



Bee Network Committee

Date: Thursday 26th September 2024
Subject: Transport Infrastructure Pipeline
Report of: Chris Barnes, Network Director Infrastructure, TfGM

Purpose of Report

This report provides an update on progress delivering a pipeline of transport infrastructure improvements to support the operation of the Bee Network: a high-quality, affordable and fully integrated public transport and active travel system which can support sustainable economic growth and increased productivity. The report makes a number of recommendations for members to support the continued development and delivery of the pipeline programme.

Recommendations:

The Committee is requested to:

1. Note the current position, recent progress and key milestones on the transport infrastructure pipeline;
2. Note the CRSTS releases as approved by the GMCA Group Chief Executive under delegated authority;
3. Approve the drawdown of CRSTS funding and associated scheme progression as follows:
 - Bus Pinch Points and Maintenance: £1.0m;
 - Sale West to North Altrincham Network Improvements (SCOOT Upgrades, Firsway Crossing and Bus Stop Upgrades): £0.6m and Final Business Case;
 - High Speed / Northern Powerhouse Rail: £1.31m;
 - Integrated Measures Customer Travel Information Digital Improvements: £1.8m and Final Business Case;
4. Approve the drawdown of £4.444m capital funding and Final Business Case for the Salford Central Enhancements scheme;
5. Approve the drawdown of £3.83m for GM's Active Travel Fund (ATF) Tranche 4 Extension, subject to this award being added to the GMCA Capital Programme;

6. Approve the drawdown of Active Travel programme funding as follows:
 - Bury Fishpool Phase 2: £3.83m (CRSTS funding through the MCF programme);
 - Bury Pimhole: £1.91m (CRSTS funding through the MCF programme);
7. Agree the MCF scheme budget variations for Bury Council as set out in sections 7.7 & 7.8; and
8. Approve the allocation of Capability Fund, Tranche 4, (Revenue Grant) as set out in sections 7.9 & 7.10.

Contact Officers

Chris Barnes Network Director, Infrastructure, TfGM chris.barnes@tfgm.com

Richard Nickson Network Director, Active Travel, TfGM richard.nickson@tfgm.com

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.

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		
No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.
		Partially meets best practice/ awareness, significant room to improve.
		Not best practice and/ or insufficient awareness of carbon impacts.

Risk Management

The recommendations of this report will enable the continued development and delivery of the Bee Network infrastructure pipeline and prioritised infrastructure expenditure. This will mitigate the programme risk of not fully expending the funding awarded by Government. A programme risk register is maintained and updated regularly by TfGM.

Legal Considerations

Legal Delivery/Funding Agreements in respect of the allocation of MCF, Active Travel and CRSTS funding will be produced and implemented for full scheme and development costs approvals as appropriate using the template agreements agreed with GMCA.

Financial Consequences – Revenue

There are no specific financial (revenue) consequences arising from the recommendations in this report.

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)
- 25 July 2024 – BNC CRSTS Annual Report 2023-24 and updated Delivery Plan

Tracking / Process

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

Yes

Exemption from call in

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

No

1. Introduction

- 1.1. The transport infrastructure pipeline is a key enabler to delivering the Bee Network – Greater Manchester’s plan for a high-quality, affordable and fully integrated public transport and active travel system for the people and businesses of Greater Manchester.
- 1.2. The Bee Network is pivotal to delivering sustainable economic growth, increased productivity and the city region’s objectives, set out in the Greater Manchester Strategy, by connecting people with education, jobs and opportunity, unlocking development, enabling housing growth, acting as a catalyst for regeneration, reducing carbon emissions and supporting social inclusion and active and healthy lifestyles.
- 1.3. Greater Manchester has led the way in reforming and improving its transport network, and we are now in the transition phase with some elements of the Bee Network already starting to change the way in which people travel across the city-region. As pioneers of bus franchising, we now have local control of our most-used form of public transport, in addition to the largest light rail network in the country – Metrolink.
- 1.4. Key to the delivery of the Bee Network is a programme of investment in transport infrastructure with an anticipated aggregate value between £3.5bn and £4bn to the end of the financial year 2031/32. The transport infrastructure pipeline will deliver a wide range of infrastructure schemes to improve the performance, resilience and customer experience of using the Bee Network, including a world-class walking, wheeling and cycling network; expanded cycle hire and loan services, new stations, stops and interchanges; bus priority measures, systems to support integrated ticketing; and asset renewal to maintain and improve network safety and resilience.
- 1.5. Discussions continue to take place with Department for Transport (DfT) officials regarding GM’s CRSTS2 allocation for the period April 2027 to March 2032. The indicative CRSTS2 allocation for GM is c£2.5bn, contributing to a total infrastructure investment pipeline of between £3.5bn and £4bn.
- 1.6. GM’s CRSTS2 allocation will form part of GM’s Single Settlement in due course ensuring investment is contributing to the delivery of GM’s wider objectives. The development of GM’s investment proposals for CRSTS2 will be informed by the

