

together
we are
**GREATER
MANCHESTER**



Greater Manchester Transport Delivery Plan

2027–2037

Consultation Draft

Part of Greater Manchester's Local Transport Plan



BEE NETWORK



Transport for
Greater Manchester

Version details	18/11/25 Public consultation draft
Notes	Print version

DRAFT

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1. Purpose of the Delivery Plan

- 1.1. Our transport vision is set out in the Greater Manchester Strategy and explained in more detail in our draft Greater Manchester Transport Strategy 2050. Together they provide the vision and long-term policy framework for transport in Greater Manchester (GM).
- 1.2. This draft GM Transport Delivery Plan (2027-37) sets out the infrastructure and services we believe are needed to deliver our vision, ambitions, policies and targets. It includes a wide range of interventions to sustain, grow and transform the Bee Network and our wider transport system to 2050, including:
 - 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 for 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 lines 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.
 - Transport connections to new developments and housing.
 - Exploring options for a future metro and underground network to boost capacity and connectivity.

- 1.3. This document provides a summary of our proposals and planned investments in Greater Manchester's transport network between 2027-2037 and gives an idea of future proposals beyond 2037. It includes projects that will be delivered by a range of partners, including TfGM, local authorities, National Highways, Network Rail and developers. This document is aligned with the Greater Manchester Strategy Delivery Plan and Integrated Pipeline, focussing on transport interventions to support the targets outlined in the Greater Manchester Strategy and the GM Transport Strategy 2050.
- 1.4. To ensure a coordinated approach to transport investment, the transport interventions, schemes and initiatives in this delivery plan, are being coordinated through the development of an Integrated Pipeline for Greater Manchester. Creating a clear investment pipeline is central to our ambitions for good growth reaching every part of the city-region and to meet our commitment to Government to support the construction of 75,000 new homes, new employment sites and infrastructure, using Integrated Settlement funding (see Section 5).
- 1.5. Together the GM Transport Strategy 2050 and this GM Transport Delivery Plan (2027-37) form Greater Manchester's statutory Local Transport Plan.

2. Challenges and opportunities

- 2.1. This transport delivery plan has been developed to address national and local transport challenges and respond positively to opportunities. However, the powers and accountability we have received through devolution to date will not be sufficient for transport to play its full role in driving Greater Manchester forward. We're making the case for new responsibilities and opportunities that will enable our city region's future success across the workstreams and themes set out in the Greater Manchester Strategy:
- Healthy homes for all
 - Safe and strong communities
 - A transport system for a global city region
 - A clear line of sight to high quality jobs
 - Everyday support in every neighbourhood
 - A great place to do business
 - Digitally connected places and people
- 2.2. Our approach will ensure that each one is delivered in a way that creates a greener, more equal future for all.
- 2.3. Aligning investment in transport with identified opportunities for economic growth will be a crucial to deliver Greater Manchester's growth objectives. Key growth locations are outlined in the GM Transport Strategy 2050.
- 2.4. Some proposals within the delivery plan are geographically specific, often focussed on improving connectivity within, or, to and from the growth locations and main town centres. Others are more general GM-wide initiatives that are equally as important in addressing the challenges and responding to opportunities.

- 2.5. The GM Transport Strategy 2050 sets out seven network ambitions designed to address ongoing transport challenges and to develop a transport system suitable for a global city region. Actions will be needed across all the network ambitions (shown in the image below), to better serve our residents, businesses and visitors.



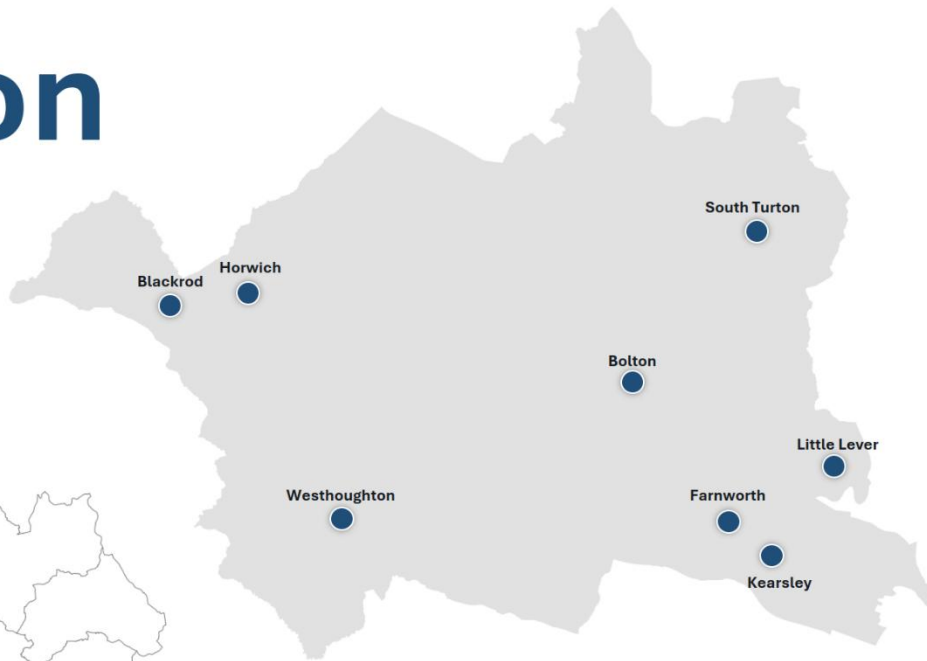
- 2.6. A consistent and long-term approach will be taken to tackling these major challenges, while also reviewing the delivery plan on a regular basis to respond to new opportunities and priorities.

3. Local authority area summaries

- 3.1. Transport is an enabler to growth, supporting our environment and creating a fair Greater Manchester. By 2040 we want 50% of all journeys in Greater Manchester to be made by walking, wheeling, cycling and public transport and to achieve zero deaths or life changing injuries on our roads.
- 3.2. Taking a people-focused approach means thinking about the individuals making journeys or using our streets – not just the vehicles they use. We want to put people at the centre, rather than focusing only on modes of transport and take this approach across our ten local authority areas. This section provides an overview of each local authority and highlights the growth opportunities and investment priorities in each area.

Bolton

Situated in the northwest of Greater Manchester, Bolton sits at the edge of the city-region, bordering Lancashire. To the west and north, the borough meets Chorley and the West Pennine Moors, while the south connects into the Bolton–Farnworth–Manchester corridor. The M61, M60, and river valleys create areas of separation, influencing how residents travel within and beyond the borough.



Bolton
Council

Bolton at a Glance

Population



302,383 residents in 2023
this is expected rise by **14,000** by 2042

There is expected to be a **23% increase** in people over **70 years old** between 2025 and 2042

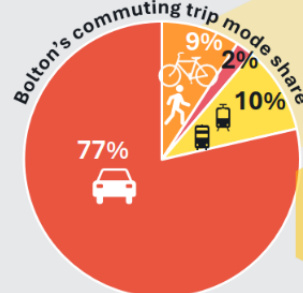


Life expectancy is **77 years** for males and **81 years** for females, slightly lower than the national average

45% of Bolton's population live in an area that is among the **20% most deprived** nationally



Transport



Bolton has a lower proportion of trips made by walking (**9%**) compared to GM average (**14%**)

11
railway stations

98.9%
of residents live within 400m of bus stop

25%
households have no access to a car or van

104
people killed or seriously injured in collisions in 2023

Employment



66% of working age people are in employment – lower than across GM as a whole



10,600 active businesses

Development



50% of land designated as green belt

776,600 sqm planned floorspace for office and industrial / warehousing to 2037 including **440,000 sqm** at West of Wingates



Housing



118,790 current households

2.46 people per household (average)

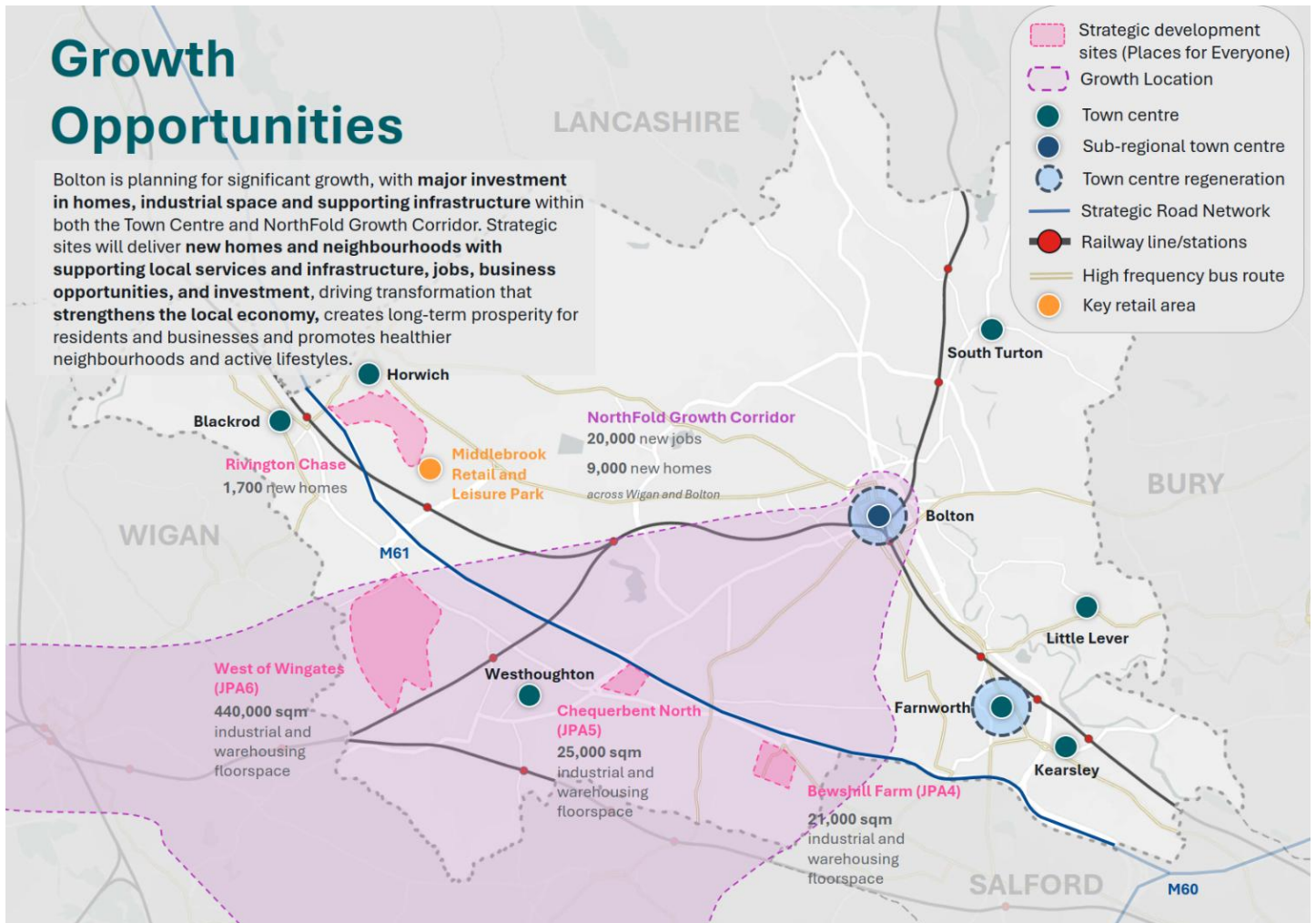
13,379 new houses required to 2039

5,000 new residents in Bolton town centre by 2040



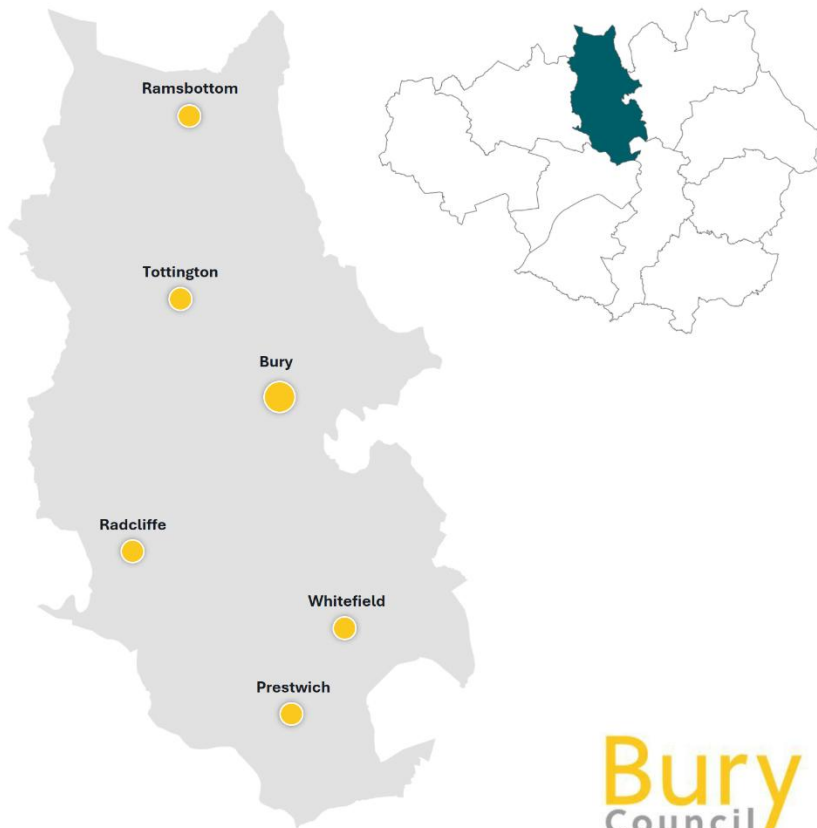
Growth Opportunities

Bolton is planning for significant growth, with **major investment in homes, industrial space and supporting infrastructure** within both the Town Centre and NorthFold Growth Corridor. Strategic sites will deliver **new homes and neighbourhoods with supporting local services and infrastructure, jobs, business opportunities, and investment**, driving transformation that **strengthens the local economy**, creates long-term prosperity for residents and businesses and promotes healthier neighbourhoods and active lifestyles.



