



## Bee Network Committee

Date: Thursday 24<sup>th</sup> October 2024  
Subject: Transport Infrastructure Pipeline  
Report of: Chris Barnes, Network Director Infrastructure, TfGM

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### 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. Approve the drawdown of CRSTS funding and associated scheme progression as follows:
  - Bury: Radcliffe Town Centre Development Phase 1 (Spring Lane Junction Improvements): £2.89m and Full Business Case;
  - Trafford: Carrington Sustainable Corridor (Active Travel Complementary Measures): £1.021m; and
  - Hindley Travel Hub, including Park & Ride: £0.87m.
3. Approve the drawdown of £4.32m Active Travel 3 funding for Salford: Oldfield Road Corridor.

### Contact Officers

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# Equalities Impact, Carbon and Sustainability Assessment:

**Recommendation - Key points for decision-makers**

*Insert text*

**Impacts Questionnaire**

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing		
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		

Contribution to achieving the GM Carbon Neutral 2038 target

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

<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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**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	<span style="background-color: #27ae60; color: white; padding: 2px 5px;"> </span>	
Roads, Parking and Vehicle Access	<span style="background-color: #4a90e2; color: white; padding: 2px 5px;"> </span>	
Access to amenities	<span style="background-color: #27ae60; color: white; padding: 2px 5px;"> </span>	
Vehicle procurement	N/A	

**Land Use**

Land use	<span style="background-color: #4a90e2; color: white; padding: 2px 5px;"> </span>	
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No associated carbon impacts expected.	High standard in terms of practice and awareness on carbon.	Mostly best practice with a good level of awareness on carbon.	Partially meets best practice/ awareness, significant room to improve.	Not best practice and/ or insufficient awareness of carbon impacts.
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## Risk Management

The recommendations of this report will 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**

There is a significant contract workstream supporting the delivery of the Capital Programme which is being supported and delivered by both internal and external legal teams. The 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 in 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 financial value of 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 Greater Manchester’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. Circa £556m of the £1.27bn CRSTS1 and match funding has now been released; and, including the approvals requested through this report, 58 of the original target of 60 CRSTS Strategic Outline Business Cases (SOBCs) will have been approved, together with 3 Outline Business Cases (OBCs) and 7 Full Business Cases (FBCs). To date CRSTS funding has enabled the delivery of the new Stockport Interchange and cycle ramp, zero emission buses, customer and ticketing improvements and a range of Bus Infrastructure schemes across Greater Manchester, including over 100 traffic signal and junction upgrades, improvements to pedestrian facilities at 11 locations across Greater Manchester and a range of minor pinch point schemes and bus stop upgrades to support more reliable bus journeys and better access to bus services. Works are currently on site to deliver a Streets for All scheme in Ancoats, Access for All schemes at Daisy Hill and Irlam rail stations, and further Bus Infrastructure improvements across the city region, including a new red route and red route clearway in Trafford.
- 1.8. In addition, a total of 64 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 15 funded through CRSTS1 with a total approved value of £49.1m.
- 1.9. As has been the case on a number of occasions subsequent to the commencement of the CRSTS1 investment period, officers are currently undertaking a review of the current delivery status of the programme generally and its associated alignment with emerging local and national strategic priorities. It is intended that an update will be brought to the November meeting of this Committee.
- 1.10. Key achievements in the last month include the completion of Metrolink works at Cornbrook as part of the ongoing Metrolink Renewals Programme over the weekend of 5/6 October. Further renewals work is currently taking place in Rochdale Town Centre, with these works being facilitated through a closure of the line between Rochdale Rail Station and the Town Centre which is due to commence on 19 October and is scheduled to conclude ahead of service launch on 31 October. Customer messaging is in place to support passengers during this period, including highlighting walking routes and bus replacement services.

- 1.11. Electrification of the bus depots in Bolton, Ashton and at Hyde Road has now commenced, and delivery of a new Red Route scheme in Trafford is underway – as part of the Bus Pinch Points and Maintenance programme.

## **2. CRSTS Funding Drawdown Requests and Scheme Progression**

- 2.1. 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.

- 2.2. The Committee is requested to approve CRSTS funding drawdowns as follows:

### **Bury: Radcliffe Town Centre Development Phase 1 (Spring Lane Junction Improvements)**

- 2.3. The Radcliffe Town Centre Development Streets for All scheme proposes to deliver improved walking and cycling infrastructure within Radcliffe town centre and neighbouring areas, supporting the aspirations of the Bury Local Transport Strategy and Radcliffe Strategic Regeneration Framework (SRF), as well as the objectives of regional and national policies and strategies to promote sustainable travel and improve public health.

