



Bee Network Committee

Date: Thursday 12th December 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 are requested to:

1. Note the current position, recent progress and key milestones on the transport infrastructure pipeline;
2. Note the submission of the Outline Business Case for the Bury Interchange Redevelopment scheme to the Department for Transport (DfT), as a CRSTS retained scheme; and
3. Approve the drawdown of CRSTS funding and associated scheme progression as follows:
 - Bury Interchange Redevelopment: £1.55m; and
 - Metrolink Renewals Supervisory and Controls System: £3.6m.

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

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.
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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		
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.
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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 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 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. The 30 October Budget confirmed further national allocations for CRSTS1 of £155m capital and £68m revenue and it is anticipated that details of the associated regional allocations will be advised in the near future.

- 1.7. 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, in particular the GM Growth Plan and associated 'whole place' outcomes. 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.
- 1.8. Work to develop and deliver the schemes within the Transport Pipeline Programme continues at pace. Circa £563.1m 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 to date, together with 5 Outline Business Cases (OBCs) and 7 Full Business Cases (FBCs). In addition, works currently on site at Daisy Hill and Irlam to deliver Access for All stations and works fully completed at Stockport Interchange and Manchester Ancoats Streets for All scheme.
- 1.9. 64 FBCs in the Mayor's Walking and Cycling Challenge Fund (MCF) Programme have been approved, 49 of which were funded from Transforming Cities Funding (TCF) funding with a total approved value of £115m; with the remaining 15 funded through CRSTS1 with a total approved value of £49.1m.
- 1.10. Subsequent to the commencement of the CRSTS1 investment period, officers have undertaken regular reviews of the current delivery status of the programme generally and its associated alignment with emerging local and national strategic priorities. The outcome of the most recent review will be reported to the Committee and GMCA in January.
- 1.11. Key achievements in the period include completion of remediation works at the Radcliffe and Whitefield Park and Ride sites; and the start of site works for the Alexandra Park walking and wheeling junction improvement scheme in Manchester, which is set to complete before Christmas and which represents the last of 7 crossing and signal upgrade schemes which have been delivered across GM using monies from the fourth round of the national Active Travel Fund (ATF4).

2. CRSTS Funding Drawdown Requests and Scheme Progression

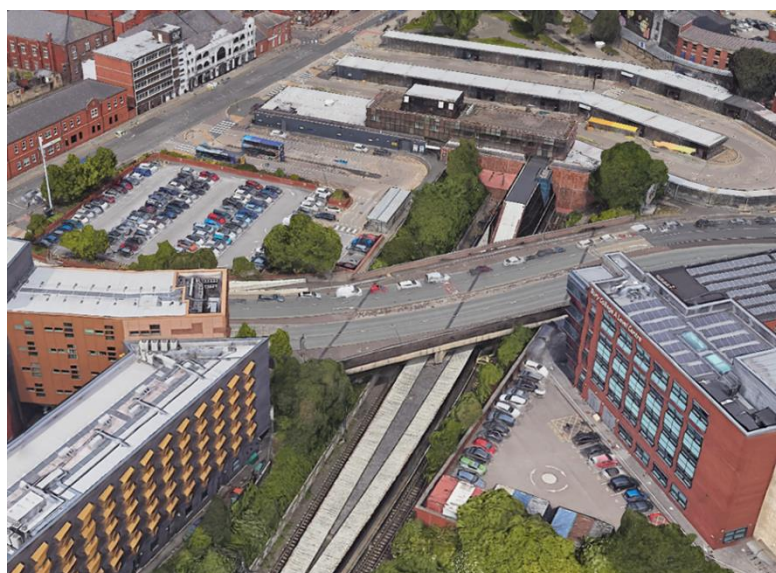
- 2.1. Following a review of the scheme business cases (Strategic Outline Business Case (SOBC), Outline Business Case (OBC) or Full Business Case (FBC), as appropriate) undertaken by an independent TfGM officer review panel, the schemes outlined below have been deemed to have demonstrated the appropriate strategic case, value for money and deliverability.

