

# Greater Manchester Transport Strategy and Delivery Plan Summary

Consultation Draft

Part of Greater Manchester's Local Transport Plan

## 1. Introduction

Transport in Greater Manchester is about connecting people and places. We are leading the way in creating a transport system that helps people live better lives, supports local communities and grows the economy.

We have already made good progress. We have started building the Bee Network: a world-class, joined-up transport system making it easier to travel by bus, tram, train and by walking, wheeling and cycling. But there is still more to do.

We have a new Greater Manchester Strategy, which states our collective vision for the next decade is to see a thriving city region where everyone can live a good life. Greater local powers and more control over funding mean we can deliver more for Greater Manchester.

We have the Integrated Pipeline, the first of its kind in the UK, set up to deliver housing, employment, transport and regeneration projects, to bring growth to every part of the city region. This will be supported by a new £1 billion 'Greater Manchester Good Growth Fund'.

We have, therefore, developed a new Greater Manchester Transport Strategy 2050 and Delivery Plan. These are key documents that set out bold and exciting plans for future transport investment that will sustain, grow and transform the Bee Network and our wider transport network through to 2050.

- The Greater Manchester Transport Strategy 2050 sets out our long-term goals and the evidence behind them.
- The Delivery Plan (2027-37) explains how we will put the strategy into action.

Together, these documents set out:

- what we want to achieve
- the policies, plans and projects that will ensure our ambitions are delivered
- how we will make decisions

They will also guide how we use a new government funding package called the Integrated Settlement. This gives Greater Manchester more control over how money is spent, helping us focus on what matters most to local people and local places.

This document is a summary of the draft Greater Manchester Transport Strategy 2050 and Delivery Plan.

Your consultation feedback will be used to help shape the final version during 2026.

### **Get involved and share your feedback**

A consultation on the draft GM Transport Strategy 2050 and Delivery Plan runs from Tuesday 9 December 2025 to Monday 9 March 2026, 11.59pm.

Throughout this summary document you will see a series of questions that we would like your feedback on. Further details on how to find out more and get involved are included at the end of this document (in section 11) and online at [gmconsult.org](https://gmconsult.org).

## **2. Delivering the Greater Manchester vision**

In Greater Manchester, we believe transport is about people, places, and the connections between them. Great transport is at the heart of everything we want to achieve for our communities, our economy, and our environment.

It has a key role to play in making our collective vision for the next decade a reality:

### **A thriving city region where everyone can live a good life.**

Our priorities are part of a plan to deliver a decade of good growth – ensuring that every part of the city region is succeeding and no person or place is left behind.

Investment in transport will underpin the delivery of the Greater Manchester Strategy workstreams:

1. Healthy homes for all
2. Safe and strong communities
3. A transport system for a global city region
4. A clear line of sight to high quality jobs
5. Everyday support in every neighbourhood
6. A great place to do business
7. Digitally connected places and people

Our approach will ensure that each one is delivered in a way that creates a greener, more equal future for all.

When it comes to transport, Greater Manchester is already making good progress toward a world-class system through the Bee Network. With the integration of rail into the Bee Network and more local powers through devolution, we can make bigger changes and help build a thriving city region.

The Greater Manchester Strategy has a supporting delivery plan, setting out how different parts of the city region will work together to achieve our shared goals over the next ten years.

The accompanying Delivery Plan shows the transport projects that we will deliver, develop and explore to turn our ambitions into reality.

Image with the Greater Manchester Strategy vision at its centre.

The impacts of the vision are shown in the next circle

- Where everyone is able to live well
- Where the economy is growing
- Where there is a more equal and greener future for all our people
- Where the foundations of life are fixed: shelter, safety, mobility, opportunity & support

The workstreams in the 10-year integrated growth pipeline to achieve this vision and its impacts are shown in the final circle:

- Making Greater Manchester a great place to do business
- Creating a healthy, safe, warm space for everyone to call home
- Building strong communities where people feel safe on their streets
- Developing the Bee Network as a transport system for a global city region
- Creating a clear line of sight to high-quality jobs
- Providing everyday support in every neighbourhood via Live Well centres and spaces
- Connecting people and places through digital technology

### **3. Our story so far**

Over the past ten years, more local powers and a combination of funding from local and central government have helped us to gradually roll out the Bee Network, including building a comprehensive active travel network (walking, wheeling and cycling) and becoming the first area outside London to bring bus services under local control.

The Bee Network is Greater Manchester's joined-up transport system, making it easier to get around.

We've already brought together locally controlled buses and trams with active travel. By 2030 all local rail services will be integrated into the Bee Network. By then it will also be the UK's first fully joined-up, electric, zero-emission transport network, supporting Greater Manchester to be carbon neutral by 2038.

The Bee Network is also safer, with TravelSafe LiveChat launched across buses and trams, extra TravelSafe Officers on duty, and over 3,800 CCTV cameras at stops and stations. However, there is still more to do to create a network that everyone can access and feel safe doing so.

**Over the last five years, together we have delivered:**

All 577 bus routes and 1,600 buses brought back under public control.

Since the launch of tap and go contactless in March 2024 there has been 49 million 'taps' on buses and trams.

350 zero-emission buses serving local communities.

A record breaking 47 million tram journeys in 2025.

New night time services on four bus routes.

Major upgrades to the 24/7 Operational Control Centre, dealing with incidents on our roads and the wider transport network.

Rising bus passenger numbers, and on-track to hit 250 million Bee Network bus journeys by the end of 2025.

Invested heavily in road maintenance and management.

More than 50,000 16–18-year-olds now using 'Our Pass' to get free travel to college, work and leisure.

1.6 million rides on Starling Bank Bike hire scheme.

142 km of new Bee Network-standard walking, wheeling and cycling routes, and many more new pedestrian crossings.

Improved road safety and many more new pedestrian crossings.

Improved accessibility at several rail stations.

Information correct in November 2025.

## **4. Future journeys on the Bee Network**

The journeys on the following pages show how the Bee Network will help transform travel and open up new opportunities for people across Greater Manchester.

While Deb, John and Shivani are fictional characters, their stories reflect the improvements we hope all residents will experience as we work towards a future where everyone can live a good life in our thriving city region.

#### **Meet Deb:**

- 26-year-old plumber with her own business.
- Lives in Tameside with her partner and dog.
- Enjoys being active.
- Road and Bee Network user.

#### **Meet John:**

- 57-year-old retail worker.
- Lives in Bury with his family.
- Enjoys time with family and friends.
- Non-driver, Bee Network user.

#### **Meet Shivani:**

- 43-year-old part-time community support worker.
- Lives in Stockport with her daughter.
- Enjoys chatting with neighbours.
- Can drive but mainly uses the Bee Network.

#### **Meet Deb:**

- **About Deb:** 26-year-old self-employed plumber who lives in Tameside with her partner and dog.
- **Interests:** Deb loves to walk the dog, have a good night out, and has started cycling more.
- **Getting around:** Deb drives a van for work and relies on the road network to get to clients around southern Greater Manchester.

#### **Getting around**

Deb checks the Bee Network app for live traffic and road closures before heading to a job in Stockport. Improved roads, clearer signage, and loading zones make parking easier.

Later, in Ashton, upgraded roads and smart traffic signals mean a smooth journey. It's easy to park safely without blocking cycle lanes.

Better coordination speeds up roadworks, and lane closures at peak times are rare. So many people use public transport, there is less traffic on the roads.

**“The Bee Network keeps the roads moving and helps me run my business. I love that I don’t have to drive to get around outside work.”**

### **Neighbourhood life and nights out**

Deb and her partner enjoy walking the dog and going out. Their estate is designed for safe walking, wheeling and cycling – and they now often ride in protected lanes to parks and shops.

At weekends, they use new bus services to get to local town centres and often use the new Ashton rail hub to get to Manchester. After nights out, Deb books a Bee Network-regulated electric taxi from a safe, well-lit point, knowing the driver is safety checked.

Better transport supports Deb’s business and active lifestyle. She feels safe travelling anywhere and values continued investment in reliable roads, safe cycling, and good public transport. The Bee Network app and capped fares make all her journeys simple and affordable.

### **Meet John:**

- **About John:** 57-year-old retail worker who lives with his family in Radcliffe, Bury.
- **Interests:** Enjoys spending time with family and friends.
- **Getting around:** John doesn’t drive and thanks to the Bee Network he doesn’t need to.

### **Getting around on the Bee Network**

Each day, John walks to a clean, well-lit bus stop with a new shelter, where he checks real-time departures. He’s soon on a zero-emission bus and taps his contactless card to pay. Onboard, he charges his phone, checks messages, and rates his journey on the Bee Network app.

Improved transport links have increased town centre footfall, leading to longer shop hours and more staff. John and colleagues enjoy lunch in greener, safer public spaces in Bury town centre.

### **Socialising after work and on weekends**

After work, John sometimes takes the tram to Prestwich, then an e-scooter to meet friends. The Bee Network app gives live updates, and fare caps keep costs low and predictable. Buses run all day and night, and monitored stops make John feel safe

after dark. He chats with TravelSafe Officers and never worries about missing the last bus

**“We’re saving money, spending more time together, and seeing more of Greater Manchester than ever. It’s all one system and it works.”**

On weekends, his family uses Metrolink group tickets to explore parks, events, and restaurants. Cycling on protected lanes and using trams gives them the freedom to get around car-free and saves money.

### **Meet Shivani:**

- **About Shivani:** 43-year-old part-time community support worker. She lives in a leafy residential street in Stockport with her 10-year-old daughter.
- **Interests:** Enjoys spending time outdoors, chatting with neighbours, and staying active.
- **Getting around:** Shivani can drive, but mainly gets around her neighbourhood safely and easily on the Bee Network.

### **Getting around**

Shivani’s day starts with a short, step-free, well-lit walk to shops and the GP. Clear signage and safe crossings make it easy. For shorter trips, Shivani hires a Bee Network bike on the app from docking stations near shops, parks, and transport hubs.

For longer journeys, she takes public transport and sometimes uses the car club on the Bee Network app. It’s a reliable alternative to owning a car, with capped fares and accessibility features.

Shivani’s daughter cycles to school on a ‘School Street’ safely and independently. There are protected cycle lanes, secure parking and regular cycle training through the Bee Network’s active travel programme.

### **Neighbourhood life**

Shivani is proud to live where transport is designed for people. Her street has been transformed and is now more sociable, with less traffic and cleaner air.

The neighbourhood’s growth is supported by Bee Network investment, bringing new homes, jobs, and better public spaces. She’s excited for the Bee Network’s future and how it supports her lifestyle.

**“We don’t think about travel anymore, it’s just part of how we live. Everything’s close, safe, and easy to get to.”**

## **5. Our people, our place**

### **Our priorities for good growth**

Greater Manchester is delivering a new model of economic growth, where no-one and no place is left behind. A pipeline of projects will drive growth in every district, delivering regeneration at pace and scale.

Delivering new homes, employment and regeneration sites will create new jobs and opportunities in our town centres and key growth areas.

Underpinning all this will be the Bee Network, connecting people with places, new jobs, homes, and services such as healthcare and education.

Each location will have different plans, but transport investment is vital to support ongoing growth and development everywhere.

An outline map of Greater Manchester showing the ten local authority district boundaries, developed land, and Growth Locations. This includes:

- Eastern Growth Location (including Ashton Under Lyne, Stalybridge and Hyde).
- Airport and Southern Growth Location (including Stockport town centre, Wythenshawe town centre, Wythenshawe and Stepping Hill hospitals).
- Western Gateway Growth Location (including New Carrington, Port Salford and Trafford Park).
- Northfold Growth Location (including Wigan and Bolton town centres, Health Innovation Bolton at Royal Bolton Hospital and Hulton Park).
- North East Growth Location (including Bury, Rochdale, Middleton and Oldham town centres, Northern Gateway, Kingsway Business Park and Stakehill Business Park).
- Central Growth Location (including Manchester and Salford city centres, Media City/Salford Quays, Victoria North and Holt Town.)

