



BEE NETWORK COMMITTEE

DATE: Thursday, 26th October, 2023

TIME: 2.00 pm

VENUE: GMCA Offices, 56 Oxford Street, M1 6EU

AGENDA

1. APOLOGIES

2. DECLARATIONS OF INTEREST

1 - 4

To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer 48 hours in advance of the meeting.

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

Please note that this meeting will be livestreamed via www.greatermanchester-ca.gov.uk, please speak to a Governance Officer before the meeting should you not wish to consent to being included in this recording.

- 3. CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS**
- 4. THE MINUTES OF THE MEETING HELD ON 28 SEPTEMBER 2023** 5 - 14

To consider the approval of the minutes of the meeting held on 28 September 2023.

- 5. LOCAL TRANSPORT PLAN PROCESS** 15 - 30

Report of Martin Lax, Transport Strategy Director, TfGM.

- 6. ELECTRIC VEHICLE CHARGING TARIFF** 31 - 36

Report of Megan Black, Head of Logistics and Environment, TfGM.

- 7. MAYORAL UPDATE - TRANCHE 1 PERFORMANCE UPDATE**

Verbal update by Andy Burnham, Mayor of Greater Manchester.

- 8. TRANSPORT CAPITAL PROGRAMME** 37 - 54

Report of Chris Barnes, Infrastructure Pipeline Programme Director, TfGM.

- 9. DATES AND TIMES OF FUTURE MEETINGS**

- 23 November; 2 – 4 PM
- 14 December; 2 – 4 PM
- 25 January; 2 – 4 PM
- 22 February; 2 – 4 PM
- 21 March; 2 – 4 PM

For copies of papers and further information on this meeting please refer to the website www.greatermanchester-ca.gov.uk. Alternatively, contact the following

Governance & Scrutiny Officer: Ninoshka Martins

✉ ninoshka.martins@greatermanchester-ca.gov.uk

This agenda was issued on Wednesday, 18 October 2023 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street, Manchester M1 6EU.

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Declaration of Councillors' Interests in Items Appearing on the Agenda

Name and Date of Committee.....>

Agenda Item Number	Type of Interest - PERSONAL AND NON PREJUDICIAL Reason for declaration of interest	NON PREJUDICIAL Reason for declaration of interest Type of Interest – PREJUDICIAL Reason for declaration of interest	Type of Interest – DISCLOSABLE PECUNIARY INTEREST Reason for declaration of interest

Please see overleaf for a quick guide to declaring interests at GMCA meetings.

Quick Guide to Declaring Interests at GMCA Meetings

Please Note: should you have a personal interest that is prejudicial in an item on the agenda, you should leave the meeting for the duration of the discussion and the voting thereon.

This is a summary of the rules around declaring interests at meetings. It does not replace the Member's Code of Conduct, the full description can be found in the GMCA's constitution Part 7A.

Your personal interests must be registered on the GMCA's Annual Register within 28 days of your appointment onto a GMCA committee and any changes to these interests must notified within 28 days. Personal interests that should be on the register include:

1. Bodies to which you have been appointed by the GMCA
2. Your membership of bodies exercising functions of a public nature, including charities, societies, political parties or trade unions.

You are also legally bound to disclose the following information called Disclosable Personal Interests which includes:

1. You, and your partner's business interests (eg employment, trade, profession, contracts, or any company with which you are associated).
2. You and your partner's wider financial interests (eg trust funds, investments, and assets including land and property).
3. Any sponsorship you receive.

Failure to disclose this information is a criminal offence

Step One: Establish whether you have an interest in the business of the agenda

1. If the answer to that question is 'No' then that is the end of the matter.
2. If the answer is 'Yes' or Very Likely' then you must go on to consider if that personal interest can be construed as being a prejudicial interest.

Step Two: Determining if your interest is prejudicial

A personal interest becomes a prejudicial interest:

1. where the wellbeing, or financial position of you, your partner, members of your family, or people with whom you have a close association (people who are more than just an acquaintance) are likely to be affected by the business of the meeting more than it would affect most people in the area.
2. the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice your judgement of the public interest.

For a non-prejudicial interest, you must:

1. Notify the governance officer for the meeting as soon as you realise you have an interest.
2. Inform the meeting that you have a personal interest and the nature of the interest.
3. Fill in the declarations of interest form.

To note:

1. You may remain in the room and speak and vote on the matter

2. If your interest relates to a body to which the GMCA has appointed you to, you only have to inform the meeting of that interest if you speak on the matter.

For prejudicial interests, you must:

1. Notify the governance officer for the meeting as soon as you realise you have a prejudicial interest (before or during the meeting).
2. Inform the meeting that you have a prejudicial interest and the nature of the interest.
3. Fill in the declarations of interest form.
4. Leave the meeting while that item of business is discussed.
5. Make sure the interest is recorded on your annual register of interests form if it relates to you or your partner's business or financial affairs. If it is not on the Register update it within 28 days of the interest becoming apparent.

You must not:

Participate in any discussion of the business at the meeting, or if you become aware of your disclosable pecuniary interest during the meeting participate further in any discussion of the business,
participate in any vote or further vote taken on the matter at the meeting.

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Agenda Item 4

**MINUTES OF THE MEETING OF THE BEE NETWORK COMMITTEE
HELD THURSDAY, 28TH SEPTEMBER, 2023 AT GMCA OFFICES,
56 OXFORD STREET, M1 6EU**

PRESENT:

Councillor Eamonn O'Brien (Chair)	Bury
Councillor John Walsh	Bolton
Councillor David Meller	Stockport
Councillor James Gartside	Rochdale
Councillor Hamid Khurram	Bolton
Councillor Alan Quinn	Bury
Councillor Tracey Rawlins	Manchester
Councillor Phil Burke	Rochdale
Councillor Mike McCusker	Salford
Councillor Grace Baynham	Stockport
Councillor Warren Bray	Tameside
Councillor Aidan Williams	Trafford
Councillor Julian Newgrosh	Trafford
Councillor John Vickers	Wigan

OTHER MEMBERS IN ATTENDANCE:

Councillor Noel Bayley	Bury
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OFFICERS IN ATTENDANCE:

Eamonn Boylan	GMCA
Gwynne Williams	GMCA
Ninoshka Martins	GMCA
Alex Cropper	TfGM
James Baldwin	TfGM
Martin Lax	TfGM
Steve Warrener	TfGM
Peter Boulton	TfGM
Nick Roberts	TfGM

BOLTON

MANCHESTER

ROCHDALE

STOCKPORT

TRAFFORD

BURY

OLDHAM

SALFORD

TAMESIDE

WIGAN

OFFICERS IN ATTENDANCE:

Chris Barnes	TfGM
Anne Marie-Purcell	TfGM
Daniel Vaughan	TfGM

BNC/18/23 APOLOGIES

Apologies were received and noted from Andy Burnham (GM Mayor) and Councillors Howard Sykes (Oldham), Paul Prescott (Wigan), Paul Dennett (Salford), Elaine Taylor (Oldham) and Dan Costello (Tameside).

BNC/19/23 DECLARATIONS OF INTEREST

RESOLVED/-

That it be noted that as an employee of Keolis Amey Metrolink (KAM), Councillor Phil Burke declared a personal interest in item 6: Tackling Fare Evasion.

BNC/20/23 CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS

1. Bee Network - Launch of Bus Franchising (Tranche 1)

The Chair advised of the start of bus franchising and thanked officers for the huge amount of work to get to this point. There had been challenges during the transition however members were assured that these issues were being monitored with the view to being resolved in the near future.

2. HS2

In noting the current speculation about HS2, it was felt that a committee discussion at this stage would be premature without clarity on the Government's position. The Chair added that Greater Manchester (GM) remained committed to making the case for HS2 and Northern Powerhouse Rail to be delivered in GM.

3. Acquisition of Bus Depots to support Bus Franchising

Members were advised that a report on the acquisition of bus depots was due to be received by the GMCA in September with the recommendation to endorse the simplification of the process relating to the acquisition of depots. If endorsed, this change would allow TfGM to buy depots directly, rather than through the GMCA who would then need to lease to TfGM who in turn would need to lease to operators.

RESOLVED/-

1. That the start of bus franchising and the significant work to get to that point be noted.
2. That in relation to HS2, it be noted that without clarity on Government's position a discussion at this stage would be premature and that GM remained committed to making the case for HS2 and Northern Powerhouse Rail to be delivered in Greater Manchester.
3. That it be noted that a report on the acquisition of bus depots was due to be received by the GMCA with the recommendation to endorse the simplification of the process relating to the acquisition of depots. This would allow TfGM to buy depots directly, rather than by the GMCA who would then need to lease to TfGM who in turn would need to lease to operators.

BNC/21/23 THE MINUTES OF THE MEETING HELD ON 27 JULY 2023

RESOLVED/-

1. That the minutes of the Bee Network Committee held on 27 July 2023 be approved as a correct record.
2. That officers develop a set of guidelines for districts considering the establishment of local Bee Network forums.

BNC/22/23 CONGESTION INTERVENTION PLAN

Consideration was given to a report that provided an overview of the changing nature of Greater Manchester's (GM) highways network, the impact of congestion and identified areas where improvements could be made to ease congestion and in particular support the reliability of the bus network as GM entered a new era with bus franchising.

Members welcomed the report and noted the need to introduce measures to improve punctuality of services on the network.

