



Bee Network Committee

Date: Thursday 27th March 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:
 - Bus Pinch Points and Maintenance Programme: £6.457m;
 - Improving Journeys: Early Interventions: £0.6m and Full Business Case; and
 - Bee Network Rail Integration: £15.5m;
3. Note the following CRSTS drawdown as approved by the Group Chief Executive TfGM and GMCA under delegated authority of £0.496m for the Rapid Transit Extensions Package;
4. Note the return of £0.9m to the Mayor's Challenge Fund (MCF) from the Oldham Town Centre: Rock Street/Lord Street and allocation to the Oldham Town Centre: Market Place scheme;

5. Approve the associated drawdown of funding and scheme progression:

- Wigan: Leigh Neighbours: £0.92m Active Travel Funding and Full Business Case; and
- Oldham: Town Centre Market Place: £4.58m Active Travel Funding, £0.9m of MCF funding, and Full Business Case.

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.
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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	N/A	
Access to amenities		
Vehicle procurement	N/A	

Land Use

Land use		
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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 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

GMCA CRSTS1 Reprioritisation Strategy

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
- 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
- 31 January 2025 – GMCA Transport Infrastructure Pipeline
- 28 March 2025 CRSTS1 Reprioritisation Strategy

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?

N/A

1. Introduction

- 1.1. The Bee Network is 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. It is fundamental to 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.
- 1.2. 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 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.
- 1.3. 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, providing greater funding flexibility to support the GM Growth Plan.
- 1.4. The Budget announced by HM Government on 30 October 2024 provided £11.07m of additional CRSTS1 capital 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. 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 as we look towards CRSTS2 and the GM Integrated Settlement.
- 1.5. Further additional funding for Highways Maintenance was announced by Government in December 2024, with an allocation for 2025/25 of £14.806m (prior to the withholding of a 25% incentivisation portion i.e. £3.701m to be allocated across the Local Authorities) for Greater Manchester. It is intended that this additional funding will be allocated across the ten Local Authorities in line with the formula

previously agreed for Core Maintenance, as set out in the GMCA Capital Programme 2024/25 – 2027/28 report to GMCA in February 2025.

- 1.6. In addition, funding recently awarded by Active Travel England from the Active Travel Fund 5 and Consolidated Active Travel Fund have resulted in cumulative Active Travel-specific resources of £20.7m being secured for Greater Manchester.
- 1.7. Proposals in relation to the allocation of available capital and revenue funding will be considered by GMCA in March 2025.
- 1.8. 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.

2. CRSTS Funding Drawdown Requests and Scheme Progression

Progress to Date

- 2.1. Circa £735.9m of the £1.27bn CRSTS1 and match funding has been released to date and works continue to be delivered across Greater Manchester. Recent progress includes the successful completion of the Metrolink renewal works at Weaste and a return to operational service, and the subsequent commencement of the next renewal phase on York Street in the Regional Centre (see image below). This work is part of a planned £147m investment programme to maintain, upgrade and improve the Metrolink network up to 2027. Rail Accessibility improvement works at Daisy Hill are substantially complete, with Irlam scheduled to conclude in the next month. Works continue as part of the Salford Central Rail Station Enhancement scheme, with the station now closed for a total of 10 weeks. The overall scheme is expected to complete in October 2025.



Metrolink renewal works

- 2.2. 65 schemes in the Mayor's Walking and Cycling Challenge Fund (MCF) Programme have been approved for delivery, 49 of which were funded from Transforming Cities Funding (TCF) funding with a total approved value of £115m; with the remaining 16 funded through CRSTS1 with a total approved value of £62.5m.

Funding Drawdown Requests

Bus Pinch Points and Maintenance Programme

- 2.3. The Bus Pinch Points and Maintenance (BPP&M) programme is a rolling programme of minor interventions which seek to address operational issues on the Greater Manchester bus network. The programme comprises four separate sub-programmes; Bus Pinch Points, Bus Stop Enhancements, Bus Priority Signing and Lining Renewals and Intelligent Transport Solutions (ITS) Enhancements. The programme targets relatively low cost, localised sites in each of the 10 GM Local Authorities, where investment is not allocated elsewhere through wider Bus or Streets for All improvement programmes, and will contribute to the delivery of the GM's Bus Service Improvement Plan and Bus Strategy by enhancing bus speeds, journey time reliability, passenger infrastructure and accessibility.
- 2.4. Work to date across the four sub-programmes has been funded using the previously approved drawdown of £16.45m from CRSTS, which has been used to develop and deliver an agreed list of interventions through to March 2026, working closely with GM Local Authority partners.
- 2.5. Across the whole programme, 101 interventions are currently being developed and delivered across Greater Manchester, of which 23 have been completed and 19 are currently on site. The remaining 59 schemes are in development. Interventions

