

**Manchester City Council
Report for Information**

Report to: Economy and Regeneration Scrutiny Committee – 20 June 2023

Subject: Update on Public Transport

Report of: Strategic Director (Growth and Development)

Summary

This report provides an update on the current/recent performance and future plans for public transport in Manchester.

Recommendations

The Committee is recommended to consider and comment on the report and consider whether a regular update from TfGM on Public Transport would be useful at future committees.

Wards Affected: All

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city

The continued development and enhancement of a public transport network for Greater Manchester will help to reduce transport-related carbon emissions by increasing the share of journeys undertaken by bus, Metrolink and rail, encouraging active travel and reducing journeys by car.

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

The continued development of the public transport network will require continued monitoring and assessment as services develop and change over time to ensure that services are responsive to need, and these interventions enable those with protected characteristics to benefit fully from access to public transport.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Improving public transport and other non-car modes will support the growth of the economy by improving accessibility to jobs and opportunities for all residents
A highly skilled city: world class and home grown talent sustaining the city's economic success	<p>Excellent public transport connections will allow all residents in the city to access high-quality employment and education opportunities in the city and facilitate growth.</p> <p>Improving infrastructure and unlocking regeneration opportunities will attract investment, in turn boosting the local economy and creating jobs.</p>
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Good quality and affordable public transport will facilitate opportunities for communities across the city to make more sustainable travel choices, and open up opportunities for residents and businesses to access employment and education across the city.
A liveable and low carbon city: a destination of choice to live, visit, work	<p>High quality public transport, combined with other sustainable transport measures such as walking, wheeling and cycling can offer residents a viable alternative to the private car, therefore reducing short car journeys and therefore carbon emissions.</p> <p>Reducing dependency on the private car can help to create a more liveable city through reduced traffic congestion, road danger and create a safer, cleaner environment.</p>
A connected city: world class infrastructure and connectivity to drive growth	World class infrastructure will attract investment and promote a globally successful city. High quality public transport will make it easier for residents to access high quality jobs, education and leisure opportunities across the city.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None as a result of this report.

Financial Consequences – Capital

None as a result of this report.

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

Greater Manchester Transport Committee - Greater Manchester Transport Committee – Bus Sub Committee (10th March 2023) – Bus Performance Report - [20230310 GMTC Bus Network Performance Report \(greatermanchester-ca.gov.uk\)](https://greatermanchester-ca.gov.uk/20230310-GMTC-Bus-Network-Performance-Report)

Greater Manchester Transport Committee – Metrolink & Rail Sub Committee – Metrolink Performance Report (3rd March 2023) - [GMTC MRN 20211112 Metrolink Service Performance Report \(greatermanchester-ca.gov.uk\)](https://greatermanchester-ca.gov.uk/GMTC-MRN-20211112-Metrolink-Service-Performance-Report)

City Centre Transport Strategy (March 2021) [Transport Strategy for Manchester City Centre | Manchester City Council](https://www.manchester.gov.uk/transport-strategy)

GM 2040 Transport Strategy (February 2017, updated January 2021) [Greater Manchester Transport Strategy 2040 | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com/greater-manchester-transport-strategy-2040)

1.0 Introduction

- 1.1 This report provides a general update on Public Transport in Greater Manchester, including the current/recent performance of buses, Metrolink and rail, alongside an update of future plans including bus franchising and development of the rail network.
- 1.2 Performance data for bus and Metrolink is reported from the most recent data available, presented at the March GMCA Transport Committee and included within Appendix A.
- 1.3 The Committee is asked to comment on the report and consider whether a more regular update to the scrutiny committee would be useful, and what content the committee would like to see as part of this update.

