

AGENDA FOR

BURY LOCAL BEE NETWORK FORUM



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To: All Members of Bury Local Bee Network Forum

Councillors : Gareth Staples-Jones (Chair), Glyn Marsden, Luis McBriar, John Southworth and Farooq Ummrana.

Dear Member/Colleague

Bury Local Bee Network Forum

You are invited to attend a meeting of the Bury Local Bee Network Forum which will be held as follows:-

Date:	Wednesday, 27 November 2024
Place:	Council Chamber - Town Hall
Time:	2.00 pm
Briefing Facilities:	If Opposition Members and Co-opted Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted.
Notes:	

AGENDA

1 WELCOME AND APOLOGIES

2 DECLARATIONS OF INTEREST

3 QUESTION TIME

Members of the public have up to 30 minutes to ask questions submitted in advance of the meeting, questions should be submitted to Democratic Services by midday on Monday 25th November 2024.

4 TERMS OF REFERENCE *(Pages 3 - 4)*

To note the Terms of Reference for the Bury Local Bee Forum.

5 BEE NETWORK QUARTERLY UPDATE *(Pages 5 - 26)*

Report attached.

6 BURY BEE NETWORK BUS REVIEW *(Pages 27 - 32)*

7 DRAFT GM SCHOOL TRAVEL STRATEGY *(Pages 33 - 76)*

8 WORK PROGRAMME 2024/25

Discussion on potential agenda items for future meetings.

9 DATE OF NEXT MEETING

To discuss the date and time of the next quarterly meeting.

Terms of Reference: Bury Local Bee Network Forum

APPENDIX 1

Title	Bury Local Bee Network Forum
Function/Purpose	<ul style="list-style-type: none"> • Accountability: To be accountable to residents and the Bee Network Committee for transport matters in their local area and vice versa. • Feedback: To actively monitor the delivery and performance of services linked to the Bee Network and as appropriate recommend change/improvement to the Bee Network Committee through the local Transport Lead Member/Representative. • Participation: Provide robust mechanisms for elected members and service users to feedback through regular participation at local Bee Network forums. • Local Co-ordination: Identify how issues arising at the Bee Network Committee might impact and be mitigated or responded to in the local area. • Policy Development: Support and contribute to policy development and strategy delivery linked to the Bee Network. • Cross Cutting Analysis: Analyse cross-cutting issues that may affect GM's ability to deliver an efficient service. For instance, through improved co-ordination of roadworks to ensure disruption are kept to a minimum.
Statutory/Decision Making/Informal	The Bury Local Bee Network Forum will be a formal non-decision making body.
Core Membership	<p>The Bury Local Bee Network Forum will have a core membership of 5 elected members and be politically balanced. Forum Members will be:</p> <ul style="list-style-type: none"> • Labour x3 • Conservative x1 • Radcliffe First x1

	<p>Core members of the Forum will be required to attend training to assist in undertaking the role of a Forum member.</p>
<p>Additional membership</p>	<p>All elected members will have a standing invite to Forum meetings.</p> <p>The following officers will also be invited attend the Forum:</p> <ul style="list-style-type: none"> • Bury Council's GM Transport Strategy Group Representatives (Joanne Betts / Natalie Blackston) • Lee Buggie, Public Health Specialist, Bury Council. • Council officers – As required <p>Membership may also be extended in future to include other stakeholders, such as representatives from local groups or organisations, particularly groups that represent those who may experience barriers to using Bee Network services, or to advise on specific issues.</p>
<p>Chair</p>	<p>Forum meetings will be chaired by Cllr Gareth Staples Jones.</p> <p>The Chair may choose to appoint a Vice Chair.</p> <p>In the absence of the Chair or the Vice-Chair, a replacement Chair will be elected for the duration of the meeting.</p>
<p>Meeting arrangements</p>	<p>The Forum will meet quarterly.</p> <p>Forum meetings will be held in person and in public.</p> <p>The agenda and supporting papers will be in a standard format and circulated at least five clear working days in advance of meetings.</p>



Classification: Open	Item No.
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Meeting:	Bury Local Bee Network Forum
Meeting date:	Wednesday 27 th November 2024
Title of report:	Delivering the Bee Network Update
Report by:	Joanne Betts
Decision Type:	Report for information.
Ward(s) to which report relates	All

Summary

To advise Bury's Bee Network Forum on the progress of 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.

