



Bee Network Committee

Date: Thursday 25th September 2025
Subject: Transport Infrastructure Pipeline
Report of: Chris Barnes, Network Director, 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 (CRSTS) and Active Travel funding and associated scheme progression as follows:
 - Bus Pinch Points and Maintenance: £4.67m;
 - City Centre Radials: A6 Wellington Road North (Early Interventions Package): Full Business Case;
 - Improving Journeys: Rochdale – Oldham – Ashton: Royton Town Centre: £4.4m and Full Business Case;
 - Bury Interchange: £2.3m;
 - Access for All Improvements Tranche 3: £2.10m;
 - School Travel Programme: £4m and Full Business Case (Pelican to Puffin Crossings);
 - Wigan: A580 Lane Head Improvements Phase 1: £0.56m and Full Business Case;

- Manchester: Cycleway / Wilmslow Road Junction Improvements: £1.91m (£1.36m Integrated Settlement funding and £0.55m Active Travel Funding 4 funding) and Full Business Case;
- Manchester: Levenshulme Active Neighbourhood: £0.2m; and
- Stockport: Bramhall Park to A6: £0.5m.

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. Circa £977.9m 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, on time and within budget, completion of Metrolink city centre track renewals; full successful transition to the new Metrolink Communication Network (MCN); and full planning consent granted for the Metrolink southern access and platform improvement advanced works at Bury Interchange.
- 1.4. In June 2025, the Spending Review confirmed GM's Transport for City Regions (TCR) funding allocation of £2.47bn for the period April 2027 to March 2032, which will form part of Greater Manchester's Integrated Settlement. Work to develop a detailed Delivery Plan for this funding is being progressed in conjunction with the ongoing work that is taking place in relation to Greater Manchester's new Local Transport Plan, which is due to be consulted on later this year.

2. Integrated Settlement (CRSTS) Funding Drawdown Requests and Scheme Progression

Bus Pinch Points and Maintenance

- 2.1. The Bus Pinch Points and Maintenance (BPP&M) programme is a rolling programme of minor interventions which seek to address operational issues on GM's 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.
- 2.2. Work to date across the four sub-programmes has been funded through the Integrated Settlement (City Region Sustainable Transport Settlement (CRSTS)), which has been used to develop and deliver an agreed list of interventions through to March 2027, working closely with GM Local Authority partners.
- 2.3. Across the whole programme, 112 interventions are currently being developed and delivered across GM, of which 37 have been completed and 20 are currently on site. The remaining 55 schemes are in development. Interventions have been completed to date across all 10 GM Local Authorities to improve bus speeds, reliability, punctuality and accessibility. A summary is provided below:

Intervention Type	Location	Outputs
New/Extended Bus Lane	Manchester	45 metres
Red Route TRO Restrictions	Trafford	25km
No waiting at any time TRO Restrictions	Bury, Manchester, Stockport, Tameside	70 metres
Junction Improvement (junction layout, keep clear)	Manchester	1 junction

Highway improvement (build outs, kerb line alterations)	Manchester, Salford	2 locations
SCOOT/MOVA Junction upgrades	Bolton, Wigan	2 junctions
Traffic Signal Priority for Buses	Bolton, Bury, Manchester, Salford, Trafford, Wigan	90 junctions
New/Improved Pedestrian Crossings	Salford, Stockport	2 crossings
CCTV Installation	Bury, Manchester, Oldham, Rochdale, Salford, Wigan	24 junctions
Automatic Traffic Counter Installation	Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Wigan	18 junctions
Bus Lane Enforcement	Salford	3 Bus Lanes
Bus Stop Accessibility upgrades	Bolton, Oldham, Salford, Stockport, Wigan	52 Bus Stops
Bus Stop Hardware, Signs and Poles renewals	All 10 GM LA's	5,430 Bus Stops
Bus Priority Lining & Signing renewals	Bolton, Salford, Wigan	7km



Stockport Bramhall Lane pedestrian crossing to improve accessibility to bus stops (left), Manchester Fairfield Street bus lane extension (right)

