



## Bee Network Committee

Date: Thursday 30<sup>th</sup> January 2025  
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 Bee Network: a high-quality, affordable and fully integrated public transport and active travel system which can support sustainable economic growth. 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. Approve the drawdown of CRSTS funding and associated scheme progression as follows:
  - Manchester: Electric Vehicle Charging Infrastructure: £0.89m and Full Business Case;
  - City Centre Bus and Streets for All Connectivity Programme: £2.786m;
  - Integrated Measures: Account Based Ticketing: £4.2m and Full Business Case;
  - Integrated Measures: Travel Information (Passenger Information Displays and Printed Information): £0.67m;
3. Metrolink Renewals Programme:
  - Approve the drawdown of £1.0m of CRSTS funding for Whitefield Tunnel Renewals; and
  - Note the release of £1.55m from existing capital budgets for the infrastructure drainage repairs.

4. Subject to DfT approval and GMCA approval of the allocation of CRSTS1 funding at the meeting to be held on 31 January 2025, approve the associated drawdown of funding to enable a number of time-critical priorities to be advanced as follows:
  - Acquisition of the existing GM Bus Shelter estate and related activity to develop a renewal programme for the estate: up to £15m;
  - Rochdale: Castleton Phase 2 Active Travel scheme: up to £12.66m; and
  - Capital & revenue switch applied to the revenue budget for Bus Franchising IS and Ticketing System Assets: up to £15m.
5. Note the allocation of funding to support the Bee Network Rail Integration Programme, subject to DfT approval and GMCA approval at the meeting to be held on 31 January 2025 and as follows;
  - Bee Network Rail Integration and Accessibility: up to £34m of CRSTS1 funding; and
  - Bee Network Rail Integration Programme; estimated at £80m of CRSTS2 funding.

## Contact Officers

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# Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing		
Economy		
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	N/A	
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**

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:** 1 GMCA Transport Infrastructure Pipeline

## **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
- 30 January 2025 – BNC GM Rail
- 31 January 2025 – GMCA Transport Infrastructure Pipeline

## **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; as well as driving growth for the people and businesses of Greater Manchester.
- 1.2. The Bee Network is fundamental in delivering sustainable economic growth 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. As pioneers of bus franchising, following the successful launch of Tranche 3 earlier this month we now have full local control of our most-used form of public transport, in addition to the largest light rail network in the country, Metrolink. We are now in the consolidation phase, with some elements of the Bee Network already starting to change the way in which people travel across the city-region and with further reform to come on rail as set out below.
- 1.4. Key to the delivery of the Bee Network and GM’s ambitious strategic mode shift target is a programme of investment in transport infrastructure. The transport infrastructure pipeline is delivering a wide range of infrastructure schemes to improve the performance, resilience and customer experience of using the Bee Network, including new stations, stops and interchanges; bus priority measures; highways maintenance; a world-class walking, wheeling and cycling network; expanded cycle hire and cycle loan services; 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, which will form part of the Integrated Settlement. The previously announced indicative CRSTS2 allocation for GM is c£2.5bn, which, in addition to CRSTS1 funding of c£1.3bn, would result in an infrastructure investment pipeline of c£3.8bn in the period to 2031/32.
- 1.6. The Budget announced by HM Government on 30 October advised of overall additional CRSTS1 funding of £200m to be allocated between the Mayoral

Combined Authorities who are eligible for CRSTS funding. Details of Greater Manchester's allocation of this additional CRSTS1 funding will be reported to the Bee Network Committee, once confirmed by Government.

- 1.7. Further additional funding for Highways Maintenance was announced by Government in December 2024, with an allocation for 2025/25 of £14.806m for Greater Manchester. It is proposed that this additional funding will be allocated across the ten Local Authorities in line with the formula previously agreed for Core Maintenance. This will be considered as part of the 2025/26 Budget reports to the Combined Authority in February.
- 1.8. In addition, DfT confirmed, in December 2024, that Greater Manchester's CRSTS1 allocation will be consolidated into the City Region's Integrated Settlement from the start of the 2025/26 financial year, thereby providing further opportunity to strengthen the alignment of the transport infrastructure pipeline and local priorities, in particular the delivery of the GM Growth Plan and associated whole place outcomes.

