



## Bee Network Committee

Date: Thursday 26<sup>th</sup> March 2026

Subject: Transport Infrastructure Pipeline

Report of: Chris Barnes, Interim Infrastructure Delivery Director, TfGM

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### 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) funding and associated scheme progression as follows:
  - Bus Pinch Points & Maintenance: £2.75m;
  - Sale West Altrincham Cross Street: £0.97m and Full Business Case;
  - Improving Journeys: Ashton- Stockport: £1.9m and Full Business Case;
  - Improving Journeys: Wigan – Bolton and Wigan - Leigh: £0.44m;
  - Improving Journeys: Bury – Rochdale: £0.27m
  - Improving Journeys: A62 Oldham Road & A662 Ashton New Road: £0.3m;
  - Integrated Measures (Customer): Mobile App: £1.5m and Full Business Case;
  - Integrated Measures (Customer): Active Travel Integration: £0.75m;
  - Integrated Measures: Metrolink Customer Experience Improvements at Etihad Campus: £0.85m;

- Hindley Travel Hub incl. Park & Ride: £0.2m;
  - Bury Interchange: £7.47m;
  - Metrolink Stop Improvements: £0.65m;
  - Wigan: Electric Vehicle Charging Infrastructure: £0.703m and Full Business Case;
  - Tameside: Electric Vehicle Charging Infrastructure: £0.544m and Full Business Case;
  - Manchester: Wythenshawe Active Travel Programme: £1.55m; and
  - Trafford: A56 Corridor Improvements: £0.5m and Full Business Case.
3. Note the reallocation of £5.3m underspend from the Oldham Beal Valley Broadbent Moss – Greenway Corridor scheme, and approve the drawdown of the previously approved development funding underspend of £0.54m to the following schemes, approved at the GMCA meeting held on 13 February;
- Park Road / Kings Road;
  - Accessible Oldham - Phase 2 (St Mary's Way); and
  - Broadway Canal to Link.
4. Approve the drawdown of £2.2m of Active Travel funding and associated scheme progression to Full Business Case for Bolton: Doffcocker to Bolton Town Centre Phase 1; and
5. Endorse the funding distribution for the £1.884m Electric Vehicle Pavement channels grant, to help drive uptake by supporting residents without off-street parking to charge at home and benefit from cheaper, domestic tariffs, as set out in Appendix 2.

## Contact Officers

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# Equalities Impact, Carbon and Sustainability Assessment:

Recommendation - Key points for decision-makers			Carbon Assessment		
insert text			Overall Score <span style="color: green;">■</span>		
Impacts Questionnaire			Buildings		
Impact Indicator	Result	Justification/Mitigation	Result	Justification/Mitigation	
Equality and Inclusion	G		New Build residential	N/A	
Health	G		Residential building(s) renovation/maintenance	N/A	
Resilience and Adaptation	G		New build non-residential (including public) buildings	N/A	
Housing			Transport		
Economy			Active travel and public transport	■	
Mobility and Connectivity	G		Roads, Parking and Vehicle Access	N/A	
Carbon, Nature and Environment	G		Access to amenities	■	
Consumption and Production			Vehicle procurement	N/A	
Contribution to achieving the GM Carbon Neutral 2038 target			Land Use		
			Land use	■	
Further Assessment(s): Equalities Impact Assessment and Carbon Assessment			<div style="display: flex; justify-content: space-between;"> <div style="width: 15%; background-color: green; color: white; padding: 2px;">G</div> <div style="width: 15%; background-color: orange; color: white; padding: 2px;">A</div> <div style="width: 15%; background-color: red; color: white; padding: 2px;">R</div> <div style="width: 15%; background-color: darkred; color: white; padding: 2px;">RR</div> <div style="width: 15%; background-color: grey; color: white; padding: 2px;">N/A</div> </div>		
<div style="display: flex; justify-content: space-between; font-size: 8px;"> <div style="width: 15%; color: green;">Positive impacts overall, whether long or short term.</div> <div style="width: 15%; color: orange;">Mix of positive and negative impacts. Trade-offs to consider.</div> <div style="width: 15%; color: red;">Mostly negative, with at least one positive aspect. Trade-offs to consider.</div> <div style="width: 15%; color: darkred;">Negative impacts overall.</div> </div>			<div style="display: flex; justify-content: space-between; font-size: 8px;"> <div style="width: 15%; background-color: grey; padding: 2px;">No associated carbon impacts expected.</div> <div style="width: 15%; background-color: green; padding: 2px;">High standard in terms of practice and awareness on carbon.</div> <div style="width: 15%; background-color: blue; padding: 2px;">Mostly best practice with a good level of awareness on carbon.</div> <div style="width: 15%; background-color: orange; padding: 2px;">Partially meets best practice/awareness, significant room to improve.</div> <div style="width: 15%; background-color: black; padding: 2px;">Not best practice and/or insufficient awareness of carbon impacts.</div> </div>		

## 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: 3

- Appendix 1 – Bus Pinch Points & Maintenance Delivered Interventions
- Appendix 2 – Proposed Funding Distribution Model for Electric Vehicle Pavement Channels Grant
- Appendix 3 – Electric Vehicle Pavement Channels Latest Local Authority Position

## **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
- 13 February 2026 – GMCA 2025 / 26 Quarter 3 Capital Update Report