Recommendation

The Bee Network Forum is requested to note and comment on Delivering the Bee Network Update that was presented to the GM Bee Network Committee in October 2024.

Reasons for recommendation

For information and discussion.

Alternative options considered and rejected

N/A

Report Author and Contact Details:

Joanne Betts j.betts@bury.gov.uk

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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

Steve Warrener, Managing Director, TfGM

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Danny Vaughan, Chief Network Officer, TfGM

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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 628k 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 (midlandsnorthwestrailink.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.

Bury Bee Network Bus Review

Daniel Coles
27 November 2024



BEE NETWORK

What is a Network Review?



Network reviews are our mechanism for considering public needs and aspirations for the bus network across Greater Manchester.

Every review will be evidence-based, using all the information available to us, including community feedback.

By speaking to local communities, we can learn where the network can be improved, gaps can be filled and opportunities developed.

We want even more people to choose bus travel – and offer them a great service. We're already making changes through timetable and service changes, and the Network Review will allow us to develop this even further.

Better buses are at the heart of the Bee Network as they carry the most people: around 75% of trips by public transport. But Network reviews will consider all modes and needs.



Developing the Network - Timescales for change

1. Operational Improvements:

- Implemented in **1-3 months**.
- We have implemented changes under this approach.

2. Growth Network Reviews:

- Implemented in **around 6 months**.
- We are developing changes under this approach.
- e.g. Night bus pilot on the V1 and 36 routes.

3. Strategic Network Reviews:

- Implemented in **12 - 18 months**.
- Will include changes to the published Franchising Scheme.
- We are developing changes under this approach.

Operational Improvements and Growth Network Reviews

- Re-timing of timetables
- Amending frequencies or times of operation
- Amendments to routes which would not affect the service to the listed key destinations
- Change of vehicle specification

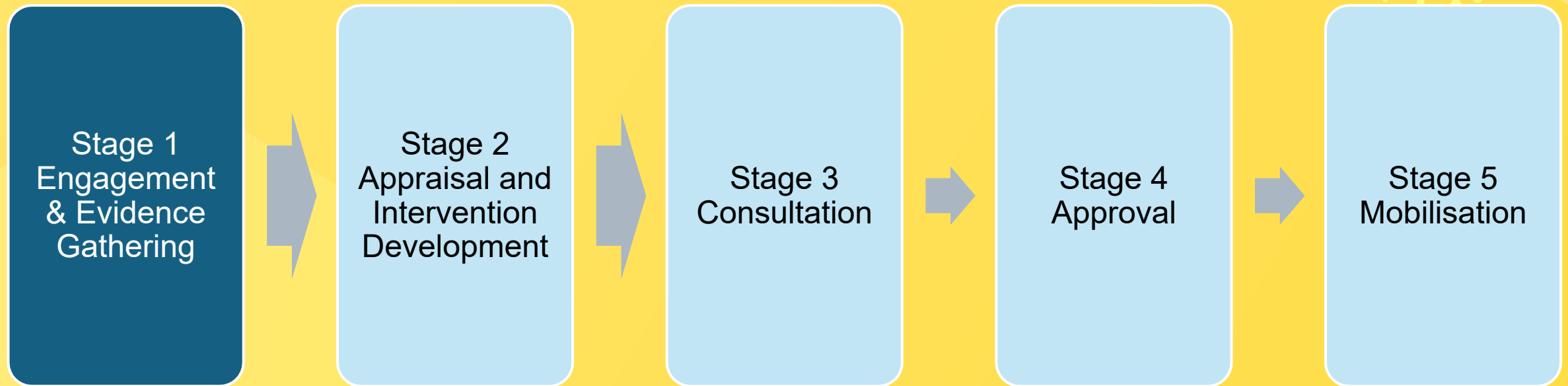
Strategic Network Reviews:

- Structural change to a route affecting key destinations /stopping points
- Addition of new services providing new routes
- Removal of listed routes



The Network Review Process

The strategic priorities developed through the first stage will go forward to the second stage of Appraisal and Intervention Development, which will deliver a series of recommendations to take forward to meet those priorities.



Bury Area Network Review: Stage 1 Engagement and Evidence Gathering

The first stage of the Bury Area Network Review was conducted from September to November 2024 with the aim of considering the public transport needs and ideas of stakeholders in the borough. Engagement runs until the end of November.