Bury Interchange Redevelopment

- 2.2. The Bury Interchange Redevelopment scheme will deliver a new transport interchange at Bury with significantly improved passenger facilities for bus, Metrolink and active travel to support people changing travel behaviour from cars to public transport.
- 2.3. With strong local support from Bury Council and town centre stakeholders, the redevelopment is an important part of the Town Centre Masterplan. The scheme will develop a northern transport hub which connects with existing and planned new public transport schemes such as Tram-Train to Rochdale, Quality Bus Transit from Bolton to Rochdale and other new bus, cycle and walking improvements.
- 2.4. The scheme has been retained for ultimate approval by DfT with the Strategic Outline Business Case (SOBC) being approved by Government in March 2023 on the basis of a requirement to explore a 'credible low cost, low carbon' alternative option at the Outline Business Case (OBC) stage. This has been progressed throughout 2023 and 2024 and has now produced a draft outcome, subject to both GM and government approvals.
- 2.5. The OBC has identified a preferred option, with a strong strategic case and a high benefit-cost ratio. The alternative 'credible low cost, low carbon' option – a concourse open to the elements, with much lower levels of shelter for customers – has a slightly higher benefit-cost ratio than the preferred option, but has poor alignment with the scheme objectives, delivers a lower net present value (i.e. fewer benefits), lower non-monetised benefits, and does not meet stakeholder expectations.
- 2.6. BNC are requested to note that the OBC for the interchange only scheme was subject to a Conditional Approval Gateway Assurance Process undertaken by

TfGM, which concluded that the scheme requirements had been substantially met. Consequently, the OBC was approved and GM Conditional Approval confirmed under the relevant officer delegations. The OBC is planned to be submitted to Government in December.

- 2.7. The Metrolink Southern Access element of this scheme is being progressed as an advance work package to enable continuation of Metrolink services whilst the main interchange is redeveloped, as well as providing a permanent new access to the interchange from the south.
- 2.8. Design work to RIBA Stage 3, and associated essential surveys required to inform this design, are currently underway. BNC is requested to approve the drawdown of £1.55m of CRSTS funding allocated to the Bury Interchange Redevelopment scheme to enable progression of the enabling works package to RIBA 4 detailed design, together with further associated essential survey works which are required to inform this design work to ensure the scheme remains on schedule.
- 2.9. BNC will note that an unrelated funding request of £1.55m was approved at its meeting in November to progress design and development of a potential residential element to RIBA Stage 2, which will be undertaken separate to and alongside associated refinement of the main interchange design.



Bury Interchange



Bury Interchange Redevelopment scheme visualisation.

Metrolink Renewals Supervisory and Controls System

- 2.10. Metrolink requires an ongoing programme of prioritised renewals to enable the continued safe and reliable operation of the network.
- 2.11. Significant work is undertaken on an ongoing basis between TfGM and the Metrolink Operator, Keolis Amey (KAM), to understand the condition of the Metrolink network and thereby inform renewal timescales and associated future investment requirements.
- 2.12. The Metrolink Supervisory & Controls System (MSCS) is a group of systems and sub-systems, which includes the Tram Management System (TMS) and all TMS associated sub-systems (Metrolink CCTV, Customer Emergency Help Points, Customer Information, Customer Announcement, Traction Power and Radio systems etc) and the physical assets that enable those systems to function.
- 2.13. The key functions of MSCS includes:
 - Safe routing of trams across the network;
 - Management of 'conflict' at junctions;
 - Supervisory and control functionality over signalling and traction power; and
 - Provides different ways of communicating critical information between the network, operator and customer.
- 2.14. Reliability, capacity and speed are significant factors affecting patronage. The prioritised Metrolink renewals programme, which includes the renewal of MSCS, reflects this to ensure the ongoing realisation of the benefits as defined within the original Metrolink extension Business Cases. The renewal of MSCS will also

provide flexibility for future changes to the network and/or the way it operates with failure to achieve delivery of MSCS resulting in adverse impacts to the customer experience and constraining future changes to the network.

- 2.15. An allocation of £6m was included within the re-baselined CRSTS programme to enable the MSCS technical requirements to be determined; surveys and investigations to be undertaken; and the development of a bespoke procurement / contractual approach to deliver the complex, safety and operationally critical MSCS programme of works.
- 2.16. BNC is requested to approve an initial drawdown of £3.6m of CRSTS funding to enable the above activities to be undertaken , including the issue of a Preliminary Market Engagement Notice & Planned Procurement Notice to the supplier market.