### **Connecting people and places**

We will work closely with local people and organisations to build a transport system that works for everyone. Our aim is to connect people and places, making it easier to get around, support local businesses, and reach jobs, education, and other opportunities.

Our future aims for journeys by people and goods in Greater Manchester are that we create:



- **Connected, safe and attractive neighbourhoods:** Safer neighbourhoods where walking, wheeling and cycling will be easy and the natural choice for short journeys.
- **Vibrant town and district centres:** Attractive and connected town centres with accessible and well-maintained interchanges.
- **Connections between places across the wider city region:** Easy travel across the wider city region thanks to Bee Network improvements, encouraging fewer car journeys.
- **Connections into and around our thriving regional centre:** Our regional centre will be the heart of the North. 90% of morning peak trips into the city centre will be made on the Bee Network by 2040, which will offer more space for people to walk, wheel and cycle.
- **Enhancing Greater Manchester's links with cities and places across the UK:** Transformed connections between the major cities of the North of England, the Midlands, London, Scotland and Wales, including excellent rail services and a step-change in infrastructure provision, smart ticketing and customer information.
- **A globally connected city region:** More people living within a distance of a one-to-two-hour rail journey to Manchester Airport. Bee Network services and more reliable journeys by road will make it easier for people to get to the airport, both for air travel and thousands of workers.

A rainbow style- illustration of the "people and place" approach already described, that puts residents, businesses and visitors at the heart of what we do.

## 6. Our vision

We are creating a transport system that ensures a greener, more equal future for all. Whether it is getting to work, education, healthcare or seeing friends and family, we want journeys to be safe, reliable, and affordable.

Greater Manchester is working to tackle climate change, reduce inequality, and support population and economic growth in a way that benefits all communities.

We want our region to be carbon neutral by 2038, and our transport network will play a key role in making that happen.

Our shared vision is for:

A transport system for a global city region.

### **Our 'Right Mix' transport target**

We want to make it easier for everyone to get where they need to go. To do this, we have set a clear goal for the 'right mix' of journeys:

**To improve our transport system so that, by 2040, 50% of all journeys in Greater Manchester will be made by public transport or active travel.**

This will mean around one million extra trips each day by walking, wheeling, cycling or using public transport as part of the Bee Network.

This will result in fewer trips made by car than there were in 2023.

Recognising the diverse experiences of different groups using our transport network is crucial. Addressing their concerns, such as enhancing safety and security for women and girls, is essential to encourage greater use of public transport and achieve our Right Mix target.

Do you agree with our 'Right Mix' target?

A graph representing our 2040 Right Mix Target and the split between different types of transport. The graph shows the targets for 2040, which are that 33% of journeys will be made by walking and wheeling, 5% will be made by cycle, 7% will be made on bus, 5% will be made by train and tram and 50% will be by car. And that overall there will be around a million more trips than in 2023.

This target is compared against 2023 data which shows that 30% of journeys were made by walking and wheeling, 2% by cycle, 5% on bus, 4% by train and tram and 60% by car. And that overall there were around a million less trips in 2023 than are predicted in 2040.

## 7. Our network ambitions

Greater Manchester has a clear vision for the future. To help make it happen, the Greater Manchester Strategy (GMS) makes a series of pledges to people who live and work in the region.

For our transport network, especially the Bee Network which support the GMS transport pledges.

The new Greater Manchester Transport Strategy 2050 and Delivery Plan sets out seven key ambitions for our transport network, especially the Bee Network, which support the GMS pledges.

These ambitions will guide how we plan and build transport across Greater Manchester, making sure everything we do supports local people's needs.

### **Reliable:**

To develop a transport network that offers reliable journey times and information for residents, businesses, and visitors.

**GMS pledge:** By 2030, 90% of people in Greater Manchester will be within a five-minute walk of a bus or tram that comes at least every 30 minutes.

### **Inclusive and affordable:**

To develop a fully inclusive and affordable Bee Network, for all.

**GMS pledge:** We will keep the cost of travel on the Bee Network as low as possible, so everyone can afford to get where they need to go. We will only charge what we need to run a safe and comfortable service and to reinvest in the Bee Network, so that it keeps improving.

**GMS pledge:** We will put equality goals at the heart of our plans, embedding inclusive practices across all public services.

**Integrated:**

To enable people to move seamlessly between services on a single, high-quality, easy-to-use network, providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.

**GMS pledge:** By 2030, all local rail lines will be integrated with the Bee Network, with Greater Manchester communities the first outside London to be served by fully joined-up bike, bus, tram, and train travel. We will drive major improvements to stations, including making more of them fully accessible and introducing capped, tap-on tap-off fares.

**Healthy:**

To develop a transport network that supports people in leading active, healthy lives.

**GMS pledge:** Greater Manchester residents will live a healthy life for longer (relative to England as a whole) and we will reduce the gap in healthy life years between the richest and poorest communities.

**Environmentally responsible:**

For Greater Manchester to be known for the quality of its urban areas and natural environment, achieving carbon neutrality by 2038, and new transport schemes delivering environmental enhancements.

**GMS pledge:**

By 2030, we will have the UK's first fully electric, integrated transport system across active travel, bus and tram services, supporting carbon neutrality by 2038.

**GMS pledge:** By 2030, we will have the UK's first fully electric, integrated transport system across active travel, bus and tram services, supporting carbon neutrality by 2038.

**Safe and secure:**

To reduce fatalities and life-changing injuries on our roads to zero and ensure that poor perceptions of personal security are no longer a significant barrier to people walking, wheeling, cycling, or using public transport.

**GMS pledge:**

By 2040 we are aiming for no-one to be killed or seriously injured on our roads.

By 2030, 95% of our residents will feel safe – we will make the Bee Network one of the safest transport systems in the world.

**Well-maintained and resilient:**

To bring the transport network into a good state of repair, maintain it in that state and ensure that it can withstand unexpected events, exceptional demand, and severe weather.

A diagram to show the seven network ambitions in the Greater Manchester Transport Strategy 2050. The diagram shows the categories in a circle around the transport network customers in the middle.

The categories are:

Reliable, integrated, inclusive and affordable, healthy, environmentally responsible, safe and secure, well-maintained and resilient.

Which of our network ambitions are most important to you?

## 8. Our policies

Our transport policies set out how we will turn ambition into action. They guide the decisions we make, the projects we deliver, and the way we shape Greater Manchester's transport system for the future. They include:

- Overarching policies on growth locations and town centres (GP1) and delivering the Bee Network (DP1).
- Network policies that apply to everything we do and are directly linked to our network ambitions.
- Delivery policies that outline how we make our ambitions a reality and our approach to ways of working and collaborating with neighbouring authorities and other organisations.

### Overarching policies

**GP1 – Growth locations and town centres:** We will support the delivery of transport interventions that enable vision-led, inclusive and sustainable development and regeneration, with a particular focus on the growth locations and town centres.

**DP1 – Delivering the Bee Network:** We will enhance and expand the Bee Network, Greater Manchester's dynamic and integrated active travel (walking, wheeling and cycling) and public transport network.

### Network policies

#### Reliable

##### **NP1 – A reliable transport network:**

We will improve the reliability of our transport network, focusing on the Bee Network to prioritise sustainable travel.

#### Integrated

##### **NP2 – Network planning:**

We will review and adapt our transport network to respond to changing travel

patterns and growth in demand for travel in a sustainable way, considering our Right Mix target.

**NP3 – Integrated fares and payments:**

We will make all journeys easier by offering simple and attractive fares and ticketing across multiple modes, which are easy to understand and convenient to purchase.

**NP4 – Journey planning and information:**

We will encourage people to choose more sustainable options for their journeys by providing personalised multi-modal journey planning and travel information services, which enable customers to plan and make their journeys with ease and confidence.

**NP5 – Land use and new development:**

Working collaboratively across Greater Manchester, we will encourage new development and land use patterns that reduce the need to travel by car, and work with developers to ensure a vision-led approach to deliver well-designed, sustainable places that prioritise travel by sustainable modes.

**Inclusive and affordable**

**NP6 – An inclusive and accessible network:**

We will ensure that transport infrastructure, vehicles and information are accessible and inclusive to all and that everyone feels able to use the network.

**NP7 – Tackling transport related social exclusion:**

We will work to alleviate and prevent transport-related social exclusion, including the impacts of deprivation wherever possible.

**NP8 – Affordability:**

We will keep the cost of travel on the Bee Network as low as possible whilst supporting investment and ensuring the long-term financial sustainability and efficiency of the transport system.

**NP9 – Night time Travel:**

We will deliver a transport system that supports the night time economy.

**Healthy**

**NP10 – Health:**

We will deliver transport interventions that improve the physical and mental health of Greater Manchester's residents.

**Environmentally responsible**

**NP11 – Pollution:**

We will monitor and tackle pollution caused by the transport network, focusing on locations which are worst affected, to avoid people and communities being exposed to pollution levels above legal limits.

**NP12 – Climate change:**

We will reduce carbon emissions from transport, to help Greater Manchester achieve its ambition of being carbon neutral by 2038; and we will take action to make our

transport system resilient to the effects of climate change, including increased risks of flooding.

**NP13 – Green and blue infrastructure:**

We will work to enhance green and blue infrastructure to support biodiversity, environmental and community benefits, improve water management and to provide an attractive environment for walking, wheeling and cycling.

**NP14 – Built and natural environment:**

We will aim to minimise the impact of transport on the built and natural environment.

**Safe and secure**

**NP15 – Vision Zero:**

We will aim to deliver a transport network where no one is killed or seriously injured on our roads by 2040, while increasing safe, healthy, equitable mobility for all.

**NP16 – Personal safety and security:**

We will improve personal security, safety, and perceptions of safety, tackling crime and antisocial behaviour across the transport network.

**NP17 – Network security:**

We will work with government, law enforcement, security agencies and transport providers to identify, respond to, and counter terrorist and other threats to our transport network or our network users.

**Well-maintained and resilient**

**NP18 – Maintenance and asset management:**

We will work to improve and maintain the condition and resilience of our transport network and manage assets to support our network ambitions – being mindful of the impacts of climate change.

Ensuring the safety of women and girls using public transport must be central to our Bee Network plans. This means recognising the importance of things like reliable transport, visible staff, accessible reporting tools, and continuous safety messaging, as well as improving safety on public transport and at stops, stations and interchanges.

**Delivery policies**

**Our streets and roads**

**DP2 – Streets for All:**

Our streets will be welcoming and safe spaces for everyone, enabling more travel by walking, wheeling, cycling and public transport, while creating better places that support local communities and businesses.

**DP3 – Walking and wheeling:**

We will enable and encourage more people to travel actively by walking or wheeling, as an integral part of the Bee Network.

**DP4 – Cycling:**

We will enable and encourage more people to cycle, as an integral part of the Bee Network.

**DP5 – Bus services:**

We will use our powers over the franchised bus system to improve services, decarbonise the network and significantly increase bus patronage – to make bus the first choice for more journeys.

**DP6 – Bus infrastructure:**

We will improve the overall quality and performance of bus journeys through reducing journey times, improving reliability, and enhancing the accessibility and quality of our bus stops.

**DP7 – Neighbourhood transport services:**

We will better integrate neighbourhood transport services across Greater Manchester to increase availability and convenience for customers.

**DP8 – Freight and logistics:**

We will improve the operational efficiency and effectiveness of our transport network to support more sustainable freight and logistics solutions that enable economic growth.

