



Bee Network Committee

Date: 27th February 2025
Subject: Transport Infrastructure Pipeline
Report of: Chris Barnes, Network Director Infrastructure, TfGM

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 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: Salford Crescent – MediaCity UK: £1.5m;
 - Metrolink Renewals Programme: £51.86m;
 - Golborne Station: £5.269m;
 - Bee Network Rail Station Accessibility: £7.99m; and
 - Stockport: Greek Street Bridge Streets for All Phases A & B: £0.45m and Full Business Case.
3. Approve the drawdown of £49.5m Core Highways Maintenance and Local Safety & Minor Works funding for 2025/26.
4. Approve the drawdown of Local Highways Maintenance funding, as follows:
 - 2024/25: £4.438m; and
 - 2025/26: £11.105m
5. Note the adoption of the Greater Manchester Sustainable Drainage Design Guide.

Contact Officers

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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 | | |
| 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 | TBC | |
| Vehicle procurement | N/A | |
| Land Use | | |
| Land use | TBC | |

| | | | | |
|--|---|--|--|---|
| 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

Greater Manchester's Sustainable Drainage Design Guide

Comments/recommendations from Overview & Scrutiny Committee

N/A

Background Papers

- 25 July 2024 – BNC CRSTS Annual Report 2023-24 and updated Delivery Plan
- 31 January 2025 – GMCA Transport Infrastructure Pipeline (CRSTS1 Allocations)
- 7 February 2025 – GMCA Capital Programme 2024/25 – 2027/28

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 fundamental 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. As pioneers of bus franchising, 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. Some elements of the Bee Network already starting to change the way in which people travel across the city-region, and with our focus now turning to Rail.
- 1.4. Key to the delivery of the Bee Network 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; loan services to support integrated ticketing; and asset renewal to maintain and improve network safety and resilience.
- 1.5. DfT confirmed in December 2024 that Greater Manchester’s City Region Sustainable Transport Settlement 1 (CRSTS) allocation will be consolidated into the City Region’s Integrated Settlement from the start of the 2025/26 financial year, thereby providing opportunity to further strengthen the alignment of the transport infrastructure pipeline with local priorities.
- 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. Greater Manchester has

been allocated £11.07m of this additional funding for 2025/26 as an early drawdown from GM's future CRSTS2 allocation, which remains subject to consideration as part of the current Spending Review. The intention would be to utilise this additional capital to support the acceleration of Bee Network Delivery, as set out in the report submitted to the January meeting of this Committee. In addition, GM has been allocated £11.8m in resource funding for capacity and capability building in support of CRSTS1 delivery, and to build longer term local transport planning and delivery capacity. A further report will be brought to BNC (and GMCA) in relation to the allocation of the additional capital and resource funding.

- 1.7. 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 indicative CRSTS2 allocation for GM is c£2.5bn, contributing to a total infrastructure investment pipeline of between £3.5bn and £4bn.

2. CRSTS Funding Drawdown Requests and Scheme Progression

Progress to Date

- 2.1. Circa £619.5m of the £1.27bn CRSTS1 and match funding has been released to date and works are being delivered across Greater Manchester, including construction of the Woodley to Bredbury Parkway Improvement Scheme in Stockport, accessibility improvements at Daisy Hill and Irlam Rail Stations as part of the Access for All programme and works at a number of locations across GM to upgrade bus infrastructure as part of the Bus Pinch Points & Maintenance programme. The next phase of Metrolink renewal works also commenced in February, starting with track replacement works at Weaste tram stop on the Eccles line. This work is part of a planned £147m investment programme to maintain, upgrade and improve the Metrolink network up to 2027. Works have commenced on the Salford Central Rail Station Enhancement scheme, with the station closing on 10th February for 10 weeks. The overall scheme is expected to complete in October 2025.
- 2.2. 65 schemes in the Mayor's Walking and Cycling Challenge Fund (MCF) Programme have been approved for delivery with a total approved value of £177.5m.

