



Bee Network Committee

Date: Thursday 27th July 2023
Subject: Delivering the Bee Network: Fares and Products
Report of: Helen Humble, Head of Ticketing, TfGM

Purpose of Report

The report sets out the proposed introduction of fares and products that will be available to customers travelling on franchised bus services from 24th September 2023

Recommendations:

Committee members are requested to:

1. Note and approve the proposed range of fares and products that will be available to customers travelling on franchised bus services from 24th September 2023;
2. Note any recommendations or feedback from the GM Overview and Scrutiny Committee.

Contact Officers

Steve Warrener	Managing Director, TfGM	Steve.Warrener@tfgm.com
Helen Humble	Head of Ticketing, TfGM	Helen.Humble@tfgm.com

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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		
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	
 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 that 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

The risks and opportunities resulting from the introduction of these products are set out in sections 2 and 3 of the report.

Legal Considerations

The introduction of a *Bee AnyBus* and a *Bee AnyBus and Tram* Group ticket will be subject to approval by the Greater Manchester Travelcards Limited (GMTL) Board.

Financial Consequences – Revenue

See Section 3.

Financial Consequences – Capital

N/A

Number of attachments to the report: None

Comments/recommendations from Overview & Scrutiny Committee

This report will be considered by the GM Overview and Scrutiny Committee on Wednesday 26th July 2023.

Background Papers

GMCA Report - Towards the Bee Network - Network Review, Market Renewal and Bus Service Improvement Plan, 24th June 2022.

GMCA Report - Delivering the Bee Network: Bus Fares, Zero Emission Buses, Bus Depots and CRSTS, 29th July 2022.

GMCA Report – Delivering the Bee Network: Annual Review of Capped Bus Fares, 30th June 2023.

GMCA Report – Delivering the Bee Network Multi Modal Fares and Products, 30th June 2023.

Tracking/ Process

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

No.

Exemption from call in

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

No

Bee Network Committee

This report will be considered by the Bee Network Committee on Thursday 27th July 2023.

1. Background

- 1.1. Greater Manchester's move to bus franchising provides the mechanism to deliver transformational change in bus service delivery. This all builds towards delivering the Bee Network, an integrated 'London-style', high patronage, low fare, transport system, which will transform the way people travel across the city region.
- 1.2. The continuation of maximum / capped bus fares and the introduction of a range of multimodal ticketing products were approved by GMCA at its meeting on Friday 30th June, subject to any recommendations made by the GMCA Overview and Scrutiny Committee.

2. Proposals

Franchised Services

- 2.1. It is proposed to introduce a range of further ticketing products for customer groups, including students and those travelling across the GM boundary, who will be traveling on franchised bus services, from the commencement of Tranche 1 of bus franchising on 24th September 2023.

Students

- 2.2. Whilst there are some student products currently available, they are all priced differently, with many only available on operators' own services.
- 2.3. It is therefore proposed to introduce *Single Term* (e.g. Autumn Term) and *All Term Bee Bus* products for students from the commencement of Tranche 1 of bus franchising on 24th September 2023. The products will be valid for use on any franchised bus services with a valid Student ID. The proposed pricing of the Autumn term product is set out in Appendix A to this report. Pricing for future terms will be confirmed in due course.
- 2.4. The existing GMTL AnyBus, GM wide, student monthly product will continue to be available and it is assumed that operators will continue to offer their own student products on non-franchised services.

Cross Boundary

- 2.5. The draft Greater Manchester Bus Strategy, that is included as a separate item on the agenda for this meeting, emphasises the importance of maintaining cross boundary connectivity, as well as simplifying and standardising fares across Bee Network services.
- 2.6. To support customers traveling on franchised services outside of Greater Manchester and the Greater Manchester Travelcard (GMTL) boundaries where the *Bee AnyBus* tickets would not be valid, it is proposed to introduce 1 and 7 day Adult and Child *Bee Bus* products. These products would be priced at the same level as the *Bee AnyBus* tickets.
- 2.7. Cross boundary services that come into the Franchised Area from outside of Greater Manchester will require a Service Permit. The conditions of the Service Permit Scheme will ensure that customers who use these services wholly within GM will have access to the same ticketing products as they would have on any franchised service.

Discounted Corridors

- 2.8. From 24th September 2023, it is also proposed to introduce 7 day Adult and Child Salford Corridor discounted products which will only be valid on specific services/parts of specific franchised services where discounted fares are currently offered by operators. We will continue to promote the *Bee AnyBus* products to encourage customers to purchase products that give access to the wider GM network and therefore drive up patronage. As we move through transition, we will continue to review the current discount proposition on non-franchised services.
- 2.9. The plan however is to remove these anomalies by 2025, to ensure that there is a consistent proposition for all customers.