Local Transport Plan (LTP) refresh process which is already underway. Regular updates on progress will be brought to this Committee.

- 1.7. Work to develop and deliver the schemes within the Transport Pipeline Programme continues at pace. To date, (excluding the approvals requested through this report) 57 out of the original target of 60 CRSTS Strategic Outline Business Cases (SOBCs) have been approved, together with 3 Outline Business Cases (OBCs) and 6 Full Business Cases (FBCs).
- 1.8. Circa £530m of the £1.27bn CRSTS1 and match funding has now been released. In addition, a total of 62 FBCs have been approved on the Mayor's Walking and Cycling Challenge Fund (MCF) Programme, 49 of which were funded through the Transforming Cities Fund with a total approved value of £115m, the remaining 13 funded through CRSTS1 with a total approved value of £43.4m.
- 1.9. Key achievements in recent months include the commencement of the essential embedded track and points renewals programme of works within the city centre, as part of the ongoing investment that is taking place to sustain the Metrolink network. Of the five planned sites in the programme, works have already been completed successfully at London Road, Shudehill and, most recently, Piccadilly Gardens Delta Phase 1, with all works having been delivered safely on time and within budget. The remaining renewal works within the city centre commenced on Tuesday 27th August to replace existing points on the St Peter's Square side of Piccadilly Gardens and are being progressed during a 21-day closure during which no trams are running between Piccadilly Gardens and St Peter's Square. Trams are continuing to operate as usual between Piccadilly and Victoria, and from St Peter's Square to Victoria via Exchange Square with a bus replacement service between Deansgate-Castle and a signed pedestrian walking route also being in place. Extensive and timely customer information has been shared widely through a variety of resources including the Bee Network website, passenger information displays, on stop posters, and PA announcements, and press releases circulated via local media.

2. CRSTS Delegated Drawdowns

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

Scheme	Drawdown approved £'000	Date
Manchester: Electric Vehicle Charging Infrastructure Programme	165	07 August 2024
Stockport: Greek Street Bridge Streets for All Scheme	150	22 August 2024

3. CRSTS Funding Drawdown Requests and Scheme Progression

- 3.1. Following a review of the scheme business cases (Strategic Outline Business Case (SOBC), Outline Business Case (OBC) or Full Business Case (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 CRSTS funding drawdowns as follows:

Bus Pinch Points and Maintenance

- 3.3. The Bus Pinch Points and Maintenance (BPP&M) programme is a key and unique element of the CRSTS funded Bus Infrastructure programme, due to its rolling minor interventions which seek to address operational issues on the Greater Manchester bus network. The programme comprises four separate sub-programmes; Bus Pinch Points, Bus Stop Enhancements, Bus Priority Signing and Lining and Intelligent Transport Solutions Enhancements which will support the TfGM control room in the management of the highway and bus network.
- 3.4. The BPP&M programme targets relatively low cost, localised sites in each of the 10 GM Local Authorities where investment is not already allocated through wider bus

or Streets for All improvement programmes. This will contribute to the delivery of the GM's Bus Service Improvement Plan and Bus Strategy by enhancing bus speed, journey time reliability, infrastructure and accessibility.