2.0 Background

2.1 The Bee Network

- 2.1.1 The Bee Network is a fully integrated transport network for Greater Manchester, delivering a joined-up London-style transport system, with buses beginning to be integrated from 2023, trams from 2024 and commuter trains by 2030. The network will offer integrated ticketing, information and a high quality user experience, transforming how people travel in and around Greater Manchester.
- 2.1.2 By delivering a joined up public transport system, with local control and accountability at its heart we will ensure a simple, more inclusive, and accessible and easy to use transport experience for everyone in Greater Manchester. The network will support the growth of more jobs and businesses, and the move from 40% to 50% travel by sustainable modes and help us to deliver our ambitions to be carbon neutral by 2038.

2.2 World class cycling and walking network

- 2.2.1 The Bee Network will also include the UK's largest cycling and walking network -- connecting every area and community in Greater Manchester, by creating more than 1,800 miles of routes and 2,400 new crossings. The roll out of the cycle hire scheme is well underway and when complete will deliver a fleet of 1,500 bikes including 300 e-bikes in Manchester, Salford and Trafford, giving 198,000 residents access to the scheme within a 5 minute walk.

2.3 Funding and Infrastructure

- 2.3.1 TfGM have secured a £1 billion government funding package, supported by £170 million in local contributions, meaning around £1.2 billion worth of transport investment in local roads, bus, train and tram services over a five year period (2022-2027). This will include 50km of new quality bus corridors, more than 50kms of new cycling and walking routes, 2,000 upgraded bus

stops and further improved transport infrastructure and connectivity for towns and high streets across the region.

2.3.2 Work is also underway to purchase 220 Zero Emission Buses, with fifty new electric buses initially introduced in Wigan and Bolton from September 2023. An additional 170 will then follow on routes to and from the future Stockport bus depot by 2024.

2.4 Improved customer experience

2.4.1 From September 2023, the Bee Network will be supported by a new Bee Network Customer Contact Centre providing a single point of contact for customers travelling in Greater Manchester.

2.4.2 World class safety and customer experience standards will be delivered across bus, tram, rail, taxi and private hire. There will also be a Bee Network app which will support customers in making seamless journeys, allowing them to buy bus and tram tickets and access real time information on services through audio/visual announcements – as well as allowing them to rate their service and give feedback to the Bee Network Customer Contact Centre.

2.4.3 A customer charter will be based on the Bee Network brand foundations and will enable the voice of customers to be placed at the heart of how products and services are designed and delivered. It will play a critical role in demonstrating accountability in how the Bee Network is delivered, operated and continually improved. The charter will clearly and simply communicate the experience that customers can expect from the Bee Network and how to provide feedback and suggestions for improvement.

2.4.4 The charter will also:

- Support the launch of the Bee Network and its ongoing delivery
- Be visible across the network
- Set out what customers can expect from TfGM
- Set out 'accepted behaviours' expected from customers
- Be developed with the people and places of Greater Manchester
- Be displayed in different formats for the people and places of Greater Manchester.
- Develop future products and pricing

2.4.5 A key objective of the Bee Network is for customers to benefit from an affordable, simple and integrated ticketing proposition, providing easier access to a choice of transport modes and encouraging more sustainable travel.

2.4.6 Working with partners through franchising transition, TfGM will build on the successful capped bus fares scheme launched in Sept 2022, which saw a £2 single cap (£1 for children) and a £5 AnyBus (£2.50 for children) all day cap for bus journeys throughout GM. The fares cap scheme has since been extended to include a weekly cap of £21 (£10.50 for children).

- 2.4.7 The proposition will evolve through to 2025 when Pay As You Go will be available to customers. Transforming the way people pay for travel by giving customers the ability to simply tap and go across both Bus and Metrolink, with a day or weekly cap.
- 2.4.8 For those that wish to continue to pay for travel in advance, this will still be available but will be much simpler, ensuring customers are able to choose which product best suits their needs.
- 2.4.9 Concessionary travel options will continue to be available to those that are eligible.

2.5 A recognisable, reliable brand

- 2.5.1 There will also be one recognisable look and feel uniting the entire Bee Network and marked with a bee - a long respected regional emblem which will clearly show the joined-up nature of the network and act as a mark of quality and integration.