As part of the evidence gathering, a range of data sources has been used in compiling the Network Review report with input received from GMCA, Bury Council, TfGM colleagues and Bus Operator staff. The engagement process has gathered feedback from officers, stakeholders and the public. Both activities were intended to give the public the opportunity to guide future improvements to the Bee Network and Greater Manchester's broader transportation infrastructure.

The first stage of the review has been supported by an ongoing Equality Impact Assessment (EqIA) report which has informed both the evidence gathering and stakeholder engagement.

Next Steps

Stage 2 - Stage 2 Appraisal and Intervention Development: The next stage of the Bury Area Network Review will focus on detailed route planning, further engagement with stakeholders, and the development of specific interventions to address the findings from the engagement process.

Next steps (approximate dates):

- **December 2024** – Outcomes from Stage 1
- **January 2025: Stage 2** - detailed route planning, appraisal and further stakeholder engagement.
- **March-April 2025:** Finalise recommendations and develop consultation materials.
- **May 2025:** Public consultation on Strategic network changes.
- **April – May 2024:** Amend recommendations to reflect consultation feedback, if appropriate. Mobilisation of any changes that do not require consultation.
- **July 2025:** Gain approval for Strategic network changes.
- **January 2026:** Strategic network changes implemented.

GM School Travel Strategy

Sam Knight, Transport for Greater Manchester



What is the GM School Travel Strategy?

It sets out the vision and approach of the Greater Manchester Combined Authority (GMCA), Transport for Greater Manchester (TfGM) and the ten local authorities towards school travel.

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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

Where is the Strategy up to?

The draft strategy has been to GM Bee Network Committee and GMCA receiving approval to run a public consultation. Consultation went live on 18 November and will run to 26 January.

Find the consultation on <https://www.gmconsult.org/transport-for-greater-manchester/school-travel-strategy-consultation/>

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% (GM Travel Diary Surveys (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)



Proposed Activities

1. Create Safer Streets Around Schools
2. Continue to Deliver Walking, Wheeling and Cycling Infrastructure
3. Increase Access to Cycles and Secure Cycle Storage
4. Support Young People to become Travel Champions
5. Improve the Customer Experience on Public Transport
6. Make Our Network Safe and Secure
7. Create an Integrated Network
8. Engage Schools and Local Communities





School Travel Strategy

Our vision for school travel in Greater Manchester

Draft - October 2024



BEE NETWORK



Transport for
Greater Manchester

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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 \(sustrans.org.uk\)](#)

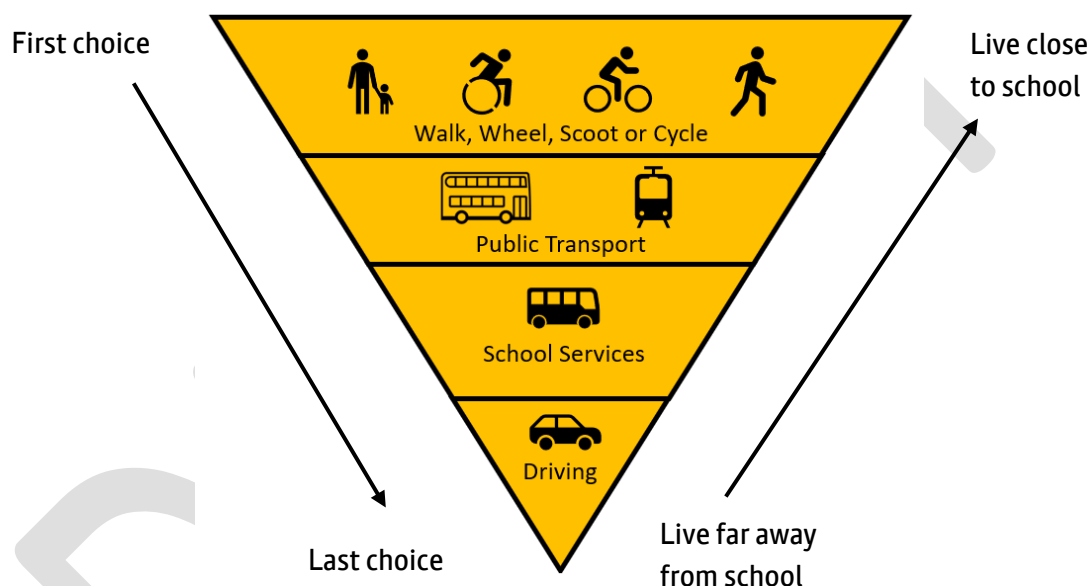
⁷ TfGM School Travel Choices Pilot Paper by Mott MacDonald (2018)