Bury

Located in the north of Greater Manchester, Bury is positioned as a bridge between the city-region and Lancashire. To the north and east, the borough opens onto Rossendale and the West Pennine Moors, while the south links into the Bury–Prestwich–Manchester corridor. However, the M60, M66, and river valleys create pockets of severance, shaping how people move within and beyond the borough.



Bury
Council

Bury at a Glance

Population



195,422 residents in 2025
this is expected to increase by **5.6%** by 2030

More than **one in four** adults are classed as inactive, doing less than 30 minutes of physical activity a week and **18%** of adults do no activity at all

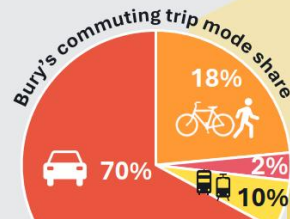


Average healthy life expectancy is **78** years for males and **82** for females

3rd least deprived area of Greater Manchester



Transport



Bury has a higher proportion of trips made by active travel (**18%**) compared to GM average (**17%**)

6
Metrolink stops

97.2%
of residents live within 400m of bus stop

22%
households have no access to a car or van

48
people killed or seriously injured in collisions in 2023

Employment



73% of working age people are in employment – higher than across GM as a whole



8,715 active businesses

Development



5,350 hectares of land designated as green belt

618,724 sqm of industrial, warehousing and office floorspace by 2042

17 Business and Employment Areas

Housing

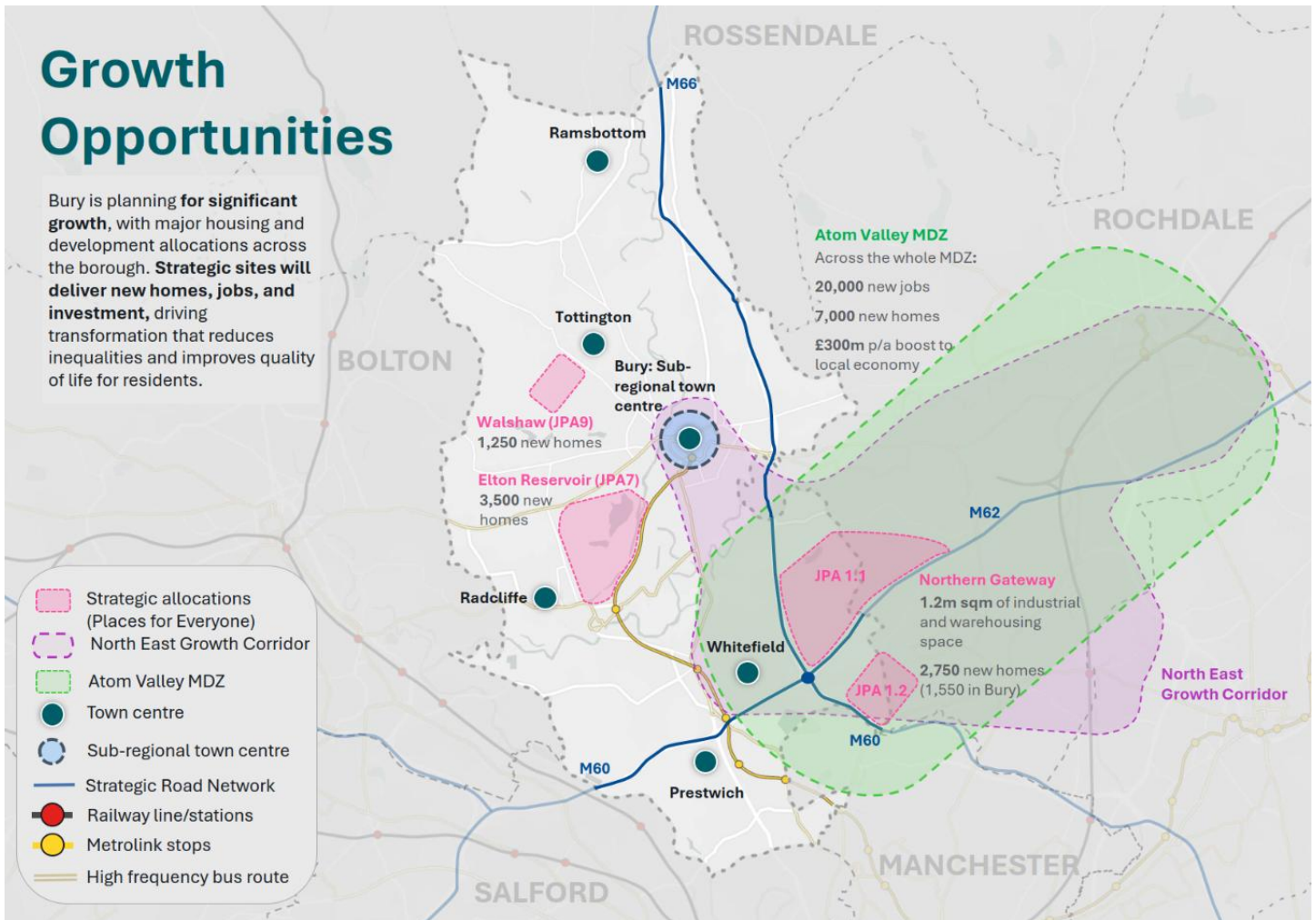


80,700 current households

2.3 people per household (average)

452 new houses required annually to 2039

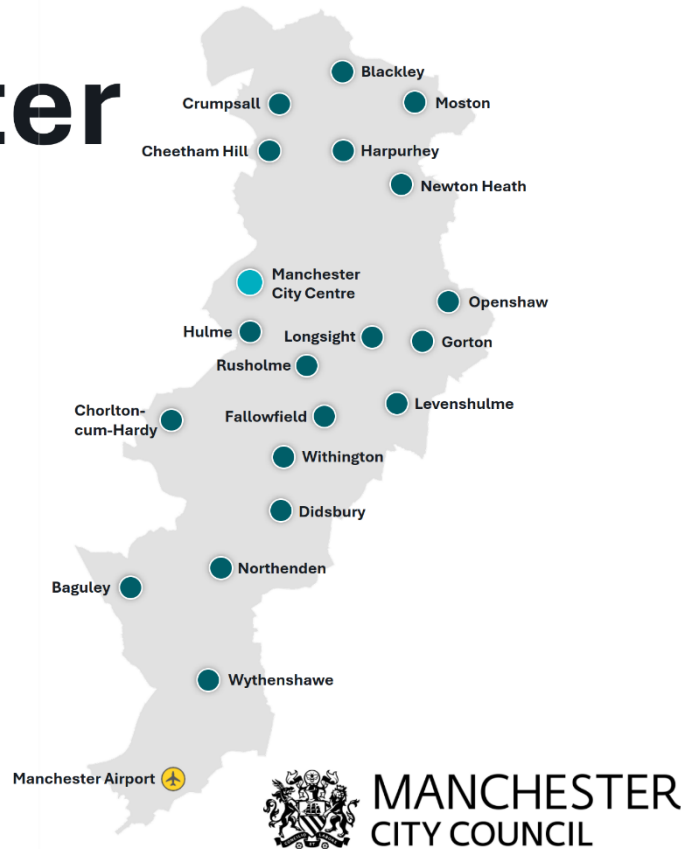
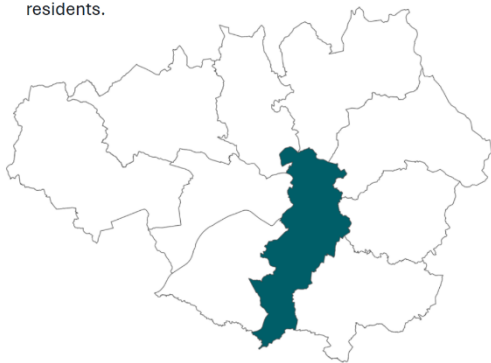
10,000+ houses as part of planned housing developments



Manchester

Manchester plays a central role as the engine of the Greater Manchester economy and acts as a key connector across the city-region. It shares boundaries with eight neighbouring authorities, linking northwards to Bury and Rochdale, eastwards to Oldham and Tameside, southwards to Stockport and Cheshire East, and westwards to Trafford and Salford.

Major transport corridors like the M60, A6, and regional rail lines shape movement and development, creating distinct zones of opportunity across the city, while Manchester Airport supports global connectivity and economic growth. The city's world-class universities encourage talent from across the country and the globe, boosting innovation and the economy, while green and blue infrastructure supports sustainability and quality of life for residents.



Manchester at a Glance

Population



645,100 residents in 2025

Expected to be **693,100** by 2029

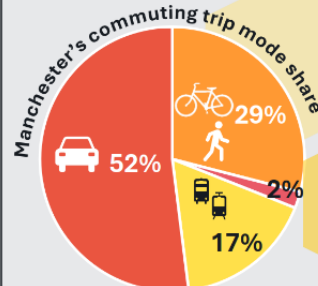
Between 2015 and 2024, Manchester's population increased by an estimated **109,400**



Manchester's life expectancy **74 years** for males and **79 years** for females

Manchester was the most **ethnically diverse** district in 2021, with **51%** of residents being from an **ethnic minority**

