



Bee Network Committee

Date: Tuesday 19th August 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 are 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:
 - Rapid Transit Extensions Package: £6.190m; and
 - Salford Rise: £3.4m and Full Business Case.
3. Note the proposed allocations of capital funding from Active Travel Fund 4, Active Travel Fund 5 and the Consolidated Active Travel Fund, to be considered for approval by GMCA on 22nd August 2025;
4. Approve the drawdown of active travel capital fund, subject to GMCA approval of the overall allocations on 22nd August 2025, as follows:
 - Active Travel Remedial Works: £1.1m;
 - Cycle Hire: £0.5m;
 - Secure Cycle Parking: £0.5m; and
 - Wayfinding: £0.5m.

5. Note the proposed allocations of revenue funding from Active Travel Fund 4, Active Travel Fund 5 and the Consolidated Active Travel Fund, to be considered for approval by GMCA on 22nd August 2025.

Contact Officers

Chris Barnes	Network Director, Infrastructure, TfGM	chris.barnes@tfgm.com
Richard Nickson	Network Director, Active Travel, TfGM	richard.nickson@tfgm.com

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		
----------	--	--

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: 1

22 August 2025 – GMCA Active Travel Funding

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. Circa £973.9m of the £1.27bn allocated to the transport infrastructure pipeline 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 Aytoun and Auburn Street, which marks the culmination of a ground-breaking summer programme of renewal activity. We have also commenced works to electrify Middleton bus depot as part of the ongoing programme of bus depot electrification across GM.
- 1.4. In June 2025, the Spending Review confirmed GM's Transport for City Regions (TCR) funding allocation of £2.474bn for the period April 2027 to March 2032, which will form part of Greater Manchester's Integrated Settlement.

2. Integrated Settlement Funding Drawdown Requests and Scheme Progression

Rapid Transit Extensions

- 2.1. The Draft GM Rapid Transit Strategy, considered by Bee Network Committee in July 2024, set out the c.15 emerging priorities for new, extended or converted lines. Work has progressed on further grouping and sequencing of these priorities, and

the first formal Strategic Outline Case (SOC) – for Stockport-focussed rapid transit expansion – has a target date for completion in Autumn 2025.

- 2.2. A total of £5.338m has been drawn down to date to support work on all aspects of the Rapid Transit Extensions Package.
- 2.3. Bee Network Committee is now requested to approve a further drawdown of £6.190m. This comprises of £4.261m for the “Powers for 1 Scheme and Development of 2 Schemes” item within the Package and £1.929m for the “Development of Long-Term Rapid Transit Options” item within the Package. This is to cover key planned activities in line with the CRSTS1 Delivery Plan, as outlined below:
 - Ongoing design and cost/risk estimation to support the SOC, plus preparatory activities for a potential Outline Business Case (OBC), for Stockport-focussed rapid transit expansion;
 - Pre-SOC work to prepare to commence two formal SOC’s – one focussed on the Metrolink Airport Western Leg, and one focussed on rapid transit expansion in the North-West of GM (e.g. Salford, Leigh, Wigan, Bolton) to align with the emerging Sifting and Prioritisation recommendations currently being progressed.
 - Continued strategic assessment of potential rapid transit expansion to (i) Middleton / Northern Gateway and (ii) to Port Salford / Trafford Waters / Western Gateway.
 - Continued work to safeguard for other potential schemes within the longer list of in the region of 15 emerging priorities identified by the Draft Greater Manchester Rapid Transit Strategy in July 2024.
 - Early development work on a long-term step-change in rapid transit capacity and connectivity, using tunnels through the regional centre aligning with the mayoral ambition outlined in the Greater Manchester Strategy announcement.
 - Continued work on optimising operation of the existing rapid transit network and identifying short-term and medium-term interventions to improve capacity and connectivity.

Salford Rise

- 2.4. Salford Rise is a flagship strategic infrastructure project within the Crescent Innovation North masterplan as part of the plan to redevelop the wider Crescent

development framework area. It received a £4m funding allocation via the recently completed CRSTS1 Reprioritisation Strategy; with these resources, which are intended to supplement other funding which has already been secured, having been prioritised on the basis of the strong support that this scheme provides to the delivery of the Greater Manchester Integrated Pipeline.

