



## Bee Network Committee

Date: Thursday 27<sup>th</sup> July 2023

Subject: Transport Capital Programme

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

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### Purpose of Report

This report asks members to consider a number of CRSTS and Active Travel funding approvals in order to support the continued development and delivery of the Greater Manchester Transport Capital Programme.

### Recommendations:

The Bee Network Committee is requested to:

1. Note that the Greek Street Bridge / Stockholm Road Bridge scheme has achieved Strategic Outline Business Case (SOBC) approval and approve a total draw-down for this scheme of £6.0m (comprising, £4.1m from the Tram-Train Package and £1.9m from Stockport Council's Strategic Maintenance Package);
2. Approve the draw-down of CRSTS funding as follows:
  - City Centre Bus and S4A Connectivity Programme (Radials) – £3.28m to progress individual Outline Business Cases for a number of radial corridors, noting that a further update will be brought to the BNC in due course;
  - Oldham Mumps Corridor Improvements – £0.68m to develop the scheme to Final Business Case, noting that a further update will be brought to the BNC at that stage;
  - Stockport Station – £1.35m to continue to progress design and development activity to a single preferred option, noting that a further update will be brought to the BNC in due course;
  - Salford Quays Northern Access – an additional £0.19m to develop the scheme to Full Business Case, noting that a further update will be brought to the BNC at that stage;

- Bury – Rochdale Quality Bus Transit - £0.96m to continue to develop the scheme to Outline Business Case, noting that a further update will be brought to the BNC at that stage;
  - Wigan – Leigh Quality Bus Transit - £0.56m to continue to develop the scheme to Outline Business Case, noting that a further update will be brought to the BNC at that stage;
  - Wigan – Bolton Quality Bus Transit – £0.43m to continue to develop the scheme to Outline Business Case, noting that a further update will be brought to the BNC at that stage;
  - Access for All Programme – £0.27m to complete development of four AfA schemes to Full Business Case and further study work to support the Rail Strategy. Noting a further update will be brought to the BNC upon completion of the procurement exercise; and
  - Bury Interchange - £2.72m to facilitate the completion of the Outline Business Case, noting that a further update will be brought to the BNC at that stage.
3. Approve the draw-down of Active Travel funding as follows:
- £2.55m to enable full delivery of the Bury Radcliffe Central Phase 1 scheme;
  - £2.45m to enable full delivery of the GM Average Safety Cameras scheme;
  - £0.75m to enable development of the ATF3, Manchester Alan Turing Way scheme; and
  - £0.24m to enable development of the ATF4, GM-wide Signal Junction Upgrades scheme.

## Contact Officers

Steve Warrener	Managing Director, TfGM	<a href="mailto:Steve.Warrener@tfgm.com">Steve.Warrener@tfgm.com</a>
Chris Barnes	Infrastructure Pipeline Programme Director, TfGM	<a href="mailto:Chris.Barnes@tfgm.com">Chris.Barnes@tfgm.com</a>
Alex Cropper	Chief Operating Officer, TfGM	<a href="mailto:Alex.Cropper@tfgm.com">Alex.Cropper@tfgm.com</a>

# Equalities Impact, Carbon and Sustainability Assessment:

## Equalities Implications

### Recommendation - Key points for decision-makers

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

### Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing		
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		

### Further Assessment(s): Equalities Impact Assessment and Carbon Assessment

<b>G</b>	Positive impacts overall, whether long or short term.	<b>A</b>	Mix of positive and negative impacts. Trade-offs to consider.	<b>R</b>	Mostly negative, with at least one positive aspect. Trade-offs to consider.	<b>RR</b>	Negative impacts overall.
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## Climate Change Impact and Mitigation Measures:

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

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 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**