3.0 Bus Performance

3.1 Introduction

- 3.1.1 Greater Manchester has an extensive bus network covering approximately 49.0 million miles between January 2022 and December 2022 (a decrease of 8% compared with the financial year of 2021/2022) and supporting an annual ridership of 145.8 million passengers (an increase of 8.9 million passengers compared with the financial year of 2021/22). The network (551 services) is provided on both a commercial and subsidised basis by 39 operators (as of December 2022).
- 3.1.2 Transport for Greater Manchester (TfGM), financially supports and manages the subsidised bus network on behalf of the Greater Manchester Combined Authority (GMCA). The funding level for the subsidised network (22.6% of the overall network mileage), supports areas of the network which are not deemed commercially viable by operators, but are considered socially necessary, and also delivers an extensive network of school bus services.
- 3.1.3 Data in this report covers the period of July 2022 – December 2022 which includes the ongoing recovery following the impact of the pandemic, bus and rail industrial strike actions, and a national driver shortage affecting the industry. In addition, TfGM introduced the standard fare initiative from September 2022 and received the commercial portion of the Bus Revenue Grant (BRG) from government to support network stabilisation and respond to proposed reductions from commercial operators.
- 3.1.4 A summary of bus performance metrics from the period of July 2022 to December 2022 is set out below, which includes the following -

- Patronage

- Operational Performance
- Fleet Profile
- Customer Complaints
- Update on Little Gem

3.1.5 Other performance data is available within the March Transport Committee report and could be included in future Scrutiny Committee reports if required.

3.2 Patronage

3.2.1 Patronage on the bus network overall is currently an estimated 86% of pre-Covid levels and is around 15% up on the equivalent period last year. An evaluation¹ of the first three months of Greater Manchester's £2 / £5 Bus Fare Offer (September – December 2022) shows that this initiative contributed to an increase of bus patronage of 10% over this period.

3.2.2 Whilst it is difficult to directly attribute the proportion of this increase which results from the fares offer and what is attributable to the ongoing recovery of travel markets post pandemic, initial estimates are that approximately 5% is due to the fares offer, equating to approximately 1.5 million additional journeys in just three months. This is particularly encouraging in respect of promoting changes in travel behaviour and encouraging mode shift from car.

3.2.3 Annual ridership on the subsidised bus network between January 2022 and December 2022 was 22.2 million, an increase of 6.0 million compared with the financial year of 2021/2022. This includes ridership on additional supported subsidised services to support the stabilisation of the network from October 2022 onwards.

3.3 Operational Performance

3.3.1 The performance of scheduled services was below the standards set by the Traffic Commissioner in terms of reliability and punctuality. The performance of frequent services was also below the standards, although to a lesser extent than the scheduled services.

3.3.2 The performance measures are being impacted by a driver shortage impacting the bus industry and the ability for operators to provide services as planned, as well as increased congestion and roadworks taking place on the network, affecting performance.

3.4 Fleet Profile

3.4.1 At the end of September 2022, 99.63% of vehicle engines were of an emission standard of 4 and above and 88.84% of these vehicle engines were of an emission standard of 6 and/or an electric vehicle, an increase compared with

¹ <https://fgm.com/data-analytics-and-insight/surveys-and-research/low-bus-fares>

the end of March 2022, and a significant increase since March 2021, with the aim of improving air quality.

- 3.4.2 The average age of the vehicle fleet has increased between March 2022 and September 2022, with the average fleet age at 10.1 years.
- 3.4.3 Greater Manchester's Clean Air Plan is under review with Government. However, as the emissions reduction for a bus changing from a non-compliant vehicle to a Euro VI model is substantial the Clean Air Funding for bus replacement and retrofit for GM registered bus services remains open to operators. To end January 2023, 877 buses have been retrofitted and 69 vehicles have been replaced, these upgrades mean that 89% of the bus fleet serving Greater Manchester is now compliant with clean air standards.
- 3.4.4 The fleet profile will continue to improve as Bus Franchising is implemented, including the procurement of 100 new zero emission electric buses for Bus Franchising Tranches 1 and 2. All other fleet must meet a minimum specification as set out by TfGM / GMCA (e.g. Euro VI standard).