Transport



Walking accounts for **59%** of all trips of 0-2km in Manchester

56 Metrolink stops and railway stations

98.6% of residents live within 400m of bus stop

39% households have no access to a car or van

194 people killed or seriously injured in collisions in 2023

Employment



71% of working age people are in employment



22,895 active businesses

Development



1,240 hectares of land designated as green belt

408,818 sqm of office floorspace is under construction as of 2024

34% increase in the number of enterprises from 2015 to 2024

Housing

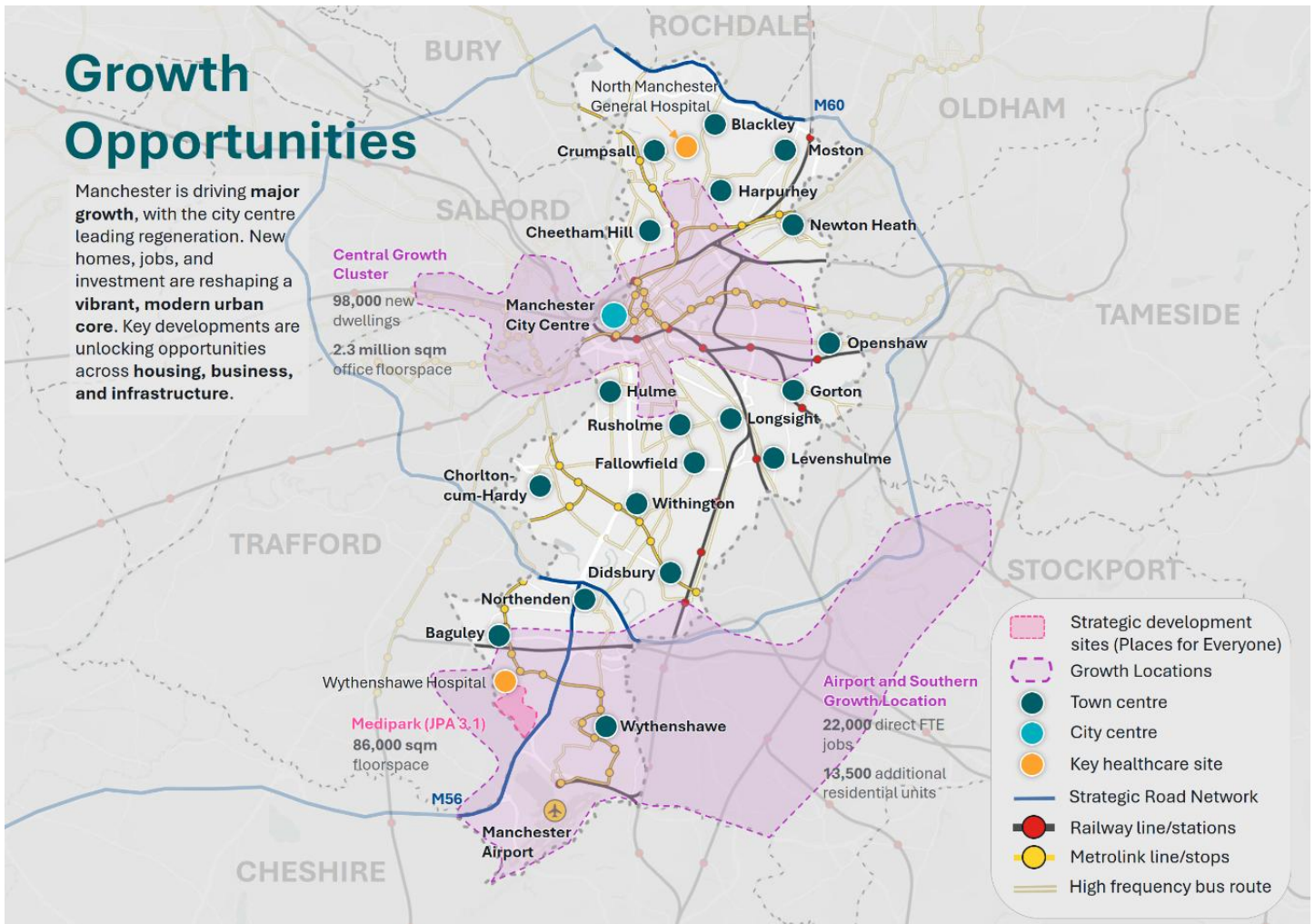


214,734 households

2.46 people per household (average)

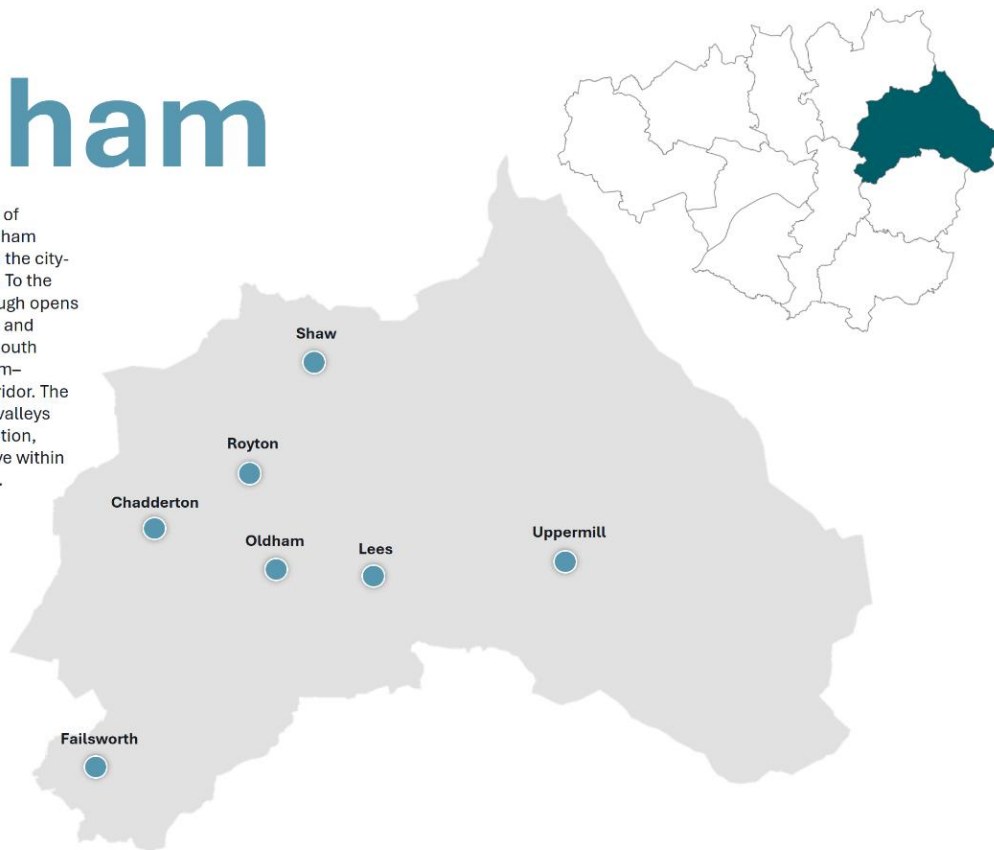
36,000 new houses by 2032, inc. **10,000** affordable homes

50,000 new houses expected by 2040



Oldham

Located in the northeast of Greater Manchester, Oldham forms a key link between the city-region and the Pennines. To the north and east, the borough opens onto the South Pennines and Saddleworth, while the south connects into the Oldham–Ashton–Manchester corridor. The M60, A627(M), and river valleys create pockets of separation, shaping how people move within and beyond the borough.



Oldham at a Glance

Population



246,130 residents in 2023

this is expected to be over **254,000** by 2035

Over the next ten years, there will **39.1% increase** in those aged over 85, and a **9.9% increase** in those aged 65–84.

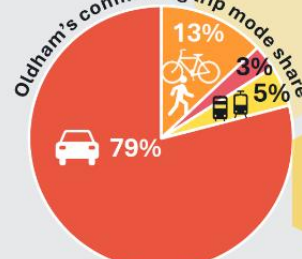


Oldham's life expectancy is **significantly lower than the average** in England

Oldham is the **most deprived borough** in Greater Manchester according to the 2021 Census



Transport



52% of trips up to 2km are undertaken by walking or cycling, **the lowest** in Greater Manchester

11

MetroLink stops and railway stations

97.6%

of residents live within 400m of bus stop

27%

households have no access to a car or van

68

people killed or seriously injured in collisions in 2023

Employment



76% of working age people are in employment



7,155 active businesses

Development



6,106

hectares of land designated as green belt

213,000
sqm

of office and industrial / warehousing required by 2039



23

Business and Employment Areas

Housing

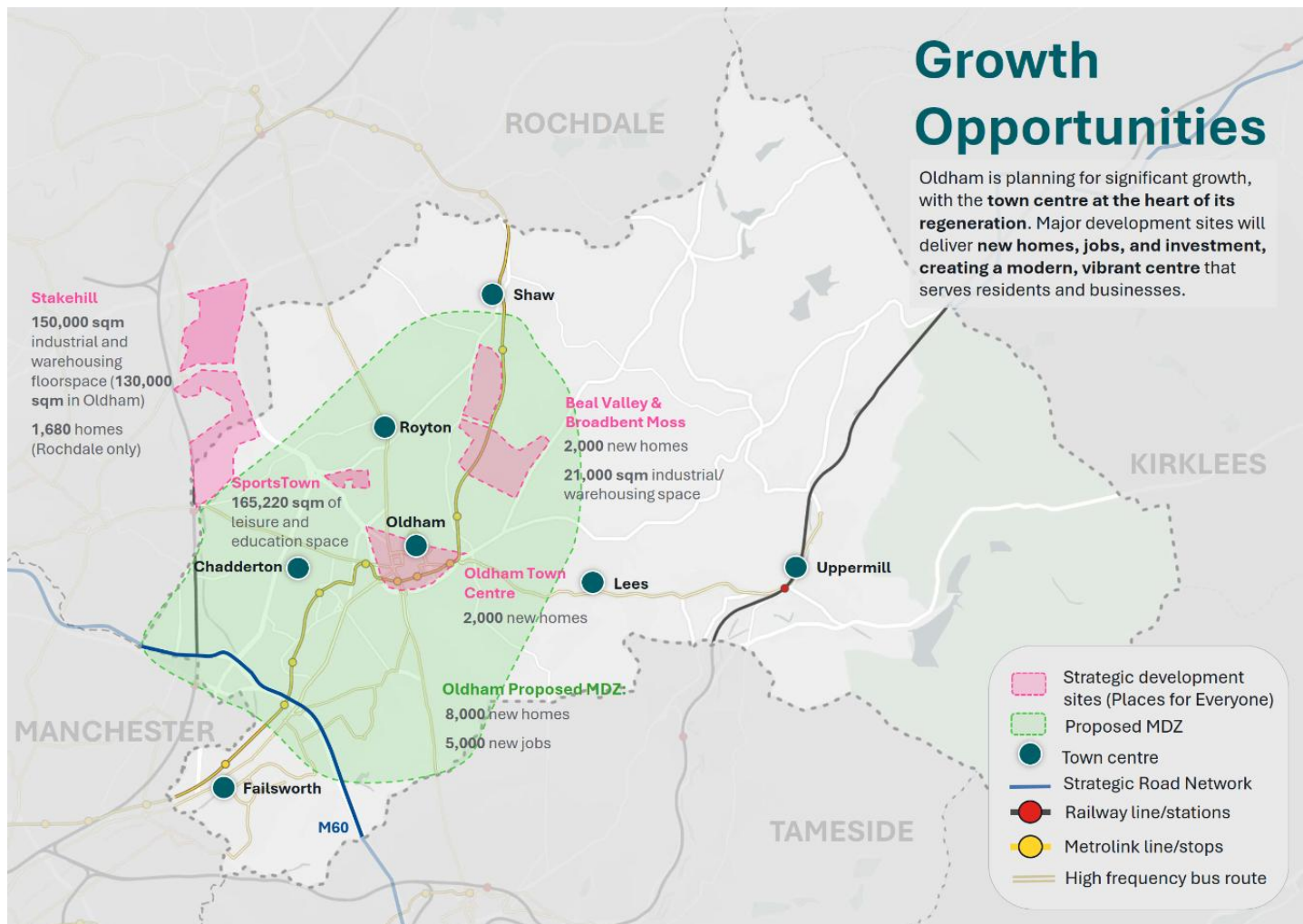


93,152 households

2.56 people per household (average)

680 new houses required annually to 2039

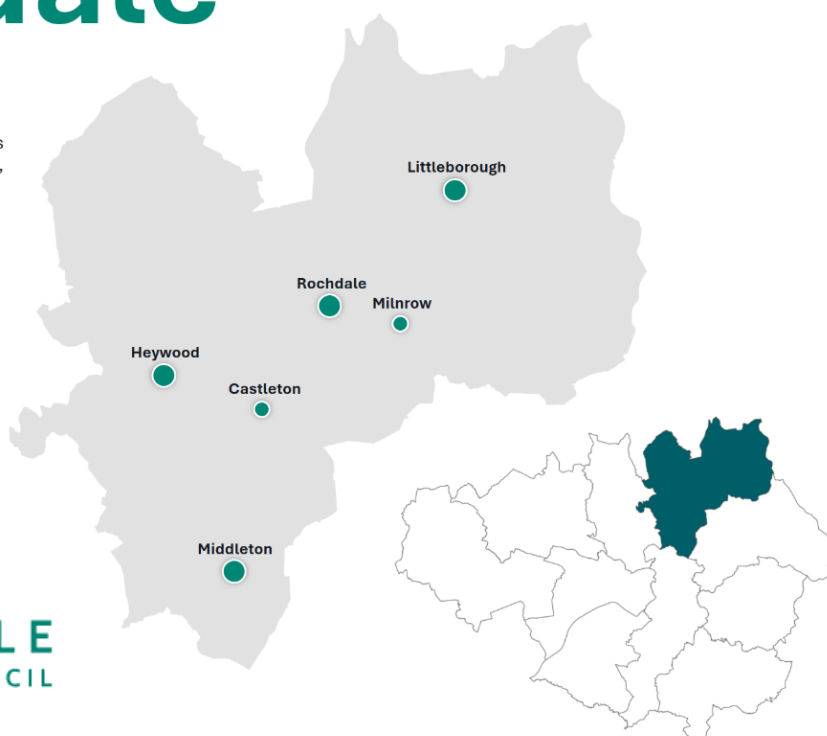
11,560 new houses targeted by 2039



Rochdale

Located in the northeast of Greater Manchester, Rochdale occupies a pivotal position where the city-region meets the Pennine hills. Its northern and eastern edges rise into the South Pennines and Calderdale, while to the south the borough links into the Middleton–Manchester corridor. The M60, M62, A627(M), and river valleys shape patterns of movement, creating both connections and barriers within and beyond the borough. The Metrolink line and Calder Valley rail line offer connections within and beyond the borough.

