

The Bee Network

Alison Chew
Deputy Director of Bus
TfGM

alison.chew@tfgm.com



Introducing the Bee Network

- We're building the Bee Network. A fully-integrated transport network which....
 - Brings together bus, tram and active travel by 2025 (with commuter rail to follow by 2030).
 - Delivers a transformation in the way people travel, with integrated fares, customer information - under a single, identifiable and accountable brand.
 - Supports our people and places to thrive, as well as the sustainable delivery of new homes and employment needed to accommodate GM's continued growth.

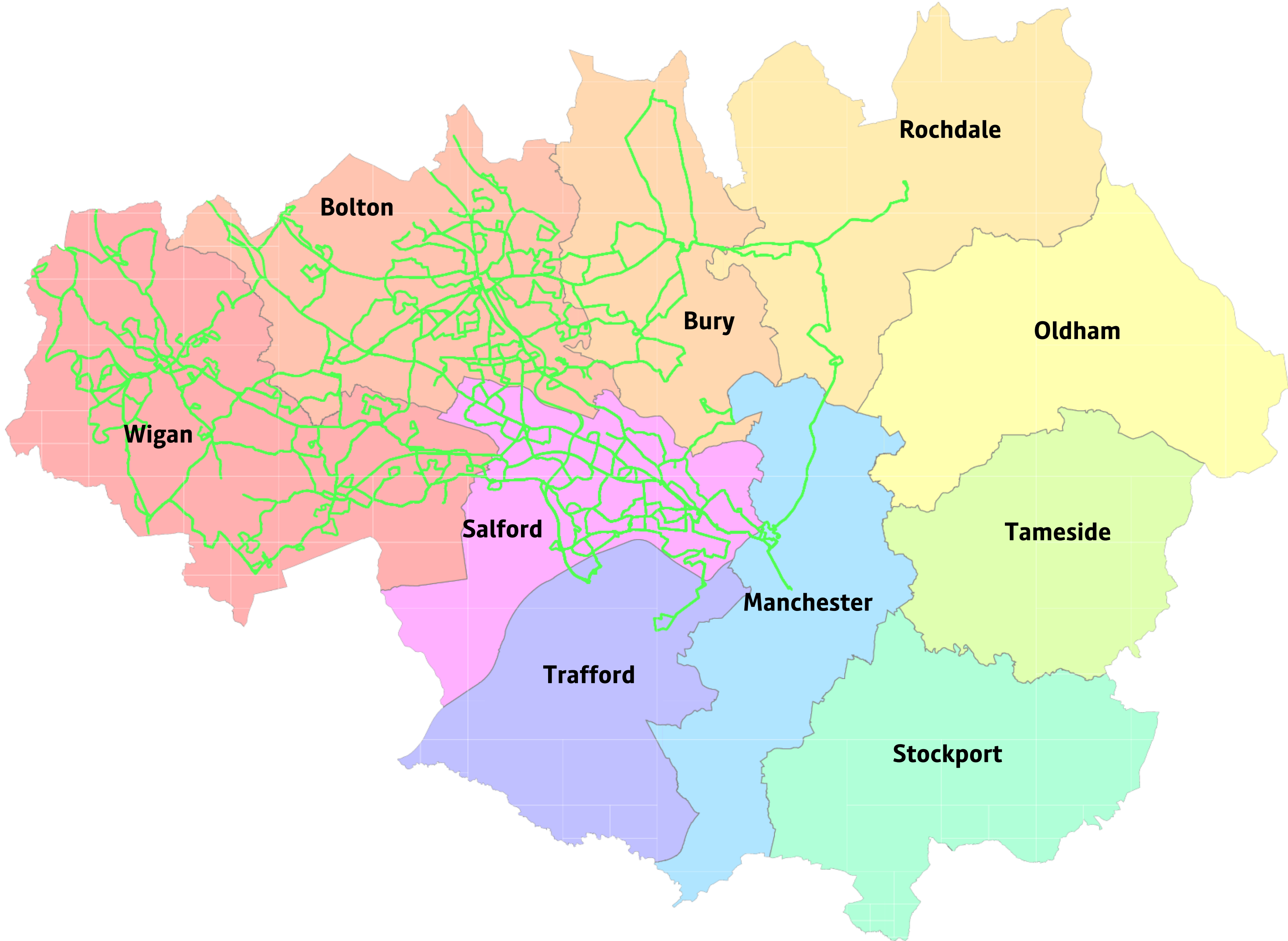


The Bee Network and Buses

- Buses are key to the Bee Network – accounting for around 75% of all public transport trips.
- The bus network provides a vital link to jobs and essential services, particularly for the 27% of GM households without access to a private car.
- However, the bus market has experienced a significant period of decline over recent decades – particularly in terms of patronage and mileage operated. Residents regularly point to the fragmented and confusing nature of the current system as reasons behind declining usage.
- This is why GM is undertaking the biggest reform to buses in nearly 40 years – bringing buses back under local control through franchising.
- Franchising is the system used to procure and co-ordinate bus services in many cities across Europe and the rest of the world. Under bus franchising, a transport authority - in this case, TfGM on behalf of the GMCA - contracts with transport operators to deliver services it specifies.
- Previously, franchising was only permitted in London in the UK; however, the Bus Services Act 2017 – introduced following direct pressure from Greater Manchester – gave the Mayor of Greater Manchester (and Mayors of other city regions) the power to introduce a franchising scheme, subject to an assessment of the existing bus market.