3.5 Customer Complaints

- 3.5.1 There were 85 subsidised bus service comments/complaints received by TfGM during the period of July 2022 to December 2022, which were within the operators control and their responsibility. This is the same of level of comments/complaints received compared with the 6-month period between July 2021 – December 2021 of 85, which were also deemed within the operators control and their responsibility.
- 3.5.2 The main 3 reasons of customer comments/complaints received during the period of July 2022 – December 2022 were service failure (25% / 21 comments/complaints), punctuality/reliability (24% / 20 comments/complaints) and driver behaviour (13% / 11 comments/complaints).

3.6 Little Gem

- 3.6.1 On the 21st April Little Gem bus company informed TfGM that they were to cease operation the following day which had implications on the operation of several general and school contracted services in south Manchester. Despite the efforts of the team, it hasn't to date been able to cover three services in the Manchester district, these being the 44, 84, and 217 routes. At the time only one bid was received but this was at an unaffordable level.
- 3.6.2 A formal procurement exercise is currently being undertaken in the hope that more affordable options can be secured. A decision on this will be made in mid-June.

4.0 Local Link & Ring & Ride

- 4.4.1 Local Link is an on-demand bus service which is located in areas which have transport links which are challenging to meet by general bus provision. The

service is available for anyone travelling within the defined zones to use and they can book through our website or our contact centre. Fares are aligned to the £2 fare and System One and Get Me There bus products are accepted.

- 4.4.2 There are two Local Link contracts operating in Manchester. One contract consists of 3 vehicles operating in the Wythenshawe and Timperley areas. They provide key links to employment sites, particularly the airport and Wythenshawe hospitals as well as local journeys. The service operates 24/7 and provides an average of 2,900 journeys a month. The Wythenshawe service is the most successful Demand Responsive Transport (DRT) service in terms of cost per passenger.
- 4.4.3 Officers are currently exploring an opportunity with the Airport to fund an additional vehicle in this area to improve direct links to the airport and increase from Sale West and increase the capacity of trips in general on this service.
- 4.4.4 The East Manchester service consists of two vehicles which provide key links in the East Manchester area linking to North Manchester General Hospital and the MRI/Children's hospital/St Mary's. The service operates Monday to Sunday, 6.30am to 10pm and provides around 750 trips per month. This service is currently facing a high cost per passenger due to a lack of demand.
- 4.4.5 Ring & Ride provide accessible, low cost transport to disabled people and older people with walking difficulties. If you qualify, you can book a Ring & Ride accessible minibus to take you, and an accompanying adult, door to door for journeys of up to 6 miles in Greater Manchester. There are currently 45 vehicles in the fleet across Greater Manchester and the service operates between 8am to 10.45pm Monday to Saturday and 8am to 10.25pm on Sundays.
- 4.4.6 In May the Ring and Ride service provided 2,787 trips to passengers registered in the Manchester district. Refusals are currently on the rise on this service. Officers are exploring options to increase our capacity in light of increasing demands.

5.0 City Centre Free Bus

- 5.1 The City Centre Free Bus is an important component of the public transport offer, providing a quick service for those wishing to travel within the core of the city centre. It is well used at all times of the day, and evening services are currently being tested.
- 5.2 In April 2023, changes to the routes and timetables of the City Centre Free Bus were implemented, to better reflect demand. This resulted in two new routes and timetables replacing the previous 3 route service, including the introduction of evening services to operate until July when the service will be reviewed.