- 3.5. A Strategic Outline Business Case (SOBC) for the BPP&M programme was approved in January 2023 which granted approval for each of the sub-programmes to develop and deliver individual interventions in annual phases. Mini full business cases are submitted to the TfGM Streets for All Programme Board for approval to ensure alignment to the SOBC and value for money.
- 3.6. Work to date across the four sub-programmes has been funded using the previously approved drawdown of £15.3m from CRSTS, which has been used to develop and deliver an agreed list of interventions through to March 2026, working closely with GM Local Authority partners.
- 3.7. Across the whole programme, 95 interventions are currently being developed and delivered, of which 14 have been completed and 12 are currently on site. The remaining schemes are in development. Interventions completed to date include the installation of bus priority technology at 85 traffic signal junctions to improve journey time reliability; approximately 10km of existing bus lane renewal works to ensure infrastructure is clearly marked and signed; and bus stop hardware renewals at 998 bus stops and 4 bus stop upgrades. Schemes currently being delivered on site include the implementation of a Red Route and Red Route clearway in Trafford; installation of a Puffin crossing and permanent traffic signals at a key junction in Salford; installation of CCTV and Automatic Traffic Counter (ATC) technology along key bus routes; and the deployment of a software platform to maximise the benefits of multi-modal transport data and traffic management systems to support bus travel.
- 3.8. Following the launch of Bus Franchising in Greater Manchester, nine schemes with a total value of circa £0.3m have been added into the programme in order to address customer and operational challenges, funded through the programme risk allowance. As Franchising and our knowledge of the bus network continues to expand, it is anticipated that further operational improvements will be identified to optimise the service we provide to customers. This will require further reactive schemes to be developed and delivered. These schemes will be developed and delivered alongside our planned programme of schemes.
- 3.9. The Committee is therefore requested to approve the drawdown of an additional £1.0m CRSTS funding to create a funding allocation for the 'Bus Pinch Points' and

'Bus Priority Signing and Lining' sub-programmes; split equally across these two programmes (i.e. £0.5m to each).

- 3.10. Each intervention will be assessed to ensure the scheme aligns with the BPP&M SOBC objectives and scope and provides value for money; and will be under £0.5m in value.

Sale West to North Altrincham Network Improvements (SCOOT Upgrades, Firsway Crossing and Bus Stop Upgrades)

- 3.11. The Sale West to Altrincham Network Improvements (SWANI) scheme comprises 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, such as Sale and Altrincham and the Metrolink and Rail networks. The scheme will 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. The scheme will also provide initial enabling works to support the delivery of the New Carrington Places for Everyone allocation.
- 3.12. In advance of the main scheme proposals being brought forward, and to enable early benefits realisation, a package of measures to improve the reliability of bus services operating on the corridor and to improve access to bus stops has been developed. This package includes the upgrading of existing traffic signal infrastructure at up to 5 junctions on the corridor; the provision of a new Zebra crossing for pedestrians and cyclists in Sale West; and the upgrading of 10 bus stops on the corridor.
- 3.13. 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, and deliverability. As such, the Committee is requested to approve the FBC and drawdown of £0.6m CRSTS funding to deliver the proposed traffic signal upgrades, the new Zebra crossing in Sale West and the bus stop upgrades.

High Speed / Northern Powerhouse Rail

- 3.14. The High Speed Rail Programme has a CRSTS allocation of £25m. A drawdown of CRSTS funding to cover the forecast expenditure between April 2022 and June

2023 was approved by GMCA in February 2023; and a further CRSTS drawdown was approved in May 2023 by GMCA for £7.15m.

- 3.15. As reported to BNC in March 2024, this funding continues to be used to support the NPR and High Speed / WCML impacts development work and, following the Network North announcement, GM has been engaging with Government on the NPR and high speed proposals. This includes enhanced Liverpool - Manchester connectivity, for which GM understands Government has allocated £17bn (2023 prices). It is anticipated that Government will work with Local Leaders to develop these proposals. Since the Network Work North announcement in October 2023 a Parliamentary motion was passed in May 2024 to adapt the High Speed Rail (Crewe – Manchester) Bill to deliver NPR between Manchester Piccadilly Station and Millington / Rostherne only, with revised instructions to the Bill’s Select Committee. The Bill was introduced into the new Parliament on 25 July 2024 and therefore will resume at the House of Commons Select Committee Stage. The Mayor of Greater Manchester and Mayor of Liverpool City Region have also established the Liverpool Manchester Railway Board in order to maximise the economic and social benefits of a new railway between the Liverpool City Region and Greater Manchester. A private consortium is also considering enhanced connectivity between Birmingham and Manchester.
- 3.16. A further £1.31m of CRSTS funding is now requested to support NPR / High Speed transport-related design and development work anticipated through FY24/25. This work will involve the development of the GM proposition for NPR and high speed, particularly the high speed stations and wider connectivity at Manchester Piccadilly (underground through station), Manchester Airport and Wigan. The work will also include supporting the Liverpool Manchester Railway Board in helping to build a business case for the new railway corridor to meet partner ambitions, establishing growth opportunity and considering the refresh of the high speed Growth Strategy. This work will build on the previous high speed Growth Strategy “the Stops are Just the Start” launched in 2018 and the subsequent work carried out prior to the Network North announcement. This funding will support engagement with the parliamentary process in relation to the transport elements of the Growth Strategy.