● Town centre ● District centre



ROCHDALE
BOROUGH COUNCIL

Rochdale at a Glance

Population



224,087 residents in 2021

this is expected increase to **236,000** by 2030

27% of the population are aged **19 or under**, higher than Greater Manchester and England

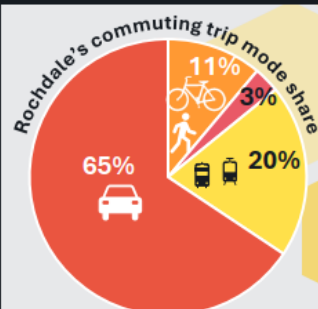


33% of adults in Rochdale are **physically inactive**, the highest in Greater Manchester

33% of Rochdale's population live in the **10 most deprived** areas in England



Transport



14% of adults **walk or cycle** for travel at least **3 days a week**, lower than the England average (**20%**)

11
Metrolink stops and railway stations

98%
of residents live within 400m of bus stop

26%
households have no access to a car or van

67
people killed or seriously injured in collisions in 2023

Employment



70% of working age people are in employment – lower than across GM as a whole



7,705 active businesses

Development



c.700,000 sqm

of new industrial and commercial floorspace

Focus on **sustainable materials** and **manufacturing**



providing **c.20,000** new jobs

Housing

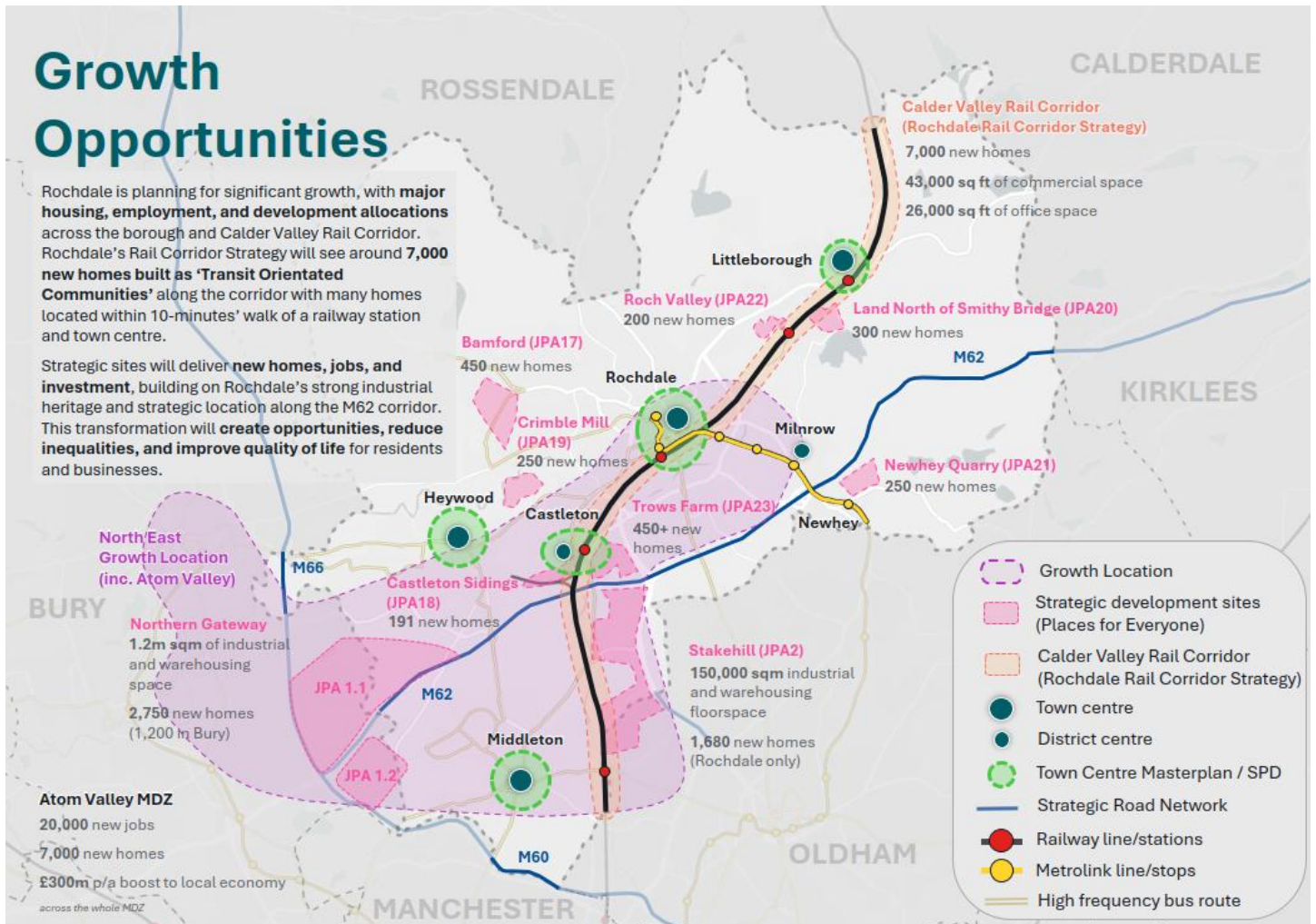


90,223 current households

2.45 people per household (average)

616 new houses targeted annually to 2039

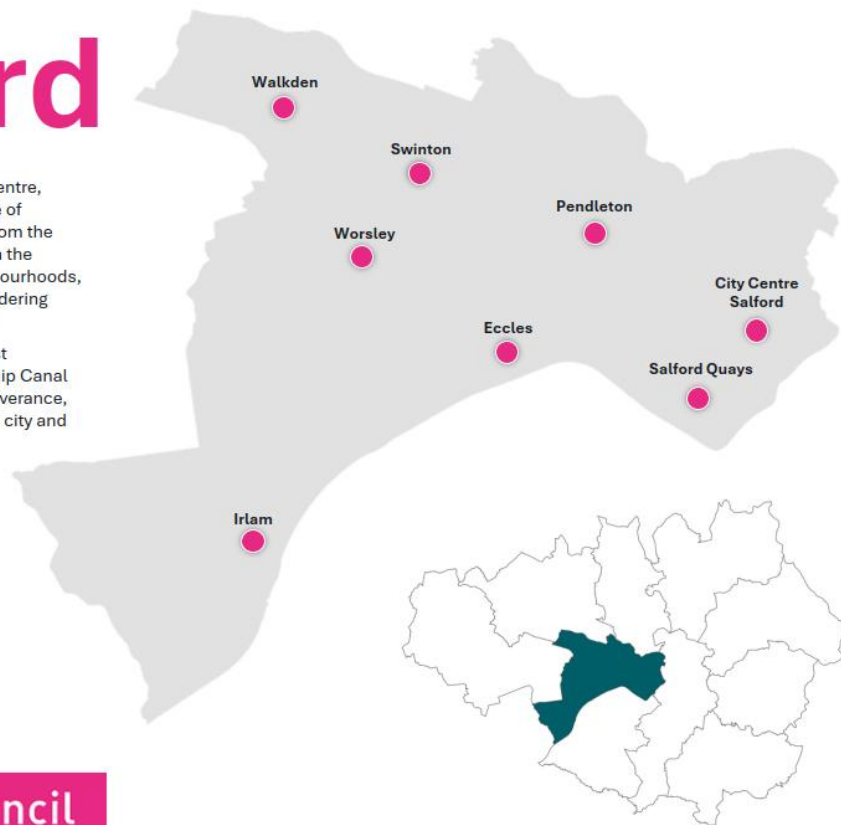
10,472 total required houses by 2039



Salford

Located to the west of Manchester city centre, Salford forms a key part of the urban core of Greater Manchester. The city stretches from the River Irwell and the redeveloped Quays in the south, through dense inner-urban neighbourhoods, to the suburban areas and green belt bordering Bolton and Wigan in the north and west.

Major routes such as the M602, A580 East Lancashire Road, and the Manchester Ship Canal act both as connectors and as lines of severance, shaping patterns of movement within the city and its links to the wider city-region.



Salford City Council

Salford at a Glance

Population



278,064 residents as of 2021
this is expected to be over **300,000** by 2040

Between 2011-2021 **Salford was the fastest growing location** in the Northwest

Population growth was **fastest amongst younger adults** aged 18 to 40 (**27%**)

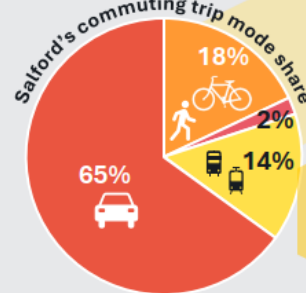


A **fifth** of Salford's population meets the definition of disabled under the Equality Act

37% children living in poverty compared to **29%** nationally



Transport



Salford has a higher proportion of trips made by active travel (**18%**) compared to GM average (**17%**)

19

MetroLink stops and railway stations

97.3%

of residents live within 400m of bus stop

33%

households have no access to a car or van

76

people killed or seriously injured in collisions in 2023

Employment



71% of working age people are in employment – lower than across GM as a whole



11,440 active businesses

Development



108,000 sqm commercial floorspace delivered in the last five years

965,000 sqm planned floorspace for office and industrial / warehousing to 2037



including **320,000 sqm** at Port Salford Extension

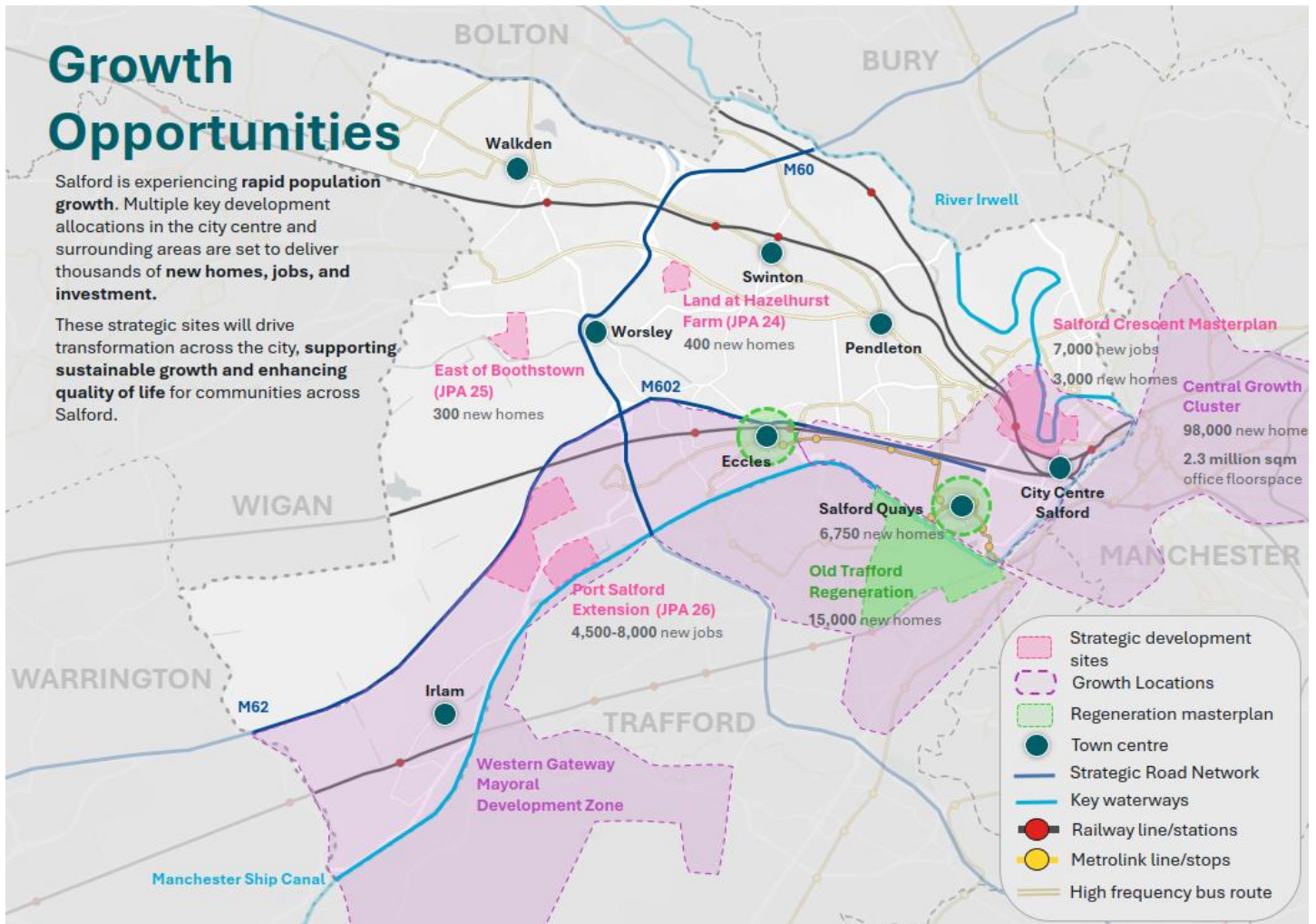
Housing



115,100 current households
20,344 new homes have been built in the past decade

2,150 new houses required annually to 2037

53% provided in city centre Salford and Quays



Stockport

Located to the south of Greater Manchester, Stockport is a Key Southern Gateway into the city-region and beyond. Transport into and through Stockport is facilitated by strong road and rail links including the West Coast Main Line, the A6, A34, A555, A560 and the M60. These key routes bring numerous opportunities but also challenges with severance.