In noting the impact to business, it was queried whether there was any provision for red routes to accommodate loading bay. Officers advised that where loading bays could not be accommodated either off the highway or on adjacent roads, in such areas red route would have the provision of loading bays which would operate either for the full duration of the control period or for shorter period.

Concerns were raised around the impact in terms of parking for residents living within terraced houses along the red route. Officer advised that Red Routes were intended to be used strategically to deal with traffic problems and would not be required to operate for the entire day and therefore the provision for parking space along the route would remain and if need another designated locations would be identified.

It was noted that that there was a need to work with each Local Highway Authority to understand the requirement of each area to ensure no negative impact to residents. It was felt that it would be appropriate to also have a consistent approach across the network.

With regards to the fines associated with Lane Rental Scheme, members were advised that through this scheme Local Highway Authorities could charge organisations undertaking roadworks for the time their works occupy specific streets at traffic sensitive times. A successful lane rental scheme would result in all relevant works being undertaken outside of traffic sensitive times; this would result in no charges being applied. Any proceeds gained would be reinvested by the charging Authority for the purposes intended to reduce disruption and other adverse effects caused by roadworks.

In response to a member's query regarding the protocol to emergency work carried out when Lane Rental Schemes would be in operation, officers advised that details were yet to be developed and would be included within future iterations of the report.

In noting that the success of any scheme would require buy-in from all 10 Local Authorities, it was felt appropriate that on completion both the GMRAPS and Lane Rental Scheme should be endorsed by leaders at a future GMCA meeting.

Given that residents would be unfamiliar with the proposed interventions, it was felt that it would be beneficial if a communication strategy was developed to ensure residents were informed of upcoming changes to the road network.

It was felt that as the bus network developed, dependency on personal vehicles would be reduced however this was contingent upon bus services being reliable. To improve customer experience, it would be welcomed if bus stop names/destination details were included for those following the journey on the application. A member highlighted that the tracking service on application had been providing incorrect information. Officers noted the comments and acknowledged that there had been issues with the tracking functionality and assured members that work was underway to get the issue resolved.

RESOLVED/-

1. That the change to GM's Road network and the impact this can have on congestion be noted.
2. That the commencement of franchised bus operations and the negative impact that congestion can have on bus network performance be noted.
3. That the proposed improvements to Greater Manchester Road Activity Permit Scheme (GMRAPS) and other short-term measures being implemented to improve GM's highway network be endorsed.
4. That the development of a Red Route Network on key corridors in conjunction with Local Highway Authorities be endorsed.

5. That the development of a proposal for the introduction of Lane Rental in GM be endorsed.
6. That it be noted that officers would work with each Local Highway Authority to understand the requirement of each area and to ensure a consistent approach across the network.
7. In noting that the success of any scheme would require buy-in from all 10 Local Authorities, it was felt appropriate that on completion both the GMRAPS and Lane Rental Scheme should be endorsed by leaders at a future GMCA meeting.
8. That process details relating to emergency works that would need to be carried out when Lane Rental Schemes would be in operation be included within future iterations of the report.

BNC/23/23 TACKLING FARE EVASION

Consideration was given to a report that sought approval from members on the strategy to tackle and reduce fare evasion on Metrolink.

Commuters and young people had been identified as repeat offenders therefore it was suggested that it would be beneficial to move up operations to entry points into the city centre.

Members welcomed the move to increased penalty fares from £100 to £120 as it would deter fare evaders and urged officers to develop a mechanism whereby increased fines could be issued to repeat offenders.

Concerning young people, members welcomed the provision of using the igo pass on trams with the addition of frequent targeted ticketing checks.

It was highlighted that certain Metrolink lines would benefit from increased policing activity particularly during late hours. Officers were therefore urged to continue monitoring areas and accordingly deploy staff on the network which would ultimately increase public confidence in network.

In response to a member's query on whether there were any provisions for users to appeal their fines, officers informed members of the appeals process that is currently in place and advised that if an appeal was submitted within 14 days of receiving the notice and was unsuccessful, the appellant would still have the opportunity to pay the reduced charge of £60.

In terms of the query raised around the impact to revenue, officers stated that it was anticipated that there would be positive bearing to revenue from the increase in fares with any excess generated being re-invested into the network.

As patronage on Metrolink continues to recover strongly, it was noted that further interventions were needed to close the gap between the revenue generated and the cost of running and maintaining the network. Therefore given the size of the network and associated costs, introducing conductors on trams were not seen as a feasible option.

Due to Metrolink being an open network there were challenges to managing entry points into the city centre however as part of phase 2 of the strategy it was noted that there was an opportunity to explore the introduction of ticketing gates as part of the wider solution to tackling fare evasion.

To deliver against the strategy during events, a robust operational plan had been developed looking through changes to queuing and stewarding of crowds to ensure advance ticket purchase. It was noted that further long-term measures were being developed to manage congestion and encourage the use of public transport during events.

Officers thanked members for their input and advised that regular updates on progress on the implementation of different phases of the Fare Evasion Strategy would be brought to future meetings.

RESOLVED/-

1. That the support of members to the strategy and ongoing plans to tackle fare evasion on Metrolink be noted.

2. That it be noted that the Bee Network Committee would receive regular updates on progress on the implementation of different phases of the Fare Evasion Strategy.

BNC/24/23 TRANSPORT CAPITAL PROGRAMME

Consideration was given to a report that provided an overview of the current position on the Greater Manchester Transport Capital Programme. The report also sought approval over the funding of a number of CRSTS and Active Travel schemes in order to support the continued development and delivery of the Greater Manchester Transport Capital Programme.

Members welcomed the report and further investment into rail highlighting that this would create further job opportunities for local residents. It was felt that there was an opportunity for GM to work with Government through the introduction of HS2 to develop a suitable rail network.

RESOLVED/-

1. That the current position on the capital programme and recent progress be noted.
2. That the draw-down of CRSTS funding be agreed as follows:
 - Ashton – Stockport Quality Bus Transit (QBT). £0.57m to develop the scheme to Outline Business Case;
 - Golborne Station. A further £2.0m to develop the Outline Design, including further management of key risks and issues;
 - Salford: Peel Green Active Travel Scheme City of Salford Community Stadium scheme (Cos Cos). £0.65m to develop the scheme to Full Business Case;
 - Oldham: Beal Valley & Broadbent Moss - Greenway Corridor. £0.86m to develop the scheme to Full Business Case; and
 - Integrated Ticketing and Information Measures (Customer Contact Centre). £1.56m to develop and deliver Bee Network Customer Contact Centre Improvements.
3. That the draw-down of Active Travel funding be agreed as follows:

- £0.38m of additional Mayor's Challenge Fund development funding for Trafford MBC to progress their prioritised programme to delivery; and
- That formal development cost budget variations for Trafford MBC, as set out in section 2.9 of the report be agreed.

BNC/25/23 NON-FRANCHISED BUS SERVICES - PART A

Consideration was given to a report that provided an overview of the range of issues and actions relating to non-franchised bus services and sought approval for a number of proposed changes to subsidised services.

To ensure stability of the Bee Network the frequency of a number of subsidised services had been reduced. Members were advised that usage of the service would be reviewed with a view to it being restored when the service would be taken control of in January 2025 when the route becomes part of the Bee Network. It was felt that there was a need for any changes to be communicated to members of the public to ensure and members were advised of any future changes to non-franchised/franchised bus services.

Over the years there had been a number of services changes/withdrawals and therefore it was suggested that it would be useful to review the network to understand if services were fit for purpose.

RESOLVED/-

1. That the range of issues and actions relating to non-franchised bus services as set out in the report be noted.
2. That the changes to the commercial network as set out in Appendix 1 of the report be noted.
3. That it be agreed that no action was taken in respect of changes or de-registered commercial services as noted in Appendix 1 of the report.
4. That the proposed changes to subsidised services as set out in Appendix 1 of the report be approved.

5. That the Bee Network Committee would receive early notification of any future changes to non-franchised/franchised bus services.

BNC/26/23 DATES AND TIMES OF FUTURE MEETINGS

RESOLVED/-

That the dates for the rest of the municipal year be noted as below:

- 26 October; 2 – 4 PM
- 23 November; 2 – 4 PM
- 14 December; 2 – 4 PM
- 25 January; 2 – 4 PM
- 22 February; 2 – 4 PM
- 21 March; 2 – 4 PM

BNC/27/23 EXCLUSION OF THE PRESS AND PUBLIC

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

BNC/28/23 NON-FRANCHISED BUS SERVICES - PART B

RESOLVED/-

That the contents of the report be noted.

Clerk's Note: This item was considered in support of the report considered in Part A of the agenda (Item 9 above refers).



Bee Network Committee

Date: Thursday 26 October 2023
Subject: Local Transport Plan Process
Report of: Martin Lax, Transport Strategy Director, TfGM

Purpose of Report

To inform the Bee Network Committee of the proposed process for refreshing GM's statutory Local Transport Plan (GM Transport Strategy 2040)

Recommendations:

The Committee are requested to:

1. Note the preparation of a new Local Transport Plan (LTP) and the delays to government guidance;
2. Endorse the proposed timetable for the LTP refresh, recognising that timescales may change when government guidance is released;
3. Note that GM's freight and logistics strategic ambitions will be incorporated into the refresh of the LTP, rather than have a standalone sub-strategy;
4. Note the need for TfGM and Local Authority collaboration and staff time required to prepare, engage and consult on the LTP refresh; and
5. Note the importance of the LTP to deliver the wider objectives of the GM Strategy and the intention to undertake an Equalities Impact Assessment (EIA) as part of a wider Integrated Assessment that will also include Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Habitat Regulation Assessment (HRA).