- 2.4. Radcliffe does not currently have a cohesive network of cycling and walking routes to support active travel journeys. Severance and road safety issues for vulnerable users also create barriers to walking and cycling and there is currently poor walking and cycling provision to access key transport nodes. The scheme will provide a cohesive active travel network to connect with existing infrastructure, enhancing access and connectivity to Radcliffe town centre, Radcliffe Bus Station and Radcliffe Metrolink stop which are key to the area's economic growth, and enhancing the perceived safety, convenience, directness and comfort of active travel routes, making the area more attractive for walking.

- 2.5. The scheme is being delivered in four phases, as follows:

- Phase 1 – Spring Lane Junction Improvements.
- Phase 2 – Town Centre Links.
- Phase 3 – Victoria Street Links.

- Phase 4 – Southern Access.

2.6. A Strategic Outline Business Case (SOBC) for the overall Radcliffe Town Centre Development Streets for All package was approved in January 2023. This Full Business Case and drawdown relates specifically to Phase 1 – Spring Lane Junction Improvements. This scheme is located on Spring Lane adjacent to Radcliffe Metrolink Park and Ride and will provide access to the forthcoming STAR Academy secondary school via a new access road. It includes a new signalised junction with protected facilities for cyclists on Spring Lane along with associated walking and cycling infrastructure improvements. The new access road for the secondary school is also anticipated to operate as the southern access to the Elton Reservoir Places for Everyone (PfE) site.



*Example of a signalised junction with protected facilities for cyclists (Newport Street, Bolton)*

- 2.7. The scheme benefits are driven by improvements to journey quality for pedestrians and cyclists through high-quality infrastructure improvements, and health benefits associated with increased active travel and is an important part of the overall Radcliffe Town Centre Streets for All scheme. Realisation of the full extent of the social, economic and environmental benefits of the wider project will rely on an area-wide transformation in active travel provision in Radcliffe, supported by robust activation measures.
- 2.8. In line with the local assurance framework, following a review of the Full Business Case (FBC) by an independent TfGM officer review panel and noting that this is the

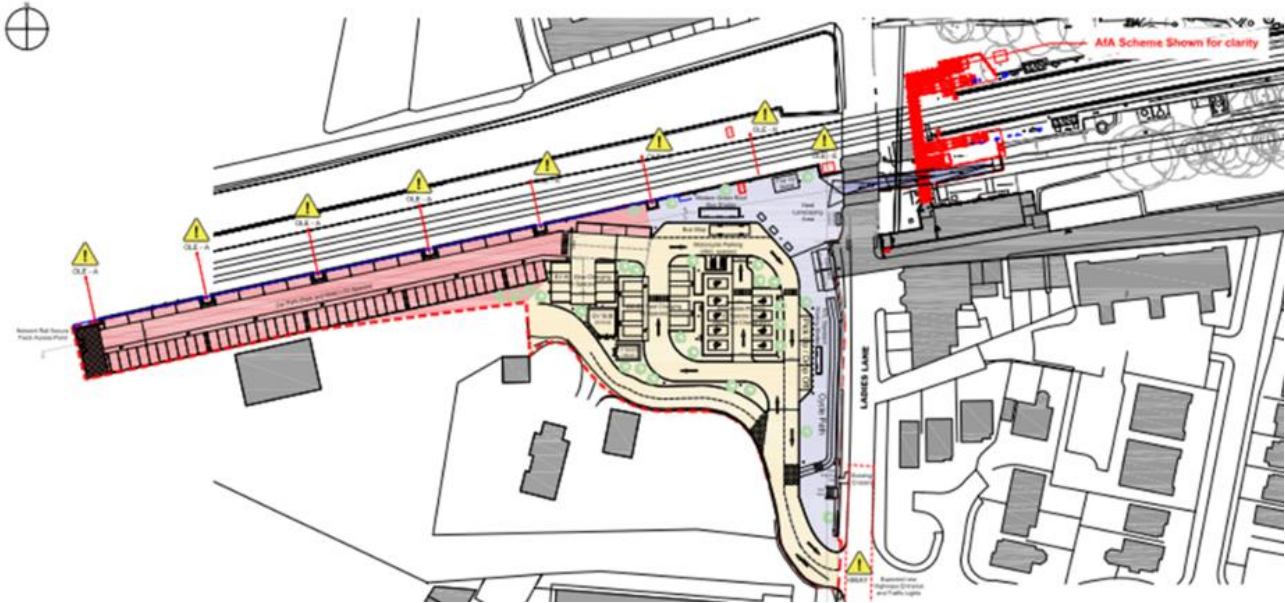
first of a number of phases within the overall Radcliffe Town Centre Development package, the scheme is deemed to demonstrate the appropriate strategic case, value for money and deliverability. As such, the Committee is requested to approve a funding drawdown of £2.89m to deliver the scheme.