**DP9 – Strategic roads:** Working with National Highways, we will progress a unified approach to managing the Strategic Road Network and Greater Manchester's key routes and local roads to deliver safer and more reliable journeys.

**DP10 – Planning of key routes and local roads:** We will take an integrated and unified approach to planning, operating and enhancing Greater Manchester's key routes and local roads, in line with our Streets for All approach.

**DP11 – Management of key routes and local roads:** We will improve the safety and operational efficiency of our road network – balancing the needs of all users and local communities – to maximise safety, to minimise disruption, improve journey time reliability, and encourage use of active travel and public transport.

**DP12 – Parking and kerbside management:** We will manage the supply of parking and manage our kerbsides in a way that supports the vitality and viability of our town centres, employment and residential areas and other key destinations, while avoiding excessive parking provision that encourages increased car use.

**DP13 – Car clubs:** We will work with partners to promote the use and availability of car clubs as sustainable and cost-effective alternatives to private car ownership, and ensure they are integrated into the Greater Manchester transport network.

**DP14 – Cycle and e-scooter hire:**

We will promote the use of cycle hire, including electrically assisted pedal cycles

(EAPC), and e-scooter hire as cost-effective, alternatives to private car ownership and ensure that such modes are integrated into the Bee Network.

**DP15 – Motorcycles, mopeds and e-scooters:**

We support the use of motorcycles (including electric motorcycles), mopeds and legal use of e-scooters (through Department for Transport trial hire schemes) as part of our transport mix, recognising the need for effective management of these vehicles.

**DP16 – Taxis:**

We will work with the taxi industry across Greater Manchester to offer safe and high-quality taxi services from a strong, thriving, and well-regulated sector, which is integrated with the wider transport network.

**DP17 – Coaches:**

We will work with operators of coach services to integrate facilities, services, and information into the Bee Network.

**DP18 – Zero and ultra low emission vehicles:**

We will encourage the transition towards zero and ultra low emission vehicles.

## **Rail and light rail**

**DP19 – Rail integration:** We will work with Network Rail/Great British Railways (GBR) and partners to fully integrate local rail into the Bee Network.

**DP20 – Regional and national rail services:** We will work with Network Rail/Great British Railways (GBR) and rail industry partners to develop a high-capacity and reliable regional and national (inter-urban) rail network that provides seamless connectivity between Greater Manchester, other northern towns and cities, and the rest of the country.

**DP21 – Existing light rail:** We will maintain, enhance, and expand the connectivity of the Metrolink tram system as an integral part of our Bee Network.

**DP22 – Future light rail and metro:** We will continue to develop future light rail and metro capacity and connections, to serve more people and places.

Greater Manchester's aspirations for rail are set out in the 'Greater Manchester Rail Vision', a joint long-term plan for the railway in our region. This includes a vision to introduce metro and underground connectivity through the city region, unlocking new capacity. Our plans for rail integration are also included in map 5 (pages 40- 41) which shows the phased approach to bringing rail into the Bee Network.

**DP23 – Transport hubs (including park and ride):**

We will seek to ensure transport hubs and interchanges make it easy to travel across the Bee Network, and in doing so enable a seamless and high-quality customer experience for those making multi-modal journeys.

## **Our ways of working**



**DP24 – Travel choices:**

We will deliver targeted, evidence-based information and campaigns to encourage and enable people to use the Bee Network and make sustainable travel choices.

**DP25 – Technology and innovation:**

We will investigate, develop, and deploy transport technology and innovations that support our Right Mix target, align with our network ambitions and deliver a better customer experience.

**DP26 – Collaboration with neighbouring authorities and other organisations:**

We will work closely with neighbouring authorities and other organisations to improve cross-boundary connections, to support the needs of local communities and deliver on shared objectives (such as health improvement, environmental protection, and economic growth).

## 9. Delivery

Greater Manchester is leading the way in improving transport, with a strong track record in delivery and innovation.

Through the Bee Network, we are building a joined-up system that makes it easier to travel by bus, tram, train, walking, wheeling and cycling.

The Bee Network is helping people get to jobs, education and training, opening up new opportunities across the region, and supporting national growth. These changes are making travel fairer and better for everyone who lives and works here.

Over the last decade, Greater Manchester authorities have delivered around £1.5 billion in transport capital projects, with an additional £650 million already committed up to March 2027.

In the June 2025 Spending Review, Greater Manchester was awarded £2.474 billion through the Transport for City Regions programme – a long-term funding deal to improve local transport between 2027–2032.

### Our approach

**Sustain:** Keeping Greater Manchester's transport network safe, reliable and resilient by regularly maintaining and upgrading what we already have.

**Grow:** Improving and expanding the transport network to handle more people, support the economy, and make travel easier and safer.

**Transform:** Big changes to create a world-class transport system through new services and infrastructure, bold ideas, major investment and doing things differently.

A diagram to show the Delivery Plan investment priority approach, moving from schemes that sustain the transport network, to schemes that grow it, to schemes that transform it.

## **Our transport delivery plan**

As set out in the Greater Manchester Strategy, the city region is set to grow rapidly, with new homes and job sites being built at an unprecedented scale.

Continued investment in transport will be needed to support this growth and improve connections locally, regionally, and globally.

The Greater Manchester Integrated Pipeline is a tool designed to coordinate and accelerate the region's growth over the next decade. The pipeline brings together all the major development projects across Greater Manchester – covering housing, employment, transport, innovation, and regeneration.

It is central to delivering:

- 175,000 new homes
- 5 million sqm of employment space
- Six growth locations
- Critical transport infrastructure

The Greater Manchester Transport Delivery Plan will become part of Greater Manchester's wider growth and development pipeline. It sets out the changes we want to make to improve transport between 2027 and 2037 – and gives a first look at ideas for beyond 2037.

It includes a range of projects to keep the Bee Network and wider transport system running smoothly, to help it grow, and make it even better for everyone. That includes:

- Keeping the network safe and reliable by renewing and maintaining key infrastructure.
- Making travel easier with better performance, more resilient services, and simpler ticketing.
- Bringing rail into the Bee Network to create seamless journeys across Greater Manchester.
- Building a world-class walking, wheeling and cycling network that better connects with public transport.
- Upgrading streets and public spaces to support local communities by making them safer, more attractive, and better for walking and spending time in.
- Expanding cycle hire and loan schemes to enable even more people to travel actively.
- Improving bus services, with faster journey times and priority measures.
- Creating new stations, stops, interchanges and travel hubs to improve access and comfort.
- Developing new Metrolink / tram-train lines and stops to connect more places and make faster journeys possible.
- Improving regional connections through the Greater Manchester's future vision for rail, including Northern Powerhouse Rail.

- Improving transport connections to new developments and housing.
- Exploring options for a future metro and underground network to boost capacity and connectivity.

Schemes identified in the ten year delivery plan will be delivered by a range of partners, including Transport for Greater Manchester (TfGM), the ten Greater Manchester local authorities, National Highways, Network Rail, and developers.

## **Future metro and underground network**

As Greater Manchester's population and economy continues to grow, new metro (and underground) transport links will be needed in Manchester city centre, including a new underground station at Piccadilly, by 2050.

This will allow rail and Metrolink services to support more journeys and people, making travel through the heart of the city and far beyond faster, smoother, and more reliable.

## **Maps**

The following maps show how we plan to deliver a range of transport improvements in Greater Manchester between 2027 and 2037.

### **Map 1: Deliver**

This map includes schemes with significant funding allocated and where the case for change has been demonstrated. Most of these schemes will, subject to final funding and business case approvals, be delivered (or will be in delivery) before 2032.

### **Map 2: Develop and deliver**

This map outlines future transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037.

### **Map 3: Explore and develop**

This map includes longer-term transport priorities that will be subject to further investigation and development. Subject to final funding and business case approval, early delivery may be possible in some cases.

### **Map 4: Regional Centre**

This map combines all the schemes that we are delivering, developing and exploring (in maps 1 to 3) in the regional centre.

### **Map 5: Bee Network Rail**

This map shows the phased approach to bring rail into the Bee Network.

Do you have any comments on the proposals in the maps?

## **Other interventions**

Not all the interventions and Greater Manchester-wide initiatives can be easily displayed on the maps, such as the ones below. For the full list see the Delivery Plan appendix.

- Cycle and scooter hire
- School streets programme
- Speed limit management (including 20mph)
- Rolling programme of streets and transport infrastructure maintenance
- Bus depot investment
- Metrolink renewals and wider stop improvement programmes
- Customer experience improvements (including safety, CCTV, staff training, services and ticketing)
- Greater Manchester-wide bus route assessment
- Bus stop and shelters enhancements programme (including real time information)
- Electric vehicle charging network
- Behaviour change programmes
- Taxi licensing measures
- Vision Zero initiatives and measures
- Traffic management and control enhancements

## Map 1: Deliver

This map includes schemes with significant funding allocated and where the case for change has been demonstrated. Most of these schemes will, subject to final funding and business case approvals, be delivered (or will be in delivery) before 2032.

All routes shown are indicative and subject to further investigation and consultation.

For the full list of schemes and interventions see the delivery plan appendix.

	Description	Location
<b>Street improvements including Active Travel, Bus, Public Realm and Local Measures</b>		
Bolton to Doffcocker Phase 2	Active travel improvements as part of Phase 2 will support the regeneration of Bolton town centre and create a better link between the Phase 1 scheme and Topp Way/ Higher Bridge Street scheme, helping	Bolton

	more people to walk, wheel or cycle safely across the area and to Bolton town centre.	
Castleton Phase 2	Continuation of Castleton walking and cycling scheme through to Rochdale town centre.	Rochdale
GM Main Town Centre improvements package <ul style="list-style-type: none"> <li>• Ashton-under-Lyne</li> <li>• Altrincham</li> <li>• Bolton (inc. Town Centre East Phase 1)</li> <li>• Bury</li> <li>• Oldham (inc. Market Place)</li> <li>• Rochdale</li> <li>• Stockport (inc. Town Centre West)</li> <li>• Wigan</li> </ul>	To improve the streets and public realm within, and access to, main town centres, for walking, cycling, public transport and placemaking whilst tackling issues such as traffic congestion, servicing, air pollution, bus service reliability.	Bolton, Bury, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford
Hollins Brow Junction Improvement	Improvements to the junction to reduce delay for buses and to introduce full pedestrian crossing facilities at this busy junction.	Bury
Hazel Grove active travel improvements Phase 1	Create safer, more accessible walking and cycling routes that support the Bee Network's vision for integrated, low-carbon mobility, connecting local communities to key destinations and encouraging healthier, more sustainable travel choices.	Stockport
North Manchester General Hospital	Supporting North Manchester General Hospital's redevelopment by improving the streets for walking and cycling.	Manchester
Oldham Town Centre Market Place	To support development and regeneration in Oldham Town Centre and to improve its attractiveness, accessibility and connectivity for people walking, cycling and using public transport, while maintaining the functional integrity of the highway network.	Oldham