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

The process for refreshing the LTP will involve commissioning the production of an independent Integrated Appraisal to inform the LTP policy review process. The IA will cover equalities, carbon, sustainability, health, and habitat impact assessments.

Recommendation - Key points for decision-makers

Note the importance of the LTP to deliver the wider objectives of the GM Strategy and the intention to undertake an Equalities Impact Assessment (EIA) as part of a wider Integrated Assessment that will also include Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and Habitat Regulation Assessment (HRA).

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	A key aim of the LTP will be to support equality of opportunity for all.
Health	G	The LTP will set the strategic framework transport to influence and improve health outcomes
Resilience and Adaptation	G	The LTP will set the framework for the creation of a resilient transport network that is better adapted to climate change impacts in the future.
Housing	G	The LTP will set the framework for improving access to housing, the creation of key transport connections to new-build sites and sustainable release of new development.
Economy	G	The LTP will set the framework for investment in the transport network to improve reliability and efficiency to boost local economies and improve access to employment locations
Mobility and Connectivity	G	The LTP will set the framework for improved mobility and connectivity
Carbon, Nature and Environment	G	The LTP will set the framework for improving local air quality, reducing carbon emission, and environmental protection and improvement, through transport interventions.
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		The LTP will set out the vision, ambition and policy requirements for the transport network to achieve carbon neutrality by 2038.
Further Assessment(s):	Equalities Impact Assessment and Carbon Assessment	
G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.
		RR Negative impacts overall.



Carbon Assessment				
Overall Score				
Buildings	Result	Justification/Mitigation		
New Build residential	#####	LTP will set the framework for consideration at infrastructure design stage		
Residential building(s) renovation/maintenance	N/A			
New build non-residential (including public) buildings	N/A			
Transport				
Active travel and public transport		The LTP will set the framework for active travel and public transport improvements		
Roads, Parking and Vehicle Access		The LTP sets the framework for access to development and delivery of electric vehicle charging points. Some road capacity improvements are likely to be required to release development in conjunction with Active Travel and Public Transport improvements, and in some circumstances the provision of infrastructure may lead to a decrease in parking spaces.		
Access to amenities		The LTP will set the framework for improved access to shops and services - however, the question relates to "a development" so is not directly applicable.		
Vehicle procurement	N/A			
Land Use				
Land use		The LTP will set the framework for transport infrastructure, net gain and preservation of green space and habitats will be an important tenet.		

Risk Management

The long-term risk of not delivering a refreshed LTP are considerable. In addition to the reputational damage of not having a GM strategy for transport investment, the preparation of the document is a statutory duty and non-compliance is not an option. The document will inform government transport investment decisions, so failure to deliver in line with DfT requirements is likely to impact on future funding levels for GM.

Legal Considerations

The Transport Act 2000 (as amended in the Local Transport Act 2008), the Cities and Local Government Devolution Act 2016, and other relevant legislation sets out a statutory duty for Integrated Transport Authorities and metropolitan districts to prepare a Local Transport Plan.



Financial Consequences – Revenue

Staff time and resources are required within both TfGM and each local authority to prepare and consult on the LTP refresh.

The document will inform government transport investment decisions, so failure to deliver in line with DfT requirements is likely to impact on future funding levels for GM.

Funding for external consultants to prepare an independent Integrated Assessment and for public engagement and consultation will be met from existing budgets.

Financial Consequences – Capital

The document will inform government transport investment decisions, so failure to deliver in line with DfT requirements is likely to impact on future funding levels for GM.

The refreshed LTP core strategy document will contain high-level priorities and will set out the broad funding 'ask' of government. The Delivery Plan (2027-32) will contain more detailed information on capital funding requirements for GM transport schemes. The strategy will also need to reflect recent government announcements regarding the cancellation of Phase 2b of HS2 and the reallocation of HS2 funding to alternative infrastructure schemes across the north.

Number of attachments to the report: Appendix 1

Comments/recommendations from Overview & Scrutiny Committee N/A

Background Papers

GM Transport Strategy 2040 (2021 refresh) [Greater Manchester Transport Strategy 2040 | Bee Network | Powered by TfGM](#)

Our Five-Year Transport Delivery Plan (2021-26) (2021) [Our Five Year Transport Delivery Plan | Bee Network | Powered by TfGM](#)

Tracking/ Process

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

Yes – strategic transport planning

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/Background

- 1.1. Our Local Transport Plan (LTP) is a statutory document that sets out our long-term ambitions for transport. Greater Manchester's current LTP is the Greater Manchester Transport Strategy 2040 (GMTS 2040) and was prepared in collaboration with the ten Greater Manchester (GM) Local Authorities.
- 1.2. GMTS 2040 was adopted in 2017, with a light refresh undertaken in 2021.
- 1.3. The LTP guides future investment and strategic policy decisions for transport across GM by demonstrating a clear rationale for intervention, high-level government funding and local investment for transport.
- 1.4. The Greater Manchester Combined Authority Trailblazer deeper devolution deal states, *"GMCA has made excellent progress so far with its Transport Strategy 2040 and the government is committed to support them as they look to build on success so far. As such, the local transport plan will form the basis of the accountability framework which will underpin the government's relationship with GMCA on transport policy. This will be a critical document to agree what transport interventions and policies GMCA will prioritise, while ensuring a sufficient level of maintenance on the transport network, and what key outcomes/outputs they will be expected to deliver."*
- 1.5. The Department for Transport (DfT) would like to see all local authorities and combined authorities have up to date LTPs. DfT has engaged on the content of new LTP guidance over the last 12 months. DfT has not set a date for issuing the LTP guidance but remains committed to doing so.
- 1.6. The remaining sections of this report cover:
 - LTP document suite
 - Scope of the refresh
 - LTP refresh programme
 - Local Authority involvement
 - Engagement and consultation
 - Summary and conclusions



2. LTP Document Suite

2.1. The core LTP strategy is supported by a suite of transport sub-strategies, strategic plans for specific geographies, and pipeline delivery plans.

2.2. The LTP suite of documents will include:

- **Transport Strategy 2040 (2021 refresh) (CORE STRATEGY)**

- Low Emission Strategy (2016)
- Freight & Logistics Strategy (2016)
- HS2 Growth Strategy (2018)
- GM Rail Prospectus (2019)
- City Centre Transport Strategy (2021)
- EVCI Strategy (2021)
- Streets for All (2021) & S4A Design Guide (due 2023)
- BSIP (2021) & Bus Strategy (2023)
- Rapid Transit Strategy
- Shared Mobility Strategy

- **Our Five-Year Transport Delivery Plan (2021-26) (2021)**

- 10x Local Implementation Plans (LIPs)

2.3. The recommendation is to focus on refreshing the core strategy initially, so that this can then inform subsequent updates of the Delivery Plan, LIPs, and sub-strategies.

2.4. The current Five-Year Transport Delivery Plan covers the period between 2021 and 2026. A new Five-Year Transport Delivery Plan to cover the period 2024 through to 2029, building on the recent announcements regarding CRSTS. The refreshed LTP core strategy document will include an overview of delivery priorities, with more detail provided within the Delivery Plan (2027-2032).

3. Scope of the Refresh

3.1. The current intention is to refresh the current LTP rather than completely revise the document. The current GMTS 2040 covers:

- Vision and Right Mix for GM
- Critical Transport Challenges for GM
- Network and Modal Strategic Principles and Policies



- Challenges and Interventions by Spatial Theme
- Strategy Delivery, Funding Mechanisms, Ways of Working and Measuring Performance

3.2. Each of these elements will be subject to review. A summary of the current Vision, Right Mix, Network Principles, Modal Principles, and Spatial Themes is contained in Appendix 1 for information.

Review priorities

3.3. Several transport issues have moved on and potential new policy areas have been identified since the LTP was refreshed in 2021. These topics will be a priority for consideration in the review, along with wider macro factors such as inflation and the cost-of-living crisis:

- The Bee Network
- Bus franchising
- 2038 carbon neutral ambition & new 5 Year Environment Plan
- Trailblazer deal with Government
- The Covid-19 pandemic
- Places for Everyone and Growth Locations
- Clean Air zero emission vehicles
- New funding models for transport
- System coordination

Sub-strategies

3.4. The sub-strategies will not be reviewed in detail as part of this process; however, the LTP review, engagement and consultation process will identify the sequence for sub-strategy updates and will enable future work programmes to be agreed.

3.5. Two of the current suite of sub-strategies are being finalised:

- Rapid Transit Strategy
- Shared Mobility Strategy



- 3.6. The intention is to finalise these and ensure that they are available before any public consultation on the new LTP.
- 3.7. The Freight & Logistics Strategy (2016) sub-strategy was produced alongside the original GMTS 2040 document and is now considered to be out-of-date. Work had commenced to update the sub-strategy but was delayed by the pandemic. Work to-date has been strategic in nature and was not designed to provide freight solutions in individual localities which need to be dealt with on a case-by-case basis with local authorities. Therefore, the intention is to incorporate GM's strategic freight and logistics strategic ambitions into the refresh of the LTP. The 2016 sub-strategy would therefore be superseded by the refreshed LTP and there would be no need for a stand-alone sub-strategy document.

