



Bee Network Committee

Date: Thursday 29th January 2026

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; and
2. Approve the drawdown of Integrated Settlement (CRSTS) and associated scheme progression as follows:
 - Bee Network Rail Integration: £2m; and
 - Rapid Transit Extensions Package: GM Tunneled Metro: £0.375m.

Contact Officers

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Richard Nickson Network Director, Active Travel, TfGM richard.nickson@tfgm.com

Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers																													
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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

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; integrated ticketing; and asset renewal to maintain and improve network safety and resilience.
- 1.3. Circa £1.08bn 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 contract award for the construction of Tyldesley Travel Hub, and the completion of the Middleton Depot electrification works – making it the second fully electrified depot in Greater Manchester. With regards to Local Authority Active Travel and Streets for All schemes, recent progress includes Salford Council completing the Active Travel Scheme at Chapel Street, Bury Council installing a new bridge in Radcliffe to support their Active Travel ambitions in this location and Stockport Council completing their Woodley to Bredbury Parkway and Hempshaw Lane Streets for All schemes.
- 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, both of which are currently being consulted on. The consultation was launched on 09 December and runs until 09 March 2026.

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

Bee Network Rail Integration

- 2.1. The Bee Network Rail Integration programme consists of three phases that are due to be completed in December 2026, 2027 & 2028 respectively. The three phases align to the roll out of PAYG on the eight commuter lines which are due to be integrated into the Bee Network by the end of 2028. The Phase 1 scope of works includes improvement works to 22 stations in Greater Manchester improved customer information, simpler fares, and contactless ticketing on 17 stations.
- 2.2. The Bee Network Rail Integration programme has an approved business case and requires the drawdown of allocated funding to deliver phase 1 of the programme for the December 2026 launch. A previous drawdown of £15.5m was approved at Bee Network Committee in March 2025. A further release of £2m, which falls within the overall allocation of £34m for Rail Integration and Accessibility activity approved at the January 2025 meeting of the Combined Authority, is now being sought in order to complete the phase 1 works; with a particular focus on the customer elements of the Bee Network Rail Integration programme, including rail station information on the website and app, digital information, announcements and branding at stations.
- 2.3. The Committee is therefore requested to approve the drawdown of £2m of Integrated Settlement (CRSTS) funding to deliver the customer elements of the Bee Network Rail Integration programme.

Rapid Transit Extensions Package: GM Tunnelled Metro

- 2.4. The Greater Manchester Rapid Transit Strategy, which was presented to and noted by the Committee in July 2024, includes an action to “*explore tunnelled options to enable faster, more frequent and higher-capacity rapid transit services to, from and through the Regional Centre – working with the rail industry*”.
- 2.5. Tunnelled options are likely to be needed to avoid our existing surface transport infrastructure becoming a constraint to Greater Manchester’s social and economic development – to enable good growth.
- 2.6. Three main axes were identified for further investigation, although other options may arise and be considered. These were re-stated with additional detail in the

August 2025 Bee Network Committee paper on Business Case Development for Rapid Transit Lines in GM:

- The South-West to North-East axis – aligned with the longest serving and busiest Metrolink lines (Altrincham and Bury). Even after longer, walkthrough vehicles are implemented across the Metrolink network as part of the ‘Next Generation Vehicle’ roll-out, the system’s capacity is still likely to be exceeded by mid-century. A Metrolink relief tunnel could roughly double the capacity of the network – allowing even longer vehicles and higher frequencies on the lines that use the new tunnel, and freeing up capacity on the remaining lines that continue to use the existing surface network in the city centre to run higher frequencies and new services.
- The North-West to South-East axis – aligned with the Castlefield Corridor and Salford Crescent to Piccadilly. A National Rail relief tunnel could deliver high-frequency, high-capacity services using an approach similar to the Paris RER, the Munich S-Bahn and London’s Elizabeth line and Thameslink network. In this instance, there are clearly significant interfaces with the existing National Rail network that need consideration, working closely with the rail industry.
- The North-South axis – aligned with a gap in the rapid transit system that currently has no tram or train lines, running broadly from the Northern Gateway to the Airport via a number of hospitals, universities and associated facilities. This axis, which would not directly incorporate any existing Metrolink or National Rail lines, could also be investigated for its potential as a wholly segregated underground metro.

2.7. The Committee is requested to approve a drawdown of £0.375m from the Rapid Transit Extensions Package to cover early feasibility and demand studies to inform a subsequent Strategic Outline Case for tunnelled metro in Greater Manchester.