



BEE NETWORK COMMITTEE

DATE: Thursday, 27th June, 2024

TIME: 2.00pm

VENUE: The Tootal Buildings - Broadhurst House , 1st Floor, 56
Oxford Street, Manchester, M1 6EU

AGENDA

Annual Meeting Business

1. Appointment of Chair

To appoint a chair to the Bee Network Committee for the 2024/25 municipal year.

2. Appointment of Vice Chair

To appoint a Vice-Chair to the Bee Network Committee for the 2024/25 municipal year.

3. Welcome and Apologies

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

4. Membership for the 2024/25 Municipal Year

To note the membership of the Committee for the forthcoming municipal year.

Members:

District	Member	Substitute
Bolton	Hamdi Khurram (Lab)	Sean Fielding (Lab)
Bury	Alan Quinn (Lab)	Gareth Staples-Jones (Lab)
Manchester	Tracey Rawlins (Lab)	To be confirmed
Oldham	Joshua Charters (Lab)	Chris Goodwin (Lab)
Rochdale	Phil Burke (Lab)	Aasim Rashid (Lab)
Salford	Paul Dennett (Lab)	Mike McCusker (Lab)
Stockport	Grace Baynham (Lib Dem)	Mark Roberts (Lib Dem)
Tameside	Laura Boyle (Lab)	Andrew McClaren (Lab)
Trafford	Aidan Williams (Lab)	Stephen Adshead (Lab)
Wigan	Paul Prescott (Lab)	John Vickers (Lab)

Mayoral Appointments: To be confirmed.

5. Members Code of Conduct

1 - 8

To note the requirements under the Members Code of Conduct.

6. Terms of Reference and Rules of Procedure

9 - 32

To note the Committee's Terms of Reference and Rules of Procedure.

7. Appointments to Outside Bodies

1. To appoint five members to the Greater Manchester Accessible Transport Board.
2. To appoint one member to the GM Green City Region Partnership.
3. To appoint one member to the newly constituted Vision Zero Advisory & Scrutiny Board.

Ordinary Business

8. Chairs Announcements & Urgent Business

9. Declarations of Interest 33 - 44

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.

10. Minutes of the Meeting held on 21 March 2024 45 - 54

To consider the approval of the minutes of the meeting of the Bee Network Committee held on 21st March 2024.

11. Transport Capital Programme 55 - 70

A report of Chris Barnes, Network Director Infrastructure, TfGM.

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, 19 June 2024 on behalf of Julie Connor,
Secretary to the
Greater Manchester Combined Authority, Broadhurst House, 56 Oxford Street,
Manchester M1 6EU



BEE NETWORK COMMITTEE

Date: 27 June 2024

Subject: Code of Conduct and Register of Interests

Report of: Gillian Duckworth, Monitoring Officer, GMCA

PURPOSE OF REPORT:

To remind Members that the GMCA's Member Code of Conduct sets out high expectations with regard Members' conduct. As Members are co-opted on to a GMCA Committee the GMCA's code applies to them when they are acting in this capacity.

RECOMMENDATIONS:

Members are requested to:

1. Note the GMCA's Member Code of Conduct (Appendix A).

CONTACT OFFICER

Lee Teasdale, Governance & Scrutiny Officer, GMCA

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BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

Risk Management – none

Legal Considerations – none

Financial Consequences – none

Financial Consequences – Capital – none

Number of attachments included in the report: 1

GMCA's Member Code of Conduct (Appendix A)

BACKGROUND PAPERS

The following is a list of the background papers on which this report is based in accordance with the requirements of Section 100D (1) of the Local Government Act 1972. It does not include documents, which would disclose exempt or confidential information as identified by that Act.

None.

Appendix A

SECTION A: CODE OF CONDUCT FOR MEMBERS

Part 1 General Provisions

1. Introduction and Scope

1.1. The Greater Manchester Combined Authority is determined to promote and maintain high standards of conduct by its Members, Co-opted Members and those councillors from Greater Manchester's districts appointed to roles in which they act on behalf of the GMCA. The GMCA has adopted a Code of Conduct for Members in line with its obligations under section 27(2) of the Localism Act 2011.

1.2. This Code mandatorily applies to those acting as Members of the GMCA (including the **directly elected** Mayor and Substitute Members), voting Co-opted Members of the GMCA's committees or Appointed Members of Joint Committees, and references to "official capacity" are to be construed accordingly.

1.3. Compliance with this Code is a statutory requirement for those identified in paragraph 1.2. To promote good governance the GMCA strongly recommends voluntary compliance with the Code by non-voting Co-opted Members of the GMCA's committees and by elected members from Greater Manchester's ten districts when they otherwise act for or represent the GMCA. Where a member is only subject to the Code through voluntary compliance (as described in this paragraph) they will not in law be subject to the statutory obligations relating to member conduct under Chapter 7, Part 1 of the Localism Act 2011 nor can the conduct of such a member, insofar as it concerns that member's GMCA role, amount to any of the criminal offences referred to in this Code. However, the conduct of a member who has agreed to voluntarily be subject to the Code may be considered under the GMCA's arrangements for determining whether a member has breached the Code.

1.4. In this Code – 'meeting' means any meeting of:

- the GMCA; or
- any of the GMCA's Committees or Sub-Committees, Joint Committees or Joint Sub-Committees.

For the purposes of this Code "Committee" includes any Fire Committee that may be established by the Mayor.

This Code does not have effect in relation to a member's conduct other than where it is in that member's official capacity.

This Code will be reviewed every two years by the GMCA's Standards Committee or earlier if required by a change in legislation.

2. General Principles

- 2.1. The Code and the associated guidance are based on the following general principles.
- 2.2. Members must behave according to the highest standards of personal conduct in everything they do when acting as a Member or voting Co-opted Member (or in the case of those voluntarily subject to compliance with the Code in accordance with paragraph 1.3 above, where they are otherwise acting on behalf of the GMCA). They must observe the following principles of conduct, some of which are set out in law. The seven principles of Standards in Public Life known as the Nolan Principles underpin the provisions of the GMCA's Code of Conduct for Members. They are set out in paragraphs 2.3 to 2.9 below.
- 2.3. Selflessness: holders of public office should act solely in terms of the public interest.
- 2.4. Integrity: holders of public office **must avoid** placing themselves under any obligation to **people or** organisations that might try inappropriately to influence them in the work. **They should not act or take decisions on order to gain financial or other material benefits for themselves, their family, or their friends. They must disclose and resolve any interests and relationships.**
- 2.5. Objectivity: **Holders of public office must act and take decisions impartially, fairly and on merit, using the best evidence and without discrimination or bias.**
- 2.6. Accountability: Holders of public office are accountable for their decisions and must submit themselves to whatever scrutiny is appropriate to **ensure this.**
- 2.7. Openness: Holders of public office should **act and take decisions in an open and transparent manner. Information should not be withheld from the public unless there are clear and lawful reasons for doing so.**
- 2.8. Honesty: Holders of public office have a duty to declare any private interests relating to their public duties and to take steps to resolve any conflicts arising in a way that protects the public interest.

2.9. Leadership: Holders of public office should **exhibit these principles in their own behaviour. They should actively promote and robustly support the principles and be willing to challenge poor behaviour wherever it occurs.** Where those covered by this Code act as a representative of the GMCA:

- a) on another relevant authority, they must, when acting for that other authority, comply with that other authority's code of conduct; or
- b) on any other body, they must comply with this Code, unless it conflicts with any other lawful obligations to which that other body may be subject.

2.10. It is an individual's responsibility to comply with this Code. Failure to do so may result in a sanction being applied by the GMCA. A failure by a Member coming within the scope of paragraph 1.2 above to declare a Disclosable Pecuniary Interest may result in a criminal conviction and an unlimited fine and/or disqualification from office for a period of up to 5 years.

3. General Obligations for Members

3.1. You must not:-

- a) Do anything which may knowingly cause the GMCA to breach the Equality Act 2010;
- b) Bully or be abusive to any person;
- c) Intimidate or attempt to intimidate any person who is or is likely to be:
 - d) a complainant
 - e) a witness, or
 - f) involved in the administration of any investigation or proceedings,
 - g) in relation to an allegation that a Member (including yourself) has failed to comply with the GMCA's Code of Conduct; or
- h) do anything which compromises or is likely to compromise the impartiality of those who work for, or on behalf of, the GMCA.

3.2. You must not:

- a) Disclose information given to you in confidence by anyone, or information acquired by you which you believe, or ought reasonably to be aware, is of a confidential nature, except where:
 - i. You have the consent of a person authorised to give it;
 - ii. You are required to do so by law;
 - iii. The disclosure is made to a third party for the purpose of obtaining professional **legal** advice, provided that the third party agrees not to disclose the information to any other person; or
 - iv. the disclosure:
 - is reasonable and in the public interest; and
 - is made in good faith and in compliance with the reasonable requirements of the GMCA; **and I have consulted with the Monitoring Officer prior to its release or**
- b) Do not improperly use knowledge gained solely as a result of your role as a Councillor for the advancement of yourself, friends, family members, employer or business interests
- c) Prevent another person from gaining access to information to which that person is entitled by law.

3.3. You must not conduct yourself in such a way which could reasonably be regarded as bringing your office or the GMCA into disrepute.

3.4. You:

- a) must not use or attempt to use your position as a Member improperly to the advantage or disadvantage for myself or any other person, ; and
- b) must, when using or authorising the use by others of the resources of the GMCA:
 - act in accordance with the GMCA's reasonable requirements.
 - ensure that such resources are not used improperly for political purposes (including party political purposes) or be conducive to, the discharge of the functions of the GMCA or of the office to which I have been appointed; and

c) must have regard to any applicable Local Authority Code of Publicity made under the Local Government Act 1986.