### **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 GM. It is fundamental to delivering sustainable economic growth, increased productivity and the city region's objectives, set out in the Greater Manchester Strategy (GMS), 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 £1.081bn of the £1.27bn allocated to the transport infrastructure pipeline has been released to date and works continue to be delivered. Recent progress includes:
  - A start on site for the Royton Town Centre scheme, which forms part of the improvement works on the Royton-Oldham-Ashton Bus Infrastructure Corridor; commencement of public engagement on the A62 Oldham Road scheme as part of the City Centre Radials Programme;
  - The commencement of phase 2 of EV depot electrification works in Hyde Road and Oldham bus depots, planning for delivery of 78 new ZE buses that will enter operations between April and June 2026 as part of the Bolton Large Franchise;
  - Advancing proposals for c.200 further zero-emission buses (Oldham and Hyde Road large franchises), enabling Stagecoach and Metrolink to progress towards vehicle orders for operation by the end of 2026;
  - The successful completion of server renewal for the Metrolink network;
  - Site work has also now commenced at Hindley Rail Station as part of the Tranche 2 Access for All Programme; and

- Construction works continue on Streets for All schemes in Farnworth (Bolton), Spring Lane (Bury), Lane Head (Wigan), various locations in Stockport, and Salford Rise (Salford).

1.4. Building on these achievements, this report sets out a series of funding drawdown and reallocation requests which highlight the continued positive progress that is being made across the pipeline. These requests, which total in the region of £30m, extend across the Greater Manchester Bus Infrastructure, Integrated Measures, Transport Interchanges, Travel Hubs, Metrolink Stop Improvements, Electric Vehicle Charging Infrastructure, Active Travel and Streets for All programmes. In progressing these improvements across the conurbation, the transport infrastructure pipeline will be making a positive contribution to the Greater Manchester Strategy (GMS) pledges of:

- Developing the Bee Network as a transport system for a global city region;
- Building strong communities where people feel safe on their streets; and
- Creating a greener future for everyone.

1.5. 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 GM'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 GM's new Local Transport Plan 2050, which was consulted on between 09 December 2025 and 09 March 2026.

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

### ***Bus Pinch Points & Maintenance***

2.1. The Bus Pinch Points and Maintenance (BPP&M) programme is a rolling programme of minor interventions to address operational issues on GM's bus network, including "pinch points", bus stop enhancements, bus priority signing and lining renewals, and supporting technology systems. It targets relatively low cost, localised sites across GM 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. 143 interventions are being developed and delivered across GM, of which 46 have been completed and 26 are currently on site. The remaining 71 schemes are in development. Interventions completed to date are summarised in Appendix 1.



*Bury, Tottington Bus turning circle accessibility enhancement. Works Completed.*



*Manchester, Fairfield Street bus lane extension (bottom left), Bolton, Bus Stop Accessibility Enhancements (bottom right). Works completed on both schemes.*

- 2.3. To date, £27.59m has been drawn down to support development and delivery of the programme. **A further £2.75m is now sought to help drive forward the final phase of planned interventions in various locations across GM** including:

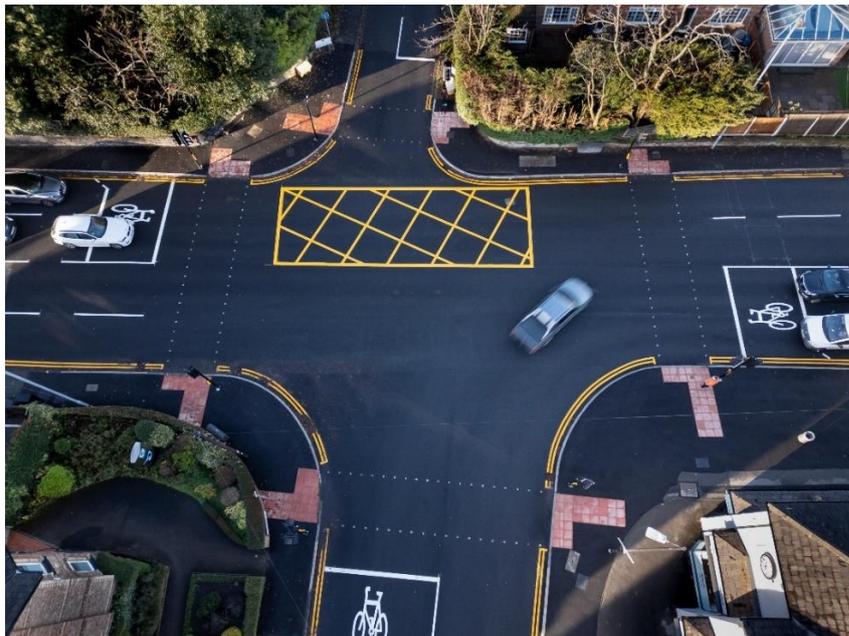
- Delivery of approx. 470 bus stop accessibility enhancements, enhancements to existing bus turning circles and bus stop hardware renewals;
- Installation of bus lane enforcement cameras in Salford; and
- Development and delivery of reactive schemes in response to operational issues that have been identified on the network, including bus stop hardware renewals,

real-time passenger information displays and enforcement signage and traffic restrictions to improve bus movements.

- 2.4. 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, which to date has played a key role in ensuring the efficient delivery of interventions.

### ***Sale West Altrincham Cross Street***

- 2.5. The Sale West to Altrincham Network Improvements (SWANI) scheme comprises measures to enhance connectivity by bus and other sustainable modes between existing and new communities in Altrincham, Carrington, Sale, and Sale West. The scheme contributes to the delivery of GM's overall ambition for bus travel as set out in GM's Bus Service Improvement Plan and in the GM Bus Strategy and will also support delivery of the New Carrington Places for Everyone allocation.
- 2.6. The project was approved by BNC in October 2023. Subsequently, a series of phased improvements have been delivered including a new parallel zebra crossing, traffic signal and bus stop improvements, installation of Automatic Traffic Counters (ATCs) and CCTV cameras, and upgrades of two junctions on the A56, Barrington Road and Sinderland Road.