4. LTP Refresh Programme

4.1. The proposed workstreams and timescales for refreshing the LTP are set out below:

Workstream	Description	Milestones
GMTS 2040 Progress Report	Report on KPIs and progress since 2022.	<ul style="list-style-type: none">November Bee Network Committee.
LTP Vision	High level vision document which will be used to engage with stakeholders as we develop the refreshed LTP Strategy.	<ul style="list-style-type: none">Available for consideration by BNC, GM Scrutiny and GMCA in Winter 2023.
Evidence Base	Prepare a revised and updated technical Evidence Base document	<ul style="list-style-type: none">Core elements available Spring 2024. Final version available alongside the LTP Vision and Strategy.



Workstream	Description	Milestones
LTP Vision and Strategy (CORE STRATEGY)	Technical review and refresh of: <ul style="list-style-type: none"> LTP vision and Right Mix aspirations LTP ambitions and policies 	<ul style="list-style-type: none"> LTP Consultation Draft Summer 2024. Final LTP core strategy approval and publication Spring 2025
Delivery Plan (2027-2032) and Local Implementation Plan updates	Prepare revised documents setting out our plan for delivery across GM for the next CRSTS funding period.	<ul style="list-style-type: none"> Approvals and consultation publication mid-2025. Final publication late-2025
Quantified Carbon Reduction (QCR) reports	QCR analysis results and breakdown of LTP impacts – based on DfT tool and QCR guidance.	<ul style="list-style-type: none"> Part 1: Publication alongside the LTP core strategy. Part 2: Publication alongside the LTP Delivery Plan (2027-2032).
Integrated Assessment	Consideration of impacts on equalities, carbon, sustainability, health and habitats.	<ul style="list-style-type: none"> Procurement and commissioning Sep/Oct 2023 Interim reports on LTP Consultation Draft and LTP Final Draft Interim report on Delivery Plan draft Final publication alongside final Delivery Plan

4.2. TfGM officers will coordinate the work, advise on the content, and prepare draft documents and template LIP documents on behalf of the local authorities, GMCA and the Mayor.



It is important to note that the programme above will be subject to change because we do not yet have final guidance from DfT on the expectations for delivery. There is a possibility that when the DfT LTP guidance is released we will need to accelerate the programme, or amend the documents or workstreams, required to fully meet the guidance requirements. Nevertheless, given the workload and level of collaboration needed with Local Authorities to prepare a refreshed LTP, it is considered important to begin the process as soon as possible.

5. Local Authority Involvement

- 5.1. GM local authorities will be partners in the production of the refreshed LTP with TfGM leading the work programme and preparing initial drafts on behalf of the authorities. The Terms of Reference for the BNC includes development of the LTP with final approval required by GMCA and each local authority.
- 5.2. Through the regular Transport Strategy Group (TSG) meeting of TfGM and district officers, workshops, and 1-2-1 discussions, TSG officers and their colleagues will be involved in developing the document throughout the process.
- 5.3. Local authority officers are anticipated to contribute to discussions on the vision, aspirations, and policies being developed, then review, suggest edits, and approve all text that is produced. TfGM officers will undertake the final edit and raise any conflicting areas of concern for resolution at TSG.
- 5.4. TSG officers will also support engagement and consultation exercises in their area, including taking final documents through their respective area's statutory approvals process. They will brief council members, senior officers, and BNC members to get local feedback and ensure 'buy-in' to the refreshed LTP vision, aspirations and policies that will eventually apply across GM.
- 5.5. There are implications on staff time and resources for this programme of work within each local authority and within TfGM. At this stage the BNC is requested to note the general requirement for committing staff time at local authority level. A more detailed understanding of resource requirements will be developed as the programme progresses.



Local authority transport strategies

- 5.6. Bolton, Bury, Oldham, and Wigan Local Authorities are each in the process of, or have recently developed, their own area transport strategies. Where these are available, TSG officers will use them to inform discussion on the statutory LTP refresh – in particular, they are expected to help identify schemes and interventions that are likely to feed into the LTP Delivery Plan and each area Local Implementation Plan.

6. Engagement and Consultation

- 6.1 Alongside future formal statutory consultation, engagement will be a vital part of this process. The intention is to fully utilise the existing forums for engagement that are available to us, informed by the evidence gathering requirements and impacts of the LTP refresh – including those relating specifically to protected characteristic groups. This will include engagement at a representative level via TfGM's Disability Design Reference Group (DDRG), the GM Equality Panels, GM business groups, vehicle representative organisations, industry bodies, environmental groups and other special interest representatives as appropriate.
- 6.2 We will also utilise existing forums to discuss the LTP with technical stakeholders such as National Highways, Network Rail/GBR, Transport for the North and Neighbouring local authorities.
- 6.3 Where needed, based on the emerging evidence, we may also recommend more focussed discussions on particular policy areas, requiring the set-up of new stakeholder groups. These will be discussed and agreed with partners as part of the process.
- 6.4 The engagement and document drafting stages of the process will culminate in the delivery of draft documents available for full public consultation. This will be made available on TfGM, GMCA and local authority websites and will be supported by a series of consultation events in each local authority area.

Appendix 1: Current LTP Vision, Ambitions and Policies

Current LTP Vision on a page...

Transport Vision: World-class connections that support long-term sustainable economic growth and access to opportunity for all

Economic growth

Environment

Quality of Life

Innovation

Network principles

Integrated

Inclusive

Healthy

Environmentally responsible

Reliable

Safe and secure

Well-maintained and resilient

INTEGRATED (p23) Our Ambition: To enable people to move seamlessly between services on a single, high quality, easy-to-use network ; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.
INCLUSIVE (p29) Our Ambition: To develop a fully inclusive and affordable sustainable transport system for all.
HEALTHY (p31) Our Ambition: To develop a transport system that supports people in leading active, healthy lives .
ENVIRONMENTALLY RESPONSIBLE (p33) Our Ambition: For Greater Manchester to be known for the quality of its urban areas, natural environments with transport emissions reduced to near zero, and new transport schemes delivering environmental enhancements whenever possible.
RELIABLE (p38) Our Ambition: To develop a transport network that offers reliable journey times and gives people the confidence to use public transport.
SAFE AND SECURE (p41) Our Ambition: To reduce deaths on our roads as close as possible to zero and ensure that poor perceptions of personal security are no longer a significant barrier to people using public transport or walking and cycling
WELL-MAINTAINED AND RESILIENT (p40) Our Ambition: To bring the transport network into a good state of repair, maintain it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather.

Modal principles

STREETS FOR ALL (p44)

Our Ambition: To make our **streets welcoming and safe** spaces for all people, enabling more travel on foot, bike and public transport while **creating better places** that support local communities and businesses

PUBLIC TRANSPORT INTEGRATION (p62)

Our Ambition: To develop a fully integrated, customer-focused, low-emission **public transport network**, with simple, integrated ticketing, that provides an attractive and accessible alternative to travelling by car to key Greater Manchester destinations.

COMPREHENSIVE CYCLING AND WALKING NETWORK (p58)

Our Ambition: To create a **comprehensive network of on and off-road walking and cycling routes** that make it easy and safe for people to walk and cycle to key local destinations, such as local centres, jobs, healthcare and education, for leisure purposes and to access public transport.

GOODS AND SERVICING (p50)

Our Ambition: To enhance **freight's** role in contributing to economic growth and ensure that it becomes increasingly sustainable, minimising its impact on the environment and on communities in Greater Manchester.

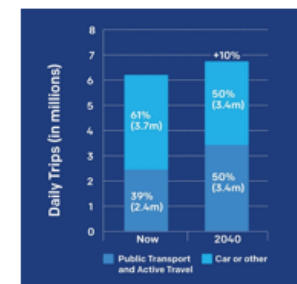
Bee Network

RAPID TRANSIT STRATEGY (p70)

Our Ambition: To extend the benefits of **rapid transit** to more of Greater Manchester and provide the capacity and reliability needed to support growth in the economy.

Right Mix Ambition

- 50:50 by 2040.
- One million more sustainable journeys every day
- Zero net growth in motor vehicle traffic



LTP Vision described across Spatial Themes

TRAVEL TO AND WITHIN OUR REGIONAL CENTRE (p94)

Our Ambition: For a well-connected, zero-carbon Regional Centre at the heart of the North (served by HS2 and Northern Powerhouse Rail Services), offering residents, employees and visitors a great place to live, work and visit. To support our **Right Mix vision**, we are aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. This means **fewer cars in the city centre** so we can give more space for people to walk and cycle and to create more liveable, cleaner and greener places. **Freight and servicing will also be better managed** to minimise the negative impacts of commercial vehicles on the Regional Centre.

TRAVEL ACROSS THE WIDER CITY REGION (p103)

Our Ambition: That our regenerated town centres are easy to get to, **particularly by sustainable modes, and pleasant to walk around and spend time in.** Journeys across the area, between centres or to other major destinations will be made easier through **improved orbital** public transport and cycle connections and less congested roads. Road collisions will fall, year on year, moving towards our **goal of reducing deaths and serious injuries** as close as possible to zero. The significant **new development** expected in Greater Manchester will be accessible by sustainable modes of transport, so that the impact of the extra trips on the road network is minimised.