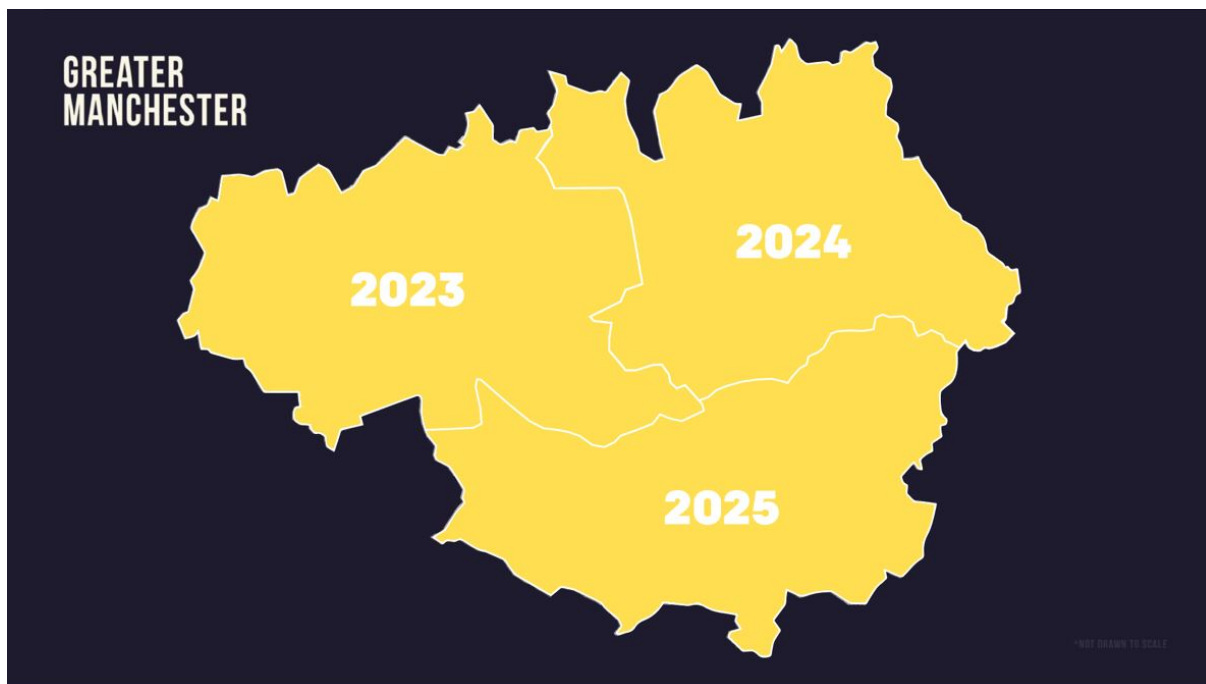
6.0 Bus Franchising

6.1 Introduction

- 6.1.1 TfGM, acting as the transport authority on behalf of the GMCA, contracts with transport operators to deliver services it specifies, with revenue risk and public accountability remaining with the transport authority.
- 6.1.2 Franchising is not public ownership/operation. Services will still be delivered by private companies and TfGM and GMCA are prohibited from establishing new bus companies.
- 6.1.3 Franchising allows the bus network to be managed as a whole system, alongside other modes, creating the opportunity for integrated timetabling, ticketing and information and allowing the GMCA to set fare levels.
- 6.1.4 A franchised and transformed bus system is the first phase in delivering the Bee Network.

6.2 Introduction of franchised services

- 6.2.1 The current network will transition 'as is', so there will be no significant changes to routes or timetables on day one.
- 6.2.2 New low bus fares for Greater Manchester, originally planned to be introduced with the first franchised bus services in September 2023, have been introduced 12 months early to help ease the cost-of-living crisis. That means bus passengers now save up to 50% on some journeys, with an adult single bus ticket costing no more than £2 and a child single bus ticket costing no more than £1. All day travel by on any bus costs £5 for an adult and £2.50 for a child.
- 6.2.3 All bus services in Greater Manchester will be under local control by January 2025. The first services that will come under local control will be in Wigan, Bolton and parts of Salford, Manchester and Bury from 24 September 2023.
- 6.2.4 Phase two will take place in March 2024 and will see services franchised in Oldham, Rochdale, and parts of Bury, Salford and north Manchester.
- 6.2.5 The third and final phase will be introduced in January 2025 when bus services in Stockport, Tameside, Trafford and the remaining parts of Manchester and Salford come under local control.