*A56 Barrington Road and Sinderland Road junctions, Trafford. Works completed in September 2025. at both locations*

- 2.7. Several other proposals to improve bus journey time and reliability and to support journeys by active travel were identified in the SOBC. The next of these to be brought forward for approval and delivery is a scheme to upgrade the A56 Cross Street junction with Atkinson Road / Ashfield Road. This proposal will replace the current traffic signal equipment, and upgrade the operating systems to the latest version of SCOOT, improving operational and energy efficiency for the benefit of all road users. An additional controlled pedestrian crossing will also be provided on one arm of the junction to reduce highway severance and enable safer access for sustainable journeys. Extensive footway and carriageway resurfacing improvements are also planned.
- 2.8. In line with the local assurance framework, following a review of the Full Business Case (FBC) undertaken by an independent TfGM officer review panel, the A56 Cross Street scheme has been deemed to have demonstrated the appropriate strategic case, value for money and deliverability. **The Committee is requested to approve the FBC and a drawdown of £0.97m to deliver these works.** Subject to obtaining this approval, it is anticipated that works to deliver the upgrades will commence during Easter 2026 and complete by summer 2026.

### ***Improving Journeys: Ashton- Stockport***

- 2.9. The Ashton to Stockport scheme corridor is a 16.5 km linear orbital route following the existing 330 bus service. It connects Ashton to Stockport, via the A560 through Bredbury / Woodley in the borough of Stockport, and the A627 through Dukinfield in

the borough of Tameside. The Ashton-Stockport SOBC was approved by BNC in September 2023. Subsequently, a series of early interventions have been progressed including traffic signal upgrades, installation of Automatic Traffic Counters and CCTV cameras.

- 2.10. Several other proposals to improve bus journey time and reliability and to support door-to-door journeys by sustainable and active travel modes were identified in the SOBC. The next of these to be brought forward for approval and delivery is a package of three highway improvements schemes along the Stockport section of the corridor.
- 2.11. The works include a new puffin crossing and footway improvements at Great Portwood Street / Marsland Street; an upgrade of the existing pedestrian crossing; and associated bus stop relocations and enhancements and other nearby pedestrian accessibility improvements at Carrington Road / Werneth Street (including new uncontrolled pedestrian crossings and a raised table on Werneth Street); and reconfiguration of the junction at Stockport Road East / George Lane / Redhouse Lane, with a new 20 mph speed limit, segregated cycle route, five new toucan crossings (three upgrades and two new), plus associated shared walking, wheeling and cycle paths.
- 2.12. Following the local assurance framework, a review of the FBC for the three highway improvements outlined above has been undertaken by an independent TfGM-led review panel. The scheme has been deemed to have demonstrated the appropriate strategic case, value for money and deliverability. **The Committee is requested to approve the FBC and a drawdown of £1.9m to deliver these works.** Subject to obtaining this approval, it is anticipated that works to deliver the upgrades will commence in spring 2026 and complete by the end of 2026.

***Improving Journeys: Wigan – Bolton and Wigan – Leigh***

- 2.13. The Wigan – Bolton and Wigan – Leigh corridors sit within the Integrated Settlement (CRSTS) Bus Infrastructure Programme. The Wigan - Bolton corridor follows the route of the 607 bus service, linking Wigan and Bolton via West Houghton, and received SOBC approval in April 2023. The Wigan – Leigh corridor links the two locations via Hindley, following the route of the 608 bus service, and received SOBC approval in January 2023. Subsequent to SOBC approval, a series of phased improvements have been delivered across to the two corridors including pedestrian crossing upgrades, traffic signal upgrades including signal priority for late

running buses, installation of ATCs and CCTV cameras, and a junction improvement scheme in Hindley town centre.

- 2.14. There are four main schemes that are now in an advanced stage of development. In Bolton, a red route is proposed on Deane Road to improve bus journey times and reliability and address road safety concerns arising from inconsiderate or dangerous parking, plus an upgrade of the A676 Wigan Road / Beaumont Road junction. In Ince, in Wigan, a bus stop layby reconfiguration is planned to support bus journey time reliability, and a junction upgrade is proposed at A577 Darlington Street / Sovereign Road. These schemes are all planned to come forward for funding approval during 2026.
- 2.15. As part of the Wigan-Leigh SOBC, the A578 Wigan Road junctions with Nel Pan Lane and Smith Lane in Leigh were identified as in need of improvements for bus users, both in terms of bus stop access and journey times. Proposals for these locations are currently being finalised, with delivery (subject to approval) due to commence later in 2026.
- 2.16. Alongside final scheme development, it is also expected that some utility infrastructure diversions and orders for traffic signal equipment will need to be placed in advance of the main works. To support these activities, **the Committee is requested to approve the drawdown of a total of £0.44m**. A further update and drawdown including approval of the FBC for the two Wigan-Leigh junctions and the Beaumont Road, Bolton junction will be brought to the Committee in Summer 2026.

