

Date: 29th January 2021
Subject: Prioritisation of Second Tranche of Transforming Cities Funding
Report of: Andy Burnham, Mayor of Greater Manchester, Portfolio Lead for Transport,
and
Eamonn Boylan, Chief Executive Officer, GMCA & TfGM.

PURPOSE OF REPORT

To approve the prioritisation of the second tranche of Transforming Cities Funding.

RECOMMENDATIONS:

The GMCA is recommended to:

1. Note the contents of this report;
2. Approve the prioritisation of the Transforming Cities Funding Tranche 2 (TCF2) funds;
3. Approve that the TCF2 programme is governed by the Single Pot Assurance Framework and, as such, the existing Growth Deal governance procedures are used for scheme development and approval; and
4. Approve that the TCF2 programme is included in the transport capital programme from 2021/22.

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Equalities Implications:

The TCF2 programme has been prioritised from the transport pipeline that has been developed as part of the Greater Manchester Transport Strategy 2040 and the Five-Year Delivery Plan, which have both been subject to subject of an Integrated Assessment which includes an Equalities Assessment. Once prioritised, individual schemes will be assessed for Equalities Impacts as part of their scheme development process.

Climate Change Impact Assessment and Mitigation Measures:

The Greater Manchester Transport Strategy 2040 documents support Greater Manchester's ambition to be carbon neutral by 2038, and the TCF2 programme will be part of plan to deliver on this ambition.

Risk Management:

N/A

Legal Considerations:

N/A

Financial Consequences – Revenue:

It is proposed that, as with the 2020/21 budget, an element of the TCF2 capital funding is converted to revenue funding to support the development of the 2040 transport pipeline in 2021/22 and 2022/23.

Financial Consequences – Capital:

The paper sets of how TCF2 capital funding will be allocated to projects within the transport pipeline.

Number of attachments to the report?

None.

BACKGROUND PAPERS: <https://tfgm.com/2040>

The author of the report must include list of those documents on the subject matter which:

- Disclose any facts or matter on which the report or an important part of the report is based;
- Which have been relied on to a material extent in preparing the report

TRACKING/PROCESS		[All sections to be completed]
Does this report relate to a major strategic decision, as set out in the GMCA Constitution.		Yes
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		No

1. INTRODUCTION

- 1.1 In September 2018, government announced ten cities that had been awarded a share of £1.7bn from the Transforming Cities Fund (TCF) Tranche 1. Of the £1.7bn, Greater Manchester was awarded £243m which was used to further GMCA's active travel agenda through the Mayor's Cycling and Walking Challenge Fund and further development of Our Network with the purchase of new tram vehicles for the Metrolink network plus supporting infrastructure.
- 1.2 Government announced a second allocation from the TCF ie TCF Tranche 2 in January 2019, with Greater Manchester being awarded £69.5m. In 2020/21, £7m was top sliced from TCF2 to fund development of the 2040 transport pipeline as part of the Greater Manchester Infrastructure Programme.
- 1.3 The report sets out:
 - An overview of the 2040 Transport Pipeline;
 - The proposed prioritisation for TCF2; and
 - Next steps.

2. 2040 TRANSPORT PIPELINE

- 2.1 As part of the development of the Greater Manchester Infrastructure Programme (GMIP), a pipeline of transport interventions has been created. For transport schemes this process has been guided by the GM Transport Strategy 2040 and spatial planning processes, and included an exercise to engage with local authorities and relevant organisations to identify all current transport schemes in development across the GMCA area. This included those in development by TfGM, the districts and wider third-party organisations and resulted in the publication of Our Five-Year Transport Delivery Plan (2021-2026), which is on today's agenda.
- 2.2 The transport pipeline formed part of the GM submission to the 2020 Spending Review and officers are now engaging with government to understand the processes that are now being put into place for the various funding sources announced at the Spending Review, such as:
 - Then £4.2bn Intracity Transport Fund for Mayoral Combined Authorities, to start in 2022-23 (plus £50m resource funding next year to support MCAs to prepare for these settlements).
 - £1.7bn in 2021-22 for local roads maintenance and upgrades to tackle potholes
 - An additional £120m in 2021-22 for electric buses
 - £400-600m per year for electric vehicle charging infrastructure (£275m for charge points in homes, workplaces and on-street locations, and £90m for local EV charging infrastructure)
 - Additional funding for Active travel fund in 2021/22; and
 - new Levelling Up Fund (£600m next year and £4bn over the Parliament)
- 2.3 Once these processes have been announced, a further paper will be brought to GMCA setting out the proposed approach to prioritising the 2040 transport pipeline responding to

Ministerial and local priorities, the proposed governance and assurance framework and how delivery will be structured.