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

### **Progress to date**

- 2.1. To date, c£568m of the £1.27bn CRSTS1 capital allocation and match funding has been drawn down and works are being delivered across Greater Manchester, including construction of the Woodley to Bredbury Parkway Improvement Scheme in Stockport and works at a number of locations across GM to upgrade bus infrastructure as part of the Bus Pinch Points & Maintenance programme.
- 2.2. 64 schemes in the Mayor's Walking and Cycling Challenge Fund (MCF) Programme have been approved for delivery, 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.

### **Funding drawdown requests**

- 2.3. Following a review of the relevant business cases, the schemes outlined below have been deemed to have demonstrated the appropriate strategic case, value for money and deliverability and as a result the Committee is requested to approve the drawdown of CRSTS funding to enable their continued development as follows:

## Manchester: Electric Vehicle Charging Infrastructure

- 2.4. Following the approval of the updated Manchester Electric Vehicle Charging Strategy, Manchester City Council is seeking approval to drawdown funding of £0.89m allocated through the CRSTS programme to progress a number of Electric Vehicle (EV) infrastructure schemes in the city. These schemes include the installation of cable gullies, 'flat and flush' charging points and lamppost charging as pilot schemes.



*From L to R: Cable gullies; “flat and flush” charging points; lamppost charging .*

- 2.5. These projects are currently being developed and identified locations are being assessed for suitability. The scheme will be managed by the Council and will be delivered through existing Frameworks. These schemes will assist the Council in assessing the most appropriate EV charging options going forward.
- 2.6. In line with the local assurance framework, following a review of the Final 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. Whilst the economic appraisal indicated a low value for money rating, the strong strategic case for investment, as detailed below, has informed a recommendation that the scheme should proceed. Costs have also been benchmarked against proposals within the Local Electric Vehicle Infrastructure (LEVI) scheme and confirmed to be in line with those of public chargepoints providing similar charging speeds (7-22kW).
- 2.7. One of the key strategies to decarbonise transport is to promote the switch to EVs and the deployment of electric charge points (ECPs) across the region. EVs have the potential to reduce air pollution, improve public health, and lower fuel costs for drivers. ECPs are essential to support the growth of EVs and to ensure that drivers have convenient and reliable access to charging facilities. Piloting the range of



options in this programme will enable GM to prioritise those areas that are most suitable.

- 2.8. The "Electromobility: Zero Emission Travel" report, presented to the Bee Network Committee in September 2024, detailed that officers are working to evaluate the options for the implementation of cable channels. Whilst Authorities consider the formal guidance from the Department for Transport on their use, Highways officers believe that Manchester's proposal will serve as a valuable pathfinder as authorities examine the practicalities of this type of infrastructure.
- 2.9. As such, the Committee is requested to approve the FBC and a drawdown request of £0.89m to enable the activities outlined above to be undertaken.

