



## Bee Network Committee

Date: Thursday 21 March 2024

Subject: Transport Capital Programme Report

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

---

### Purpose of Report

This report asks members to note the current position on 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 are requested to:

1. Note the current position in relation to CRSTS1 and CRSTS2;
2. Approve the drawdown and reallocation of CRSTS funding and associated scheme progression as follows:
  - Access for All: £4.71m CRSTS funding;
  - Rapid Transit Integration Programme:  
Stop Improvements and New Stops Package. £1.28m CRSTS funding;
  - Future Rapid Transit Programme:  
Extensions Package. £3.3m CRSTS funding;
  - Electric Vehicle Charging Infrastructure (EVCI): £1.09m CRSTS funding;
  - Manchester: Ancoats Streets for All. Full Business Case approval and £1.36m CRSTS funding;
  - Manchester: Transforming Deansgate: £2.15m CRSTS funding;
  - Stockport: Queens Road Bridge (Strategic Maintenance). Reallocation of £0.5m and drawdown of a further £2.6m CRSTS funding;
  - Zero Emission Bus (ZEB) Programme: Depot Electrification: total of £37.8m CRSTS funding £25.3m and match funding £12.5m;
  - ZEB Programme: Reallocation of £1.57m of ZEB Programme Tranche 1 funding;
  - Improving Journeys – Orbital Bus Routes (QBT) – Traffic Signal Upgrades. Full Business Case approval and £0.21m CRSTS funding; and

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

- Core Highways, Strategic Highways and Local Safety & Minor Works Maintenance funding for 2024/25, totalling £57.85m.
3. Approve the drawdown of and variations to Active Travel funding as follows:
- £1.025m of MCF funding for Tameside’s Active Neighbourhoods, Phase 2;
  - £3.59m of MCF funding for Manchester’s Levenshulme Active Neighbourhood;
  - £1.8m of Active Travel Fund Round 4 (ATF4) funding for Salford Chapel Street East, Phase 1; and
  - Agree formal MCF scheme budget variations for Manchester City Council as set out in paragraph 3.12.
4. Note the release of £0.994m from previously approved funding to facilitate the replacement of the Public Switched Telephone Network (PSTN) with a digital solution.

## Contact Officers

Chris Barnes	Infrastructure Pipeline Programme Director, TfGM	<a href="mailto:chris.barnes@tfgm.com">chris.barnes@tfgm.com</a>
Dave Abdy	Infrastructure Pipeline Deputy Programme Lead, TfGM	<a href="mailto:dave.abdy@tfgm.com">dave.abdy@tfgm.com</a>
Claire Butler	Infrastructure Pipeline Senior Programme Manager, TfGM	<a href="mailto:claire.butler@tfgm.com">claire.butler@tfgm.com</a>
Richard Nickson	Network Director, Active Travel, TfGM	<a href="mailto:richard.nickson@tfgm.com">richard.nickson@tfgm.com</a>

# 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>	<b>A</b>	<b>R</b>
Positive impacts overall, whether long or short term.	Mix of positive and negative impacts. Trade-offs to consider.	Mostly negative, with at least one positive aspect. Trade-offs to consider.
		<b>RR</b> Negative impacts overall.

## 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.

## **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

- 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 04 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 was submitted to Government in November 2023, 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 in relation to this response is expected in the near future.
- 1.4. The development of GM’s proposals for CRSTS2 will be informed by the Local Transport Plan (LTP) refresh process, which was reported to the October meeting of BNC and work in relation to which is now underway. 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, 50 out of the original target of 60 CRSTS Strategic Outline Business Cases (SOBCs) have been approved and c£388m of the £1.24bn CRSTS1 and match funding has been released prior to this report. Subject to BNC approving the further £99.85m of CRSTS funding being requested through this report, the total amount approved to date will be £487.85m. A further 14 business case submissions are expected between March – June including a number of Outline and Full Business Cases.

## 2. CRSTS Funding Drawdown Requests

- 2.1 Following a review of the scheme business case (SOBC, OBC or 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. A summary of the funding drawdown request for all of these CRSTS schemes is included at Para 2.38.