CITY-TO-CITY LINKS (p83)

Our Ambition: To see an increasingly productive, inclusive and prosperous region, supported by **transformed connectivity between the major cities** of the North of England, and to the Midlands, London and Scotland. There will be a **step-change in quality, speed and reliability of our city-to-city rail links**, allowing travel to Liverpool, Leeds and Sheffield in 30 minutes or less and to London in just over an hour. The **strategic highway network will offer more reliable journey times.** More **freight will be moved by rail and water.** Transformed **infrastructure, smart ticketing and customer information** will encourage more trans-northern journeys to be made by public transport.

CONNECTED NEIGHBOURHOODS (p114) & TOWN CENTRES

Our Ambition: For **local neighbourhoods to be safer and more pleasant** to walk and cycle around, with the impact of traffic on local roads reduced and a year-on-year **reduction in collisions.** To achieve our **Right Mix vision**, we want to make **walking and cycling the natural choice** for short journeys. Ensuring that our **town centres are attractive and well connected** - and that **interchanges** are easier to access - will increase the proportion of journeys made by public transport and encourage people to use local shops and other facilities.



GLOBAL CONNECTIVITY (p78)

Our Ambition: To support growth at the Airport and the adjacent Enterprise Zone **by:** bringing many more people within one- and two-hour **rail journey times** to improve the **reliability of the highway network** near the Airport; and to ensure that **public transport services** better meet the needs of Airport customers and employees. Fewer people will drive to work at the Airport, with **transformed sustainable transport connectivity from across Greater Manchester and beyond.** The Atlantic Gateway corridor will be developed to maximise the **sustainable movement of goods by water and rail.** We support the development of the **Port Salford area as a tri-modal** (rail, water and road) logistics park and development zone to improve access to global markets via the Port of Liverpool.



LTP Ambitions and Policies arising from our Network Principles

There are 15 LTP Policies to support our Network Principles

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INTEGRATED (p23)
Our Ambition: To enable people to move seamlessly between services on a single, high quality, easy-to-use network ; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.
Policy 1: We will work with partners to ensure that modes of transport such as taxis, private hire vehicles and other demand responsive services - as well as shared mobility solutions, including car clubs, cycle hire and other forms of shared transport - are available, and fully integrated into the Greater Manchester transport network.
Policy 2: Working with partners, we will deliver integrated pricing and payment systems across the transport network, including smart ticketing for public transport, to support the delivery of 'Mobility as a Service'.
Policy 3: We will maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).
Policy 4: We will work with developers to ensure that new developments are accessible by sustainable modes , and to reduce transport emissions and impacts on the highway network.

INCLUSIVE (p29)
Our Ambition: To develop a fully inclusive and affordable sustainable transport system for all.
Policy 5: We will work with public transport operators, Network Rail and other partners to ensure that all transport infrastructure, vehicles and information are as accessible as possible for all our customers, regardless of their age and mobility.
Policy 6: We will work with partners to better integrate accessible travel services across Greater Manchester, to increase availability and convenience for customers.
Policy 7: As we plan our transport network, we will support the creation of a more inclusive economy for Greater Manchester by considering how best to improve the prospects of people living in deprived communities - including by ensuring that more people can access jobs, education, skills training and childcare.

HEALTHY (p31)
Our Ambition: To develop a transport system that supports people in leading active, healthy lives .
Policy 8: We will work with partners to deliver transport interventions that improve the health of Greater Manchester residents, including: reducing pollution from motor vehicles; increasing levels of physical activity ; improving access to healthcare ; and reducing social isolation .

ENVIRONMENTALLY RESPONSIBLE (p33)
Our Ambition: For Greater Manchester to be known for the quality of its urban areas, natural environments with transport emissions reduced to near zero, and new transport schemes delivering environmental enhancements whenever possible.
Policy 9: We will work with partners and key stakeholders to bring nitrogen dioxide (NO2) levels on local roads within legal limits, and to reduce levels of particulate matter, CO2 and noise emissions from vehicles.
Policy 10: We will work with partners to reduce carbon emissions from transport, to support Greater Manchester's ambition to be net zero carbon by 2038 ; and to implement measures to ensure our transport system is resilient to the impacts of climate change .
Policy 11: We will work with partners, including the Canals and Rivers Trust, to enhance green and blue infrastructure to provide a safe and attractive environment for walking and cycling.
Policy 12: We will aim to minimise the impact of transport on the built and natural environment - including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resource - and will deliver environmental enhancements and biodiversity net gain where possible.

RELIABLE (p38)
Our Ambition: To develop a transport network that offers reliable journey times and gives people the confidence to use public transport.
Policy 13: We will continue to deliver measures , and put in place appropriate management systems , to improve the reliability of the transport network.

WELL-MAINTAINED AND RESILIENT (p40)
Our Ambition: To bring the transport network into a good state of repair, maintain it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather.

SAFE AND SECURE (p41)
Our Ambition: To reduce deaths on our roads as close as possible to zero and ensure that poor perceptions of personal security are no longer a significant barrier to people using public transport or walking and cycling
Policy 14: We will work with operators and other partners to improve safety and to tackle crime and anti-social behaviour on the transport network.
Policy 15: Working with partners, including through the Safer Roads Partnership, we will deliver initiatives aimed at improving safety on the highway network , with a particular focus on supporting those who are walking and cycling.



LTP Ambitions and Policies arising from our Modal Principles

There are 16 LTP Policies to support our Modal Principles

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STREETS FOR ALL (p44)
Our Ambition: To make our streets welcoming and safe spaces for all people, enabling more travel on foot, bike and public transport while creating better places that support local communities and businesses.
Policy 16: We will work with partners to support a rapid transition towards low emissions vehicles in Greater Manchester, including developing a clear strategy on the Electric Vehicle Charging infrastructure network required to provide greater confidence to residents and businesses to invest in electric vehicles.
Policy 17: We will trial transport innovations to understand their relevance and potential applications for Greater Manchester, and to ensure we have robust policies in place.

KEY ROUTE NETWORK (p48)
Policy 18: We will provide a unified, Greater Manchester approach to managing the Key Route Network (KRN) of roads, in line with our Streets for All Strategy principles, and work with Highways England to co-ordinate this with the management of the Strategic Route Network (SRN).

GOODS AND SERVICING (p50)
Our Ambition: To enhance freight's role in contributing to economic growth and ensure that it becomes increasingly sustainable, minimising its impact on the environment and on communities in Greater Manchester.
Policy 19: We will work, including through the GM logistics forums, to improve journey times and reliability for deliveries , and to reduce the environmental impact of logistics .

PRIORITIES FOR HIGHWAYS INVESTMENT (p52)
Policy 20: We will ensure our streets are welcoming and safe spaces for all people, enabling more travel on foot, bike and public transport while creating better places that support local communities and businesses.
Policy 21: We will introduce appropriate bus priority measures on the highway network to improve bus reliability and will keep existing measures under review to ensure effectiveness. This will include developing proposals for "Quality Bus Transit" corridors on key routes.
Policy 22: We will work to improve and maintain the condition and resilience of our road network , drawing on best practice.

COMPREHENSIVE CYCLING AND WALKING NETWORK (p58)
Our Ambition: To create a comprehensive network of on and off-road walking and cycling routes (known as the Bee Network) that make it easy and safe for people to walk and cycle to key local destinations, such as local centres, jobs, healthcare and education, for leisure purposes and to access public transport.
Policy 23: We will work with partners to improve walking and cycling facilities across Greater Manchester, including through the development of a strategic walking and cycling network (the 'Bee Network'), wayfinding and cycle parking , and supporting 'Streets for All' design guidance to ensure consistently high quality standards across the network.

PUBLIC TRANSPORT INTEGRATION (p62)
Our Ambition: To develop a fully integrated, customer-focused, low-emission public transport network , with simple, integrated ticketing, that provides an attractive and accessible alternative to travelling by car to key Greater Manchester destinations.
Policy 24: Working with partners, we will work to establish and promote one integrated Greater Manchester public transport network ('Our Network'), making it easy for customers to plan, make and pay for their journeys using different modes and services.
Policy 25: We will seek to ensure a consistent standard of facilities at transport hubs , appropriate for their size and function, and will work with partners to improve access to them by all modes.

VISION FOR BUS (p65)
Policy 26: We will make best use of powers included in the Bus Services Act, as well as our existing powers, to give effect to our Vision for Bus.

COACHES AND TAXIS (p69)
Policy 27: We will ensure that accessible coach parking and set down/pick-up points are available at key locations.
Policy 28: We will work with the taxi and private hire industry to develop minimum standards for policy/regulation and operation across Greater Manchester, and work with Government to strengthen national legislation.

RAPID TRANSIT STRATEGY (p70)
Our Ambition: To extend the benefits of rapid transit to more of Greater Manchester and provide the capacity and reliability needed to support growth in the economy.
Policy 29: We will expand the coverage and capacity of our rapid transit network (Metrolink, Rail and Bus Rapid Transit), to deliver improved connectivity to employment and other opportunities within the city-region.

NATIONAL RAIL SERVICES
Policy 30: Working with partners, we will develop a rail network with the capacity, reliability, speed, resilience and quality to support growth in the Northern economy and extend the benefits of HS2 and Northern Powerhouse Rail throughout Greater Manchester.
Policy 31: We will continue to work with DfT, Network Rail and Transport for the North to secure greater local control of rail stations , and to deliver greater local accountability for all rail-based services, within Greater Manchester.

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Bee Network Committee

Date: Thursday 26 October 2023

Subject: Electric Vehicle Charging Tariff

Report of: Megan Black, Head of Logistics and Environment, TfGM

Purpose of Report

To inform members of the proposal for a more agile approach to setting the Electric Vehicle charging tariff to remain competitive within the market.

