



Bee Network Committee

Date: Thursday 24th July 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 and the wider GM Integrated Pipeline. 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 Integrated Settlement funding and associated scheme progression as follows:
 - Improving Journeys: Sale West to Altrincham Network Interventions: £2.2m.
 - Improving Journeys: Bus Stop Upgrades: £4.5m;
 - Integrated Measures: Passenger Information Displays: £2.73m and Full Business Case;
 - Travel Hubs Access Programme: £0.47m.
 - Access for All Next Tranche: £16.80m and Full Business Case;
 - Stockport: A6 / Heaton Chapel Improvements Streets for All: £2.241m and Full Business Case;
 - Bolton: Topp Way / Higher Bridge Streets for All: £2.5m and Full Business Case; and
 - Bolton: Electric Vehicle Charging Infrastructure: £0.692m 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.

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.

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

Referenced throughout the report.

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
- 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
- 30 May 2025 – GMCA Integrated Pipeline
- 27 June 2025 – GMCA CRSTS1 Reprioritisation

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. With effect from 1 April 2025 Greater Manchester's City Region Sustainable Transport Settlement 1 (CRSTS) allocation has been consolidated into the City Region's Integrated Settlement, providing greater funding flexibility to support the GM Growth Plan.
- 1.4. The Spending Review in June 2025 confirmed GM's Transport for City Regions (TCR) funding allocation of £2.474bn for the period April 2027 to March 2032, which, as detailed above, will form part of the Integrated Settlement. The objectives of this funding are continuing to drive growth and productivity through investment in integrated transport networks; transforming infrastructure to support the delivery of new homes and improve access to opportunity for all; and decarbonising transport and enabling healthy living, including promoting modal shift from cars to public transport, walking and cycling. The £2.474bn is split between capital grant (£2.393bn) and revenue resource funding to develop the capital pipeline (£81m). As TCR is part of the integrated settlement, the flexibilities to switch capital funding for revenue as under CRSTS1 still apply.
- 1.5. Through the Government's Budget announcement in October 2024, GM has already received £11.07m additional capital funding for 2025/26 as an early

drawdown from this TCR allocation. 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 TCR and the GM Integrated Settlement.

- 1.6. Proposals in relation to the allocation of available capital and revenue were considered and approved by GMCA on 27 June 2025 and approval to drawdown 15% of CRSTS1 funding of Integrated Pipeline and Bee Network schemes, and associated Highways Maintenance funding was approved by the Committee on 26 June 2025.

2. Integrated Settlement Funding Drawdown Requests and Scheme Progression

- 2.1. Circa £941.5m of the £1.27bn Integrated Settlement (CRSTS) and match funding has been released to date and works continue to be delivered across Greater Manchester. Recent progress includes successful completion of embedded track Metrolink renewals in the Regional Centre in the vicinity of Piccadilly Gardens and also on Aytoun and Portland Street; and completion of GM's first fully electrified bus depot at Ashton.

Improving Journeys: Sale West to Altrincham Network Interventions

- 2.2. The Sale West to Altrincham Network Improvements (SWANI) scheme comprises measures that seek to extend the Bee Network through enhancing connectivity by sustainable modes between existing and new communities in Sale West and Carrington to town centres, such as Sale and Altrincham and the Metrolink and Rail networks. The scheme will 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 scheme will also provide initial enabling works to support the delivery of the New Carrington Places for Everyone allocation. A Strategic Outline Business Case (SOBC) for the SWANI scheme was approved by BNC in October 2023 and subsequently a series of early intervention packages of improvements have been brought forward including the provision of a new pedestrian crossing, traffic signal improvements and the installation of Automatic Traffic Counters and CCTV cameras.
- 2.3. In addition to the early interventions above, several other proposals to improve bus journey time and reliability and to support journeys by active travel were identified

as part of the SOBC. The first of these proposals to be brought forward for approval and delivery is a scheme to upgrade the junctions of A56/Barrington Road and A56/Sinderland Road.

