

Item 8

GM 5 Year Environment Plan Transport & Travel

Green City Region Partnership

10th October 2025

5YEP Vision & Key objectives for the next five years

1. Our **energy infrastructure** is smart, flexible and fit for a low carbon, sustainable future.
2. Our **buildings** are smart, flexible and energy efficient.
3. Our **transport** system is reliable, integrated, inclusive, affordable and enables sustainable **travel**.
4. Our **natural environment** is enhanced, providing benefits for nature and people.
5. Our city region transitions to a **circular economy** and our **waste** is reduced, reused, recycled or recovered.
6. Our city-region is better **adapted** and more **resilient** to the increasing impacts of climate change.
7. Our **air quality** enhances the health, well-being and quality of life of the city region.
8. Our **economy** will grow as a result of the interventions we make to benefit both our residents and businesses.

Transport: Objectives

- Establish a long-term **strategy** and detailed delivery plan for an integrated transport system
- **Support** communities and business to adopt more sustainable travel habits
- Deliver policies & programmes that make sustainable transport & travel as **attractive** as possible
- Deliver an **integrated** transport system to enable the GM population to switch to active / public transport
- Support the transition to **electric** mobility

Integrated

Making public transport and active travel convenient, reliable and accessible.

- Bus Franchising
- Integrated ticketing
- Journey planning

Attractive

Making sustainable travel safer and affordable

- Keeping transport affordable
- Improving safety
- Support green manufacturing

Electric

Decarbonising public transport, enabling electric vehicle transition.

- Bus fleet electrification
- Charging Infrastructure
- Fleet electrification

Strategic

Setting out the policies to achieve Greater Manchester's long-term transport plans

- Right Mix 2040
- Local Transport Plan
- Network Reviews

Support

Responding to customer needs

- Travel Training
- Accessibility improvements
- Travel Safe

Targets for 2030

LTP (Local Transport Plan) Delivery Plan and Local Implementation Plan formal adoption Dec 2026 followed by annual reports.

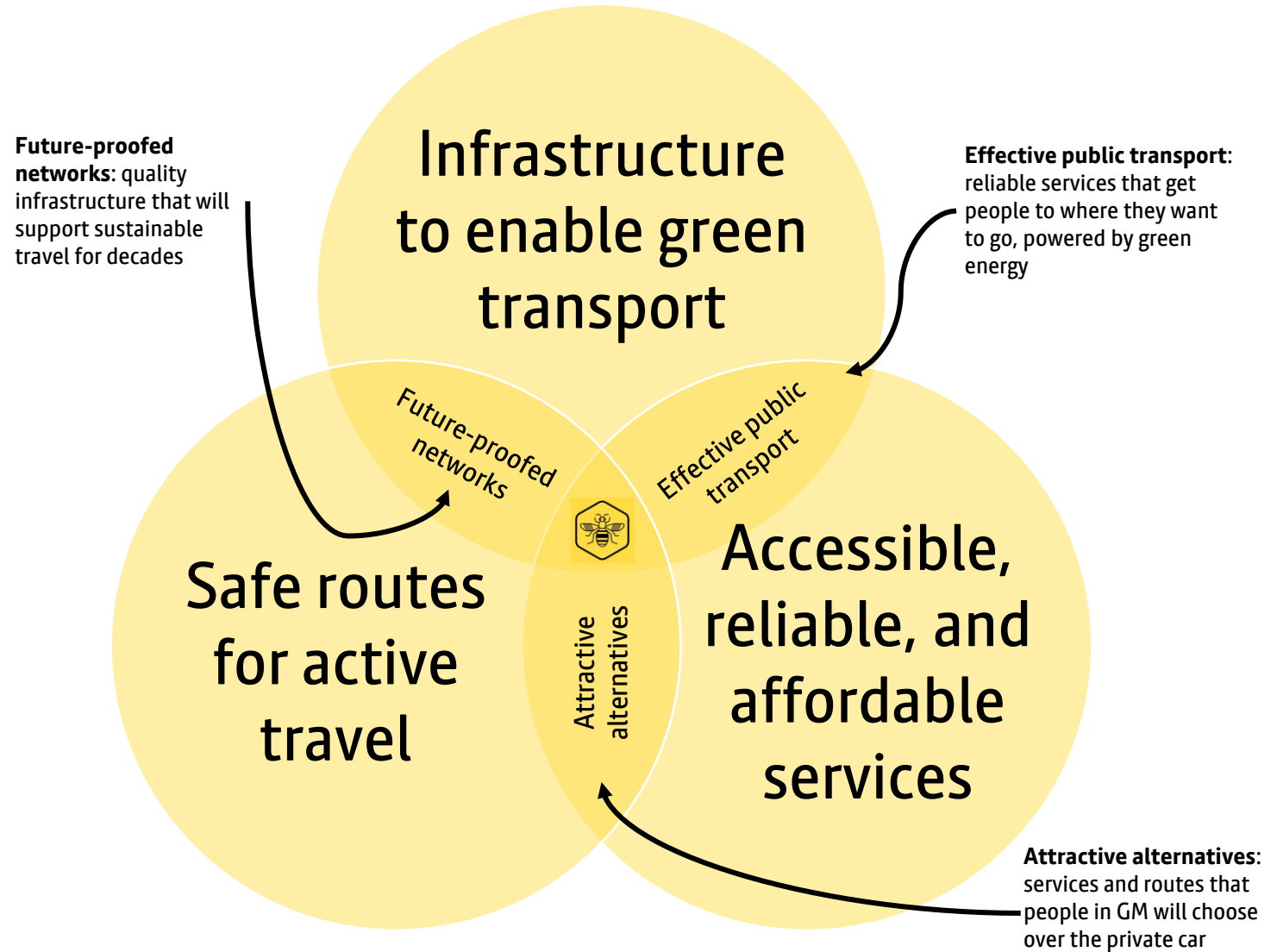
50% of all journeys in GM are made by public transport/Active travel by 2040 (no net growth in motor vehicle traffic over that period)

Increase the % of journeys that do not emit any green house gases or air pollutants from their use.