Tranche 1

24 September
2023



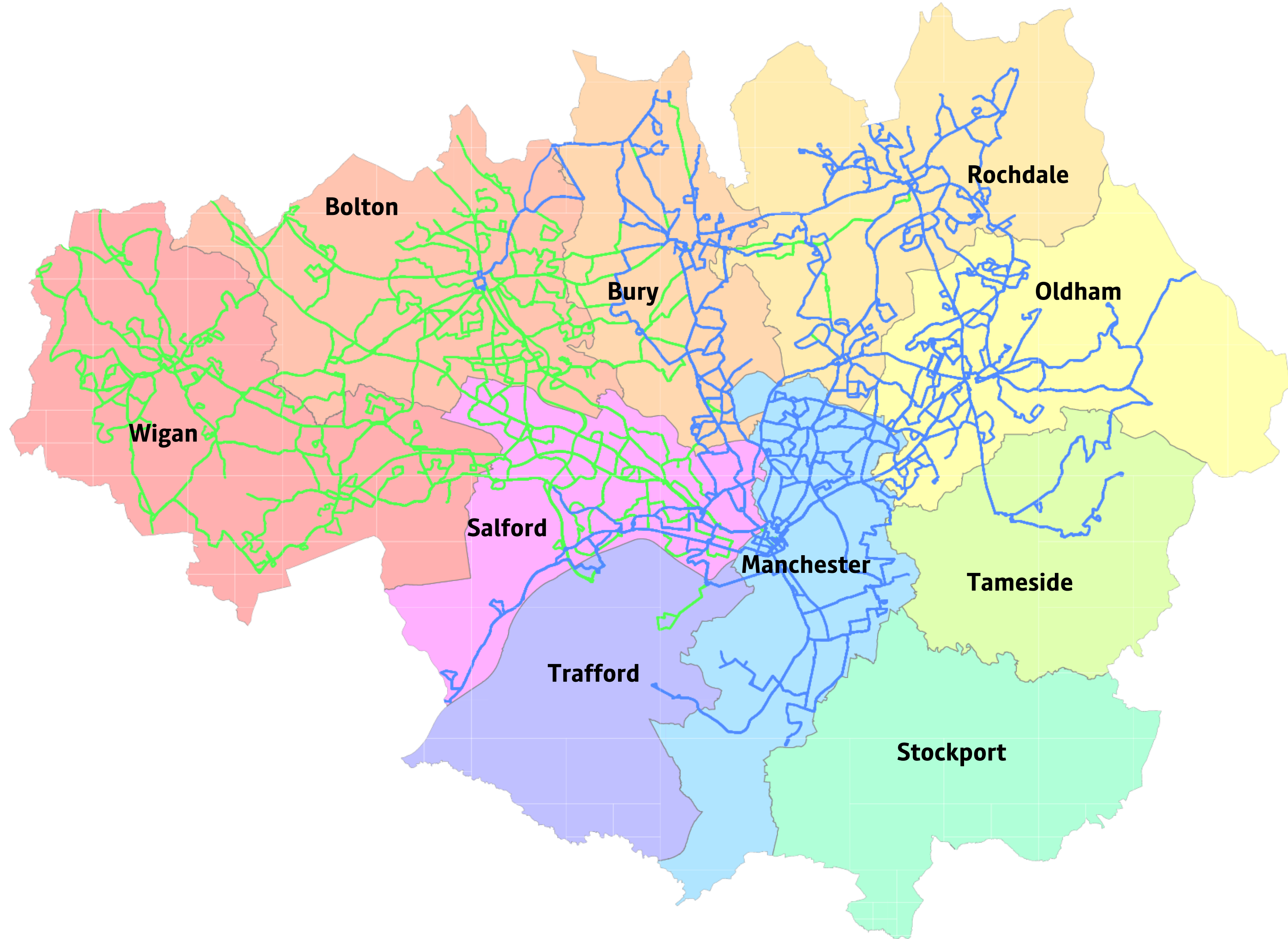
Excludes school services

Tranche 2

24 March
2024

Note: Tranche 2 bus
services shown
overlapping any tranche
1 bus services operating
on the same section of
road