Other Town Centre and Destination Place schemes including: <ul style="list-style-type: none"> <li>• Leigh</li> <li>• Radcliffe</li> <li>• Ramsbottom</li> <li>• Stalybridge</li> <li>• Stretford</li> </ul>	To improve streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability.	Bury, Tameside, Trafford, Wigan
Palatine Road / Princess Parkway improvements	Street improvements along Palatine Road / Princess Parkway to make travel safer, more accessible, and more reliable for all. These changes will include bus and active travel measures, helping people move around more easily whether they're walking, wheeling, cycling, or using public transport.	Manchester
Sale West and Altrincham Improvements	Improvements to streets, including accessibility at bus stops and on walking routes to them. More bus priority and green man crossings at traffic signals.	Trafford
Streets, Bus and Active Travel corridors: <ul style="list-style-type: none"> <li>• Wigan-Leigh</li> <li>• Wigan-Bolton</li> <li>• Bury-Rochdale</li> <li>• Rochdale-Oldham</li> <li>• Oldham-Ashton</li> <li>• A664 Rochdale Road</li> <li>• A6 Manchester - Stockport</li> <li>• Ashton - Stockport</li> <li>• Wilmslow Road improvements</li> </ul>	Upgrade to bus corridors and active travel. More bus priority, including at traffic signals, to improve reliability and reduce journey times. Improvements to streets, including accessibility at bus stops and improvements to active travel infrastructure.	Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Wigan
Western Access Brightly Brook junction improvements	As part of the Western Access scheme supporting the proposed Northern Gateway development, junction improvements at Pilsworth Road/Moss Hall Road in south Heywood aim to promote sustainable travel.	Bury, Rochdale

Wilbraham Road improvements	Street improvements along Wilbraham Road to make travel safer, more accessible, and more reliable for all. These changes will include bus and active travel measures, helping people move around more easily whether they're walking, wheeling, cycling, or using public transport.	Manchester
<b>Metrolink / Busway including tram, tram-train, bus rapid transit and underground technologies</b>		
Bury Interchange redevelopment including Metrolink stop improvements and new southern access	The Bury Interchange redevelopment is a major infrastructure scheme aiming to provide a key multimodal transport hub serving Metrolink, bus, and active travel users. It aims to deliver a modern, accessible, and carbon-neutral transport interchange that supports the Bee Network and Bury's wider regeneration ambitions	Bury
Tram-train Pathfinder, Heywood to Oldham section	Tram-train pathfinder scheme between Oldham and Heywood via Rochdale, providing improved, faster and more reliable connectivity.	Oldham, Rochdale
Tram-train Pathfinder, Heywood to Bury section	Extension of tram-train to run Oldham - Bury, following implementation of the early pathfinder scheme between Oldham and Heywood via Rochdale, providing improved, faster and more reliable connectivity, and investigation of potential spur into Northern Gateway.	Bury, Rochdale
Metrolink Altrincham Line Stop improvements	Package of tram stop improvements to improve customer experience.	Manchester, Trafford
Metrolink Bury Line Stop improvements	Package of tram stop improvements to improve customer experience, focused on former British Rail stations including priority Heaton Park upgrade.	Bury
Metrolink extension to Stockport	To provide communities in and around Stockport with an alternative rapid transit option into the South Manchester and Trafford, thereby reducing pressure on local roads.	Stockport

New Metrolink Stop and travel hub including park & ride - Cop Road	New stop to serve the Beal Valley and Broadbent Moss development, providing a fast, frequent and reliable rapid transit option.	Oldham
New Metrolink sto and travel hub including Park & Ride - Elton Reservoir	New stop to serve the Elton Reservoir development, providing a fast, frequent and reliable rapid transit option.	Bury
New Guided Busway stop and travel hub - Mosley Common	To provide better access to public transport through a new stop and travel hub facility on the Guided Busway. This in turn will encourage modal shift in Greater Manchester.	Wigan
<b>Rail Infrastructure and Service Improvements</b>		
Access for All Bredbury rail station	Improved access for everyone, providing step-free access between street and platforms.	Stockport
Access for All Bryn rail station	Improved access for everyone, providing step-free access between street and platforms.	Wigan
Access for All Flowery Field rail station	Improved access for everyone, providing step-free access between street and platforms.	Tameside
Access for All Hindley rail station	Improved access for everyone, providing step-free access between street and platforms.	Wigan
Access for All Levenshulme rail station	Improved access for everyone, providing step-free access between street and platforms.	Manchester
Access for All Newton for Hyde rail station	Improved access for everyone, providing step-free access between street and platforms.	Tameside
Access for All Reddish North rail station	Improved access for everyone, providing step-free access between street and platforms.	Stockport
Access for All Swinton rail station and step-free access	Improved access for everyone, providing step-free access between street and platforms.	Salford



Access for All Walkden rail station and step-free access	Improved access for everyone, providing step-free access between street and platforms.	Salford
Bee Network Rail Integration Phase 1	Integration of first tranche of local rail services into the Bee Network. Services to go live December 2026.	GM Wide
Bee Network Rail Integration Phase 2	Integration of second tranche of local rail services into the Bee Network. Services to go live December 2027.	GM Wide
Bee Network Rail Integration Phase 3	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2028.	GM Wide
Bee Network Rail Integration Phase 4	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2029.	GM Wide
Greenfield rail station upgrade	Station improvements as part of TransPennine Route Upgrade, including improvements to access for everyone, with step-free access between street and platforms, and platform extensions to allow longer trains to serve the station.	Oldham
Network-wide rail service improvements	Infrastructure improvements to improve reliability and resilience, reduce journey times, enable service enhancements and provide capacity for additional freight services.	GM Wide
New Golborne rail station	New Railway Station, served by trains between Wigan and stations to Manchester, connecting to other National Rail Services. Providing a fast and reliable public transport option, contributing to modal shift and reducing pressure on the highway network.	Wigan
TransPennine Route Upgrade	Major improvements to the TransPennine route between Manchester Victoria and York, via Huddersfield and Leeds. Includes electrification, station upgrades, track and signalling modernisation. Will provide additional capacity for more passenger and freight services, more reliable journeys, and longer trains.	Manchester, Oldham, Tameside

Mossley rail station relocation	Replacement station, relocated as part of the TransPennine route upgrade, with modern facilities, including a new footbridge with lift access to platforms.	Tameside
Rochdale rail station improvements and new entrance	Package of station improvements to improve access, attractiveness, and customer experience, from street to train.	Rochdale
Stockport rail station redevelopment (including travel hub)	To provide better access to public transport through Travel Hub / Park and Ride facilities. This in turn will encourage modal shift in Greater Manchester.	Stockport
New rail station Cheadle	New railway station served by trains between Altrincham and Manchester via Stockport. Providing a fast and reliable public transport option, contributing to modal shift and reducing pressure on the highway network.	Stockport
<b>Motorway improvements</b>		
M60/M62/M66 Simister Interchange	Provision of a new loop, providing free flow movement between the M60 North and M60 West (clockwise), allowing traffic to bypass the congested signalised roundabout; widening of the slip between M60 West and M60 North (anticlockwise); widening of the M60 between junction 17 and 18; widening of the M66 on the Bury side of the junction.	Bury
<b>Road Schemes including Active Travel and Bus</b>		
A34 Handforth - Cheadle Phase 1	To improve multi-modal access to existing and planned residential, employment and education locations along the A34 corridor between Handforth, Cheadle and Heald Green. Focus is on improving cycling and walking connectivity and reducing severance impact of the A34, plus junction improvements to provide access to potential development sites for all modes and potential new public transport hub at Stanley Green	Stockport

Mottram Bypass - A57 Link Road	New road links, between M67 junction 4 and Mottram Moor, and between Mottram Moor and Wolley Bridge. A National Highways scheme to remove A57 thorough traffic from Mottram village, reduce traffic delays, improve safety and provide new facilities for people walking, cycling, and bus users. Improved connectivity between Glossopdale and Tameside, and between Greater Manchester and South Yorkshire.	Tameside
A57/A628/A616 TransPennine Connectivity, Safety and Resilience	A package of measures to improve road safety along the length of route between M67 and M1, part of a programme focused on the National Highways roads with the lowest iRAP road safety rating.	Tameside
Carrington Relief Road	New road link, complete with active travel and bus priority measures, supporting development and growth across Sale West, Carrington and Partington, linked to the New Carrington Places for Everyone allocation.	Trafford
Wigan-Bolton East/West - Hulton Park	New road, part of proposed Wigan - Bolton East / West route. Improved connectivity between M6 and M61, supporting development in the Northfold Growth Corridor.	Bolton, Wigan
<b>Interchanges and Travel Hubs</b>		
Bury Interchange Redevelopment	Construction of a replacement tram and bus interchange in Bury Town Centre, the first operationally carbon-neutral transport hub / interchange in Greater Manchester.	Bury
Travel hub including park & ride - Hindley	To provide better access to public transport through Travel Hub / Park and Ride facilities. This in turn will encourage modal shift in Greater Manchester.	Wigan
Travel hub including park & ride - Rochdale station	Package of station improvements to improve access, attractiveness, and customer experience, from street to train.	Rochdale

Travel hub including park & ride - Tyldesley	To provide better access to public transport through Travel Hub / Park and Ride facilities. This in turn will encourage modal shift in Greater Manchester.	Wigan
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## Map 2: Develop and deliver

This map outlines future transport priorities that, subject to final funding and business case approval, have the potential to be delivered by 2037.

All routes shown are indicative and subject to further investigation and consultation.

For the full list of schemes and interventions see the delivery plan appendix.

Street improvements including Active Travel, Bus, Public Realm and Local Measures		
Bury-Ramsbottom Corridor	To improve reliability and speed of buses on key routes between Bury and Ramsbottom and cross boundary connections into Rossendale/Lancashire.	Bury
A56 crossing improvements	Series of crossing improvements along the A56 corridor to provide improved active travel connectivity at key junctions and locations along the A56 with a focus on improving east-west movements by active travel modes.	Trafford
A56 Bury to Manchester	To improve reliability and speed of buses on A56 between Manchester - Bury corridor, which forms part of one of the Streets for All corridors.	Bury, Manchester

A560 Stockport Road/Mottram Old Road travel corridor	The A560 Stockport Road / Mottram Old Road corridor improvement scheme aims to deliver a 'Streets for All' approach, enhancing safety, accessibility, and journey quality for all users. The project will support active travel and public transport, reduce severance, and improve connectivity between Hattersley and surrounding areas.	Stockport
A577 East corridor	Route upgrade of the Wigan - Salford bus corridor, with the emphasis on quality, reliability, and integration into the urban realm.	Bolton, Wigan
A577 West corridor	Route upgrade of the Wigan - M58 bus corridor, with the emphasis on quality, reliability, and integration into the urban realm.	Wigan
A6 Manchester to Walkden via Swinton	To improve reliability and speed of buses on the A6 between Manchester - Swinton- Walkden corridor, which forms part of one of the Streets for All corridors.	Manchester, Salford
A6 South	To improve reliability and speed of buses on A6 on Stockport - High Lane corridor, which forms part of one of the Streets for All corridors. The scheme will also deliver active travel and public realm improvements.	Stockport
A6018 Bus infrastructure improvements	To improve reliability and speed of buses on A6018 between Stalybridge - Mottram in Longdendale corridor, which forms part of	Tameside

	one of the radial Streets for All corridors.	
Active travel connections to Oldham town centre – SportsTown	Improving active travel connections between Oldham Town Centre and SportsTown will promote healthier lifestyles, enhance access to leisure and employment opportunities, and support inclusive, low-carbon mobility for residents and visitors.	Oldham
Active travel crossings upgrade package along M60 corridor	A package of active travel crossing upgrades along the M60 corridor will improve safety, accessibility, and connectivity for pedestrians and cyclists. These enhancements aim to reduce severance caused by major road infrastructure and support more inclusive, sustainable travel across adjacent communities.	Manchester, Stockport
Altrincham Town Centre	To support walking, cycling and bus movements in Altrincham Town Centre (including pedestrian movements to Altrincham Metrolink stop)	Trafford
Ashton-under-Lyne Town Centre	To support walking, cycling and bus movements in Ashton-under-Lyne Town Centre (including pedestrian movements to Ashton-under-Lyne Town Centre Metrolink stop) and to support the regeneration of Ashton-under-Lyne Town Centre.	Tameside
Ashton-under -Lyne Town Centre NCN626 - Park Road	The B6445 corridor improvement scheme aims to deliver a 'Streets for All' approach, enhancing safety, accessibility, and journey	Tameside

	quality for all users. The project will support active travel and public transport, reduce severance, and improve connectivity between Aston-under-Lyne town centre and surrounding areas.	
Astley Bridge / Crompton active travel Improvements	Neighbourhood street enhancements in Astley Bridge and Crompton.	Bolton
Atherton Town Centre Improvements	To improve the streets and public realm within, and access to, Atherton town centre, for walking, cycling, public transport and placemaking whilst tackling issues such as traffic congestion, servicing, air pollution, bus service reliability.	Wigan
Autonomous Vehicle Service (Bolton Interchange - Royal Bolton Hospital)	24/7 self-driving system running on a decommissioned railway corridor connecting the Bolton Transport Interchange to the Royal Bolton Hospital.	Bolton
Bolton - Bury corridor	To improve reliability and speed of buses on A58 on Bolton-Bury-Rochdale corridor, which forms part of one of the radial Streets for All corridors The scheme will also deliver elements of active travel and public realm improvements.	Bolton, Bury, Rochdale
Bolton Town Centre improvements	To improve the streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability.	Bolton