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 Governance and Assurance

## **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

## **Overview and Scrutiny Committee**

N/A

# 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, which will change the way people travel across the city region and:
  - Provide a consistent and high-quality user experience across all travel in all parts of GM.
  - Promote a clear pathway to GM’s Net Zero Carbon Vision by:
    - providing real public transport and active travel choices for all;
    - promoting sustainable travel behavioural change through integrated city region planning;
    - supporting the electrification of vehicles and public transport fleets.
  - Promote levelling up through the provision of sustainable transport connectivity to key growth locations and the provision of affordable public transport options for all of our communities.
- 1.2. Following the submission of Greater Manchester’s CRSTS Prospectus in Autumn 2021 and subsequent Programme Case in early 2022, the Secretary of State wrote to the GM Mayor in April 2022 to confirm that Greater Manchester would receive an allocation of £1.07bn from the first City Region Sustainable Transport Settlement (CRSTS). When combined with Local Contributions totalling £170m, this resulted in an overall CRSTS budget of £1.24bn; thereby forming the majority component of Greater Manchester’s current transport infrastructure pipeline, which also includes funding from a range of other sources such as the Transforming Cities Fund, Active Travel Fund and Integrated Transport Block (ITB) allocation.
- 1.3. In May 2023, GMCA approved the proposed strategy to address budgetary pressures on the capital infrastructure programme, including the updated CRSTS Scheme List, which forms the basis of GM’s response to Government’s national re-baselining process that is expected to conclude in the autumn.
- 1.4. The report also sets out requests for the financial approvals required to enable individual scheme activity to continue to their respective next stages of development.

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

### **Background**

- 2.1. The requests set out in this report to approve the draw-down of CRSTS funding to facilitate the progression of development and delivery activities on the schemes below – are brought in-line with the governance and assurance arrangements approved at the 30 September 2022 and 30 June 2023 meetings of the Combined Authority.
- 2.2. Individual schemes are progressing through the assurance framework with £265.4m of funding now having been approved by GMCA across the CRSTS Pipeline.

### **Greek Street Bridge / Stockholm Road Bridge**

- 2.3. Greek Street Bridge is a nearly life-expired Network Rail owned overbridge in Stockport. There is a total CRSTS funding allocation of £17.4m (including DfT and GM Local Contribution) for Greek Street Bridge: (i) £12m from the Tram-Train Package; (ii) £4.5m from Stockport Council's Strategic Maintenance Package; and (iii) £0.9m from Stockport Council's Streets for All (S4A) Town Centre Schemes Package, which does not form part of this draw-down request.
- 2.4. CRSTS investment at the Greek Street Bridge was originally proposed to:
  - i. safeguard for potential future TfGM tram-train schemes into Stockport;
  - ii. provide Stockport Council's 'Bridgeguard 3' contribution to Network Rail;
  - iii. provide Stockport Council with enhanced active travel measures at deck level;  
(including development costs as needed).
- 2.5. Network Rail has subsequently selected a near like-for-like preferred option for the Greek Street Bridge that will be funded from the Control Period 7 Renewals Budget. This provides adequate safeguarding for tram-train at no cost to TfGM. Stockport Council will still be required to provide a 'Bridgeguard 3' contribution of 5% of the

total scheme cost upon completion. This contribution is currently estimated to be £1m, to be funded from the Strategic Maintenance Package.