2.4. In February 2025, the Bee Network Committee approved the drawdown of an additional £6.46m for the 3 Maintenance sub-programmes (Bus Stop Enhancements, Bus Priority Signing and Lining and ITS Enhancements), bringing the total drawdown to date across the BPP&M programme to £22.81m. To maintain momentum of development and delivery activities, the Bee Network Committee is now requested to approve the drawdown of a further £4.67m of Integrated Settlement (CRSTS) funding for the Bus Pinch Points sub-programme. This will enable us to drive forward the next and final phase of planned interventions through 2025/26 and 2026/27 across Greater Manchester, including:

- The delivery of schemes which are currently being developed by Local Authority partners with previously drawn down budget. Proposals to be delivered include new Red Routes in Oldham and Rochdale, improved signalised junctions in Bury and Wigan, highway layout improvements to improve bus speeds in Stockport and the implementation of new traffic signal technology along a section of the A58 corridor in Rochdale; and
- Development and delivery of reactive schemes in response to operational issues that have been identified on the network since the launch of Bus Franchising.

TfGM's Bus Services team have been working in collaboration with Local Authority partners to identify and develop solutions to address bus reliability, accessibility and punctuality issues that have been raised by operators and customers. Due to the localised and relatively minor nature of the issues, the Bus Pinch Points sub-programme has been identified as the most appropriate means by which some of these issues will be addressed and funded. It is currently forecast that schemes within eight Local Authorities (Wigan, Bolton, Salford, Manchester, Oldham, Rochdale, Bury and Tameside) will be submitted for development and delivery within the current funding window by March 2027.

- 2.5. Each scheme proposal will be assessed to ensure that it aligns with the BPP&M programme objectives and provides value for money. Full Business Cases (FBCs) will continue to be brought forward for approval using the established streamlined and delegated approval process for the BPP&M Programme.

City Centre Radials: A6 Wellington Road North (Early Interventions Package)

- 2.6. Improving Journeys – City Centre Radials (CCR) programme forms a key element of the Bus Infrastructure Programme and will actively contribute to the delivery of our overall ambition for Bus as set out in GM's Bus Service Improvement Plan and GM Bus Strategy. It comprises a programme of route upgrades to key bus corridors, with an emphasis upon quality, reliability, supporting more active travel journeys and the integration of bus into and out of the City Centre, within Manchester and Stockport.
- 2.7. One of the corridors that has been prioritised as part of this programme is Wellington Road North (A6) in Stockport. In advance of the submission of the main scheme Outline Business Case, and in line with a similar approach taken on the Orbital Bus Route schemes, a package of early interventions has been identified which will bring forward early benefits to specific elements of the corridor, including:
- Installation of School Street signage: St Thomas Primary School, Buckingham Road, Heaton Chapel, Stockport. The creation of a School Street will help improve safety in the vicinity of the school by reducing vehicular traffic on Buckingham Road and will support delivery of the ambitious School Streets programme planned for the City Region. Details of further School Streets interventions are set out later in this report.

- Installation of Closed-Circuit Television (CCTV) Cameras to support active management of the A6 corridor at the junction of Manchester Road/School Lane and on Manchester Road north of White Hill Street West; and
- Installation of an Automatic Traffic Counter (ATC) to support active management of the A6 Corridor on Manchester Road south of Denby Lane, Stockport.

2.8. Both the ATC and CCTV installations will enable greater monitoring of highway traffic and buses, 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.

2.9. In line with the local assurance framework, following a review of a Full Business Case (FBC) undertaken by an independent TfGM officer review panel, the scheme has been deemed to have demonstrated the appropriate strategic case, value for money and is deliverable within the required timescales. As such, the Committee is requested to approve the full business case to deliver these works, noting that delivery of the works will be funded through previously approved drawdowns. Subject to obtaining this approval, it is anticipated that works will commence in winter 2025.



Example school street signage, school street in Trafford.