Excludes school services

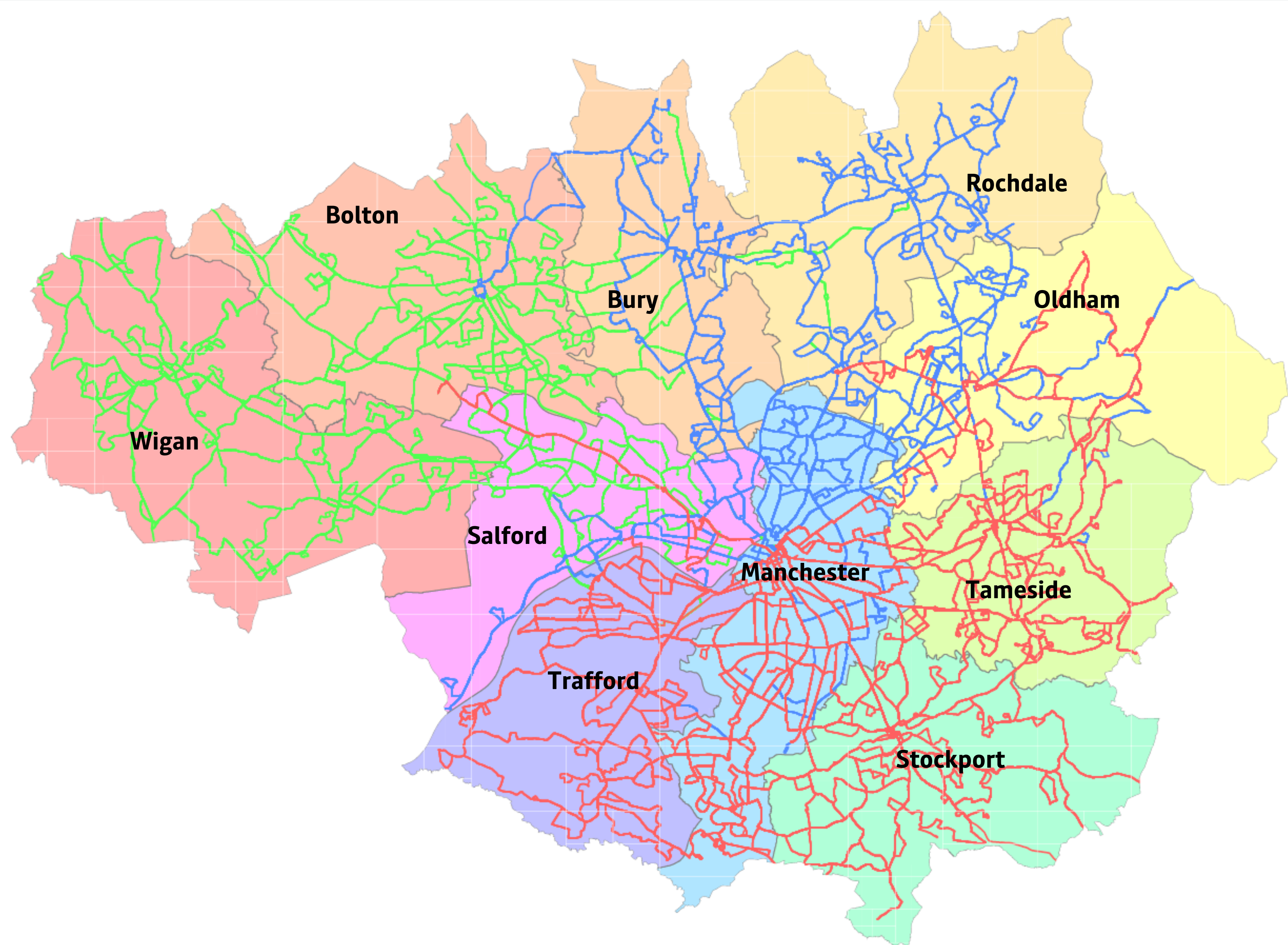


Tranche 3

5 January
2025

Note: Tranche 3 bus
services shown
overlapping any tranche
1 & 2 bus services
operating on the same
section of road