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 \(ctfassets.net\)](https://www.ctfassets.net/made-to-move.pdf)

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

Create safer streets around schools

Continue to deliver walking, wheeling and cycling infrastructure

Increase access to cycles and secure cycle storage

Support young people to become travel champions

Improve the customer experience on public transport

Make our network safe and secure

Create an integrated network

Engage schools and local communities



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.



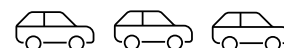
To help with the cost-of-living crisis

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](#)

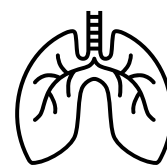
²³ [Made to move.pdf \(ctfassets.net\)](#) (figure adjusted for inflation, 2024)

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.



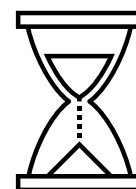
To help the environment

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://cleanairgm.com)

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

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

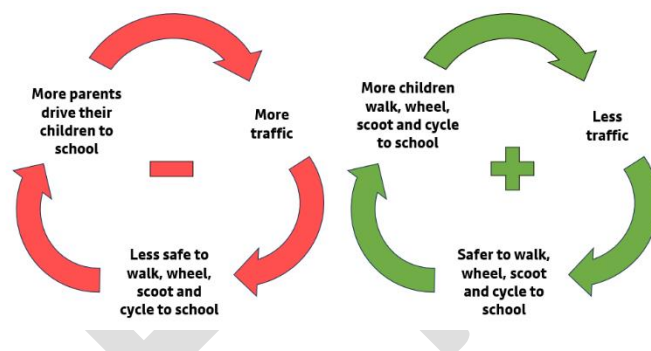
²⁹ [What-women-want-report-1.pdf \(gm4women2028.org\)](https://gm4women2028.org/); Invisible Women by Caroline Criado Perez (2020)

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.



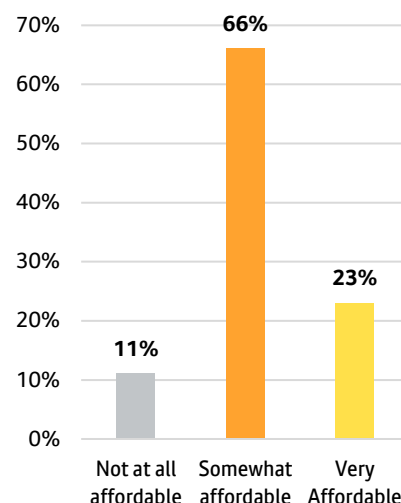
Accessibility

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 \(parliament.uk\)](https://www.parliament.uk/library/research-and-factsheets/article/uk-disability-statistics-prevalence-and-life-experiences)

³⁴ NYCA Young Persons Transport Survey October 2022

³⁵ [Disabled people's travel behaviour and attitudes to travel \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/611111/disabled-people-s-travel-behaviour-and-attitudes-to-travel.pdf)

³⁶ [The Transport Accessibility Gap \(motabilityfoundation.org.uk\)](https://www.motabilityfoundation.org.uk/the-transport-accessibility-gap)

³⁷ [School sums what does going to school really cost families.pdf \(cpag.org.uk\)](https://www.cpag.org.uk/school-sums-what-does-going-to-school-really-cost-families.pdf)