3. PRIORITISATION OF TCF2

3.1 From Our Five-Year Transport Delivery Plan (2021-2026) an over programmed list of schemes for potential TCF2 funding has been identified which seek to progress the 2040 transport pipeline under four of the areas outlined in the Delivery Plan. (Please also see Annex 1 of this report which shows Map 2 of the Delivery Plan).

Our Bus	Our Metrolink	Our Rail	Our Streets	Our Integrated Network
<ul style="list-style-type: none"> • Local Bus • Quality Bus Transit • Bus Rapid Transit 	<ul style="list-style-type: none"> • Metrolink • New Stops and Upgrades • Tram-Train 	<ul style="list-style-type: none"> • Rail • High Speed Rail • Stations 	<ul style="list-style-type: none"> • Walking and Cycling • Local Highways • Strategic Roads and Motorways • Freight and Logistics • Maintenance • Town Centres 	<ul style="list-style-type: none"> • Clean Air and Carbon • Future Mobility and Innovation • Interchnages • Travel Hubs / Park & Ride • Fares and Ticketing • Behaviour change • Safety and security

3.2 The TCF2 funding proposals are set out below, highlighting their links to the Delivery Plan and hence how they are taking forward Our Network.

Our Rail

3.3 Up to £27.8m for Our Rail Network, including (subject to scheme development of approvals):

- £15m for a new rail station at Golborne as the best performing option in the New Station Study;
- £2.5m to fund further rail and Metrolink station scheme development;
- £3.3m for the next priority stations under the Access for All programme; and
- £7m reserved as a contribution to the Network Rail project at Greek Street Bridge in Stockport

3.4 As set out in the Delivery Plan, the Mayor (on behalf of the GMCA) launched Our Prospectus for Rail in September 2019 to outline Greater Manchester’s requirements for a transformational change in rail-based modes in the city region. It made the case for greater devolution and provided a delivery plan and time frame for integrating fares and ticketing across all modes, reshaping rail franchises, introducing additional rolling stock, longer and more frequent trains, and for testing tram-train operation in Greater Manchester.

3.5 Part of this work looked at new stops and stations that may be required to serve potential new major developments, and at the potential for adding new stops and stations to serve large towns that are presently not served by rail-based transport. TCF2 funding will be used to take forward earlier work which explored the location of potential new stations in Greater Manchester. A strong case has been identified for a new rail station at Golborne and so it

recommended that capital funding is allocated to ensure this scheme can progress, and funding allocated so that business case development work can continue on the other priority stations.

- 3.6 Continued engagement with rail industry partners and central government is a crucial element of this ongoing process, in order to identify opportunities to deliver and fund these new stations. It should be noted that only a small number of them could feasibly be delivered between now and 2040 due to operational constraints (including the need to maintain a reliable and workable timetable). Greater Manchester will have to ensure all issues are considered before determining which are to be taken forward to delivery.
- 3.7 As set out in the Delivery Plan, TfGM is working closely with Department for Transport, Network Rail and the train operators to progress recently announced Access for All improvements at Daisy Hill, Irlam and Walkden. It is proposed that TCF2 funding is used to progress the next schemes on GM's prioritised list, including Swinton.