### **Access for All Next Tranche**

2.1 TfGM continues to progress the following Access for All (AfA) schemes:

- Swinton
- Reddish North
- Hindley
- Bryn

2.2 The schemes are in the process of closing out Outline Design and securing railway industry approvals. TfGM intends to appoint a contractor in April 2024 to carry out the first stage of a two-stage detailed design and build contract. BNC is requested to approve the drawdown of an additional £4.71m of CRSTS funding, which is within the approved CRSTS funding allocation, to complete the development and procurement activities, including the appointment of a contractor. The scheme achieved OBC Approval in December 2023 and is now progressing to Full Approval. A further update will be brought to BNC upon completion of the Full Business Case (FBC) to drawdown the remaining funding ahead of delivery of the schemes.

2.3 TfGM are awaiting confirmation from DfT on the outcome of the AfA CP7 funding bid for up to a further 11 stations, a decision is anticipated by April 2024.

### **Rapid Transit Integration Programme: Stop Improvements & New Stops Package**

2.4 A total of £0.739m has been drawn down to date (£0.239m approved in February 2023 and £0.5m approved in May 2023) to support development work to the end of March 2024. Building on activities undertaken to date, the BNC is now requested to approve a further drawdown of £1.275m to cover planned activities to the end of March 2025, in line with the CRSTS Delivery Plan, to continue the development of proposals for potential new rapid transit stops and proposals for potential improvements to existing Metrolink stops. This would bring the total drawdown to date on the Stop Improvements and New Stops Package to £2.014m. The Package includes the following potential schemes:

- Mosley Common - New Busway Stop and Travel Hub
- Elton Reservoir - New Metrolink Stop and Travel Hub / Park & Ride

- Sandhills - New Metrolink Stop
- Cop Road - New Metrolink Stop and Travel Hub / Park & Ride
- a package of Metrolink Stop Improvements

2.5 The planned activities are to further develop the options and business cases for the above. This activity requires significant partnership working with Local Authorities, Homes England and third-party developers. The four potential new stops are strongly linked to the pace of the nearby developments – a key activity is therefore to investigate and seek to secure third party investment to progress these schemes.

### **Future Rapid Transit Programme: Extensions Package**

2.6 Rapid transit refers to fast and frequent public transport moving large numbers of people – e.g. suburban rail, tram and tram-train, underground metro, and busways. The 2040 ‘Right Mix’ anticipates a much greater role for rapid transit, supporting a strong city-region economy and a step-change increase in the use of rapid transit for wider city-region trips. The ‘Right Mix’ envisages the number of trips using rapid transit to more than double by 2040.

2.7 Sustaining, integrating, improving and growing the rapid transit system incrementally (such as through increased capacity on existing lines, new and improved stops and stations, and a better ‘first and last mile’) are all essential to that vision. In addition to this, transforming the rapid transit system with new, extended or converted lines is also anticipated to play a key role.

2.8 Given that the timeframe to opening any rapid transit scheme of this type is typically 8 to 10 years (due to the need to make a case, finalise funding, obtain statutory powers, and design, construct and commission the line), the CRSTS1 Delivery Plan as approved by GMCA in June 2022 includes an appropriately scaled development programme with two key items as follows:

- “Development of long-term rapid transit options: preparation of feasibility studies etc. to support development of, and protect routes for, long-term rapid transit options across Greater Manchester.”
- “Powers for 1 scheme and development for 2 schemes: development of a Powers application for one scheme and pre-Powers development for two.”

2.9 Planned activities for “Development of long-term rapid transit options” to support the CRSTS1 programme have been divided into four broad workstreams:

- Prioritisation – A prioritisation exercise for the new rapid transit lines in the Delivery Plan, to create a robust and rolling future programme that can fit with and take advantage of available capital funding arrangements.