#### ***Improving Journeys: Bury - Rochdale***

- 2.17. The route follows the 471 bus service along the A58, connecting Rochdale and Bury via Heywood. The SOBC for 'Bury – Rochdale' was approved in April 2023 and subsequently a series of early interventions have been delivered including traffic signal priority for late running buses and CCTV and ATC installations.
- 2.18. Full approvals are planned to be sought later this year for a package of interventions in Heywood town centre and a series of measures along the Bury section of the 471 bus route, including bus stop, pedestrian crossing, and junction improvements. Following extensive stakeholder engagement and several rounds of detailed traffic modelling to generate deliverable and impactful schemes, many of these are now in an advanced stage of development.

- 2.19. **The Committee is requested to approve the drawdown of £0.27m to conclude the work required to progress the Bury - Rochdale schemes through to delivery.** A further update and drawdown including approval of the FBC for the Heywood scheme will be brought to the Committee in summer 2026.

***Improving Journeys: A62 Oldham Road & A662 Ashton New Road***

- 2.20. To date, £1.3m of CRSTS funding has been released for Ashton New Road. This investment has supported extensive design optioneering to identify a preferred design, alongside strategic highway modelling, appraisal analysis and engagement with key stakeholder groups to help shape the emerging proposals. For Oldham Road, £1.4m of CRSTS funding has been released, enabling the same programme of activity, with the scheme now further progressed to a stage that supports the planned launch of public engagement in March 2026.
- 2.21. To support the next phase of the programme, funding is being requested to bring forward site investigatory activities on A62 Oldham Road and to refine the preferred design solution for A662 Ashton New Road. Bringing forward these works will allow detailed design works to progress earlier; enable engineers to understand existing ground conditions and more accurately locate utilities, thereby minimising design and construction risks; and provide opportunities for the efficient procurement and delivery of these site investigatory works, minimising disruption to the highway network.
- 2.22. **The Committee is requested to approve a drawdown of £0.3m to progress these works.**

***Integrated Measures (Customer): Mobile App***

- 2.23. **The Committee is requested to approve the Bee Network App Roadmap Full Business Case and a drawdown of £1.5m funding to enable delivery of the next set of priority enhancements and new features for the Bee Network app.** These enhancements will strengthen customer experience, accessibility and reliability across the network, with a particular focus on safety, improved access to services and information, and maintaining regulatory compliance and security.

***Integrated Measures (Customer) Active Travel Integration***

- 2.24. **The Committee is requested to approve a drawdown of £0.75m of CRSTS funding, to enable delivery of Phase 1** which will focus on progressing the integration of active travel service offerings into the Bee Network mobile app.

Following completion of Phase 1, further proposals including the integration of the cycle hire system into the Bee Network app alongside an enhanced cycle hire and cycle hub proposition, in line with the Bee Network Active Travel vision, will be brought back to the Committee.

### ***Integrated Measures Metrolink Customer Experience Improvements at Etihad Campus***

- 2.25. An overall budget of £0.9m was previously approved, of which, £0.15m has been drawdown already. **The Committee is requested to approve the remaining £0.85m.**
- 2.26. This will enable delivery of the agreed scope of works, including the installation of passenger information displays at seven strategic locations; enhanced wayfinding; improved crowd management through upgraded corralling and canopies; and more accessible, multi-lingual, ticket vending machines. These improvements will enhance customer experience, accessibility and safety, support patronage growth and crowd management; strengthen readiness for the 2028 UEFA European Football Championships (where the Etihad Stadium will be one of the venues); and future events, including at the Etihad stadium and Co-op Live; and contribute to increased revenue.

### ***Hindley Travel Hub including Park & Ride (P&R)***

- 2.27. Hindley rail station has an existing 52 space (50 standard, 2 blue badge) P&R facility located off Ladies Lane that is regularly full, with evidence from Wigan Council of longstanding issues of on-street parking related to use of the station. In addition, the railway station is poorly connected to the Hindley Town Centre creating a barrier for residents wanting to access rail services.
- 2.28. The Travel Hub scheme at Hindley aims to provide improved active travel, bus stop and drop-off facilities, and additional and improved parking facilities – all aimed at increasing patronage and supporting access to the wider Bee Network. The intended scope of the scheme is outlined below:
- Approximately 90 parking bays (increased from the existing 52), including increased blue badge provision, electric vehicle charging points, pick-up and drop-off bays, and a space for pop-up retail.
  - The station is situated out of the town up a steep hill, with no bus service (only a passing school service). Facilities are proposed as part of the scheme

to provide the potential opportunity for a bus route to serve Hindley Station , subject to wider Network Review of bus services.

- 2.29. £0.87m of the allocation has been approved to date to develop the scheme – including preparation for the planning application and securing Network Rail engineering approvals. **Approval is now requested to drawdown a further £0.2m of funding** to facilitate completion of detailed design and any necessary enabling works packages, ahead of seeking funding for main construction works later in 2026.
- 2.30. TfGM is already delivering an Access for All (AfA) scheme at this site and has a design & build contractor in place. An opportunity has been identified to link the Travel Hub / P&R scheme implementation to these existing arrangements, in order to maximise efficiencies whilst minimising disruption for local residents.

### ***Bury Interchange***

- 2.31. The report to Bee Network Committee in November 2024 identified the opportunity to pursue ‘transit-oriented development’ as part of the redevelopment of Bury Interchange, by potentially integrating the transport element of the redevelopment with a residential element.
- 2.32. Subsequent feasibility activity has progressed and a design concept established for the Residential Development to be delivered alongside the redevelopment of the Interchange (together ‘Phase 2’ of the Project, with Phase 1 related to the Metrolink Stop and access improvement works).
- 2.33. To facilitate the further progression of design development through detailed design and approval of Full Business Case for Phase 2 that is planned for Summer 2027, plus some advance ancillary costs associated with Phase 1, **Bee Network Committee is requested to approve a further drawdown of £7.47m to cover the planned activities.**

### ***Metrolink Stop Improvements***

- 2.34. The Metrolink Stop Improvements Programme (MStIP) seeks to improve the infrastructure at existing Metrolink stops, by addressing issues that impact our customers’ experience and perceptions of Metrolink. This includes key areas such as accessibility, safety and security – where investment will improve our existing customers’ journeys and attract new customers to grow patronage.

