

## **Greater Manchester Combined Authority**

Date: Friday 28<sup>th</sup> October 2022

Subject: Delivering the Bee Network: Bus Franchising, Metrolink Fleet, Rail  
Integration and Operation AVRO

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

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### **Purpose of Report**

This report provides an update to GMCA on progress to deliver a number of key elements of the Bee Network.

### **Recommendations:**

The GMCA is requested to:





Note the progress made towards delivering the Bee Network.

### **Contact Officers**

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## 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			
<b>Further Assessment(s):</b>	Equalities Impact Assessment and Carbon Assessment		
 <b>Positive</b> impacts overall, whether long or short term.	 <b>Mix of positive and negative</b> impacts. Trade-offs to consider.	 <b>Mostly negative</b> , with at least one <b>positive</b> aspect. Trade-offs to consider.	 <b>Negative</b> 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***

N/A

### ***Legal Considerations***

N/A

### ***Financial Considerations – Revenue***

N/A

### ***Financial Considerations – Capital***

N/A

***Number of attachments to the report: 0***

**Comments/recommendations from Overview & Scrutiny Committee**

N/A

***Background Papers***

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**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**

N/A

**Overview and Scrutiny Committee**

N/A

# 1. Introduction

- 1.1. The Bee Network is Greater Manchester's vision for an integrated 'London-style' transport system, which will change the way people travel across the city region. This report provides a further update on progress made towards delivering the vision.

# 2. Bus Franchising, Fares and #GetOnBoard

- 2.1. Implementation of the Bus Franchising Programme continues at pace with evaluation of Tranche 1 Wigan and Bolton bids well underway. Following evaluation, Preferred Bidders will be notified on 25th November, with contract award planned to take place in December 2022.
- 2.2. The Expression of Interest for Bus Franchising Tranche 2 was issued in late September with responses due by Monday 24<sup>th</sup> October.
- 2.3. New lower bus fares are now available across Greater Manchester and discussions with operators are taking place to explore an extension of the fares cap to other ticket types such as weekly passes.
- 2.4. Building on the launch of new low bus fares, #GetOnBoard is a major integrated campaign aimed at promoting the use of public transport and active travel across Greater Manchester.
- 2.5. As part of the campaign, targeted business engagement is taking place to encourage businesses and employers across the city region to use a new Business Portal and support staff with sustainable travel choices. The portal can be accessed at <https://fgmbusinesstravel.exhibition.app>
- 2.6. With commuter use of public transport still significantly below pre-pandemic levels, working closely with businesses and employers will be essential to driving patronage growth.
- 2.7. A wider engagement approach is focused on effective intelligence and insight gathering, working with business to promote modal shift, seeking advice and co-design approaches to improve the public transport offer.
- 2.8. A portfolio of new business-to-business interventions is being compiled and will involve a combination of short-term tactical incentives and longer-term initiatives developed in collaboration with the business community. This activity will support

businesses to encourage public transport use alongside their return to the office plans.

### **3. New Metrolink Trams**

- 3.1. The last of 27 new trams has now been delivered and are now in service following testing by Metrolink operator KeolisAmey Metrolink (KAM). Ordered in 2018 the trams represent a £72m investment in the network.
- 3.2. Manufactured by Bombardier Transportation UK – now Alstom – and Kiepe Electric, the new trams were funded by the government’s Transforming Cities Fund, which has also helped expand park and ride capacity around the Metrolink network, as well as expanding the Metrolink depots in Trafford and Queens Road.
- 3.3. The new vehicles will make Metrolink’s fleet of trams more resilient, boost capacity for passengers and allow for more services to be scheduled for high-profile events within Greater Manchester.

### **4. Rail Integration**

- 4.1. Following the implementation of bus franchising in 2024, GM will have the levers locally to integrate bus services and the Metrolink tram network – aligning fares, ticketing, information, branding and services – to optimise the utility of the network as a whole, increase public transport use and ticket revenues.
- 4.2. Incorporating passenger rail into the Bee Network, will ensure commuters get the benefits of an integrated system whatever mode they choose to use (as they do in London).
- 4.3. TfGM is already engaging with the rail industry and the Great British Rail Transition Team (GBRTT) to explore how to unlock early integration. One key area of focus is ticketing, and joint working arrangements have been established to explore introducing PAYG contactless payment and capping, as well as rationalising the number of ticket products available and simplifying the approach to tickets offered on certain routes.
- 4.4. TfGM will also be working with GBRTT over the longer term on rationalising fare bands within GM, Improving the retail experience, expanding the availability of easy-to-use multimodal tickets and improving the offer to the wider GM ‘travel to work’ area.

- 4.5. In the near term, TfGM continues to work with rail industry partners including train operators, the Rail North Partnership Board and Government to improve the poor performance of the rail network which passengers are currently suffering.

## **5. Operation AVRO**

- 5.1. Crime and antisocial behaviour on the public transport network has increased post pandemic and continues to be cited as one of the key barriers for many potential passengers. To address this a safety and antisocial behaviour reassurance campaign has commenced including increased Police activity and special operations.
- 5.2. On 27<sup>th</sup> and 28<sup>th</sup> of September the inaugural public transport Operation AVRO took place. Operation Avro is a new force wide Greater Manchester Police (GMP) initiative which will take place monthly across the ten districts of Greater Manchester (GM) to tackle criminal activity. AVRO involves neighbourhood policing teams supported by the GMP Specialist Operations Branch conducting a day of intense activity.
- 5.3. Earlier in the year it was agreed that an '11th District' AVRO would be established, encompassing the GM public transport network. The primary focus of the Transport AVRO is the public transport network encompassing the bus network, bus interchanges, Metrolink, trains and active travel infrastructure. Some road policing activity is also involved, focused on arterial routes into the Regional Centre.
- 5.4. Each day of AVRO saw in the region of 400 police officers, alongside 200 TSP staff, deployed across every transport hub in the city-region. These deployments were supported by a wide range of senior managers from TfGM providing a valuable opportunity to gather views and insights.
- 5.5. Over the two days there were 41 arrests 1569 Metrolink fines issues, over 20,000 customer checks, 79 vehicles seized, 2 court summons issued, 69 stop and searches, 2 drug seizure, 3 drug warnings and engagement with over 1000 school children.
- 5.6. Outcomes and learning from this operation are being reviewed to be fed into the ongoing TravelSafe Specialist Operations programme alongside. Future AVRO dates have been identified and planning commenced.

## **6. Recommendations**

6.1. See front sheet for recommendations.