- Space-Saving – Setting out consensus rapid transit routes in Local Plans, helping to reserve space for potential future delivery and responding when relevant planning applications along the route arise.
- Network – Understanding overall network capacity challenges across the rapid transit system out to 2040 in line with our ‘Right Mix’ vision and building a programme case for expansion.
- Optimisation – Underpinning any such expansion proposals with proposals to renew and enhance the existing Metrolink network so that it is optimised (e.g. speed, journey time and running costs) whilst prioritising safety at all times.

- 2.10 A total of £1.2m has been drawn down to date (£0.75m approved in February 2023; £0.45m in May 2023) to support work on the above to the end of March 2024. Building on the activities undertaken to date, BNC is now requested to approve a further drawdown of £3.3m to cover planned activities (as described in 2.9 above) to the next major milestone of commencing Strategic Outline Business Cases for potential system expansion, in line with the CRSTS1 Delivery Plan.
- 2.11 Further details on sustaining, integrating, improving, growing and transforming the rapid transit system – and emerging priorities for expansion – are anticipated to be brought forward to BNC in the draft GM Rapid Transit Strategy in due course.

### **Electric Vehicle Charging Infrastructure (EVCI)**

- 2.12 In March 2023, GMCA granted approval to drawdown up to £0.95m of CRSTS EVCI funding in order to support EVCI delivery and develop EVCI proposals on the TfGM Estate, and endorsed a funding distribution model based on population, the proportion of rural areas in a Local Authority area (as these are often less likely to be served by the commercial market) and the level of housing stock which has neither off-street parking nor access to charging within five minutes’ walk. It was noted that the Office for Zero Emission Vehicles (OZEV) had launched the Local Electric Vehicle Infrastructure Fund (LEVI) to deliver a step change in the deployment of local infrastructure across England. Indicative capital funding of £16.158m has been allocated to Greater Manchester and an outcome on the application for funding is expected imminently. A verbal update will be provided at the meeting.
- 2.13 The Committee is requested to approve the drawdown of a further £1.086m CRSTS funding, to be allocated across the 10 GM local authorities as set out in the table below, to support LA capability requirements in progressing the commercialisation and investment in on-street charging infrastructure across GM through OZEV’s

LEVI capital fund. This funding would be used in conjunction with LEVI funding to allow Local Authorities to develop an approach, undertake site selection, procure legal resource for contracts and general legal advice in terms of some of the types of on-street infrastructure. GM's submission to OZEV outlines GM's intention to install between 3,300 and 4,500 charging points across Greater Manchester, across a programme of work running to 2027.

<b>Local Authority</b>	<b>Proposed allocation of LA capability requirements (as per the draw down request above)</b>
Bolton	£110,000
Bury	£166,000
Manchester	£54,600
Oldham	£110,000
Rochdale	£104,800
Salford	£115,400
Stockport	£65,600
Tameside	£134,400
Trafford	£95,000
Wigan	£130,000
<b>Total</b>	<b>£1,085,800</b>

### **Manchester: Ancoats Streets for All Full Business Case**

- 2.14 Ancoats has undergone significant transformation from its industrial past to become a vibrant residential and commercial hub. With modern apartments, shops, and eateries, it has become an attractive choice for new residents, small businesses, and visitors. The population has grown, with a current population of 4,200 people and a 14.7% increase in population density since 2011, mainly attracting young professionals with higher education qualifications who work full time.
- 2.15 The Ancoats Public Realm Strategy, adopted by MCC, focuses on creating green spaces, promoting active travel, and enhancing the industrial heritage of the area. Measures will be introduced to reduce rat running, as well as priority cycle routes and new crossing facilities aim to encourage walking and cycling.