Improving Journeys: Rochdale – Oldham – Ashton: Oldham Elements and Royton Town Centre

2.10. Improving Journeys – Orbital Bus Routes (formerly known as Quality Bus Transit) forms a key element of the Bus Infrastructure Programme and will actively contribute to the delivery of GM's overall ambition for the Bee Network and bus travel generally, once again as set out in GM's Bus Service Improvement Plan and

in the GM Bus Strategy. The programme will create a step-change in the experience of taking the bus for local journeys, addressing key barriers to bus travel including journey time, reliability, comfort and perception of safety at stops. It will also significantly improve access to the rapid transit network and GM's town centres thereby supporting their ongoing growth and regeneration.

- 2.11. £75m of Integrated Settlement (CRSTS) funding has been allocated to deliver the overall Improving Journeys – Orbital Bus Routes programme, of which £50m has been allocated to the Rochdale – Oldham – Ashton (ROA) corridor. This is the busiest corridor within the bus franchising Tranche 2 area. To date, £6.78m has been released to progress Outline Business Case (OBC) development, deliver initial packages of early intervention measures - including the upgrading of pedestrian crossings, traffic signal improvements, bus stop upgrades and the installation of Automatic Traffic Counters and CCTV cameras - and to develop the Rochdale and Tameside elements of the corridor to Full Business Case (FBC).
- 2.12. OBCs for the Rochdale and Tameside sections of the scheme were approved by TfGM in August and November 2024, with further work continuing to develop the proposals for these sections of the corridor. An OBC for the Oldham section of the scheme has also now been developed which sets out several proposals to improve bus journey time and reliability and to support journeys by active travel. In parallel with the work to finalise the Oldham OBC, TfGM has worked in partnership with Oldham Council to bring forward the first set of proposals in Oldham for Full Approval and delivery. This scheme will improve the pedestrian environment and upgrade a junction in Royton Town Centre. Engagement and public consultation were undertaken on this scheme in 2024 and earlier this year with feedback incorporated into the proposals wherever possible.
- 2.13. In line with the local assurance framework, following a review undertaken by an independent TfGM officer review panel, the Royton Town Centre 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 FBC for the Royton Town Centre scheme and the drawdown of £4.4m of Integrated Settlement (CRSTS) funding to deliver these works (£2.4m) and for the on-going development of the overall ROA scheme (£2m). Subject to obtaining approval, it is anticipated that works to deliver the proposed Royton Town Centre scheme will commence later this year. Further engagement and communication with businesses and

residents directly impacted by the scheme in Royton will take place in advance of the works starting to ensure disruption is minimised during the delivery phase.