Recommendations:

Members are asked to consider and note the recommendations to be put forward to the GMCA (as below):

- Approve that a floor and a ceiling price cap of 30% above and below the current EV tariff (set out in paragraph 1.10 of the report) is introduced; and
- Delegate to the Chief Executive of the GMCA and TfGM approval of tariff changes within those limits.

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

Impact Indicator	Result	Justification/Mitigation	Guidance
Equality and Inclusion			<i>See Equalities Impact Assessment Result</i>
Health			
Resilience and Adaptation			
Housing	N/A		
Economy			
Mobility and Connectivity		Increased tariff on Be.EV network required to enable operational costs to be covered	
Carbon, Nature and Environment			<i>See Carbon Assessment Result</i>
Consumption and Production			

Risk Management

Tariff increases may result in complaints/reduction in usage. A communications plan will be implemented to help mitigate this.

Legal Considerations

Set out in the report.

Financial Consequences – Revenue

The ability to be agile in changing the Be.EV tariff will allow Greater Manchester to ensure that the tariff is covering operational costs.

Financial Consequences – Capital

Not applicable.

Number of attachments to the report: None

Comments/recommendations from Overview & Scrutiny Committee

Not applicable.

Background Papers

GMCA 25 March 2022 Greater Manchester Electric Vehicle Charging Tariff

GMCA 29 November 2019 Greater Manchester Electric Vehicle Charging Proposal

GMCA 26 January 2018 Transport Budget for 2018/19

Tracking/ Process

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

Yes

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 & Background

- 1.1. As of September 2023, there are 720 publicly accessible electric vehicle charging devices in Greater Manchester. Of these, 200 are branded as part of the Be.EV network, 151 of these are owned by TfGM (with Iduna Infrastructure Ltd owning the remainder). The Be.EV brand is owned by Iduna Infrastructure Ltd¹ who have a contract with TfGM to operate and maintain TfGM units. A programme of 60 additional TfGM-owned taxi charging points is currently being implemented.
- 1.2. The current contract term is 7 years from December 2019 i.e., to December 2026 with two optional 3-year extensions available from December 2029 and December 2032.
- 1.3. Whilst there are contractual arrangements about tariff setting, in that both parties can set their own, there is a non-binding agreement to have a unified rate so that there is a Be.EV tariff, rather than different rates depending on ownership – this is intended to improve the customer experience.
- 1.4. The tariff is primarily driven by the cost of electricity that is being supplied to the consumer through the unit, with a small percentage to cover the operation and maintenance costs. Effectively, in setting an EV tariff, TfGM is trying to cover its costs without a subsidy from the Transport Levy.
- 1.5. The first electric vehicle chargers installed in 2013 as part of the Greater Manchester Electric Vehicle (GMEV) charging network did not levy a charge. In November 2019 the GMCA agreed the pay-as-you-go tariff on the publicly owned EV charging network, subject to the development of a satisfactory Membership Scheme. The authority to approve the Membership Scheme and to implement the proposed electric vehicle charging tariff was delegated to the Chief Executive Officer, GMCA & TfGM, in consultation with the Deputy GM Mayor. The Membership Scheme was approved and the decision to implement the electric vehicle charging tariffs from 1st October 2021 was published in a decision notice on 19 August 2021.
- 1.6. It was subsequently reported to the GMCA in March 2022 that significant increases in energy prices had impacted on the ability of the publicly owned infrastructure to operate without a subsidy from the Transport Levy. There is therefore a requirement for TfGM to be able to quickly modify tariffs to remain competitive within the market.

- 1.7. As the EV Charging Infrastructure (EVCI) market matures and the consumer has a greater level of choice, giving greater flexibility for changing the tariff at pace in order to respond to market conditions would be highly beneficial for the consumer.
- 1.8. The introduction of a price cap would allow GM to quickly modify tariffs and this would strike a balance between protecting consumers / retaining transparency and being responsive and adaptable to a changing market.
- 1.9. It is recommended that a floor and a ceiling price cap of 30% above and below the existing EV tariff is implemented within which the tariff can fluctuate. These limits would be intended to prevent prices from falling below a certain point (floor) or rising about a certain point (ceiling), with a delegation to the Chief Executive of the GMCA and TfGM, to change the tariff within those limits. Changes outside of the floor and ceiling would require further agreement by GMCA.
- 1.10. The current Be.EV tariff, as implemented 22 August 2023 is outlined in the below table.

	Pay-as-you-charge tariff	Be.EV membership tariff	Be.EV GM taxi membership tariff
Fast Charger	£0.72 per kWh	£0.67 per kWh	n/a
Rapid Charger	£0.82 per kWh	£0.77 per kWh	£0.72 per kWh
Ultra Rapid Charger	£0.82 per kWh	£0.77 per kWh	n/a

- 1.11. The range of a 30% price cap is outlined in the below table.

	Pay-as-you-charge tariff	Be.EV membership tariff	Be.EV GM taxi membership tariff
Fast Charger	£0.50 to 0.94 per kWh	£0.47 to 0.87 per kWh	n/a
Rapid Charger	£0.57 to 1.07 per kWh	£ 0.54 to 1.00 per kWh	£0.50 to 0.94 per kWh per kWh
Ultra Rapid Charger	£0.57 to 1.07 per kWh	£ 0.54 to 1.00 per kWh	n/a

¹ In April 2021 the Amey MAP Services unit, which delivers the EV contract, was divested by Amey plc to Iduna Infrastructure Ltd.

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Bee Network Committee

Date: Thursday 26 October 2023

Subject: Transport Capital Programme

Report of: Chris Barnes, Infrastructure Pipeline Programme Director, TfGM

Purpose of Report

This report asks members to note the current position on the Greater Manchester Transport Capital Programme and consider a number of CRSTS, Active Travel and Growth Deal funding draw-down requests in order to support the continued development and delivery of the programme.

Recommendations:

The Committee is requested to:

1. Note the current position and recent progress on the transport capital programme.
2. Note the recent announcement from Government on CRSTS2.
3. Approve amendments to the CRSTS assurance process as set out in paragraph 3 of this report.
4. Delegate authority to approve draw-down from the total CRSTS fund of no more than £500,000 to the Chief Executive TfGM and GMCA.
5. Approve the draw-down of CRSTS funding as follows:
 - Trafford Bus Studies. £0.92m to develop the scheme to Outline Business Case;
 - Quality Bus Transit (Better Bus Routes). £0.09m CRSTS funding to deliver signal priority for late running buses across the QBT corridors; and
 - Zero Emission Bus (ZEB). £3.92m to enable DNO upgrades for Bus Franchising depots and to fund the continued development and delivery of the CRSTS ZEB Programme.
6. Approve the draw-down of Active Travel funding as follows:
 - £0.17m of additional MCF funding for Salford City Council to deliver their prioritised active travel programme; and

- Agree formal MCF scheme budget variations for Salford City Council as set out in paragraph 4.6.

7. Approve the draw-down of Growth Deal funding as follows:

- Salford Central. £1.62m Growth Deal funding to undertake detailed design work; and
- Salford Bolton Network Improvements (SBNI) Programme. £2.06m Growth Deal funding to deliver the remaining two delivery packages.
- Salford Bolton Network Improvements (SBNI) DP4 Pendleton Town Centre - re-allocation of previously drawn-down Growth Deal funding of £1.0m.

Contact Officers

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Dave Abdy	Infrastructure Pipeline Deputy Programme Lead, TfGM	dave.abdy@tfgm.com
Claire Butler	Infrastructure Pipeline Senior Programme Manager, TfGM	claire.butler@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

The GMCA is requested to approve the funding draw down requests.

Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing		
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		Schemes are being developed to promote greater use of public transport and sustainable travel modes, and to incorporate other carbon reduction measures where possible (for example, Bury Interchange).
Further Assessment(s):	Equalities Impact Assessment and Carbon Assessment	
G Positive impacts overall, whether long or short term.	A Mix of positive and negative impacts. Trade-offs to consider.	R Mostly negative, with at least one positive aspect. Trade-offs to consider.
		RR Negative impacts overall.

Carbon Assessment

Buildings	Result	Justification/Mitigation
New Build residential	N/A	
Residential building(s) renovation/maintenance	N/A	
New build non-residential (including public) buildings	N/A	
Transport		
Active travel and public transport		
Roads, Parking and Vehicle Access		
Access to amenities		
Vehicle procurement	N/A	
Land Use		
Land use	N/A	
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.
		Partially meets best practice/ awareness, significant room to improve.
		Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management

The recommendations of this report will directly support Bee Network scheme delivery and enable prioritised infrastructure expenditure. This will directly assist in mitigating the programme risk of not fully expending the available budget. A programme risk register is maintained and updated regularly by TfGM.

Legal Considerations

Legal Delivery Agreements and legal side-letters will be produced and implemented for full scheme and development costs approvals as appropriate.

Financial Consequences – Revenue

No specific financial (revenue) consequences.

Financial Consequences – Capital

Referenced throughout the report.

