

Greater Manchester Combined Authority

Date: 25 November 2022

Subject: Transport Capital Programme

Report of: Andy Burnham, Mayor of Greater Manchester and Eammon Boylan, Chief Executive Officer, GMCA & TfGM.

Purpose of Report

This report requests approval to draw-down funding for the development and delivery of schemes being funded, either in whole or in part, from Greater Manchester's City Region Sustainable Transport Settlement (CRSTS).

Recommendations:

The GMCA is requested to:

1. Approve the funding draw-down requests for the schemes set out in Section 2 of this report.
2. Delegate authority to the Chief Executive Officer, GMCA & TfGM, in consultation with the Mayor of Greater Manchester to procure a further 50 Zero Emission Buses for deployment within Tranche 2 of bus franchising using the Crown Commercial Services national framework RM6060, to be funded from GMCA's City Regional Sustainable Transport Settlement. Further detail on the proposed method of procurement, the preferred supplier and estimated cost is included in a report in Part B of this agenda.

Contact Officers

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Equalities Impact, Carbon and Sustainability Assessment:

| Impacts Questionnaire | | |
|---|--|--|
| Impact Indicator | Result | Justification/Mitigation |
| Equality and Inclusion | G | |
| Health | G | |
| Resilience and Adaptation | G | |
| Housing | G | |
| Economy | G | |
| Mobility and Connectivity | G | |
| Carbon, Nature and Environment | G | |
| Consumption and Production | | |
| Contribution to achieving the GM Carbon Neutral 2038 target | | |
|  | Positive impacts overall, whether long or short term. |  Mix of positive and negative impacts. Trade-offs to consider. |
|  | Mostly negative, with at least one positive aspect. Trade-offs to consider. |  Negative impacts overall. |

The Bee Network is a critical enabler of Greater Manchester’s Net Zero ambitions; a truly integrated transport network across active travel and public transport will provide excellent public transport and active travel choices for all, promoting sustainable travel behavioural change through integrated spatial, digital and transport planning; and supporting the electrification of vehicles and public transport fleets.

Risk Management

The recommendation 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

N/A

Financial Consequences – Capital

Financial Consequences – Capital, are referenced in paragraphs 2.17, 2.21, 2.26 and 2.30 of the report.

Number of attachments to the report: 0

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

- 29 January 2021 - Prioritisation of Second Tranche of Transforming Cities Funding
- 24 June 2022 - City Region Sustainable Transport Settlement – Final Scheme list
- 29 July 2022 - GM Capital Update Report
- 30 September 2022 - GMCA CRSTS Governance and Assurance
- 28 October 2022 - GMCA 2022/23 Capital Update – Quarter 2
- 25 November 2022 – GMCA Transport Capital Programme – Part B

Tracking/ Process

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

Yes

Exemption from call in

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

No

GM Transport Committee

N/A

Overview and Scrutiny Committee

N/A

1. Background

- 1.1. Delivery of the transport capital programme is a key enabler to achieving the Bee Network – Greater Manchester’s vision for an integrated ‘London-style’ transport system, which will change the way people travel across the city region.
- 1.2. The report requests the approval of the draw-down of CRSTS funding for the ongoing development and delivery of several schemes within the capital programme, as follows:
 - Rail Stations - Access for All – to develop the scheme to Outline Business Case stage;
 - Salford Crescent – MediaCity Bus Corridor scheme – to develop the scheme to Outline Business Case stage; and
 - Stockport Interchange Mixed Use Cycle & Walking Ramp – to develop and deliver the cycle and walking ramp elements of the scheme to construction completion.
 - Zero Emission Buses – to procure additional zero emission buses to support the implementation of bus franchising.

2. Funding Draw Down Requests: City Region Sustainable Transport Settlement (CRSTS)

Overview

- 2.1. At the request of HM Government, the GMCA prepared and submitted a Programme Case to the Government’s City Region Sustainable Transport Settlement (CRSTS) Fund in January 2022.
- 2.2. On 1 April 2022, the Secretary of State wrote to the GM Mayor to say that GMCA had been awarded an allocation of £1.07 billion of CRSTS funding, conditional on agreeing a final scheme list that will be subject to the GM Local Growth Assurance Framework.
- 2.3. The GMCA approved the Scheme List on 24 June 2022, which was subsequently submitted in the form of a Delivery Plan for HM Government approval during early July 2022.
- 2.4. The Secretary of State for Transport wrote to the GM Mayor on 29 July 2022,

confirming acceptance of GM's Delivery Plan.

