



## Bee Network Committee

Date: Thursday 28<sup>th</sup> November 2024  
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 operation of the Bee Network: a high-quality, affordable and fully integrated public transport and active travel system which can support sustainable economic growth and increased productivity. The report makes a number of recommendations for members to support the continued development and delivery of the pipeline programme.

### Recommendations:

The Committee is 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:
  - Improving Journeys: £1.0m to include:
    - Rochdale-Oldham-Ashton QBT (Tameside elements): £0.4m
    - Early Interventions CCTV / ATCs: £0.4m and Full Business Case;
    - Ashton – Stockport QBT: £0.2m;
  - Development of Long Term Rapid Transit Options – Transit-Oriented Development at Bury Interchange: £1.55m; and
  - Bury Radcliffe Central Phase 1 MCF scheme: £0.65m.

### Contact Officers

Chris Barnes                      Network Director, Infrastructure, TfGM      [chris.barnes@tfgm.com](mailto:chris.barnes@tfgm.com)

Richard Nickson                  Network Director, Active Travel, TfGM      [richard.nickson@tfgm.com](mailto:richard.nickson@tfgm.com)

BOLTON  
BURY

MANCHESTER  
OLDHAM

ROCHDALE  
SALFORD

STOCKPORT  
TAMESIDE

TRAFFORD  
WIGAN

# Equalities Impact, Carbon and Sustainability Assessment:

## Recommendation - Key points for decision-makers

Insert text

### Impacts Questionnaire

Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	
Health	G	
Resilience and Adaptation	G	
Housing		
Economy	G	
Mobility and Connectivity	G	
Carbon, Nature and Environment	G	
Consumption and Production		
Contribution to achieving the GM Carbon Neutral 2038 target		
Further Assessment(s): Equalities Impact Assessment and Carbon Assessment		
<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.

### 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 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**

Reference throughout the report.

## **Number of attachments to the report: 0**

## **Comments/recommendations from Overview & Scrutiny Committee**

N/A

## **Background Papers**

- 24 June 2022 – City Region Sustainable Transport Settlement – Final Scheme list
- 30 September 2022 – GMCA CRSTS Governance and Assurance
- 28 October 2022 – GMCA 2022/23 Capital Update – Quarter 2
- 10 February 2023 – GMCA Capital Programme 2022/23 – 2025/26
- 26 May 2023 – GMCA Transport Capital Programme (re-baselined Scheme List)
- 30 June 2023 – GMCA CRSTS Assurance (Outline and Full Business Case stages)
- 26 October 2023 – BNC CRSTS Assurance Updates (Outline and Full Business Case stages)
- 25 July 2024 – BNC CRSTS Annual Report 2023-24 and updated Delivery Plan

## **Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

Yes

## **Exemption from call in**

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

No

# 1. Introduction

- 1.1. The transport infrastructure pipeline is a key enabler to delivering the Bee Network – Greater Manchester’s plan for a high-quality, affordable and fully integrated public transport and active travel system for the people and businesses of Greater Manchester.
- 1.2. The Bee Network is pivotal in delivering sustainable economic growth, increased productivity and the city region’s objectives, set out in the Greater Manchester Strategy, by connecting people with education, jobs and opportunity, unlocking development, enabling housing growth, acting as a catalyst for regeneration, reducing carbon emissions and supporting social inclusion and active and healthy lifestyles.
- 1.3. Greater Manchester has led the way in reforming and improving its transport network, and we are now in the transition phase with some elements of the Bee Network already starting to change the way in which people travel across the city-region. As pioneers of bus franchising, we now have local control of our most-used form of public transport, in addition to the largest light rail network in the country – Metrolink.
- 1.4. Key to the delivery of the Bee Network is a programme of investment in transport infrastructure with an anticipated aggregate value between £3.5bn and £4.0bn to the end of the financial year 2031/32. The transport infrastructure pipeline will deliver a wide range of infrastructure schemes to improve the performance, resilience and customer experience of using the Bee Network, including a world-class walking, wheeling and cycling network; expanded cycle hire and loan services, new stations, stops and interchanges; bus priority measures, systems to support integrated ticketing; and asset renewal to maintain and improve network safety and resilience.
- 1.5. Discussions continue to take place with Department for Transport (DfT) officials regarding Greater Manchester’s CRSTS2 allocation for the period April 2027 to March 2032. The indicative CRSTS2 allocation for GM is c£2.5bn, contributing to a total infrastructure investment pipeline of between £3.5bn and £4.0bn.
- 1.6. GM’s CRSTS2 allocation will form part of GM’s Single Settlement in due course ensuring investment is contributing to the delivery of GM’s wider objectives. The development of GM’s investment proposals for CRSTS2 will be informed by the

Local Transport Plan (LTP) refresh process which is already underway. Regular updates on progress will be brought to this Committee.

