



Bee Network Committee

Date: Thursday 25 January 2024

Subject: Transport Capital Programme

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

Purpose of Report

This report asks members to note the current position of the Greater Manchester Transport Capital Programme and consider a number of recommendations 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. Note the intended submission of the Outline Business Case for the new Golborne Station project to the Department for Transport (DfT) in January 2024;
3. Approve the drawdown of £0.72m of CRSTS funding to enable progression of the 'Improving Journeys – Orbital Bus Routes: Pedestrian Crossing Upgrades' scheme – to upgrade existing pedestrian crossings across the Improving Journeys: Orbital Bus Route corridors; and
4. Approve the addition to, and the subsequent drawdown from, the 2023/24 Capital Programme of £4.438m for local highways maintenance activities, noting the split between Local Authorities based on the previously agreed (GMCA 26 May 2023) core maintenance allocations.

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

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 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 2023, 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. Greater Manchester’s formal CRSTS1 re-baselining response has now been submitted to Government, following submission of a draft, as previously reported. The response aligns with the principles and associated Scheme List included in the May 2023 GMCA Transport Capital Programme report. A decision from Government is expected in early 2024.
- 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. 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 prior to this report. A further five SOBC submissions are expected in January/ February.
- 1.6. The Outline Business Case (OBC) relating to the Access for All improvements at Swinton, Hindley, Reddish North and Bryn rail stations, was approved in December 2023. A funding drawdown request for this is expected to be submitted to the Committee in February/ March.

2. Golborne Station Outline Business Case

- 2.1. Development activity for Greater Manchester’s proposed new rail station at Golborne has continued at pace. The proposals for the station and associated wider town centre/ station connectivity enhancements are currently the subject of a 6-week public consultation process, which was launched on 4 January 2024 and will

inform the continuing development of the scheme and its associated operational arrangements. This project is a retained scheme within the CRSTS programme, meaning that the ultimate approval of the business case at the various stages of the project lifecycle resides with Government, who have a particular interest in the rail network integration aspects of the scheme.

- 2.2. Following the previous approval of the Strategic Outline Business Case (SOBC) for this project and conclusion of the necessary internal governance in relation to the Outline Business Case submission, it is now intended that the relevant documentation required to secure Government approval of the Outline Business Case for the scheme will be submitted to the Department for Transport (DfT) for review by the end of January 2024.

3. CRSTS Funding Draw Down Requests

Improving Journeys – Orbital Bus Routes: Pedestrian Crossing Upgrades

- 3.1. Improving Journeys – Orbital Bus Routes, formerly known as Quality Bus Transit, forms a key element of the Bus Infrastructure Programme funded through CRSTS and will actively 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. The programme will create a step-change in the experience of taking the bus for local journeys, addressing key barriers to bus travel including journey time, reliability, comfort and perception of safety at stops. It will also significantly improve access to the rapid transit network and Greater Manchester's town centres thereby supporting their ongoing regeneration. The programme will also complement short term planned operational changes across the network to improve performance. For example: timetable changes and traffic signal improvements.
- 3.2. The CRSTS Scheme List previously approved by GMCA included an allocation of £75m to deliver the Improving Journeys – Orbital Bus Routes programme. This includes improvements to five orbital corridors. Rochdale – Oldham – Ashton; Bury – Rochdale; Ashton – Stockport; Wigan – Bolton; and Wigan – Leigh. Working in partnership with the relevant GM Local authorities. All of the above schemes are progressing through the outline design stage of development, including public engagement where appropriate, with a view to bringing forward more detailed proposals on each corridor from the summer onwards.

3.3. In advance of the main scheme proposals being brought forward on each of the corridors, and in recognition of the need to bring forward early interventions as soon as possible, an initial package of measures to support journeys by active modes and improve access to bus stops has been developed. It is therefore proposed to upgrade existing pedestrian crossings on three orbital bus routes as listed in the table below.

Orbital Route	Local Authority	No. Of Crossings to be Upgraded
Rochdale – Oldham – Ashton	Oldham	4
Wigan – Bolton	Bolton	3
Wigan – Leigh	Wigan	3

3.4. In line with the local assurance framework, following a review of a Full Business Case (FBC) undertaken by an independent TfGM officer review panel, the scheme has been deemed to have demonstrated the appropriate strategic case, value for money and deliverability. As such, the Committee is requested to approve the drawdown of £0.72m CRSTS funding to deliver upgrades to existing pedestrian crossings on the Improving Journeys – Orbital Bus Routes.

4. Local highways maintenance: additional funding from 2023 to 2034

4.1. In addition to the announcements in relation to CRSTS2 referenced in paragraph 1.2, the recent Government announcement in respect of Network North also included £3.3bn of additional capital funding for local highways maintenance activities in the North.

4.2. Funding allocations for 23/24 and 24/25 were published on GOV.UK on 17 November. GM has been allocated £4.438m in each of 23/24 and 24/25, with a minimum overall additional uplift from 2023/24 to 2033/34 of £296.466m.

4.3. It is recommended that the BNC approves the addition to the 2023/24 Capital Programme of £4.438m for local highways maintenance activities, noting the split between Local Authorities based on the previously agreed (GMCA 26 May 2023) core maintenance allocations, as per the table below.

Authority	<i>Core Highways Maintenance (for reference only) 2023/24 £'000</i>	Additional Highways Maintenance 2023/24 £'000
Bolton	3,822	485
Bury	2,549	323
Manchester	4,757	602
Oldham	3,067	389
Rochdale	3,058	388
Salford	3,143	399
Stockport	3,978	505
Tameside	2,905	368
Trafford	2,912	369
Wigan	4,807	610
Total	35,000	4,438

4.4. The intention is to make the above allocated payments to the Local Authorities subject to BNC approval.