- 2.5. On 29 July 2022, the GMCA approved the 2022/23 budget of £105.7m, including local and match contribution, subject to the Greater Manchester Local Growth (Single Pot) Assurance Framework.
- 2.6. Individual schemes are progressing through the assurance framework with over £90m of funding approved by GMCA across the CRSTS Pipeline in respect of the following programmes: Local Authority core and strategic highway maintenance; Local Authority minor works and road safety schemes; Zero Emission Bus; Quality Bus Transit and Streets for All.
- 2.7. The following sections of this report include requests to approve the draw-down of funding to facilitate the development and / or delivery of a number of schemes that are being funded, either in whole or in part, through the CRSTS Programme. These approvals requests are being brought in line with the governance arrangements approved at the 30 September 2022 meeting of the Combined Authority.

Access for All

- 2.8. Improving the accessibility and inclusivity of Greater Manchester (GM) railway stations benefits a broad range of existing and potential customers in the communities served. This includes older people and a fifth of GM's residents who identify as having some form of disability (including learning, mental health and wellbeing disabilities), families with pushchairs and small children, and those who need more time to board or alight trains.
- 2.9. Across GM, approximately 41% of rail stations have stepped access and a further 14% have steep ramps. Therefore, GM's Access for All (AfA) programme aims to reduce these percentages, improving the access to more rail stations.
- 2.10. In 2018 GMCA were awarded DfT Access for All (AfA) Main Programme funding for CP6 (2019-24) for 3 GM stations on the 2018 prioritised list of stations most in need of step free access as follows:
 - Walkden (priority station 1)
 - Daisy Hill (priority station 3)
 - Irlam (priority station 4).
- 2.11. Daisy Hill and Irlam have recently concluded GRIP 4 (Single Option Development)

and a Design and Build tender is currently being evaluated for a GRIP 5 (Detailed Design) to GRIP 8 (Completion).

2.12. Due to site complexities Walkden is being delivered by Network Rail on TfGM's behalf. This scheme is currently progressing through GRIP 4.

2.13. On the 29 January 2021 GMCA approved the prioritisation of TCF2 funding, including £3.3m for the next priority stations under the Access for All programme, as follows:

- £2.3 million for development and delivery of Swinton Station AfA scheme, GM's 2nd priority Station requiring step free access; and
- Up to £1.0 million to develop the next tranche of AfA stations in GM.

2.14. The AfA programme of accessibility improvements aims to increase the number of stations providing step-free access and, using the above CRSTS funding allocations, TfGM are currently progressing the following AfA schemes to delivery: The CRSTS allocation confirmed for the AfA programme, approved by GMCA in July 2022, is as follows:

- £13.5 million to deliver the next tranche of AfA stations in GM (package 1)
- £2.1 million for development and delivery of Swinton Station AfA scheme, GM's 2nd priority Station requiring step free access (package 2)
- £2.7 million to develop the next tranche of AfA stations in GM (package 3)

2.15. Utilising funds approved previously (refer to para 2.12 above) TfGM are currently progressing the following AfA schemes:

- Swinton (priority station 2) – Package 2
- Reddish North (priority station 5) – Package 3
- Hindley (priority station 6) – Package 3
- Bryn (priority station 7) – Package 3

2.16. These four AfA schemes, which are targeting the provision of step free access, have a strong alignment with wider policy goals such as Levelling Up. The AfA schemes aim to level-up rail services towards the standards of the best by providing equal access for mobility impaired passengers accessing the railway. From a Growth & Productivity perspective, accessible transport opens up participation in

the job market, services and amenities to more people. In relation to Decarbonisation / Sustainable Travel, providing step free and more accessible public transport will encourage rail travel and result in fewer car journeys, in turn reducing carbon emissions. From a Social Value perspective, the scheme aims to make areas of GM more accessible and inclusive and improve the environment for all people to go about their daily activities.

2.17. In line with the local assurance framework, following a review of the AFA Programme Strategic Outline Business Case (SOBC) undertaken by an independent officer review panel, the four AFA schemes (listed in para 2.14 above) demonstrate the appropriate strategic case, value for money and deliverability for the current stage of scheme development. As such, GMCA is requested to approve the drawdown of £0.3 million of CRSTS funding to complete the development of the four AFA schemes to Outline Business Case (i.e. to single preferred option for each scheme), noting that a further update will be brought to the GMCA at that stage.