3.5. When reaching decisions on any matter you must have regard to any relevant advice provided to you by:

- a) The GMCA's Treasurer (section 73 officer); or
- b) The GMCA's Monitoring Officer

where that officer is acting pursuant to his or her personal statutory duties.

3.6. You must give reasons for all decisions in accordance with any statutory requirements and any reasonable additional requirements imposed by the GMCA.

Bee Network Committee – Terms of Reference

1. Overview

- 1.1 As a joint committee of the ten Greater Manchester district councils ('the Constituent Councils'), the GMCA and the Mayor, the Bee Network Committee brings together the principal transport decision-makers in Greater Manchester, allowing a holistic, integrated view of transport to be taken.
- 1.2 The Bee Network Committee is responsible for overseeing delivery of Greater Manchester Local Transport Plan set by GMCA and within the transport budgets set by the GMCA.
- 1.3 The Committee leads transport decision-making at a city regional level, and is responsible for monitoring the performance of Greater Manchester's transport network, and the performance of Transport for Greater Manchester (TfGM), the local government body responsible for delivering Greater Manchester's transport strategy and commitments.
- 1.4 The Committee has an important role in developing transport policy, and advising and supporting the Constituent Councils, the GMCA and Mayor on specific transport issues.
- 1.5 The Committee also supports shared ownership of the transport agenda across the city region, informed by local priorities and driven by consensus. It facilitates an integrated approach to policy development to support the delivery of Greater Manchester's fully integrated transport system, the 'Bee Network', which will change the way people travel across the city region.
- 1.6 In summary, the four key roles for the Bee Network Committee are:
 - a) **Decision-Making** – Determining changes to transport network operations as set out in Part 2, and the draw down of funding to invest in transport infrastructure and operations.

- b) **Performance Monitoring** – Oversight of the performance and financial sustainability of the transport network, holding transport operators and TfGM to account.
- c) **Policy Development** – Developing transport policy to support the delivery of the Local Transport Plan and the Greater Manchester Strategy, within the parameters of the budgets set by GMCA.
- d) **Local Coordination** – Facilitating coordination between the Constituent Councils to support effective highways management and infrastructure delivery.

2. Transport functions of the GMCA delegated or referred to the Bee Network Committee

2.1 The following transport functions of the GMCA are delegated or (where indicated) referred for the making of recommendations, by the GMCA or, as the case may be, the Mayor to the Bee Network Committee, without prejudice to the GMCA's or, as the case may be, the Mayor's right to discharge such functions directly, and subject to the Bee Network Committee exercising these functions in accordance with any transport policies of the GMCA and the Mayor, the Local Transport Plan and the agreed transport budget and borrowing limits:

- a) Determining a programme of reviews to inform changes to the transport network;
- b) Determining any proposed changes to the transport network resulting from the programme of network reviews, subject to compliance with any statutory requirements. For example, the introduction of new routes, withdrawal of existing routes, or major changes to routes, frequencies or vehicle specifications;
- c) Receiving updates, where appropriate, on other operational changes to the transport network, such as: schedule changes to improve reliability, minor route changes, capacity changes, changes in response to emergency events and planned temporary changes;

- d) Determining the operation of subsidised bus services in Greater Manchester;
- e) Determining the operation of the GMCA's accessible transport provision pursuant to Sections 106(1) and 106(2) of the Transport Act 1985;
- f) Approving the draw down of capital funds to invest in transport infrastructure, services and operations in accordance with the budgets set and the capital programme/s approved by the GMCA;
- g) Monitoring the performance of Greater Manchester's transport network, including the parts of the network which are not within the control of the Mayor, the GMCA or local authorities such as rail services and the strategic highways network managed by National Highways;
- h) Monitoring delivery of the Local Transport Plan and other transport policies of the Mayor and the GMCA;
- i) Monitoring delivery of key transport programme including, but not limited to, the transport capital programme;
- j) Monitoring and overseeing the activities and performance of TfGM (and where appropriate recommending that the GMCA exercise the power pursuant to Section 15(6) of the Transport Act 1968 to give to TfGM such directions as appear to the Bee Network Committee to be appropriate to secure the observance of the rights of the GMCA);
- k) Ensuring that TfGM secures the provision of appropriate public passenger transport services pursuant to Section 9A(3) of the Transport Act 1968 and monitoring the operation and performance of these services and initiating appropriate action, including making recommendations to the GMCA and/or the Mayor;
- l) Ensuring that TfGM implements those actions delegated to it for promoting the economic, social and environmental well-being of Greater Manchester and its residents pursuant to Section 99 of the Local Transport Act 2008;

- m) Undertaking policy reviews and development, to support the delivery of the Local Transport Plan and the Greater Manchester Strategy, in accordance with any transport policies of the GMCA or Mayor, and the GMCA's agreed transport budget and borrowing limits;
- n) Reviewing fares, tariffs, charges and concessions functions and making recommendations to the GMCA, in accordance with any transport policies of the GMCA and the Mayor, the Local Transport Plan and the agreed transport budget and borrowing limits;
- o) Considering proposals by TfGM to promote or oppose any Bill in Parliament pursuant to Section 10(1)(xxix) of the Transport Act 1968 and making recommendations to the GMCA as to whether it should approve such proposals; and
- p) Promotion of Greater Manchester's transport and travel interests as set by the GMCA and the Mayor.

2.2 In respect of functions under section 39(2) and (3) of the Road Traffic Act 1988 ('the road safety function'), which may be exercised concurrently with Constituent Councils, the GMCA delegates to the Bee Network Committee responsibility for:

- a) Producing and developing policies in relation to the road safety function;
- b) Drawing up budgets in relation to the road safety function insofar as it is exercised by the TfGM. Determining the tasks to be carried out in relation to the road safety function by TfGM;
- c) Making recommendations to the GMCA and the Mayor in respect of the development of policies for the promotion and encouragement of safe transport to, from and within its area under s108 Transport Act 2000; and
- d) Monitoring and overseeing the activities and performance of TfGM, in respect of the road safety function.

3. Transport functions of the Constituent Councils delegated directly to the Bee Network Committee

3.1 The following transport related functions of the Constituent Councils are delegated directly to the Bee Network Committee subject to the Bee Network Committee exercising these functions in accordance with any policies of the GMCA (as local transport authority), the Local Transport Plan and the terms of the delegation from the Constituent Councils:

- a) Carrying out actions to facilitate the performance by local traffic authorities of their duty to manage their road traffic on their own roads and facilitating the same on other local authorities' roads pursuant to Sections 16 and 17 (except for sub-sections 17 (2) and (3)) of the Traffic Management Act 2004, including in particular –
 - i. establishing processes for identifying things (including future occurrences) which are causing or have the potential to cause road congestion or other disruption to the movement of traffic on the road network;
 - ii. determining specific policies and objectives in relation to strategic roads; and
 - iii. monitoring the effectiveness of traffic authorities in managing their road network.

3.2 The delegated functions referred to in paragraph 3.1 enable the Bee Network Committee to coordinate local authority transport responsibilities, where cross border cooperation is required.

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Bee Network Committee

Rules of Procedure

1. Interpretation, Suspension and Variation/Revocation of Rules of Procedure

- 1.1 These Rules shall apply to the Bee Network Committee.
- 1.2 The ruling of the Chair on the interpretation of these Rules in relation to all questions of order and matters arising in debate shall be final.
- 1.3 References in these Rules to the “Chair” mean the member of the Bee Network Committee for the time being presiding at the meeting of the Bee Network Committee. References in these Rules to the “Secretary” means the officer of the GMCA who is appointed to discharge the role of the Secretary to the Bee Network Committee.
- 1.4 * Except for those provisions which accord with the provisions of the Local Government Acts (and which are indicated with an asterisk *) any Rule may be suspended at a meeting of the Bee Network Committee with the consent of the majority of the whole number of members of the Bee Network Committee but not otherwise.
- 1.5 * These Rules (except for those Rules marked with asterisk*) may be varied or revoked by a decision of a two-thirds majority of the Bee Network Committee and any motion to vary or revoke any of these Rules shall, when proposed and seconded, stand adjourned without discussion to the next ordinary meeting of the Bee Network Committee which shall determine the matter having considered a report of the Secretary to the Bee Network Committee on the proposed variation or revocation.

2. Chair

2.1*The Chair of the Bee Network Committee will be appointed annually by the Mayor from among its members and shall, unless they resign, cease to be members of the Bee Network Committee or become disqualified, act until their successor becomes entitled to act as Chair.

2.2The appointment of the Chair, for recommendation to the Mayor shall be the first business transacted at the Annual Meeting of the Bee Network Committee.

2.3* On a vacancy arising in the office of Chair for whatever reason, the Bee Network Committee shall recommend an appointment to fill the vacancy at the next ordinary meeting of the Bee Network Committee held after the date on which the vacancy occurs, or, if that meeting is held within 14 days after that date, then not later than the next following meeting. The member appointed shall hold such office for the remainder of the year in which such vacancy occurred.

3. Meetings

3.1 The Annual Meeting of the Bee Network Committee shall be held in June
* or the month after local elections on a date and at a time determined by the Bee Network Committee.

3.2 Ordinary meetings of the Bee Network Committee for the transaction of
* general business shall be held on such dates and at such times as the Bee Network Committee shall determine.

3.3 An Extraordinary Meeting of the Bee Network Committee may be called
* at any time by the Chair.

4. Notice of Meetings

4.1 At least five clear days before a meeting of the Bee Network Committee:

- (a) notice of the time and place of the intended meeting shall be published by the Secretary and posted at Broadhurst House, Oxford Street, Manchester, M1 6EU; and
- (b) a summons to attend the meeting, specifying an agenda for the meeting, shall be sent by electronic email to the usual email address of each member of the Bee Network Committee, or any other email address notified to notified to the Secretary by a member of the Bee Network Committee.