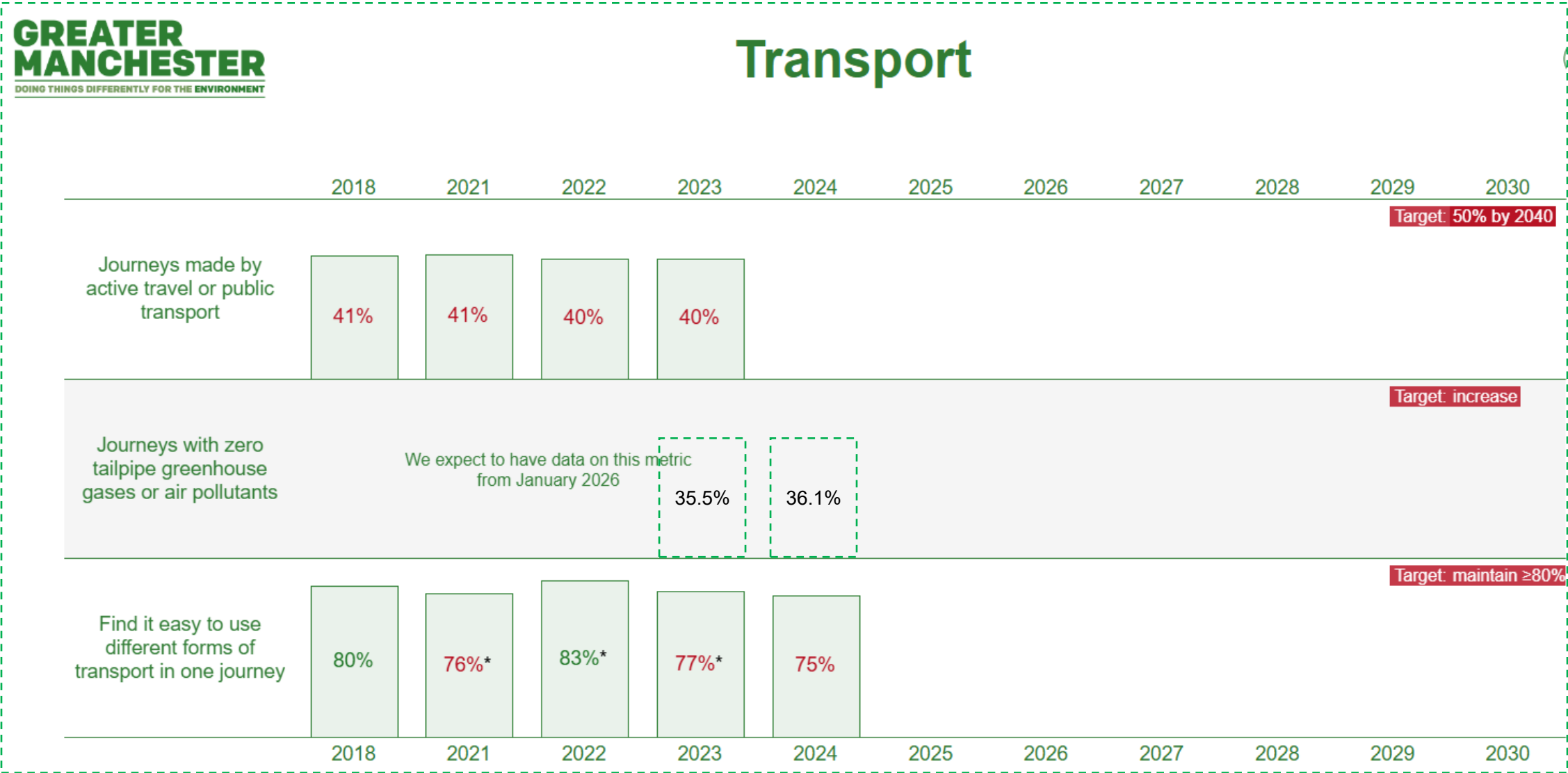
Maintain greater than or equal to 80% of people find it easy to use different forms of transport in one journey in GM

How we get there

- Public and active transport is efficient, enabling more trips for fewer emissions. They will always be the most sustainable options.
- Private car use in Greater Manchester is growing: to decarbonise transport, more people here need to travel by alternative modes.
- Creating a quality experience on active or public transport will encourage more people to travel on these modes.