Integrated Measures: Customer Travel Information Digital Improvements

- 3.17. The scheme will deliver a programme of improvements addressing three key objectives:

- Customers need accurate, reliable and easy to use travel information and expect to find it on tfgm.com, however there is a gap between customers' expectations and what we currently provide.
- TfGM does not currently have an open data portal to provide access to data for use by third party apps such as Google Maps and CityMapper, by local partners such as Co-Op Live and Manchester Airport, and to enable market innovation.
- Legacy technology, which is reaching end of life, needs to be upgraded to support our current range of customer channels (Web, App, PIDs and open data).

3.18. The first phase of improvements includes; a new real time Metrolink data feed as an enabler of improving the quality of travel information across customer channels, improvements to the reliability of real time information to reduce the number of outages, and migrating the Bee Network website to new technology as an enabler of delivering future improvements to this key customer channel. £0.07m has been drawn down to date to support the development and delivery of the improvements.

3.19. These improvements form part of a programme of interventions designed to encourage people to make sustainable journeys through journey planning tools and travel information and to support the growth of public transport and active travel, and the wider city region outcomes.

3.20. In line with the local assurance framework, following a review of the Full Business Case (FBC) by an independent TfGM officer review panel, the proposals are deemed to demonstrate the appropriate strategic case, value for money (very high) and deliverability. As such, the Committee is requested to approve drawdown of £1.8m to complete the first phase of work set out above.

4. Salford Central Enhancements Scheme

4.1. The Salford Central Enhancements Scheme will contribute to the provision of a modern, accessible station, with improved operational facilities and a quality passenger offering, thereby fitting with the key city centre location, and reflecting the surrounding Salford City Council New Bailey regeneration proposals.

4.2. The Enhancement Scheme will be delivered in collaboration with Network Rail and Northern Trains Ltd. who have contributed £5m and £0.492m, respectively.

4.3. The Final Business Case (FBC) has been reviewed by an independent TfGM officer review panel, and approved subject to finalisation of scheme detail. The Committee

is asked to approve the drawdown of £4.444m capital funding to progress the scheme to delivery.

5. Active Travel Fund (ATF) Tranche 4 extension

- 5.1. On 1 March 2024, Active Travel England announced that additional funding of £3.8m had been awarded to the GMCA. This funding is an extension to the Active Travel Fund fourth tranche (£22.6m). This allocation will deliver walking and wheeling and crossings improvements, across the region, drawn from the active travel scheme pipeline. This funding is being added to the 2024/25 GMCA Capital Programme through the Quarter 1 Capital Update paper to the GMCA in September 2024.
- 5.2. The ATF4 extension programme is made of nine schemes across Bolton, Bury, Manchester, Stockport, Tameside and Trafford which will each provide new or upgraded crossing facilities for those walking, wheeling or cycling.
- 5.3. The Committee is requested to approve the drawdown of the full £3.8m ATF4 extension fund to deliver the programme, subject to this award being added to the Capital Programme via the 27 September GMCA Q1 Capital Update.
- 5.4. It is intended that the management and governance of individual schemes will be progressed in line with the approach adopted for ATF2. This will entail the production of full business cases for a maximum of nine schemes, to be reviewed by an independent panel, before being submitted to the GM Active Travel Programme Board for final approval, in order to ensure alignment to the original bid and value for money.