- 2.35. Alongside development of overall proposals for MStIP, activity to date has focused on progressing the Heaton Park Phase 1 Stop Improvements proposal – to deliver new, bright and modern shelters to transform the passenger waiting environment.
- 2.36. Subject to funding and further design and development work, Heaton Park Phase 2 will deliver improved accessibility features such as a larger lift on the inbound platform, new stairs to both platforms that are more direct and have greater visibility, and a new track crossing (to provide an alternative means of step-free access). Also under consideration is the introduction of new paving, planting, wayfinding and other features at the stop entrance to improve the customer experience at this important gateway to Heaton Park.
- 2.37. The next step for Heaton Park Phase 1 Stop Improvements involves procuring a contractor to commence the detailed design work via the first stage of a two-stage design and build contract for the new, bright and modern shelters.
- 2.38. **Bee Network Committee is requested to approve a drawdown of £0.65m to cover planned activities for Heaton Park Phase 1 Stop Improvements as described above alongside further development of the overall Metrolink Stop Improvements Programme.**

***Wigan: Electric Vehicle Charging Infrastructure***

- 2.39. Proposals have been formulated to provide a combination of car park and cross-pavement charging points within the borough of Wigan as follows:
- *Car park proposals:* Installing 100 active charging sockets and supporting infrastructure across 40 council-owned car park locations. A mix of standard and fast chargers will be provided, with the charge point operator given the option to provide rapid or ultra-rapid charge sockets at identified locations. A competitive process to select a preferred supplier will begin shortly, with the intention for a contract to be in place by December 2026 ready for delivery to start by mid-2027.
  - *Cross-pavement charging points:* Approximately 150 cross-pavement charging points will be installed in locations to be selected based on resident demand. These charging points will likely be delivered by a mix of suppliers to allow residents the opportunity to select the best choice for them.
- 2.40. The project will add to the 153 publicly available charging points currently available within the borough. Wigan is also running a trial with Trojan Energy which will

provide up to 50 households with a 'flat and flush' charging point at their home. The project will also supplement the charging infrastructure proposed to be delivered as through the Local Electric Vehicles Infrastructure (LEVI) and cross-pavement channels projects.

2.41. The proposals demonstrate deliverability, value for money and are supported by a strong strategic business case. The funding will unlock a significant amount of investment and will provide the Council with a modest financial income. Value for money will be further assessed during the procurement process.

2.42. **The Committee is requested to approve the full business case and to release £0.703m of Integrated Settlement (CRSTS) funding to support the delivery of EVCI.**

***Tameside: Electric Vehicle Charging Infrastructure***

2.43. Tameside MBC is seeking approval to drawdown £0.544m of to support the delivery of EVCI within the borough.

2.44. The project is focused on collaborating with strategic partners across the borough. Providing EV charging at a large social housing provider will address a key barrier to EV adoption for many residents. At the sites, the focus will be on pedestal type EV charging in shared parking locations and the creation of 'EV Zones'. This will not compromise existing parking arrangements, but will enable convenient charging access by dedicating a small portion of overall parking to EVs. Chargers will be installed across 6 locations with 2-3 dual socket chargers in each location (4-6 bays).

2.45. The project will also allow for EV installation at a small number of local leisure sites.

2.46. By March 2027, the scheme aims to deliver:

- Social housing locations: Deliver between 4-6 22kW dual socket chargers at 6 sites
- Leisure sites: Deliver a blend of AC and DC chargers across 5 sites.

2.47. The Council will collaborate with the commercial sector to install and monitor a small number of units at suitable locations. This pilot will assess uptake, usage, and operational performance, with findings informing future infrastructure planning and potential wider rollout. The number of installations will depend on commercial interest, site suitability, and resident demand.

2.48. The proposals are deemed to demonstrate deliverability, value for money and a strong strategic business case.

2.49. **The Committee, subject to Tameside Cabinet approvals, is requested to approve the Full Business Case and the drawdown of £0.544m** to enable the activities outlined above to be undertaken

***Manchester: Wythenshawe Active Travel Programme***

2.50. The Wythenshawe Active Travel Programme comprises a number of targeted packages of relatively low-cost, on-highway improvements including new and upgraded crossings, widened footways and cycleways, enhanced traffic free routes and an expanded 20mph network. These works are planned to address severance, safety issues and poor active travel connectivity across the district.

2.51. The scheme supports wider regeneration with the intention to deliver in phased packages. The scheme demonstrates the appropriate strategic case, value for money and deliverability.

2.52. In summer 2025, GMCA released 15% development funding direct to the Council. **The Bee Network Committee is requested to approve an additional drawdown of £1.55m** to facilitate the progression of design development through detailed design and approval of Full Business Cases that are planned for early 2027.

***Trafford: A56 Corridor Improvements***

2.53. The scheme forms part of the Council's programme of transport and highway improvements and focuses on the A56 corridor to support delivery of the Bee Network and strengthen connectivity across Growth Areas such as Stretford, Sale Central, Sale West, Sale Moor and Brooklands, part of GM's Key Route Network.