### **City Centre Bus and Streets for All Connectivity Programme**

- 2.10. The City Centre Bus and Streets for All Connectivity programme forms a key priority of the Bus Infrastructure Programme funded through CRSTS and, through supporting punctuality and reliability improvements for customers, will actively contribute to the delivery of Greater Manchester's overall ambition for the Bee Network and bus travel generally, as set out in Greater Manchester's Bus Service Improvement Plan and the GM Bus Strategy.
- 2.11. The programme will create a step-change in the experience of taking the bus for journeys into and out of the city centre, addressing key barriers to bus travel including journey time, reliability, comfort and perception of safety at stops, creating better access to and from surrounding neighbourhoods, facilitating growth and regeneration and improving access and integration to, and with, the rapid transit network.
- 2.12. The approved CRSTS Delivery Plan includes an overall allocation of £74m to deliver the City Centre Bus and Streets for All Connectivity programme. Working closely with GM Local Authority partners, this programme, which forms part of a longer-term programme up to 2040, will deliver a first tranche of bus, active travel and streets for all improvements into and out of the City Centre over the next few years.
- 2.13. A Programme Strategic Outline Business Case was approved at BNC in July 2023. Since then, £6.936m of CRSTS funding has been released to facilitate development work across the programme, including optioneering and sifting of potential schemes, as well as supporting highway modelling and appraisal activities. In

autumn 2024, a Manchester wide engagement exercise was undertaken that sought to understand the key barriers to travel for residents and businesses in order to inform the ongoing development of the programme. Over 1,800 responses were received to this exercise and work is ongoing to ensure the feedback is used to shape the Programme moving forward.

- 2.14. A further funding drawdown of £2.786m is now required to further advance activities related to outline design and to enable the submission of project-specific Outline Business Cases. This funding will also enable extensive highway modelling and appraisal work to provide greater assurance regarding the preferred design solutions as they are identified and further engagement work on a scheme- by- scheme basis, likely to take place starting in summer 2025. These activities will be carried out across the programme working collaboratively with Manchester City Council and Stockport Council.
- 2.15. The Committee is therefore requested to approve the drawdown of an additional £2.786m CRSTS funding to progress and accelerate these projects, noting that a further update will be brought to BNC in due course.

#### **Integrated Measures: Account Based Ticketing**

- 2.16. The Integrated Ticketing and Travel Information Measures package supports Bee Network principles and consists of a number of interventions including contactless fare capping on bus, and on bus and Metrolink; enhanced revenue protection; a mobile App for customers and further steps towards account-based ticketing.
- 2.17. A total of £14.1m has been drawn down to date to support the development and delivery of contactless fare capping, enhanced revenue protection and the Bee Network Mobile App.
- 2.18. The final package of work within the Integrated Ticketing and Travel Information Measures programme is for 'Account Based Ticketing', which will progressively enable a 1:1 relationship with our customers and provide personalised support to best support their transport needs. The package includes customer self-service capabilities to resolve issues and improve the customers experience of using the App and also provides insight and analytics to support more effective data driven decision making, including network planning and other public transport service improvements.

- 2.19. In line with the local assurance framework, following a review of the Final 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.
- 2.20. As such, the Committee is requested to approve the FBC and a final drawdown request of £4.2m to complete the implementation of Account Based Ticketing.

### **Integrated Measures: Customer Travel Information**

- 2.21. The Integrated Ticketing and Travel Information Measures package consists of interventions including the following Customer Travel Information schemes: Passenger Information Displays (PIDs) and Printed Information Improvements
- 2.22. A total of £1.261m has been drawn down to date to support the development and delivery of Interchange and Bus Stop PIDs and Printed Information Improvements
- 2.23. The package of work within the Integrated Ticketing and Travel Information Measures programme is for PIDs and Printed Information Improvements, which will make public transport information easier to find and understand at the start of the customer's journey; improve customer confidence and enable them to make informed travel decisions; support people who have accessibility needs and/or are digitally excluded to travel with ease and confidence; make public transport a more attractive and reliable proposition for all (including those not currently using it); and increase the number of customers travelling by public transport.
- 2.24. In line with the local assurance framework, following a review of the Outline Business Case by an independent TfGM officer review panel, the proposals are deemed to demonstrate the appropriate strategic case, value for money and deliverability.
- 2.25. As such, the Committee is requested to approve a drawdown request of £0.67m to complete the Final Business Case, which is scheduled for approval in April 2025 with the final funding drawdown request to follow in May.

## **3. Metrolink Renewals Programme**

- 3.1. Metrolink requires an ongoing programme of prioritised renewals to enable the continued safe and reliable operation of the network.
- 3.2. 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.