● Town centre ● District centre



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

Stockport at a Glance

Population



299,500 residents in 2024
this is expected to grow by **1,000** people each year

1 in 5 residents are **over the age of 65**, higher than Greater Manchester and the North West

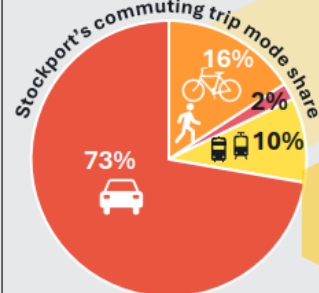


24% of adults are classed as **'inactive'**, lower than Greater Manchester and England

26% of the borough ranked amongst the **30% most deprived areas** in England



Transport



46% of journeys **under 2km** are made by **car**

19 railway stations

92.3% of residents live within 400m of bus stop

20% households have no access to a car or van

58 people killed or seriously injured in collisions in 2023

Employment



75% of working age people are in employment – higher than across GM as a whole



14,000 active businesses

Development



5,860 hectares of land designated as green belt

18 hectares office space required to 2039

29 hectares industrial/logistics space required to 2039



Housing



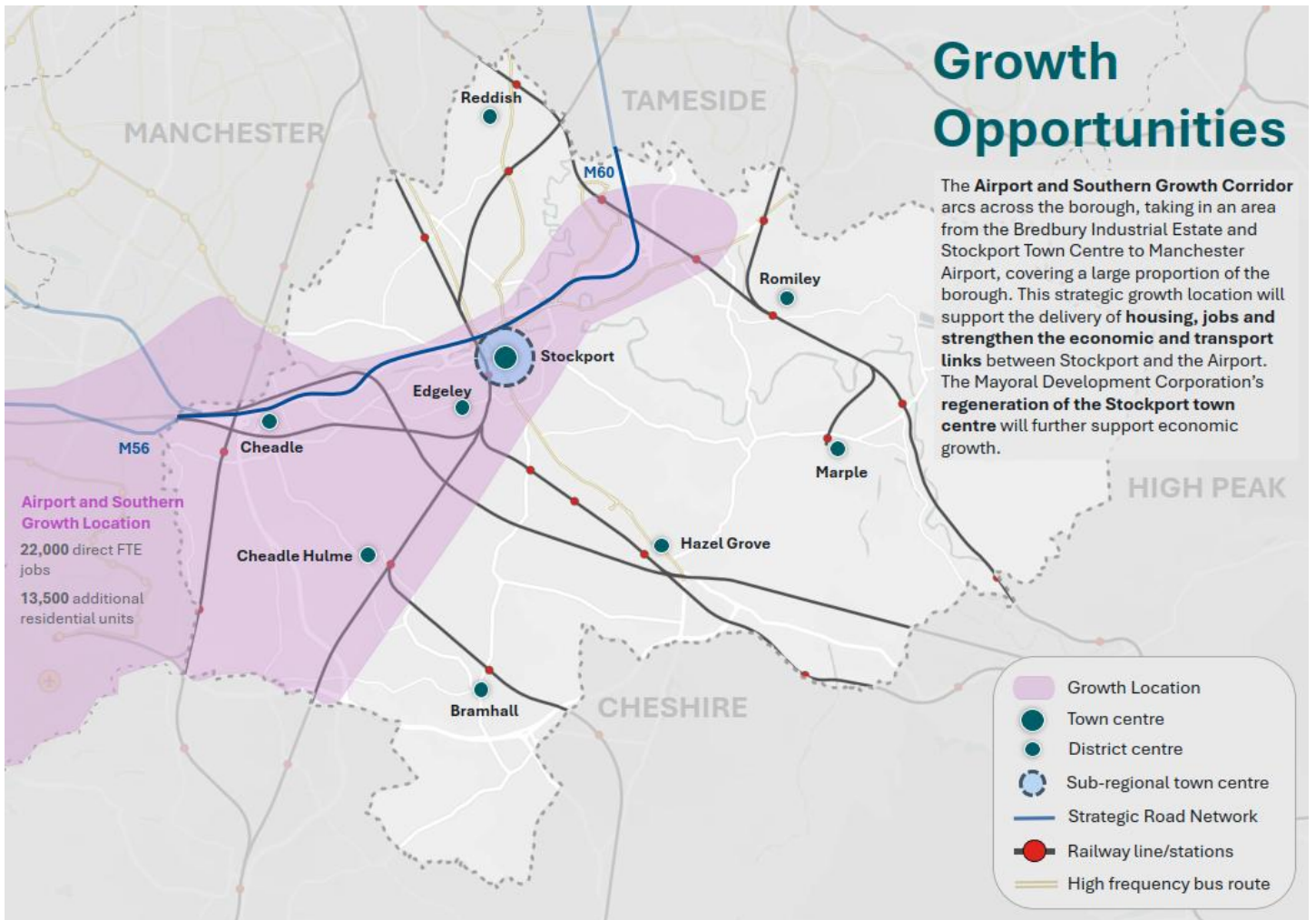
126,648 households in 2021

2.31 people per household (average)

20,162 new homes required by 2039

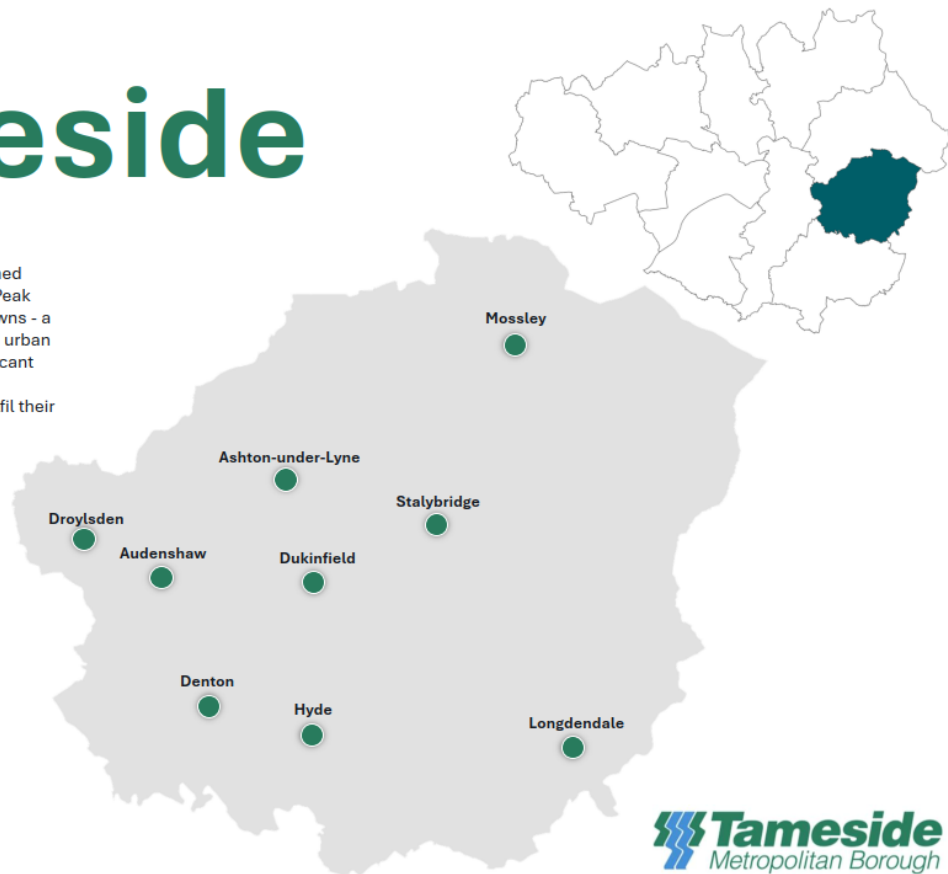
8000 new homes planned in Stockport town centre





Tameside

Located in the East of Greater Manchester, Tameside is positioned between the city-region and the Peak District. The borough has nine towns - a mix of historic market towns, and urban and rural landscapes, with significant plans for regeneration, enabling residents and communities to fulfil their potential.



Tameside
Metropolitan Borough

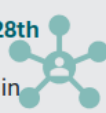
Tameside at a Glance

Population

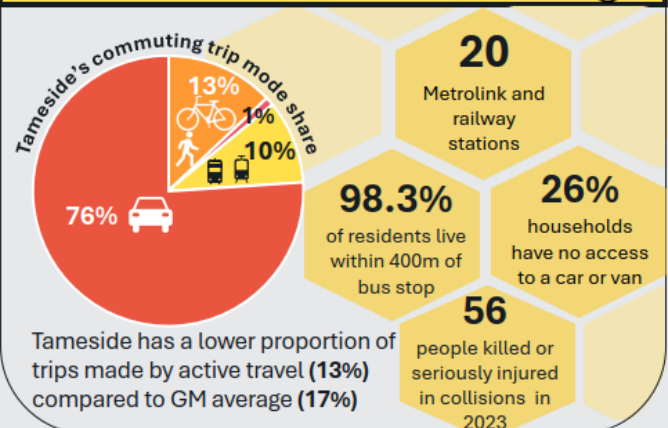
 **231,000** residents in 2021
this is expected to increase by **7%** by 2045

The **highest proportion of residents** in Tameside are between **50-54**, compared to the England average of 30-34

 Average life expectancy is **77 years** for males and **81 years** for females

Tameside is ranked as the **28th** most deprived local authority in England 

Transport



Employment



74% of working age people are in employment – higher than across GM as a whole



7,175 active businesses

Development



47% of land designated as green belt

305,934 sqm



of new floorspace for employment by 2042 (potential supply)

including **160,000 sqm** at Ashton Moss

Housing



99,527 current households

2.30 people per household (average)

485 new houses required per annum

2,790 houses as part of planned strategic housing developments

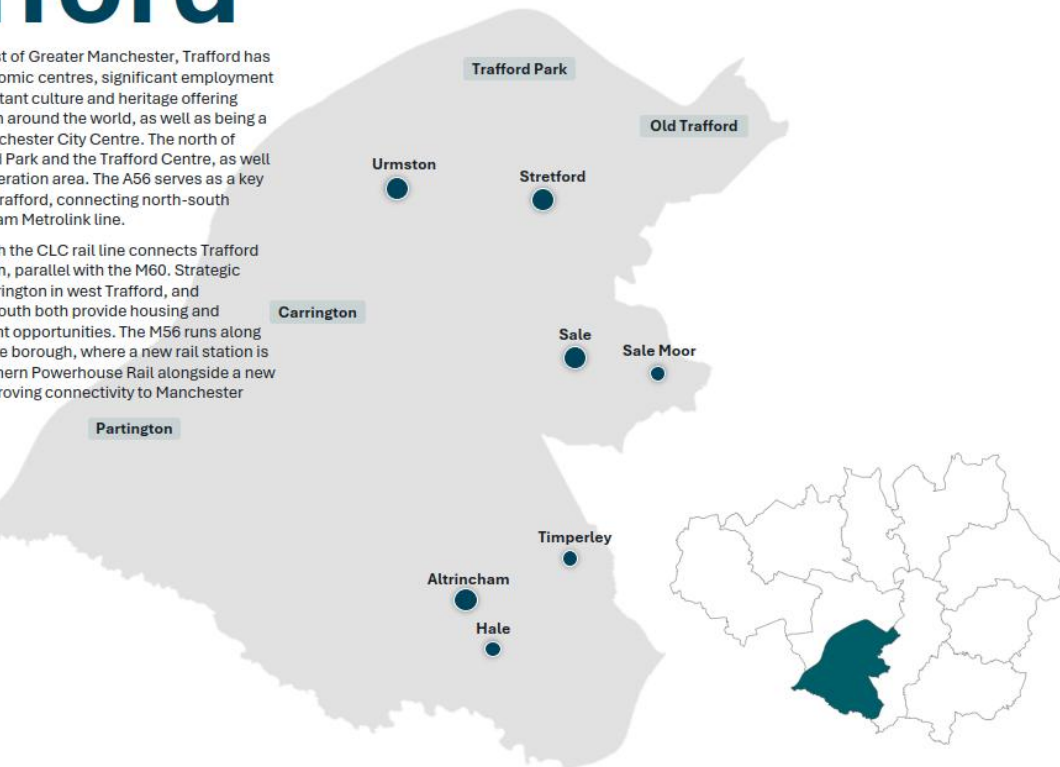


Trafford

Located in the south-west of Greater Manchester, Trafford has strong, established economic centres, significant employment sites along with an important culture and heritage offering which brings visitors from around the world, as well as being a strategic gateway to Manchester City Centre. The north of Trafford includes Trafford Park and the Trafford Centre, as well as the Old Trafford regeneration area. The A56 serves as a key vehicular route through Trafford, connecting north-south parallel with the Altrincham Metrolink line.

