

Unlocking rail to deliver for a growing region?







Delivering the Trailblazer Deal- Integration of Rail into the Bee Network

Core Trailblazer Outcomes:-

Rail Reform/ GBR Partnership

Roll out of PAYG on GM rail network

GM Rail Board

NW Regional Business Unit

Developing a new rail partnership with Great British Railways Branding proposition across station design and standards.

Regeneration and commercial and housing development around stations

Sponsor infrastructure and service enhancement schemes



Fully Integrate GM Rail by 2030



What does it look and feel like to our customers

Accessing the network





Transparent fares



Clear and integrated information people can trust



Rail PAYG compliments urban multi-modal offers



Whole industry costs reduced

Travelling on our network







Consistent brand via cobranding with Rail Industry



Station standards



Seamless and accessible travel

A network built for growth





Unlocking capacity



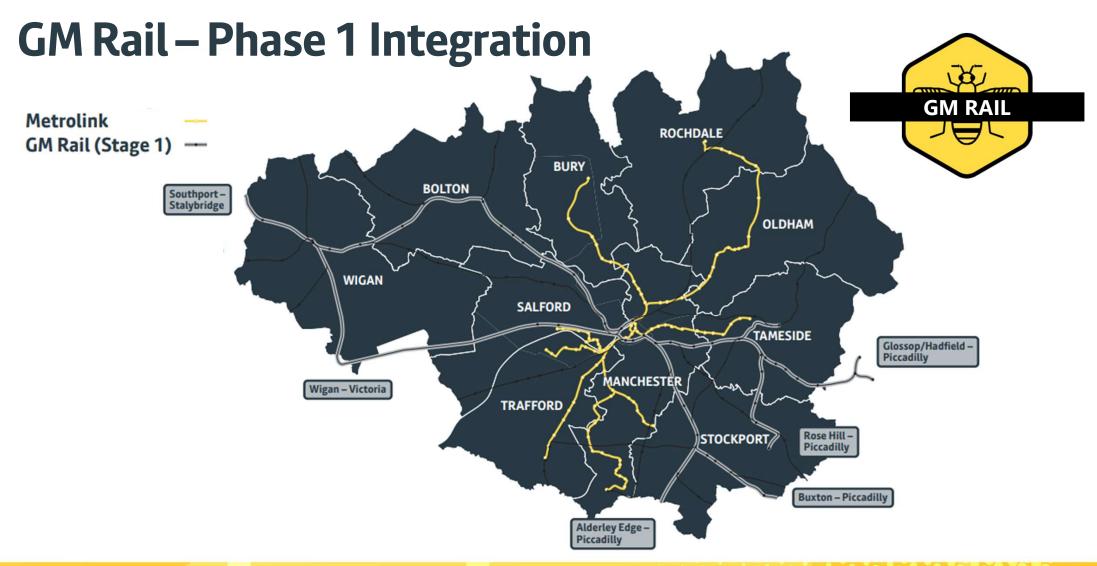


Integrating Our Places - regen. & development



Integration both multimodally and with large scale rail scheme such as IRP





PayGo Roll Out

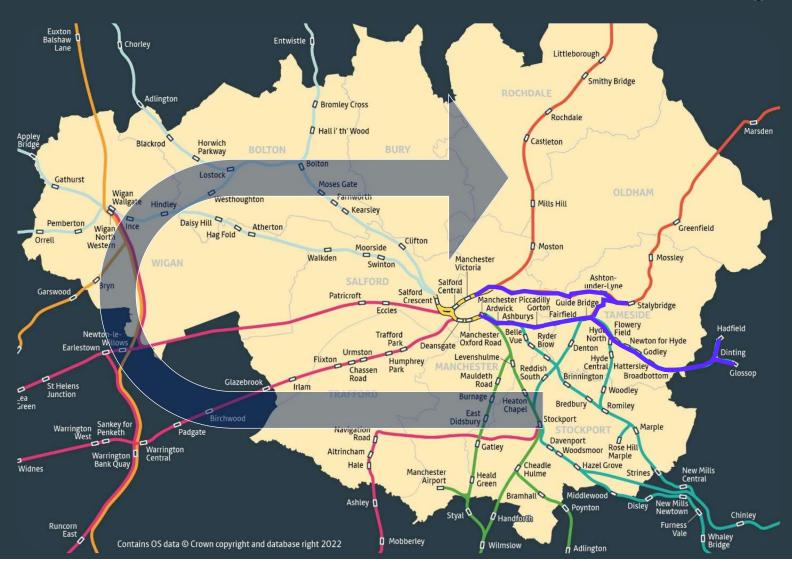


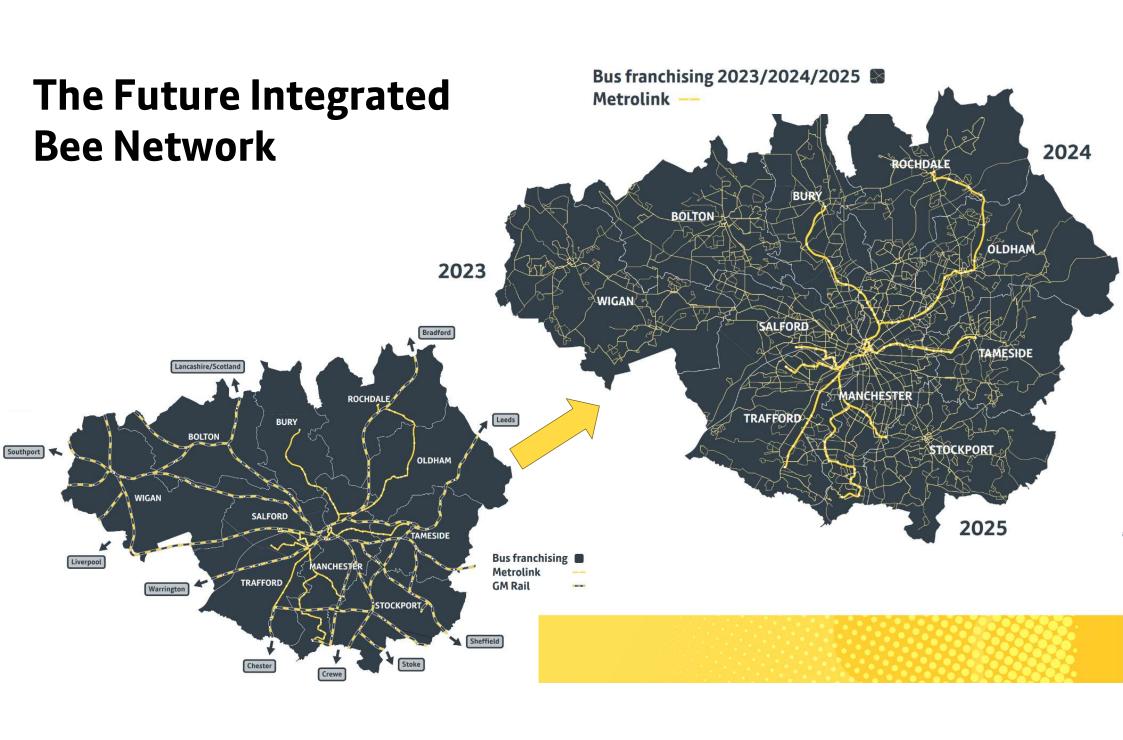
Phase 1

Glossop & Stalybridge lines to Central Manchester

Future Phases

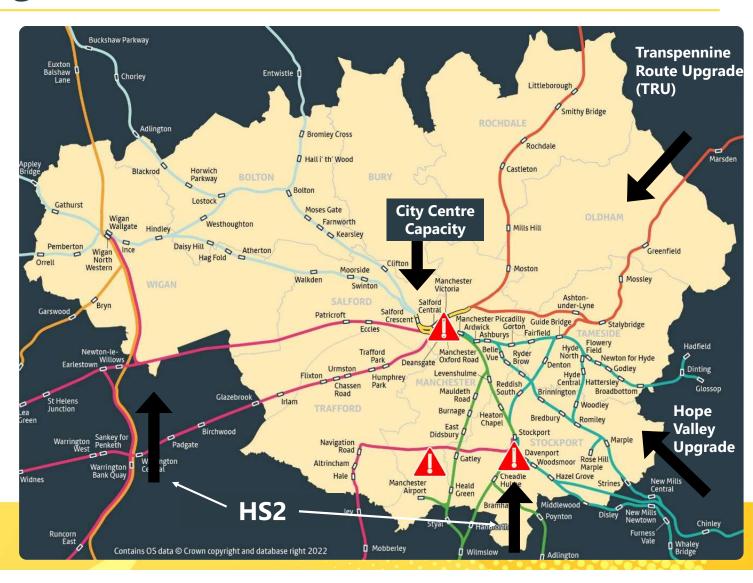






A network built for growth – FIXING THE BOTTLENECKS

Central and South
Manchester remain
fundamental blockers to
delivering passenger and
freight growth on our railway
in Manchester and the North

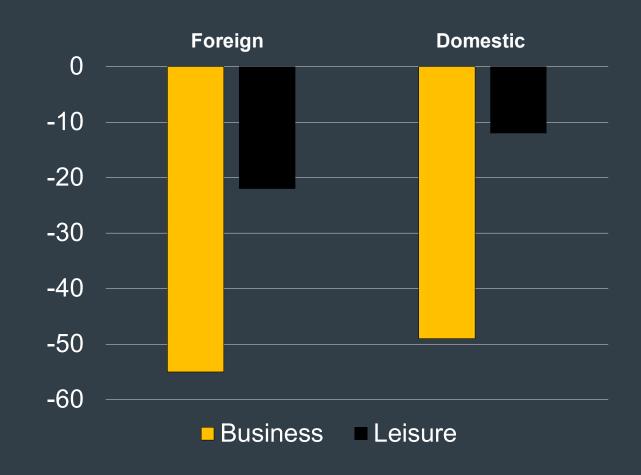




Manchester Airport - how has the market changes?