completed to date include the installation of a Puffin crossing and permanent traffic signals at a key junction in Salford; the installation of bus priority technology at 95 traffic signal junctions to improve journey time reliability; parking restrictions along key bus routes to improve journey time reliability, approximately 7km of existing bus lane renewal works to ensure infrastructure is clearly marked, signed and enforceable; bus stop hardware renewals at 4,752 bus stops and 4 bus stop upgrades. Schemes currently being delivered include the implementation of a Red Route and Red Route clearway in Trafford; the deployment of a software platform to maximise the benefits of multi-modal transport data and traffic management systems to support bus travel across Greater Manchester; and a number of schemes installing new traffic signal technology and parking restrictions to improve bus journey reliability.



Salford, Worsley Brow: Puffin crossing and permanent traffic signals installation



Trafford, A56 and Chester Road: Red Route & Red Route Clearway (left). Salford: Bus Stop upgrade (right).

2.6. In order to maintain momentum of development and delivery activities across the BPP&M programme, the Bee Network Committee is requested to approve the drawdown of a further £6.457m CRSTS funding. This will enable us to drive forward the next phase of planned interventions through 2025/26 and 2026/27 across Greater Manchester, including:

- *Bus Stop Enhancements:* Delivery of Phase 1 (Bus Stops without a shelter) in each of the 10 LAs, delivering circa 250 bus stop upgrades. Completion of a Phase 2 (Bus Stops with a shelter) design package in each of the 10 LAs, with initial delivery in Salford, Manchester and Tameside, delivering circa 60 bus stop upgrades.
- *Bus Priority Signing and Lining:* Delivery of bus lane signing and lining renewal packages comprising of renewal works to circa 20km of existing bus infrastructure; delivery of camera enforcement in Trafford, Stockport, Bury and Bolton to support their existing bus priority infrastructure, installation of bus stop clearways at stops across GM where indiscriminate parking regularly causes delays to bus services and a package of enhancements to bus turning circles including resurfacing, improved passenger waiting facilities and renewed signing and lining. These works are being developed and delivered in partnership with the 10 GM Local Authorities and will be completed over the next 2 years.

- *ITS Enhancements*: Continued development and delivery of software which will integrate operational data sets, driving further data-led network interventions in real-time, reducing congestion and improving bus performance and enhancing operational capabilities across the Operational Control Centre and Highways teams which in turn will deliver tangible improvements on across the highway network for our customers.

Improving Journeys: Early Interventions

- 2.7. Orbital Bus Routes (formerly known as Quality Bus Transit) and the City Centre Bus Connectivity Programme form key elements 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 programmes will create a step change in the experience of taking the bus for local journeys and for bus journeys into and out of the city centre respectively, addressing key barriers to bus travel including journey time, reliability, comfort and perception of safety at stops.
- 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.
- 2.9. The latest set of interventions propose to install permanent automatic traffic counters (ATCs), Closed-Circuit Television (CCTV) and upgrade existing traffic signal infrastructure across three corridors as listed in the table below. ATCs and CCTV installations enable greater monitoring of highway traffic, thus facilitating reactive and remote adjustment of traffic signal timings to optimise traffic flow, particularly in response to incidents, and helping to improve bus reliability and journey times across the network.

Corridor	Local Authority	No. of ATC Installations	No. of CCTV Installations	No. of traffic signal upgrades
Salford Crescent - MediaCity	Salford	-	-	1
Wigan – Bolton	Bolton	2	5	2
	Wigan	-	-	1
Wigan – Leigh	Wigan	3	7	1
TOTAL		5	12	5

2.10. 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 full business case and drawdown of £0.6m CRSTS funding to deliver these works. Subject to obtaining this approval, it is anticipated that works to deliver the proposed traffic signal upgrades and ATC and CCTV installations will commence in spring 2025.



