articulated in our Local Transport Plan (LTP), the Greater Manchester Transport Strategy 2040. Working closely with the ten GM authorities, GMCA and other key partners, TfGM is leading a refresh of this important document. The updated LTP will reflect the creation of the Bee Network as an integrated public transport and active travel system, and will reflect its role in supporting wider city region ambitions e.g. in support of Greater Manchester's 2038 net zero carbon target. A draft, refreshed LTP is expected to be completed by Summer 2025.

Rapid Transit Strategy

- 10.3. At its meeting in July 2024, the GMCA approved the draft Rapid Transit Strategy, which sets out how fast and frequent mass transit will support the integrated Bee Network. The Strategy sets out:
- our vision for rapid transit and why there's a case for change;
 - what we need in broad terms, and how we'll seek to deliver it in more detail;
 - the 8 rail corridors to be integrated into the Bee Network by 2028; and
 - c.15 emerging priorities for expansion of the rapid transit system.
- 10.4. The strategy focuses on sustaining, growing and transforming the city region's rapid transit system. Its contents are expected to be formally adopted via the process to create the updated LTP.

GM Rail Integration and Reform

- 10.5. The rail network plays a key role in supporting growth as the most efficient way of moving large numbers of people to and between the city and regional centres.
- 10.6. Having a modern, fit-for-purpose rail network is crucial to delivering economic growth, prosperity and opportunities. By integrating and embedding rail into the Bee Network, we can make the GM public transport system more than the sum of its parts.
- 10.7. GMCA's 'Trailblazer' deeper devolution deal with central government commits the government to support the development of a new partnership between Greater Manchester and Great British Railways (GBR), "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
 - giving GMCA the opportunity to sponsor infrastructure and service enhancement schemes.
- 10.8. 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 increased revenue and reduced subsidy.

- 10.9. In the long-term 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 Shadow GBR on the basis that statutory powers and, importantly, associated funding is required to specify, commission and deliver railway services.
- 10.10. Following consideration by this Committee in September 2024, GMCA approved further engagement with HMG, rail partners and others to explore and influence legislative and structural options that would achieve GM ambitions for rail integration. TfGM is also in detailed discussions with DfT and GBR regarding the roll out of 'pay as you go' across GM, which would see rail passengers benefit from integration with the Bee Network.

School Travel Strategy

- 10.11. Work is currently underway to develop a School Travel Strategy, setting out Greater Manchester's ambition to support more young people to travel to school by active travel and public transport, building on the benefits of the integrated Bee Network. The Combined Authority is due to receive a report on the draft strategy at its October meeting and a period of consultation and engagement is planned for later in 2024. The draft strategy will support GM's wider education and skills ambitions, including creation of the MBacc, the Greater Manchester Baccalaureate.

11. Beyond the Bee Network

GM Integrated Settlement

- 11.1. TfGM and GMCA officers are working together to shape the outcomes framework that will govern the Integrated Settlement, a single funding settlement to GM along the lines of those received by government departments, which will allow GM to target funding better to support local priorities. Transport funding is a key part of the settlement, which will be critical in supporting delivery of the Bee Network and other

transport ambitions. Further information about the Integrated Settlement is anticipated alongside the Autumn Budget on 30th October.

GM Growth Programme

- 11.2. Close, joint working is also in place to support the delivery of the city region's six growth locations. Over the coming years, investment in transport – and the Bee Network – will play an important role in unlocking the opportunity of these sites and realising the benefits for Greater Manchester residents and businesses.

High Speed Rail and Rail Infrastructure

- 11.3. GM partner authorities, including Manchester Airports Group, are working with the DfT to take forward the Northern Powerhouse Rail (NPR) programme.
- 11.4. A new Liverpool - Manchester Railway Board, chaired by the Greater Manchester and Liverpool City Region Mayors has now been established to maximise the economic and social benefits of that part of NPR between the Liverpool City Region and Greater Manchester. The Board has already held its first two meetings and launched an initial Growth Report "A new Liverpool-Manchester Railway – Building a route to prosperity" which identifies the initial scope of the growth opportunities presented by the Liverpool Manchester Railway (LMR). A Partnership Board of industry and stakeholder leaders has also been established, chaired by former Rail Minister Huw Merriman, which will support the work of the main Railway Board.
- 11.5. Authorities along the new Liverpool Manchester railway continue to pursue enhanced engagement, joint working and information sharing with DfT and their agents to drive a place-based, collaborative approach to all aspects of development for this railway.
- 11.6. A private consortium commissioned by the Mayors of Greater Manchester and the West Midlands to review the role of enhanced connectivity in catalysing growth, skills, and jobs across their city-regions, has completed its study and published its final report (Midlands-North West Rail Link (midlandsnorthwestraillink.co.uk)). The report concludes that a new Midlands-North West Rail Link (MNWRL) should be built, in stages and in partnership with private investors. The consortium identified a solution which still provides a substantial proportion of the economic benefits for passengers and rail freight of HS2, but at circa 60-75% of the cost, achieved through a reconsideration of the design, engineering specification and delivery model. The consortium are seeking to work with the combined authorities , the

private sector and central Government to establish a Steering Group to develop a feasibility study 'at pace' over the next six months.

- 11.7. Finally, officers continue to engage with Government and the Department for Transport to address some of the long standing issues with rail infrastructure impacting GM including capacity challenges on the West Coast Mainline and in central Manchester, and reviewing freight opportunities to unlock capacity for passenger services and improve access to free ports and support regeneration.