**Trafford: Carrington Sustainable Corridor (Active Travel Complementary Measures)**

- 2.9. The objective of the Carrington Sustainable Corridor (Active Travel Complementary Measures) scheme is to create an active travel network to serve the growth of residential development within the New Carrington development area, as well as the existing neighbouring Partington residential areas, to increase levels of activity and improve health outcomes. The improved active travel links will support accessibility to the new Partington Leisure site included as part of the integrated package to support the health agenda in Trafford, by providing people with high quality sustainable active travel routes and accessibility to green spaces between new housing and employment sites.
- 2.10. The scheme is planned to provide a well-connected active travel spine along a circa 6km route between West Partington to East of Carrington and an additional circa 4km of quiet street development within Partington itself. The active travel spine route will include measures such as segregated two-way cycle lanes, shared use routes, safe pedestrian crossing facilities, removal of mini-roundabouts and installation of new traffic signals, while associated quiet street improvements will include traffic-free routes, wider footways, shared-use path and new and improved crossings.
- 2.11. In line with the local assurance framework, following a review of the SOBC undertaken by an independent TfGM officer review panel, whilst further work is considered to be required to strengthen the scheme's value for money case, the strategic case was deemed strong enough to justify further development of the scheme in this currently isolated but future growth and development area as part of a phased larger scheme for the wider growth expected as part of the Places for Everyone (PfE) across New Carrington. As such the Committee is requested to approve CRSTS funding of £1.021m to progress the scheme to Outline Business Case.



## Hindley Travel Hub including Park & Ride



*Extract from General Arrangement plan of proposed Travel Hub plus AfA proposals*

- 2.12. Hindley rail station has an existing 52 space (50 standard, two blue badge) Park & Ride facility (P&R) which is located off Ladies Lane. The P&R is regularly full and there is evidence from Wigan Council of longstanding issues of on-street parking related to use of the station. In addition, the railway station is poorly connected to the town centre of Hindley, which acts as a barrier to using the railway for residents of Hindley.
- 2.13. The proposed Travel Hub scheme at Hindley aims to provide better active travel, bus stop and drop-off facilities, and additional and improved P&R facilities, which it is hoped will increase patronage and support access to the wider Bee Network. The intended scope of the scheme is detailed below.
- Up to 88 P&R bays (increased from the existing 52), including increased blue badge provision and incorporating Electric Vehicle Charging Infrastructure, as well as drop-off bays and a bay space for pop-up retail.
  - The station is situated out of the town up a steep hill, with no bus service (only a passing school service). One new bus stop is proposed within the Travel Hub to provide the potential opportunity for a bus route to serve Hindley Rail Station (subject to wider Network Review of bus services).
  - Currently, passengers have to exit the P&R car park and cross Ladies Lane, then negotiate steps and a footbridge to reach the platforms. By integrating with the AfA scheme, the Travel Hub scheme would seek to achieve a step-free access route from the P&R car park to the station platforms.

- 2.14. TfGM is already committed to delivering an Access for All (AfA) scheme at this site and has a design & build contractor in place. An opportunity has therefore been identified to link the Travel Hub / P&R scheme implementation to these existing arrangements, in order to maximise efficiencies whilst minimising disruption for local residents.
- 2.15. A £12.1m allocation for a programme of Travel Hubs was included in the CRSTS Programme, with Hindley considered a priority scheme within the first tranche. An overarching Travel Hubs Programme SOBC was approved in July 2023.
- 2.16. The Hindley Travel Hub scheme has a current cost estimate at this early stage of c.£4.5m. Approval is now sought to draw down £0.87m of CRSTS funding in order for the project to be developed up to Full Business Case submission (including securing planning permission and Network Rail engineering approvals).

### **3. Active Travel Funding Requests and Scheme Progression**

#### **Salford: Oldfield Road Corridor**

- 3.1. Greater Manchester's successful bid to Active Travel England (ATE) for the third round of Active Travel funding (ATF3), included a dedicated capital allocation of £4.32m for Salford's Oldfield Road Corridor scheme. Full approval of the £4.32m is now sought to enable scheme delivery by Salford City Council.
- 3.2. The scheme will introduce fully segregated pedestrian and cycle tracks along the A5066 Oldfield Road Corridor between the A6 Chapel Street and A57 Regent Road. This improvement to walking, wheeling and cycling along Oldfield Road will enhance the connectivity between Chapel Street and Regent Road, providing better access to the public transport network, encouraging modal shift and reducing private vehicle dependency.
- 3.3. 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 and deliverability. As such, the Committee is requested to approve drawdown of £4.32m for Salford to implement the scheme.