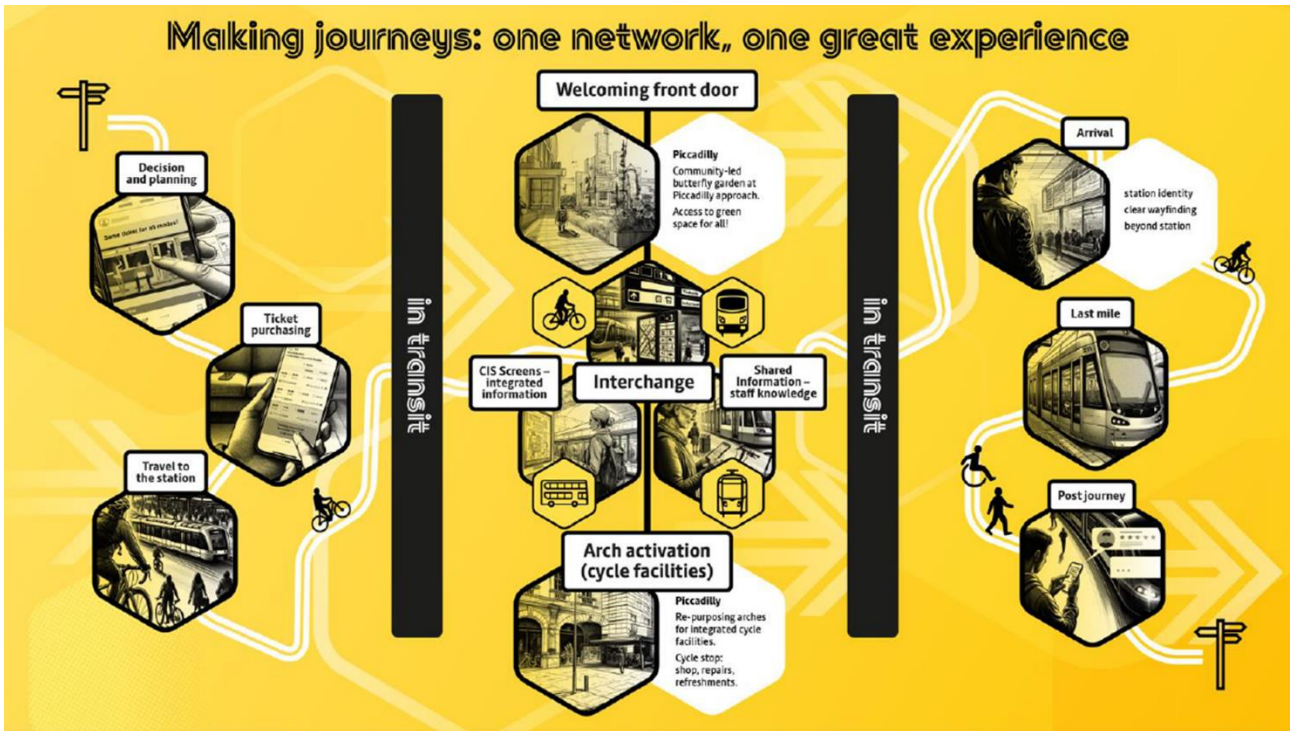
Oldham, A669 Middleton Road, Chadderton: Example of a typical permanent Automatic Traffic Counter (ATC)

Bee Network Rail Integration

2.11. Aligned to the Trailblazer Deeper Devolution agreement, TfGM, in collaboration with industry partners DfT, Network Rail, Great British Railways and GM's Train Operating Companies, has developed a delivery strategy and plan to meet the ambition to integrate rail into the Bee Network.

- 2.12. Stations will be enhanced to provide a modern, fit for purpose and consistent environment, encompassing Bee Network brand and station standards, upgraded facilities and security, to encourage more journeys by rail and attract new customers.
- 2.13. The Committee is asked to approve the drawdown of £15.5m funding from the £34m CRSTS 1 Reprioritisation allocation for Bee Network Rail Integration and Accessibility approved by the GMCA on 31 January 2025. This funding will be used to accelerate early deliverables aligned to phase 1 enhancements linked to Bee Network standards across GM stations.
- 2.14. The £15.5m programme of works specifically covers key customer-focused enhancements at stations across GM – including improved facilities, multi-modal passenger information, and roll out of Bee Network branding. This is the first step of a much wider and longer-term transformation of our railways.
- 2.15. The investment programme has been developed collaboratively with industry partners DfT, Network Rail, Train Operators and Great British Railways.
- 2.16. Phase 1 of the programme is a pre-cursor to fully integrating eight core commuter lines by 2028 and all stations within the entire GM boundary rail network by 2030.
- 2.17. Deliverables include:
- Station accessibility asset improvements along with improved wayfinding and station standards across all customer touchpoints;
 - New cycling facilities, secure CCTV, help points, automatic doors, hearing loops, handrails, braille station maps, tactile surfaces, car park pick up/drop off points;
 - Station toilet and waiting facility refurbishments delivered to new Bee Network standards;
 - New / improved customer information services and public announcement systems at stations with tailored multi-modal Bee Network information integrated with bus & tram;
 - Implementation of Bee Network specific customer standards to assist industry staff with taking a ‘whole GM network’ multi-modal view at their local station – with a significant focus on Manchester Piccadilly.