Targets for 2030



* Indicates a statistically significant change from previous year



Developing the long-term strategy and implementation plan

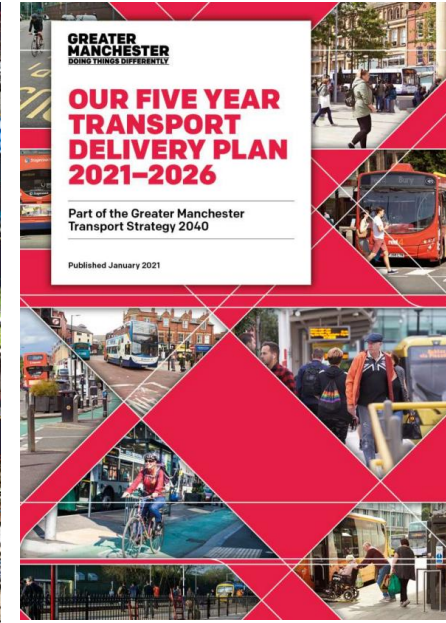
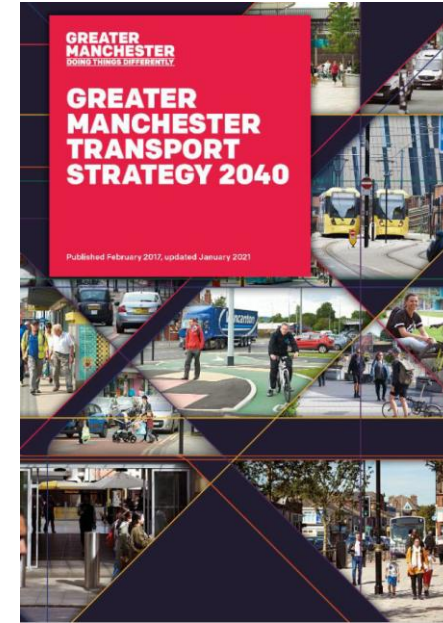
Objective 9



BEE NETWORK

Local Transport Plan

- The LTP is a statutory document setting out our long-term ambitions for transport until 2040. The adopted LTP includes the following two documents:
 - GM Transport Strategy 2040
 - LTP Transport Delivery Plan 2021-2026
- The GM Transport Strategy 2040 sets the strategic direction for transport in GM, whilst the Delivery Plan sets out the schemes and activities that will help us achieve this. It demonstrates how the city region can improve mobility in line with the net zero 2038 target.
- TfGM are currently updating the LTP, and a draft document will go to a public consultation in autumn-winter 2025. Following consultation, TfGM will submit the LTP documents for adoption by the GMCA in 2026.

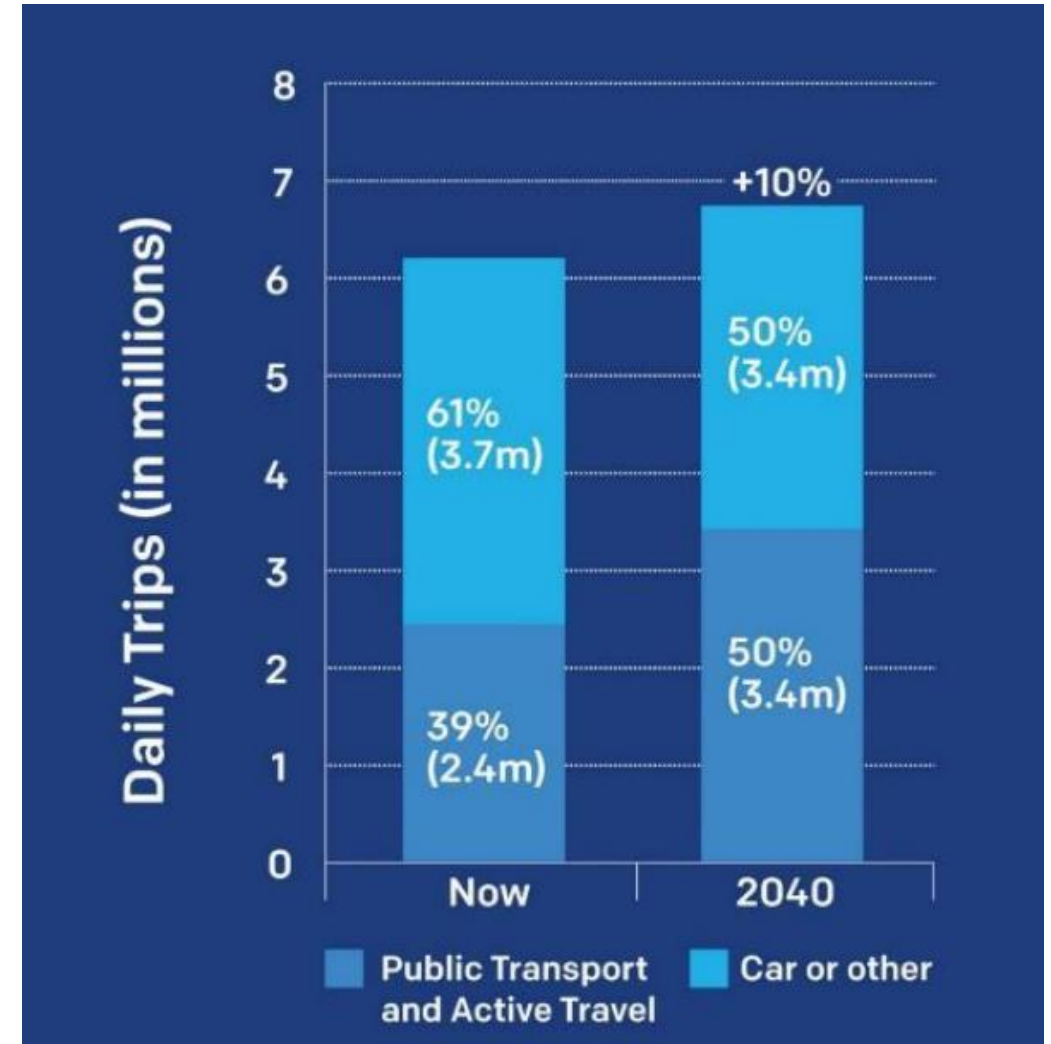


The 'Right Mix' approach

GM takes a strategic, evidence-based approach to transport, setting out a long-term **Right Mix** vision – the optimal proportion of journeys made by different modes – to achieve our environmental, economic, and social objectives.