Excludes school services



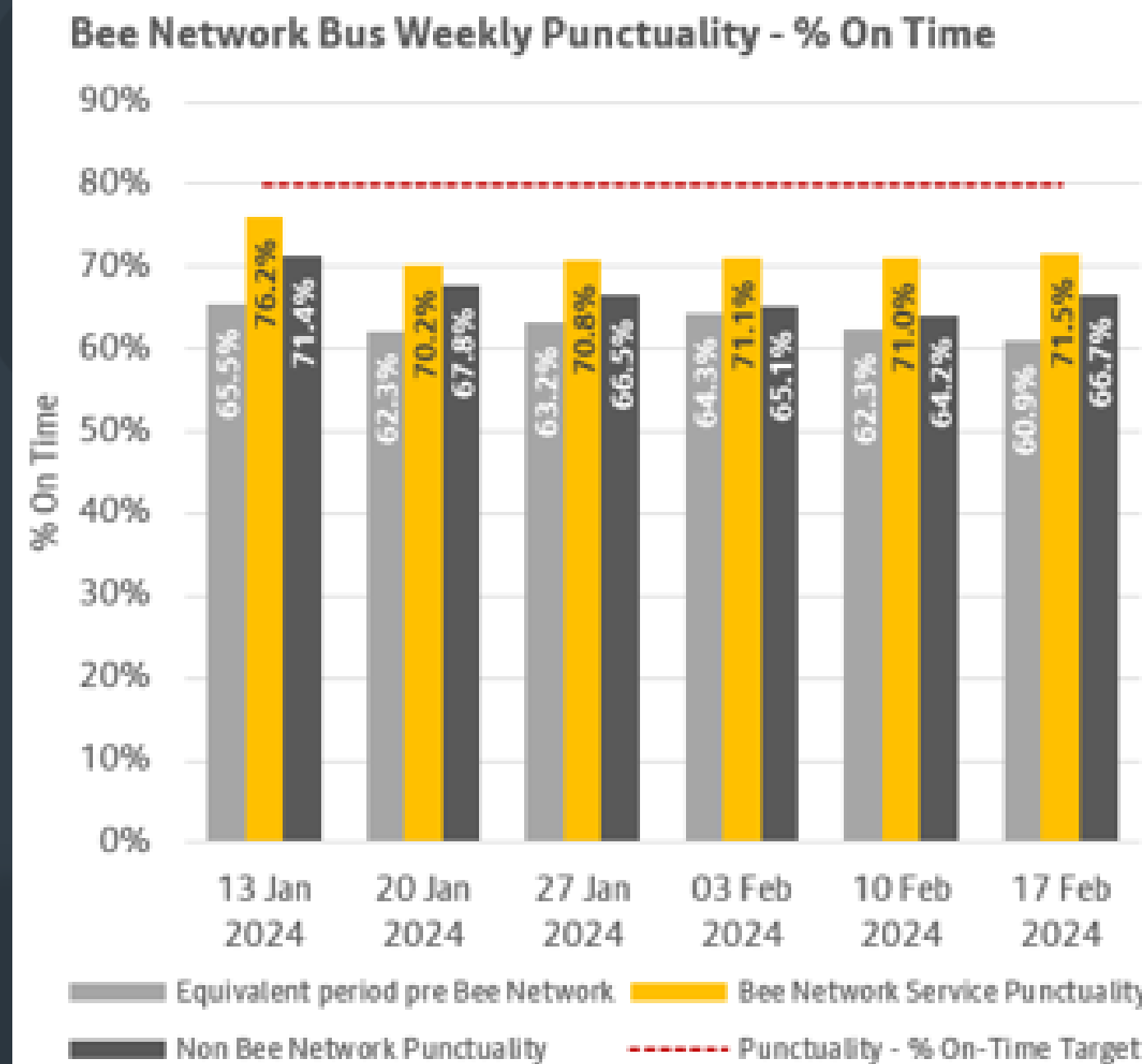
Tranche 1 – Update

In line with our commitment to accountability, we're reporting performance data to customers weekly – including on social media.

Latest punctuality data for Bee Network services in the Tranche 1 area shows better performance than before franchising and non-Bee Network services.

We are also acting on customer feedback, with:

- Timetable/punctuality improvements came into effect in T1 at the end of January, to be followed by further changes planned in April with more and new buses coming into service.
- Some changes to service numbers coming into effect in T1 area from April to make the network easier to understand.
- Further updates to the Bee Network app in development and due to launch alongside T2.