- 2.5. The project has been designed to overcome a significant barrier to movement by creating a high-quality, traffic-free podium route over Frederick Road. The scheme on completion will connect both the Crescent Innovation North area and University of Salford campus with surrounding residential communities and commercial developments, enabling greater accessibility, collaboration and opportunities for inclusive growth.
- 2.6. The project includes a 90m-long, 10m-wide landscaped podium crossing Frederick Road and 1.2 hectares of new public realm, forming a key pedestrian and cycle link.
- 2.7. It will further enable more than 1,000,000 sq. ft of new and refurbished commercial innovation and academic floorspace and more than 600 homes within the masterplan area. The project site also sits within the GM Investment Zone (referred to as the Manchester “Smile”) based on anticipated commercial and research focussed development.
- 2.8. The project business case was produced against the criteria and parameters set by Levelling Up Fund (LUF) grant and submitted, assessed and awarded by Ministry of Housing, Communities and Local Government (MHCLG) in October 2021.
- 2.9. To help mitigate the impacts of inflationary pressures, an initial redesign process for Salford Rise was completed. The key changes were a switch from a steel structure for the bridge element to a concrete structure and adjusted specification for public realm adjacent to the bridge to provide a more flexible space.
- 2.10. The redesigned scheme still delivers the full suite of project outputs set out in the original LUF bid and has been accepted by MHCLG. MHCLG, as the main funder, has also undertaken a deep dive review of the project in respect of governance, monitoring, financial audit and subsidy control with no qualifications found.
- 2.11. Based on the main design changes and increased cost, a competitive tender exercise for the main works contract was undertaken in 2023 to engage the market to ensure that value for money is secured for the project partners Salford City Council, English Cities Fund and MHCLG.

- 2.12. Following further individual consideration by the aforementioned project partners by the presentation and assurance of refreshed project business cases to ensure the project remained value for money as a strategic enabler for future growth, a main contractor was appointed in November 2023.
- 2.13. Construction commenced in November 2024, with completion anticipated by September 2026.
- 2.14. The overall project cost is £19.2m, primarily financed from MHCLG Levelling Up Fund (£13.1m), alongside additional private sector match funding.
- 2.15. The balance of project funding has initially been underwritten by Salford City Council and English Cities Fund. The approval of £4m Integrated Settlement funding (CRSTS), 15% of which was drawn down via the June 2025 BNC meeting, will enable the funding previously committed by these partners to be re-assigned to accelerate the delivery of additional projects within the masterplan area.
- 2.16. Outline planning consent was granted for the masterplan area in December 2024. Interventions and projects as part of the masterplan are set out to bring forward and realise the wider ambition of the masterplan over a 10-15 year period, these include:
- Site clearance and preparation works;
 - Phased demolition of all existing buildings;
 - Construction of buildings ranging from 2 storeys up to 11 storeys;
 - Vehicle, cycle and pedestrian access improvements;
 - Movement Hub; and
 - Public realm and green space improvements and provision of new outdoor amenity space
- 2.17. In securing Integrated Settlement funding (CRSTS) for Salford Rise, resource can be reassigned and prioritised to support the interventions and projects listed above. This will be subject to individual business cases / plans agreed by Salford City Council, English Cities Fund and the University of Salford.
- 2.18. The Committee is therefore requested to approve the Full Business Case and a drawdown of £3.4m Integrated Settlement funding (CRSTS) capital funding to contribute to the delivery costs of the Salford Rise project.



Salford Rise: Bridge over Frederick Road being moved into place



Salford Rise: Scheme Visualisation

3. Active Travel Funding

- 3.1. GM has a number of active travel funding pots, awarded by ATE and DfT, which are awaiting allocation. These include Active Travel Fund 4 revenue funding, and capital and revenue funding from Active Travel Fund 5 and the Consolidated Active Travel Fund, totalling £5.2m revenue funding and £16.7m capital funding.
- 3.2. TfGM and Local Authority officers have developed proposals to allocate these funds as set out in the tables below, which will be considered by GMCA for approval on Friday 22nd August 2025. There is a further £1.5m capital funding to be allocated to be agreed by GMCA at a later date.

Active Travel Capital Funding

Programme	Proposed allocations (£m)
Active Travel Infrastructure Pipeline Delivery	8.6
School Streets (10 – 20 schools)	2.0
Bee Network Crossings	2.0
Remedial Works (Maintenance and renewal of existing active travel schemes)	1.1
Cycle Hire (Additional E-Bikes)	0.5
Secure Cycle Parking (e.g. district public cycle hangar schemes)	0.5
Wayfinding (To connect the completed network)	0.5
Total	15.2

Active Travel Revenue Funding

Scheme / Initiative	Proposed allocation (£000s)
Bee Network scheme Development (Local Authority led)	2,221
Behaviour Change	1,743
Cycle Hire Contract	1,000
Programme Management and Network Monitoring	201
Total	5,172

3.3. Subject to these allocations being approved, and in order to facilitate the immediate progression of the schemes detailed below, the Committee is being requested to approve the following drawdowns:

- Wayfinding - £0.5m
- Cycle Hire - £0.5m
- Remedial Works - £1.1m
- Cycle Parking - £0.5m