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

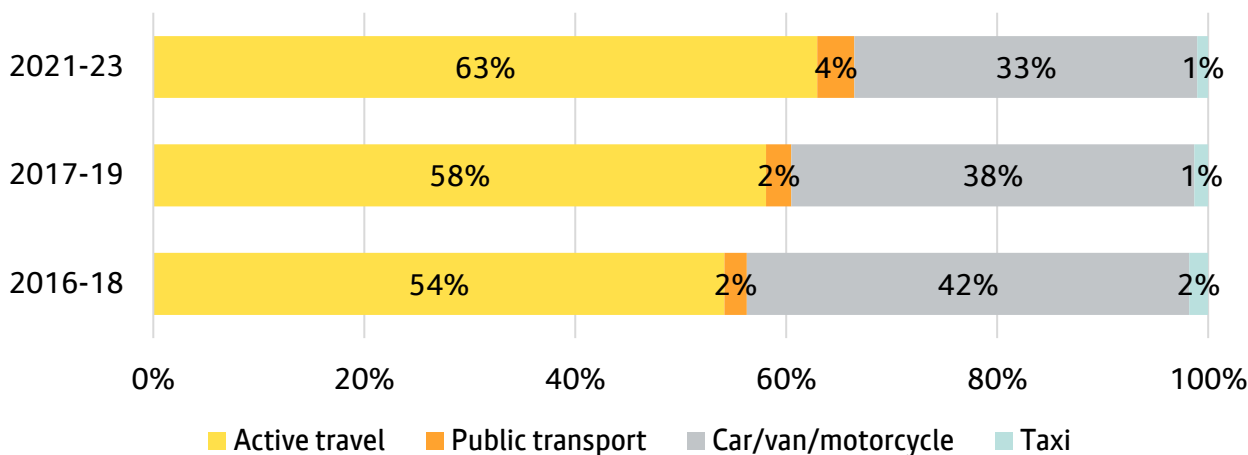
Using the Greater Manchester Travel Diary Survey (TRADS), we have estimated how children and young people travel to and from education. Due to yearly cohort changes, travel patterns vary more for education trips between years than other journey types, we have therefore averaged three years of data together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

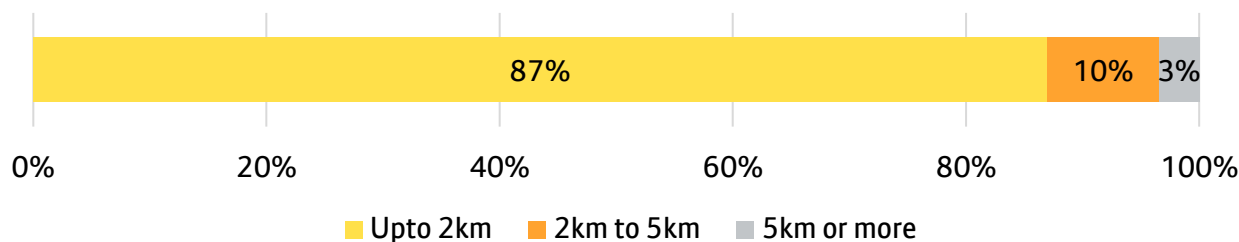
Greater Manchester does already meet the national target for 55% of 5 to 10 year olds to walk to school by 2025⁴⁴, but this is a national target which also accounts for more rural areas where children might be expected to travel further to school. In Greater Manchester 87% of primary aged pupils travel 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/uploads/system/uploads/attachment_data/file/90000/cycling-and-walking-investment-strategy.pdf)

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

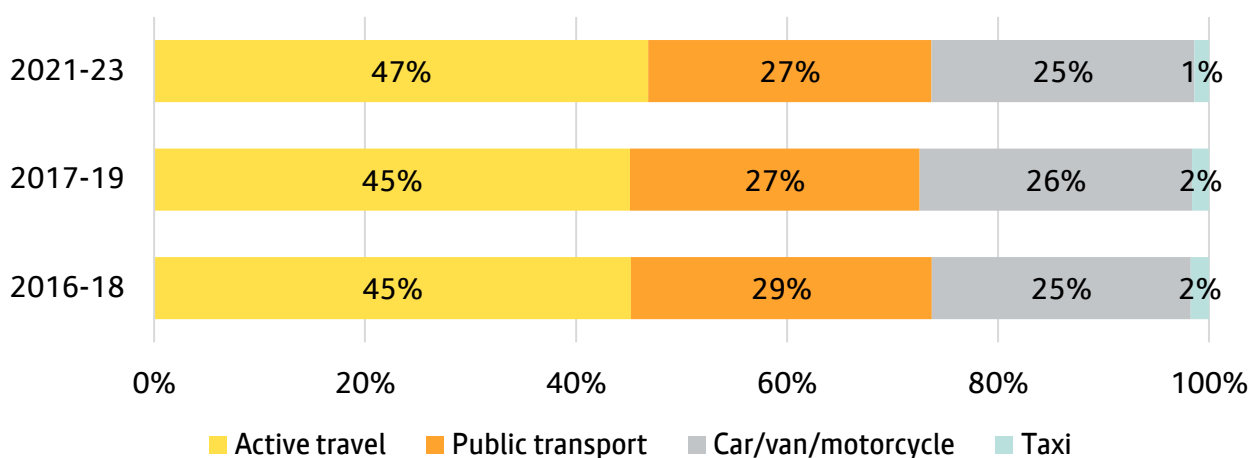
70% of primary school students in Greater Manchester walking, wheeling, scooting, or cycling to school by 2030