6.3 Franchising changes roles and responsibilities

Deregulated system (1986-2025)		➔	Franchised system (introduced 2023-2025)	
TfGM/GMCA	Bus operators		TfGM/GMCA	Bus operators
Bus stops	Service delivery		Bus stops	Service delivery
Interchanges	Fares/ticketing		Interchanges	Cost risk (shared)
Information (shared)	Service frequency		Information	Performance risk
Cost risk (limited)	Information (shared)		Fares/ticketing	Employment of staff
Local concessions	Revenue/patronage risk		Local concessions	Maintenance of fleet
Support for socially necessary services*	Cost risk		Service frequency	
	Branding and marketing		Revenue/patronage risk	
	Network design		Cost risk (shared)	
	Customer relations			
	Employment of staff		Performance monitoring	
	Maintenance, specification and deployment of fleet		Branding and marketing	
	Depot ownership		Network design	
	Onboard technology		Customer relations	
			specification and deployment of fleet	
			Onboard technology	

6.4 Highways

6.4.1 Congestion and delays created by roadworks, are one of the biggest daily challenges and unknowns bus operators face to running punctual and reliable bus services. To assist bus operations, a number of initiatives have been agreed at the Greater Manchester Highway Group:

- Explore options to reduce and / or mitigate major disruptive works at the start of bus franchising tranches (bring forward or defer works).
- Publication of a weekly roadworks bulletin (by Local Authority) for the major road network, to assist bus operators with a forward view of works and allow them to mitigate potential delays.
- Monthly Local Authority / TfGM meetings to discuss future roadworks, with a view to mitigating impacts and learning lessons from previous works.
- Development and implementation of a roadworks clash management tool, with the aim of (avoiding / reducing multiple roadworks on the same bus route at the same time). A trial in Wigan is proposed, prior to potential full rollout across Greater Manchester.
- Installation of late running bus priority at traffic signals controlled by SCOOT technology.

6.5 Bus fleet

6.5.1 From day 1 of each franchise the fleet will be:

- New Zero Emission Buses – 100 have been ordered for the first two franchise areas. A further 170 electric buses, funded from DfT's ZEBRA scheme, will run in the tranche three area from 2024.
- Operator provided fleet
- Fleet procured by TfGM and leased to operators for the life of the franchise

6.5.2 The new fleet will meet the 'best in class' specification developed by TfGM / GMCA for the Bee Network in conjunction with stakeholders. All other fleet must meet a minimum specification as set out by TfGM / GMCA (e.g. Euro VI standard). These buses will be enhanced to 'best in class' over a two-year period.

7.0 Metrolink Performance

7.1 Introduction

7.1.1 All information within this section is reported from the Metrolink Performance report using data for Metrolink from the most recent data available, presented at the March GMCA Transport Committee and included within Appendix A.

7.1.2 A summary of Metrolink performance metrics from the rolling 12 month period to early 2023 is set out below, which includes the following

- Patronage
- Performance, including

- Reliability
- Excess wait time
- Punctuality
- Asset reliability (infrastructure & trams)
- Crime and anti-social behaviour

7.2 Patronage

- 7.2.1 Patronage measures the number of single journeys that are made on the network. Patronage is influenced by national holidays, school holiday periods, students returning to all tiers of education, concerts/high profile spectator events and the Premier League football calendar.
- 7.2.2 Patronage consistently remained above 80% and reached 90% of pre-covid levels in the lead up to Christmas 2022.
- 7.2.3 As expected, patronage numbers decreased during the Christmas holiday period, recovering steadily post-Christmas reaching 85% of the pre-covid patronage level at the end of January 2023.
- 7.2.4 Patronage recovery levels post-Christmas 2022 are approximately 50% higher than the equivalent post-Christmas period in 2021.
- 7.2.5 Commute trip numbers across the full week are estimated to have recovered to approximately 88% of pre-Covid average numbers in January 2023 with Tuesday through Thursday typically reaching or exceeding 100% of pre-covid AM peak commute numbers.
- 7.2.6 Following a review of patronage numbers and passenger feedback, 2 double units have been reintroduced on the Airport line to enhance capacity in the AM and PM peak periods. Further work is being undertaken to review patronage levels and increase some peak capacities where required in 2023.
- 7.2.7 Driver recruitment and training remains an area of focus in order to stabilise operational performance, enhance capacities and support further recovery through 2023.