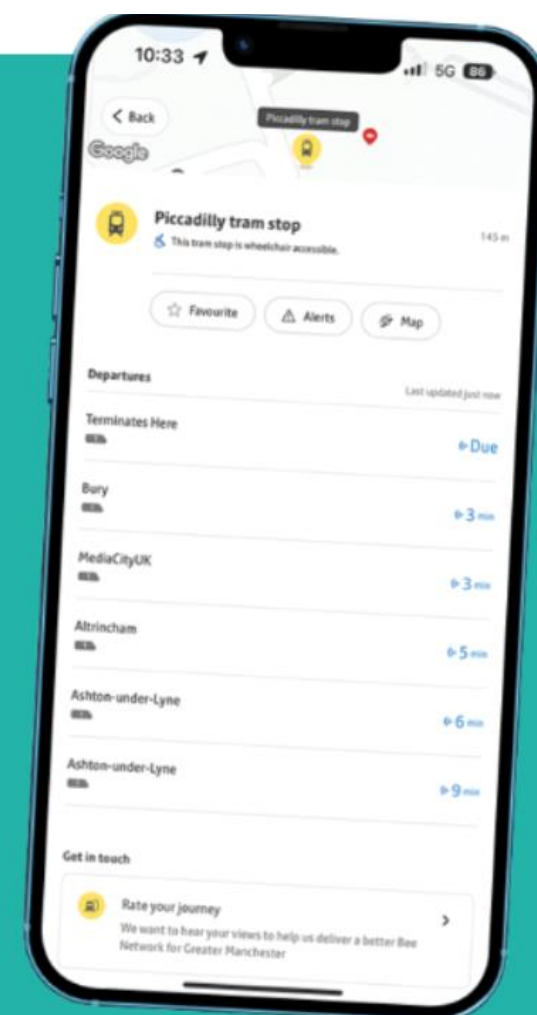


YOU SAID

You wanted to be able to see service status and alerts

WE DID

We've added an "alerts" button under every stop and station



Tranche 2 – Mobilisation

- Mobilisation for Tranche 2 is well underway ahead of 24 March. From this date, services will be provided by new franchise operators on behalf of the Bee Network:

Stagecoach

Middleton, Oldham and Queens Road large franchises

Diamond

Oldham small franchise

First

Rochdale A & B small franchises



- The transition to franchising is a major change for the bus network, with new operators running new buses from new depots. We'll do everything we can to make the switch as smooth as possible but there may be some initial disruption to services.
- Some routes in T2 will change their number on the first day of franchising. Check the Bee Network website for details.

19 Feb Announcements

- Half of Greater Manchester's bus services will be under local control when phase two of bus franchising launches in Oldham, Rochdale and parts of Bury, Salford and north Manchester on **24 March**.
- Tranche 2 will see more frequent and earlier and later services; pre-franchise service reductions reversed, and plans being developed to improve performance on the worst performing routes.
- New journey planner and bus tracker function on the Bee Network app due to launch by 24 March.
- A further 30 new TravelSafe Support and Enforcement Officers being recruited to patrol franchised bus services, bus stations and interchanges.
- 50 more new Zero Emission Buses and 84 new, best-in-class fully branded, Euro 6 Bee Network buses introduced into the fleet in the coming months.

Live bus tracking on the Bee Network app.

Coming soon across Greater Manchester



ANDY BURNHAM
MAYOR OF
GREATER
MANCHESTER

Night bus pilot set to launch later this year to provide 24/7 bus services on the V1 and 36.