What can we learn?

- Major loss in business demand, of a similar level to that seen on rail
- Domestic market more resilient, and this forms majority of airport demand (83% of throughput in 2022)
- These market changes will impact upon rail less business travel

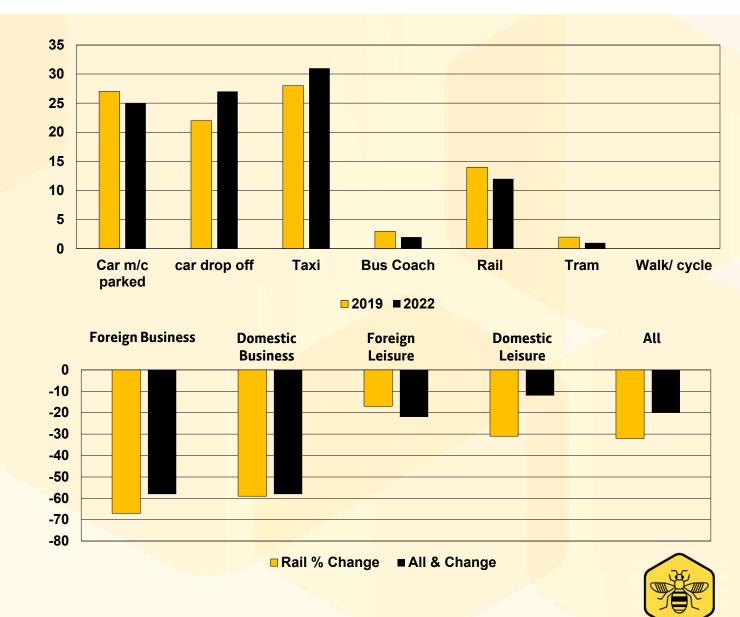




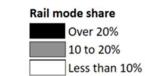
Surface access – how has rail changed

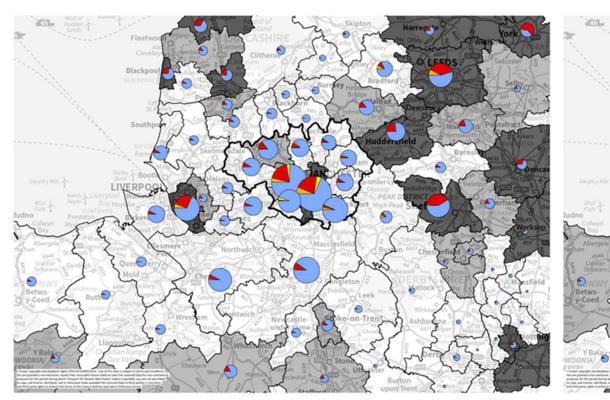
What can we learn?

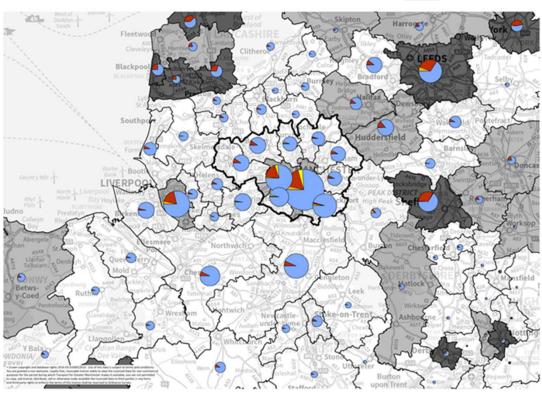
- All modes have seen a reduction but modal share has grown for car drop off and taxi
- Rail has taken a big hit 32% drop or 1.3 million passengers per annum lost!
- Domestic leisure has walked away from rail



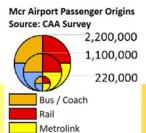
Airport – Local Markets...







2019



Non-public transport

2022

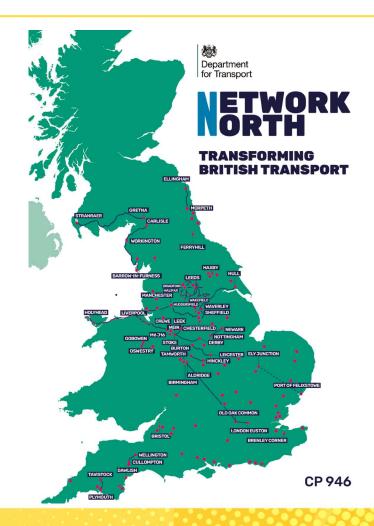


How do we bring this all together?

TRANSITION TEAM

DNORTH







In the future...

We want Greater Manchester's rail system to:

- Be integrated into the Bee Network so we can provide a consistent and attractive caralternative for all
- Connect to our key regions and national rail network, unlocking growth, jobs, leisure and education opportunities
- Provide an attractive customer rail offer delivering connectivity, frequent and reliable rail services
- Be locally accountable to the people it serves

Thank you

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