In the west of the borough the CLC rail line connects Trafford Park, Urmston and Flixton, parallel with the M60. Strategic allocation sites New Carrington in west Trafford, and Davenport Green in the south both provide housing and employment opportunities. The M56 runs along the south-east edge of the borough, where a new rail station is proposed as part of Northern Powerhouse Rail alongside a new Metrolink extension, improving connectivity to Manchester Airport.

- Town centre
- District centre
- Other key locations



Trafford at a Glance

Population

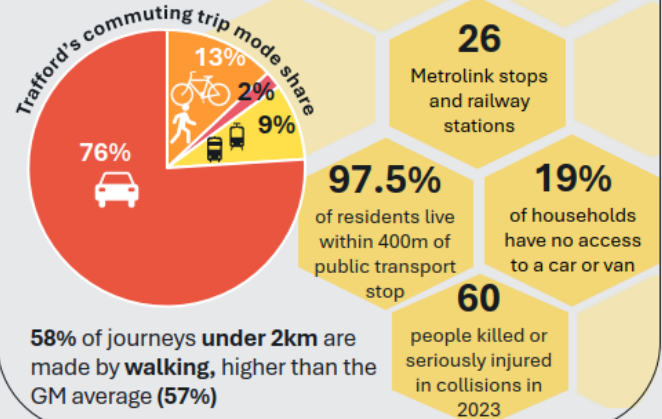
237,000 residents in 2024
this is expected to be over **256,000** by 2039

79% of adults are **physically active**, the highest level across Greater Manchester (75%)

Life expectancy is **80 years** for males and **84 years** for females, higher than the England average (79 for males, 83 for females)

Trafford is the **least deprived** borough in Greater Manchester

Transport



Employment

75% of working age people are in employment – higher than across Greater Manchester (72%)

11,000 active businesses

736,308 sqm employment land required by 2042

Housing

98,389 current households

2.43 people per household (average)

1,122 average annual new housing requirement to 2042

22,443 total required houses from 2022 to 2042

Development

New Carrington

5,000 new homes

350,000 sqm employment space

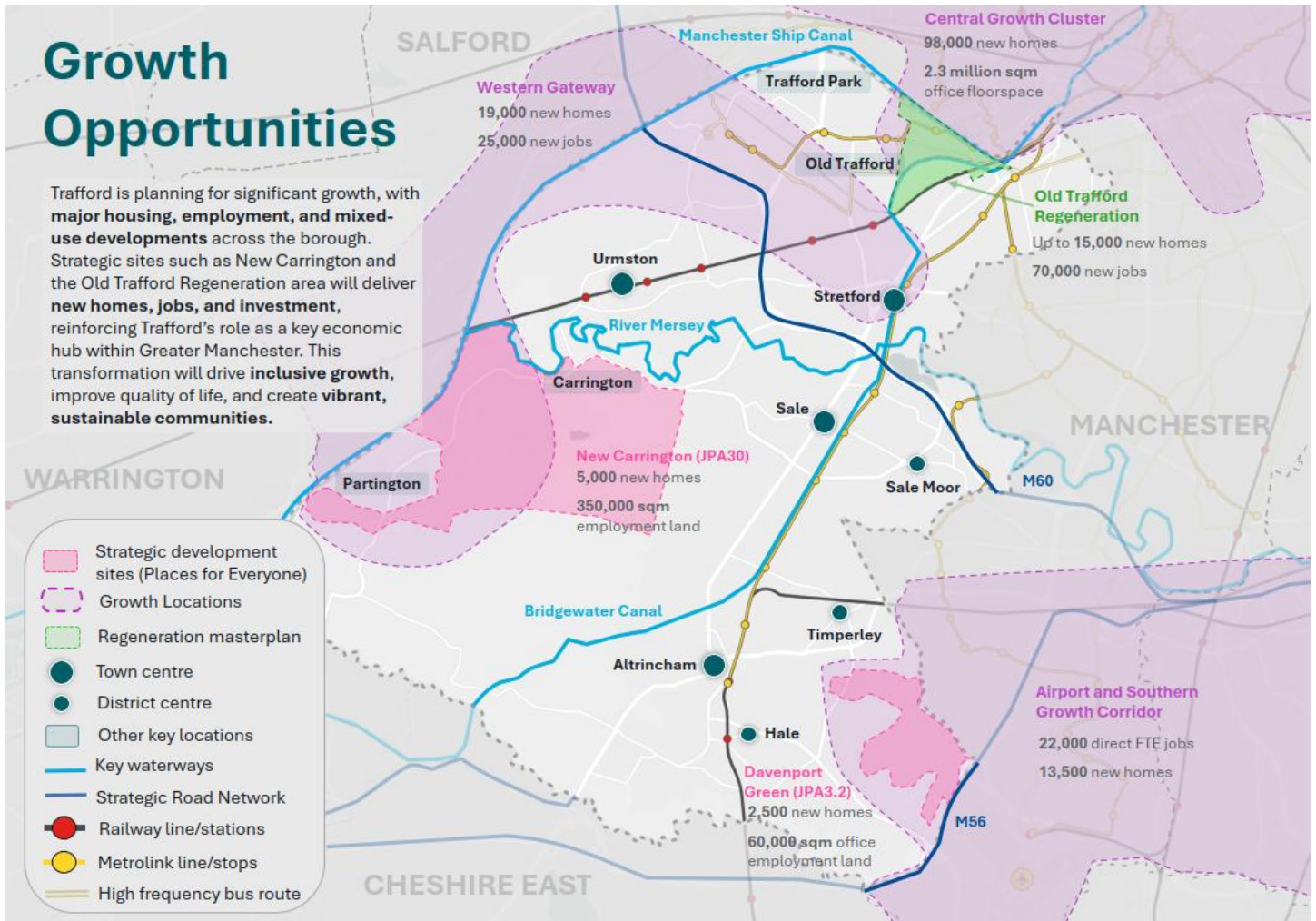
Davenport Green

2,500 new homes

60,000 sqm office space

Old Trafford Regeneration

Up to **15,000** new homes



Wigan

Wigan Borough is uniquely placed between the regional economies of Greater Manchester, Merseyside, Warrington, and Lancashire. Although an equal partner in the Greater Manchester city-region, we are located furthest from central Manchester, more closely related to the M6 than the M60.



Wigan
Council



Wigan at a Glance

Population



329,000 residents in 2024
this is expected to grow **2.2%** by 2037
Wigan has the **second largest** population in Greater Manchester

The population aged **65 years and over** is expected to **increase by 37%** from 2019 to 2037

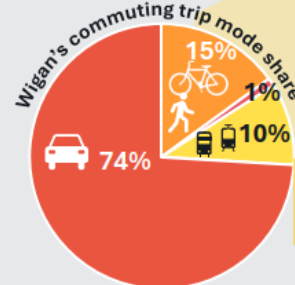


Wigan's life expectancy is **77 years** for males and **81 years** for females

29% residents live in neighbourhoods ranked as the **20%** most deprived areas in England



Transport



Wigan has a lower proportion of active travel trips (**15%**) compared to GM average (**17%**)

10
railway stations

97.1%
of residents live within 400m of bus stop

21%
households have no access to a car or van

67
people killed or seriously injured in collisions in 2023

Employment



70% of working age people are in employment



10,480 active businesses

Development



10,475 hectares of land designated as green belt

647,211 sqm office and industrial floorspace required to 2040



77 employment areas

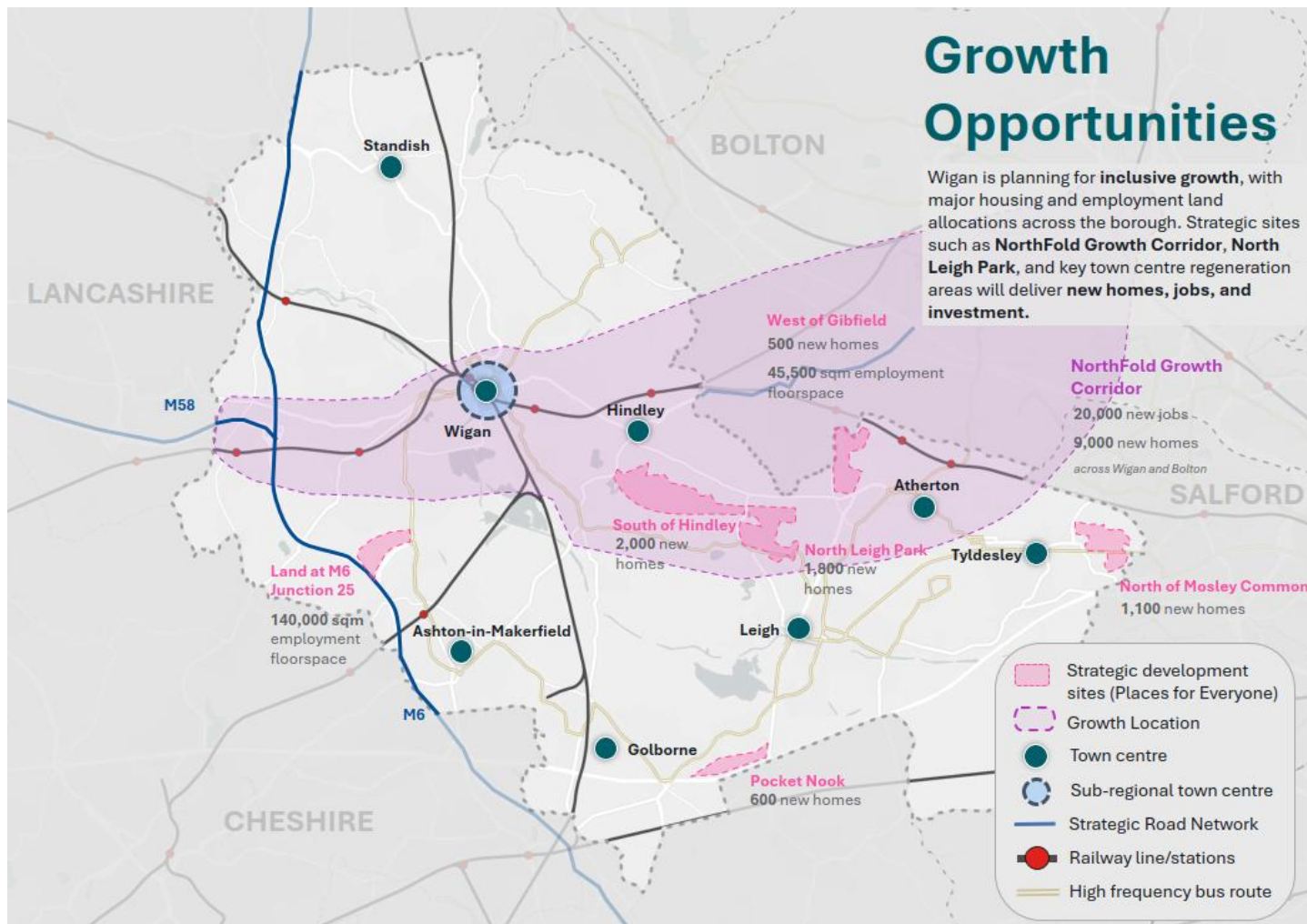
Housing



143,102 households
2.28 people per household (average)