- 2.16 The Ancoats Mobility Hub, set to be completed in late 2024, will centralise parking and facilitate last-mile travel into the City Centre via sustainable modes. The project enables access to the Mobility Hub whilst rationalising vehicle movement through the emerging and surrounding neighbourhood and supports active travel movement (Walking and Cycling) in the area. The proposed measures within the Streets for All scheme aim to promote a sustainable modal shift in the Ancoats area and for the planned Ancoats Mobility Hub.
- 2.17 The scheme's design has undergone review and supports strategic objectives related to levelling up, growth, and productivity, decarbonisation, mode shift towards sustainable travel, and social value. By improving connectivity, promoting active travel, and enhancing the local economy, the scheme aligns with Greater Manchester's transport strategy, MCC's goals, and the Manchester Active Travel Strategy and Investment Plan. The scheme has been subject to public consultation<sup>1</sup>, with feedback incorporated into the design.
- 2.18 The Full Business Case for the scheme has now been completed. The total estimated cost for the scheme is £1.75m and the appraisal has indicated that the scheme offers positive value for money. Delivery of the scheme is expected to be August 2024 to January 2025. As reported to BNC last month, £0.39m CRSTS funding has been drawn down to date to develop the scheme to Full Business Case; BNC is therefore now asked to formally approve the Full Business Case and approve the release of up to an additional £1.36m CRSTS funding to deliver the scheme.

### **Manchester: Transforming Deansgate**

- 2.19 The City Centre Transport Strategy sets out the ambition for change on Deansgate which is focused on people and place. The Transforming Deansgate (Streets for All) scheme is based on a vision and concept design developed to transform Deansgate, reimagining the space from a traffic-dominated environment to one that puts those using sustainable transport modes first, supports regeneration, provides significant greening and creates a destination street in the heart of the city centre.

---

<sup>1</sup> [About the consultation | Make Ancoats' streets quieter and safer consultation | Manchester City Council](#);

[Making Ancoats Streets quieter and safer | Making Ancoats Streets quieter and safer follow-up consultation | Manchester City Council](#)

2.20 The Transforming Deansgate scheme is one integrated, major and ambitious scheme that has been considered as a whole. However, funding is only being sought through CRSTS1 for the delivery of Phase 1 of the route from Victoria Bridge Street to Bridge Street, with alternative funding to be sought for subsequent phases. The scheme offers Medium value for money in addition to health, environmental and economic growth benefits. The current estimated cost to deliver Phase 1 is £16.2m, of which £2.15m of the capital funding is required to develop the scheme to Full Business Case (FBC) stage. The Phase 1 scheme is expected to be delivered by March 2027.

### **Stockport: Queens Bridge Road**

2.21 Queens Road Bridge, carrying Queens Road over Micker Brook in the Cheadle Hulme area of Stockport borough, is reaching the end of its serviceable life and, without investment, will continue to deteriorate.

2.22 Queens Road Bridge is classified as a weak bridge and is currently protected by a structural weight limit of 7.5 tonnes to prevent avoidable damage. The reduced deck strength cannot be addressed through remedial works, and it is therefore proposed to fully replace the bridge. This proposal will address the current issues with the structure as well as providing the following scheme benefits:

- Maintain an important connection between Cheadle Hulme and Cheadle and support onward connections to/from the A560 KRN and M60 SRN via Junction 2. Queens Road Bridge is one of a limited number of road crossings over Micker Brook (which runs broadly east-west before joining the River Mersey north of the M60), providing residents south of the bridge access to local facilities and amenities in Cheadle;
- Facilitate improved flexibility for bus network planners, with unrestricted access to the route. Currently only one bus type is permitted to cross the bridge due to its weight restrictions. As this type of vehicle will shortly be phased out, it will soon be the case that no public service vehicles will be permitted to cross the structure;
- Improve access to important local business / industrial estate sites (including Brookfield Business Park, Bulkeley Business Centre, Demmings Road Industrial Estate and Acru Works Industrial Estate); and

- Avoid future diversionary routing for users currently permitted to use the bridge, including pedestrians & cyclists.

2.23 In July 2023 the Committee approved the drawdown of £1.9m from Stockport Council's £4.5m CRSTS Strategic Highway Maintenance allocation, to support the Stockholm Bridge/ Greek Street Bridge scheme. Since this date, the funding requirements for the Stockholm Bridge/ Greek Street Bridge scheme have been revisited and are now as follows: Stockholm Bridge £0.5m, Greek Street Bridge £0.9m. In light of this, it is proposed that the remaining £0.5m is reallocated to the Queens Road Bridge scheme.