2.54. The scheme aligns with several previously approved programmes, including the Sale West to Altrincham Network Improvements (SWANI), Bus Pinch Points & Maintenance, and Strategic Maintenance.

2.55. The works focus on three areas:

- **Highway improvements:** Targeted carriageway resurfacing at priority locations and renewed road markings along sections of the A56, including the M60 Junction 7 interchange, to enhance road safety, improve ride quality and support more reliable journey times for general traffic and bus services operating along the corridor.

- **Bus stop upgrades:** Upgrades at 12 existing stops on Marsland Road, including improvements to raised kerbs, upgraded footway surfaces and refreshed markings to improve safety and accessible boarding for passengers.
- **Pedestrian improvements:** Installation of dropped kerbs and tactile paving at 23 crossing points between Carrington Lane and A56 Washway Road, improving safety and accessibility for pedestrians, particularly for those with mobility or visual impairments.

2.56. In summer 2025, GMCA released 15% development funding direct to the Council.

**The Bee Network Committee is requested to approve the Full Business Case, subject to internal approvals and the remaining £0.5m to deliver the scheme before March 2027.**

#### ***Stockport Temporary Bus Depot***

2.57. As members are aware TfGM is in the process of developing a new fully EV electric bus depot for the operation of the Stockport bus franchise and services, with the intent that it is ready for operation in 2029.

2.58. In the development of the first phase of the Stockport 8 Masterplan, Stockport Council require the existing Daw Bank bus depot parking shed to be vacated and demolished to allow development of the site.

2.59. TfGM are supportive of the development and have been working with Stockport Council to ensure in that in the vacating of the existing depot facility TfGM maintain continuity of bus services in Stockport in an effective manner. This requires that the Council provide alternative temporary depot facilities in proximity to the existing to depot engineering building also on Daw Bank.

2.60. Through working with the Council, it has been identified that the optimal solution is to develop the SMBC sites at the former Heaton Lane Car Park and former Lundy site off Kingston Street, into bus depot facilities, whilst simultaneously retaining the use of the engineering block at the current Daw Bank site. TfGM and the bus operator have supported the Council's design team in refining the specification and requirements for the scheme in order to ensure it meets operational requirements.

2.61. Subject to land release, approval of the recently submitted planning application in December 2025 and the Council entering contractual commitments for the works in

early spring 2026, they are anticipated to start on site in summer 2026 and complete in first quarter 2027, ready for handover to TfGM and the bus operator.

- 2.62. The scheme includes for all work to the two new sites (15,731m<sup>2</sup>) with parking capacity for 148 buses in line with the current operational fleet, staff accommodation for bus drivers, managers and engineering staff (c.300 total). The above sites require the incorporation of cleaning and engineering facilities, including 3 bus washes and refuelling facilities. The existing engineering block at Daw Bank also requires the incorporation of some additional maintenance and testing equipment. In addition to the above works the forecast budget also includes for costs that will be incurred by TfGM and Stagecoach (as the incumbent operator) and allowances for risk and contingency.
- 2.63. In order to continue to progress the scheme and enter into a contract to deliver the bus depot facilities at the above sites, the Bee Network Committee is requested to approve a funding drawdown by Stockport Council (SMBC) to support the wider depot electrification programme. As a live procurement is now underway to deliver the temporary depot, details of the drawdown are contained within a Part B report on this agenda.
- 2.64. Subject to approval of funding by the Committee, SMBC will enter into a delivery funding agreement with GMCA to deliver the works, which will set out the precise details for how and when funding will be released to the Council.
- 2.65. The Council will also enter into separate lease arrangements with TfGM who will, in turn, enter into appropriate sub-lease arrangements with Stagecoach, in order to support the operation of the relevant Bus Franchise from these sites ahead of the move to a new permanent depot in 2029.

### 3. Oldham Funding Proposals

3.1. Following withdrawal of the Oldham Beal Valley Broadbent Moss – Greenway Corridor scheme from the Streets for All programme, the council developed a proposal to reallocate the remaining £5.3m CRSTS allocation (including development funding). The reallocation was approved at the GMCA meeting on 13 February. Funding will be reallocated to the following regeneration and Active Travel schemes:

- The Broadway Canal to Link scheme was originally part of the Mayors Challenge Funding (MCF) Active Travel programme. Proposals include upgrading existing off-road routes to connect routes between Chadderton and Middleton, a new residential development and a school in the area.
- The Park Road / Kings Road scheme will improve walking and cycling in the area by upgrading active travel routes and introduce controlled crossing facilities.
- Accessible Oldham - Phase 2 (St Mary's Way) scheme is being delivered and additional funding is required to develop additional scope. The scheme will reallocate road space along St Mary's Way to widen pedestrian paths and introduce crossing points, improve bus stop facilities and access to Oldham's bus station and support the delivery of 2000 new homes in the area.

3.2. **The Committee is asked to note the reallocation of £5.3m CRSTS funding from Oldham Beal Valley Broadbent Moss – Greenway Corridor scheme and approve the drawdown of the previously approved development funding underspend of £0.54m to continue development of the schemes.**

### 4. Active Travel Funding Allocations

#### **Bolton - Doffcocker to Bolton Town Centre Phase 1**

4.1. The Doffcocker to Bolton Town Centre scheme is part of Bolton's MCF Active Travel Programme and focuses on improving active travel provision between the predominantly residential areas of Doffcocker and Heaton, and Bolton town centre. The scheme will also provide improved connectivity to the wider active travel network.