Bury Town Centre improvements	To improve the streets in Bury town centre for walking, wheeling, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability.	Bury
Davenport Green spine road and local bus improvements	Enhancements to the local bus network serving the PfE Davenport Green (Timperley Wedge) allocation, improving public transport accessibility, reliability, and coverage across the area. These improvements will strengthen connections to key destinations, support sustainable travel choices, and improve integration with walking and cycling routes to promote active travel and local connectivity.	Trafford
De Havilland Way corridor improvements	Improvements along the De Havilland Way corridor will enhance safety, accessibility, and journey reliability for all users. The scheme will support sustainable travel by upgrading walking and cycling infrastructure.	Bolton
Eccles Town Centre Improvements	To support walking, cycling and bus movements in Eccles town centre (including pedestrian movements to Eccles Metrolink stop) and to support the regeneration of Eccles.	Salford
Elton Reservoir link road and active travel and bus network improvements	To support the Elton Reservoir potential development, a new link road and improvements to active travel and local bus services to support the sites delivery	Bury



	promoting sustainable modes.	
Express Bus Corridor Manchester - Northern Gateway	To support the Northern Gateway potential development area facilitating access into and through the development.	Manchester, Rochdale
Godley Green Hattersley bridge connection	A new multi-user bridge connecting Godley Green Garden Village development to Hattersley, adjacent to Hattersley Train Station, this scheme will provide safe and accessible walking and wheeling access across the railway line. This connection will strengthen integration between the two communities, improve access to public transport, and support active travel as part of the wider sustainable development of the area.	Tameside
Greening Trafford Park improvements	The Greening Trafford Park improvements will enhance the public realm, support active travel, and create a healthier, more attractive environment for workers, residents, and visitors in one of Europe's largest industrial estates.	Trafford
Hazel Grove active travel improvements Phase 2	Create safer, more accessible walking and cycling routes that support the Bee Network's vision for integrated, low-carbon mobility, connecting local communities to key destinations and encouraging	Stockport

	healthier, more sustainable travel choices.	
New Carrington street network local bus network improvements	Enhancements to the local bus network serving the Places for Everyone New Carrington allocation, will improve public transport accessibility, reliability, and coverage across the area. These improvements will strengthen connections to key destinations, support sustainable travel choices, and improve integration with walking and cycling routes to promote active travel and local connectivity.	Trafford
Northern Gateway Bus network improvements	To support the Northern Gateway potential development area facilitating access into and through the development.	Bury, Rochdale
Oldham Town Centre	To facilitate development and regeneration in Oldham Town Centre and to improve the attractiveness of Oldham Town Centre for pedestrians, cyclists and public transport users, and maintain the integrity of the highway network within and around Oldham Town Centre.	Oldham
Oldham town centre – Greenfield rail station public transport improvements	Improving public transport connectivity between Oldham Town Centre and Greenfield Rail Station will deliver a more integrated, accessible corridor that supports the Bee Network's goals of seamless multimodal travel, linking urban and rural communities	Oldham

	to key services, employment, and sustainable transport options.	
Park Bridge Viaduct NCN626	The Park Bridge Viaduct scheme along NCN 626 involves restoring the historic structure to create a safe, direct, and accessible walking and cycling route between Oldham and Ashton-under-Lyne.	Tameside
Prestwich active travel improvements	Neighbourhood street enhancements centred on Prestwich.	Bury
Rochdale Town Centre	To support walking, cycling and bus movements in Rochdale Town Centre (including pedestrian movements to Rochdale Metrolink stop) and to support the regeneration of Rochdale Town Centre.	Rochdale
Sale Town Centre improvements	To support walking, cycling and bus movements in Sale Town Centre (including pedestrian movements to Sale Metrolink stop)	Trafford
Sharston Road improvements	Street improvements along Sharston Road including active travel, public realm, and other local measures improving safety and accessibility for all road users.	Manchester
Slattocks active travel improvements	The widening of Slattocks Rail Bridge will increase capacity and improve safety and accessibility for all users. This upgrade will also enhance local connectivity and support active travel by creating a	Rochdale

	more inclusive and reliable route for walking and cycling along this key corridor.	
Stockport Town Centre Accessibility Package	To include delivery of new connectivity hubs, active neighbourhoods, slow streets, public realm improvements, EV charging and car club expansion. To include early delivery of Mersey Square remodel to improve bus movements, also to include early delivery of A6 Railway Road junction remodel to include increased capacity and east-west cycle route.	Stockport
Swinton town centre improvements	To improve the streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability and to support the regeneration of Swinton.	Salford
Trafford Centre - Cadishead corridor improvements	To improve reliability and speed of buses on the B5320 and A57 between the Trafford Centre - Cadishead corridor.	Salford, Trafford
Trafford Greenway	To be brought forward in phases, the Trafford Greenway scheme seeks to establish a high-quality walking and cycling corridor linking New Carrington/Partington with Altrincham, and ultimately across the ship canal towards Cadishead/Irlam. A key element of the scheme involves reusing disused Cheshire Lines railway route, including the restoration of	Salford, Trafford

	the Cadishead/Partington viaduct. This will ultimately enable a direct active travel connection between Irlam and Altrincham, complemented by improvements to surrounding local streets.	
Trafford Waters connectivity improvements and bridge	Connectivity enhancements at the strategic Trafford Waters development site, including the delivery of a new active travel bridge towards the Trafford Centre Bus Station/Metrolink stop, improved access to and through the development and supporting active travel infrastructure. Providing better integration and links to public transport.	Trafford
Walshaw link road and active travel and bus network improvements	To support the proposed Walshaw development a new link road and improvements to active travel and local bus services will supporting the site's delivery promoting sustainable travel.	Bury
Westhoughton active travel improvements	Neighbourhood street enhancements with new walking/cycling links and M61 bridge; supporting town centre access and sustainable travel.	Bolton
Whitefield town centre active travel improvements	To support walking, cycling and bus movements in Whitefield town centre (including pedestrian movements to Whitefield Metrolink stop) and to support the regeneration of Whitefield.	Bury

Wigan Station Gateway and wider town centre improvements	Street improvements in Wigan town centre, coupled with the Wigan Station Gateway scheme, will enhance safety, accessibility, and support better multi-modal connections across the town centre, with improving access to all Wigan rail stations. The scheme will make it easier for people to move around the town centre while encouraging active travel and sustainable transport choices.	Wigan
Wingates sustainable transport corridor including links to Westhoughton	The Wingates sustainable transport corridor will deliver improved walking, cycling, and public transport infrastructure, including enhanced links to Westhoughton. This scheme aims to support active travel, reduce car dependency, and strengthen local connectivity between residential areas and employment sites.	Bolton
Broadbent Moss and Beal Valley western access and bus improvements	Multi-modal access improvements prioritising bus and active travel at the proposed Broadbent Moss and Beal Valley development sites. This will include public realm improvements and other local measures to promote sustainable travel.	Oldham
<b>Metrolink / Busway including tram, tram-train, bus rapid transit and underground technologies</b>		
Metrolink / Tram-Train to Hazel Grove	To provide a Metrolink / Train-train connection to Hazel Grove, enhancing capacity and frequency, both to address existing crowding	Stockport

	issues and to facilitate further growth.	
Metrolink Airport Line Western Leg	To provide much greater capacity and frequency at Manchester Airport, both to address existing crowding issues and to facilitate further growth. As well as providing a link to the PfE Davenport Green allocation supporting sustainable growth.	Manchester, Trafford
Metrolink / tram-train Stockport to Airport	To provide better public transport access to potential developments and existing residential areas, and to help achieve the step change in non-car mode share needed to support the growth of the Airport area.	Stockport, Trafford
Metrolink / tram-train Altrincham to Airport and potential links to Mid Cheshire	To provide much greater capacity and frequency on the Altrincham - Airport corridor and into Cheshire, both to address existing crowding issues and to facilitate further growth.	Trafford
Metrolink / Tram-Train Stockport to Ashton-under-Lyne	To provide much greater capacity and frequency on the Stockport - Ashton corridor, both to address existing crowding issues and to facilitate further growth.	Stockport, Tameside
Metrolink / busway to Middleton / Northern Gateway	To provide much greater capacity and frequency on the Manchester-Middleton corridor, both to address existing crowding issues and to facilitate further growth.	Bury, Rochdale
Metrolink extension towards Trafford Waters, Salford Stadium and Port Salford (Western Gateway)	Enhance regional connectivity, support sustainable growth, and unlock major housing and employment opportunities	Salford, Trafford

	across Greater Manchester's western growth corridor.	
Metrolink / tram-train to Wigan	To provide a more attractive alternative to the car to Wigan, particularly for the associated potential new developments.	Bolton, Manchester, Wigan
Metrolink / tram-train to Bolton	To provide a more attractive alternative to the car to Bolton, particularly for the associated potential new developments.	Bolton
Metrolink / tram-train to Leigh	To provide a more attractive alternative to the car to Leigh, particularly for the associated potential new developments.	Wigan
<b>Rail Infrastructure and Service Improvements</b>		
Access For All Brinnington rail station	Improved access for everyone, providing step-free access between street and platforms.	Stockport
Access For All Broadbottom rail station	Improved access for everyone, providing step-free access between street and platforms.	Tameside
Access For All Davenport rail station	Improved access for everyone, providing step-free access between street and platforms.	Stockport
Access For All Hall i'th' Wood rail station	Improved access for everyone, providing step-free access between street and platforms.	Bolton
Access For All Hattersley rail station	Improved access for everyone, providing step-free access between street and platforms.	Tameside
Access For All Hyde Central rail station	Improved access for everyone, providing step-free	Tameside



	access between street and platforms.	
Access For All Moorside rail station	Improved access for everyone, providing step-free access between street and platforms.	Salford
Access For All Woodley rail station	Improved access for everyone, providing step-free access between street and platforms.	Stockport
Access For All Woodsmoor rail station	Improved access for everyone, providing step-free access between street and platforms.	Stockport
Access For All Patricroft rail station	Improved access for everyone, providing step-free access between street and platforms.	Salford
Port Salford rail link and freight terminal	As part of the proposed Port Salford development, the rail link and freight terminal is a planned connection between Port Salford and the national rail network, including a new freight terminal for the development.	Salford
Manchester Airport rail station enhancements	Manchester Airport rail station improvements, including enhanced accessibility, platform upgrades and extensions to increase capacity at the station.	Manchester
<b>Motorway improvements</b>		
M60 J21 Broadway	To address existing congestion and reliability issues on the SRN, improve facilities for walking, cycling and bus, and support development in the Northern Gateway.	Bury