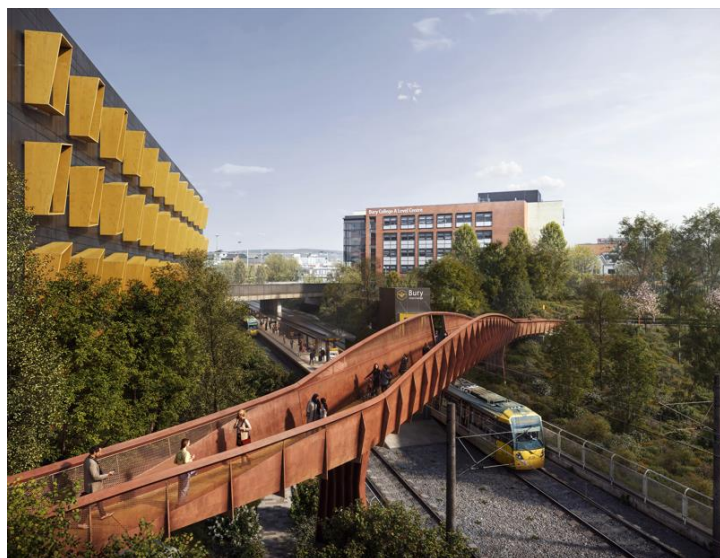


ROA Proposals within Oldham Town Centre and Royton

Bury Interchange

- 2.14. Planning permission for Bury Interchange Phase 1: Metrolink Access and Platform Improvements was granted on 22 July 2025, and design to RIBA Stage 3, including spatial coordination and detailed design in preparation for final technical design, has concluded. The proposals for Bury Interchange safeguard the space for the future Tram-Train rapid transit scheme. The Tram-Train Pathfinder Bury-Heywood-Rochdale-Oldham has now completed its OBC midpoint review, which recommended adopting a '*build it once, build it right*' approach for Bury Interchange. As such it is proposed to undertake design work for Platform 3 via the current Bury Interchange project design team.
- 2.15. This report therefore seeks to drawdown funding to progress the third platform design for Tram-Train and to complete the FBC for Phase 1.
- 2.16. The drawdown will also facilitate the progression of critical path activities for Phase 2: Interchange and Residential, related to planning and residential development. The scope of this work for Phase 2 has been developed following a series of positive meetings with the Local Planning Authority and it is intended that the progression of these will mitigate potential future delays (and associated risk allowances) linked to the final design of key heritage and conservation interfaces and also formulate a residential option with improved viability.
- 2.17. The Committee is requested to approve a drawdown of £2.3m Integrated Settlement (CRSTS) funding, from a combination of Bury Interchange and Future Rapid Transit budgets, to enable the above works to be undertaken. It is intended

that a further update on progress and the overall budgetary arrangements for this scheme will be brought to the Committee before the end of 2025.



Bury Interchange: New bridge access to Metrolink

Access for All Improvements – Tranche 3

- 2.18. The Access for All (AfA) ‘Tranche 3’ package is part of TfGM’s established AfA programme and will provide step-free access at an additional three rail stations in GM: Flowery Field, Newton-for-Hyde and Levenshulme.
- 2.19. These schemes build on the recent successes earlier this year with Daisy Hill and Irlam stations, which are now both step-free, and the “Next Tranche” of stations – Swinton, Reddish North, Hindley and Bryn – at which works are due to commence towards the end of 2025 and into early 2026 to ensure they too provide step-free access for passengers.
- 2.20. In line with the local assurance framework, the Outline Business Case is currently under review by an independent TfGM officer review panel to ensure the scheme demonstrates a robust strategic case, value for money and clear deliverability. The Committee is therefore requested, subject to TfGM approval of the OBC in line with the usual arrangements, to approve the drawdown of £2.10m Integrated Settlement (CRSTS) funding to enable the award of a Design and Build contract for the undertaking of detailed design work for these three schemes.

School Travel Programme

- 2.21. Travel to School forms a key element of the Active Travel Mission. The aim of the School Travel programme is to make it safer and thereby encourage an increase in

the use of active travel modes for the school run. This will contribute to meeting the target set out in the 2040 Strategy whereby 50% of journeys will be made by walking, cycling and public transport, and will also help to reduce congestion and pollution around school neighbourhoods.

- 2.22. The School Travel programme will support these objectives by providing safer routes to school and creating safer streets around schools across GM, particularly during school drop off and pick up times. The first tranche of the School Travel Programme consists of works to retain or establish 16 School Streets (covering 18 schools) in 5 local authorities (Manchester, Oldham, Salford, Stockport and Trafford) as well as delivering a number of crossing upgrades within 200m of a school.
- 2.23. The GM School Travel Strategy was approved at the May 2025 Bee Network Committee. Progress on the School Travel Programme will be reported through the GM Active Travel Programme Board as well as reporting mechanisms that are being set up to support the School Travel Strategy.

School Streets

- 2.24. School streets temporarily restrict access to motorised vehicles at school pick-up and drop-off times during the school term. Typically, this is facilitated via Traffic Regulation Orders (TROs) and the use of camera-enforced schemes and related signage but may be accompanied by additional interventions such as improved footways and crossings where appropriate.
- 2.25. The School Travel Programme will pilot permanent physical interventions at both existing and new School Streets, facilitating modal shift for home to school travel. For existing School Streets, the programme will ensure that schemes are sustainable in the long term, removing the need for temporary measures such as volunteer marshalling and temporary barriers. New School Streets will have the ability to convert Experimental TROs to TROs following a trial period, and local authorities will establish and enforce school streets where it is appropriate to do so.
- 2.26. Following the completion of a Strategic Outline Business Case (SOBC) for the School Travel Programme, it is intended that the management and governance of individual School Street schemes will be progressed in line with the approach adopted for previous rounds of Active Travel Funding: namely, that local authorities will produce full business cases for School Streets in their area, which will be

reviewed by an independent panel in order to ensure alignment to the School Travel Strategy and value for money, before being submitted to the GM Active Travel Programme Board for final approval. Delivery of each School Street will be carried out by the relevant Local Authority.