By 2040:

- 50% of trips to be made by sustainable modes, with no net increase in motor vehicle travel
- 1 Million more sustainable journeys every day
- 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport



Sustainable funding

- In June, the government announced that Greater Manchester would receive £2.5 billion between 2027 and 2032 in Transport for City Regions funding.
- This enables investment in sustainable transport across modes:
 - Bee Network to become fully-electric, zero-emission public transport system by 2030.
 - Local rail lines to be brought into the Bee Network this decade, fully joining up bike, bus, tram and train travel for the first time outside London.
 - New electric buses, tram lines, tram stops and transport interchanges among pipeline of projects across Greater Manchester.
 - Supporting delivery of thousands of new homes, skilled jobs and green growth.



Northern Powerhouse Rail

- We are calling on the Government to work with GM and Liverpool City Region on the development of Liverpool-Manchester Railway, a new line that will unlock capacity for more services between the two cities.
- Working through the Liverpool-Manchester Railway Board and wider northern partners, Greater Manchester is setting out the case to government for investment that will connect Manchester, Manchester Airport, Warrington, and Liverpool.
- New infrastructure will unblock the constraints in the existing lines, freeing up space for more local services and reliable and regular rail connectivity between the two cities.
- This is the first step in support of the Northern Arc growth vision and improved connectivity across the North. LMR is the western segment of Northern Powerhouse Rail (NPR). It covers an economy that contributes £150bn every year to the UK but that has the potential for so much more.



In May, the GMCA adopted the School Travel Strategy

We want more young people to choose to walk, wheel, scoot, cycle or use public transport to get to school and access further education

Our Ambitions:

By 2030 our goal is for 70% of primary school students in Greater Manchester to walk, wheel, scoot, or cycle to school, up from 63% (GMTRADS, 2021-23)

By 2030 our goal is for 80% of secondary school students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to travel to school, up from 74% (GMTRADS, 2021-23)

By 2030 our goal is for 80% of further education students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to access education, up from 66% (GMTRADS, 2021-23)

Our Activities:

- | | |
|---|--|
| 1. Create Safer Roads Around Schools | 5. Improve the Customer Experience on Public Transport |
| 2. Continue to Deliver Active Travel Infrastructure | 6. Make Our Network Safe and Secure |
| 3. Increase Access to Cycles and Secure Cycle Storage | 7. Create an Integrated Network |
| 4. Support Young People to become Travel Champions | 8. Engage Schools and Local Communities |



Deliver an integrated transport system that helps shift people to use active and public transport