4.2. The Phase 1 scheme will provide a route between Mornington Road in the Heaton district and Queen's Park, connecting to traffic-free routes to the town centre

through the park. Heaton will also be connected to Chorley New Road via 'quiet street' routes on B6226 St Georges Road and Chorley Street. The scheme will also deliver pedestrian and public realm improvements along the route and two crossings on the A673 will be upgraded to enable safer journeys for those cycling.

- 4.3. The scheme has a total cost of £2.3m, of which £0.1m scheme development costs were funded from Transforming Cities Fund (TCF) and £1.4m is proposed 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.
- 4.4. The balance of £0.8m is proposed to be funded from TCF, where a total of £4.4m remains unallocated and available for funding, as per the Active Travel Commissioner's Active Travel Annual Report paper to Bee Network Committee in January 2026.
- 4.5. 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.
- 4.6. **The Committee is therefore requested to approve the FBC and drawdown of £2.2m** to enable Bolton Council to appoint a contractor to deliver the scheme. Subject to approval of the requested drawdown by this Committee, Bolton Council plan to commence works on site in May 2026, with completion of the scheme currently scheduled for early 2027.
- 4.7. Approval of the FBC for this scheme would mark full delivery commitment of the Mayor's Cycling & Walking Challenge Fund, which originated in 2018.
- 4.8. Future phases of the Doffcocker to Bolton Town Centre scheme are in active development, and Phase 2, which will extend the route to Doffcocker, was awarded funding through the CRSTS Reprioritisation exercise in 2025.

## 5. Electric Vehicle (EV) Pavement Channels Grant

- 5.1. GM received £1.839m in grant funding for EV pavement channels to accelerate EV adoption and expand charging infrastructure. On 29 December, GMCA was also awarded an additional £0.048m.
- 5.2. EV pavement channels drive uptake by supporting residents without off-street parking to charge at home and benefit from cheaper, domestic tariffs.



- 5.3. GMCA approved adding the grant funding into the capital programme at the 13 February meeting. A distribution model has been discussed and agreed with LA officers, focusing on areas with limited off-street parking and allowing residents of terraces etc to take advantage of home charging tariffs. The Committee is asked to endorse the individual LA allocations as set out in Appendix 2.
- 5.4. The fund covers all capital costs, up to an average of £1,200 per channel. More information and the latest LA position on EV pavement channels is set out in Appendix 3. Appropriate mitigation will be taken to avoid accessibility issues and trip hazards.

## Appendix 1 - Bus Pinch Points & Maintenance: Delivered Interventions

Intervention Type	Location	Outputs Delivered/Unit
New/Extended Bus Lane	Manchester	45 metres
Red Route TRO Restrictions	Trafford	25km
No waiting at any time TRO Restrictions	Bury, Manchester, Stockport, Tameside	130 metres
Junction Improvement (junction layout, keep clear)	Manchester, Bolton	2 junctions
Highway improvement (build outs, kerb line alterations)	Manchester, Salford, Stockport	4 locations
SCOOT/MOVA Junction upgrades	Bolton, Wigan	2 junctions
Traffic Signal Priority for Buses	Bolton, Bury, Manchester, Salford, Trafford, Wigan	97 junctions
New/Improved Pedestrian Crossings	Salford, Stockport, Bolton	6 crossings
CCTV Installation	Bury, Manchester, Oldham, Rochdale, Salford, Wigan	31 junctions
Automatic Traffic Counter Installation	Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Wigan	18 junctions
Bus Lane Enforcement Cameras	Salford	3 Bus Lanes
Bus Stop Accessibility upgrades	Bolton, Oldham, Salford, Stockport, Wigan	84 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

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## Appendix 2 – Proposed Funding Distribution Model for EV Pavement Channels Grant

- As set out in section 5, £1.839m has been allocated to GM from the EV pavement channels grant via the Integrated Settlement. Subsequently, an additional £0.048m was made available to GM.
- The proposal is for the funding to be distributed to the 10 GM LAs on the following basis:
  - Population (2023 NOMIS) (33% of weighting)
  - The number of ground floor properties without off-street parking (33% of weighting) this estimate, excludes flats and apartments, effectively counting only the properties that could potentially benefit from the fund<sup>1</sup>.
  - The proportion of GM council tax band properties that are Band A/B (33% of weighting). An economic indicator, as lower income households may need support in the EV transition.

Table 1: Proposed allocation of Cross EV Pavement Channels Grant to LA's

	Population Splits % (Nomis 2023)		Estimated number of ground floor properties with no driveway (TfN/OS)		% of GM Council Tax Band A & B properties (September 2024)		<b>Total Allocation</b>
<b>Bolton</b>	10.0	£62,793	64,993	£69,336	11	£69,072	£201,200
<b>Bury</b>	6.8	£42,699	39,295	£41,921	6	£37,676	£122,295
<b>Manchester</b>	19.4	£121,818	118,696	£126,627	22	£138,144	£386,588
<b>Oldham</b>	8.4	£52,746	54,925	£58,595	8	£50,234	£161,575
<b>Rochdale</b>	7.9	£49,606	49,753	£53,077	8	£50,234	£152,918
<b>Salford</b>	9.3	£58,397	60,525	£64,569	11	£69,072	£192,038
<b>Stockport</b>	10.3	£64,676	49,023	£52,299	7	£43,955	£160,930
<b>Tameside</b>	8.0	£50,234	52,316	£55,812	9	£56,513	£162,559
<b>Trafford</b>	8.4	£52,746	39,664	£42,314	6	£37,676	£132,736
<b>Wigan</b>	11.5	£72,212	59,409	£63,378	12	£75,351	£210,941