- 2.27. The Committee is requested to approve the drawdown of £2m of Active Travel Funding (the allocation of which was approved by GMCA in August 2025) to develop and deliver the School Streets element, in line with the management and governance arrangements described above.

Pelican to Puffin Crossing Upgrades

- 2.28. Within the School Travel programme, 43 obsolete “Pelican” crossings within 200m of a school have been prioritised for upgrading to “Puffin” crossings. “Puffin” (Pedestrian User Friendly Intelligent) crossings use sensors to detect pedestrians and support visually impaired pedestrians by holding traffic for the entire time it takes them to cross (unlike the “flashing amber” stage of the older Pelican crossings). The use of sensors also has the potential to minimise traffic delays, by detecting the presence of pedestrians and cancelling crossing demands in cases where the push button has been pressed but no pedestrians are waiting to cross (either because the pedestrian has walked away or crossed before the green pedestrian phase).
- 2.29. By converting these facilities from “Pelicans” to “Puffins”, the scheme will ensure that the crossings meet current standards and have their operational life extended. The Pelican to Puffin crossing upgrades will be carried out by TfGM’s UTC team.
- 2.30. In line with local assurance, a FBC review for the scheme has been undertaken by an independent TFGM gateway review panel and this has confirmed that it meets the strategic, value for money and deliverability objectives of the wider programme]. £2.35m reprioritised Integrated Settlement (CRSTS) funding for these works was allocated by the Combined Authority in June 2025 with an associated 15% drawdown of £0.35m to support immediate scheme progression being approved by BNC that month. The Committee is now requested to approve the FBC and the drawdown of the remaining £2m of this allocation enable the delivery of these crossing upgrade works.

2.31. The overall level of funding therefore being requested to support the School Travel Programme is £4m, comprising £2m for School Streets and £2m for Pelican to Puffin crossing upgrades.

Wigan: A580 Lane Head Improvements Phase 1

2.32. Lane Head is a small neighbourhood in the Wigan borough, close to its boundary with Warrington. The area is south of the A580 East Lancashire Road corridor, with Lowton to the immediate north. The transport system in the area is dominated by strategic roads, most notably the A580 East Lancs Road, and major signalised junctions where routes meet. The resulting conditions have a significant adverse impact for some residents who are affected by the high levels of congestion and associated poor air quality.