- 2.4. The key objectives of these junction upgrades are to reduce severance caused by the A56 and to enable safer pedestrian access to and from bus stops. These objectives will be delivered through the provision of new controlled pedestrian crossing facilities at both junctions where there are no such current facilities.
- 2.5. 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 and deliverability. As such, the Committee is requested to approve the FBC and drawdown of £2.2m Integrated Settlement funding to deliver these works and for the on-going development of the SWANI scheme. Subject to obtaining approval, it is anticipated that works to deliver the proposed junction improvement will commence later this summer.

Improving Journeys: Bus Stop Upgrades

- 2.6. Improving Journeys – Orbital Bus Routes (formerly known as Quality Bus Transit) forms a key element of the Bus Infrastructure Programme funded through Integrated Settlement, 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.
- 2.7. In advance of the main scheme proposals being brought forward, and in recognition of the need to enable early benefits realisation, a series of early intervention measures to improve the reliability of bus services operating on these corridors have been brought forward for delivery. These measures have included: the introduction of improvements at traffic signals to enhance bus service reliability and overall efficiency of junctions; the introduction of improved pedestrian crossing facilities; and the installation of permanent automatic traffic counters (ATCs) and Closed-Circuit Television (CCTV) installations to facilitate 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.

- 2.8. A further package of early intervention measures is currently in development and will comprise of standard bus stop upgrades that seek to address accessibility and customer satisfaction challenges at bus stops on the Orbital Bus Routes by providing new shelters to improve the customer waiting environment, raising kerbs for level boarding and alighting, providing clearway markings to enable unimpeded access to stops for buses and localised improvements to pedestrian access in the immediate vicinity of the bus stops. The approximate number of stops to be upgraded is listed in the table below.

Orbital Corridor	Local Authority	No. of stops to be upgraded
Rochdale – Oldham - Ashton	Rochdale	18
	Oldham	45
	Tameside	16
Wigan – Bolton	Bolton	7
Bury – Rochdale	Bury	8
	Rochdale	30
Wigan – Leigh	Wigan	20
Ashton – Stockport	Tameside	24
	Stockport	17
Sale West to Altrincham Network Improvements (SWANI)	Trafford	43
TOTAL		228

- 2.9. The Committee is requested to approve the drawdown of £4.5m Integrated Settlement funding to develop and deliver these works. Strategic Outline Business Cases (SOBC) have been approved for each of the Orbital Bus Corridors, and it is proposed that the management and governance of this package of early intervention measures will replicate the approach adopted for the Integrated

Settlement-funded Bus Pinch Points and Maintenance programme. This will entail the production of full business cases being reviewed by an independent panel, before being submitted to the TfGM Streets for All Programme Board for approval to ensure alignment to the SOBC and value for money, in advance of delivery.

Integrated Measures: Passenger Information Displays

- 2.10. The Passenger Information Display (PIDs) project is aiming to deliver an improved experience for customers at bus stops. This project is seeking the remainder financial drawdown approval from CRSTS1 budget, and finalisation of the full business case (FBC) to deliver 284 PIDs across 319 bus stop locations and 37 PIDs across 5 Interchanges.
- 2.11. Bus patronage across GM has increased since the launch of Bus Franchising, but one of the key problems identified is that customers expect accurate, reliable and easy to understand travel information for their journeys. The delivery of PIDs will support the resolution of this issue and lead to a better customer experience.
- 2.12. In line with the funding allocation, 319 bus stop locations have been identified as key strategic locations to provide digital real time information to customers via PIDs. In addition, there are currently five interchanges without PIDs or with inadequate PID provision.
- 2.13. A preferred supplier has been identified and is going through necessary governance approvals to contract award in August 2025. Mobilisation will then begin in September 2025.
- 2.14. In line with the local assurance framework, the FBC has been reviewed by an independent TfGM officer review panel to ensure the scheme demonstrates the appropriate strategic case, value for money and deliverability. Therefore, the Committee is requested to approve the FBC and a drawdown of £2.73m Integrated Settlement (CRSTS) funding to cover the capital expenditure, mobilisation, and delivery costs of the PIDs project.