2.24 The BNC is therefore requested to note that Queens Road Bridge has achieved SOBC approval and to approve drawdown of the remaining £2.6m CRSTS funding from Stockport Council's Strategic Highway Maintenance allocation to enable the scheme to progress.

### **ZEB Programme: Depot Electrification Programme**

2.25 The next phase of the Zero Emission Bus (ZEB) depot electrification programme is being developed to support Tranche 3 of Bus Franchising, the GM Clean Air Plan and the transition to a Zero Emission Bus fleet.

2.26 In October 2023 approval was granted to drawdown £3.92m of CRSTS Zero Emission Bus funding in order to support the continued development and delivery of the depot electrification programme. This drawdown funded the necessary upgrades to distribution network operator (DNO) connections; and funding to develop electrical feasibility designs across the Bus Franchising depot estate to inform future zero emission bus deployments.

2.27 Following this feasibility work, it is forecast that £37.8m of CRSTS funding is required in order to deliver the further electrification of Middleton, Bolton, Queens Road, Ashton and Hyde Road Bus Depots.

2.28 The capital cost assumptions are based on operator engagement, market intelligence and knowledge gained during the delivery of the Bolton and Oldham depot electrification work. The costs include for the supply and installation of charging infrastructure and appropriate risk allowances. The capital cost estimate will be further reviewed and validated as we engage with the supply chain and agree costs on a depot-by-depot basis.

2.29 It is proposed that funding for this phase of the depot electrification works will, in part, be provided through the £12.5m received from the Tranche 1 Bus Franchise

Operator, to part fund the cost of the first 50 ZEBs which are now operational in the Tranche 1 area.

2.30 In support of the continued delivery of the ZEB Electrification Programme, therefore, the Committee is requested to approve the following:

- The drawdown of £12.5m returned to the EV (Bus) and Charging Infrastructure programme through the Tranche 1 operator funding mentioned above;
- The drawdown of up to a further £25.3m of CRSTS Zero Emission Bus funding;

**Improving Journeys – Orbital Bus Routes (QBT) – Traffic Signal Upgrades**

2.31 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.

2.32 In advance of the main scheme proposals being brought forward, and in recognition of the need to bring forward early interventions as soon as possible, a further initial package of measures to improve the reliability of bus services operating on these corridors has been developed. It is therefore proposed to upgrade existing traffic signal infrastructure at eight locations on two orbital bus routes as listed in the table below.

<b>Orbital Route</b>	<b>Local Authority</b>	<b>No. of Sites to be Upgraded</b>
Wigan – Bolton	Bolton	7
Asthorpe – Stockport	Stockport	1

2.33 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, high value for money and deliverability. As such, the Committee is requested to approve the drawdown of £0.21m CRSTS funding and the full business case to deliver upgrades

to existing traffic signal infrastructure on the two Improving Journeys – Orbital Bus Routes (see above).

### **Core Highways, Strategic Highways and Local Safety & Minor Works Maintenance**

2.34 Core Highways Maintenance, Strategic Highways Maintenance and Local Safety & Minor Works Maintenance funding for 2024/25 is secured through the CRSTS, which was included in the 2024/25 capital programme forecast report, approved at GMCA on 9 February.

2.35 The BNC is requested to approve the drawdown (and the split on the same basis as approved previously by GMCA/ BNC) of maintenance funding, to be paid to the respective authorities during 2024/25 Q1, ie, after the initial payment from the 2024/25 CRSTS Grant allocation (from the Department for Transport) has been received by GMCA, as detailed in the table below.