- 2.6. Network Rail has also identified the nearby Stockholm Road Bridge as requiring renewal due to its poor condition. This bridge is sited on the same potential future tram-train routes into Stockport as the Greek Street Bridge, and also requires a 'Bridgeguard 3' contribution (estimated to be £0.9m). It is therefore proposed to reallocate a portion of the CRSTS Greek Street Bridge funding to the Stockholm Road Bridge to:
  - (i) Safeguard for potential future TfGM tram-train schemes into Stockport;
  - (ii) Provide Stockport Council's 'Bridgeguard 3' contribution to Network Rail; (including development costs as needed).
- 2.7. Based on the preferred design option for the Stockholm Road Bridge that safeguards for potential future tram-train at track level and enhances active travel provision at deck level, the current forecast cost for all works at the Stockholm Road Bridge is £9.2m. Network Rail would contribute £4.2m, the cost of a like-for-like replacement.
- 2.8. The CRSTS contribution is therefore forecast to be £5m in total at the Stockholm Road Bridge, subject to agreeing the final outturn, and therefore the final funding contribution with Network Rail. Of this, £4.1m for tram-train safeguarding is proposed to be funded from the Tram-Train Package, with the 'Bridgeguard 3' contribution of £0.9m proposed to be funded from the Strategic Maintenance Package. Both sums include development costs as needed.
- 2.9. In line with the agreed local assurance framework, following a review undertaken by an independent officer review panel, the Greek Street Bridge / Stockholm Road Bridge scheme SOBC has been approved. Given that this change falls within the financial threshold within which Mayoral Combined Authorities are permitted to progress scheme changes / developments at a local level, these updated scheme arrangements will now be notified to DfT as part of the regular CRSTS reporting process.
- 2.10. The next stage of development is estimated to cost £0.72m. However, due to the need to commit to a single option with Network Rail for the Stockholm Road Bridge (and taking into account the 'Bridgeguard 3' contribution that is still necessary at the Greek Street Bridge), progressing with this next stage of development means that,



in effect, the £4.1m from the Tram-Train Package and £1.9m from Stockport Council's Strategic Maintenance Package will be fully committed.

- 2.11. Conversely, £7.9m of the originally allocated £12m Tram-Train Package budget is intended to be released to assist with reducing budgetary pressures on the CRSTS programming (as reported to GMCA in May). A prudent approach is to be taken with £4m released now at SOBC approval stage, with the remaining £3.9m considered for release at a later stage.
- 2.12. The BNC is requested to: a) note that the Stockholm Road Bridge and Greek Street Bridge scheme has achieved SOBC approval; b) approve a total draw-down of £6m (of which £4.1m from the Tram-Train Package and £1.9m from Stockport Council's Strategic Maintenance Package); and c) approve the release of £4m from the Tram-Train Package to reduce CRSTS over-programming.

### **City Centre Bus and S4A Connectivity Programme (Radials)**

- 2.13. The programme forms a key priority of the Bus Infrastructure Programme funded through CRSTS and will contribute to the delivery of GM's overall ambition for Bus as set out in Greater Manchester's Bus Service Improvement Plan. Working closely with GM Local Authority partners, this programme will deliver bus, active travel and streets for all improvements on five prioritised City Centre radial corridors in the next four years through CRSTS. It is part of a long-term programme to deliver bus and active travel improvements on 16 radial corridors up to 2040 to deliver City Centre Transport Strategy (CCTS) objectives.
- 2.14. The programme seeks to tackle key barriers to increase public transport and active travel journeys to and from the City Centre, including slow and un-reliable bus journeys, poor bus stop facilities, and poor perception of safety of active travel journeys. Measures will include whole-route upgrades to key bus corridors, with an emphasis on quality, reliability, supporting more bus and active travel trips and the integration bus within the City Centre and rapid transit stops in-line with our ambitions for an integrated Bee Network.
- 2.15. Investment will also support new development opportunities, improving public transport and active travel connectivity to key sites within the Central Growth Cluster, as well as growth sites within the Northern and Southern Growth Cluster.
- 2.16. The CRSTS Scheme List approved by GMCA (June 2022) included an allocation of £65m to deliver improvements to City Centre Radials and £9m to deliver City Centre

– Victoria North and Victoria North – Northern Gateway. Due to aligned objectives and dependencies, the latter 2 (Victoria North related) schemes will be rolled into the City Centre Bus and S4A Connectivity Programme (Radials), providing a total funding package of £74m for the delivery of Phase 1 improvements.