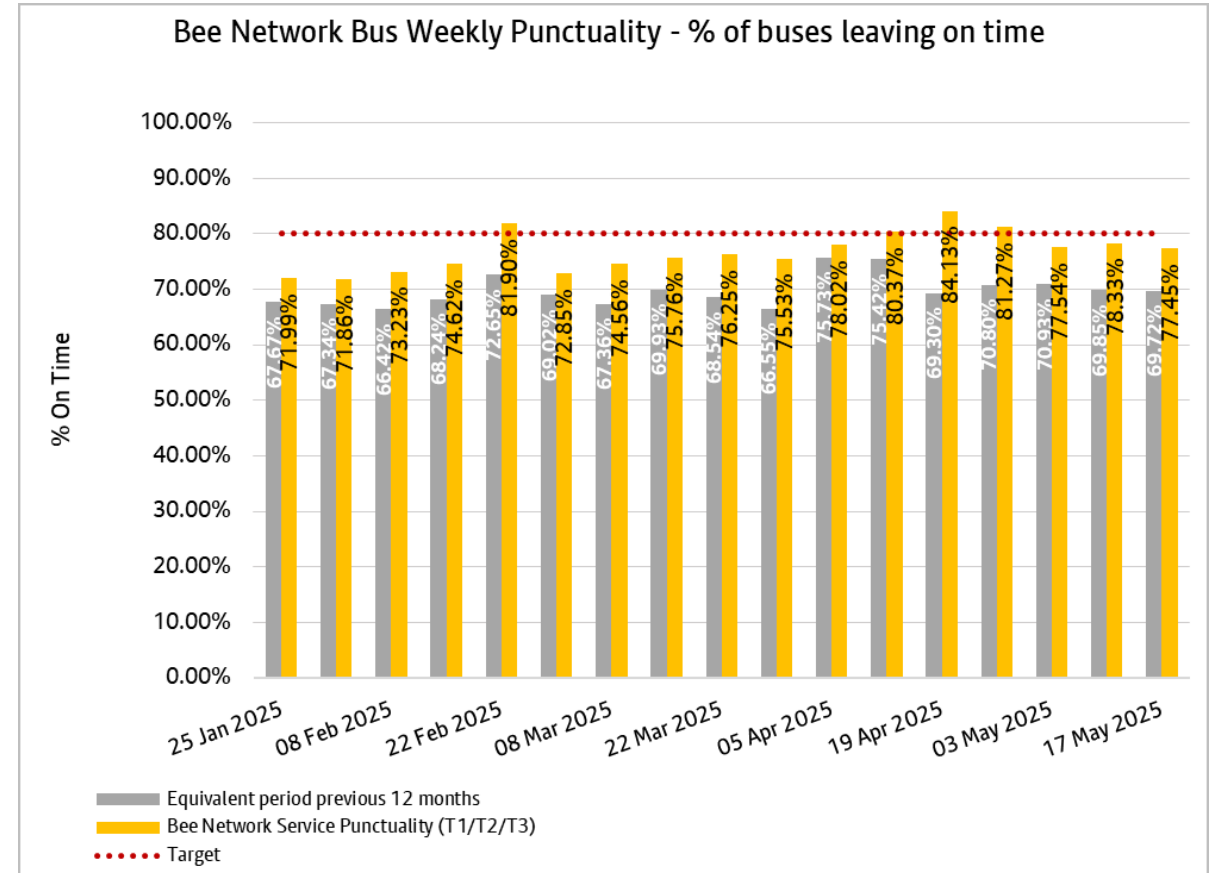
Objective 10



BEE NETWORK

GM has brought buses back under local control

- Since January 2025, all bus services in Greater Manchester have come under public control through bus franchising.
- With the network managed locally and publicly, GM can tailor services to better meet the needs of our communities and support the goal of building a thriving city region where everyone can live a good life.
- Punctuality has improved, frequently surpassing our target of 80%, compared to around 66% before franchising, in the initial franchising area. Patronage is up 12% in Tranche 1, and 14% in Tranche 2 Y-o-Y.
- Connectivity within communities has increased, with approximately 83.9% of residents now living within a five-minute walk of a bus or tram service running at least every half hour during weekday daytime hours, up from 78% in November 2022.



Integrated tickets enable seamless journeys

- Ticketing has become more user-friendly, enabling customers to pay with a simple tap on both bus and tram services.
- On 23 March 2025, contactless, multi-modal capped payments for bus and tram were introduced for the first time, made possible by the franchised bus network.
- Passengers can now easily switch from Metrolink tram to Bee Network bus and be charged just one fare at the end of the day.
- Between March and September 2025, there were been over 10 million taps made by 1 million customers, surpassing initial expectations.



Keeping travel costs as low as possible

- Greater Manchester now has control of the bus network, Metrolink, and Bike Hire services in the city region, and can set fares and ticketing to benefit communities.
- With an integrated network, TfGM can offer discounted fare products across services, making things more affordable and more straightforward for customers, encouraging them to use sustainable transport.
- Before bus franchising, customers in Greater Manchester were faced with a confusing array of tickets, which had consistently risen in price ahead of inflation.
- Since then, we have intervened, lowering the cost of bus travel by flattening fares and introducing discounted multi-modal products.

£2 fare cap

In 2022, Greater Manchester was the first place in the country to introduce £2 fares, increasing bus usage by 5%.

Concessions

Greater Manchester offers a range of concessions, and over 50% of customers travel with a concession of some form

Innovation

In August, Greater Manchester is trialling an extension of the ENCTS trial, permitting travel before 9.30am for older and disabled customers

24/7 bus services

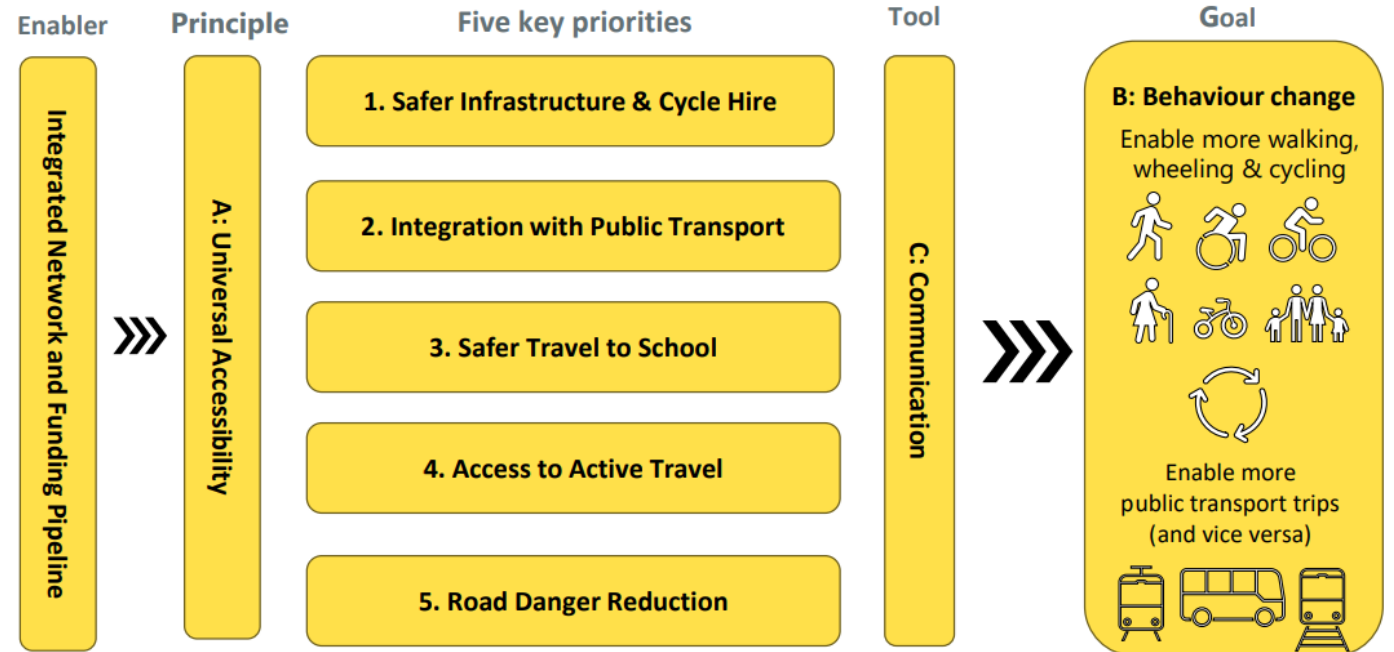
- In September 2024 TfGM introduced new 24-hour bus services on the V1 to Leigh and 36 to Bolton routes from Manchester City Centre.
- On Thursday 4 September a pilot of two new 24-hour bus services to Bury and Rochdale on the 135 and 17 routes launched.
- Night bus services support safe journeys at all times of day, particularly for people who work in the night time economy.
- Poor transport links at night are a barrier to residents' access to employment and other opportunities.
- This is progress towards the progress towards the Mayor's ambition for a night bus network to all 10 Greater Manchester boroughs.