972 new houses needed annually by 2039

8,918 houses proposed in Wigan in the Wigan and Bolton Growth corridor by 2037



4. Our approach

- 4.1. Greater Manchester has been a leader in developing an integrated transport network, with a strong track record in delivery and innovation. The ongoing expansion of the Bee Network benefits the city region and the country, supporting national growth by improving access to labour markets and creating new opportunities in growth locations. These developments help increase access to opportunities for all communities in Greater Manchester.
- 4.2. To achieve our ambitions, we must continue taking a collaborative approach amongst key stakeholders, including GMCA, TfGM, local authorities, and various transport and development partners. This collaboration ensures that the transport interventions we need to support growth are included in the strategic plans of each stakeholder.
- 4.3. A forward-looking investment pipeline in transport infrastructure, aligned with our transport strategy and government policy, is crucial.
- 4.4. An effective transport system for Greater Manchester requires the delivery of a strong pipeline of transport schemes, rigorously prioritised to support our local strategic ambitions, policies and targets, and delivered to the highest standard – on time, on budget, and while realising their benefits.
- 4.5. An Integrated Pipeline of transport infrastructure has been, and will continue to be, key to the delivery of the Bee Network. Our last Transport Delivery Plan (2021-2026) set out over £3 billion of interventions which had the potential to be developed and delivered within the five-year period. This formed the starting point for prioritising the investments within our City Region Sustainable Transport Settlement (CRSTS) Programme for which Greater Manchester received a funding allocation of £1.07bn from central government. Schemes were prioritised based on those interventions with the greatest potential to be delivered by 2027 (CRSTS funding period 2022-2027) and which aligned most fully with the governments stated CRSTS funding objectives.
- 4.6. Key infrastructure and project achievements, that were set out in the Delivery Plan (2021-26), included:
 - All 577 bus routes and 1,600 buses brought back under local control, covering over 160 million bus journeys a year.
 - Launched joined up tap and go contactless payments across bus and tram.

- New nighttime services on four bus routes.
- Around 300 zero emission buses serving local communities.
- Rising bus passenger numbers, with 12% and 14% growth year-on-year in the first two bus franchising areas.
- A record-breaking 46 million tram trips in 2024.
- Improved accessibility at several rail stations.
- 133km of new Bee Network-standard walking, wheeling, and cycling routes.
- 1.2 million plus rides on the Starling Bank Bike cycle hire scheme.
- 50,000-plus 16–18-year-olds using Our Pass to get free travel to college, work and leisure.
- Invested heavily in road maintenance and management.
- Major upgrades to the 24/7 Operational Control Centre, dealing with incidents on our roads and the wider transport network.
- Improved road safety and many more new pedestrian crossings.

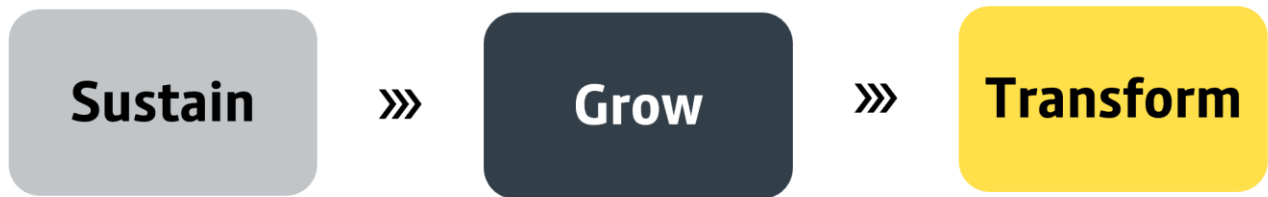
- 4.7. The schemes identified for funding, were developed through several years of strategic planning through a core partnership between TfGM and the ten Greater Manchester local authorities (as Local Highway Authorities and promoters of local schemes). The schemes identified within this new GM Transport Delivery Plan (2027-2037) are a continuation of this process and will form the basis our Transport for City Regions settlement from April 2027 onwards.
- 4.8. The ethos behind the pipeline approach to the management of investment (both capital and revenue) encompasses activity across all stages of the project lifecycle – from concept and feasibility through development, delivery, handover into operational use, asset management and subsequent decommissioning of our assets. We aim to deliver one holistic pipeline – that is sensitive to local needs and prioritised to reflect the requirements of a particular place – rather than a set of individual projects, programmes, funding pots and asset management regimes.

- 4.9. Having an approach that is place-based and coordinated between multiple agencies and modes of travel enables us to optimise our investment, to take a strategic overarching view of costs, funding, benefits, risks and issues, and balance competing demands and opportunities, whilst meeting the vision and delivering the policies set out within the GM Transport Strategy 2050 and Greater Manchester Strategy.
- 4.10. We have a strong and demonstrable track record of delivering large-scale transformative investment in transport infrastructure that has supported access to key employment centres, notably the Regional Centre, in support of sustainable growth.
- 4.11. We will use our procurement processes to deliver wider benefits from transport-related schemes and agree contractual arrangements for suppliers to engage through social value. We will embed social value by prioritising outcomes that support local communities, promote sustainability, and deliver inclusive economic growth.
- 4.12. Fundamental to our approach is providing a meaningful opportunity for Greater Manchester's diverse communities and sectors to influence planning and decision making through participation.
- 4.13. We are consistently evolving and improving our ways of working and further integrating processes that link strategic planning, prioritisation and then funding and delivery, resulting in an infrastructure programme based around the following key themes:
- A place-based approach: integration of transport, housing and regeneration to give place-based investment packages / interventions.
 - GM-wide strategic investment packages: delivering at scale, supported by integrated procurement, and strong integration with national agencies, infrastructure providers and utilities,
 - Strong governance: over ten years' experience of robust governance and delivery, and an ability to manage and deliver investment with flexibility and hence more quickly.
- 4.14. Delivery of Greater Manchester's transport infrastructure pipeline would require funding of approximately £10bn over the next 10 years.

Prioritisation

- 4.15. A longer funding period for revenue and capital enables us to better sustain, grow, and transform the transport network in line with the GM Transport Strategy 2050 ambitions. Inevitably, there will be more interventions proposed than we will be able to accommodate within funding availability. As a consequence, it will be vital to fairly prioritise schemes based on how well they deliver and support local and strategic ambitions.
- 4.16. As the scheme development process moves through a series of business case stages, each stage enables a more detailed understanding of the scheme to be developed. The early stage examines whether the scheme is likely to fit with the strategy and deliver strategic goals, later stages help us understand the detailed deliverability, costs and benefits associated with each project. As we build up this knowledge it is important to recognise that sometimes issues emerge that mean a scheme is more complex, or the benefits are not as substantial, as first anticipated. As a result, sometimes schemes do not proceed to delivery.
- 4.17. We take an agile approach to delivery, undertaking regular reviews of the current delivery status of both our revenue and capital programmes and their associated alignment with local and national strategic priorities. This allows us to monitor the latest position in relation to the achievement of delivery milestones and associated expenditure, identify where programmes are on course to successfully deliver their entire budget allocations and also expose programmes that are subject to a range of development and delivery complexities.
- 4.18. Through this process remediations and actions can be put in place to expedite delivery and identify where there may be opportunities to rephase / reprioritise budget allocations. This enables a focus on equitably delivering the City Region's policy priorities and outcomes, including to accelerate the delivery of the Bee Network to support these outcomes; bring forward improvements to make the transport network more attractive for customers; maximise revenue / minimise operating costs; whilst also ensuring the full expenditure of Greater Manchester's budget allocations.

Figure 4.1: Investment approach



Sustain

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

- 4.19. The existing Greater Manchester transport network needs to continue to be safe, well-maintained and resilient to meet our customers' needs, maintain reliability and attract more patronage. This requires ongoing investment in the existing network together with financial support to maintain services – while retaining sufficient reserves to respond to additional pressures from external factors (such as COVID).
- 4.20. Maintenance and renewal are vital to the safe and efficient functioning of the Bee Network and wider transport network, and we recognise that the significant ongoing investment in new infrastructure also increases the requirement for spending on maintenance. As a consequence, it is ever more critical that we both increase the level of funding for maintenance and increase the efficiency of maintenance operations.
- 4.21. We also need to be conscious that current Government funding streams, such as Bus Service Improvement Plan and Bus Service Operator Grant, are not guaranteed to continue indefinitely. This means that the current network and our approach to funding needs to continually evolve to support increased growth and productivity.
- 4.22. In addition, we must manage the costs of maintenance and achieve economies of scale through collaborative working and knowledge sharing between the ten local authorities, TfGM and National Highways, at a city region level.

- 4.23. We know that well maintained streets and roads are a high priority for people in Greater Manchester, however funding for maintenance has not kept pace with the increasing demands upon the network from more, and heavier, vehicles. Other challenges include the changing climate and aging infrastructure. This has resulted in a significant and growing maintenance backlog and increasing dissatisfaction from users (National Highways and Transport Survey, 2024).
- 4.24. Recent allocations of one-off “pothole” funding from central government have been welcome, however, a longer-term approach to the funding of road maintenance is needed to manage the assets effectively and efficiently. This will allow the local authorities to proactively improve the condition, accessibility, and resilience of our roads and streets.
- 4.25. Having a robust and resilient Bee Network is crucial to meeting our vision for Greater Manchester. We will establish a whole lifecycle planning and delivery process for the Bee Network and enable local authorities to deliver a rolling programme of local and strategic maintenance programmes across their assets (highways, structures, drainage, Public Rights of Way etc) that sustain them.

Grow

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

- 4.26. It is not sufficient to merely sustain our transport network when we need to support a growing population and economy. We need to incrementally grow and improve our network to make sure we can accommodate the increasing demand for travel in as sustainable way as possible. We must also work to make more of the network accessible to all users. Funding, over and above historic levels, is needed to support this growth and level up the Greater Manchester economy.
- 4.27. Enhanced levels of investment are needed to enable growth by:
- Improving the frequency and reliability of bus, tram and suburban rail services.
 - Extending the reach of public transport with new bus services, particularly serving areas of significant growth.
 - Ensuring major new development is well-connected into the transport network and that sustainable travel options are delivered as a priority.

- Improving our interchanges and travel hubs to make them more accessible and easier to use.
- Future proofing our network with next generation vehicles, including tram-train.
- Reducing our environmental impact through electrifying fleet and using sustainable building, construction and water management practices.
- Enabling more local journeys to be undertaken by walking, wheeling and cycling, including ensuring may more options for secure cycle parking.
- Further integrating different modes of transport to enable seamless journeys – including better integrating local rail services into the Bee Network.
- Enhancing our customer offer, keeping pace with the latest technology, providing new, easier ways to pay and keeping up with our customers' expectations for the Bee Network and a modern transport system.
- Upgrading existing, and procuring new, software to enable improvements and enhancements to the Bee Network app, back-office systems, technology at stops and stations/interchanges.
- Delivering a rolling programme of passenger information improvements across the network to improve the customer experience and promote behaviour change to both sustain and grow patronage
- Urban Traffic Control (UTC) to maximise the use of signals and other technology to promote bus priority.
- Delivering a rolling programme of bus asset renewal, upgrade or replacement across fleet, depots, and shelters/stops/interchanges to sustain and grow the network.
- Delivering traffic management, control and regulation enhancements in coordination with local authorities, TfGM, and other organisations working across the network.
- Developing, funding, and delivering strategic and local road projects to support new development, in collaboration with local authorities, TfGM, National Highways, developers, and other stakeholders as needed. There will be a focus on ensuring these follow the Streets for All approach in line with

our Principles of Road Development and integrate fully with the Bee Network and existing highway network.

- Improving existing roads to ensure upgrades are consistent with the Streets for All approach and integrated into the Bee Network.
- Working with partners to support the transition to electric motor vehicles, and adoption of new and emerging technologies.
- Working with National Highways to address points of severance on the network.
- Commissioning reviews and assessments of speed limits, routes, and neighbourhoods to determine appropriate measures for future delivery.

Transform

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

- 4.28. To transform Greater Manchester's economy, raise our standard of living and continuing to close the productivity gap with London, we need to deliver a world class Bee Network and wider transport system. We need to work with partners (such as central Government, Great British Railways (GBR), the rail industry, bus and Metrolink operators, etc.) to fund and deliver programmes of work that are transformational, including:
- Developing 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.
 - Developing a joint long-term delivery plan for the railway in our region as a new Rail Vision document.
 - Boosting regional and national rail connectivity (via Northern Powerhouse Rail, including the Liverpool-Manchester Railway with an underground station at Piccadilly, and the Midlands-North West Rail Link).
 - Integrating local rail services into the Bee Network.
 - Extending the reach of public transport with new Metrolink lines and bus rapid transit.