Our Bus

- 3.8 Up to £22m for Our Bus Network, including (subject to scheme development of approvals):
- £10m for a countywide Bus Pinchpoint Fund;
 - £10m for 'Quality Bus Transit' schemes as part of the northern and eastern orbitals; and
 - £2m for a Travel Hub (including Park and Ride provision) at Tyldesley.
- 3.9 'Quality Bus Transit' means whole-route upgrades of key bus corridors, with a strong focus on quality, reliability, supporting more Active Travel and integration into the urban realm.
- 3.10 As set out in our Five Year Transport Delivery Plan, TfGM is undertaking a study of potential 'Quality Bus Transit' (QBT) corridors that would create a step-change in the experience of taking the bus for local journeys, and significantly improve access to GM's town centres (supporting their ongoing regeneration). Quality Bus Transit will include bus priority measures, attractive and comfortable waiting areas, and creation of a more attractive urban realm that will encourage the high-density land-uses that bus travel facilitates.
- 3.11 TCF2 funding will be used to take forward some of this work. Quality Bus Transit is currently being investigated for the Rochdale-Oldham-Ashton corridor, with additional corridors being developed over the next five years (including, for example, improvements to the corridors connecting Media City to Salford Crescent; Wigan, Bolton, Bury and Rochdale; and Ashton and Stockport).
- 3.12 A county-wide 'Bus Pinch Point Fund' will also be funded through TCF2, including improvements to the 'Quality Bus Corridor and Bus Corridor Upgrade Network' proposed in Our 5-Year Transport Delivery Plan (2021-2026). This will target areas of bus delay or poor reliability, and is likely to include new bus priority lanes, signal upgrades, signal priority measures, junction layout changes and additional enforcement measures.
- 3.13 Future work that will also be supported by TCF2 includes the continued development of 'Travel Hubs': an evolution of the existing approach to Park and Ride, integrating elements of

public transport, demand responsive transport (e.g. Local Link) and shared mobility, such as bike hire. The aim is to increase passenger numbers, and decarbonise our rapid transit stops and stations. Subject to scheme development and approvals, £2m of TCF 2 funding will be used to create a Travel Hub (including Park and Ride provision) in Tyldesley.

Our Integrated Network

- 3.14 Up to £10m for Electric Vehicle Charging Infrastructure as a local contribution to a joint package of funding subject to successful agreement with central government.
- 3.15 As set out in our Five-Year Transport Delivery Plan, Greater Manchester is committed to investment in, and expansion of, the Electric Vehicle Charging Network. This will help to support the transition to electric vehicles in Greater Manchester and – alongside other measures, such as encouraging walking and cycling – is vital, if we are to improve air quality and the health of GM residents and visitors. We are keen to see the early expansion of the network of electric vehicle charging points, including some for use by private hire vehicles and taxis.
- 3.16 We have already secured c.£3m, to deliver additional electric vehicle charging points, from the Government’s Clean Air Early Measures Fund. TCF2 will help to fund £10m of Electric Vehicle Charging Infrastructure as a local contribution to a joint package of funding (subject to successful agreement with central government).

Governance

- 3.17 The TCF2 funding is provided direct to the GM Mayor under the rules of the Single Pot Assurance Framework. As such, it is proposed that the existing Growth Deal governance procedures are used for scheme development and approval of the TCF2 capital programme and that the TCF2 programme is included in the transport capital programme from 2021/22.

Development Funding

- 3.18 Up to £15m for further GMIP development funding for 2021/22 and 2022/23 to ensure development continues across the full 2040 transport pipeline.
- 3.19 GM has a strong strategic planning platform set out in the GMS and supporting documents such as the Transport Strategy 2040. The Transport Delivery Plan takes this work forward and the transport pipeline is key to effective and efficient delivery. The continued development of the transport pipeline, as set out in the Delivery Plan, requires significant work across all areas which requires revenue funding to support feasibility work in advance of schemes being granted entry into the different capital programmes. In 20/21, £7m of TCF2 funding was converted to revenue to support this work and it is proposed that this arrangement continues in 21/22 and 22/23, with the specific priorities to be developed through officer groups.

4. RECOMMENDATIONS

- 4.1 The GMCA is recommended to:
 - 1. Note the contents of this report;

2. Approve the prioritisation of the TCF2 funds;
3. Approve that the TCF2 programme is governed by the Single Pot Assurance Framework and, as such, the existing Growth Deal governance procedures are used for scheme development and approval; and
4. Approve that the TCF2 programme is included in the transport capital programme from 2021/22.

Annex 1

MAP 2

In the next five years, we aim to complete business cases for early delivery of..

These interventions are those with potential to be delivered by 2025.

Subject to funding and business case approval