- 3.3. Reliability, capacity and speed are significant factors affecting patronage and the prioritised Metrolink renewals programme therefore reflects this, to ensure the ongoing realisation of the benefits as defined within the original Metrolink extension Business Cases.
- 3.4. Renewal works are required to be undertaken at Whitefield Tunnel to replace cast iron beams to a section of the roof and associated enabling works including utility diversions, and for infrastructure drainage issues.
- 3.5. The Committee is requested to approve the drawdown of £1.0m of CRSTS funding, included within the approved CRSTS Delivery Plan, to enable the Whitefield Tunnel renewal to be undertaken during 2025; and to note the release of £1.55m from existing capital budgets for the infrastructure drainage repairs.

#### **4. Reprioritisation of CRSTS1 Funding**

- 4.1. Subsequent to the commencement of the CRSTS1 investment period, officers have, as previously reported, undertaken regular reviews of the current delivery status of the programme generally and its associated alignment with emerging local and national strategic priorities.
- 4.2. The most recent review, undertaken at the end of 2024, has confirmed that a significant number of programmes are on course to successfully deliver their entire budget allocations, including Active Travel, Integrated Ticketing, Customer Information, Highways Maintenance/Minor Works and Road Safety.
- 4.3. There are however a number of programmes with a range of development and delivery complexities. Whilst remediations and actions are underway to expedite delivery and noting that nothing in the current CRSTS1 Delivery Plan will be stopped or paused, the potential impact of these challenges offers an opportunity to rephase up to £210m of GM's CRSTS1 allocation in the period to March 2027.
- 4.4. This opportunity enables a focus on delivering the City Region's policy priorities and outcomes, including to accelerate the delivery of the Bee Network to support these outcomes; bring forward improvements to make the transport network more attractive for customers; maximise revenue / minimise operating costs; whilst also ensuring the full expenditure of GM's CRSTS1 allocation.

- 4.5. An emerging plan to exploit this opportunity has been developed and includes proposed and potential interventions in relation to the following:
- ***Accelerating the Delivery of the Bee Network***, including interventions to bring rail into the network and improve, among other things, the accessibility of stations to increase patronage and net revenues, school streets and crossings and Active Travel.
  - ***Potential to Redirect Headroom to Unlock Housing and Support the Wider GM Growth Agenda***. A review is currently being undertaken with senior GMCA officers and Local Authority Chief Executives and Directors of Place to determine the extent to which potential schemes which support the delivery of the GM Growth Plan and associated “whole place” outcomes can be commenced / delivered within the CRSTS1 period.
  - ***Further Improving and Integrating the Customer Experience***, including interventions in relation to the Bus and Metrolink shelter estates and a range of other customer measures central to attracting more people to public transport, increasing net revenue for investment in better services.
  - ***Highways/Travelling Safer***, including interventions in relation to Vision Zero, Streets for All and Highways Renewals and Maintenance.
  - ***Decarbonisation***, including interventions in relation to the Zero Emission Bus fleet and supporting infrastructure.
  - ***Potential “Spend to Save” and Capital/Revenue ‘switches’*** in order to support scheme development and network operations, reduce future operating costs and maximise future revenues.
- 4.6. Four priority opportunities have been identified which align with the requirements of the review; require immediate funding (subject to DfT approval); and support the delivery of the next stages of evolution of the Bee Network and its long-term financial sustainability through driving additional ridership: Rail Integration and Accessibility, the GM bus shelter estate, an element of Active Travel Infrastructure and a Capital & Revenue switch applied to the revenue budget for Bus Franchising IS and Ticketing System Assets.
- 4.7. Further areas for funding that fall within the emerging plan will continue to be assessed, including Local Authority proposals to support the wider GM Growth agenda, and it is intended to bring a further report to the Combined Authority in March 2025 that will consider those further potential opportunities.