Travel Hubs Smaller Access Programme

- 2.15. Travel Hubs are a key part of the Bee Network: they support network integration by promoting travel on rapid transit services (for example, by providing park & ride and other facilities at Metrolink stops, Busway stops and Suburban Rail stations) – resulting in fewer car journeys on medium-length trips to the regional centre on some of our most congested highways, and in turn reducing carbon emissions.

- 2.16. Of the original Integrated Settlement (CRSTS) funding allocation of £12.1m, approximately one third has been allocated to Tyldesley Travel Hub & Park and Ride, approximately one third has been allocated to Hindley Travel Hub & Park and Ride and approximately one third is allocated to scheme development and the Travel Hubs Smaller Access Programme. For the latter, £0.675m has been drawn down to date to fund overall scheme development and the undertaking of '500m radius' audits around stops and stations. This audit has led to the prioritisation of a programme of smaller access improvement schemes for existing stops and stations.
- 2.17. The Travel Hubs Smaller Access Programme comprises ten highway-based improvement schemes to make active travel to existing stops and stations easier, to overcome physical barriers to accessing rapid transit. It also aims to improve the perception of safety and ambience in the streetscape around existing stops and stations. This will include controlled and uncontrolled pedestrian crossing facilities, safety measures, footway widening, footway surfacing, tactile paving and dropped kerbs. Integration of modes is at the core of building the Bee Network, and is consistent with the priority placed on Walking & Wheeling in the Active Travel mission priorities reported to the January BNC in the Annual Report.



Footways to be widened and resurfaced around mature trees, street furniture to be relocated, Kerb lines to be built out at wide side roads with dropped kerbs and tactile paving added.



Puffin controlled crossings to be added into existing signalised junctions, dropped kerbs and tactile paving to be added.

Example improvement schemes near Brooklands Tram Stop (Marsland Road) and Queens Road Tram Stop (Queens Road/Smedley Road junction)

- 2.18. These barriers to access can be particularly difficult for vulnerable customers to overcome – leading to potential loss of rapid transit passengers, and travel-related

social exclusion. Removing those barriers is in line with the aims and objectives of Travel Hubs (including 'mobility for all'), the DfT's Inclusive Mobility Guidance to provide an accessible and safe public transit network for all, and TfGM's Public Sector Equality Duty.

- 2.19. The Committee is requested to approve a drawdown of £0.47m from the Travel Hubs Package to cover development of the Travel Hubs Smaller Access Programme of schemes up to FBC stage, and fund detailed design by UTC and the local authorities. A further drawdown will be sought from this Committee in due course to cover the implementation costs.

Access for All Next Tranche

- 2.20. The Access for All (AfA) Next Tranche package of works, part of TfGM's established AfA programme, will provide step-free access in a further 4 GM rail stations: Swinton, Reddish North, Hindley and Bryn. Delivery of these schemes follows the recent successful opening of step-free schemes in Daisy Hill and Irlam stations and will result in 6 of the top ten GM stations most in need of step-free access being accessible to all.