4.2 Lack of service on a member of the Bee Network Committee of the
* summons shall not affect the validity of a meeting of the Bee Network Committee.

4.3 A member of the Bee Network Committee may require a particular item
* of business, including any motion, which is relevant to the powers of the Bee Network Committee, to be discussed at an ordinary meeting of the Bee Network Committee subject to at least eight clear days' notice of such intention being given to the Secretary in writing, signed by the member concerned and specifying the business to be discussed. The Secretary shall set out in the agenda for each meeting of the Bee Network Committee the items of business requested by members (if any) in the order in which they have been received, unless the member concerned has given prior written notice to the Secretary prior to the issue of the agenda for the meeting, for it to be withdrawn. If the member concerned is not present at the meeting when an item of which they have given notice comes up for discussion, this item shall, unless the Bee Network Committee decides otherwise, be treated as withdrawn. A member shall not have more than one item of business, or motion,

standing in their name to be discussed at any meeting of the Bee Network Committee.

4.4 No motion by way of notice to rescind any resolution which has been passed within the preceding six months, nor any motion by way of notice to the same effect as any motion which has been negated within the preceding six months, shall be in order, unless the notice thereof shall have been given in time for inclusion on the agenda for the meeting, in accordance with paragraph 4.3 above, and the notice shall have been signed by four other members in addition to the member who is to propose the motion.

4.5 * Except in the case of business required by these Rules to be transacted at a meeting of the Bee Network Committee, and other business brought before the meeting as a matter of urgency, and of which the Secretary shall have prior notice and which the Chair considers should be discussed at the meeting, no business shall be transacted at a meeting of the Bee Network Committee other than that specified in the agenda for the meeting.

5. Chair of Meeting

5.1 * At each meeting of the Bee Network Committee the Chair, if present, shall preside.

5.2 * If the Chair is absent from a meeting of the Bee Network Committee, the Secretary shall invite the members present to elect a member to preside for the duration of the meeting or until such time as the Chair joins the meeting.

5.3 Any power or function of the Chair in relation to the conduct of a meeting shall be exercised by the person presiding at the meeting.

6. Quorum

6.1 * No business shall be transacted at any meeting of the full Bee Network Committee unless at least 6 of the members are present).

6.2 If at the time for which a meeting is called, and for 15 minutes thereafter, a quorum is not present, then no meeting shall take place.

6.3 If during any meeting of the Bee Network Committee the Chair, after counting the number of members present, declares that there is not a quorum present, the meeting shall stand adjourned to a time fixed by the Chair. If there is no quorum and the Chair does not fix a time for the reconvened meeting, the meeting shall stand adjourned to the next ordinary meeting of the Bee Network Committee.

7. Order of Business

7.1 At every meeting of the Bee Network Committee the order of business shall be to select a person to preside if the Chair is absent and thereafter shall be in accordance with the order specified in the agenda for the meeting, except that such order may be varied -

- (a) by the Chair at his/her discretion, or
- (b) on a request agreed to by the Bee Network Committee

7.2 The Chair may bring before the Bee Network Committee at their discretion any matter that they consider appropriate to bring before the Bee Network Committee as a matter of urgency.

8. Rules of Debate

Motions

- 8.1 A Motion (or amendment) shall not be discussed unless it has been proposed and seconded. It shall, if required by the Chair, be put in writing and handed to the Chair, who shall determine whether it is in order before it is further discussed or put to the meeting.
- 8.2 A member when seconding a Motion or amendment may, if they then declare their intention to do so, reserve their speech until a later period of the debate. No member may, except at the discretion of the Chair, address the Bee Network Committee more than once on any Motion. The mover of the original Motion may reply but shall confine such reply to answering previous speakers and shall not introduce any new matter into the debate. After the reply the question shall be put forthwith.
- 8.3 A member when speaking shall address the Chair. If two or more members signify their desire to speak, the Chair shall call on one to speak: the other or others shall then remain silent. While a member is speaking no other member shall intervene unless to raise a point of order or by way of personal explanation.
- 8.4 A member shall direct his/her speech to the question under discussion or to a personal explanation or to a point of order. No speech shall exceed five minutes except by consent of the Chair.

Amendments to Motions

- 8.5 An amendment shall be relevant to the Motion and shall be:-

- (a) (i) to leave out words from the Motion
- (ii) to leave out words from, and insert or add others to, the Motion:
- (iii) to insert words in, or add words to, the Motion:

but such omission, insertion or addition of words shall not have the effect of negating the Motion before the Bee Network Committee.

8.6 Only one amendment may be moved and discussed at a time and no further amendment shall be moved until the amendment under discussion has been disposed of. The mover of an amendment shall read the same before speaking to it.

8.7 If an amendment is rejected, other amendments may be moved on the original Motion. If an amendment is carried, the Motion as amended shall take the place of the original Motion and shall become the substantive Motion upon which any further amendment may be moved, except any amendment which would be inconsistent with that already carried. The right of reply under paragraph 9.2 above shall not extend to the mover of an amendment which, having been carried, has become the substantive Motion. No member shall move more than one amendment on any Motion.

8.8A member with the consent of the Bee Network Committee, signified without discussion:-

- (a) alter a Motion of which they have given notice
- (b) with the consent of their seconder alter a Motion which they have moved:

if in either case the alteration is one which could be made as an amendment thereto.

8.9A Motion or amendment may be withdrawn by the mover with the consent of the Bee Network Committee (which shall be signified without discussion) and no member may speak upon it after the mover has asked permission for its withdrawal, unless such permission has been refused.

8.10 When a Motion is under debate no other Motion shall be moved except the following:-

- (a) That the Motion be amended
- (b) That the Bee Network Committee proceed to the next business
- (c) That the question be put
- (d) That the debate be adjourned
- (e) That the meeting be adjourned
- (f) That the member named be warned
- (g) (By the Chair under paragraph 11.2 below) That the member named leave the meeting, or
- (h) That the press and public be excluded (in accordance with Section 100A of the Local Government Act, 1972)

8.11 A member who has not already spoken on the item under consideration may move without comment at the conclusion of a speech of another member “That the Bee Network Committee proceed to the next business”, “That the question be put”, “That the debate be adjourned” or “That this meeting of the Bee Network Committee be adjourned” and on the seconding of that Motion the Chair shall proceed as follows:

- (a) on a Motion to proceed to the next business, unless in their opinion the original Motion or amendment has been insufficiently discussed, they shall first give the mover of the original Motion a right of reply, and then put to the vote the Motion to proceed to the next business; if this latter

Motion is carried, the original Motion or amendment under discussion shall be deemed to be withdrawn

- (b) on a Motion that the question be put, unless in their opinion the Motion or amendment before the meeting has not been sufficiently discussed, they shall first put to the vote the Motion that the question be put and, if it is carried, they shall then give the mover of the original Motion their right of reply under paragraph 9.2 above, before putting the Motion or any amendment then under discussion to the vote
- (c) on a Motion to adjourn the debate, if, in the Chair's opinion, the Motion or amendment before the meeting has not been sufficiently discussed, and cannot reasonably be sufficiently discussed on that occasion, they shall put to the vote a Motion to adjourn the debate to the next meeting of the Bee Network Committee, or to a time stated, without giving the mover of the original Motion their right of reply on that occasion; if the adjournment Motion is carried, then, on the resumption of the debate, the Chair shall reintroduce the Motion or amendment before the meeting at the time the debate was adjourned, and the member who moved the adjournment of the debate shall be entitled to speak first
- (d) on a Motion to adjourn a meeting of the Bee Network Committee until a specified date and time, the Chair shall forthwith put such a Motion to the vote without giving any right of reply to the mover of any Motion under discussion and, if the Motion is carried, the remaining business of the day shall stand adjourned until the date and time stated in the Motion. On the resumption of the meeting of the Bee Network Committee the procedure in paragraph 9.11(c) above shall apply

8.12 No member may move any of the Motions in paragraph 9.11 above on more than one occasion at each meeting and, when such a Motion is not carried, a

second Motion of the like nature shall not be made within half an hour unless, in the opinion of the Chair, the circumstances of the question are materially altered.

Points of Order

- 8.13 A member may, with the permission of the Chair, raise a point of order or in personal explanation, and shall be entitled to be heard forthwith. A point of order shall relate only to an alleged breach of the Rules of Procedure or statutory provision and the member shall specify which part of the Rules of Procedure or statutory provision and the way in which they consider it has been broken. A personal explanation shall be confined to some material part of a former speech by the member which they consider to have been misunderstood in the present debate.
- 8.14 The ruling of the Chair on a point of order, or the admissibility of a personal explanation, shall not be open to discussion.
- 8.15 Whenever the Chair intervenes during a debate a member then speaking or offering to speak shall give way.

Motion to exclude the Press and Public

- 8.16 A Motion to exclude the press and public in accordance with Section 100A of the Local Government Act, 1972 may be moved, without notice, at any meeting of the Bee Network Committee during an item of business whenever it is likely that if members of the public were present during that item there would be disclosure to them of confidential or exempt information as defined in Section 100A of the Local Government Act 1972.

9. **Voting**

- 9.1 Whenever a vote is taken at meetings of the Bee Network Committee it shall be by a show of hands. On the requisition of any member of the Bee Network Committee, supported by four other members who signify their support by rising in their places, and before the vote is taken, the voting on any question shall be recorded so as to show whether each member present gave their vote for or against that question or abstained from voting.
- 9.2 * In the case of an equality of votes, the Chair shall have a second, or casting, vote.
- 9.3 *A member may demand that his/her vote be recorded in the Minutes of the meeting.