Investing in active travel

- Active Travel is integral to the success of the Bee Network- bus, rail & tram are dependent on customers accessing their services on foot (and/or wheeled mobility aids).
- Cycling can extend the reach and access to public transport through interchange.
- TfGM is investing in safe cycle routes. To date, 130km of Bee Active Routes have been completed in the city region.
- GM Bike Hire is available across Manchester, Trafford, and Salford, enabling over 1.2 million rides on 1,200 bikes.
- TfGM has worked with GM schools and local authorities to establish 38 school streets, where children benefit from traffic calming measures and safe routes to the school gates.

The Active Travel Mission: enabling more people to walk wheel & cycle



Safety

- A total of 113 new TravelSafe Support & Enforcement Officers have been deployed as part of bus franchising, covering a presence on 60,000 buses.
- More than 90% of Bee Network bus passengers consider the presence of TravelSafe Support and Enforcement Officers effective at stations and interchanges (92%), while 81% find them effective on the buses.
- In May 2024, TravelSafe LiveChat was introduced in the Bee Network app, offering customers a discreet way to contact Greater Manchester Police. Starting October 2025, this will be expanded into a dedicated live chat service for transport.



Bee Network app

- The Bee Network app has been available to customers since September 2023, coinciding with the launch of the first franchised bus services.
- The app serves as a companion for users of the network, offering real-time updates, ticket purchasing, and a 'Rate my journey' feature.
- It supports integrated journey planning across different modes of transport, helping customers navigate long and complex trips throughout the city region.
- TfGM continues to enhance the app with new features. In May 2024, TravelSafe LiveChat was introduced, allowing customers to discreetly contact Greater Manchester Police. In October 2024, this transitioned into a dedicated transport live chat service.

1 million
downloads

445,000
monthly
active users

31,842
ratings
shared



Supporting all people to travel

- GM is committed to providing accessible and affordable transport for all through the Bee Network.
- GM has introduced a new accessibility standard for Bee Network buses, requiring two wheelchair spaces, a hearing loop, and audio-visual announcements.
- There is an ongoing programme of works to improve level access boarding at bus stops.
- Working with the GMCA, TfGM have developed Travel Training resources to support SEND youth to access services.
- GM are investing in fully-accessible railway stations: by 2030, all commuter rail stations in Greater Manchester will be accessible.
- Detailed scoping is underway for integration of Glossop and Stalybridge railway lines into the Bee Network.

>30

Bus stops upgraded 2023-2025 to improve access

68%

Of the bus fleet now meet the new Bee network accessibility standard

15

GM railway stations made accessible by 2030 through the access for all programme

8

Railway Lines to be integrated into the Bee Network

Improving the Bee Network

Passenger displays are to be rolled out across the network

Metrolink track replacement is part of a planned £147m package to maintain, upgrade and improve the Metrolink network up to 2027.

Access for All – Funding has been secured to make 10 priority railway stations step free, two of which – Daisy Hill and Irlam – are currently in construction, and the others in various stages of design.

More digital real-time information displays tested on bus network as part of pilot scheme

30 June 2023 at 16:38



Metrolink improvements programme continues with replacement of tram tracks in Manchester city centre

26 February 2025 at 09:36



Customers provided with step-free access at Daisy Hill station after £4 million upgrade

23 APRIL 2025



Further Bee Network Improvements Announced

In addition to new night buses to launch in Rochdale and Bury

- Applications are now open for new 18-21 bus pass, halving the cost of bus travel for young people.
- Older and disabled people's concessionary bus pass pilot allowed more than 100,000 journeys to be made before 9.30am in August with a further trial set to take place in November.
- Latest figures (Sept '25) show up to 14% year on year increase in bus journeys, with millions more trips being made on the Bee Network.

Mayor unveils latest Bee Network improvements as passenger numbers continue to rise

01 September 2025 at 16:06



Support the transition to electric mobility

Objective 11



BEE NETWORK

Progress Summary

- The number of battery electric vehicles and charging points is steadily increasing. In the last year GM has seen private EV ownership grow by about 4,500 vehicles, along with roughly 1,800 new home chargers installed.
- At present, Greater Manchester features 2,423 publicly accessible chargers spread across 1,570 devices at 487 different locations.
- By September 2025, zero-emission buses accounted for around 20% of the Greater Manchester fleet, with expectations to reach approximately 25% following the planned electrification of the Middleton depot in early 2026.
- Sixty EV chargers have been installed throughout Greater Manchester specifically for taxis and private hire vehicles.