<sup>1</sup> The number of ground floor properties uses data from TfN and Ordnance Survey, with detailed sources include aerial photography, building footprints, addresses and residential classifications

## Appendix 3 – EV Pavement Channels Latest Local Authority Position

- Cross-pavement solutions generally involve installing a cable channel in the pavement for residences without off-street parking. This infrastructure allows EV owners to charge vehicles at home without placing a cable across the pavement. Cross-pavement solutions:
  - Enable the transfer of EV charging cables across or through pavements, providing access to domestic energy tariffs for residents without off-street parking in some cases,
  - Reduce risks associated with trailing cables and provide a method for charging EVs where off-street parking is not available,
  - Allow drivers to use domestic flexible smart tariffs, which can lower charging costs, supporting the electricity grid, and increasing the use of renewable energy.
- A report to the Committee in September 2024<sup>2</sup> noted that Officers were working together to assess options and agree an approach. In December 2024, the DfT released guidance on "Cross-Pavement Solutions for Charging Electric Vehicles." This guidance helps LAs in England to create policies for the safe and effective implementation of cross-pavement solutions, offering additional charging options to residents.
- The guidance details factors for LAs to consider when approving and managing cross-pavement EV charging installations. It outlines two possible ownership models LAs can choose:
  - Model 1 - LA Owned: The LA owns, installs, and maintains the cross-pavement solution. Residents pay either a one-time fee or a recurring subscription for its use.
  - Model 2 - Supplier Owned: The supplier retains ownership of the solution, handles maintenance, and manages installation once necessary LA permissions received.

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<sup>2</sup> 26 September 2024 BNC - Electromobility: Zero Emission Travel

- According to the guidance, the decision to permit the installation of cross-pavement solutions on public highways lies with each relevant LA. In GM, this responsibility sits with the individual GM LAs, as they are the designated highway authorities.
- Before installation, each LA must confirm arrangements concerning initial installation and ongoing equipment maintenance with the resident and/or the solution provider.
- LAs may choose to pre-approve specific suppliers or allow residents to select their own. Suppliers can usually adapt their delivery models to suit requirements, different approaches may be needed based on local circumstances.
- LAs have summarised their positions on the use of cross pavement solutions as follows:

<b>Authority</b>	<b>Cross Pavement Update</b>
Bolton	Bolton Council has been working with Charge Point Operators to pilot commercial channel solutions, sharing performance and installation data (Model 2 - supplier owned).
Bury	Before making any policy decisions, Bury Council wishes to understand the feedback on the Manchester/Bolton trials.
Manchester	Manchester City Council (MCC) initiated a small-scale pilot in January 2025, using CRSTS funds to install EV charging cable channels (Model 1 - local authority owned). Open to all Manchester residents without off-street parking, the cost is grant-funded for those meeting specific criteria. Residents can apply via the Council website, providing proof of an EV and a home charger. MCC installs and owns the channels. Residents can apply even if they don't qualify for the grant, but they will need to cover the costs of installation and maintenance themselves. Residents must sign a Resident Agreement and are responsible for general upkeep.

<b>Authority</b>	<b>Cross Pavement Update</b>
Oldham	<p>Oldham Council will introduce a trial in areas where it is appropriate to do so. However, there are concerns around highway widths allowing parking on both sides of the road and ‘daisy-chaining’ of charging cables in areas of high parking demand. Given that Oldham has a high number of terraced properties demand for cross pavement channels is expected to be high, however it is anticipated that application will be limited given the high number of narrow streets with high parking demand.</p>
Rochdale	<p>Rochdale Council is currently developing a policy for a pilot scheme to install EV charging cable channels (Model 1- local authority owned). To support development of the policy, a trial is being carried out at the same time at a select number of sites. A Cross-Pavement Channel Policy which outlines the Council’s policy on cross-pavement channels was signed off by Cabinet on 5 February.</p>
Salford	<p>In June 2024 Salford City Council issued guidance for households needing to charge electric vehicles parked on-street at home, specifically where trailing cables are used, providing an option for residents ahead of guidance from DfT. Since the issue of DfT guidance on cross pavement channel solutions in December 2024 the City Council has been researching potential options for cross pavement solutions locally. Officers are currently developing proposals for a pilot of up to 100 properties using CRSTS funding.</p>
Stockport	<p>Stockport Council does not currently allow cross-pavement installations or laying cables across public highways. However, the council is in the process of putting in place an interim policy for using cable mats in certain residential locations with relevant guidance and in reaction to the funding for cable gullies released by national government is investigating the possibility of a trial of this solution (now live). Officers are continuing to monitor the market for feasible solutions.</p>

<b>Authority</b>	<b>Cross Pavement Update</b>
Tameside	Tameside council have established an internal working group in order to pursue a trial for cross pavement channels. They intend to utilise the upcoming funding for pavement channels to strengthen their charging provision for those without off-street parking, which supports key objectives of our Draft EVI Strategy. Through discussions with other LAs and the Energy Savings Trust, they are looking to establish best practice and finalise our pilot approach in the coming months.
Trafford	Trafford Council recognises the need for various solutions, including cable gullies, and are developing a policy framework to enable gully deployment whilst engaging with districts at the delivery stage to understand their approach. Upon any framework approvals, we'll utilise upcoming funding to undertake a trial, building upon or existing EV infrastructure.
Wigan	Wigan Council are currently looking at different options for delivering cross-pavement charging solutions, as they await the feedback from the trials in both Manchester and Bolton, and are undertaking research into different cross-pavement charging options available.