10. **Conduct of Members at meetings**

- 10.1 If at a meeting any member of the Bee Network Committee, misconducts him or herself by persistently disregarding the ruling of the Chair, or by behaving irregularly, improperly or offensively, or by wilfully obstructing the business of the Bee Network Committee, the Chair or any other member may move "That the member named be warned" and the Motion if seconded shall be put and determined without discussion.
- 10.2 If the member named continues such misconduct after a Motion under the foregoing paragraph has been carried, the Chair shall either:-
- (a) move "That the member named leave the meeting" (in which case the Motion shall be put and determined without seconding or discussion)
 - (b) adjourn the meeting of the Bee Network Committee for such period as they consider expedient

10.3 In the event of general disturbance, which in the opinion of the Chair, renders the due and orderly dispatch of business impossible the Chair, in addition to any other power vested in him or her may, without question put, adjourn the meeting of the Bee Network Committee for such period as he or she considers expedient.

11. Disturbance by Members of the Public

11.1 If a member of the public interrupts the proceedings at any meeting the Chair shall warn him or her. If they continue the interruption the Chair shall order his or her removal from the room. In the case of general disturbance in any part of the room open to the public the Chair shall order that part to be cleared.

12. Interests of Members

12.1 * A member must have regard to the Code of Conduct for Members of the local authority for which they are an elected member and their obligations in relation to the disclosures of, and possible withdrawal from a meeting, for reason of personal, prejudicial interests and disclosable pecuniary interests.

13. Publication of Reports

13.1 * Reports or other documents for the consideration of the Bee Network Committee shall be marked "Private & Confidential Not for Publication" only if the Secretary, as Proper Officer under Section 100B(2) of the Local Government Act 1972 determines that this should be done on one or more of the grounds specified in the Act.

13.2 A Member of the Bee Network Committee or a member of the public may request that an item of business containing exempt information should be taken in public and such a request should be dealt with by the meeting at

which the item is to be considered in private as the first item on the agenda. The procedure for dealing with such requests is set out in Rules 14 and 15 below.

13.3 * Copies of the agenda of meetings of the Bee Network Committee, including prints of reports or other documents to be submitted to the Bee Network Committee (other than reports or other documents marked “Not for Publication”) shall be furnished prior to the meeting to representatives of the press, radio and television and shall also be furnished at the meeting to members of the public attending such meetings. Such documents shall also be made available for public inspection, at least five clear days before any meeting, at Broadhurst House, Oxford Street, the Town Hall, Manchester, M1 6EU.

13.4 * Where an item or report has been added to an agenda, any revised agenda or additional report shall be available for public inspection as soon as the item or report has been added to the agenda, provided copies are also, at that time, available to members of the Bee Network Committee.

14. Access to Information Procedure Rules

14.1 Except as otherwise indicated, these rules apply to all meetings of the Bee Network Committee.

14.2 The Rules in Section 14 do not affect any more specific rights to information contained elsewhere in these Rules of Procedure or the law.

14.3 The Bee Network Committee will supply copies of:

(a) any agenda and reports that are open to public inspection

- (b) any further statements or particulars, if any, as are necessary to indicate the nature of the items in the agenda
- (c) if the Secretary thinks fit, copies of any other documents supplied to members in connection with an item
- (d) to any person on payment of a charge for postage and any other costs.

14.4 The Bee Network Committee will make available copies of the following for six years after a meeting:

- (a) the minutes of the meeting, excluding any part of the minutes of proceedings when the meeting was not open to the public or which disclose exempt or confidential information
- (b) a summary of any proceedings not open to the public where the minutes open to inspection would not provide a reasonably fair and coherent record;
- (c) the agenda for the meeting
- (d) reports relating to items when the meeting was open to the public

14.5 The relevant Chief Officer will set out in every report a list of those documents (called background papers) relating to the subject matter of the report that in his/her opinion:

- (a) disclose any facts or matters on which the report or an important part of the report is based
- (b) which have been relied on to a material extent in preparing the report but does not include published works or those which disclose exempt or confidential information

15. Admission of the Public

15.1 *All meetings of the Bee Network Committee shall be open to the public (including the press) except to the extent that they are excluded whether during the whole or part of the proceedings either:

- a. In accordance with Section 100A(2) of the Local Government Act 1972;
or
- b. By resolution passed to exclude the public on the grounds that it is likely, in view of the nature of the proceedings, that if members of the public were present there would be disclosure to them of exempt information as defined in Section 100I of the Local Government Act 1972. Any such Resolution shall identify the proceedings or the part of the proceedings to which it applies and state the description, in terms of Schedule 12A to the Local Government Act 1972 of the exempt information giving rise to the exclusion of the public.

15.2 Exclusion of access by the public to meetings

(a) Confidential information – requirement to exclude public

15.2.1 The public must be excluded from meetings whenever it is likely in view of the nature of the business to be transacted or the nature of the proceedings that confidential information would be disclosed.

15.2.2 Where the meeting will determine any person's civil rights or obligations, or adversely affect their possessions, Article 6 of the Human Rights Act establishes a presumption that the meeting will be held in public unless a private hearing is necessary for one of the reasons stated in Article 6.

(b) Meaning of confidential information

15.3 Confidential information means information given to the Bee Network Committee by a Government department on terms that forbid its public disclosure or information that cannot be publicly disclosed by reason of a Court Order or any enactment.

(c) Meaning of exempt information

15.4 Exempt information means information falling within the following categories (subject to any qualifications):

- (i) information relating to any individual
- (ii) information which is likely to reveal the identity of any individual
- (iii) information relating to the financial or business affairs of any particular person (including the authority holding that information)
- (iv) information relating to any consultations or negotiations, or contemplated consultations or negotiations in connection with any labour relations matter arising between the Bee Network Committee or a Minister of the Crown and employees of, or office holders under, the Bee Network Committee
- (v) information in respect of which a claim to legal professional privilege could be maintained in legal proceedings
- (vi) information which reveals that the Bee Network Committee proposes a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or b) to make an order or direction under any enactment
- (vii) information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime

In each case, information is exempt information if and so long, as in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

(d) Exclusion of Access by the public to reports

- 15.5 If the Secretary thinks fit, the Bee Network Committee may exclude access by the public to reports which in his/her opinion relate to items during which the meeting is likely not to be open to the public. Such reports will be marked "Not for Publication" together with the category of information likely to be disclosed.

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LOCALISM ACT 2011

GREATER MANCHESTER COMBINED AUTHORITY (GMCA) CODE OF CONDUCT FOR MEMBERS

Register of Members' and Substitute Members' Disclosable Pecuniary Interests (in accordance with Sections 30 and 31 of the Localism Act 2011 and the relevant authorities (disclosable pecuniary interests) Regulations 2012 (S.I 2012 No.1464) and Members and Substitute Members personal interests in accordance with paragraph 2.1 of the GMCA's Code of Conduct for Members.

I,

Member of the GMCA (or one of its Committees) give notice that I have set out at Part 1 below under the appropriate heading the disclosable personal interests that I am required to notify to the GMCA's Monitoring Officer in accordance with Sections 30 and 31 of the Localism Act 2011 and The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012 and/or by virtue of Rule 21 of the GMCA's Procedure Rules and that I have set out at PART 2 below the personal interests which I am required to notify to the GMCA's Monitoring Officer under Paragraphs 7.1 and 7.2 of the Code of Conduct for Members adopted by the GMCA at its meeting on the 27 July 2012 and have put 'NONE' where I am not required to notify any disclosable personal interests or personal interests under any heading.

I am aware that in accordance with Section 30(3) of the Localism Act 2011, I am required to notify at Part 1 both my own disclosable personal interests and also any disclosable personal interests of:

- 1. my spouse or civil partner,**
- 2. a person with whom I am living as husband and wife, or**
- 3. a person with whom I am living as if we were civil partners**

("my partner"), where I am aware that my partner has the disclosable personal interest.

PART 1**DISCLOSABLE PECUNIARY INTERESTS****1. Any employment, office, trade, profession, or vocation carried out for profit or gain**

Member	
Partner	

NB: You need to include details of any employment or business in which you or your Partner are engaged. Employees should give the name of their employer. You should give the name of any company of which you or your Partner are a partner or remunerated director. Where you or your Partner hold an office, give the name of the person of the body which appointed you or your Partner (in the case of a teacher in a maintained school – the local education authority; in the case of an aided school – the school’s governing body)

2. Sponsorship

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NB: You must declare any payment or provision of any other financial benefit (other than from the GMCA) made or provided to you in respect of any expenses incurred by you in carrying out your duties as a Member / Substitute Member of the GMCA, or towards your election expenses, within the period of 12 months ending with the day on which you give your notification to the GMCA’s Monitoring Officer for the purposes of Section 30(1) of the Localism Act 2011 and/or by virtue of Rule 21 of the GMCA’s Procedure Rules. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

3. Contracts with the GMCA

Member	
Partner	

NB: You should describe all contracts of which you are aware, which are made between the GMCA and either yourself or your Partner or a body in which you or your Partner have a beneficial interest (being a firm in which you or your Partner is a partner, or a body corporate of which you or your Partner is a director, or in the securities of which you or your partner have a beneficial interest), which are not fully discharged and which are contracts under which goods or services are to be provided or works are to be executed.