- 1.7. Work to develop and deliver the schemes within the Transport Pipeline Programme continues at pace. Circa £559.9m of the £1.27bn CRSTS1 and match funding has now been released and including the approvals requested through this report, 58 out of the original target of 60 CRSTS Strategic Outline Business Cases (SOBCs) will have been approved to date, together with 5 Outline Business Cases (OBCs) and 7 Full Business Cases (FBCs). 2 schemes have been completed to date, and 2 schemes are currently on site. Other "live" CRSTS-funded works include ongoing delivery of Strategic Maintenance schemes (KRN and Structures), depot electrification and various bus priority interventions across Greater Manchester through our Bus Pinch Points & Maintenance and Bus Infrastructure programmes.
- 1.8. 64 FBCs have been approved on the Mayor's Walking and Cycling Challenge Fund (MCF) Programme, 49 of which were funded through the Transforming Cities Fund 1 with a total approved value of £115m, the remaining 15 funded through CRSTS1 with a total approved value of £49.1m.
- 1.9. Key achievements in the period include successful completion of the final Metrolink Enhancements and Renewals works over the summer; including works in Rochdale Town Centre (Drake Street), Phase 1 of the renewal of the Metrolink Tram Management System servers, and power upgrade works on the Bury Line. The final sections of the Salford Bolton Network Improvements (SBNI) programme were also successfully completed in the period on the A666 in Salford and the main interventions delivered for Manchester City Council's Ancoats Streets for All scheme are now operational ahead of the opening of the Ancoats Mobility Hub in Spring 2025.

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

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

## **Improving Journeys: Rochdale – Oldham – Ashton QBT (Tameside elements)**

- 2.3. Improving Journeys – Orbital Bus Routes (formerly known as Quality Bus Transit) forms a key element of the Bus Infrastructure Programme and 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 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.
- 2.4. The approved CRSTS Delivery Plan includes an overall allocation of £75m to deliver the Improving Journeys – Orbital Bus Routes programme, £50m of which has been allocated to the Rochdale – Oldham – Ashton corridor. This is the busiest corridor within the bus franchising Tranche 2 area. Working in partnership with the relevant GM Local authorities, the scheme is progressing through the outline design stage of development, including public engagement on proposals where appropriate. To date, £4.17m of CRSTS funding has been released to progress Outline Business Case (OBC) development, deliver initial packages of early intervention measures to support active travel and improve access to bus stops and develop the Rochdale element of the corridor to Full Business Case (FBC).
- 2.5. An OBC for the Rochdale section of the scheme was approved by TfGM in August 2024. An OBC for the Tameside section of the scheme has now been developed, with further work continuing on proposals for the Oldham section, due to reach OBC in Spring 2025. Subject to further public engagement and securing the necessary powers and consents, construction on the main scheme in Tameside is anticipated to commence in early 2026. Works on early interventions along the corridor are already underway.
- 2.6. In line with the local assurance framework, the OBC for the Tameside section has been approved by TfGM following an independent review of the business case by a TfGM officer panel to ensure the scheme demonstrates the appropriate strategic case, value for money and deliverability to progress to the next stage of development. The Committee is therefore requested to approve a further drawdown of £0.4m CRSTS funding to develop the Tameside element of the scheme to FBC.



*Improving Journeys: Rochdale – Oldham – Ashton QBT (Tameside elements) scheme visualisation*

### **Improving Journeys: Early Interventions CCTV / ATCs**

- 2.7. As detailed above, Improving Journeys – Orbital Bus Routes 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.
- 2.8. In advance of the main scheme proposals being brought forward, and in recognition of the need to enable early benefits realisation, a further package of measures to improve the reliability of bus services operating on these corridors has been developed. Previous packages of early interventions have included: the introduction of improvements at traffic signals to enhance bus service reliability and overall efficiency of junctions; and the introduction of improved pedestrian crossing facilities. The latest set of interventions propose to install permanent automatic traffic counters (ATCs) at seven locations and Closed-Circuit Television (CCTV) installations at eight locations as listed in the table below. The proposed ATCs and CCTV installations will provide greater visibility of the network allowing TfGM’s Urban Traffic Control team to respond more quickly to major incidents affecting traffic flow and to implement traffic management strategies to mitigate the impact on vehicular traffic.