7.3 Performance

- Reliability – this is measured by operated mileage and has a target (pre-pandemic) of 99.4%. Performance shows a reliability just under target of 98%
- Excess Wait Time – a measure of punctuality, the average time passengers would wait over what would be expected if the services were running as schedules. The average monthly wait time was 69.9 seconds compared to a target of 26 seconds. Driver recruitment and training remains an area of focus in order to stabilise operational performance, enhance capacities and support further recovery through 2023.

- Punctuality – the average monthly punctuality metric for the period was 89.7%, compared to a target of 90%
- Asset reliability (infrastructure) – this is measured in terms of service distance between failures. The metrics demonstrate that the infrastructure is performing well above target.
- Asset reliability (trams) – this measures the percentage of the fleet that is available during each period. Recent periods have seen continued high levels of anti-social behaviour, which has impacted on vehicle availability.
- Crime & Anti Social Behaviour (ASB) – Crime and ASB levels have decreased when comparing incidents in Nov and Dec in 2022, with the same period in 2019.

8.0 Rail Performance & Future Plans

8.1 Rail Performance

- 8.1.1 Overall, across the region there have been notable improvements in the operational performance for both Northern and TransPennine in comparison to previous periods. For Northern, Right Time (RT) at Destination sits at just over 65%, and cancellations below 3%. While there have been a few instances of pre-cancelling services on Sundays due to crew availability, these occurrences are relatively few.
- 8.1.2 TransPennine Express (TPE's) performance has remained static, with total cancellations just below 18% in Period 01 (1st – 29th April 2023). The most recent fortnight available (in Period 02 from 30th May 2023) has seen a further increase in total cancellations to over 20%, with both p-coded and on-the-day cancellations on the rise. This figure is higher than the Period 13 (5th March – 31st March 2023) figure of 16.9%, which was affected by the reduction in services due to the Stalybridge blockade.
- 8.1.3 The Secretary of State (SoS) announced its plan to bring TPE under the control of the government's Operator of Last Resort (OLR) as of 28th May. TransPennine Express will continue to be the brand name but will trade as TransPennine. The contracting party (new operator under Department for Transport OLR Holdings Limited (DOHL) will be Trans Pennine Trains (TPT). The Business Plan and budget, as well as recovery plan will remain unchanged and TPE will remain as the delivery partner of TransPennine Route Upgrade. The focus going forward will be to deliver the recovery plan and reset relationships with passengers/stakeholders and unions.
- 8.1.4 Industrial relation issues have also had an impact on the performance of Train Operating Companies across the city region. These disruptions have resulted in decreases in patronage; although there is continued strong demand with the

overall figures across the city region remaining at a high level of 95% or above.