Please note that the reference to “securities” means “shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

4. Land in the area of the GMCA

Member	
Partner	

NB: You should include any land (including houses, buildings or parts of buildings and any interests as mortgagee) within the GMCA’s boundaries in which you or your Partner, either alone or jointly, have a proprietary interest for your or your Partner’s benefit. You should give the address or brief description to identify it. **If you live within the GMCA’s boundaries you should include your home under this heading** either as owner, lessee or tenant. You should also include any property from which you or your partner receive rent, or of which you or your partner are the mortgagees.

If you wish to redact your home address you must apply for a sensitive interest redaction via your Local Authority giving the reasons for this request, once approved this can also be applied to your GMCA declaration, subject to the approval of the GMCA Monitoring Officer.

5. Licences to occupy land

Member	
Partner	

NB: You should include any land (including buildings or parts of buildings) within the GMCA's boundaries which you or your Partner have a right to occupy for 28 days or longer (either alone or jointly with others). You should give the address or a brief description to identify it.

6. Corporate tenancies

Member	
Partner	

NB: You should list here any tenancies of properties of which you are aware, where the landlord is the GMCA and the tenant is a body in which you or your Partner have a beneficial interest (being a firm in which you or your Partner is a partner, or a body corporate

of which you or your Partner is a director, or in the securities of which you or your partner have a beneficial interest).

Please note that the reference to “securities” means “shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

7. Securities

Member	
Partner	

NB: You should list here any beneficial interest of you or your Partner in securities of a body where –

- a) that body (to your knowledge) has a place of business or land within the GMCA’s boundaries; and
- b) either –
 - i. the total nominal value of the securities held by you or your Partner exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - ii. if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you or your Partner has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

Please note that the reference to “securities” means “shares, debentures, debenture stock.

Loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

PART 2

PERSONAL INTERESTS

1. Bodies to which you are appointed or nominated by the GMCA

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NB: You should record here details of your **position of general control or management**, in any –

- Body to which you have been appointed or nominated by the GMCA as its representative.

2. Interests in charities, societies and other bodies

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NB: You should record here details of your **position of general control or management**, in any –

- Public authority or body exercising functions of a public nature;
- Company, industrial and provident society, charity, or body directed to charitable purposes. (Freemasons should include here membership of the Masonic Grand Charity)
- Body whose principal purposes include the influence of public policy, including party associations, trade union or professional association.

3. Gifts and hospitality

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You should list here any person from whom you have received a gift(s) or hospitality with an estimated value of at least £100 (including multiple gifts and/or hospitality with an aggregate value of at least £100 from the same person). You should provide a description of the gift(s) or hospitality and the person you believe to be the source of the gift(s) and hospitality (including accumulative gifts and/or hospitality).

You should list any such gifts or hospitality which you have received within whichever is the shortest of the period of 3 years or the period since you were first elected as a Member / Substitute Member of the GMCA.

I recognise that it can be a CRIMINAL OFFENCE under Section 34 of the Localism Act 2011 to: -

1. fail to comply with the obligation to notify the GMCA's Monitoring Officer of any disclosable pecuniary interests as required by Section 30(1) of the Localism Act 2011;
2. provide information in relation to disclosable pecuniary interests that is materially false or misleading, and
3. fail to comply with the obligation to notify the GMCA's Monitoring Officer of any further disclosable pecuniary interests that require notification in accordance with Sections 30(2) and 30(3) of the Localism Act 2011.

I authorise this information to be made available in the GMCA's Public Register of Member's / Substitute Member's Interests which will be published on the GMCA's website as required by Section 29(6)(b) of the Localism Act 2011.

Signed:

Date:

OFFICE USE ONLY

Received Date:

Signed: GMCA

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**MINUTES OF THE MEETING OF THE BEE NETWORK COMMITTEE
HELD THURSDAY, 21ST MARCH, 2024 AT MAIN HALL, FRIENDS MEETING HOUSE,
MOUNT STREET, MANCHESTER, M2 5NS**

PRESENT:

Councillor Eamonn O'Brien (in the Chair)	Bury
GM Mayor Andy Burnham	GMCA
Councillor Howard Sykes	Oldham
Councillor James Gartside	Rochdale
Councillor Tracey Rawlins	Manchester
Councillor Alan Quinn	Bury
Councillor Phil Burke	Rochdale
Councillor Grace Baynham	Stockport
Councillor Warren Bray	Tameside
Councillor Aidan Williams	Trafford
Councillor Mike McCusker	Salford
Councillor John Vickers	Wigan

OFFICERS IN ATTENDANCE:

Eamonn Boylan	GMCA
Sacha Lord	GMCA
Dame Sarah Storey	GMCA
Ninoshka Martins	GMCA
Sylvia Welsh	GMCA
Lucy Prince	GMCA
Richard Nickson	TfGM
Stephen Rhodes	TfGM
Danny Vaughan	TfGM
Anne Marie-Purcell	TfGM
Peter Boulton	TfGM
Martin Lax	TfGM
Liz Goldsby	TfGM

BOLTON

MANCHESTER

ROCHDALE

STOCKPORT

TRAFFORD

BURY

OLDHAM

SALFORD

TAMESIDE

WIGAN

OFFICERS IN ATTENDANCE:

Steve Warrener	TfGM
Chris Barnes	TfGM
Nick Fairclough	TfGM
Mark Thomas	TfGM
James Baldwin	TfGM

BNC/75/23 Apologies

Apologies for absence were received from Councillors Elaine Taylor, Paul Dennett, Hamid Khurram and David Meller.

BNC/76/23 Declarations of Interest

RESOLVED/-

That it be noted that Councillor Phil Burke, as an employee of Keolis Amy declared a prejudicial interest in item 5 – Bee Network Performance.

BNC/77/23 Chair's announcements and Urgent Business

Appointment to Vision Zero Advisory and Scrutiny Board

A nomination to the Vision Zero Advisory and Scrutiny Board to support and oversee the development of the final Vision Zero Strategy was sought. However, it was felt that it would be appropriate to defer the appointment to the Annual General Meeting of the Bee Network Committee.

Bee Network Committee

As it was the final BNC meeting of the municipal year, the Chair used the opportunity to reflect on the committee's work since its inception last year in July 2023 and thanked all involved in delivering the Transport agenda for their contribution.

Officer Retirements

The Chair advised that the following officers were due to retire in the near future and thanked them for their contribution:

- Deputy Monitoring Officer, Gwynne Williams and welcomed Melinda Edwards as the newly appointed Deputy Monitoring Officer.
- Chief Executive TfGM and GMCA, Eamonn Boylan OBE who is retiring after 42 years of service in local government.

RESOLVED/-

1. That the Committee appointment to the Vision Zero Advisory and Scrutiny Board be deferred to the Annual General Meeting of the Bee Network Committee.
2. That the considerable amount of work done by the Bee Network Committee during its initial year be noted.
3. That the retirement of the Deputy Monitoring Officer, Gwynne Williams and the appointment of Melinda Edwards as the newly appointed Deputy Monitoring Officer be noted.
4. That the retirement of the Chief Executive TfGM and GMCA, Eamonn Boylan OBE be noted.

BNC/78/23 Minutes of the meeting held on 22 February 2024

RESOLVED/-

That the minutes of the Bee Network Committee held on 22 February 2024 be approved as a correct record.

BNC/79/23 Bee Network Performance

Consideration was given to a report that highlighted the positive performance of the franchised bus network and improvements being made to improve performance further.

Members reviewed the performance of the transport network, discussed potential enhancements, and a focused discussion took place on advancing the Bee Network's development in Greater Manchester.

Given that the second phase of the Bee Network was set to go live on 24 March, officers used the opportunity to update members on progress and plans for deployment of services in Tranche 2 areas.

It was planned that in Tranche 2 areas agency drivers would not be utilised and that work was underway to ensure new drivers were trained to ensure smooth running of services.

With regards to the Bee Network Application, it was noted that Journey Planning and Bus tracking were now live. Members sought to understand how upgrades to the application would be communicated. Officers explained that this would depend on the phone operating company. However, if the phone was set to automatically update this would be automated if not, users would have to physically update via their app store.

Members sought to understand if there was a maintenance plan in place for the new buses. Officers advised that operators have a statutory requirement to deliver maintenance and it was intended that at regular intervals fraction of the buses would be taken off road for maintenance.

With regards to maintenance Metrolink, members were assured that renewal works were currently being delivered to maintain, renew, and improve the Metrolink network as part of a coordinated package of planned maintenance and upgrades.

Increasing patronage was key to sustaining services, therefore much work had been done to improve safety and the need for the views of women and girls to be utilised when developing future strategy was noted. The Mayor advised of plans to introduce the TravelSafe Live Chat function through the Bee Network app, that would allow users to discreetly report a crime or antisocial behaviour and connect them with Greater Manchester Police in real time. In addition, it was felt that it would be beneficial to link central watch suite to TfGM's control room to allow for targeted action on the network.

In response to the query raised to re-instate the airport express service, officers assured members that this being considered with the view to ensuring services were sustained.

It was reported that a state-of-the-art facility and community park had opened in Stockport which would serve as a model of GM integration - with active travel links,

Metrolink capacity and connections to the rail station. This is part of a £1billion pound Stockport town centre regeneration.

It was noted that the CRSTS provision allowed further investment into public transport and that a future report on the Rapid Transit Strategy would be brought to Committee. As part of plans to integrate services there was a role for Taxis which was needed to be explored. In addition, officers might want to consider where possible the use of enforcement powers to prevent obstructions of active travel routes.

With regards to rail, it was reported that an outline business case for a new rail station at Golborne had been submitted to DfT - This follows a public consultation on proposals for the station, which received almost 3,000 responses, with 93% in support.