- 2.17. Stockport Council and Manchester City Council will be the delivery partners, responsible for developing their schemes to detailed design and build in line with the strategic case, alongside securing the necessary powers and consents, tender the works, procure a contractor, and administer the contract. This proposed approach will help to ensure that the programme of works is coordinated with other schemes being developed by the local authority and that interdependencies are managed effectively. TfGM will fulfil the role of scheme promoter, with overall accountability and responsibility for the development and coordination of the schemes and the associated business cases.
- 2.18. In line with the agreed local assurance framework, following a review of the SOBC undertaken by an independent officer review panel, the scheme has been deemed to have demonstrated the appropriate strategic case, value for money and deliverability for the current stage of development. The BNC is requested to approve the draw-down of £3.28m CRSTS funding to commence work to progress 5 OBCs, one for each radial, noting a further update will be brought to the BNC in due course.

### **Oldham Mumps Corridor Improvements**

- 2.19. The CRSTS Scheme List approved by GMCA included an allocation of £4.5m within the Streets for All programme for the Mumps Corridor Improvement scheme.
- 2.20. The scheme will play a role in delivering the ‘Creating a Better Place’ vision for Oldham by enhancing the eastern gateway to Oldham Town Centre including the area around the Mumps Interchange (for bus and tram) and the approach to the junction from A62 Bottom O’ th’ Moor and A669 Lees Road. It aims to improve bus journey times to the area, reduce severance for pedestrians and cyclists and enhance the surrounding public realm.
- 2.21. Oldham Council has developed the scheme to Strategic Outline Business Case (SOBC) and has identified a total scheme cost of £4.5m, which is proposed to be funded using the £4.5m allocation from CRSTS funding.

- 2.22. The scheme will be managed by Oldham Council, with delivery through their existing frameworks and will be planned to minimise the impact of construction works on the highway network.
- 2.23. In line with the agreed local assurance framework, following a review of the SOBC undertaken by an independent officer review panel, the scheme has been deemed to have demonstrated the appropriate strategic case, value for money and deliverability for the current stage of development.
- 2.24. This report requests the draw-down of £0.68m CRSTS funding to develop the scheme to FBC, noting a further report will be brought to the BNC at that stage.

### **Stockport Station**

- 2.25. The Stockport Station scheme is included within the re-baselined CRSTS scheme list approved by GMCA (May 2023) with a funding allocation of £1.35m.
- 2.26. It will deliver a new primary eastern concourse, new segregated station footbridge for use by paid and unpaid customers, new Edgeley western entrance, refurbished platform buildings and a refurbished subway that will act a dedicated service and emergency access route.
- 2.27. The proposals form part of the Stockport Station Growth prospectus which focuses on the Town Centre West Mayoral Development Corporation redevelopment around the railway station. In March 2021, Stockport MDC chaired a Senior Roundtable meeting about the future of Stockport Station with the GM Mayor, Chairs of Network Rail & Homes England, TfGM, GMCA, DfT, TfN, SMBC and Avanti WCP.
- 2.28. In response, Stockport Council has developed the scheme to Strategic Outline Business Case (SOBC) and RIBA Stage 2 design, with the support of a senior rail industry steering group, and has identified a total scheme cost of between £59.4m and £64.7m, which is intended to be funded through a combination of funding sources, potentially including Network Rail's Rail Network Enhancement pipeline and future tranches of CRSTS.
- 2.29. The proposed Station redevelopment will support the vision for Stockport MDC and CRSTS objectives in the following ways:
- Deliver local permeability and station access enhancements including a high-quality pedestrian route, as part of the GM's Active Bee Network, through the

Station linking Edgeley (and new MDC neighbourhoods), the rail station, Stockport Exchange, Stockport Interchange and historic town centre;

- Future proof the Station and support further investment which will allow Stockport Station to be better connected into Metrolink via Tram-Train, Northern Powerhouse Rail and be HS2 compatible – providing Stockport residents will unrivalled access to employment opportunities across the sub-region.
- Reposition the western entrance to the Station – to provide a new at-grade access that will support new development to complement investment in the highly successful eastern gateway – Stockport Exchange.