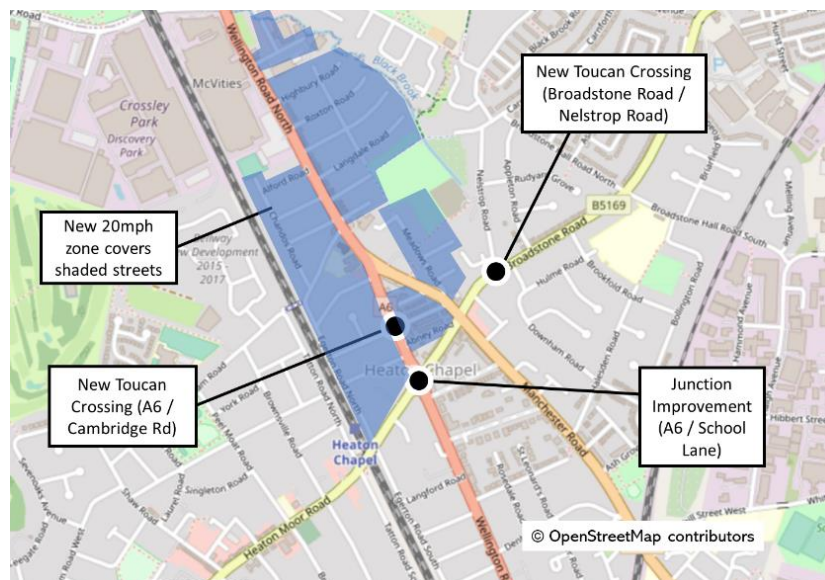


Opening of new passenger lifts at Irlam (left) and Daisy Hill (right) rail stations

- 2.21. A total of £6.63m has been drawn down to date to support the development and delivery of above initiatives.
- 2.22. In line with the local assurance framework, the FBC is currently being reviewed by an independent TfGM officer review panel to ensure the scheme demonstrates the appropriate strategic case, value for money and deliverability. The Committee is therefore requested, subject to TfGM's approval of the FBC during summer 2025, to approve a further drawdown of £16.80m to deliver these schemes.

Stockport: A6 / Heaton Chapel Improvements Streets for All

- 2.23. The scheme arises from long standing concerns about the operation and safety of the network in Heaton Chapel. There is a desire to make spaces more accessible for active mode users, improve the operation of the network where possible and to improve the overall integration of the Bee Network.
- 2.24. The scheme encompasses improvements to active travel provisions within Heaton Chapel, including additional pedestrian crossing provisions at the A6 / School Lane junction as part of a junction improvement scheme, a new Toucan crossing on the A6 near Cambridge Road, and a new Toucan crossing on Broadstone Road to the east of Heaton Chapel district centre. Complementary 20mph speed limits are also planned, along with some side road treatments around the new controlled crossings. The plan below shows the location of the interventions.



Stockport: A6 / Heaton Chapel Improvement Streets for All Proposals

- 2.25. Scheme options were initially developed during 2022, with public consultation taking place in Autumn 2022. Consultation feedback and scheme changes were approved by the relevant Area Committee in November 2022. Following approval of the SOBC, TfGM asked that consideration be given to the feasibility of changing the design to incorporate a CYCLOPS junction at the A6/ Heaton Moor Road junction in order to align with future vision for the A6 to provide cycling facilities where feasible, however following review it was concluded that it would not be feasible to provide a CYCLOPS junction at this stage due to the requirement for 3rd party land take and the lack of onward cycle routes on School Lane and Heaton Moor Road at the present time. However, the proposals were modified to best align with the future

vision for the A6, and a value engineering exercise was carried out on the originally proposed layout to minimise abortive costs should a CYCLOPS junction be installed in future. The scheme design has therefore been approved on this basis.

- 2.26. In line with the local assurance framework, following a review of the Full 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. Whilst the economic appraisal indicated a 'very low' value for money rating, driven by the introduction of additional highway delays in order to support pedestrian crossing movements at the junction, the scheme development process (including engineering design, signals design and traffic modelling) has sought to find an appropriate balance between impacts for all users, and the broader strategic case for intervention, the objectives of the scheme, wider policy alignment with local and national strategy including Vision Zero, and the latest design standards which require the provision of this level of pedestrian infrastructure have all informed a recommendation that the scheme should proceed.
- 2.27. On this basis, approval is sought for the FBC and a drawdown of £2.241m Integrated Settlement (CRSTS) funding for scheme delivery costs including post-opening Monitoring & Evaluation and activation.