In discussing the performance of rail, members noted the need for rail companies to take responsibility to improve services. The Mayor fed back on the discussion held at the recent TfN Board and advised that a motion had been agreed to issue statutory advice to the Secretary of State to cancel Avanti's contract at the earliest possible opportunity, with state-owned operator of last resort (OLR) taking on responsibility in the short term. The Committee were supportive of calling for the withdrawal of Avanti's contract.

RESOLVED/-

1. That the performance of Greater Manchester's Transport Network be noted.
2. That the additional vehicles being introduced to strengthen and improve the performance of services in the Tranche 1 area be noted.
3. That the improvements being made to the Bee Network App be noted.
4. That the Metrolink maintenance and renewals works planned to take place over the next quarter be noted.
5. That plans to introduce the TravelSafe Live Chat function through the Bee Network app, that would allow users to discreetly report a crime or antisocial behaviour and connect them with Greater Manchester Police in real time be noted.
6. That the opening of Stockport Interchange – a state-of-the-art facility and community park that serves as a model of GM integration - with active travel links, Metrolink capacity and connections to the rail station be noted.

7. That it be noted that the outline business case to DfT on the proposals for a new rail station at Golborne had been submitted. This follows a public consultation on proposals for the station, which received almost 3,000 responses, with 93% in support.
8. That it be noted that the Committee were supportive of the motion agreed at TfN Board held on 20.03.2024 to issue statutory advice to the Secretary of State to cancel Avanti's contract at the earliest possible opportunity, with the state-owned operator of last resort (OLR) taking on responsibility in the short term.
9. That it be noted that the Rapid Transit Strategy would be brought to a future meeting.

BNC/80/23 Greater Manchester HS2 and NPR Programme - Network North

Consideration was given to a report that provided an update on the progress of high-speed rail and Northern Powerhouse Rail (NPR) in GM since the Network North announcement last year that cancelled HS2 Phase 2a and 2b.

The report highlighted that Government was looking to reach consensus with Regional Partners, including GMCA and the GM Partners, on the strategic route of the Manchester to Liverpool NPR connection and highlighted GM's priorities for NPR including new stations at Piccadilly and Manchester Airport.

The Mayor updated the Committee on the emerging recommendations of the Private Consortium led by Sir David Higgins which you and Mayor Street have convened. The Consortium has confirmed that, based on work done to date, the best option for improving rail links between the Midlands and the North is a new line between Handsacre Junction and Manchester Airport, using the same route as HS2 but with different specification to make it more affordable.

In noting the impact to GM's economy, members expressed their frustration and therefore welcomed plans to improve connectivity to the city region.

RESOLVED/-

1. That the current position in relation to the HS2 and NPR programme in Greater Manchester including the future areas of development and current Government timeframes be noted.

2. That the update in relation to the emerging recommendations of the Private Consortium led by Sir David Higgins be noted for the Consortium has confirmed that, based on work done to date, the best option for improving rail links between the Midlands and the North was a new line between Handsacre Junction and Manchester Airport, using the same route as HS2 but with different specification to make it more affordable be noted.

BNC/81/23 24-hour Transport Pilot

Consideration was given to a report that proposed the introduction of a 12-month pilot of 24-hour bus services on two routes in the Tranche 1 area.

The pilot would run on the busy V1 and 36 bus routes and would launch later this year. Pilot would provide 24hr transport for around 135,000 residents (living within 400m – or about five-minute walk – from the V1 and 36) and serve key civic and employment sites, (Salford Uni, Logistics North, MRI). Night buses will have the same capped bus fares first introduced in 2022 to provide a simplified ticket offer consistent across GM. Further details on the pilot will be brought to committee prior to implementation.

On safety, members were assured that working closely with the TravelSafe Partnership, Greater Manchester Police and voluntary organisations TfGM would make sure the right level of support was available so people can travel at all times of day with confidence and advised that the TravelSafe Live Chat function would support this initiative.

Members welcomed the report and noted the benefits to residents that this late-night transport pilot would provide including access to work, health and leisure opportunities.

To allow a better understanding of costs involved for running of services should services be expanded to other areas, it was felt appropriate that once findings of the pilot had been gathered the Committee receives an overview of finances involved. In the meantime, a progress update on the development of the pilot would be welcomed in the summer of 2024.

RESOLVED/-

1. That the development of a pilot of 24-hour bus services in Greater Manchester be noted.
2. That the process followed to develop the pilot proposals be noted.

3. That the recommended routes (V1 and 36) to be taken forward as part of the pilot be endorsed.
4. That the next steps to be taken by TfGM in development of the proposed pilot be noted.
5. That it be noted that following endorsement of the outlined approach, TfGM would engage with Go North West (who operate both the V1 and 36) to establish the operational requirements, costs and timing of the pilot, and would continue to engage with the trade unions. The final proposal and timing for the pilot would be brought to the Bee Network Committee prior to mobilisation.
6. That it be noted that a financial overview would be provided to members during the next municipal year to allow a better understanding of costs involved for running of services.
7. That it be agreed that a progress update on the development of the pilot be brought to the Committee in the summer of 2024.

BNC/82/23 Transport Capital Programme

Consideration was given to a report that provided an overview of the current position of the Greater Manchester Transport Capital Programme as well as the funding requests to support the continued development and delivery of the programme.

Members raised concerns around the lack of progress in relation to the Access for All Funding. Officers explained that funding was expected early May. However, should no decision on next round of funding be forthcoming in the near future it was agreed that a letter be issued to Government on behalf of the Bee Network Committee requesting an update on progress.

It was brought to the Committee's attention that contact had been made in relation to Manchester's Levenshulme Active Travel Scheme and therefore members sought to understand whether adequate engagement had been carried out by the scheme promoter. In response, Councillor Rawlins assured members that the scheme had been subject to comprehensive scheme development over the past four years and members of the public and other stakeholders have had opportunities to inform the development of the scheme. The Bee Network Committee was therefore satisfied that the scheme had met the requirements of the Combined Authority and as such was approved for funding.

RESOLVED/-

1. That the current position in relation to CRSTS1 and CRSTS2 be noted.

2. That the drawdown and reallocation of CRSTS funding and associated scheme for progression be approved as follows:
 - Access for All: £4.71m CRSTS funding;
 - Rapid Transit Integration Programme:
Stop Improvements and New Stops Package. £1.28m CRSTS funding;
 - Future Rapid Transit Programme:
Extensions Package. £3.3m CRSTS funding;
 - Electric Vehicle Charging Infrastructure (EVCI): £1.09m CRSTS funding;
 - Manchester: Ancoats Streets for All. Full Business Case approval and £1.36m CRSTS funding;
 - Manchester: Transforming Deansgate: £2.15m CRSTS funding;
 - Stockport: Queens Road Bridge (Strategic Maintenance). Reallocation of £0.5m and drawdown of a further £2.6m CRSTS funding;
 - Zero Emission Bus (ZEB) Programme: Depot Electrification: total of £37.8m CRSTS funding £25.3m and match funding £12.5m;
 - ZEB Programme: Reallocation of £1.57m of ZEB Programme Tranche 1 funding;
 - Improving Journeys – Orbital Bus Routes (QBT) – Traffic Signal Upgrades. Full Business Case approval and £0.21m CRSTS funding; and
 - Core Highways, Strategic Highways and Local Safety & Minor Works Maintenance funding for 2024/25, totalling £57.85m.

3. That the drawdown of and variations to Active Travel funding be approved as follows:
 - £1.025m of MCF funding for Tameside's Active Neighbourhoods, Phase 2;
 - £3.59m of MCF funding for Manchester's Levenshulme Active Neighbourhood;
 - £1.8m of Active Travel Fund Round 4 (ATF4) funding for Salford Chapel Street East, Phase 1; and
 - Agree formal MCF scheme budget variations for Manchester City Council as set out in paragraph 3.12.

4. That the release of £0.994m from previously approved funding to facilitate the replacement of the Public Switched Telephone Network (PSTN) with a digital solution be noted.

5. That it be noted that a decision in relation to Access for All funding was expected early May. However, should no decision on next round of funding be forthcoming in the near future it was agreed that a letter be issued to Government on behalf of the Bee Network Committee requesting an update on progress.



Bee Network Committee

Date: Thursday 27 June 2024
 Subject: Transport Capital Programme Report
 Report of: Chris Barnes, Network Director Infrastructure, 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 recommendations to support the continued development and delivery of the programme.

Recommendations:

The Committee are requested to:

1. Note the current position in relation to CRSTS1 and CRSTS2;
2. Note the CRSTS drawdowns as approved by the Chief Executive TfGM and GMCA under delegated authority;
3. Approve the drawdown and reallocation of CRSTS funding and associated scheme progression as follows:
 - City Centre Bus Strategy Phase 1: £1.25m;
 - Metrolink Next Generation Vehicles / Tram-Train Pathfinder: £1.547m;
 - Tameside: A560 Stockport Road / Hattersley Viaduct Refurbishment and Widening: £0.81m
 - SWANI (Sale West to Altrincham Network Improvements): Full Business Case approval and £0.18m;
 - Stockport: Hempshaw Lane: Full Business Case approval and £1.05m; and endorse the reallocation of £246k from the Stockport: A6/Manchester Road/School Lane scheme to support delivery of the scheme; and
 - Stockport: Woodley to Bredbury Parkway Improvement Scheme (formerly, Bredbury Economic Corridor Improvement (BECI) Package): Full Business Case approval and £0.83m

4. Approve the drawdown of Active Travel delivery funding as follows:
 - Trafford A56 Phase 2: £2.07m (CRSTS funding through the MCF programme);
 - Manchester Yellow Brick Road: £1.5m (Active Travel Fund Round 4 (ATF4) funding);
 - Stockport Heaton's Link Phase 2: £2.7m (ATF4 funding);
 - Stockport Ladybrook Valley Phase 2: £2.3m (ATF4 funding);
 - Stockport Romiley to Stockport: £3.4m (ATF4 funding);
 - E-Cycle Pilot: £0.5m (Revenue Grant); and
 - Capability Fund Extension £1.7m (Revenue Grant).
5. Note that £13.8m of the bus franchising capital transition budget has been allocated to fund and deliver ongoing renewal of depot infrastructure and associated assets and that approval for the inclusion in the Capital Programme of the forecast expenditure for renewals works that are anticipated in 2024/25 will be included in the "GMCA 2024/25 Capital Update – Quarter 1" report in July 2024.