Single Operator Products

- 2.10. Building a simple, integrated ticketing offer will mean removing a number of remaining anomalies in the existing ticketing product set. This will include the removal of single operator products in franchised areas and replacing them with the standard products that currently exist as part of the capped scheme, i.e. single, day and weekly *Bee AnyBus* products.

- 2.11. Although this change may see a very small proportion of customers' journeys costing more than they do currently, these single operator products typically provide significantly less connectivity than comparable *Bee AnyBus* products; and for bus users currently travelling on multiple operators' networks and purchasing multiple tickets, the pricing of the *Bee AnyBus* products would provide an overall saving compared to the cost of their current journeys.
- 2.12. Whilst inflationary increases could occur on individual operator fares, this will, following the decision taken by GMCA in June 2023 to continue to hold maximum / capped bus fares at existing prices until at least September 2024, not impact on the single, day and weekly *Bee AnyBus* products which will make up the significant majority of bus fares. For the very small proportion of customers' journeys where differences do continue to exist, we will seek to ensure no one faces a detrimental financial impact, by recompensing users on a case-by-case basis.
- 2.13. Operators in non-franchised areas will continue to sell and accept their own products before the services are franchised. Those single operator products will not be valid on franchised services.
- 2.14. As the transition to franchising continues, we will work to review further opportunities to simplify and standardise fares and products.

GM Wide

- 2.15. Bus & Tram multimodal ticketing products in the city region are currently owned by Greater Manchester Travelcards Limited (GMTL), a company co-owned by Greater Manchester's private bus, rail and tram operators and Transport for Greater Manchester (TfGM).

Bee AnyBus and Bee AnyBus and Tram Group Travel

- 2.16. In addition to the fares and products that will be available to customers travelling on franchised bus services from 24th September 2023, work is also underway with GMTL to introduce a *Bee AnyBus* Group Product (and, in time, to also launch a *Bee AnyBus and Tram* product) to support group / family travel across the network. Details of these products continues to be worked through with GMTL, with the intention that they will be introduced for 24th September 2023.

Annual Travel

- 2.17. In order to make travel affordable for all customers in the context of the cost of living crisis, work is also progressing to introduce arrangements whereby annual travel can be procured via an arrangement with a credit union, with the intention that this will also be introduced for 24th September 2023.

Working with Employers

- 2.18. As part of the Market Renewal programme, to increase patronage and revenues, work is progressing to develop a range of products to help incentivise employers and to enable them to promote them to staff. Further details will be provided to GMCA in due course.
- 2.19. A full list of products and pricing that will be available from 24th September, including those proposed in this report, is set out in Appendix A.

3. Affordability

- 3.1. The products outlined in this report represent a very small proportion of existing bus travel. Marketing these new products effectively will provide significant potential to increase total journeys - and total revenues to support and invest in the bus network.

Appendix A

Fares & Products – Subject of this Report	
On Franchised Services only	
Term 1 Bee Bus (1st Sept to 31st Dec)	£140
Term 2 Bee Bus (1st Jan to 31st March)	To be confirmed
Term 3 Bee Bus (1st April to 30th June)	To be confirmed
All Terms Bee Bus (1st Sept to 30th Jun)	£300
1-day Bee Bus	£5 adult
	£2.50 child
7-day Bee Bus	£21 adult
	£10.50 child
7- day Bee Bus Salford	£15.60 adult
	£7.80 child
On all GM Bus Services	
1-day Bee AnyBus Group	To be confirmed
1-day Bee AnyBus + Tram Group	

Fares & Products – Approved by GMCA in June 2023	
On all GM Bus Services	
Single fare	£2 adult
	£1 child
1-day Bee AnyBus	£5 adult
	£2.50 child
7-day Bee AnyBus	£21 adult
	£17 Young Person/Student
	£10.50 child
28-day Bee AnyBus	£80 adult
	£58 Young Person/Student
	£40 child
	£6 – £9.50 adult

1-day Bee AnyBus + Tram (Anytime) zonal variants	£3 – £4.80 child
1-day Bee AnyBus + Tram (off- peak) zonal variants	£5.40 – £7.80 adult
	£2.70 – £3.90 child
7-day Bee AnyBus + Tram zonal variants	£24.80 – £41 adult
	£12.40 – £20.50 child
28-day Bee AnyBus + Tram zonal variants	£91.40 – £136 adult
	£45.70 – £68 child