Progress Summary - cont

- Both e-scooter use and Greater Manchester Bike Hire experienced record growth in May 2025. The current e-scooter trial has been extended until May 2026, pending legislative approval. Additionally, 300 new e-bikes were added to the Starling Bank Bike Hire fleet this spring, enhancing cycling options.
- A concession contract for the Local Electric Vehicle Infrastructure Funding (LEVI) program has gone to open market, aiming to substantially expand local, primarily low-power, on-street charging facilities.
- The Department for Transport has issued guidance permitting Highway Authorities to approve cross-pavement charging solutions, with Greater Manchester local authorities defining their respective policies.
- There has been a slight increase in residential properties without off-street parking located within 300 meters of charging points.



Make sustainable transport & travel as attractive as possible

Objective 12



BEE NETWORK

Make our streets safe and accessible

- Greater Manchester leaders unanimously approved [Vision Zero Strategy and Action Plan](#) setting out how to eradicate deaths and life changing injuries on our roads.
- In the last 10 years nearly 10,000 people who live in, work in or visit Greater Manchester have been killed or seriously injured on our roads.
- Measures include a new speed management policy, safety camera upgrades, more targeted speeding enforcement at hotspots and education about risks of driving dangerously.
- By taking decisive action in Greater Manchester, it is estimated that around 3,800 unnecessary deaths and life changing injuries could be prevented in Greater Manchester by 2040.

Greater Manchester approves Vision Zero mission to end road deaths and life changing injuries on region's roads by 2040

05 December 2024 at 13:50



Working towards zero road deaths

Supporting Business & Community to embrace more sustainable travel behaviours

Objective 13



Travel planning for employers

Business and employer travel survey

Our annual survey is now live. We want to hear from employers in Greater Manchester about how we can support you and support sustainable travel for your workforce.

[Complete the travel survey](#) →

Tools, resources and offers for employers

We have a range of practical tools and resources to support you, your business and your employees to use sustainable transport options.

[Find tools, resources and offers for employers](#) →

Advice for commuters

Choosing to travel sustainably when you commute has lots of benefits. Find information and advice to improve your commute.

[Read our advice for commuters](#) →

The Bee Network

The Bee Network aims to make it as easy as possible to choose to walk, wheel, cycle, or catch the bus, tram or train.

Sustainable travel also has great benefits for your business and your workforce:

- **Cost-effective** – make savings on car mileage and subsidising car parking spaces.
- **Environmental sustainability** – generate fewer road transport emissions, which currently accounts for one third of all emissions.
- **Productivity** – research suggests sustainable travel to or from work reduces sick days and switching to public transport will help reduce congestion, leading to easier

Business Support

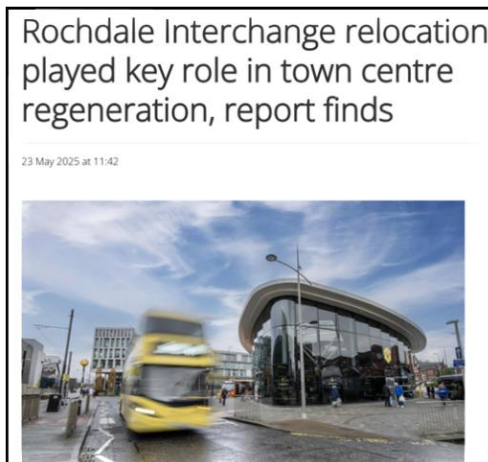
- Established a Business Transport Advisory Council – direct dialogue with GM business leaders. Open application process and panel of 16 on the Council. Co-Chaired by Transport Commissioner and BTAC member.
- Dedicated, new online [business portal](#). One-stop-shop for most useful Bee Network information and resources for businesses. Collateral, travel-planning advice, latest updates. Simple and user-friendly.
- ‘Always on’ direct engagement – all major GM and many local business groups, local authority business engagement teams, GrowthCo, BIDs, Bee Net Zero, GM Business Board and many more all directly engaged.
- Annual business survey to ensure we are alive to issues that businesses want us to understand in order for them to use PT/AT more.
- Night bus introduced to support employees in the nighttime economy. Established after clear business feedback that this needed addressing.
- Commuter campaign each year to encourage commuters to use sustainable modes.
- Business engagement embedded into infrastructure programmes to support effective rollout of better PT and AT connectivity across the city region.