6. Active Travel Funding

- 6.1. Walking, wheeling, and cycling is a fundamental component of an integrated Bee Network within Greater Manchester, enabling more active travel for shorter journeys through the provision of dedicated, safe infrastructure which will also support people to walk or cycle to the bus or tram stop and back again.
- 6.2. The recommendation to provide delivery funding approval for the schemes set out below was endorsed by the GM Active Travel Programme Board on 15 August, following a review of the Full Business Case (FBC) by TfGM's Active Travel programme team. To complement the infrastructure programme the GM Active Travel Programme Board also endorsed the latest round of revenue grant funding

(Capability Funding) which require a drawdown approval. These Active Travel revenue grants are managed by TfGM's Active Travel team.

Bury: Fishpool Phase 2

- 6.3. The scheme has a MCF programme funding requirement of £3.83m and represents the second phase of a wider scheme, currently being developed and delivered by Bury Council as part of their active travel pipeline. The Phase 1 scheme involved the installation of a new bridge over the River Roch for those walking, wheeling and cycling, and was opened in August 2023.
- 6.4. The Phase 2 scheme will deliver a series of measures to support a network of active travel routes between Bury Town Centre and the residential areas of Fishpool and Gigg, linking to the bridge delivered as part of Phase 1. Specific deliverables include 0.5km of segregated cycle tracks, a new protected signalised junction, two new toucan crossings, and a quiet cycle route along Gigg Lane.

Bury: Pimhole

- 6.5. The scheme has a MCF programme funding requirement of £1.91m to enable scheme delivery by Bury Council, having originally received programme entry in November 2019 as part of Tranche 6 of the MCF programme.
- 6.6. The residential areas of Pimhole are in close proximity to traffic free routes such as Openshaw Park and the Roch Valley Greenway, but there is a lack of cycle provision between the area and Bury town centre. The scheme will improve connectivity for those walking, wheeling and cycling between Pimhole, Bury Interchange and Bury town centre. The scheme includes a number of junction and crossing upgrades, in addition to the installation of solar stud lighting in Openshaw Park and on the Roch Valley Greenway.

Bury Council MCF Scheme Budget Variations

- 6.7. Bury Council has a MCF delivery budget of £12 million, as endorsed by GMCA in May 2020. This budget is now substantially committed against a programme of schemes, including those already delivered on site and a number which have been developed to ready them for future funding opportunities.
- 6.8. For Bury to fully deliver their prioritised active travel capital programme, including the schemes detailed above, it is proposed to make changes to a number of Bury's previously approved MCF budgets, to reflect actual costs. This will enable the

reallocation of funding from schemes which are known to have realised savings against their approved budgets, with the savings realised supporting the delivery of the Fishpool Phase 2 and Pimhole schemes detailed above plus the scheme included in the table below.

Table 1: Bury Proposed Budget Revisions

Scheme Name	GMCA Approved Budget (£)	Outturn (£)
New and Upgraded Junctions and Crossings Phase 2	24,660	18,686
Elton	262,945	129,462
Subtotal	287,605	148,148

Table 2: Bury Proposed Budget Increases

Scheme Name	GMCA Approved Budget (£)	Outturn (£)
New and Upgraded Junctions and Crossings Phase 1	2,339,394	2,408,039
Subtotal	2,339,394	2,408,039
Total	2,626,999	2,556,187

Active Travel Capability Funding

- 6.9. Revenue Grant Capability Funding (CF) from Active Travel England (ATE) has been received in three previous tranches to date: Capability Fund 2021/22 Capability and Ambition Fund 2022/23 and Capability and Ambition fund extension. In March 2024 a further (fourth) tranche of this funding in the amount of £3.07m was awarded to the GMCA. The detailed proposals, which include scheme development, were approved by GM Active Travel Programme Board in August 2024.

6.10. The Committee is therefore asked to approve the proposed funding distribution, as shown in the table below:

Scheme / Initiative	Proposed Budget £000's
Local Authority-led scheme development proposals	1,200
Bee Network Development	420
GM-led Network Monitoring	382
Access to Bikes & Training	200
Support for Schools, businesses and communities	500
Communications and behaviour change activity	272
Programme Management	101
Total	3,075