M60 J24 Denton	Improvements to signals and circulatory carriageway.	Tameside
M62-A57 Link	New M62 Junction 11a, with link road to A57 at Port Salford. To support development in the area, including Port Salford intermodal freight terminal	Salford
M62-M60 Link	To address existing congestion issues on the SRN and provide the capacity for the scale of development proposed both within the city region and in neighbouring authorities.	Salford
M66 J3	To support development in the Northern Gateway Mayoral Development Area, with improvements at M66 J3, as part of the Northern Gateway Western Access scheme to upgrade the Pilsworth Road/ Croft Lane corridor.	Bury, Rochdale
<b>Road Schemes including Active Travel and Bus</b>		
A56 Moorgate Junction improvements	Improvements to junction to support all users and reduce delay for buses.	Bury
A58 Bury Bridge Junction Improvement	Improvements to junction to support all users and reduce delay for buses.	Bury
A627(M) junction Improvements	A package of improvements at junctions between the A627(M) and Oldham Town Centre, to support all users.	Oldham
Bredbury Economic Corridor Improvement Package	Improved link between M60 J25 and Bredbury Gateway development.	Stockport

Cheadle Economic Corridor Improvement Package	Package of improvements to support all users along the A560 corridor.	Stockport
Manchester Airport area road upgrades	To improve the reliability of journey times to the Airport, enhancing its function as the primary global gateway for the North of England, to be coordinated with longer term highway improvements required to support HS2 and NPR Growth Strategy at Manchester Airport.	Manchester, Trafford
Northern Gateway Western Access	The Western Access scheme will create the necessary highway capacity and transportation improvements (including active travel / public transport) required to unlock the early phase delivery of the Northern Gateway Investment Zone.	Bury, Rochdale
Smithy Bridge access improvements	To support the proposed development at Roch Valley, a new road connection between A664 and Smithy Bridge Road	Rochdale
Western Gateway Link Roads	New / improved road links, to north and south of the Manchester Ship Canal, supporting new development, jobs and housing including Port Salford and Trafford Waters.	Salford, Trafford
Wigan to Hindley Link Road	New Highway Links, part of envisaged route between M6 J28 and M61 J5. Developer Led sections, between A58 and A527. To support growth, housing and jobs, in the Northfold Growth area, and release space for Streets	Wigan

	for All improvements on A577.	
Wigan-Bolton East-West M58 Link	New Highway Link, part of envisaged route between M6 J28 and M61 J5. DfT Major Road Network scheme, between A49 and A58. To support growth, housing and jobs in the Northfold Growth Area, and release space for Streets for All improvements on A577.	Wigan
Broadbent Moss and Beal Valley western link road	Improve east-west connectivity, reduce congestion on local routes, and unlock strategic development sites to support housing and economic growth in Oldham and the wider city region.	Oldham
<b>Interchanges and Travel Hubs</b>		
Travel hub - Cheadle Hulme rail station	Improving access to public transport, including provision of additional multi-level car parking, and better facilities to support people walking, wheeling and cycling to the station.	Stockport
Travel hub - Bramhall rail station	Improving access to public transport, including provision of additional multi-level car parking, and better facilities to support people walking, wheeling and cycling to the station.	Stockport
Travel hub - Swinton rail station	Improving access to public transport, including provision of better facilities to support people walking, wheeling and cycling to the station.	Salford

Leigh bus station redevelopment	A new transport interchange in Leigh town centre to significantly improve passenger experience, enhance multi-modal integration between public transport and active travel.	Wigan
Travel hub - Smithy Bridge rail station	Upgrade the existing station to create a fully integrated, accessible, and sustainable transport interchange that enhances connectivity, supports modal shift, and contributes to local economic growth.	Rochdale
Travel hub - Bury Town Centre	To support walking, cycling and bus movements in Bury town centre (including pedestrian movements to Bury Metrolink stop) and to support the regeneration of Bury.	Bury
Stalybridge bus station redevelopment	Replacement of the existing bus station with new facility,	Tameside
Eccles Interchange redevelopment	Upgrades to Eccles bus station, providing a modern interchange that will significantly improve passenger experience, enhance multi-modal integration between public transport and active travel.	Salford
Travel hub - Littleborough rail station	Improving access to public transport, including provision of additional multi-level car parking, and better facilities to support people walking, wheeling and cycling to the station.	Rochdale

### Map 3: Explore and develop

This map includes longer-term transport priorities that will be subject to further investigation and development. Subject to final funding and business case approval, early delivery may be possible in some cases.

All routes shown are indicative and subject to further investigation and consultation.

For the full list of schemes and interventions see the delivery plan appendix.

<b>Street improvements including Active Travel, Bus, Public Realm and Local Measures</b>		
A576 Corridor Improvements	To improve reliability and speed of buses on the A576 between Salford - Middleton corridor, which forms part of one of the radial Streets for All corridors.	Bury, Manchester
Ashton Mayoral Development Zone connectivity improvements	To support the proposed development in Ashton-under-Lyne town centre as part of the Mayoral Development Zone, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Tameside
Autonomous Vehicle Corridor extension (Phase 2) Royal Bolton Hospital - Logistics North	Autonomous vehicle corridor extension to Logistics North, supporting Northfold development area.	Bolton
Broadbent Moss and Beal Valley eastern access improvements	Multi-modal access improvements prioritising bus and active travel at the proposed Broadbent Moss and Beal Valley development sites. This will include public realm improvements and other local measures to promote sustainable travel.	Oldham
Bus Corridor upgrade – Altrincham to Manchester Airport	To provide a more attractive alternative to the car on the Altrincham – Hale -	Manchester, Trafford

	Manchester Airport Corridor, and to help achieve the step change in non-car mode share needed to support the growth of the Airport area.	
Godley Green access improvements	To support the proposed Godley Green development, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Tameside
Golborne town centre improvements	A package of transport, street, and public realm upgrades to support growth, improve access and promote sustainable travel in the town centre.	Wigan
Health Innovation Bolton access improvements	Multi-modal access improvements prioritising bus and active travel at the proposed Health Innovation Bolton development site, this will include public realm improvements and other local measures to promote sustainable travel to the area.	Bolton
Northern Gateway connectivity improvements	To support the proposed Northern Gateway development, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Bury, Rochdale
Oldham town centre/ wider Oldham connectivity improvements study	A study to look at connectivity improvements for wider Oldham into the town centre, to create a connected,	Oldham

	accessible, and sustainable town centre that supports economic growth and inclusive access by sustainable modes.	
Port Salford connectivity improvements	A package to strengthen multimodal freight access, reduce congestion on strategic routes, and support sustainable economic growth by linking key logistics hubs to the regional and national transport network.	Salford
Platt Bridge town centre improvements	A package of transport, street, and public realm upgrades to support growth, improve access and promote sustainable travel in the town centre.	Wigan
Slattocks roundabout improvements	Improvements at Slattocks Roundabout to support new housing and employment growth in the area. The roundabout will serve as a key access point to the Stakehill development, improvements will also prioritise active travel movements such as improved pedestrian crossings to tackle severance.	Rochdale
Stakehill access improvements	To support the proposed Stakehill development, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Rochdale
Standish town centre improvements	A package of transport, street, and public realm upgrades to support growth,	Wigan



	improve access and promote sustainable travel in the town centre.	
Tyldesley town centre improvements	A package of transport, street, and public realm upgrades to support growth, improve access and promote sustainable travel in the town centre.	Wigan
West Trafford Bus Connectivity Study	To explore opportunities to improve local bus connectivity in West Trafford as part of Greater Manchester's wider ambition to deliver a more integrated, reliable, and inclusive public transport network through the Bee Network.	Trafford
Fairfield Hospital Access Improvements	Local access improvements to improve connectivity to Fairfield General Hospital for all users.	Bury
New Carrington access improvements	To support the proposed New Carrington development, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Trafford
<b>Metrolink / Busway including tram, tram-train, bus rapid transit and underground technologies</b>		
Metrolink / Tram-train to Marple	To provide much greater capacity and frequency on the Marple corridor, both to address existing crowding issues and to facilitate further growth.	Stockport

Metrolink / Tram-train to Warrington via the CLC line	To provide much greater capacity and frequency on the Warrington corridor, both to address existing crowding issues and to facilitate further growth.	Manchester, Salford, Trafford
Metrolink / Tram-train to Glossop and Hadfield	To provide much greater capacity and frequency on the Glossop corridor, both to address existing crowding issues and to facilitate further growth.	Tameside
Extension to the tram-train Pathfinder into Northern Gateway	To support the development of Northern Gateway by providing a service to and from the Regional Centre.	Bury, Rochdale
Busway East of the Airport	To provide a more attractive alternative to the car between Handforth and Manchester Airport, and to help achieve the step change in non-car mode share needed to support the growth of the Airport area.	Stockport
Metrolink / tram-train to Warrington via CLC line	To provide much greater capacity and frequency on the Warrington corridor, both to address existing crowding issues and to facilitate further growth.	Manchester, Salford, Trafford
<b>Rail Infrastructure and Service Improvements</b>		
Ashton-under-Lyne rail station redevelopment (Including travel hub)	Station improvements as part of TransPennine Route Upgrade, including improvements to access for everyone, with step-free access between street and platforms, and platform extensions to allow longer trains to serve the station.	Tameside

Access for all Eccles rail station	Improved access for everyone, providing step-free access between street and platforms.	Salford
Intermodal Logistics Park North Rail Freight Terminal	New connection from Chat Moss line, to serve proposed intermodal freight terminal south of Lane Head in Wigan.	Wigan
New rail station - Ashton Moss West	New railway station, supporting development at Ashton Moss. Providing a fast and reliable public transport option, contributing to modal shift and reducing pressure on the highway network.	Tameside
New railway station - Little Hulton	A new railway station at Little Hulton will improve public transport accessibility for underserved communities, support inclusive growth, and strengthen links to employment, education, and services across Greater Manchester.	Salford
New rail station - Slattocks	New railway station in Castleton, located between Mills Hill and Castleton. Supporting new developments in the area, providing a fast and reliable public transport option, contributing to modal shift and reducing pressure on the highway network	Rochdale
New rail station - Dewsnap	New railway station at Dewsnap in Dukinfield, Tameside, to support development and provide a fast and reliable public transport option, contributing	Tameside

	to modal shift and reducing pressure on the highway network.	
Warrington Line CLC route modernisation	To provide much greater capacity and frequency on the Warrington corridor, both to address existing crowding issues and to facilitate further growth.	Manchester, Salford, Trafford
Manchester - Stoke-on-Trent rail capacity improvements	To provide much greater capacity and frequency on the Stoke-on-Trent rail corridor, both to address existing crowding issues and to facilitate further growth.	Manchester
<b>Northern Powerhouse Rail</b>		
Northern Powerhouse Rail Strategy at Manchester Airport	Major hub on the proposed NPR / L&M rail line, including connections to the airport, improvements to the M56, access by all; sustainable modes. Supporting development and growth in the area.	Manchester
Northern Powerhouse rail station at Manchester Airport	Major hub on the proposed NPR / L&M rail line, including connections to the airport, improvements to the M56, access by all; sustainable modes. Supporting development and growth in the area.	Manchester
<b>Motorway improvements</b>		
M62 J20 improvements	To address existing congestion and reliability issues on the SRN and	Rochdale

	provide capacity for future growth	
M66 J1 improvements	Investigation into potential improvements at or around M66 J1 to address existing congestion and reliability issues	Bury
M66 J2 improvements	To address existing congestion and reliability issues on the SRN, improve facilities for walking, cycling and bus on local roads, and support development in the area.	Bury, Rochdale
M62 J19 improvements	To address existing congestion and reliability issues on the SRN and provide capacity for future growth	Rochdale
M60 J19 improvements	To address existing congestion and reliability issues at the SRN, improve facilities for walking, cycling and bus on local roads, and support development in the Northern Gateway,	Rochdale
M60 SE Junctions Study	Implementation of interventions from study investigating potential improvements at junctions between J24 Denton and J3 Sharston.	Stockport
M6 J25 improvements	To address existing congestion and reliability issues on the SRN and provide capacity for future growth	Wigan
North West Quadrant further measures	To address existing congestion and reliability issues on the SRN and provide capacity for future growth	Bolton, Salford, Wigan