## **Bus Shelter Estate**

- 4.8. JCDecaux (JCD) currently owns and manages 3,464 bus shelters within their current contract. In addition, TfGM has funded and installed 730 non-advertising shelters which are separately managed and maintained by TfGM.
- 4.9. One of the biggest barriers to attracting more people to use public transport is their perception of safety, information and comfort when waiting for their service. The vision for TfGM's future bus shelter estate is to transform, modernise and enhance the passenger waiting environment. Future shelters will include enhancements such as seating, lighting, Real Time Passenger Information (not everyone will want to use our app), digital advertising, solar and low energy lighting and screen technologies where appropriate. The intention is for shelter design to be consistent across Greater Manchester, so that customers can expect the same provision of facilities wherever they use our bus network.
- 4.10. Delivering on this vision will require TfGM to have greater direct control over GM's existing bus shelter assets. As such, TfGM has entered into time-limited negotiations with JCD to transfer the asset ownership of the Decaux-owned shelters following which TfGM will procure a new contract under which the whole bus shelter estate will be managed as a "turnkey" service, with the appointed partner providing new and improved shelter supply, cleaning, maintenance and advertising sales services. TfGM will share advertising revenue through the new partnership arrangements, ensuring that the model is fiscally and operationally sustainable. Once the new contract is operational, the additional capital investment for a shelter renewal programme is proposed to be funded from CRSTS2 and/or borrowings.
- 4.11. The cost of acquiring the existing bus shelter assets from JCD is £12m (subject to final contract). The acquisition costs have been subject to detailed due diligence by TfGM and GMCA officers and have been benchmarked against a range of valuation methodologies and similar transactions in other regions; and as a result, are considered to represent good value for money. The proposals have also been subject to consideration and subsequent approval by TfGM's Executive Board.
- 4.12. In addition, a further c£3m of funding is required to carry out the related activity to procure the proposed new Shelter contract and to develop a renewal programme for the estate over the period to 31 March 2027.

- 4.13. The Committee is therefore requested to approve a drawdown of up to £1m from CRSTS1 to support the above activities, subject to GMCA approval of the allocation on 31<sup>st</sup> January.
- 4.14. Detailed proposals for a shelter renewal programme are being developed and will be brought to the Committee for consideration in due course.

#### **Rochdale: Castleton Phase 2 Active Travel Infrastructure**

- 4.15. Rochdale's Castleton Local Centre Corridor scheme was approved for programme entry into the Mayor's Challenge Fund (MCF) as a two-phase scheme, with the first phase receiving full delivery funding approval from the GMCA in May 2022.
- 4.16. Phase 1 has improved the quality of infrastructure for walking, wheeling and cycling through Castleton district centre, from Castleton railway station to the Royal Toby Hotel, and construction is now complete.
- 4.17. Phase 2 of the scheme will extend from the Royal Toby to the Esplanade in Rochdale Town Centre, creating a single, continuous route from Castleton railway station, through the district centre and into the town centre. The improved infrastructure includes the introduction of segregated cycle lanes, improved pedestrian facilities, significant safety upgrades to several junctions, and the introduction of an enhanced urban realm.
- 4.18. The Phase 2 scheme has a total delivery cost of £13.41m. £0.75m initial scheme developments costs were funded from Transforming Cities Fund; and the balance of £12.66m is proposed to be funded from an allocation from CRSTS1.
- 4.19. In line with the local assurance framework, following a review of the Final 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 and have been endorsed by TfGM's Active Travel Programme Board.
- 4.20. The Committee is requested to approve the FBC and drawdown of £12.66m to enable Rochdale Council to appoint a Contractor for the delivery of the scheme, subject to GMCA approval of the allocation on 31<sup>st</sup> January.