2.30. Additional development work is now required to progress the scheme to a 'Network Rail compliant' single option (including approved design standards), to ensure the scheme can respond to future funding opportunities and associated delivery timescales. Noting that the Stockport Station scheme is included within the re-baselined CRSTS scheme list approved by GMCA (May 2023) with a funding allocation of £1.35m, the BNC is requested to approve the draw-down of that £1.35m allocation to continue to progress design and development works to a single preferred option, noting that further updates will be brought to the BNC in due course.

### **Salford Quays Northern Access**

2.31. The CRSTS Scheme List approved by GMCA included an allocation of £4.5m within the Streets for All programme for the Quays Northern Access scheme.

2.32. The scheme supports the development of MediaCity Phase 2 releasing economic benefits through the provision of a new site access and encouraging greater use of active travel modes and public transport through improvements to the adjacent Broadway/Langworthy Road junction.

2.33. Salford Council has worked with the developer to prepare the Strategic Outline Business Case (SOBC), this has identified a CRSTS grant contribution towards the total scheme cost of £4.5m, with a developer contribution to cover the balance of the scheme budget to be confirmed alongside development of the Full Business Case (FBC).

2.34. In line with the local assurance framework, following a review of the SOBC undertaken by an independent officer review panel, a number of risks have been

identified that will require further work – though the development of a Full Business Case (FBC) – to ensure value for money and deliverability can be demonstrated at FBC approval.

2.35. Current risks include:

- The SOBC indicates the scheme does not currently meet the ‘good’ value for money threshold in transport terms alone; albeit that there are positive cost benefits derived from the development that are unlocked at this key growth location and which will be further developed as the FBC is progressed.
- Due to site constraints, the scheme layout requires a departure from LTN 1/20 guidance in respect of the facilities provided for cycling. This departure will need to be formalised with Active Travel England to ensure that the risk of funding claw back does not delay the project progressing.
- There is uncertainty around the timing and scale of the development benefits that can be delivered through the scheme, with risks around market conditions and the potential for the scale of development to increase beyond its currently consented form. These factors will need to be further addressed as the FBC is developed.

2.36. BNC is requested to note that the Salford Quays Northern Access scheme has now achieved SOBC approval, and further to GMCA approval of £0.68m CRSTS funding draw-down in February 2023, this report requests the drawdown of an additional £0.19m of CRSTS funding to complete the development of the scheme to FBC, with a further report providing an update on the scheme and the mitigation of the above risks to be brought to BNC at that stage.

### **Future Quality Bus Transit: Bury – Rochdale and Wigan – Leigh**

2.37. Quality Bus Transit (QBT) forms a key priority of the Bus Infrastructure Programme funded through CRSTS and will actively contribute to the delivery of GM’s overall ambition for Bus as set out in Greater Manchester’s Bus Service Improvement Plan. The QBT programme comprises whole-route upgrades to key bus corridors, with an emphasis on quality, reliability, supporting more bus and active travel trips and the integration of bus into our town centres in-line with our ambitions for an integrated Bee Network.

2.38. The CRSTS Scheme List approved by GMCA (June 2022) included an allocation of £20m to deliver Quality Bus Transit improvements on the corridors between Ashton

– Stockport, Bury – Rochdale and Wigan – Leigh, out of a total of £75m of CRSTS funding for the QBT programme.

- 2.39. The Bury – Rochdale QBT scheme will be developed in conjunction with Bury and Rochdale Councils, who will be delivery partners with responsibility to develop the scheme designs across their specific sections of the corridor in line with the strategic objectives of the scheme. Wigan Council will be the delivery partner for Wigan – Leigh QBT with the equivalent responsibility for developing scheme designs on this corridor. TfGM will fulfil the role of scheme promoter for both corridors, with overall accountability and responsibility for the development and coordination of the schemes and the associated business cases.
- 2.40. To date, £0.17m of CRSTS funding has been released to commence work to progress Outline Business Cases (OBC) for these schemes, including undertaking an exercise to prioritise interventions for delivery. This exercise has now been completed and the BNC is requested to approve the drawdown of an additional £0.96m for the Bury – Rochdale QBT and £0.56m for Wigan – Leigh QBT to enable the completion of the OBCs for these schemes, noting that further updates will be brought to the BNC in due course.