Road Schemes including Active Travel and Bus		
Angouleme Way Improvements	Further improvements in the A58 corridor to improve connectivity in and around Bury Town Centre.	Bury
A34 Handforth – Cheadle Phase 2	Further improvements to junctions in the A34 corridor, to support new development.	Stockport
A6 High Lane and Disley Bypass	A bypass of the settlements of High Lane and Disley, promoted by Cheshire East Council.	Stockport
A6-M60 Link Road	New link road connecting the A555 Airport Relief Road and M60 J25 at Bredbury.	Stockport
Broadbent Moss and Beal Valley eastern link road	Improve east-west connectivity, reduce congestion on local routes, and unlock strategic development sites to support housing and economic growth in Oldham and the wider city region.	Oldham
Carrington Spur Upgrade	Improvements to existing road between M60 J8 and A6144 Carrington Lane, to support development at New Carrington in line with PfE allocation infrastructure requirements.	Trafford
Gibfield-Hulton Park East-West Link	New Highway Link, part of envisaged route between M6 J28 and M61 J5. Connecting developer delivered sections of route to the north and south, crossing the Atherton railway line. To support growth, and delivery of housing and jobs in the Northfold Growth Area	Wigan

Hollingworth and Tintwistle Bypass	To alleviate traffic congestion on the A57, A628, and A616 routes that presently pass through the villages of Mottram-in-Longdendale, Hollingworth and Tintwistle.	Tameside
Lane Head South relief road	New road link to south east of Lane Head, connecting A572 to the south, with A580 to the east of Lane Head. To support development in the area, and boost network resilience.	Wigan
Northern Gateway connectivity improvements including Whittle Lane	To support development in the Northern Gateway, providing new north-south and east-west connector roads.	Bury, Rochdale
South Yorkshire Connectivity Improvements	Further improvements in the A628 corridor to improve connectivity between Greater Manchester and South Yorkshire	Tameside
Windlehurst Road High Lane bypass improvements	Improvements to Windlehurst Lane, in association with High Lane and Disley Bypass.	Stockport
<b>Interchanges and Travel Hubs</b>		
Travel hub - Stanley Green	Interchange facility including park and ride at Stanley Green.	Stockport
Radcliffe Bus Station improvements	Investigate opportunities to improve Radcliffe Bus Station, which is not well connected to the wider town centre or to the Metrolink Stop and would benefit from improved public realm and pedestrian links to give more a sense of arrival to the town.	Bury

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#### Map 4: Regional Centre

Street improvements including Active Travel, Bus, Public Realm and Local Measures		
Medlock Street	Part of the Inclusive Core and City Centre Transport Strategy. Improvements to access for all the Regional Centre, to improve the streets and public realm within, and access to, the Regional Centre for pedestrians, cyclists and public transport users, while considering all users. Tackling issues such as traffic congestion, parking, servicing, air pollution, bus service reliability.	Manchester
A34 corridor improvements	Part of the Inclusive Core and City Centre Transport Strategy. Improvements to access for all the Regional Centre, to improve the streets and public realm within, and access to, the Regional Centre for pedestrians, cyclists and public transport users, while considering all users. Tackling issues such as traffic congestion, parking, servicing, air pollution, bus service reliability.	Manchester, Salford



A56 Chester Road	Part of the Inclusive Core and City Centre Transport Strategy. Improvements to access for all the Regional Centre, to improve the streets and public realm within, and access to, the Regional Centre for pedestrians, cyclists and public transport users, while considering all users. Tackling issues such as traffic congestion, parking , servicing, air pollution, bus service reliability.	Manchester, Trafford
A6 Manchester to Walkden via Swinton	To improve reliability and speed of buses on the A6 between Manchester - Swinton- Walkden corridor, which forms part of one of the radial Streets for All corridors.	Manchester, Salford
Broughton cycle way improvements	Active travel and street improvements along Blackfriars Road (that makes up part of the Broughton cycleway), to make walking, wheeling and cycling safer and more accessible for all.	Manchester
Central Salford Improvements	To support walking, cycling and bus movements in Central Salford (including pedestrian movements to Salford Central Railway Station) and to support the regeneration of Central Salford.	Salford
City Centre Inclusive Core	The City Centre Inclusive Core initiative will create a more accessible, welcoming, and equitable urban environment by improving public spaces, enhancing active travel infrastructure, and ensuring that the heart of Manchester supports diverse communities and inclusive economic growth.	Manchester

Clippers Quay/Wharfside Bridge	Pedestrian, cycle and public realm improvements to increase connectivity by foot and bike towards bus and Metrolink connections, to encourage greater modal shift towards active modes and in turn reduce through traffic and congestion and address road safety and air quality issues.	Salford, Trafford
Cotton Quay improvements	To improve streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability.	Salford
Liverpool Road improvements	A series of active travel upgrades along Liverpool Road connecting to Deansgate, to make walking, wheeling, and cycling safer, more accessible, and more attractive. Key features of the scheme includes segregated cycle lanes, improved pedestrian crossings, and sustainable urban drainage gardens.	Manchester
Quay Street improvements	A series of active travel upgrades along Quay Street connecting to Deansgate, to make walking, wheeling, and cycling safer, more accessible, and more attractive. Key features of the scheme includes segregated cycle lanes, improved pedestrian crossings, and sustainable urban drainage gardens.	Manchester
Deansgate Phase 1, 2, & 3	Part of the Inclusive Core and City Centre Transport Strategy. Improvements to access for all the Regional Centre, to improve the streets and public realm within, and access to, the Regional Centre for pedestrians, cyclists and public transport users, while considering all users. Tackling issues such as	Manchester

	traffic congestion, parking , servicing, air pollution, bus service reliability.	
Etihad Stadium access improvements	Multi-modal access improvements near the Etihad Stadium, including bus, active travel, public realm, and other local measures to improve accessibility to the stadium.	Manchester
Greening Trafford Park improvements	The Greening Trafford Park improvements will enhance the public realm, support active travel, and create a healthier, more attractive environment for workers, residents, and visitors in one of Europe's largest industrial estates.	Trafford
Holt Town access improvements	Multi-modal access improvements as part of the regeneration of Holt Town, including active travel, bus, public realm, and other local measures.	Manchester
London Road/Piccadilly Improvements	A series of improvements along London Road and the surrounding Piccadilly area to make walking, cycling, and wheeling safer, more accessible, and create a high-quality pedestrian environment.	Manchester
Old Trafford Regeneration	To support walking, cycling and bus movements to, from and within Old Trafford (including pedestrian movements to nearby public transport stops) and a suite of measures to be brought forward to support the regeneration of Old Trafford alongside wider proposals related to the provision of a new stadium, significant residential and mixed-use development, public realm and rail station.	Trafford

Oldham Street Bus Loop	Proposed bus and active travel measures that aim to improve safety for bus passengers and pedestrians in the Oldham Street loop area of Manchester city centre.	Manchester
Ordsall Neighbourhood	Neighbourhood street enhancements in Ordsall	Salford
Peter Street Improvements	Street improvements along Peter Street including active travel, public realm, and other local measures improving safety and accessibility for all road users.	Manchester
Pomona improvements	Multi-modal access improvements as part of the redevelopment of the Pomona development site. Improvements, including active travel, bus, public realm, and other local measures.	Trafford
Salford City Centre Bee Lines Improvements	Active travel and street improvements in Salford City Centre to make walking, wheeling and cycling safer and more accessible for all.	Salford
Salford Crescent Linear Park	The Salford Crescent Linear Park is a key feature within the broader Salford Crescent Masterplan. The scheme aims to promote active travel, enhance biodiversity and improve walkability in the area.	Salford
Salford Crescent-MediaCity Phase 1	A full upgrade of the Salford Crescent-MediaCity corridor, focusing on improving bus reliability, and integration with the surrounding streets. The scheme will also deliver elements of active	Salford

	travel and public realm improvements.	
Salford Crescent-MediaCity Phase 2	A full upgrade of the Salford Crescent-MediaCity corridor, focusing on improving bus reliability, and integration with the surrounding streets. The scheme will also deliver elements of active travel and public realm improvements.	Salford
Salford Quays active travel improvements	Active travel improvements in the Salford Quays area enhancing walking, wheeling and cycling connections.	Salford
Salford Quays and Wharfside Improvements	Pedestrian, cycle and public realm improvements to increase connectivity by foot, bike, bus and Metrolink, reduce through traffic and congestion and address road safety and air quality issues.	Salford, Trafford
Seymour Grove	To improve streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability.	Trafford
Shudehill and Corporation Street Improvements	Street improvements along Whitworth Street including active travel, public realm, and other local measures improving multi-modal integration, safety and accessibility for all road users.	Manchester
Street corridor improvements including: <ul style="list-style-type: none"> <li>• A664 Rochdale Road</li> <li>• A6 Manchester - Stockport</li> <li>• A662 Ashton New Road</li> <li>• A62 Oldham Road</li> <li>• Bury New Road corridor improvements</li> </ul>	Upgrade to bus corridors and active travel. More bus priority, including at traffic signals, to improve reliability and reduce journey times. Improvements to streets, including accessibility at bus stops and on walking routes to them. Other improvements to active travel infrastructure.	Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Wigan

• Wilmslow Road improvements		
Swan Street	Part of the Inclusive Core and City Centre Transport Strategy. Improvements to access for all the Regional Centre, to improve the streets and public realm within, and access to, the Regional Centre for pedestrians, cyclists and public transport users, while considering all users. Tackling issues such as traffic congestion, parking, servicing, air pollution, bus service reliability.	Manchester
Trafford Civic Quarter improvements	Multi-modal access improvements as part of the regeneration of Trafford Civic Quarter Improvements, including active travel, bus, public realm, and other local measures.	Trafford
Victoria North transport improvements	To support the Victoria North development, a series of sustainable transport improvements are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Manchester
Wharfside improvements	To support the Wharfside area masterplan, a series of sustainable transport and access upgrades are planned to improve connectivity, support active travel and public transport, and reduce reliance on car journeys.	Salford, Trafford