Helping to adopt more sustainable travel habits

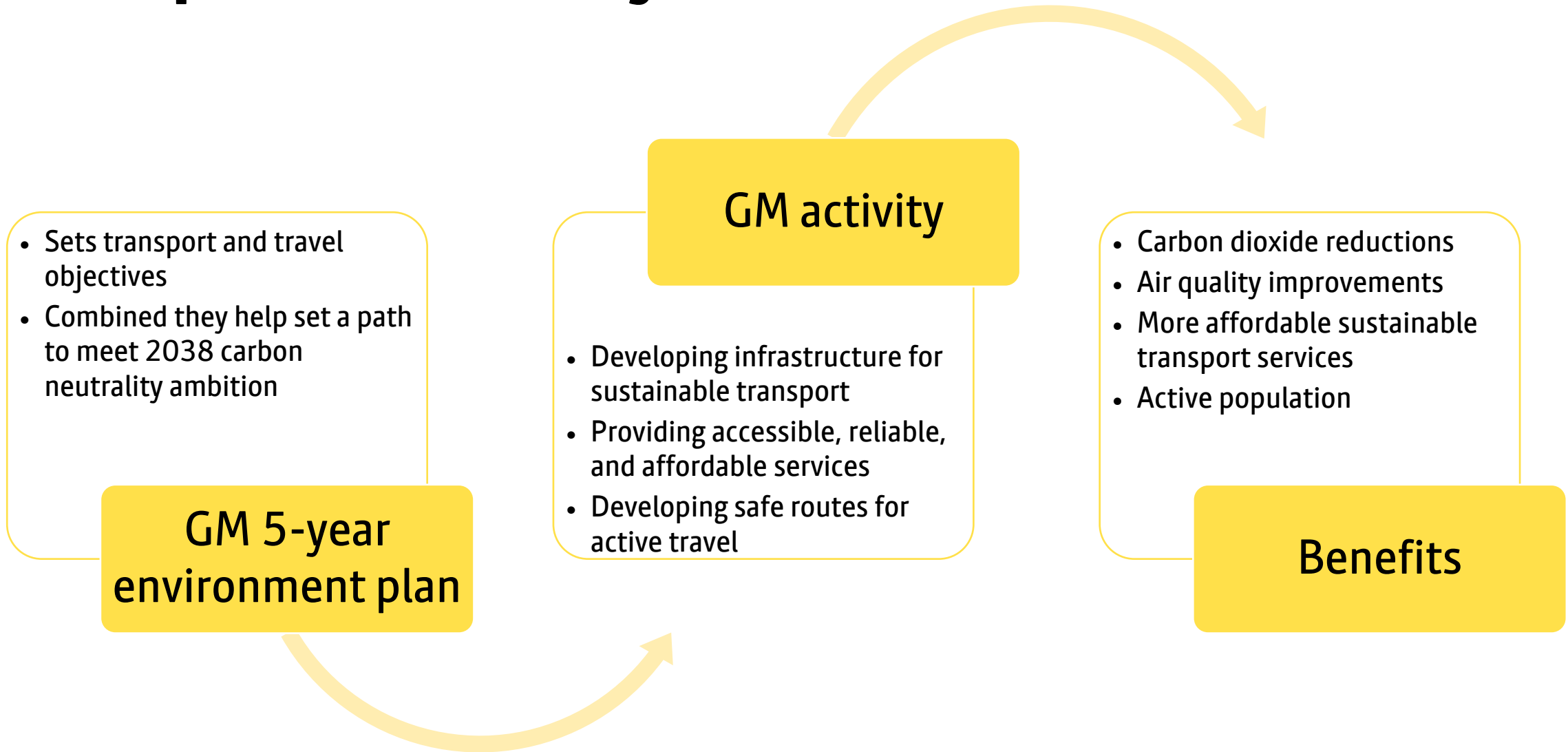
- Regular posts and news articles on [News from TfGM on active travel](#) | [TfGM Bee Active](#)
- Inclusion and Equalities Strategy – 2024 Annual Report has been published giving insight into diverse communities and how they can help influence the transport system

[25-0031 Inclusion and Equalities Annual Report 2024 V4.pdf](#)

- Research into bus priority schemes and Rochdale Interchange has given insight into further developing the transport system



From plan, to activity, to benefit



Background Information

GM EV Vehicle and Charge Point Statistics

	Chargepoints								Battery Electric Vehicles		
	Publicly Available Devices							Home Chargers	Car Private	Car Company	Light Goods
Authority	Locations	Devices	Connectors	Ultra	Rapid	Fast	Slow		Keepership	Registered	Vehicles
Bolton	31	97	154	25	33	21	18	1323	1,720	1,065	63
Bury	32	53	100	15	13	9	16	1110	1,360	1,546	57
Manchester	93	423	572	64	24	72	263	1380	1,942	3,720	304
Oldham	51	124	211	44	29	25	26	753	1,066	789	54
Rochdale	27	104	151	48	20	23	13	871	1,265	710	81
Salford	58	166	273	9	22	41	94	952	1,323	1,021	152
Stockport	52	165	270	61	44	17	43	2268	2,489	102,922*	5655
Tameside	29	52	98	14	13	11	14	886	1,168	627	46
Trafford	58	216	322	72	41	39	64	2173	2,362	1,051	109
Wigan	56	170	272	19	29	80	42	1609	2,177	916	62
Total	487	1570	2423	371	268	338	593	13,325	16,872	114,367	6583

Sources: DfT Statistics VEH0132, Zap Map data supplied to TfN, ENWL

*Through engagement with a national leasing company based in SK3 it has been estimated that 4600 of the company car vehicles registered in Stockport are leased by GM residents



Off-street charging tracker

Percentage of residential properties without access to off-street parking that are within 300m of Electric Vehicle Charging Infrastructure.

This distance is approximately 5 minutes' walk.

Authority	% of residential properties without access to off-street parking that are within 300m of charging infrastructure	
	June 2024	June 2025
Bolton	11%	13%
Bury	14%	14%
Manchester	30%	30%
Oldham	19%	19%
Rochdale	13%	12%
Salford	35%	36%
Stockport	16%	21%
Tameside	17%	19%
Trafford	25%	29%
Wigan	13%	20%
Total	22%	23%