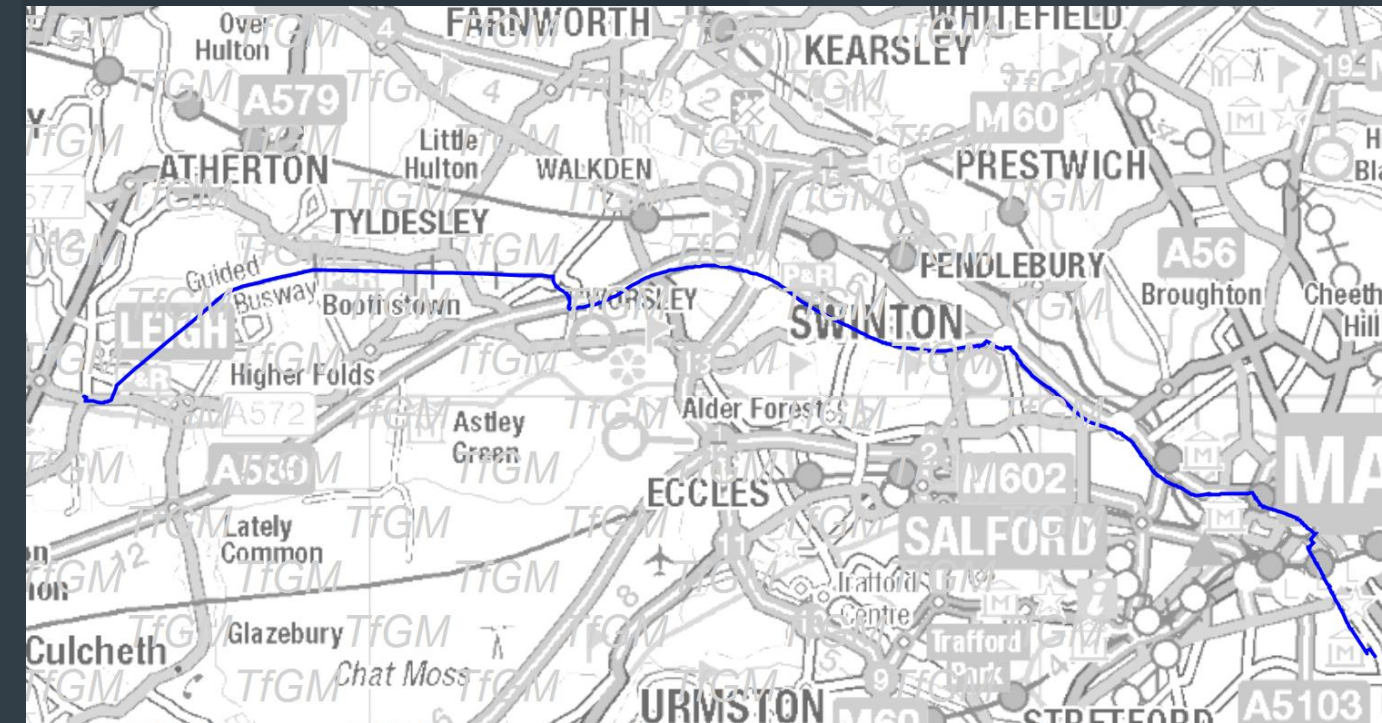
ANDY BURNHAM
MAYOR OF
GREATER
MANCHESTER

Pilot of 24/7 bus services

- At present, public transport services after midnight are limited in many parts of Greater Manchester. After 01:00, services become extremely limited across the entire conurbation.
- This limits journey options for workers in the night time economy, as well as users of the night time economy.
- In February 2024, the Mayor of Greater Manchester announced that a pilot of 24/7 services would take place on routes 36 and V1.
- The aim of the pilot is to provide improved transport connections between 00:00 and 05:00 with a focus on helping workers in the night time economy.
- TfGM and the GMCA are working together to develop the pilot, with a particular focus on safety. The ambition is for services to be operational by Late Summer 2024.