<b>Authority</b>	<b>Core Highways Maintenance £'000</b>	<b>Strategic Highways Maintenance £'000</b>	<b>Local Safety, Minor Works (Prev. ITB) £'000</b>	<b>Total £'000</b>
Bolton	3,822	-	829	4,651
Bury	2,549	1,000	543	4,092
Manchester	4,757	1,000	1,685	7,442
Oldham	3,067	1,000	707	4,774
Rochdale	3,058	1,000	652	4,710
Salford	3,143	1,000	796	4,939
Stockport	3,978	50	791	4,819
Tameside	2,905	-	631	3,536
Trafford	2,912	-	607	3,519
Wigan	4,807	1,500	908	7,215
<b>Sub-total</b>	<b>35,000</b>	<b>6,550</b>	<b>8,150</b>	<b>49,700</b>
GMCA			8,150	8,150
<b>Total</b>	<b>35,000</b>	<b>6,550</b>	<b>16,300</b>	<b>57,850</b>

## CRSTS Summary

2.36 Based on the above, the Committee is requested to approve the drawdown of £99.85m CRSTS funding as follows:

<b>Scheme (from the Approved Scheme List)</b>	<b>CRSTS Funding allocation (£m)</b>	<b>Funding drawdown request (£m)</b>	<b>Previously approved drawdown (£m)</b>	<b>Paragraph Reference</b>
Access for All Next Tranche	18.3	4.71	1.79	2.2
Rapid Transit Integration Programme: Stop Improvements & New Stops Package	21.3	1.28	0.74	2.5
Future Rapid Transit Programme: Extensions Package	27.4	3.3	1.2	2.7
Electric Vehicle Charging Infrastructure (EVCI)	8.5	1.09	0.95	2.13
Manchester: Ancoats Streets for All Full Business Case	3.2	1.36	0.39	2.15
Manchester: Transforming Deansgate	14.4	2.15	-	2.20
Stockport: Queens Road Bridge	4.5	2.6	1.9	2.22
ZEB Programme Bus Depot Electrification	115.0	25.3	84.7	2.26
Improving Journeys – Orbital Bus Routes (QBT) – Traffic Signal Upgrades	75.0	0.21	5.593	2.32
Core Highways, Strategic Highways and Local Safety & Minor Works Maintenance	302.3	57.85	127.6	2.35
<b>Total</b>		<b>99.85</b>		

### **3. Active Travel Funding Drawdown Requests**

- 3.1. As previously reported to GMCA, following programme entry (or bid approval in the case of Active Travel Fund (ATF) schemes) 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 drawdown the necessary delivery funding.
- 3.2. This approach was originally developed for the Mayor's Challenge Fund programme (MCF); however, in July 2022 and May 2023 GMCA approved the use of the established MCF governance processes to provide scheme assurance and secure funding approvals for GM's ATF3 and ATF4 programmes.
- 3.3. The recommendation to provide delivery funding approval for the three schemes set out below was endorsed by the GM Active Travel Programme Board on 15 February 2024, following a review of the Full Business Case (FBC) by TfGM's Active Travel programme team. Full approval will enable the schemes to progress to delivery by means of an appropriate legal delivery agreement.

#### **Full Approval: Tameside Active Neighbourhoods, Phase 2**

- 3.4. The scheme has a MCF programme funding ask of £1.025m and represents the second phase of the overall scheme, for which programme entry was granted in July 2018. The first phase of the scheme was completed on site in December 2021.
- 3.5. The Phase 2 scheme comprises interventions on Rayner Lane (Droylsden and Audenshaw) and Stamford Drive to Granville Street (Stalybridge and Ashton) and will address existing severance by improving connectivity between residential property, schools and employment and leisure opportunities in the scheme area. The scheme utilises filtered access points to support and enable pedestrian and cycle trips.

#### **Full Approval: Manchester Levenshulme Active Neighbourhood**

- 3.6. The scheme has a MCF programme funding ask of £3.59m, having originally received programme entry in January 2019. The scheme has changed and expanded in scope since its original inception, following stakeholder feedback, including from residents and local businesses.

- 3.7. The Levenshulme Active Neighbourhood, for which MCF programme funding is sought, forms part of a larger scheme which Manchester City Council are delivering. The scheme comprises a range of measures intended to enhance and promote movement by walking, wheeling and cycling, and includes a number of modal filters, traffic calming measures, segregated cycle lane, footway enhancements and new, improved crossing points.