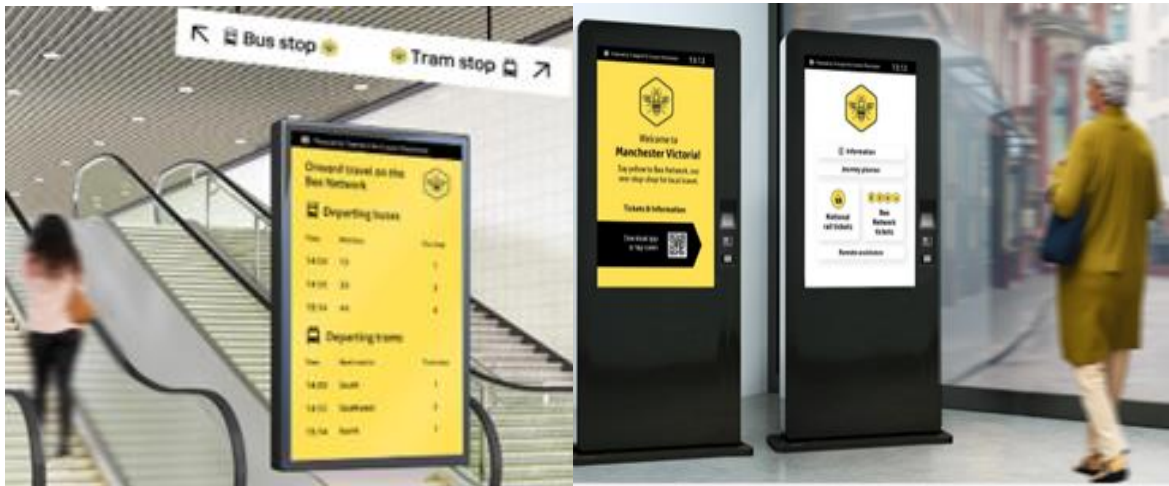
2.18. Aligned to the programme scope of work the following conceptual inserts have been provided to help bring more context to Bee Network Rail Integration around how this will change GM rail, both physically and from an integrated transport perspective.



Bee Network Manchester Piccadilly Customer & Integrated Travel Strategy



Bee Network Manchester Victoria Example Branding



Concept of Improved Multi Modal Customer Information at Stations under The Bee Network

3. CRSTS Delegated Drawdowns

- 3.9. The Committee is asked to note the drawdown of £496,000, as approved by the Group Chief Executive TfGM and GMCA under delegated authority for the Rapid Transit Extensions Package.

4. Prioritisation of Active Travel Funding

- 4.1. The following proposals have been assessed by an officer panel and are considered to meet the required criteria of strategic fit, value for money and deliverability. The Committee is therefore requested to approve the following Active Travel funding drawdowns in relation to previously prioritised schemes for which delivery is time-critical; pending the undertaking of the future work which will be undertaken in due course to prioritise the remainder of the £20.7m Active Travel recently confirmed by Government.

Wigan: Leigh Neighbours (Leigh Traffic Reduction Scheme)

- 4.2. The Leigh Neighbours scheme is part of Tranche 4 of Wigan's MCF Active Travel Programme, which focuses on the connections between Leigh, Atherton and Tyldesley town centres. Wigan's Tranche 4 network proposal gained programme entry in November 2019 and was subsequently awarded development funding in June 2020.
- 4.3. The scheme is focused on an area to the immediate west of Leigh town centre called 'Town Centre West'. The area concerned is bounded on all sides by busy main roads creating severance, and the scheme will focus on creating pedestrian

friendly streets, reducing severance on the main roads, and creating attractive and safe routes to facilitate and encourage residents to walk, wheel or cycle.