White City Circle Phase 1 & 2	Street enhancements at the White City Circle junction to reduce severance and support sustainable travel, with a focus on improving safety, accessibility, and journey reliability for all road users. The scheme will have a particular focus on active travel measures.	Trafford
Whitworth Street Improvements	Street improvements along Whitworth Street including active travel, public realm, and other local measures improving safety and accessibility for all road users.	Manchester
<b>Metrolink / Busway including tram, tram-train, bus rapid transit and underground technologies</b>		
New Metrolink stop and travel hub - Sandhills	New stop to serve the Victoria North development, providing a fast, frequent and reliable rapid transit option.	Manchester
Metrolink / tram-train connection to northwest GM	To provide much greater capacity and frequency on the Wigan-Bolton-Manchester corridor, both to address existing crowding issues and to facilitate further growth. Including Salford Quays to Salford Crescent link.	Salford
Rapid Transit Atherton to Regional Centre	To provide a more attractive alternative to the car on the Atherton – Regional Centre Corridor, particularly for the associated potential new developments.	Bolton, Manchester, Wigan
Metrolink / Tram-train connection to Salford Crescent	To provide much greater capacity and frequency to Salford Crescent, both to address existing crowding issues and to facilitate further growth.	Salford
Metrolink connection Salford Quays to Salford Crescent	Enhance regional connectivity, support sustainable growth, and unlock major housing and	Salford

	employment opportunities across Greater Manchester.	
Regional Centre tunnelled metro options	A new underground system for trains and trams, increasing the region's tram and rail capacity.	Manchester
<b>Rail Infrastructure and Service Improvements</b>		
Bee Network Rail Integration Phase 1	Integration of first tranche of local rail services into the Bee Network. Services to go live December 2026.	GM Wide
Bee Network Rail Integration Phase 2	Integration of second tranche of local rail services into the Bee Network. Services to go live December 2027.	GM Wide
Bee Network Rail Integration Phase 3	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2028.	GM Wide
Bee Network Rail Integration Phase 4	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2032.	GM Wide
Network-wide rail service improvements	Infrastructure improvements to improve reliability and resilience, reduce journey times, enable service enhancements and provide capacity for additional freight services.	GM Wide
Manchester Piccadilly railway station enhancements including additional platforms	Rail station enhancements and additional through platforms (15 and 16), providing additional capacity for passenger and freight services, improving accessibility for, reducing congestion accessing, on, and through platforms 13 and 14, improving reliability and	Manchester



	resilience of services. Not part of CMRCU.	
New rail station - Old Trafford	To support the regeneration of Old Trafford by providing a new public transport option and contributing to modal shift and reducing pressure on the highway network.	Trafford
Oxford Road rail station remodelling	Major package of station improvements at Oxford Road, including track and platform remodelling, and improved facilities for passengers from street through to train. Part of CMRCU	Manchester
Salford Central additional rail platforms	Reinstatement of platforms, allowing more services to call at the station. Part of CMRCU.	Salford
Salford Crescent additional rail platform	Provision of additional platform for inbound services, as part of the CMRCU. Providing additional capacity, improved resilience and reliability.	Salford
Manchester Victoria rail station passenger capacity improvements	Package of station improvements at Manchester Victoria, including capacity and improved facilities for passengers from street through to train.	Manchester
Brewery turnback - east of Manchester Victoria rail station	The Brewery Turnback— is a proposed rail infrastructure enhancement located east of Manchester Victoria station, specifically at Brewery Junction, to improve operational flexibility and service resilience by allowing trains to turn back outside the main station platforms.	Manchester
Oldfield Road East turnback	The Oldfield Road East Turnback is a planned rail infrastructure enhancement located between Salford Central Station and the	Manchester

	Oldfield Road Bridge, to improve operational flexibility and service resilience by allowing trains to turn back outside the main station platforms.	
<b>Northern Powerhouse Rail</b>		
Northern Powerhouse Rail underground rail station at Manchester Piccadilly	Transformational scheme to reimagine Manchester Piccadilly as a multi-level transport hub, combining train, tram, NPR / L&M, metro, and bus. Supporting growth and development across the City Region and beyond.	Manchester
<b>Interchanges and Travel Hubs</b>		
City Centre Interchange improvements	To provide a seamless, accessible, and sustainable transport hub that integrates multiple modes, reduces congestion, and supports economic growth and climate goals.	Manchester

## Map 5: Bee Network Rail

This map shows the phased approach to bring rail into the Bee Network.

All routes shown are indicative and subject to further investigation and consultation.

For the full list of schemes and interventions see the delivery plan appendix.

### Phase 1 (End 2026)

- Ashton-under-Lyne and Stalybridge
- Glossop, Hadfield and Rose Hill Marple via Guide Bridge

### Phase 2 (End 2027)

- Alderley Edge and Buxton via Stockport
- Airport stopping services (Local trains that call at stations between Manchester and Manchester Airport)

### Phase 3 (End 2028)

- Rochdale stopping services (Local trains that call at stations between Manchester and Rochdale)

- Wigan via Golborne
- Wigan via Atherton (local trains continuing on to Southport)
- Wigan via Bolton (local trains continuing on to Southport)

**End 2030:** All local Greater Manchester stations are part of the Bee Network.

## 10. Evidence and measuring success

### Supporting Evidence

We have an ambitious vision and we're committed to achieving it by working at pace and making continuous progress. The Greater Manchester Transport Strategy and Delivery Plan have been shaped by the following evidence reports.

- Population and economy
- Environment
- Transport for growth

An initial appraisal of the impacts of the draft strategy and delivery plan on the economy, society and the environment has been undertaken within an Integrated Appraisal. This also includes a Habitats Regulations Assessment. These documents are available via [gmconsult.org](https://gmconsult.org)

This appraisal will be used to inform the final strategy and delivery plan alongside feedback from the public consultation.

Let us know if you have any comments on any of the supporting evidence or assessments.

### Measuring Success

It's important that we understand whether our policies, plans and interventions are delivering the vision and ambitions set out in the Greater Manchester Strategy, the Greater Manchester Transport Strategy 2050 and Delivery Plan.

We will also gather information to make sure that we are reducing inequalities and tackling transport-related social exclusion (when people are unable to get to the places they need to go, such as work, education, healthcare, shops or social activities).

This includes supporting the pledges set out in the Greater Manchester Strategy and making meaningful progress towards our transport targets (more trips being made by people walking, wheeling, cycling and using public transport).

To measure progress and success, we have also set out a series of other transport targets and indicators. Some of these are summarised below, and the full list can be seen in section 13 of the GM Transport Strategy 2050.

Our transport targets and indicators focus on our network ambitions:

- **Our Right Mix target:** number of journeys made by walking, wheeling, cycling, and public transport.
- **Reliable:** number of buses and trams running on time and passengers finding journey times predictable.
- **Integrated:** number of people who find it easy to combine different transport modes in one trip.
- **Inclusive:** number of people who find it easy to travel to key services, especially disabled people and those without cars.
- **Affordable:** number of people who agree they can afford to travel by public transport
- **Healthy:** number of journeys made by active travel and public transport.
- **Environmentally responsible:** number of journeys made by active travel and public transport and bus fleet that is zero-emission.
- **Safe and secure:** reducing road casualties and incidents on public transport.
- **Well-maintained and resilient:** number of roads that should be considered for maintenance.

Do you have any comments on our approach to evaluation and measuring success?

## 11. Have your say

The Greater Manchester Transport Strategy 2050 and Delivery Plan have already been shaped through engagement with local, regional and national stakeholders (including transport bodies, the health sector, business organisations, neighbouring local authorities, equalities and voluntary sector groups), who have shared views on a range of topics, from transport and business to environmental and social matters.

We will continue to engage with these stakeholders as we work to implement the transport strategy and delivery plan, ensuring they are kept up to date and respond to the city region's evolving needs.

**We would also like to hear from you.**

### How you can get involved

This consultation is open to anyone who is interested in the future of transport in Greater Manchester.

**The consultation is open from Tuesday 9 December 2025 to Monday 9 March 2026, 11.59pm.**

You can answer the consultation questions as a member of the public or in an official capacity (e.g. as an elected representative, statutory consultee, business, or other organisation).

Please be aware that if you are answering in an official capacity, your response may be published. Any references or quotes from public responses used in future documents will be anonymised.

Further information, including the full **Greater Manchester Transport Strategy 2050**, **Greater Manchester Transport Delivery Plan**, and evidence documents, as well as accessible versions, are available online at [gmconsult.org](https://gmconsult.org).

Printed copies of these documents can also be found in public buildings across Greater Manchester and are available on request.

## **Share your views**

You can share your views by:

- Completing the online survey on <https://gmconsult.org>
- Completing a paper survey and sending it back in the Freepost envelope provided. Short and long versions available
- Emailing us at: [transport2050@tfgm.com](mailto:transport2050@tfgm.com)

Support for non-English speakers is available by calling 0161 244 1000\*

To request a specific alternative format, printed copies or ask any other questions about the consultation, please contact [transport2050@tfgm.com](mailto:transport2050@tfgm.com) or call 0161 244 1000\*.

## **Public events**

Public drop-in sessions and stakeholder events are also taking place throughout the consultation period to provide further information and answer any queries.

There will be a public drop-in session in each of our local authority areas during the consultation period. Check [gmconsult.org](https://gmconsult.org) or call 0161 244 1000 to get details for your area.

Lines open Monday to Friday (7am to 8pm) and weekends and Bank Holidays (8am to 8pm).

Please note reduced hours as follows:

- 25 December (Christmas Day) and 1 January (New Year's Day) closed.
- 24 December (Christmas Eve) and 31 December (New Year's Eve) 7am to 6pm.
- 26 December (Boxing Day) 8am to 6pm.

## **12. Translation and alternative formats**

If you need to respond in a different way, or require the consultation materials in a different format, please contact [transport2050@tfgm.com](mailto:transport2050@tfgm.com) or call 0161 244 1000 to discuss your requirements. Support for non-English speakers is also available on 0161 244 1000.

### বিকল্প উপায়ে প্রতিক্রিয়া জানানোর নির্দেশনা

যদি আপনি ভিন্ন উপায়ে স্টিতিয়া জানানো চান, অথবা পরামর্শ সংলাপ উপকরণে অর্থাৎ কোনো ফর্ম্যাটে পাওয়ার স্যোজন হয়, তবে দয়া করে [transport2050@tfgm.com](mailto:transport2050@tfgm.com) এ অথবা আপনার চাহিদাসমূহ নিয়ে আলোচনা করার জন্য এই নম্বরে যোগাযোগ করুন 0161 244 1000।

যারা ইংরেজি বলতে পারেন না, তাদের জন্য এই নম্বরে সহযোগিতার ব্যবস্থা রয়েছে – 0161 244 1000

### متبادل طریقے سے جواب دینے کی ہدایات

اگر آپ مشاورتی مواد کسی مختلف شکل میں چاہتے ہیں، تو براہ کرم ای میل [transport2050@tfgm.com](mailto:transport2050@tfgm.com) پر بات کریں تاکہ آپ کی ضروریات پر بات کریں۔ غیر انگریزی بولنے والوں کی مدد کے لیے ہر بات کریں تاکہ آپ کال پر دستیاب سے مدد سے ہوں۔  
فون نمبر: 0161 244 1000

### خيارات الرد أو الحصول على المواد بصيغة مختلفة

إذا كنت بحاجة إلى الرد بلغة مختلفة، أو كنت ترغب في الحصول على مواد الاستشارة بصيغة مختلفة، يرجى التواصل [transport2050@tfgm.com](mailto:transport2050@tfgm.com) أو الاتصال بالرقم 0161 244 1000 لمناقشة متطلباتك.

يتوفر الدعم لغير الناطقين باللغة الإنجليزية أيضاً على الرقم 0161 244 1000.

如果您需要以其他方式回覆，或需要不同格式的諮詢資料，請聯絡 [transport2050@tfgm.com](mailto:transport2050@tfgm.com) 或致電 0161 244 1000 討論您的需求。非英語使用者也可致電 0161 244 1000 查詢以獲得支持。

Jeśli potrzebujesz udzielić odpowiedzi w inny sposób lub wymagasz materiałów konsultacyjnych w innym formacie, skontaktuj się z [transport2050@tfgm.com](mailto:transport2050@tfgm.com) lub zadzwoń pod numer 0161 244 1000 w celu omówienia swoich wymagań. Dostępne jest także wsparcie dla osób, które nie znają języka angielskiego pod numerem 0161 244 1000.