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.

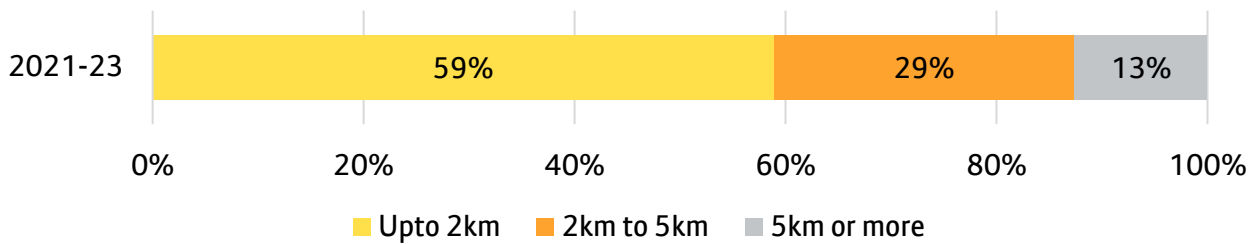
How do 11 to 16 year olds travel to school?



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:

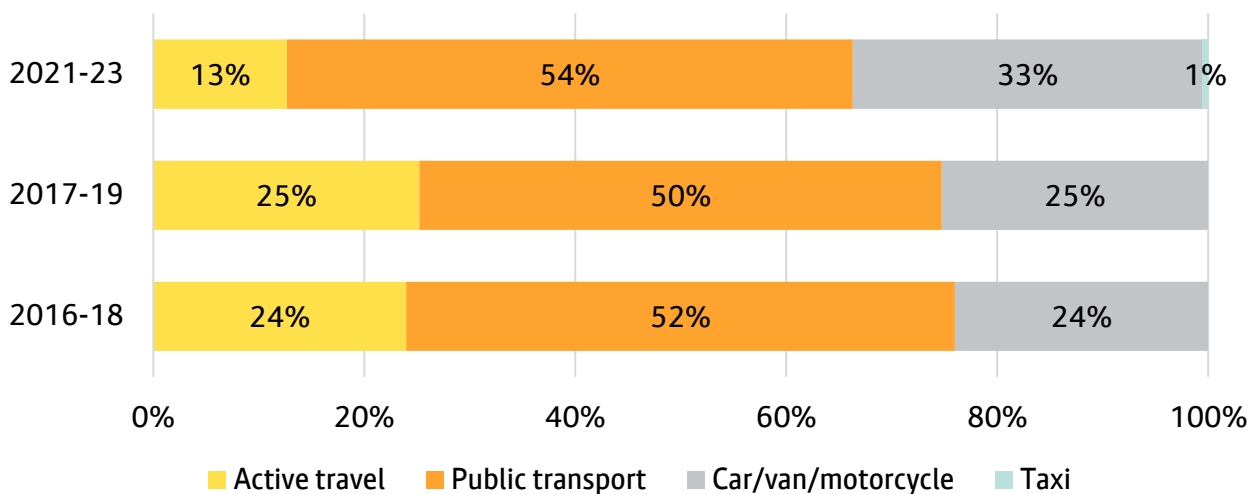
80% of secondary school students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to travel to school by 2030

Further education (16 – 18)

