



Bee Network Committee

Date: Thursday 11th December 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 £0.146m of Integrated Settlement (CRSTS) funding Salford: Electric Vehicle Charging Infrastructure: and Full Business Case;
3. Note the release of £4.633m capital funds for the Metrolink Renewals and Enhancements Programme;
4. Approve the drawdown of £0.71m of Active Travel funding and associated scheme progression to Full Business Case for Wigan: A49 to Ashton Junction Improvements; and
5. Note the reallocation of £0.22m Mayor's Challenge Funding (MCF) from the Wigan: Smithy Brook Road scheme to the Wigan: A49 to Ashton Junction Improvements scheme.

Contact Officers

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BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

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):

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	Result	Justification/Mitigation
Buildings		
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: 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 £1.04bn 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 the conclusion of enhancements to the overhead line equipment at Queens Road Metrolink Depot and commencement of access upgrades at Bryn Rail Station as part of the second phase of the Access for All delivery programme. In addition, as part of the work Stockport Council is undertaking in order to develop proposals for temporary bus facilities to be constructed in Stockport Town Centre to facilitate their wider regeneration proposals, ahead of a new fully electric facility for the borough opening in 2029, a planning application for these temporary facilities is due to be submitted in the coming weeks. A fuller update on these proposals will be brought to the Committee in due course.
- 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 currently being consulted on.

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

Salford: Electric Vehicle Charging Infrastructure

- 2.1. Salford City Council's Electric Vehicle Charging Infrastructure (EVCI) pilot scheme forms part of the wider Greater Manchester Integrated Transport Pipeline and supports the Bee Network's ambition for a clean, inclusive, and sustainable transport system. The pilot proposes the installation of 100 pavement cable channels, allowing a charging cable from a home charger to be inserted, enabling residents without off-street parking to safely and affordably charge electric vehicles at home. This intervention directly supports CRSTS objectives around decarbonisation, levelling up, and inclusive economic growth, and aligns with Salford's Clean Air and Net Zero ambitions.
- 2.2. The pilot scheme, which will be managed by Salford City Council and delivered through a demand-led model supported by GIS mapping, includes:
 - Procurement of 100 pavement cable channels;
 - Installation and associated works by Council-appointed contractors;
 - Project management and integration into the highway asset;
 - Development of a GIS-enabled registration platform to support demand-led delivery; and
 - Monitoring and evaluation of scheme performance, resident feedback, and infrastructure usage.
- 2.3. 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.
- 2.4. The Committee is requested to note the current position and progress made in developing Salford City Council's Electric Vehicle Charging Infrastructure pilot scheme and approve the Full Business Case and £0.146m of Integrated Settlement (CRSTS1) funding to support delivery of the pilot scheme as set out above.

3. Metrolink Renewals and Enhancements Programme

- 3.1. Double unit trams, which are formed by connecting two single unit trams together, are currently in across the Metrolink network in order to meet patronage demands.
- 3.2. There have been instances where individuals have engaged in dangerous behaviour known as "tram surfing" - a practice where individuals stand or ride on the coupler between two connected tram units, either while stationary or in motion. This activity poses a serious safety risk, particularly as drivers may be unaware of the presence of individuals in this hazardous area.
- 3.3. To mitigate the "tram surfing" risk, as well as the risk of accidental entry into the zone between the two connected tram units, a pilot trial of a technological solution has been undertaken on Metrolink vehicles, which has demonstrated that a technology solution capable of reliably detecting the presence of individuals in the inter-unit space between double trams and alerting the tram driver of such presence was achievable.
- 3.4. The Committee is requested to note the release of £4.633m of TfGM held capital funds, which includes £0.975m Integrated Settlement (CRSTS1) funding, to facilitate delivery of the "tram surfing" safety mitigation project.
- 3.5. Delivery of the project will improve safety and have minimal adverse impact upon the customer with works predominantly planned to be delivered during non-operational hours.

4. Active Travel Funding Allocations

Wigan – A49 to Ashton Junction Improvements

- 4.1. The A49 to Ashton Junction Improvements scheme is part of Tranche 5 of Wigan's MCF Active Travel Programme, which focuses on the connections between Standish, Wigan and Ashton-in-Makerfield. Wigan's Tranche 5 network proposal gained programme entry in June 2019 and was subsequently awarded development funding in June 2020.
- 4.2. The focus of this scheme are the neighbourhoods that surround Ashton town centre, with the aim of addressing accessibility and severance barriers which impact people travelling around the communities on the fringes of the town centre.
- 4.3. The scheme will be delivered as two packages; the Ashton western route package, forming a route of around 700m between Old Road and St Oswalds Road; and the A58 Bolton Road package.
- 4.4. Key features of the Ashton western route package include a new 3.5m wide bridge over Millingford Brook, a new Puffin crossing on A58 Liverpool Road near its junction with St Oswalds Road, and improvements to existing off-road walking, wheeling and cycling routes, including the route that passes St Oswalds Catholic Primary School.
- 4.5. The A58 Bolton Road package will replace an existing Zebra crossing with a new Toucan crossing near the junction with Orchard Street as well as delivering widened footways and improvements to uncontrolled crossings.
- 4.6. The scheme has a total cost of £1.12m, of which £0.19m scheme development costs were funded from TCF and £0.71m is to be funded from the £20.7m Active Travel allocation in relation to ATF5 and the Consolidated Active Travel Fund recently confirmed by Government, with the allocation for this scheme having been approved by the GMCA in August 2025.
- 4.7. The balance of £0.22m is proposed to be funded from a reallocation of Mayor's Challenge Fund (MCF) from Smithy Brook Road, a Wigan scheme which has realised savings against its approved budget. 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 and have been

endorsed by TfGM's Active Travel Programme Board. Planning approval is required for a section of the scheme and this will need to be secured prior to works starting on site.

- 4.8. The Committee is therefore requested to approve the FBC and drawdown of £0.71m and to note the reallocation of £0.22m MCF funding to enable Wigan Council to appoint a contractor to deliver the scheme. Subject to approval of the requested drawdown by this Committee, and confirmation of planning approval as noted above, Wigan Council plan to commence works on site in January 2026, with completion of the scheme currently scheduled for Summer 2026.

Images of existing Millingford Brook Footbridge