Bolton: Topp Way / Higher Bridge Streets for All

- 2.28. The junction of Topp Way and Higher Bridge Street has been identified as a priority to upgrade using a Streets for All approach that supports active and sustainable travel. Despite high volumes of traffic and wide crossings, the existing junction features uncontrolled pedestrian crossings and limited cycle facilities, presenting a barrier for pedestrian and cycle access to, from and through Bolton Town Centre. To address this, the scheme will amend the layout of Topp Way / Higher Bridge Street to a CYCLOPS design with segregated cycle track along Higher Bridge Street leading to the junction. This will be complemented by quiet streets to the south of Topp Way connecting to St George's Road / St George's Street and main town centre areas via All Saints Street, Clarence Street, Palace Street and Bath Street (one-way) and signal optimisation at the junction of Duke Street / St George's Road.
- 2.29. 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 demonstrates 'High' value for money, with a strong strategic case which supports

Greater Manchester's greener and sustainable future in addition to health and environmental benefits. The cost estimate to deliver the scheme is £2.5m and is expected to be delivered by June 2026.

- 2.30. The Committee is requested to approve the FBC and a drawdown request of £2.5m Integrated Settlement (CRSTS) capital funding to deliver the scheme.

Bolton: Electric Vehicle Charging Infrastructure

- 2.31. Bolton Council is seeking approval to drawdown £0.692m of Integrated Settlement (CRSTS) funding to install a programme of Flush Fitting Charge Points. This technology integrates charging infrastructure directly into the pavement, with only the charging port visible at ground level. Residents will receive a portable charging lance that connects to the flush-fitting unit, enabling automatic billing through a subscription model. This option minimises street clutter and ensures a discreet, low impact charging solution. The Council aims to trial 4 to 5 charging hubs, each featuring 6 to 10 charge points, with some provision for future expansion. The trial will focus on areas with high residential parking demand and uptake. As part of the pilot, the Council will also explore a home connection variant where the flush-fitting infrastructure is linked directly to a resident's home electricity supply enabling personal use and billing.
- 2.32. Bolton Council also intend to trial Pedestal Charging Units. These pedestal charge points will be installed at strategic locations in support of residential areas where off-street parking is limited. These units provide a shared on-street charging option for multiple households, offering faster charging speeds compared to flush-fitting or lamppost-based alternatives. The Council will work with charge point operators to trial 10 to 15 pedestal chargers across the borough, ensuring they are placed in locations that maximise convenience and usage. The trial will evaluate the effectiveness of these units in complementing other on-street charging solutions while balancing local parking demand.
- 2.33. In line with the local assurance framework, following a review of the Full 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. Whilst the economic appraisal indicated a 'low' value for money rating, the strong strategic case for investment has informed a recommendation that the scheme should proceed. Costs have also been benchmarked against proposals

within the LEVI scheme and confirmed to be in line with those of public charge points providing similar charging speeds.

- 2.34. One of the key strategies to decarbonise transport is to promote the switch to EVs and the deployment of electric charge points (ECPs) across the region. EVs have the potential to reduce air pollution, improve public health, and lower fuel costs for drivers. ECPs are essential to support the growth of EVs and to ensure that drivers have convenient and reliable access to charging facilities.
- 2.35. Bolton is the third authority to request drawdown of funds for EVCI activity, following Manchester and Trafford earlier this year. The CRSTS EV programme is being dovetailed with the Local Electric Vehicle Infrastructure (LEVI) programme with an update due to be tabled at the September meeting of the Bee Network Committee.
- 2.36. In addition to this funding request, Bolton has previously (March 24) drawn down £0.110m of CRSTS funding for development of the EV programme.
- 2.37. The Committee is requested to approve the FBC and a drawdown request of £0.692m Integrated Settlement (CRSTS) funding to undertake the activities outlined above.