Salford Crescent – MediaCity Bus Corridor Scheme

2.18. The Salford Crescent – MediaCity scheme is part of the City Centre Bus Connectivity Programme funded through the CRSTS Programme. It comprises a package of QBT standard infrastructure improvements to key routes to and from the City Centre, tackling gaps in existing bus priority network, points of bus delay, access to the rapid transit network and key severance in the active travel network.

2.19. The CRSTS Scheme List approved by GMCA included an allocation of £23.4 million for the Salford Crescent – MediaCity scheme, out of a total of £93.4 million of CRSTS funding for the City Centre Bus Connectivity programme.

2.20. The scheme will be developed in conjunction with Salford City Council, who will be the delivery partner with full responsibility to develop the scheme in line with the strategic objectives of the scheme. TfGM will fulfil the role of scheme promoter, with overall accountability and responsibility for the development and coordination of the City Centre Bus Connectivity Programme, including the associated business cases.

2.21. In line with the local assurance framework, following a review of the Strategic Outline Business Case (SOBC) undertaken by an independent officer review panel, the scheme demonstrates the appropriate strategic case, value for money and deliverability for the current stage of scheme development. As such, GMCA is requested to approve the drawdown of £1.58 million of CRSTS funding to develop

the scheme to Outline Business Case (single preferred option), noting that a further update will be brought to the GMCA at that stage.

Stockport Interchange Mixed Use Cycle & Walking Ramp

- 2.22. Full Approval and release of funding for the main Mixed-use scheme at Stockport Interchange was granted by the Combined Authority at its meeting in December 2021, following the undertaking of a project health check and the finalisation of contract proposals with the main Contractor, Willmott Dixon.
- 2.23. At that stage, the Project had also developed outline proposals for a potential cycling and walking ramp (the Ramp) between the podium level public park and the ground level River Mersey frontage as a means of providing seamless walking and cycling connectivity between the town centre and the rail station (via the 'bridgescape' link) and Edgeley beyond, which would represent a further walking and cycling enhancement beyond the provisions contained within the base scheme.
- 2.24. However, whilst the Ramp was assessed as part of the Full Business Case health check, the cost of the Ramp and its associated funding draw-down were excluded from the Mixed-use scheme for which Full Approval was granted, pending confirmation of appropriate funds within the CRSTS, plus confirmation of other potential funding sources, including Levelling Up Fund (LUF) and potentially Mayor's Challenge Fund (MCF).
- 2.25. With the subsequent confirmation of the CRSTS award and the identification of a proposed overall funding arrangement for the Ramp, coupled with further design development leading to the securing of necessary planning consents and enhanced cost certainty through supply chain pricing, an addendum to the Full Business Case (FBC), appraising the inclusion of the Ramp, has been undertaken.
- 2.26. Following a review by an independent officer review panel, the appraisal within the addendum to the FBC demonstrates an appropriate value for money proposition. As such, this report therefore requests the approval of the drawdown of £3.6 million of CRSTS funding identified for the walking and cycling ramp (which is included in the approved CRSTS Scheme List), to facilitate the detailed design and delivery of the proposals.
- 2.27. In addition to the requested CRSTS funding, a further funding application has been made to the LUF to align the full scheme with its overall funding requirements. The determination of this application is not expected until late 2022, and therefore

Stockport Council have agreed to re-allocate existing active travel funding from their current MCF allocation pending such determination, to allow necessary commitments to be placed to optimise programme delivery. In the event that the LUF application is not successful, Stockport Council have agreed that they will be the *funder of last resort* in this respect and will therefore explore alternative funding sources if needed.

Zero Emission Bus

2.28. At the July 2022 GMCA meeting, approval was granted to procure 50 zero emission buses and associated power upgrades and charging infrastructure, using CRSTS funds, for the start of Bus Franchising Tranche 1 in September 2022.

2.29. It is now proposed to order a further 50 zero emission buses to be deployed for Tranche 2 of Bus Franchising from March 2024. The buses will also be funded from GM's CRSTS funds.

2.30. Following a review of options, it is proposed that procurement of the vehicles will be made using the Crown Commercial Services national framework RM6060 and a preferred supplier has been identified. Further detail on the proposed method of procurement, the potential supplier and estimated cost is included in a report in Part B of this agenda.

3. Recommendations

3.1. The recommendations are set out at the front of this report

Eamonn Boylan

Chief Executive Officer, GMCA & TfGM