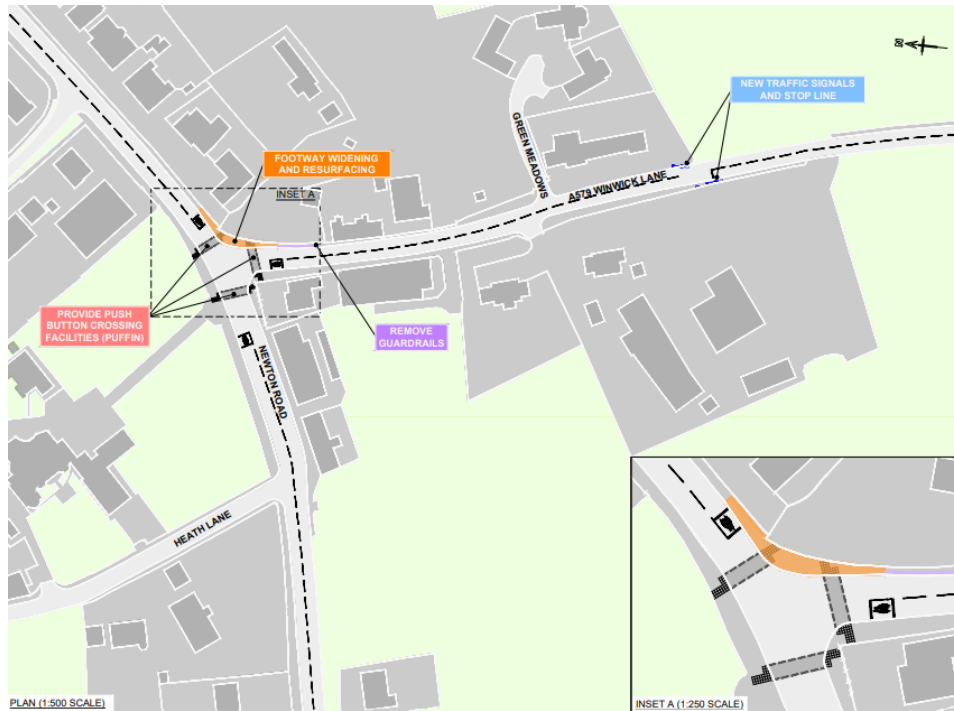
2.33. The scheme is being promoted by Wigan Council to address a legal NO₂ exceedance which has been observed on Winwick Lane; thereby meaning that the Council must seek to address this issue as a priority under the Environment Act 1995.

2.34. The Lane Head Air Quality improvements scheme consists of the following interventions:

- Indirect signals for northbound traffic only, approximately 130m south of junction 2123. The new 'pre-signal head' will hold traffic at an advanced stop line before the residential housing and be linked up to show a green signal for northbound traffic when there is a high certainty that vehicles could also clear the T-junction.
- Pedestrian Crossing Facilities provided on the three-arms of the junction of Winwick Lane and Newton Road to improve safety and accessibility for pedestrians.

2.35. 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.

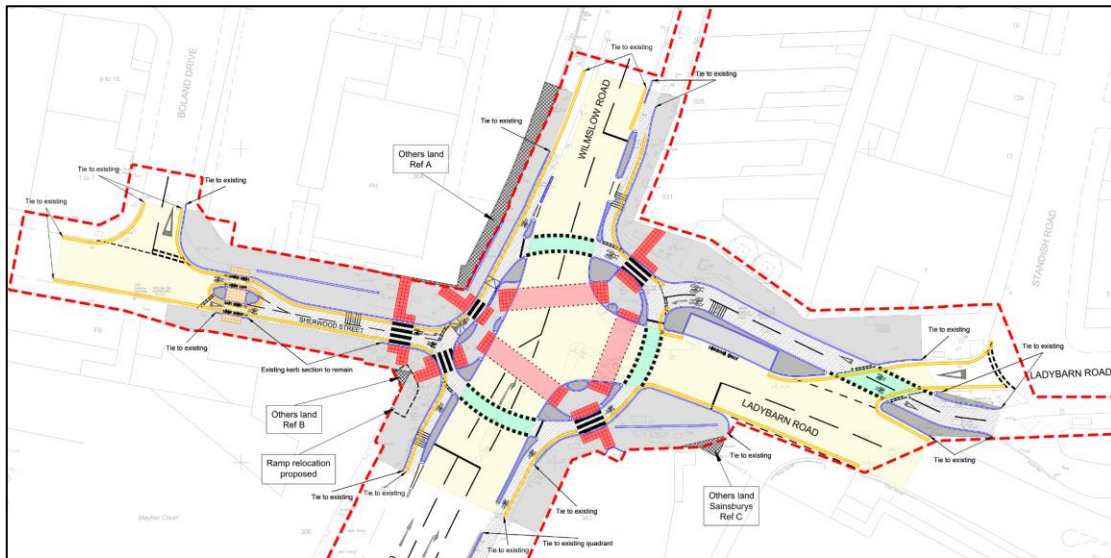
2.36. The Committee is requested to approve the FBC and a drawdown of £0.56m Integrated Settlement (CRSTS) funding to enable full delivery of the scheme.