Funding Drawdown Requests

Improving Journeys: Salford Crescent – MediaCity UK

- 2.3. The City Centre Bus Connectivity Programme forms a key element of the Bus Infrastructure programme funded through CRSTS and will actively contribute to the delivery of our overall ambition for Bus as set out in Greater Manchester’s Bus Strategy. It comprises of a programme of whole-route upgrades to key bus corridors, with an emphasis upon the quality and reliability of bus services operating on these corridors and supporting more active travel journeys.
- 2.4. 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 to the rapid transit network.
- 2.5. Within the City Centre Bus Connectivity Programme, £23.4m has been allocated to deliver bus priority and active travel measures on the corridor between Salford Crescent railway station and MediaCity. A Strategic Outline Business Case (SOBC) for the scheme was approved by the GMCA in November 2022 and working in partnership with Salford City Council, this scheme is progressing through the outline design stage of development.
- 2.6. To date, £1.6m of CRSTS funding has been released to progress an Outline Business Case (OBC) for the scheme. A further funding drawdown of £1.5m is now required to produce the outline design, support engagement, finalise the OBC, and undertake site investigation works to inform the detailed design process and mitigate risks during construction.

Metrolink Renewals and Enhancements Programme

- 2.7. The Metrolink Renewals and Enhancements Programme (MREP) supports the continued safe and reliable operation of the Metrolink network. Significant ongoing work is undertaken between TfGM and the Metrolink Operator, Keolis Amey Metrolink (KAM), to understand the condition of the Metrolink network and thereby inform renewal timescales and associated future investment requirements.
- 2.8. The continuing priorities for MREP are safety and ensuring the Metrolink network can continue to operate. Reliability, capacity and speed are significant factors affecting patronage and the Metrolink renewals prioritisation reflects this to ensure

the ongoing realisation of the benefits as defined within the original Metrolink extension Business Cases. Failure to achieve delivery of the prioritised Metrolink renewals will adversely impact the customer experience. MREP is delivered via several existing and identified funding streams inclusive of CRSTS.

- 2.9. An additional allocation of £51.86m was included within the CRSTS programme re-baseline, approved in May 2023. This funding is now required to continue delivery of MREP projects including but not limited to:
- Track Renewals;
 - Signalling & Telecoms;
 - Overhead Line Equipment (OLE);
 - Traction Power;
 - Safety & Security; and
 - Depots.
- 2.10. Examples of the more significant works to be delivered include track renewals within Manchester city centre, sections of the Altrincham, Eccles and Oldham / Rochdale lines, Pomona and between Cornbrook and Trafford Bar (multiple lines); overhead line equipment (OLE) at discrete locations across the network; and lift renewals at several stops.
- 2.11. Several of the prioritised renewals will require disruptive access to parts of the Metrolink network, which may result in full or partial closure of lines, early shutdowns or late starts to service. The works will be planned to minimise customer disruption, including avoiding busy periods, special events and major football matches where possible, and to maximise the opportunity to deliver renewal and non-renewal works in partnership with KAM and respective Local Authorities.
- 2.12. Where disruptive access to the Metrolink network is required to deliver the prioritised renewals, customers will be advised in advance via various communication channels (social media, website, posters etc), including, if required, details of any proposed bus replacement services provided during the works to minimise the impact to the customer.

Golborne Station

- 2.13. In January 2021, GMCA approved Transforming Cities Fund (TCF2) funding for development and delivery of a new rail station in Golborne. Subsequently, further CRSTS funding has been allocated to this scheme, which now includes wider enhancements for the town centre as part of the Golborne Masterplan. The scheme currently has an overall budget of £31.991m. Under its CRSTS 'Retained Scheme' status, the DfT will need to approve the business case for this project at appropriate points in the project lifecycle.



Visualisation of the new Golborne rail station

- 2.14. The OBC was submitted to the DfT in March 2024. DfT subsequently approved the scheme for progression to Detailed Design. This decision was endorsed in January 2025 by the Minister of State for Rail, with a number of conditions to be reviewed ahead of the submission of the FBC.
- 2.15. The scheme has progressed through the Outline Design Phase with Approval in Principle (AiP) due from Network Rail in early 2025. A planning application was submitted in November 2024 with the expected outcome due in March 2025. Negotiations to secure the permanent and temporary land required for the station continue in a positive manner as endorsed by GMCA in September 2024 with the preparation of CPO Powers also progressed should these be required.
- 2.16. In order to progress the scheme, and as per the approval noted above, the tendering process for the Detailed Design for the project has also been undertaken.

