



## Bee Network Committee

Date: Thursday 14 December 2023

Subject: Transport Capital Programme

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

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### Purpose of Report

This report asks members to note the current position on the Greater Manchester Transport Capital Programme and consider a number of Active Travel funding drawdown requests in order to support the continued development and delivery of the programme.

### Recommendations:

The Committee is requested to:

1. Note the current position in relation to CRSTS1 and CRSTS2.
2. Approve the drawdown of Active Travel Fund (ATF) funding as follows:
  - £1.51m of additional ATF4 funding to enable full approval and delivery of the GM walking and wheeling at signalised junctions scheme;
  - £0.18m of ATF4 funding to enable the development of the Stockport, Romiley to Stockport Route scheme;
  - £0.33m of ATF4 funding to enable the development of the Stockport, Ladybrook Valley scheme;
  - £0.23m of ATF4 funding to enable the development of the Stockport, Heatons Link Phase 2 scheme.

### Contact Officers

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# Equalities Impact, Carbon and Sustainability Assessment:

## Recommendation - Key points for decision-makers

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

## Impacts Questionnaire

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

Contribution to achieving the GM Carbon Neutral 2038 target  
Schemes are being developed to promote greater use of public transport and sustainable travel modes, and to incorporate other carbon reduction measures where possible (for example, Bury Interchange).

**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

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	
<b>Transport</b>		
Active travel and public transport		
Roads, Parking and Vehicle Access		
Access to amenities		
Vehicle procurement	N/A	
<b>Land Use</b>		
Land use	#####	

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 directly support Bee Network scheme delivery and enable prioritised infrastructure expenditure. This will directly assist in mitigating the programme risk of not fully expending the available budget. A programme risk register is maintained and updated regularly by TfGM.

## **Legal Considerations**

Legal Delivery Agreements and legal side-letters will be produced and implemented for full scheme and development costs approvals as appropriate.

## **Financial Consequences – Revenue**

No specific financial (revenue) consequences.

## **Financial Consequences – Capital**

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)

## **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. Background

## CRSTS

- 1.1. The transport infrastructure pipeline is a key enabler to achieving the Bee Network – Greater Manchester’s vision for an integrated ‘London-style’ transport system.
- 1.2. Following the announcement of the Government’s Network North plan on 4 October, engagement with DfT officials regarding the indicative c£2.5bn allocation for Greater Manchester for the period April 2027 to March 2032 that formed part of this announcement is ongoing. When added to GM’s £1.07bn settlement for CRSTS1, which covers the five year period up to March 2027, this indicative allocation contributes to an overall pipeline to the end of the financial year 2031/32 of c£3.5bn.
- 1.3. Subsequent to the previously reported sharing of a draft CRSTS1 re-baselining response with DfT officials, GM’s formal re-baselining response has now been submitted to Government. As previously advised, the response aligns with the principles and associated delivery plan included in the May 2023 GMCA Transport Capital Programme report.
- 1.4. The development of GM’s proposals for CRSTS2 will be informed by the Local Transport Plan (LTP) process, which was reported to the October meeting of BNC. Regular updates on progress will be brought to this Committee on an ongoing basis.
- 1.5. Work to develop and deliver the schemes within the Transport Capital Programme continues at pace. To date, 48 out of 60 CRSTS Strategic Outline Business Cases (SOBCs) have been approved and c£302m of the £1.07bn CRSTS1 funding has been released. There are currently two SOBCs in review or pending approval with three further SOBC submissions expected in December, with the expectation being that this will lead to a number of CRSTS drawdown requests being brought to the January 2024 meeting of BNC.

## Active Travel

- 1.6. As previously reported to GMCA, following programme entry, Local Authority partners can proceed with the development of their Active Travel schemes, including progressing the necessary powers and consents to obtain full approval of their scheme Business Cases and draw down the necessary delivery funding.

- 1.7. The recommendation to provide delivery funding approval for the GM Walking and Wheeling at Signalised Junctions scheme set out below, was endorsed by the GM Active Travel Programme Board on 7 December 2023, following a review of the Full Business Case (FBC) by TfGM's Active Travel programme team. Full approval will enable the scheme to progress to completion by means of a legal delivery agreement.

## **2. Funding Draw Down Requests**

### **Full Approval: GM Walking and Wheeling at Signalised Junctions**

- 2.1. Currently across Greater Manchester, 14% of existing signalised junctions provide no signal crossing facilities for people walking and wheeling. The priority for this scheme is to deliver benefits quickly by introducing safe walking and wheeling crossing facilities at seven junctions where no crossing facilities currently exist; and where there are no agreed plans to deliver enhanced junctions crossing facilities in the future.
- 2.2. The selected junction locations are all near key local destinations and, where possible, adjacent to recent highway works to minimise overall cost and ensure efficiency. The delivery of these crossing facilities will support an increase in active travel for those people living in the areas concerned. The scheme is being led by TfGM, working closely with Local Authority partners.
- 2.3. The scheme is proposed to be funded through Greater Manchester's Active Travel Fund – round 4 (ATF4) programme and was part of the previously successful bid to Active Travel England. It has a total ATF4 funding ask of £1.75m, including £0.24m of development funding previously approved by BNC in July 2023. Following a full business case review by the Active Travel programme team, the scheme is regarded as having strategic value.
- 2.4. BNC is requested to approve the drawdown of the £1.51m balance of ATF4 funding to enable full delivery of the Walking and Wheeling at Signalised Junctions project.

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

- 2.5. On 29 July 2022 and 26 May 2023, GMCA approved proposals to use the established MCF governance processes to provide scheme assurance and secure funding approvals for GM's ATF3 and ATF4 programmes.
- 2.6. Under MCF governance, scheme promoters submit a development cost budget request which, once agreed, provides the confidence that all reasonable development costs will be funded.
- 2.7. Details of the Active Travel Fund schemes for which Development Cost funding approval is sought from BNC, is set out below. These forecast development costs have been reviewed by TfGM and are affordable within the relevant Active Travel fund budgets. Further updates will be brought to BNC in due course.
  - **Stockport – Romiley to Stockport Route (Stockport East)** has an ATF4 development cost funding ask of £0.18m. The scheme will deliver a step change for walking and cycling in Romiley Centre and facilitate trips to local employment, education, retail, and leisure destinations. Works include delivery of a crossings package within the centre, and the first phase of the Romiley to Stockport cycle route which forms part of a proposed network of routes into Stockport Town Centre from the east.
  - **Stockport – Ladybrook Valley** has an ATF4 development cost funding ask of £0.33m. The Ladybrook Valley Phase 2 works form an off-road path within a river valley connecting Bramhall Park Road to Ladybridge Road, where it links via an existing Toucan crossing to a previously built section of path. Spurs from the path which connect to residential areas in Cheadle Hulme form part of the scheme.
  - **Stockport – Heatons Link Phase 2** has an ATF4 development cost funding ask of £0.23m. The Heatons Cycle link is a 6.5km project which connects the Fallowfield Loop to the TransPennine Trail. Phase 2 will provide improvements to existing on and off-road routes and their associated connections.