

GREATER MANCHESTER COMBINED AUTHORITY

Date: 24th September 2021

Subject: Delivering the Bee Network: Autumn Overview

Report of: Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM.

PURPOSE OF REPORT:

To provide an overview of progress towards delivering Greater Manchester's integrated transport system, the Bee Network.

RECOMMENDATIONS:

The GMCA is requested to note progress and to approve the recommendations within the reports on this agenda relating to:

- GM Cycle Hire Tariff Proposal
- Bus Reform: The Greater Manchester Franchising Scheme for Buses 2021 – Transfer of Undertakings (Protection of Employment) Regulations 2006 and Employee Related Information
- The Mayor's Cycling and Walking Challenge Fund (MCF) and Active Travel Fund
- Greater Manchester Electric vehicle Charging Infrastructure (EVCI) Strategy
- Streets for All Strategy

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BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

Equalities Impact, Carbon and Sustainability Assessment:

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

The Bee Network is a critical enabler of Greater Manchester's Net Zero ambitions; a truly integrated transport network across active travel and public transport will provide excellent public transport and active travel choices for all, promoting sustainable travel behavioural change through integrated spatial, digital and transport planning; and supporting the electrification of vehicles and public transport fleets.

Risk Management:

None

Legal Considerations:

None

Financial Consequences – Revenue:

None.

Financial Consequences – Capital:

None

Number of attachments to the report:

No attachments

Comments/recommendations from Overview & Scrutiny Committee

None

BACKGROUND PAPERS:

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
GM Transport Committee	Overview & Scrutiny Committee	
N/A	N/A	

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1. OVERVIEW

Sustainable and integrated transport is central to our ambitions for a decarbonised and levelled-up Greater Manchester: improving access to economic opportunity, unlocking new sites for residential and commercial development, promoting improved health and wellbeing through active travel, and making a significant contribution to the decarbonisation of the city region's economy.

This understanding has shaped our vision for the Bee Network, a fully integrated London-style transport system which will join together buses, trams, cycling and walking by 2024, with commuter rail incorporated by 2030. It will transform how people travel in Greater Manchester: accessible, affordable, equitable and easy to use, with a daily fare cap and multi-modal ticketing to facilitate seamless end-to-end journeys within the city region. World class safety and world class customer experience standards will be demanded across bus, tram, rail, taxi and private hire, supported with real time passenger information and audio-visual announcements. The Bee, a long-established regional emblem, will become the promise of a high-quality transport experience.

We are committed to harnessing the unique governance and delivery arrangements in Greater Manchester to position the city region as the leading place to drive decarbonisation and Levelling Up in a manner that extends opportunity for all. As part of our submission to the Spending Review, Greater Manchester is proposing a Levelling Up Deal with Government with a London style transport system at its heart. It is only by investing in a low carbon intracity transport infrastructure that we can genuinely connect all GM residents to the many economic opportunities that exist clustered in a conurbation like Greater Manchester – and that connection is vital to Levelling Up.

By designing and delivering public transport as one system with local control and accountability, supported by investment in our infrastructure and services - through the City Region Sustainable Transport Settlement (CRSTS) and our forthcoming Bus Services Improvement Plan, the Bee Network will enable Greater Manchester to make a vital contribution to the national challenges of decarbonisation and Levelling Up, while also ensuring a more efficient and resilient city region economy that creates opportunities for all of our residents.

This summary report provides an overview of approvals sought by GMCA and critical activity to deliver the Bee Network through September and October to progress development of the Bee Network

2. INVESTING IN OUR INFRASTRUCTURE

Approved by GMCA on 10 September, Greater Manchester's City Region Sustainable Transport Settlement Prospectus sets out how we will progress our integration objectives by investing in infrastructure and creating vital connections between our towns and cities over the next five years, including:

- investing in transport corridors into, within and between our major population and employment centres and growth locations;

- sustaining the momentum in GM's investment in active travel and supporting levelling up via town and city centre regeneration and opening up growth locations;
- improving the physical accessibility, performance and integration of our overall public transport system to make it a more attractive proposition for everyone;
- decarbonising our transport fleets, in particular by enabling a rapid transition to electrification of bus and car fleets;
- maximising the local economic benefits of national and international connectivity created by HS2 and associated projects;
- maintaining existing transport networks to ensure they offer an excellent level of service to everyone travelling in Greater Manchester; and
- continuing the improvement of connections into the regional centre as the main employment and economic hub and strengthening connections across the city region within and between our town centres.

Our Prospectus identifies 50km of new Quality Bus Transit corridors as an immediate investment priority, complementing the existing 200km, that will safeguard priority for buses and their passengers across our Key Route Network. This will also deliver over 50km of new LTN 1/20 compliant active travel infrastructure and open up more of the active travel network to communities across Greater Manchester as well as enhancing around 2,000 bus stops and the quality of public space at key destinations, supporting seamless journeys across modes.