### **Quality Bus Transit: Wigan – Bolton QBT**

- 2.41. The CRSTS Scheme List approved by GMCA (June 2022) included an allocation of £5m to deliver an initial phase of Quality Bus Transit improvements along the Wigan – Bolton corridor, out of a total of £75m of CRSTS funding for the QBT programme.
- 2.42. The Wigan – Bolton QBT scheme seeks to tackle key barriers to public transport use and active travel journeys. It will deliver whole route upgrades to the corridor between Wigan and Bolton town centres, via Hindley and Westhoughton, with an emphasis on quality, reliability, supporting more active travel trips and the integration of bus into our town centres.
- 2.43. The scheme will be developed in conjunction with Wigan and Bolton Councils, who will be delivery partners with full responsibility to develop the scheme designs across their specific sections of the corridor 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 scheme and associated business case.

2.44. To date, £0.23m of CRSTS funding has been released to progress an Outline Business Case (OBC) for the scheme. Additional development work is required and the BNC is requested to approve the drawdown of an additional £0.43m to complete the OBC for the scheme, noting that a further update will be brought to the BNC at that stage.

### **Access for All**

2.45. Utilising funds approved in November 2022, TfGM is progressing the following Access for All (AfA) schemes:

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

2.46. 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 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 activity.

2.47. The schemes are in the process of closing out Outline Design and securing railway industry approvals. TfGM intends to appoint a contractor in December 2023 to carry out the detailed design and build. Following GMCA approval of £0.3m in November 2022, BNC is requested to approve the drawdown of an additional £0.27m of CRSTS funding, which is within the approved CRSTS Scheme List budget, to complete the development of the four AfA schemes to Full Business Case – this includes an allowance for further study work to support the rail strategy. A further update will be brought to the BNC upon completion of the procurement exercise.

### **Bury Interchange**

2.48. Bury is one of the few district centre interchanges in Greater Manchester yet to be redeveloped to modern standards. It is an aging asset (opened in 1980), with many

elements having reached and surpassed their intended lifespan. Building on the success of recent interchange schemes across Greater Manchester, the redevelopment of Bury Interchange is seen as the next step in the continued transformation of Greater Manchester's interchanges to deliver a transport network fit for the 21st century. It is therefore considered essential to transform the passenger experience and bring the standard of Bury's transport offer in line with that already being provided across the wider City Region.

- 2.49. The Transport Capital Programme Report, submitted to GMCA in December 2022, set out the background to the SOBC development process and the subsequent assurance process followed. This culminated in a submission of the SOBC to DfT in November 2022 as Bury Interchange is a "retained scheme" – as confirmed in the funding settlement letter for Greater Manchester dated 1st April 2022.
- 2.50. The DfT responded with approval of the SOBC on 23 March 2023 with the following conditions:
  - a. That TfGM bring forward a credible, descoping lower cost and carbon alternative option at the Outline Business Case (OBC) stage.
  - b. That proactive communications by TfGM, GMCA or its constituent authorities regarding Government approval of this project's business cases should be agreed beforehand with DfT officials.
- 2.51. A comprehensive tender exercise has now been completed for progression to OBC stage, which will include development of the design to RIBA Stage 2.
- 2.52. Noting the first DfT approval condition, TfGM and the appointed multi-disciplinary design team will work closely with stakeholders including DfT and HM Treasury colleagues to ensure that the preferred option is optimised as we move towards achieving OBC retained case approval.

### **3. Funding Draw Down Requests: Active Travel**

- 3.1. As previously reported to GMCA, following programme entry, 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 draw down the necessary delivery funding.