Consultation plan of the Wigan: A580 Lane Head Improvements Phase 1 scheme

Manchester: Cycleway / Wilmslow Road Junction Improvements

- 2.37. The Wilmslow Road CYCLOPs scheme will upgrade a junction on Wilmslow Road at the intersection of a key east/west off-road cycle and walk route (The Fallowfield Loop). This will seamlessly allow cyclists using the Fallowfield Loop to access Wilmslow Rd, providing a safe route to the City Centre to the north.
- 2.38. The existing layout of this junction presents a confusing and dangerous environment for active mode users, particularly those on bike and there have been a number of cycle collisions in the past five years. The outcome of the scheme will be to overcome severance for pedestrians and cyclists and to increase active mode share on these routes.
- 2.39. The scheme will deliver a CYCLOPs junction at this location. This will provide cycle segregation on all arms of the junction allowing cyclists to safely traverse movements in all directions at this location. Existing pedestrian crossing points will also be rationalised. Construction is planned to complete in December 2026.



General Arrangement for Wilmslow Rd CYCLOPs



Example CYCLOPs delivered at Royce Rd / Chorlton Rd junction

- 2.40. The scheme cost is £2.5m and is being part funded by £1.6m of Integrated Settlement (CRSTS) funding and £0.9m Active Travel Fund 4 funding. Following a robust economic appraisal, the proposals are deemed to demonstrate 'Very High' value for money. The £1.6m Integrated Settlement (CRSTS) funding was allocated via the CRSTS reprioritisation process at the June 2025 meeting of GMCA, with an associated 15% (£0.24m) drawdown to support the initial progression of the scheme being drawn down via June BNC, leaving a remaining Integrated settlement amount of £1.36m. In addition, £0.35m Active Travel Fund 4 funding has previously been drawn down to support scheme development work also, leaving a remaining ATF4 budget of £0.55m.

- 2.41. 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.
- 2.42. The Committee is requested to approve the FBC and a drawdown of £1.91m to deliver the scheme, comprising £1.36m Integrated Settlement (CRSTS) funding and £0.55m Active Travel 4 funding.

Manchester: Levenshulme Active Neighbourhood

- 2.43. The Levenshulme Active Neighbourhood, which received funding drawdown approval from Bee Network Committee in March 2024, forms part of a larger scheme which Manchester City Council are delivering. The scheme comprises a range of measures intended to enhance and promote movement by walking, wheeling and cycling, and includes a number of modal filters, traffic calming measures, segregated cycle lane, footway enhancements and new, improved crossing points.
- 2.44. The scheme is now complete on site, with the exception of a new Sparrow Crossing - a type of signalised crossing which enables a protected cycle track to cross a road parallel to the marked pedestrian crossing space - which is being installed to address severance issues on the A6. Following a tender process by Manchester City Council to appoint a contractor for these works, an overall budget shortfall of £0.2m has been identified resulting in a request for additional funding.
- 2.45. Following a review and endorsement of this request by the Active Travel Programme Board, the Committee is requested to approve drawdown of an additional £0.2m Active Travel (Transforming Cities Fund) funding, which is affordable within overall Active Travel budgets, to enable these works to be completed.

Stockport: Bramhall Park to A6

- 2.46. The Bramhall Park to A6 scheme is a 4km cycle link from Bramhall Park to Simpson's Corner in Hazel Grove. Construction of the scheme was completed August 2022.
- 2.47. A significant portion of the scheme development and delivery was carried out during the period when the country was under restrictions relating to the Covid-19 pandemic, and when market conditions were highly changeable. This had an impact

on design interactions during development, construction works on site, and the cost of materials.

- 2.48. These issues resulted in Stockport's approved budget for the scheme being insufficient to cover the final outturn costs. Stockport have mitigated this as far as possible by utilising available funding from other projects, as approved by the Committee in May 2025, however an overall budget shortfall of £0.5m remains.
- 2.49. Following a review and endorsement of this request by the Active Travel Programme Board, the Committee is requested to approve drawdown of an additional £0.5m Active Travel (Transforming Cities Fund) funding, which is once again affordable within overall Active Travel budgets.