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers

Insert text

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

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.
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Carbon Assessment

Overall Score

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	TBC	
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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.
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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)
- 26 October 2023 – BNC CRSTS Assurance Updates (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 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. Following the announcement of the Government’s Network North plan on 04 October 2023, engagement with Department for Transport (DfT) officials regarding the indicative c£2.5bn allocation for Greater Manchester for the period April 2027 to March 2032 that formed part of this announcement is ongoing. When added to GM’s £1.07bn settlement for CRSTS1, which covers the five-year period up to March 2027, this indicative allocation contributes to an overall pipeline to the end of the financial year 2031/32 of c£3.5bn.
- 1.3. The development of GM’s proposals for CRSTS2, which will form part of Greater Manchester’s Single Settlement in due course, will be informed by the Local Transport Plan (LTP) refresh process, which was reported to the October 2023 meeting of BNC and work in relation to which is now underway. Regular updates on progress will be brought to this Committee on an ongoing basis.
- 1.4. Work to develop and deliver the schemes within the Transport Capital Programme continues. To date, 55 out of the original target of 60 CRSTS Strategic Outline Business Cases (SOBCs) have been approved and circa £477m of the £1.27bn CRSTS1 and match funding has been released prior to any releases being requested through this report.

2. CRSTS Delegated Draw Downs

- 2.1. The Committee is asked to note the following CRSTS funding drawdowns below £500,000 as approved by the Chief Executive TfGM and GMCA under delegated authority.

Scheme	Drawdown approved £'000	Date
Stockport: Town Centre West	366	28 Feb 2024
ZEB Funding Reallocation	495	28 Feb 2024

Wigan: A577 Complementary Works	400	27 Mar 2024
Rapid Transit Integration Programme: Tyldesley Travel Hub/P&R	250	27 Mar 2024
Rapid Transit Integration Programme: Travel Hubs inc. P&R	425	27 Mar 2024
Bolton: De Havilland Way	440	29 May 2024
Wigan: A580 Lane Head	475	29 May 2024

3. CRSTS Drawdowns for Approval

3.1. Following a review of the scheme business case (SOBC, OBC or FBC as appropriate) undertaken by an independent TfGM officer review panel, the schemes outlined below have been deemed to have demonstrated the appropriate strategic case, value for money and deliverability.

3.2. The Committee is requested to approve the drawdown and reallocation of £5.913m CRSTS funding as follows:

City Centre Bus Strategy (Phase 1)

3.3. The City Centre Bus Strategy programme was originally identified within CRSTS as the first phase of a multi-year programme of schemes to strengthen the Bee Network by delivering street improvements that enhance the customer experience of taking the bus to, from and within Manchester City Centre up to 2040. The programme has initial funding through the CRSTS Bus Programme of £5m to deliver highway improvements for bus up to March 2027.

3.4. A 'sift' process has been undertaken with Manchester City Council (MCC) and Salford City Council (SCC) to establish schemes that meet the programme objectives and that are affordable and deliverable. This process has recommended a Phase 1 scheme which comprises of Bus Stop and Pedestrian Environment Improvements on the A34 (Mosley St – Portland St), for which a SOBC has been prepared and

approved in line with the local assurance framework. The Committee is therefore requested to approve the drawdown of £1.25m of CRSTS funding to commence and complete the development of a combined final proposal and business case for this scheme.

- 3.5. A second scheme, supporting bus movements on Chapel Street, will form Phase 2 of the City Centre Bus Strategy. This scheme is at an earlier stage of pre-development and a request for development funding drawdown is expected later in 2024, subject to SOBC approval.

Metrolink Next Generation Vehicles (NGV) & Tram-Train Pathfinder

- 3.6. NGV and Tram-Train Pathfinder sits within the Future Rapid Transit Programme of Greater Manchester's CRSTS and is a key element of this plan. The scheme will enhance connectivity between the GM's North-East Quadrant's three key centres of Bury, Rochdale and Oldham and restore connectivity to the mainline railway. It will also deliver an NGV contract and unlock a future tram-train network by providing the proof of concept in GM.
- 3.7. A total of £6.23m has been drawn down to date (£0.77m approved in February 2022, £2.72m approved in February 2023 and £2.76m in May 2023) to support development work including securing SOBC approval and part-funding of the first 12 months for OBC development work. The BNC is now requested to approve a further drawdown of £1.547m to cover ongoing development activities, including the development of an outline business case, operational modelling, multi-disciplinary design, requirements definition, and associated activities.
- 3.8. This funding will cover costs through to March 2025. Subject to approval, the total drawdown to date on NGV / Tram-Train Pathfinder would amount to £7.027m.

Tameside: A560 Stockport Road / Hattersley Viaduct Refurbishment and Widening

- 3.9. The A560 Stockport Road / Hattersley Viaduct Refurbishment and Widening scheme covers the delivery of streets for all improvements to the A560 between Hattersley Roundabout and Green Lane and the completion of maintenance works to the Hattersley viaduct.

- 3.10. The proposals will significantly improve the Bee Network's pedestrian, cycling and local bus infrastructure along the A560 between Hattersley Roundabout and Green Lane. It will improve access to Hattersley, local services and the recently upgraded train station, reduce severance caused by the existing highway network and improve safety. It forms an important part of the local active travel strategy and involves introducing segregated cycleways alongside the A560, widening footpaths and improving crossing points alongside enhancing the Hattersley viaduct section. Linking into the Mottram Bypass proposals and Trans-Pennine trail it will directly support the Godley Green development and the Places for Everyone allocation (which has planning approval) located adjacent to the corridor, through providing the sustainable travel infrastructure that will improve access to Hattersley and help manage its travel impact.
- 3.11. In line with the local assurance framework, following a review of the SOBC undertaken by an independent TfGM officer review panel, the scheme is deemed to demonstrate the appropriate strategic case, value for money (Medium) and deliverability. As such, the Committee is requested to approve CRSTS funding of £0.81m to progress the scheme to a final business case and contract award.

Sale West to Altrincham Network Improvements (SWANI)

- 3.12. Sale West to Altrincham Network Improvements (SWANI) comprises a package of measures that seek to extend the Bee Network through enhancing connectivity by sustainable modes between existing and new communities in Sale West and Carrington to town centres and the rapid transit network. The scheme will provide initial enabling works to support the delivery of the New Carrington Places for Everyone allocation. It will actively contribute to the delivery of Greater Manchester's overall ambition for bus travel as set out in Greater Manchester's Bus Service Improvement Plan and in the GM Bus Strategy and will address key barriers to bus travel including journey time, reliability, comfort, and perception of safety at stops.
- 3.13. In advance of the main scheme proposals being brought forward, and to enable early benefits realisation, an initial package of measures to improve the reliability of bus services operating on this corridor has been developed, including the introduction of signal priority for late running buses at up to eleven junctions on the corridor,

installation of permanent automatic traffic counters (ATCs) at two locations, and Closed-Circuit Television (CCTV) installations at four locations.

- 3.14. In line with the local assurance framework, following a review of the Full Business Case (FBC) undertaken by an independent TfGM officer review panel, the scheme is deemed to demonstrate the appropriate strategic case, value for money (Very High), and deliverability. As such, the Committee is requested to approve the FBC and drawdown of £0.18m CRSTS funding to deliver the proposed traffic signal upgrades, automatic traffic counters and CCTV installations.

Stockport: Hempshaw Lane

- 3.15. Hempshaw Lane is a 1.3km distributor route to the east of Stockport town centre that links the A626 Offerton Lane with the A6188 (and onwards to the A6), providing an important through link in the highway network by joining the two strategic routes.
- 3.16. The planned scheme will deliver measures across a 525m section at the eastern end of Hempshaw Lane, between and incorporating its junctions with Banks Lane and Marple Road. The scheme seeks to improve pedestrian access to local amenities and bus stop including the following:
- Remodelling of the Hempshaw Lane / Dialstone Lane / Banks Lane ('Fingerpost') junction including widened footways, enlarged islands, new crossings, and the conversion of its operation to SCOOT control to improve traffic flow.
 - New bus shelter and raised kerbs at the eastbound bus stop near Garth Road, plus upgraded opposing westbound bus stop near Whalley Road. Also, footway builds outs on Sydney Street.
 - New tactile paving on side roads along Hempshaw Lane, with bollards provided to protect the crossings unless the bollards create a pinch point for pedestrians.
 - Remodelling of Hempshaw Lane / A626 Marple Road junction, including built out footways, a tightened turning radii for left turning vehicles into Hempshaw Lane, upgraded tactile paving with areas of connecting shared use footway, and formalised on-street parking bays on Hempshaw Lane and a new Toucan crossing on Marple Road, between Hempshaw Lane and Montagu Road.