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

- 24 June 2022 – City Region Sustainable Transport Settlement – Final Scheme list
- 30 September 2022 – GMCA CRSTS Governance and Assurance
- 28 October 2022 – GMCA 2022/23 Capital Update – Quarter 2
- 10 February 2023 – GMCA Capital Programme 2022/23 – 2025/26
- 26 May 2023 – GMCA Transport Capital Programme (re-baselined Scheme List)
- 30 June 2023 – GMCA CRSTS Assurance (Outline and Full Business Case stages)

Tracking/ Process

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

Yes

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. Background

- 1.1. The transport infrastructure pipeline is a key enabler to achieving the Bee Network – Greater Manchester’s vision for an integrated ‘London-style’ transport system.
- 1.2. Work to develop and deliver the schemes within the Capital Programme continues at pace. 46 out of 60 CRSTS Strategic Outline Business Cases (SOBCs) have been approved and £295.4m out of £1.07bn CRSTS funding has been released to date. There are currently 4 SOBCs in review or pending approval with a further 2 SOBC submissions expected in October.

2. CRSTS 2

- 2.1. On Tuesday 4 October the Prime Minister announced additional funding to be provided through City Region Sustainable Transport Settlements (CRSTS). The indicative ‘CRSTS 2’ allocation for Greater Manchester is c£2.5 billion for the period April 2027 to March 2032. This is in addition to the current CRSTS 1 allocation of £1.07bn.
- 2.2. The final allocations, funding profiles and the split of capital and revenue funding will be confirmed in due course following engagement with DfT. The Department for Transport will also discuss with city regions and HM Treasury whether a proportion of the indicative CRSTS2 allocation may be brought forward into the final 2 years of CRSTS1 as part of ongoing work with MCAs on their current delivery plans.

The ongoing re-baselining exercise of CRSTS1 has therefore been paused in light of these announcements.

3. CRSTS Assurance Process

- 3.1. In June 2023 a number of Outline Business Case/ Full Business Case assurance principles were approved by GMCA, based on those applied to “major” (more complex/ higher risk – ‘Route 2’) schemes within the Growth Deal programme.
- 3.2. A number of further recommendations are now proposed in terms of how those assurance principles are applied to less complex/ lower risk (‘Route 1’) schemes, as follows. The proposed changes are in line with the principles that have been discussed and agreed with Local Authority partners through the GM Delivery Group.

- Outline Business Cases (OBC) will be subject to TfGM assurance process, with Final Business Case submissions requiring approval from this Committee prior to formal contract award and works starting on site.
- For schemes being promoted by Local Authorities, sign-off of the business case (prior to submission to TfGM) will be the responsibility of the relevant Authority.
- There is no longer a requirement to publish business case information.

3.3. In addition, further recommendations to both Route 1 and Route 2 schemes are proposed, as follows:

- Funding drawdown requests for all schemes (Route 1 and Route 2) below £500,000 to be delegated to the Chief Executive TfGM and GMCA. This is in line with the Growth Deal “minor” process. These drawdowns will continue to be reported to the Committee quarterly as part of the usual capital programme update.
- A “shift statement” approach to be adopted for all business cases (Route 1 and Route 2) beyond the initial Strategic Outline Business Case (SOBC), to focus on what has changed at each stage, which will enable schemes to progress more seamlessly from SOBC to OBC to FBC.

4. Funding Draw Down Requests

City Region Sustainable Transport Settlement (CRSTS)

- 4.1. Following a review of the scheme business case (SOBC, OBC or FBC as appropriate) undertaken by an independent TfGM officer review panel, the schemes below have been deemed to have demonstrated the appropriate strategic case, value for money and deliverability. Further detail about each of these schemes and the associated funding draw down requests is included at Appendix 1.
- 4.2. As such, the Committee is requested to approve the drawdown of £4.93m CRSTS funding as follows:

Scheme	CRSTS funding allocation – from the approved Scheme List (£m)	Funding draw-down request (£m)	Previously approved funding draw-down (£m)
Trafford Bus Studies	9.50	0.92	-
QBT – Prioritisation for late running buses	75.0 (across 5 separate QBT corridors)	0.09	6.36
Zero Emission Bus	115.00	3.92	60.00
Total		4.93	

Active Travel

- 4.3. Under the agreed Active Travel Capital Programme governance, once a scheme has secured Programme Entry, scheme promoters can submit a development cost budget request, enabling the production of a full or outline business case intended to secure scheme delivery funding.
- 4.4. Salford City Council has an indicative Mayor’s Challenge Fund (MCF) delivery budget of £28.3m, as endorsed by the GMCA in May 2020. This budget is now substantially committed against a large programme of schemes, including those already delivered on site and a number which have been developed to ready them for future funding opportunities. This split of development and delivery activity was set out in a reprioritisation paper that Salford City Council agreed at Active Travel Programme Board in February 2022, and which considered cost increases arising from inflation and changes in the construction market.

- 4.5. To deliver their prioritised active travel capital programme, a number of changes are required to Salford City Council’s previously approved MCF budgets. Principally these will enable the reallocation of funding from schemes which have, at this stage, been agreed for development only. Post-approval, this will be achieved by issuing Deeds of Variation which reflect the changes.
- 4.6. The requested changes, set out in the two tables below, result in a residual, additional MCF funding ask of £0.17m. This figure represents the balancing sum between the two tables (the additional budget request of £1.77m against the residual budget balance of £1.60m) and is requested for approval from Salford City Council’s indicative MCF programme allocation of £28.3m – and is affordable within that sum.

Table 1 – Salford CC Development Budget Underspend

Scheme Name	GMCA Approved Budget (£m)	Revised budget (£m)	Residual Balance (£m)
Barton Aqueduct	0.77	0.66	0.11
Trinity Way/ Springfield	1.11	0.37	0.74
Ordsall Chord	0.23	0.20	0.03
Monton Walking and Cycling	0.24	0.10	0.14
Ordsall Active Neighbourhood	0.53	0.22	0.31
Broughton Cycleway	0.44	0.36	0.08
Chapel St East (Phase 2)	0.69	0.50	0.19
Total	4.01	2.41	1.60

Table 2 – Salford CC Proposed MCF Budget Increases

Scheme Name	GMCA Approved Budget (£m)	Revised Budget (£m)	Additional Budget Required (£m)
Swinton Greenway	4.69	5.32	0.63
Chapel St East (Phase 1)	4.19	4.93	0.74
Liverpool Street Junctions*	-	0.03	0.03
Liverpool Street Corridor	0.51	0.88	0.37
Total	9.39	11.16	1.77

*No prior approval

5. Growth Deal

- 5.1. The Local Growth Deal (LGF) announcements made by Government in July 2014, January 2015 and November 2016 confirmed capital funding for Greater Manchester in relation to a programme of Major Schemes, Minor Works, Additional Priorities, Skills Capital and Economic Development & Regeneration (ED&R) Programmes (Growth Deal 1, 2 and 3).
- 5.2. In March 2021, in line with the prevailing grant conditions, the Growth Deal Programme reported full spend of all the LGF grant. Projects being delivered after March 2021 are being funded from alternative sources, in line with the local flexibility written into LGF ‘Single Pot’ Assurance Framework.
- 5.3. Ten of the fifteen Growth Deal Major Transport schemes, delivered either by TfGM or Local Authority Partners, are now complete and work to deliver the remaining schemes continues.

Salford Central

- 5.4. An initial redevelopment scheme for Salford Central rail station was granted Conditional Approval in June 2016. This scheme was based upon a scope that included refurbishing and bringing into operational use platforms 3, 4 and 5, thus taking advantage of infrastructure improvements, including the Ordsall Chord and electrification of the Chat Moss Line, delivered by the Northern Hub programme. The associated business case was predicated on additional trains stopping at the

station including Trans-Pennine Express trains to Leeds and Manchester Airport and the electric trains from the Chat Moss Line.

- 5.5. During late 2022, discussions with rail industry partners and the DfT identified that there would be operational impacts of trains stopping at Salford Central in addition to existing stations very close by. Furthermore, the re-opening of platforms 3, 4 and 5 would introduce platforms whose length would not allow for the future proposed train fleet to stop. Consequently, proposals to reinstate these platforms were deferred and a revised scheme developed focussing upon enhancements to the rest of the station.
- 5.6. The revised scheme complements recent Network Rail enhancements at Salford Central to raise the platform height and renew the platform canopies and continues to deliver on the key three themes identified at Conditional Approval, ie, to improve links to new development, encourage modal shift and enable economic growth.
- 5.7. Additionally, to maximise the benefits of the scheme and reduce disruption to station users, Network Rail have agreed a £5m contribution to the scheme, recognising that there are renewals that are required to be delivered. Northern Trains Limited have also committed to provide additional funding (£0.49m) from their Business Plan to support the delivery of their committed franchise improvements at the station. The Growth Deal contribution to the scheme is £10.5m.
- 5.8. The scheme has now completed outline design and a tender process for the design and build of the scheme is currently underway. To instruct the detailed design element of the tender and undertake necessary works to achieve Full Business Case, the project now seeks approval to the draw-down of £1.62m Growth Deal funding. Subject to securing the necessary station closure and rail network possessions, which remains a key risk, it is anticipated that contracts for the design and delivery of the works will be awarded in 2024 and substantive works on site will commence in early 2025.