<b>Orbital Route</b>	<b>Local Authority</b>	<b>No. of ATC Installations</b>	<b>No. of CCTV Installations</b>
Bury – Rochdale	Bury	1	2
	Rochdale	1	-
Rochdale – Oldham – Ashton	Oldham	2	1
Ashton – Stockport	Tameside	3	5

2.9. 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 (Medium taking into account non-monetised benefits) and deliverability. As such, the Committee is requested to approve the full business case and drawdown of £0.4m CRSTS funding to deliver these works. Subject to obtaining this approval, it is anticipated that works to deliver the proposed ATC and CCTV installations will commence in early 2025.

### **Improving Journeys: Ashton – Stockport (QBT)**

2.10. As detailed above, Improving Journeys – Orbital Bus Routes 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.

2.11. The Improving Journeys: Ashton – Stockport (QBT) scheme is being developed in partnership with Tameside and Stockport Councils, who will be delivery partners with responsibility to develop the scheme designs across their specific sections of the corridor in line with the strategic objectives of the scheme. TfGM will fulfil the role of scheme promoter, with overall accountability and responsibility for the development and coordination of the scheme and the associated business case.

2.12. To date, £0.8m of CRSTS funding has been released to undertake an exercise to prioritise interventions for delivery, develop prioritised schemes to outline design

and deliver initial packages of early intervention measures. To facilitate the continued development of the Stockport element of the scheme to FBC, the Committee is requested to approve a further funding drawdown of £0.2m. Subject to securing the necessary powers and consents, it is anticipated that construction on the main scheme in Stockport will commence Autumn 2025.

### **Development of Long Term Rapid Transit Options – Transit-Oriented Development at Bury Interchange**

- 2.13. Rapid transit refers to fast and frequent public transport moving large numbers of people, for example 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.
- 2.14. 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, 'transit-oriented development' – ensuring that homes and jobs are located close to key rapid transit nodes – plays an important role.
- 2.15. The development of long-term rapid transit options for Greater Manchester is one of the schemes within our CRSTS1 programme, and includes preparation of feasibility studies and other work to support development of long-term rapid transit options across Greater Manchester.
- 2.16. A total of £4.5m has been drawn down to date (£0.75m approved in February 2023; £0.45m in May 2023; £3.3m in March 2024) to support work in this area. Further updates to BNC on the progress of the draft GM Rapid Transit Strategy (submitted to BNC to note and comment on in July 2024) are anticipated to be brought forward within this financial year 2024/25.
- 2.17. An opportunity has now arisen to pursue 'transit-oriented development' as part of the redevelopment of Bury Interchange, by potentially integrating the transport element of the redevelopment with a residential element. This follows on from the overall success of the previous equivalent residential element in the recently completed Stockport Interchange scheme, will contribute to GM's housing ambitions and is well-aligned with the Autumn Budget 2024 – which stated in relation to City

Region Sustainable Transport Settlements that “The government will also work with Mayoral Combined Authorities to increase the ambition on housing investment that accompanies expansion of transport links.”

- 2.18. The required activities to develop this residential element (which would be likely to add a sizeable number of rapid transit users to the tram and/or tram-train services from Bury Interchange) are the development of a RIBA 2 concept design, and agreement of a funding and financing package for the residential element. BNC is now requested to approve a further drawdown of £1.55m to cover this necessary feasibility and development activity. An update on the outcome of this activity will be brought to the Committee in due course.

### **Bury: Radcliffe Central Phase 1**

- 2.19. The Radcliffe MCF scheme comprises an upgraded replacement bridge over the River Irwell linking Rectory Lane and Milltown Street. The original footbridge was lost in the 2015 flood, and the proposal is to replace it with a pedestrian and cycle bridge with accessible ramps on the north and south sides. As per Environment Agency requirements, the replacement bridge is to be higher than the original for flood defence reasons. The north bank is the subject of a large housing-led regeneration scheme, and the bridge will eventually offer a route from the south bank to Radcliffe Metrolink stop and new High School, via an ATF-funded crossing and ramp.
- 2.20. The scheme received Full Business Case approval at Bee Network Committee on 27 July 2023, with delivery funding approval of £2.55m. The scheme, which is a key element of the Radcliffe Active Travel Network, has faced budgetary pressures since BNC approval which Bury Council is seeking to address by making a contribution of £0.65m from their Radcliffe CRSTS Streets for All scheme allocation of £9m to enable delivery of the bridge scheme in full. In line with the agreed assurance framework, the CRSTS contribution has been considered by the GM Delivery Group and endorsed on the basis that the objectives and outputs of the Radcliffe CRSTS Streets for All scheme will not be compromised. Conversely, not delivering the bridge would have a detrimental impact on the wider Radcliffe Active Travel Network, given the severing nature of the river.



*Bury: Radcliffe Central Phase 1 scheme visualisation*