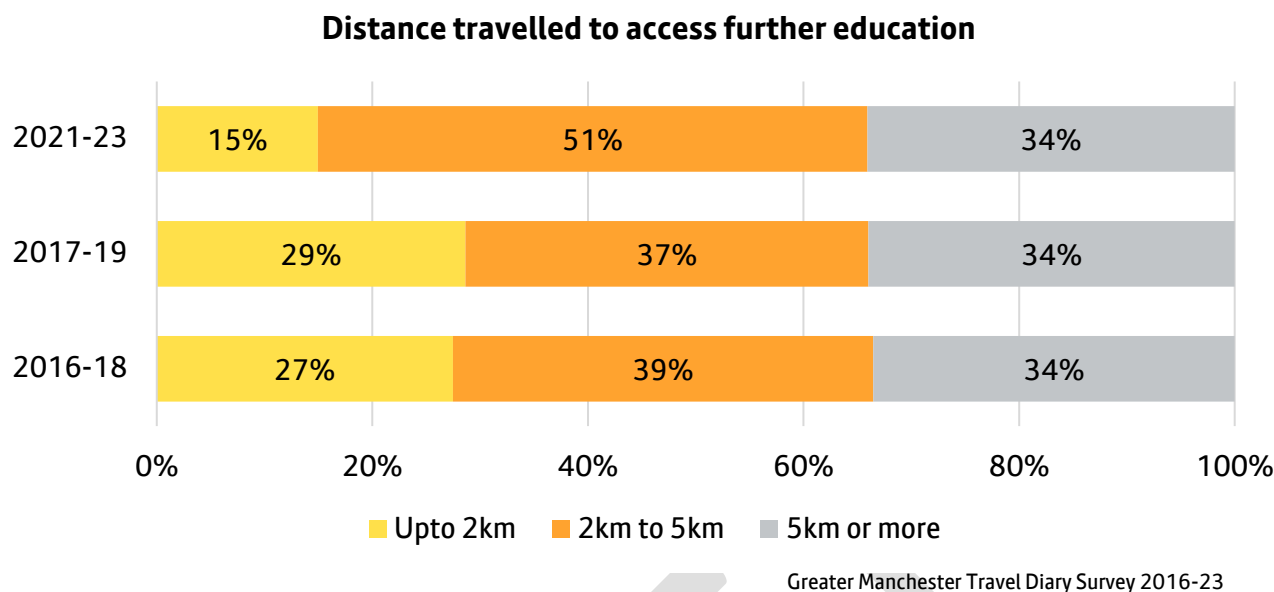
As there are fewer young people in further education compared to those at primary and secondary schools, the TRADS sample sizes are much smaller. Therefore, it is harder to provide a consistent story of how travel patterns have evolved as there is a greater variation in the results from year to year.

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



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:

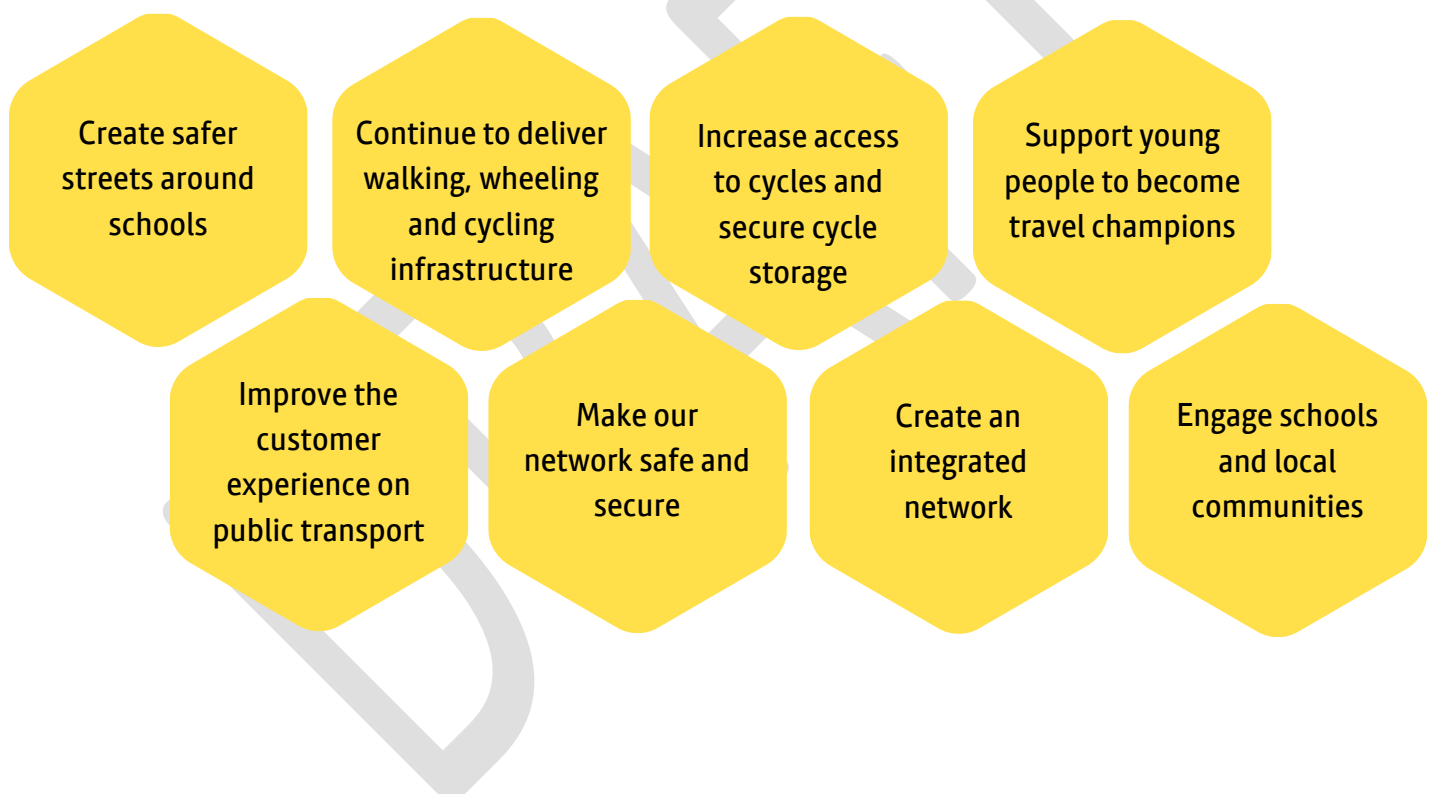
80% of further education students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to access education by 2030