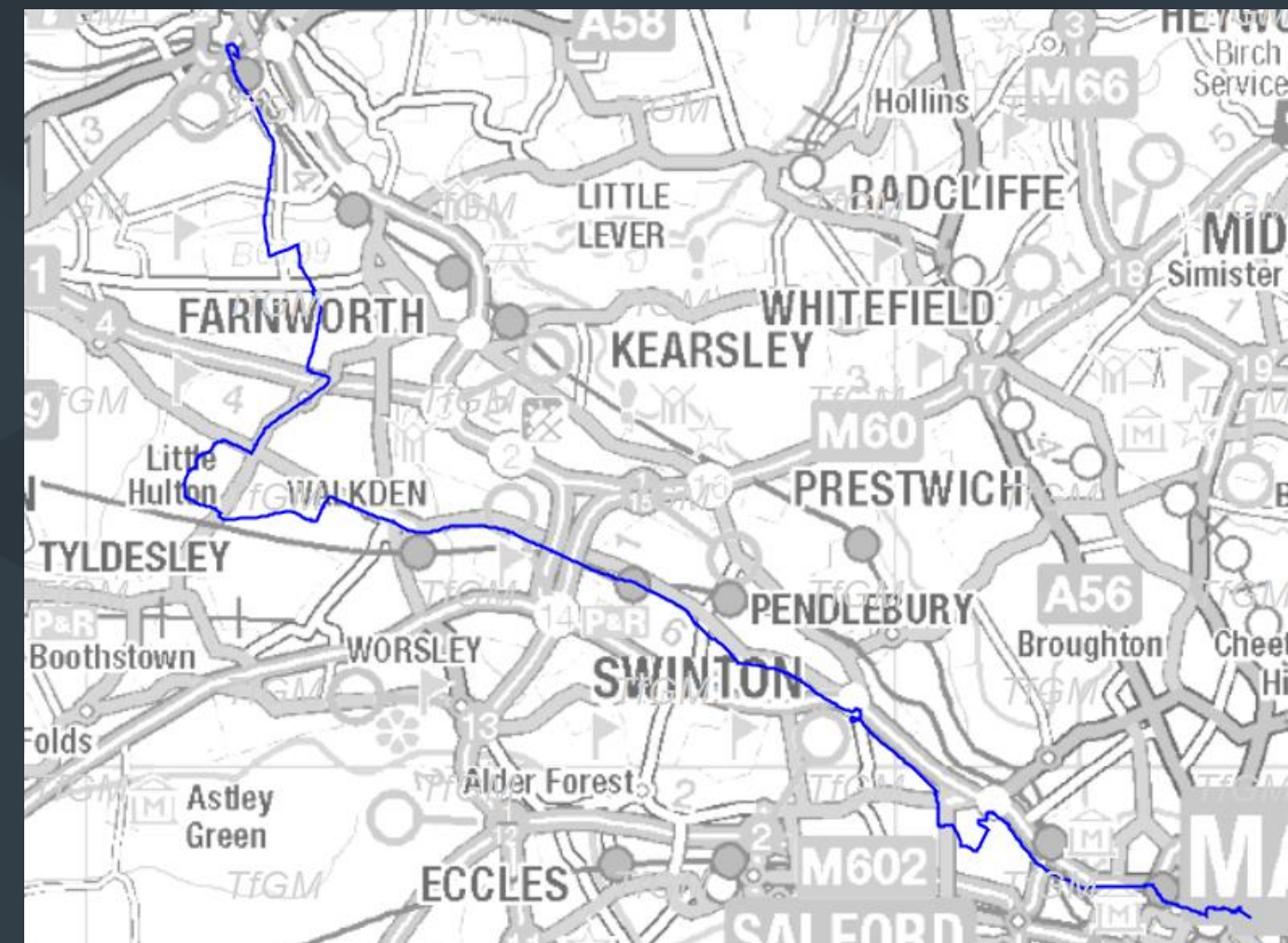
V1

Manchester Royal Infirmary - Salford - Tyldesley - Leigh



36

Piccadilly Gardens - Salford - Peel - Great Lever - Bolton



Developing the Network

Network Reviews are the mechanism through which we will develop the bus network in a coordinated, planned and consistent manner, as part of the wider Bee Network.

Operational changes can (and have) been introduced outside of this process, but where network or strategic changes are required, it is the intention we will use the Network Review process to ensure consistency and accountability.

Stage 1 – Evidence Gathering and Stakeholder Engagement

Stage 2 – Analysis, option generation, appraisal and recommendations

Stage 3 – Consultation (where required)

Stage 4 – Approval by Bee Network Committee

Stage 5 – Mobilisation

Network Reviews are expected to take approximately **12 months** from initiation to mobilisation. The first (within Bolton) has already commenced.

Bus Strategy targets to 2030

Patronage

- A **30% increase in bus patronage** from 2022/23 levels, with Bee Network targets to be confirmed through LTP process.

Frequency

- By 2030, we will aim for **buses to run at least every 12 minutes on key orbital and radial routes**.
- We will aim to provide **90% of the entire Greater Manchester population with a 30-minute frequency bus or Metrolink service** on weekdays within 400m of their home. Other options (e.g. DRT) will be put in place in parts of the city region where this is not possible.

Infrastructure

- We intend to **deliver on-street bus improvements across 70km of high frequency, strategic bus routes** across Greater Manchester by 2030.

Affordability

- We will **keep fares as low as possible** across the Bee Network and reinvest any surplus back into the transport system.

By 2030, we want
our buses to carry over
200 million
journeys per year.

New Stockport Interchange

- Services will begin running from the new Interchange from Sunday (March 17)
- 18 bus stands with the capacity for 164 departures an hour
- The final touches are now being put in place to get the Interchange ready for bus passengers



THANK YOU