- 3.17. The scheme was the subject of public consultation between 30 September and 23 October 2022. The consultation identified broad support for many elements of the planned approach, based on the formative designs which were presented. There were however some concerns raised with the potential loss of on-street parking spaces, with some respondents saying this would negatively impact upon properties, residents and businesses. The Council has amended the scheme design as a result of this feedback.
- 3.18. The scheme benefits from a £150k s106 contribution from an adjacent development, and it is also proposed to reallocate £246k funding from the Stockport: A6/Manchester Road/School Lane Streets for All scheme to support delivery of the scheme.
- 3.19. In line with the local assurance framework, following a review of the Full Business Case (FBC) undertaken by an independent TfGM officer review panel, the scheme is deemed to demonstrate the appropriate strategic case, value for money (High), and deliverability. As such, the Committee is requested to approve the FBC and drawdown of £1.05m CRSTS funding to deliver the scheme and endorse the reallocation of £246k from the Stockport: A6/Manchester Road/School Lane scheme.

Stockport: Woodley to Bredbury Parkway Improvement Scheme (formerly, Bredbury Economic Corridor Improvement (BECI) Package)

- 3.20. The Woodley to Bredbury Parkway Improvement Scheme (formerly, the Bredbury Economic Corridor Improvement (BECI) Package) will strengthen the Bee Network by delivering an improved active travel route connecting Bredbury Industrial Estate and the residential area of Woodley.
- 3.21. Bredbury Industrial Estate is one of the largest employment areas in the Stockport borough. It benefits from its proximity to the M60, but, as a result, has a high car mode share for commuting and business journeys amongst workers. The neighbourhood of Woodley is close to the industrial estate, but existing infrastructure means it is not easy for people to walk or cycle between the two areas. To address these issues the scheme will provide:

- Addition of lighting to a section of footpath linking a bridleway to Horsfield Way.
- Resurfacing of an existing public right of way between the recreation ground and Rodney Drive.
- Resurfacing of an existing public right of way between Rodney Drive and the A560.
- A new opening in the fence on Rodney Drive, to enable pedestrians and cyclists to directly access the public right of way, with Rodney Drive to become a cycling quiet street.
- Amendments at the Mill Lane / Rodney Drive / Mill Street junction to improve the general layout and make it more pedestrian-friendly, plus the closure of Mill Street to general traffic at its A560 junction.
- Improved walking and cycling facilities near and around Woodley Precinct, including upgrades to the current crossing of the A560 near to the Precinct to convert it into a Toucan crossing.

3.22. The scheme was the subject of public consultation between 30 September and 23 October 2022. The consultation identified broad support for the planned approach, based on the formative designs which were presented. A number of observations were expressed through the consultation in relation to pedestrian and cycling access, vehicle speeds and adjacent congestions issues. To the extent possible, these observations have been addressed in the final design.

3.23. In line with the local assurance framework, following a review of the Full Business Case (FBC) undertaken by an independent TfGM officer review panel, the scheme is deemed to demonstrate the appropriate strategic case, value for money (Medium – High), and deliverability. As such, the Committee is requested to approve the FBC and £0.83m CRSTS funding to deliver the scheme.

4. Active Travel Funding Drawdown Requests

4.1. The Bee Active Network is a fundamental component of an integrated Bee Network within Greater Manchester, enabling active short journeys through the provision of dedicated, safe infrastructure which also supports people in walking or cycling to the bus or tram stop, and back again.

- 4.2. As previously reported to GMCA, following programme entry (or bid approval in the case of Active Travel Fund (ATF) schemes) Local Authority partners can proceed with the development of their Active Travel schemes, including progressing the necessary powers and consents to obtain full approval of their scheme Business Cases and drawdown the necessary delivery funding.
- 4.3. This approach was originally developed for the Mayor's Challenge Fund programme (MCF); however, in July 2022 and May 2023 GMCA approved the use of the established MCF governance processes to provide scheme assurance and secure funding approvals for GM's ATF3 and ATF4 programmes.
- 4.4. The recommendation to provide delivery funding approval for the five schemes set out below was endorsed by the GM Active Travel Programme Board on 16 May 2024, following a review of the Full Business Case (FBC) by TfGM's Active Travel programme team. Full approval will enable the schemes to progress to delivery, by means of an appropriate legal delivery agreement.
- 4.5. In addition to the Active Travel Capital Programme there are revenue grants which require a drawdown approval, These Active Travel revenue grants complement the capital infrastructure delivery and are managed by TfGM's Active Travel team.

Full Approval: Trafford - A56 Phase 2

- 4.6. The scheme has a MCF programme funding ask of £2.07m and represents the second phase of the overall scheme, the first of which was delivered in 2023 using funding from the ATF2 programme.
- 4.7. The Phase 2 scheme will provide safe, light-segregated walking, wheeling, and cycling infrastructure along a 1.8km stretch of the A56 Chester Road in Stretford. This infrastructure will replace the temporary cones that form the 'pop-up' cycle lanes introduced under the Emergency Active Travel Fund (EATF) during the pandemic, which have been subject to vandalism, theft, and displacement.

Full Approval: Manchester – Yellow Brick Road

- 4.8. As part of Greater Manchester's successful bid to Active Travel England (ATE) for the fourth round of Active Travel funding (ATF4), there was a capital allocation of £1.5m for Manchester's 'Yellow Brick Road' scheme. Full approval of the £1.5m is now sought to enable scheme delivery by Manchester City Council.

- 4.9. This scheme aims to improve the route quality, safety, and accessibility of the former Stockport Branch Canal, now commonly known as the Yellow Brick Road, which connects the Fallowfield Loop to the Ashton Canal. As well as gateway improvements, upgraded surfacing, and route widening, lighting will be installed along 1.8km of the 2km route which is currently unlit.

Full Approval: Stockport – Heatons Link Phase 2

- 4.10. As part of the aforementioned bid to ATE for ATF4, there was a capital allocation of £2.7m for Stockport’s Heatons Link Phase 2 scheme. Full approval of the £2.7m is now sought to enable scheme delivery by Stockport Metropolitan Borough Council (SMBC).
- 4.11. The Heatons Cycle Link is a 6.5km route connecting the Fallowfield Loop in North Reddish and the TransPennine Trail in Heaton Mersey. The Phase 2 scheme will provide around 2km of off-road path improvements to help create a comprehensive network of routes across the area. These improvements will complement those implemented as part of the Phase 1 scheme, delivered through Stockport’s MCF programme between 2021 and 2023.

Full Approval: Stockport – Ladybrook Valley Phase 2

- 4.12. A further £2.3m of capital funding was allocated through the ATF4 bid for Stockport’s Ladybrook Valley Phase 2 scheme. Full approval of the £2.3m is now sought to enable scheme delivery by SMBC. Previous sections of Ladybrook Valley have been improved through SMBC’s MCF programme and GM’s Cycle City Ambition Grant 2 programme (CCAG2).
- 4.13. The proposed scheme seeks to upgrade the existing path through the Ladybrook Valley between Bramhall Park Road and Ladybridge Road to create a route in keeping with its new legal status as a bridleway. As well as surfacing improvements, access to the path will also be improved at several locations, and new solar stud lighting will be installed throughout the route.

Full Approval: Stockport – Romiley to Stockport

- 4.14. The third and final SMBC scheme successful in being allocated capital funding through the ATF4 bid is the Stockport East: Romiley to Stockport scheme. Full

approval of the capital allocation of £3.4m is now sought to enable scheme delivery by SMBC.

- 4.15. The scheme connects local residential areas, employment, education, retail, and leisure destinations within Romiley, and includes the first phase of a new active travel link between Romiley and Stockport. Specific interventions to be delivered as part of the scheme included a number of new or upgraded crossing facilities, creation of new segregated cycle routes, footpath improvements and introduction of 20mph speed limits on certain roads within the scheme area.

E-Cycle Pilot Revenue Grant

- 4.16. In February 2024, TfGM submitted a bid on behalf of GM to participate in the Local Authority E-cycle Pilot Fund. This was successful and a funding award was confirmed on 11 March 2024. The allocation of £0.5m will be paid as a revenue grant. This initiative will build on the Making Cycling Easier project currently being delivered by Cycling UK, and funded by ATE. This project will enable the delivery of a pilot public e-bike loan and subsidy scheme.

Capability Fund Extension Revenue Grant

- 4.17. Capability Funding (CF) from the DfT, now allocated through Active Travel England (ATE), has two tranches - Capability Fund 2021/22 and Capability and Ambition Fund 2022/23. In August 2023, an extension of the Capability and Ambition Fund 2022/23 of £1.7m was awarded to the GMCA. The detailed proposals, which include scheme development, have been approved by GM Active Travel Programme Board in March 2024. See Appendix 1 for details of the proposed distribution.

5. Depot Renewals

- 5.1. A number of bus depots across Greater Manchester have been acquired by GMCA/ TfGM for the delivery of Large Franchise bus operations. £13.8m of the bus franchising capital transition budget has been allocated to fund and deliver ongoing renewal of depot infrastructure and associated assets. This will support the future the operation of the Bee Network by facilitating the renewal of infrastructure and key plant and machinery (e.g. bus washes) and, where relevant, safer and more effective working environments.

- 5.2. The Committee is asked to note that approval for the inclusion in the Capital Programme of the forecast expenditure for renewals works that are anticipated in 2024/25 will be included in the “GMCA 2024/25 Capital Update – Quarter 1” report in July 2024.
- 5.3. The financing strategy for the cost funded by prudential borrowings is matched to the longer-term revenue funding streams of the franchised network and is accommodated within existing revenue budgets and revenue projections.

Appendix 1 – Active Travel Capability Fund Extension Revenue Grant

Proposed Funding Breakdown

Scheme / Initiative	Proposed Budget £000's
Local Authority-led scheme development proposals	850
Bee Network Development	124
GM-led Network Monitoring	125
Access to bikes and training	116
Support for schools, businesses, and communities	290
Communications and behaviour change activity	141
Programme Management	52
Total	1,698