8.2 Future Rail Infrastructure and Service Enhancements

- 8.2.1 Configuration State 1 of the Manchester Taskforce - the December 2022 timetable change has been successfully implemented and an assessment of performance has shown it is achieving significant reductions in delays, which at 40% is much better than modelling forecasts. It was expected that the timetable adjustments should have reduced average lateness by 20%. The Department for Transport have now committed to fund the delivery of Configuration State 2, which includes the delivery of Salford Crescent Platform 3, East of Manchester Victoria Turnback, West of Manchester Victoria Turnback and Manchester Victoria Passenger Capacity Improvements. Upon completion of the Configuration State 2 schemes, timetable changes will allow additional service to operate through North Manchester as well as further improving performance.
- 8.2.2 Work to progress Configuration State 3, which includes the redevelopment of Manchester Oxford Road and Platforms 15/16 at Manchester Piccadilly is ongoing. However, Network Rail has withdrawn a previous planning application (known as the Package C TWAO) for rail infrastructure work in the city which would have resulted in additional platform capacity at Piccadilly and Oxford Road stations to address the congested network through Castlefield Junction.
- 8.2.3 This effectively rules out the delivery of Piccadilly platforms 15/16 and in MCC & TfGM's view it is critical that a long-term plan is put in place immediately to address the capacity challenges which are severely limiting the north's rail network.

8.3 Network Rail Manchester Strategic Statement

- 8.3.1 Network Rail are in the process of producing a comprehensive framework for enhancing the conventional rail network across Greater Manchester to better match the long-term growth aspirations, and ambitious targets to achieve modal shift from road to public transport across the city region. The strategic statement aims to ensure a comprehensive understanding of the track capacity and capability associated with committed changes, such as HS2, Northern Powerhouse Rail (NPR) and TRU. It also encompasses consideration of the longer-term aspirations in central Manchester, as outlined in the Manchester Northern Transport Plan (MNTP).
- 8.3.2 The strategic statement is intended to establish a clear direction of travel by defining future configuration states, which will be subject to regular reviews as delivery dates for dependent programs mature. Additionally, the strategic statement examines various options for funders, assessing the financial aspects and determining where further work and analysis are needed to support the realisation of the rail network improvements in Greater Manchester.

8.4 Manchester City Centre Stations Vision

- 8.4.1 Network Rail and TfGM are promoting an approach to improving the six main stations of Central Manchester and Salford. Changing patterns in travel following the pandemic, and the changing nature of the city centre means that the stations present significant opportunities for re-purposing and providing new activities and functions to serve the respective locations.
- 8.4.2 A number of workshops and site visits have been organised by NR and TfGM, involving Salford Council, Manchester City Council, Transport for the North, Great British Railways Transition Team (GBRTT), HS2 and Northern Trains.
- 8.4.3 Stakeholders are currently working through a draft charter that once signed off will become a public document and commit us to delivering the changes that are required to improve and develop the stations across the city centre. The charter should be completed and signed off before the end of Dec 2023.

8.5 Greater Manchester Trailblazer Deeper Devolution Deal: Future Rail Partnership Working

- 8.5.1 The Greater Manchester Combined Authority have agreed the city-region's first devolution deal with the Government since 2017. For Rail, this means, by 2030, full integration of Rail Service into GM's Bee Network. This includes London-style integrated fares and ticketing across bus, Metrolink and rail, and Bee Network co-branding across the public transport network. This will be taken forward by a new Rail Partnership with Great British Railways, with the first pilots on integrated fares and ticketing agreed by the end of the year.
- 8.5.2 The deal lays the foundation for greater input into our stations, services and strategic infrastructure investment with the creation of the North West Regional Business Unit and GM Rail Board, both which are currently being mobilised by TfGM and are due to stand up this summer. As a result, both arrangements will improve local scrutiny of performance, help shape future service integration with the Bee Network and support the best possible public transport experience for the people and businesses in Greater Manchester.
- 8.5.3 The Trailblazer Deal Text contains a number of specific commitments, which are summarised with the Trailblazer Deeper Devolution Deal².

² [Greater Manchester Combined Authority Trailblazer Deeper Devolution Deal](#)

9.0 Appendices

Appendix A - Greater Manchester Transport Committee - Greater Manchester Transport Committee – Bus Sub Committee – Bus Performance Report - [20230310 GMTC Bus Network Performance Report \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk)

Appendix B - Greater Manchester Transport Committee – Metrolink & Rail Sub Committee – Metrolink Performance Report - [GMTC MRN 20211112 Metrolink Service Performance Report \(greatermanchester-ca.gov.uk\)](https://www.greatermanchester-ca.gov.uk)