- 4.4. Key outputs to be delivered by the scheme include new Puffin crossings on Twist Lane and Kirkhall Lane; a new raised Zebra crossing on Vicarage Square; and the introduction of 21 new uncontrolled crossings, tactile paving and dropped kerbs across the neighbourhood to facilitate improved accessibility for those walking and wheeling.
- 4.5. The Town Centre West area is home to four of the six Primary Schools in Leigh, and this scheme will provide a permanent School Street, enforced by Automatic Number Plate Recognition (Wigan's first ANPR enforced School Street), serving two of the schools – Sacred Heart Catholic Primary School and Leigh Central Primary School. Various place making improvements will also be implemented as part of the School Street, including new street trees and permanent flower beds.
- 4.6. The Leigh Neighbours scheme has a total delivery cost of £1.19m. £0.27m initial scheme development costs were funded from TCF; and the balance of £0.92m is proposed to be funded from the additional £20.7m Active Travel allocation recently confirmed by Government.
- 4.7. In line with the local assurance framework, following a review of the Final Business Case (FBC) by an independent TfGM officer review panel the proposals are deemed to demonstrate the appropriate strategic case, value for money and deliverability and have been endorsed by TfGM's Active Travel Programme Board.
- 4.8. The Committee is requested to approve the FBC and drawdown of £0.92m to enable Wigan Council to appoint a Contractor and expedite the delivery of the scheme, which is planned to start on site in April 2025.



Dame Sarah Storey visiting Leigh's School Street in 2022

Oldham: Town Centre - Market Place

- 4.9. Oldham's Town Centre scheme was approved for MCF programme entry in April 2020, with an outline business case (OBC) receiving approval in November 2021. Oldham subsequently put forward a case to split the Town Centre scheme into three phases to expedite delivery which was approved by TfGM.
- 4.10. The first phase, known as West Street/Cheapside, received full funding approval at the GMCA meeting in January 2023 with construction completing in June 2024. The second phase, Rock Street/Lord Street, was approved at the GMCA meeting in May 2023 with works completing in August 2024.
- 4.11. Oldham's aim for the Market Place scheme is to create a new gateway into the Town Centre from the Cheapside bus terminal. This will be delivered via provision of shared cycle and pedestrian facilities, and public realm improvements in the town centre to create a safe environment and route for all ages and users.
- 4.12. The scheme will address such issues as the abundant street furniture and clutter, uneven surfacing, lack of green space and biodiversity, and inadequate seating. The scheme will also introduce physical barriers to restrict vehicular access to prescribed times.
- 4.13. The Market Place scheme has a total delivery cost of £6.0m. £0.52m initial scheme development costs were funded from TCF, with a further £0.90m contribution from TCF subject to a decision in Recommendation 6. The balance of £4.58m is

proposed to be funded from the recently confirmed additional £20.7m Active Travel funding recently confirmed by Government.

- 4.14. In line with the local assurance framework, following a review of the Final Business Case (FBC) by an independent TfGM officer review panel the proposals are deemed to demonstrate the appropriate strategic case, value for money and deliverability and have been endorsed by TfGM's Active Travel Programme Board.
- 4.15. Oldham Council are currently undertaking construction on the Market Place area, utilising funding from a variety of sources, including United Utilities. Oldham are ready to appoint a Contractor to undertake the MCF scope of works, to provide continuity in construction and minimise disruption in the town centre.
- 4.16. The Committee is requested to approve the FBC and drawdown of £4.58m to enable Oldham Council to appoint a Contractor for the delivery of the scheme.



Oldham vision for Market Place



Oldham vision for Snipe Gardens

5. Active Travel Funding

- 5.1. Walking, wheeling, and cycling is a fundamental component of an integrated Bee Network within Greater Manchester, enabling more active travel for shorter journeys through the provision of dedicated, safe infrastructure which will also support people to walk or cycle to the bus or tram stop and back again.

Oldham Council MCF Scheme Budget Variations

- 5.2. Oldham Council has a Mayors' Challenge Fund (MCF) delivery budget of £12.6m, as approved by GMCA under delegated authority in May 2020. This budget is now substantially committed against a programme of schemes, including those already delivered on site and a number which have been developed to ready them for future funding opportunities.
- 5.3. For Oldham to fully deliver their prioritised active travel capital programme, including the Market Place scheme detailed in section 4.10, £0.9m of MCF funding will be reallocated from a scheme which is known to have realised savings against its approved budget, with the savings being used to support the delivery of the Market Place scheme, as shown in the tables overleaf. The Committee is requested to note the reallocation and approve the drawdown of £0.9m MCF funding.

5.4. **Table 1: Oldham Proposed Budget Revision**

Scheme Name	GMCA Approved Budget (£)	Outturn (£)	Variance (£)
Oldham Town Centre: Rock Street/Lord Street	2,951,594	2,049,398	902,196

Table 2: Oldham Proposed Budget Increase

Scheme Name	Approved Development Costs (TCF) (£)	Approved Delivery Costs* (CRSTS1) (£)	Additional Delivery Cost Reallocation (TCF) (£)	Total (£)
Oldham Town Centre: Market Place	512,414	4,580,673	902,196	5,995,283

****Subject to decision in Section 4 of this report***