#### **Bus Franchising IS and Ticketing System Assets**

- 4.21. The Committee is requested to approve a drawdown of £15m to fund a number of IS and ticketing systems and equipment assets required for the implementation of bus franchising, subject to GMCA approval of the allocation on 31<sup>st</sup> January. (This

funding sits within an overall allocation of up to £39m for improving customer and ticketing systems and processes included in the CRSTS Reprioritisation Strategy.) These works were initially proposed to be funded from the Bus Franchising Transition capital budget, but an opportunity has been identified to fund this from CRSTS1, thereby enabling the Bus Franchising Transition budget to be used to directly support Bee Network services.

## **5. Integrating Rail into the Bee Network**

- 5.1. Aligned to the Trailblazer Deeper Devolution agreement, TfGM, in collaboration with industry partners DfT, Network Rail, Great British Railways and GM's Train Operating Companies, has developed a delivery strategy and plan to meet the ambition to integrate rail into the Bee Network. In short, we believe that, alongside new statutory accountabilities for the Mayor and Combined Authority for rail service specification, station standards and fare setting under the Government's national rail reforms, these interventions will materially improve the performance and reputation of local rail in this region. This strategy and plan is covered in more detail in the separate 'GM Rail' report on the agenda for this meeting.
- 5.2. The core focus of integrating rail into the Bee Network is to put customers back at the heart of heavy rail, spanning an initial 8 rail corridors (comprising 64 stations) by 2028 and underpinned by a range of capital interventions in addition to the rail industry's investment proposals for the period to 2028. As a result, and in order to deliver those interventions, capital funding will need to be provided locally.
- 5.3. Stations will be enhanced to provide a modern, fit for purpose and consistent environment, encompassing Bee Network brand and station standards, upgraded facilities and security, to encourage more journeys by rail and attract new customers.
- 5.4. Deliverables include:
  - Station accessibility asset improvements along with improved wayfinding and station standards across all customer touchpoints;
  - New cycling facilities, secure CCTV, help points, automatic doors, hearing loops, handrails, braille station maps, tactile surfaces, car park pick up/drop off points;
  - Station toilet and waiting facility refurbishments delivered to new Bee Network standards;



- New / improved customer information services and public announcement systems at stations with tailored multi-modal Bee Network information integrated with bus & tram;
- A fully Integrated digital App for the Bee Network that provides a seamless multi modal customer experience.

- 5.5. In relation to station accessibility, TfGM has an established Access for All (AfA) Programme which is supporting the ambition to make all stations in Greater Manchester step free by 2030. GM has prioritised these stations for funding based on the agreed station accessibility list, presented at a previous committee in 2018, which placed stations needing accessibility into a priority order based on several assessment criteria such as access to nearest accessible mode of transport, footfall and deprivation.
- 5.6. To date, funding has been secured from a number of sources to make seven GM priority stations step free, with all schemes at various stages of development / delivery. However, there are still 28 'stepped' stations which remain outside of the AfA Programme. There is the opportunity to progress step free access at a minimum of five further stations (Levenshulme, Davenport, Hall i'th Wood, Moorside and Woodley) during the CRSTS1 funding period through the delivery of improvements at Levenshulme (GM's next priority station) and option selection at the remaining stations up to detailed design in order to ensure that, when delivery funding is established, these additional stations are ready to deliver at pace.
- 5.7. The above work would be undertaken alongside scheme development at Flowery Field, Newton for Hyde and Bredbury, which are to be delivered with DfT Access for All (2024-29) funding.
- 5.8. The combined costs of the above interventions is estimated to be in the order of £114m in the period to FY 2028/29. The estimated expenditure in the period to March 2027 is £34m.
- 5.9. The Committee is asked to note the allocation of up to £34m CRSTS1 funding and an estimated allocation of £80m of CRSTS2 funding, subject to DfT approval and GMCA approval on 31<sup>st</sup> January.
- 5.10. The drawdown of specific funding requests associated with individual schemes which are proposed for delivery utilising this allocation, will be progressed and assured through established governance processes.