#### **Funding Approval: Salford Chapel Street East, Phase 1**

- 3.8. As part of Greater Manchester's successful bid to Active Travel England for the fourth round of Active Travel funding (ATF4), there was an allocation of £1.8m for Salford's Chapel Street East Phase 1 scheme. Full approval of this value is now sought to enable scheme delivery by Salford City Council.
- 3.9. The £1.8m ATF4 funding will supplement £4.94m of previously approved MCF funding and will enable the scheme to be delivered as part of a wider set of improvements, which includes the New Bailey junction. The scheme will provide direct, safe routes for pedestrians and cyclists accessing the city centre and reduce the dominance of general traffic through carriageway width reductions and public realm improvements.

#### **Manchester City Council MCF Budget Reallocation**

- 3.10. MCC has a Mayor's Challenge Fund (MCF) delivery budget of £37.2m, as endorsed by the GMCA in May 2020. This budget is now substantially committed against a large programme of schemes, including those already delivered on site and a number which have been developed to ready them for future funding opportunities.
- 3.11. To fully deliver their prioritised active travel capital programme, including Levenshulme Active Neighbourhood, it is necessary to make changes to a number of MCC's previously approved MCF budgets. Principally these will enable the reallocation of funding from schemes which at this stage of the programme are known to have realised savings against their originally approved delivery budgets. If approved, the proposed budget variations will be achieved by issuing Deeds of Variation to reflect the changes.
- 3.12. The requested changes are set out in the two tables below, and impact 8 schemes within MCC's MCF programme. These result in increased budgets for the Chorlton Area 3 and Rochdale Canal Bridge schemes, with a combined additional budgetary ask of £0.205m. These changes can be accommodated within MCC's overall MCF

budget of £37.2m, the detail of which was agreed at Active Travel Programme Board on 15 February 2024.

**Table 1: MCC Proposed Budget Revisions**

<b>Scheme Name</b>	<b>GMCA Approved Budget (£)</b>	<b>Revised budget (£)</b>
Route 86: Northern Quarter – Area 1	1,611,369	1,256,316
Route 86: Northern Quarter – Area 3	2,062,533	1,272,939
Route 86: Northern Quarter – Area 4	528,500	497,289
Beswick Filtered Neighbourhood Phase 1	981,763	645,801
Beswick Filtered Neighbourhood Phase 2	572,595	548,848
Manchester Cycleway	1,183,863	991,975
<b>Total</b>	<b>6,940,623</b>	<b>5,213,168</b>

**Table 2: MCC Proposed Budget Increases**

<b>Scheme Name</b>	<b>GMCA Approved Budget (£)</b>	<b>Revised Budget (£)</b>
Manchester to Chorlton Area 3	7,208,223	7,329,988
Rochdale Canal Bridge 88-80a	233,001	316,585
<b>Total</b>	<b>7,441,224</b>	<b>7,646,573</b>

## **4. Replacement of the PSTN network with a digital solution**

- 4.1. The telecoms industry has announced its intention to retire analogue telephone networks such as the Public Switched Telephone Network (PSTN) by the end of 2025.
- 4.2. Traffic signals across GM are monitored for faults automatically, using a system called remote monitoring. This uses various methods of telecommunication between the Urban Traffic Control function at 2 Piccadilly Place and the traffic signal installation on the street.

- 4.3. Traffic signals are monitored for faults to ensure the safety of the public as well as ensuring that the signals are working as efficiently as possible resulting in less delays to pedestrians, cyclists, buses, freight, and cars.
- 4.4. GM's traffic signal asset base currently has 448 signals that use PSTN circuits to communicate between the traffic signals and the UTC fault reporting system. The technology within the signal controller is designed to only operate with PSTN and cannot work with any other method of telecommunication.
- 4.5. An alternative means of fault monitoring is available using digital 4G telecommunications. This is currently being used across the traffic signal assets in GM for 266 sites.
- 4.6. Upgrading the equipment on-street will be undertaken by TfGM Highways Engineering staff, in advance of the shutdown of PSTN in December 2025.
- 4.7. The Committee are asked to note the approval of £0.994m from existing capital budgets to upgrade from the equipment that uses PSTN to the equipment that uses 4G.