Tender responses in relation to this work are due for submission in February 2025, with a view to awarding a contract by April 2025, subject to the approval requested in this report.

- 2.17. To date, £3.97m has been released and utilised for the ongoing development of the scheme. Additional CRSTS funding of £5.269m is now required to enable the ongoing development, to conclusion of the Detailed Design and the production of the FBC, for this DfT retained scheme.

Access for All – Additional Development and Delivery

- 2.18. TfGM has an established Access for All (AfA) Programme which is supporting the Mayoral ambition to make all stations in Greater Manchester step free by 2030. 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. Two are currently in construction (Daisy Hill & Irlam) using DfT Access for All Funding (2019-24), four are in development through the existing CRSTS1 funding programme (Swinton, Hindley, Reddish North & Bryn), and a further one (Walkden) is being developed using DfT Access for All funding (2019-24).
- 2.19. However, there are still 28 ‘stepped’ stations which remain outside of the AfA Programme. An opportunity has been identified to develop a minimum of five additional stations (Woodsmoor, Moorside, Broadbottom, Davenport & Hall ‘ith Wood) during the CRSTS1 funding period through option selection up to detailed design in order to ensure that, when delivery funding is established, these additional stations are ready to deliver at pace. Funding for the delivery of these stations is being explored, including through Transport for the North and future CRSTS2/Integrated Settlement allocations. This work will be undertaken alongside inputting into scheme development for three DfT CP7 Access for All (2024-29) funded schemes.
- 2.20. Opportunities to realise efficiencies through the delivery of these schemes will be explored and where possible, additional schemes will be progressed for the next priority stations, such as Woodley, to increase the number of stations for future funding considerations.
- 2.21. Additional CRSTS funding of £7.99m is now requested to facilitate the development of the next six priority schemes. This funding sits within the overall allocation of up

to £34m for Rail Accessibility and Integration approved at the January 2025 meeting of GMCA.

- 2.22. Drawdown requests for funding to support potential further development and delivery activity on the next priority station, Levenshulme, will be brought back to the Committee for approval in due course.

Stockport: Greek Street Bridge Streets for All

- 2.23. The Greek Street Bridge Streets for All (SfA) scheme will improve pedestrian and cyclist access towards Stockport town centre from the west and south. Key sites which will benefit from accessibility improvements include Stockport Rail Station and the new Stockport Interchange which both offer wider travel connectivity. These measures will add to active travel investments previously completed within Stockport town centre and become a part of an expanded integrated Bee Network which serves Stockport town centre.
- 2.24. Within the existing network of town centre routes to the west of the A6 corridor, Greek Street roundabout is a significant travel barrier for pedestrians and cyclists. It is a busy 4-arm highway junction which has limited space due to its placement on top of a bridge structure which crosses the West Coast Main Line (WCML). There are few crossing points over the WCML close to the town centre, which means there is a high level of demand from all transport modes, as it supports access from the west to Stockport Rail Station as well as all other town centre amenities.



Aerial view of the existing Greek Street Bridge roundabout

- 2.25. The bridge on which the Greek Street roundabout is located is being replaced by Network Rail, with the main works taking place between Spring 2025 and Spring 2026. Stockport Council has been working with Network Rail to improve pedestrian facilities on the replacement roundabout, however, due to constraints on the available space, it is not feasible to introduce cycle facilities on the bridge deck itself. The Greek Street SfA scheme therefore aims to create a network of walking and cycling improvements around the roundabout.
- 2.26. Overall, the scheme seeks to support more active travel journeys, to support decarbonisation, reduce the use and reliance on car travel, encourage people to be more active, and promote sustainable and integrated development within Stockport town centre.
- 2.27. The scheme is being delivered in three phases. This is driven by Network Rail's works to replace the Greek Street roundabout bridge structure requiring the bridge to be closed for 12 months. Phase A works are to be completed prior to the bridge structure being closed. These works will support enhanced diversion routes for pedestrians and cyclists during the bridge closure. Phase B will be constructed at an appropriate time during the Greek Street roundabout closure (to be confirmed in coordination with Network Rail's contractor), taking advantage of the much-reduced traffic flows on Greek Street while the roundabout is closed to allow the works to be built more efficiently and minimise disruption. Finally, Phase C will be constructed following the completion of Network Rail's works.
- 2.28. In line with the local assurance framework, following a review of the Full Business Case (FBC) undertaken by an independent TfGM officer review panel, Phases A and B are deemed to demonstrate the appropriate strategic case, value for money, and deliverability.
- 2.29. The Committee is requested to approve the FBC for Phases A and B and a CRSTS funding drawdown of £0.45m to deliver the works.