3.2. The recommendation to provide delivery funding approval for the schemes set out below, was endorsed by the Active Travel Programme Board on 6 July 2023, following a review of Full Business Cases (FBC) by TfGM's Active Travel programme team. Full approval will enable the schemes to progress to completion by means of a legal delivery agreement.

### **Full Approval: Bury Radcliffe Central (Phase 1)**

- 3.3. The Bury Radcliffe Central Phase 1 scheme has been designed to reduce severance within Radcliffe and increase the number of neighbourhood walking and cycling trips, whilst enabling access by active travel modes to Radcliffe town centre and the Radcliffe Metrolink stop. The Phase 1 scheme includes the construction of a new bridge crossing over the River Irwell adjacent to Rectory Lane, providing a new walking and cycling connection between the Metrolink stop, the town centre, and existing and proposed residential areas to the east and south of Radcliffe.
- 3.4. Phase 1 is proposed to be funded through the MCF Programme, whilst Radcliffe Central Phase 2 forms part of GM's Active Travel Fund (ATF) Tranche 4 programme. The Phase 1 scheme will also integrate with the walking and cycling improvements proposed as part of the Radcliffe City Region Sustainable Transport Settlements (CRSTS) scheme which is in development.
- 3.5. The scheme has a total cost and MCF funding ask of £2.55m, and following a full business case review by the MCF programme team is regarded as having strategic value given its enabling capability.
- 3.6. BNC is requested to approve the draw-down of Active Travel funding of £2.55m to enable full delivery of the Bury Radcliffe Central Phase 1 scheme.

### **Full Approval: GM Average Speed Cameras**

- 3.7. The GM Average Speed Camera project is the second element of the overall Greater Manchester Speed Camera renewal and upgrade scheme, for which the first phase (Spot Speed) was awarded GMCA funding approval in December 2022.
- 3.8. The Average Camera project will replace the camera equipment across 25 average speed routes across Greater Manchester, with the objective of reducing the number of killed or seriously injured collisions; reduce traffic vehicle speeds and support increased levels of walking and cycling. The scheme includes for the supply, installation and operational maintenance of the replacement cameras.

- 3.9. The Average Speed Camera scheme has an MCF funding ask of £2.45m, against a total scheme budget of £4.04m. The required match funding and annual operating costs are funding commitments from the Safer Roads GM (SRGM) Partnership reserves. The MCF funding commitment of £2.45m can be managed within the overall GMCA funding provision for the Mayor's Challenge Fund. A full business case review by the MCF programme team has been completed and the scheme demonstrates positive value for money.
- 3.10. BNC is requested to approve the draw-down of Active Travel funding of £2.45m to enable full delivery of the GM Average Speed Camera scheme.

#### **Active Travel Fund (ATF): Development Funding Approvals**

- 3.11. On 29 July 2022 and 26 May 2023, GMCA approved proposals to use the established MCF governance processes to provide scheme assurance and secure funding approvals for GM's ATF3 and ATF4 programmes.
- 3.12. Under MCF governance, scheme promoters submit a development cost budget which, once agreed, provides the confidence that all reasonable development costs will be funded.
- 3.13. Details of the Active Travel Fund schemes for which Development Cost funding approval is sought, is set out below. These forecast development costs have been reviewed by TfGM and are affordable within the relevant Active Travel fund budgets.
- **Manchester – Alan Turing Way** has an ATF3 development cost funding ask of £0.75m;
  - **GM-Wide - Signal Junction Upgrades** has an ATF4 development cost funding ask of £0.24m.
- 3.14. BNC is requested to approve the draw-down of: £0.75m Active Travel funding to enable development of the ATF3, Manchester Alan Turing Way scheme; and £0.24m of Active Travel funding to enable development of the ATF4, GM-wide Signal Junction Upgrades scheme. Note that further updates will be brought to the BNC in due course.