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/vision-zero-strategy)

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 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/gear-change)

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%.

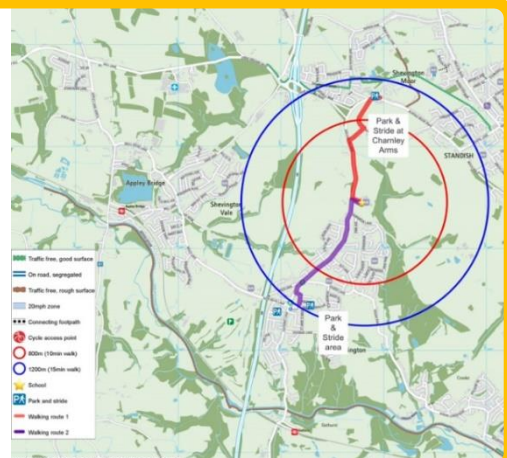
Parking

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](#)

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 Website⁵⁷.**

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

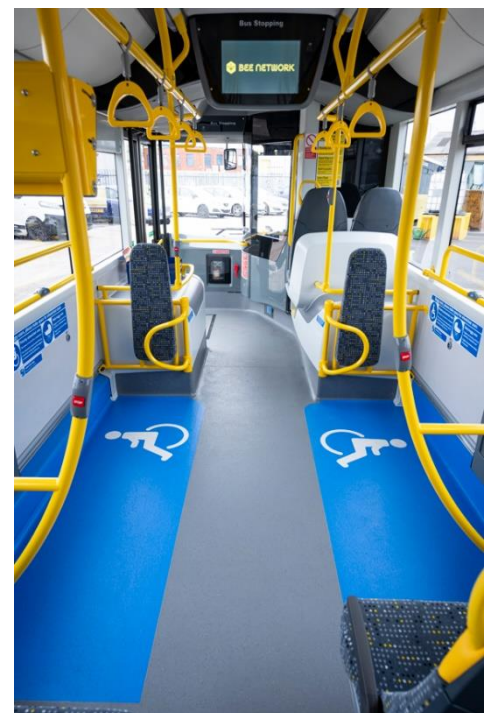
Our Pass is a concession for young people aged 16 to 18, making all buses in Greater Manchester free and halving the price of Metrolink. This has resulted in a phenomenal growth in the number of young people using public transport in a relatively short period of time. Research into the impact of Our 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. 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 accreditation**⁶¹. 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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