3. Highways Maintenance

- 3.1. Within the 2025/26 budgeted expenditure, approved at the GMCA budget meeting on 7 February 2025, £35.0m relates to Core Highways Maintenance, £8.15m to Minor Works / Road Safety and £6.35m for Strategic Highways Maintenance, allocated to the GM Local Authorities as per the table below.

| Local Authority | Core Highways Maintenance 2025/26 £'000 | Strategic Highways Maintenance 2025/26 £'000 | Minor Works /Road Safety 2025/26 £'000 | Total 2025/26 £'000 |
|------------------------|--|---|---|----------------------------|
| Bolton | 3,822 | - | 829 | 4,651 |
| Bury | 2,549 | 600 | 543 | 3,692 |
| Manchester | 4,757 | - | 1,685 | 6,442 |
| Oldham | 3,067 | 2,250 | 707 | 6,024 |
| Rochdale | 3,058 | - | 652 | 3,710 |
| Salford | 3,143 | 1,000 | 796 | 4,939 |
| Stockport | 3,978 | 2,500 | 791 | 7,269 |
| Tameside | 2,905 | - | 631 | 3,536 |
| Trafford | 2,912 | - | 607 | 3,519 |
| Wigan | 4,807 | - | 908 | 5,715 |
| Total | 35,000 | 6,350 | 8,150 | 49,500 |

- 3.2. Last year, Government announced additional capital funding for local highways maintenance activities in the North (of which GM has been allocated £4.4m in each of 2023/24 and 2024/25) and have recently announced a further £14.8m in 2025/26, of which 75% (£11.1m), will be paid to Local Authorities and 25% retained by Department for Transport (DfT) as a new incentive element to ensure that best practice in sustainable highways asset management is followed, with the criteria details due to be communicated in due course.

- 3.3. The proposed allocation, based on the previously agreed (GMCA 26 May 2023) core maintenance allocations, for 2024/25 and 2025/26 to the GM Local Authorities, and approved at the GMCA budget meeting on 7 February 2025, is as per the table below.

| Local Authority | 2024/25 funding £'000 | 2025/26 funding £'000 |
|------------------------|----------------------------------|----------------------------------|
| Bolton | 485 | 1,214 |
| Bury | 323 | 808 |
| Manchester | 602 | 1,506 |
| Oldham | 389 | 973 |
| Rochdale | 388 | 971 |
| Salford | 399 | 998 |
| Stockport | 505 | 1,264 |
| Tameside | 368 | 921 |
| Trafford | 369 | 923 |
| Wigan | 610 | 1,527 |
| Total | 4,438 | 11,105 |

4. Greater Manchester's Sustainable Drainage Design Guide

- 4.1. As agreed by BNC in November 2023, all schemes funded through GMCA are required to be developed and designed following the approach and requirements set out in the Streets for All Design Guidance which was formally adopted in December 2023. The Committee approved delegated adoption of the Supplementary Technical Guidance, and minor updates to the Guide (V1.1), to the Transport Strategy Director of TfGM in consultation with GM Transport Strategy Group, GM Highways Group and GM Delivery Group
- 4.2. Part of the Streets for All Guidance, the GM Sustainable Drainage Design Guide specifically supports the design and delivery of Sustainable Drainage systems to improve how rainwater is managed on streets across the region, ensure our

transport network is resilient to the impacts of climate change and create greener streets as better places to live, spend time in and travel along.

- 4.3. The Committee is asked to note the adoption of the Greater Manchester Sustainable Drainage Design Guide on 9th November 2024, following consultation with and endorsements from relevant stakeholders and approval by TfGM's Transport Strategy Director under the delegated authority detailed above.
- 4.4. The guide is publicly available to download via the link [here](#).