Transport is responsible for a third of Greater Manchester's carbon emissions and the electrification of public transport and private vehicles is a critical element of our ambition to meet our net zero targets. The availability of and access to charging infrastructure is recognised as a critical barrier to the adoption of Electric Vehicles (EVs). The requirement for appropriate vehicle charging infrastructure is even more critical given that the Government has now committed to phasing out the sale of new petrol and diesel vehicles by 2030. The draft EV Charging Infrastructure Strategy (EVCI), brought forward for GMCA approval today, provides a clear vision, objectives and strategic principles to inform a delivery plan. It is also an important tool in order to set out GM's ambitions to establish a financially sustainable, publicly accessible EVCI network, that is scalable to growth in demand and flexible to changes in vehicle technologies. The vision within the strategy is to "to be an exemplar city region for enabling the electrification of transport in the context of a smart, integrated, sustainable mobility network. By 2030, Greater Manchester's residents and businesses and visitors to the region, who have no choice but to travel by car or LGV, will be able to use electric vehicles with the confidence that they will be able to conveniently recharge them (via public or private charging points); and in doing so will help to improve air quality and reduce carbon emissions across the conurbation."

3. OUR BUSES

Buses are a critical part of the Bee Network and make up three quarters of all public transport journeys.

Our vision is for a bus system that is fully integrated with our Metrolink and rail services, connecting our communities with fast, high quality, connections that are fully accessible to all. We will also use franchising to significantly reduce the existing network's carbon emissions, and have included proposals within our CRSTS bid to replace 50% of the current fossil fuelled fleet with new, zero emission electric vehicles, equipped with high quality passenger information and audio-visual announcements by 2027.

In March 2021, the Mayor decided to franchise Greater Manchester's buses, the first city region outside London to use powers conferred by the Bus Services Act. Since then, Transport for Greater Manchester, on behalf of GMCA, have commenced the implementation of Franchising publication of the PIN/Qualification System Notice for the procurement of bus franchises in August 2021. GMCA will today be asked to approve the processes to be followed when requesting employee related information and applying the Transfer of Undertakings (Protection of Employment) Regulations 2006 in a bus franchising context and makes recommendations for the delegation of certain connected functions to TfGM and the Chief Executive of the GMCA accordingly. In addition, following a request by the Mayor, TfGM are continuing to investigate options for GMCA to accelerate the implementation of franchising across Greater Manchester.

Whilst franchising gives us a platform and the keys to the system, our buses need investment after 18 months of uncertainty and 25 years of decline. Following publication of the National Bus Strategy in March 2021, TfGM are preparing a Bus Services Improvement Plan which will be considered by GMCA in October.

By harnessing the benefits of the franchised model, our Bus Services Improvement Plan will set out how, in partnership with government, Greater Manchester can strengthen the reach, affordability, integration and accessibility of bus services to a 'London Standard', with 'turn up and go' style services, for reliable, affordable and easier journeys, properly integrated with Metrolink through a single ticket and simple, capped fares.

4. STREETS FOR ALL

Streets for All is a new approach for everything we do on streets in Greater Manchester. Streets for All supports our place-based agenda as well as achieving our ambition for more travel by walking, cycling and public transport, which will help us to tackle our most pressing economic, environmental, quality of life and innovation challenges. The ambition is to design more welcoming and greener streets which enable people to incorporate more physical activity into their daily lives; which have clean air; which are safe and secure for everyone; which provide good access to public transport; and which are accessible for those with mobility impairments. For us to achieve all these important ambitions, our city-region needs to be much easier to get around on foot, by cycle and using public transport, with streets which are more pleasant to spend time in. The purpose of Streets for All is to set out Greater Manchester's progressive approach to making this happen, by putting people first as we shape and manage our streets.

Following approval by GMCA, the Streets for All Strategy will build on the policy direction set out in the Greater Manchester Transport Strategy 2040 and our Right Mix vision. It emphasises the importance of delivering active travel and public transport infrastructure and service improvements in a co-ordinated way and of supporting land use changes, which bring day to day services closer to where people live. Culture change around active and sustainable travel is also becoming more embedded across Greater Manchester, and this also forms a key part of the Streets for All Strategy.

At the heart of our Streets for All Strategy is our commitment to **active travel and bus priority**. Greater Manchester continues to build the original Bee Network – our vision for high quality Cycling and Walking infrastructure which will cover circa 1,800 miles and be the longest, integrated, planned network in the country connecting every neighbourhood of Greater Manchester. GMCA is today asked to approve a further £8.45m of funding to continue to develop and deliver that network. Alongside this, the CRSTS prospectus presents a compelling case for 50km of new Quality Bus Transit Corridors, alongside investment to refresh the existing 200km Quality Bus Corridor network, transforming bus journey times between town centres across Greater Manchester.

A key commitment of Greater Manchester's ambitions for active travel is the GM cycle hire scheme. Following the appointment of Beryl in June 2021 as the preferred supplier, detailed preparations are being made to launch Phase 1 of the Scheme with the initial launch in November 2021 followed by a full launch in spring/summer 2022. This will provide a docked solution delivering a fleet of 1,500 bikes including 1,200 'mechanical' bikes and 300 e-bikes across the Regional Centre in Manchester, Salford and Trafford, providing 198,000 residents access to the scheme within a 5 minute walk. Phase 2 of the scheme, will, subject to further funding being available, see the scheme expand further out of the Regional Centre. GMCA is today asked to approve the tariffs for phase 1 of the scheme.