Salford Bolton Network Improvements (SBNI) Programme

- 5.9. The Salford Bolton Network Improvements (SBNI) programme received Conditional Approval from GMCA in February 2016 and works have been ongoing to deliver the 14 Delivery Packages (DP) within the programme, of which six packages are in Bolton and eight in Salford. Each package comprises a series of interventions which focus on improvements to junction layouts, pedestrian access provisions, bus priority measures and cycle infrastructure. The works are being delivered by Bolton Council and Salford City Council respectively.
- 5.10. All Bolton packages are now complete and significant progress has been made in Salford with six of the eight packages complete including the majority of DP3 (A6/ Frederick Road and A666 North Improvements). Further details and the status of all packages can be found in Appendix 2.
- 5.11. As noted in the May 2023 Transport Capital Programme Report to GMCA, significant budgetary pressures arising because of inflationary and related issues have resulted in requests for additional financial support from some Local Authorities in order to complete schemes within their existing Infrastructure Programmes. This report outlines how these budgetary pressures have impacted the SBNI programme and requests the approval of funding drawdowns to enable the delivery of the final two schemes within the programme. The Committee should note that it is likely that further drawdowns across the wider programme will be requested in future.

Salford Bolton Network Improvements (SBNI) DP7 A580 Junction Improvements

- 5.12. In October 2022 Full Approval and an associated funding draw down was approved by GMCA for Salford City Council to deliver the SBNI DP7 (A580 Junction Improvements) scheme. During the final stages of the tender process, in February 2023 the preferred contractor withdrew their tender submission citing unforeseen inflationary pressures. As a result, Salford City Council was required to retender the scheme in summer 2023, during which Salford identified an opportunity to carry out additional carriageway resurfacing at the same time (to eliminate the need to revisit the junctions soon thereafter to carry out maintenance works), thereby reducing future network disruption.

- 5.13. Following the retender process a preferred contractor has been identified, however due to the additional time elapsed and ongoing inflationary pressures additional funding is required. To partly mitigate these cost pressures and to fund the additional resurfacing works Salford has secured an additional local contribution, however an additional funding drawdown from Growth Deal Contingency allowances of £0.53m is still required to deliver this scheme, for which approval from this Committee is now sought.
- 5.14. The original DP7 business case has been revisited in light of the updated scheme costs and the scheme still offers medium value for money. Works are planned to start in early 2024 and be completed by late summer 2024.

Salford Bolton Network Improvements (SBNI) DP3 A666 South Bus Priority

- 5.15. The A666 (South) Peak Hour Bus Lane scheme originally formed part of Salford Delivery Package 3 (DP3) which obtained Full Approval in November 2019 from GMCA. This package also included A666 (North) Peak Hour Bus Lane, A6 Broad Street / Belvedere Road / Frederick Road Junction Improvements and other minor improvement schemes.
- 5.16. Work commenced on site in October 2020 but was halted due to the discovery of a large gas main. The diversion of the gas main resulted in significant delays and required significant re-design work. In order to mitigate costs at the time and so as not to further impact the completion of other DP3 works, a decision was taken to remove the A666 (South) element from the wider DP3 proposals and progress this as a standalone scheme.
- 5.17. The A666 (South) scheme delivers a critical section of bus lane on a busy bus route between Bolton and Manchester and forms the final element of the SBNI programme. As part of the re-design work a requirement to carry out additional resurfacing works as part of the scheme has been identified. In addition, inflationary pressures have also impacted the overall costs of the scheme. Due to these circumstances the funding requirement to deliver this scheme has risen by £1.73m. Of this, £0.2m can be funded through a local contribution from Salford City Council. The Committee is therefore requested to approve the draw-down of the remaining £1.53m from Growth Deal Funding Contingency allowances to enable delivery of the

scheme. Subject to this approval being received works are planned to start in early 2024 and be completed in summer 2024.

- 5.18. The original DP3 business case has been revisited in light of the updated scheme costs and the scheme still offers high value for money.

Salford Bolton Network Improvements (SBNI) DP4 Pendleton Town Centre

- 5.19. As part of a review of the overall SBNI programme there is a need to reallocate £1.0m of existing funding from within the programme to support Salford City Council in the close out of the Pendleton Town centre improvement scheme (DP4). Costs rose during the construction of this project, managed and delivered by the Council, largely as a result of the discovery of significant drainage issues resulting in a redesign of some major elements of the scheme and the Covid 19 Pandemic, which led to significant delays to the completion of the scheme (7 months). The funding has been generated from savings across other scheme elements within the programme.

Appendix 1 – CRSTS Drawdown Scheme Detail

Trafford Bus Studies

- 1.1. The schemes comprise of a package of measures that seek to provide enhanced connectivity by sustainable modes between existing and new communities in Sale West and Carrington to town centres and the rapid transit network. They will be developed as a single scheme and are considered to provide initial enabling works to support the delivery of the New Carrington Places for Everyone allocation.
- 1.2. The scheme will be developed in conjunction with Trafford Council, who will be the delivery partner with full responsibility to develop the scheme in line with strategic objectives. TfGM will fulfil the role of scheme promoter, with overall accountability and responsibility for the development and coordination of the scheme, including the associated business case.
- 1.3. In line with the local assurance framework, following a review of the Strategic Outline Business Case (SOBC) by an independent TfGM officer review panel, the scheme has been deemed to have demonstrated the appropriate strategic case, value for money and deliverability for the current stage of scheme development. As such, the Committee is requested to approve the drawdown of £0.92m CRSTS funding to develop the scheme to Outline Business Case, noting that a further update will be brought to the BNC at that stage.

QBT (Better Bus Routes): Prioritisation for late running buses

- 1.4. Quality Bus Transit (QBT) now known as Better Bus Routes forms a key element of the Bus Infrastructure Programme funded through the CRSTS and will actively contribute to the delivery of our overall ambition for bus travel as set out in Greater Manchester's Bus Service Improvement Plan and GM Bus Strategy. The programme will create a step-change in the experience of taking the bus for local journeys, addressing key barriers to bus travel including journey time, reliability, comfort and perception of safety at stops. It will also significantly improve access to the rapid transit network and Greater Manchester's town centres thereby supporting their ongoing regeneration.
- 1.5. The CRSTS Scheme List approved by GMCA included an allocation of £75m to deliver Better Bus Routes measures across five orbital corridors. As part of an initial package of measures to deliver early benefits to bus passengers, it is proposed to

introduce signal priority for late running buses at existing junctions on the five Better Bus Route corridors.

- 1.6. In line with the local assurance framework, following a review of a Full Business Case (FBC) undertaken by an independent TfGM officer review panel, the scheme has been deemed to have demonstrated the appropriate strategic case, value for money and deliverability. As such, the Committee is requested to approve the drawdown of £0.09m CRSTS funding to deliver signal priority for late running buses across the five Better Bus Route corridors.

Zero Emission Bus

- 1.7. At the July 2022 GMCA meeting approval was granted to draw down up to £30m of CRSTS Zero Emission Bus funding in order to deliver 50 zero emission buses and associated power upgrades and charging infrastructure for the start of Bus Franchising Tranche 1 in September 2022.
- 1.8. Subsequently, at the November 2022 GMCA meeting, approval was granted to draw down up to £30m of CRSTS Zero Emission Bus funding in order to deliver 50 zero emission buses and associated power upgrades and charging infrastructure for the start of Bus Franchising Tranche 2 in March 2023.
- 1.9. The drawdown of £60m CRSTS Zero Emission Bus funding to date has been fully utilised in order to deploy 50 ZEBs at the Tranche 1 Bolton depot and to support the upcoming delivery of 50 zero emission buses to be deployed from the Tranche 2 Oldham depot.
- 1.10. Approval is now requested to draw down up to a further £3.92m of CRSTS Zero Emission Bus funding in order to support the continued development and delivery of the programme until the deployment of Bus Franchising Tranche 3 in January 2025. This will include necessary upgrades to distribution network operator (DNO) connections; the draw down will also include funding to develop electrical feasibility designs across the Bus Franchising depot estate in order to inform future zero emission bus deployments.

Appendix 2 - SBNI Programme Summary Update

The Conditional Approval business case for the Salford Bolton Network Improvement programme was approved in February 2016. The SBNI delivery packages are being delivered through a phased approval and delivery approach under the Growth Deal Minor Scheme Governance arrangements, as previously agreed. A full list of the SBNI Delivery Packages is shown below:

Delivery Package	Location	Status/Update
Bolton Council Core Programme		
DP1	Raikes Lane junction improvements	Complete
DP2	Loxham Street junction improvements	Complete
DP3	Longcauseway junction improvements	Complete
DP4	Farnworth bus station and town centre improvements	Complete
DP5	Manchester Road Gateway	Complete
DP7	Bus Stop Upgrades	Complete
Salford City Council Core Programme		
DP1	(Walkden/ Pendleton)	Complete
DP2	Swinton town centre Junction Improvement	Complete
DP3 (A)	A6 / Frederick Rd Junction Improvement and Bus Priority A666 North Bus Priority Other Minor Improvement Schemes including a Sparrow Crossing at Salford Crescent and Parking improvements at Bolton Road	Complete (Final Account to be agreed by Salford City Council)
DP3 (B)	A666 South Bus Priority	Works are as detailed in the report
DP4	Pendleton Town Centre Improvement scheme	Complete
DP5	Bus stop upgrades (85 stops)	Complete
Salford City Council Reserve Scheme Programme		
DP6	Madamswood Road Improvement Scheme	Complete

Delivery Package	Location	Status/Update
DP7	A580 Junction Improvements (Worsley Rd and Lancaster Rd)	DP7 consists of the upgrading of the A580/Lancaster Road and A580/Worsley Rd junctions to improve their efficiency, enhance facilities for pedestrians and provide journey time savings for bus passengers and general traffic.
DP8	Walkden Station Park and Ride	Complete

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