- Radically improve the reliability, efficiency and attractiveness of our bus network and public transport links to the regional centre, town centres and the airport.
- Working with developers to ensure the funding and delivery of significant bus service improvements within and across growth locations, linked to major new development sites.
- Delivering full integration across all modes, across fares, ticketing and information.
- Providing new transport interchanges that transform the waiting and interchange experience, are fully accessible, and are highly attractive to new users.
- Providing people with transport options at all times of day and night, including supporting the nighttime economy.
- Deliver a public transport network with zero emissions at the tailpipe, and enable the transition to electric vehicles for general use, including supporting the necessary charging infrastructure.
- Ensuring that all public transport services within the city region are fully accessible.
- Completing a comprehensive cycling network with strategic routes, connecting local places and integrated with public transport, enabling longer journeys by cycle.
- Investing in local walking and wheeling conditions through major investment in local area schemes.
- Manchester City Council, Salford City Council and TfGM to develop and deliver a City Centre Movement Programme to transform the network.
- Working with private sector operators to develop and deliver shared mobility provision (e.g. cycle and scooter hire across Greater Manchester) and provide comprehensive access to different types of bicycles and other micromobility options.

5. Funding

- 5.1. Over the last decade, Greater Manchester authorities have delivered a transport capital programme of around £1.5 billion, with a further £650 million already committed up to March 2027.
- 5.2. Notwithstanding the levels of committed investment, the GM Transport Strategy 2050 has demonstrated that further interventions will be needed over a number of years to achieve our vision. We will continue to work with partners to maximise the funding available to Greater Manchester and bring forward specific schemes from this Transport Delivery Plan.
- 5.3. The Spending Review 2025 confirmed a Transport for City Regions (TCR) settlement for Greater Manchester of £2.474bn. The TCR programme provides multi-year, consolidated funding settlements to enhance the local transport networks of some of England's largest city regions.
- 5.4. This GM Transport Delivery Plan will be the public document that set out the schemes to be funded through the transport pillar of the long-term Integrated Settlement.
- 5.5. The Greater Manchester Strategy is directly linked to the Integrated Settlement themes (economic development and regeneration, transport and local infrastructure, adult skills, housing and strategy planning, environment and climate change, health, wellbeing and public service reform) and the GM Transport Strategy 2050 makes it clear that improvement to our transport network have a vital role to support and enable progress within each of the themes – not just within the transport theme. Central Government, GMCA/TfGM have agreed an Integrated Settlement Outcomes Framework – and the Local Transport Plan is a key mechanism for guiding the investment to meet these outcomes.
- 5.6. We will use our network ambitions, at all times, to guide our decisions – by doing this we will ensure that all policies, programmes and schemes are aligned and working towards delivering consistent outcomes. We want to see these ambitions delivered everywhere in Greater Manchester, but we also recognise that we will need to prioritise improvements in locations and communities that are most in need or are spatial priorities (see previous section).

6. Our initial delivery priorities and maps

- 6.1. A series of maps have been produced to help illustrate our initial delivery programme necessary to achieve our transport vision.
- 6.2. The growth locations and main town centres are included on the maps to demonstrate how investment in our transport networks will support Greater Manchester's growth ambitions, through the Integrated Pipeline. For further details of the growth locations and main town centres see the GM Transport Strategy 2050.
- 6.3. Not all the interventions and GM wide initiatives can be easily displayed on the maps – for the full list of schemes and interventions see the appendix.
 - **Map 1: Deliver** – includes transport schemes where a clear need has been identified, the case for change has been made, and significant funding is already allocated. They may still need further funding and final business case approval, before they can go ahead. The aim is for these schemes to be delivered (or in delivery) before 2032.

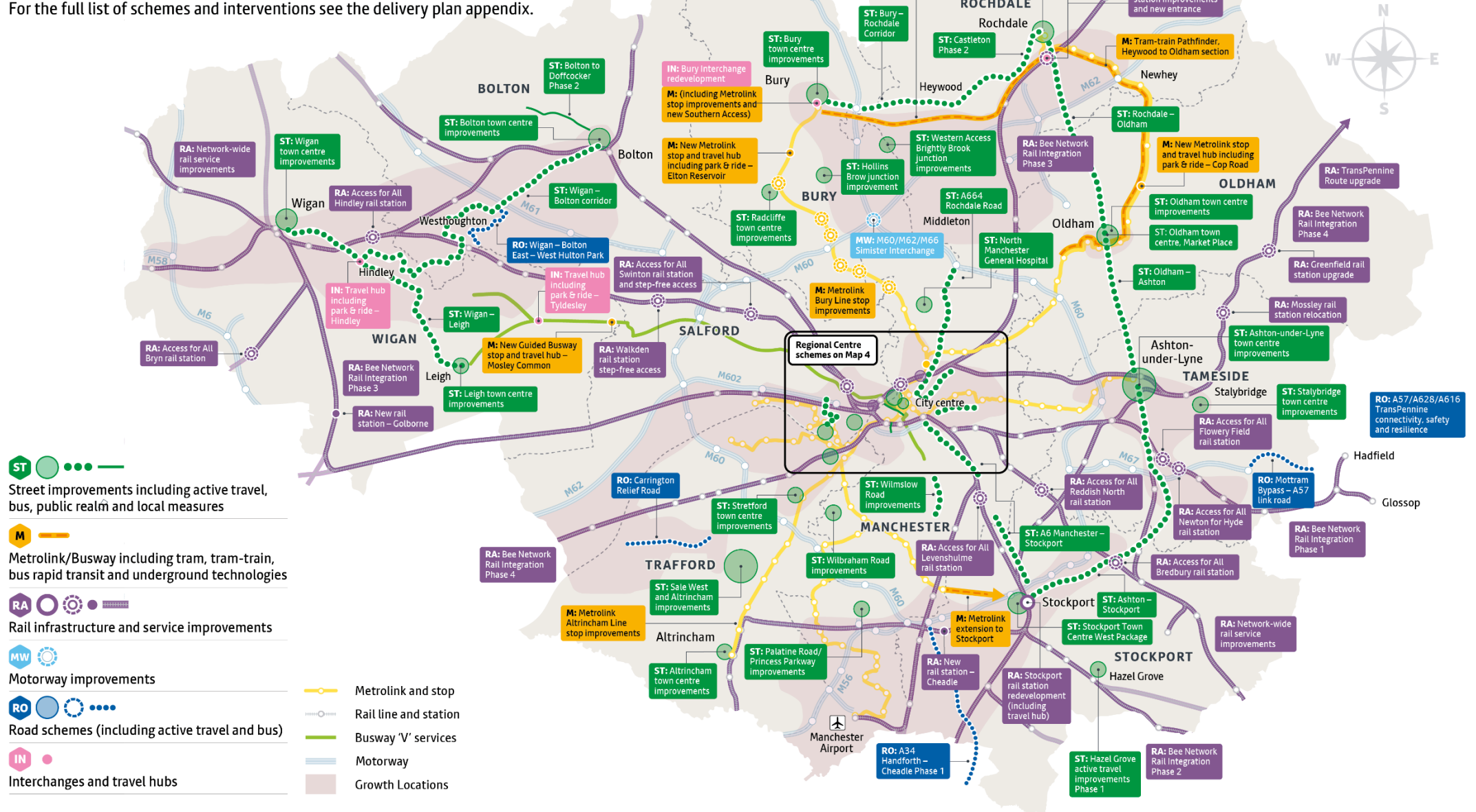
Existing schemes that will be completed after January 2027 are also included on Map 1, as are interventions with a degree of commitment in either rail industry or National Highways strategic plans.
 - **Map 2: Develop and deliver** – includes transport priorities which could be delivered by 2037 subject to development funding, prioritisation, business case approval, and delivery funding for construction / implementation.
 - **Map 3: Explore and develop** – outlines longer-term transport priorities. These will need further investigation and development to identify future options and determine feasibility. All proposals would be subject to funding and business case approval. We will aim for delivery prior to 2037 where possible, but most are longer term projects to be implemented before 2050.
 - **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** – shows the phased approach to bring rail into the Bee Network.
- 6.4. Future revisions of this Delivery Plan will explain the evolution of these schemes and interventions – some may become priorities for delivery while others may be unfeasible and won't be progressed.

Map 1: Deliver

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

Subject to final funding and business case approvals.

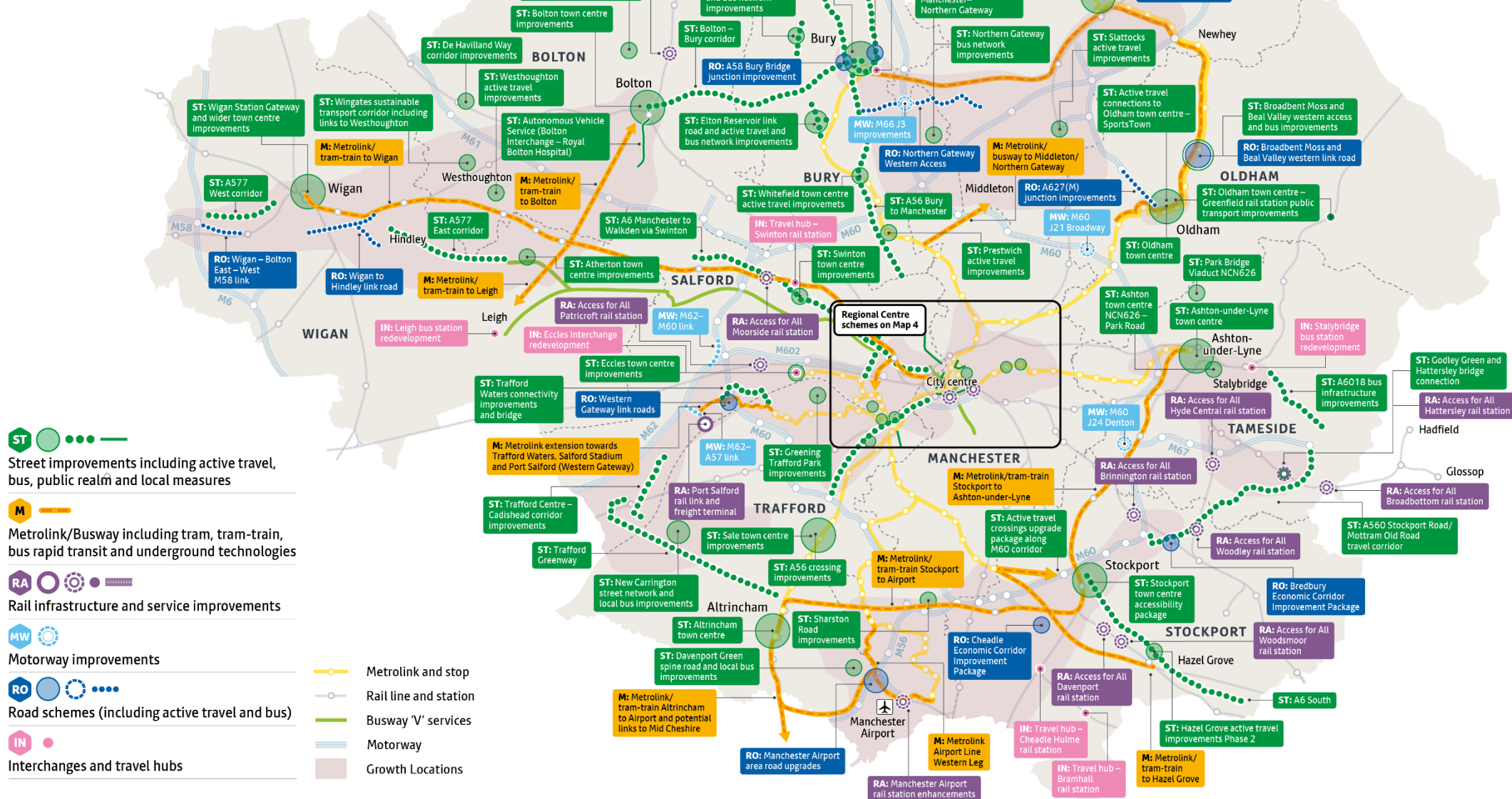
For the full list of schemes and interventions see the delivery plan appendix.



This map outlines future transport priorities with the potential to be delivered by 2037.

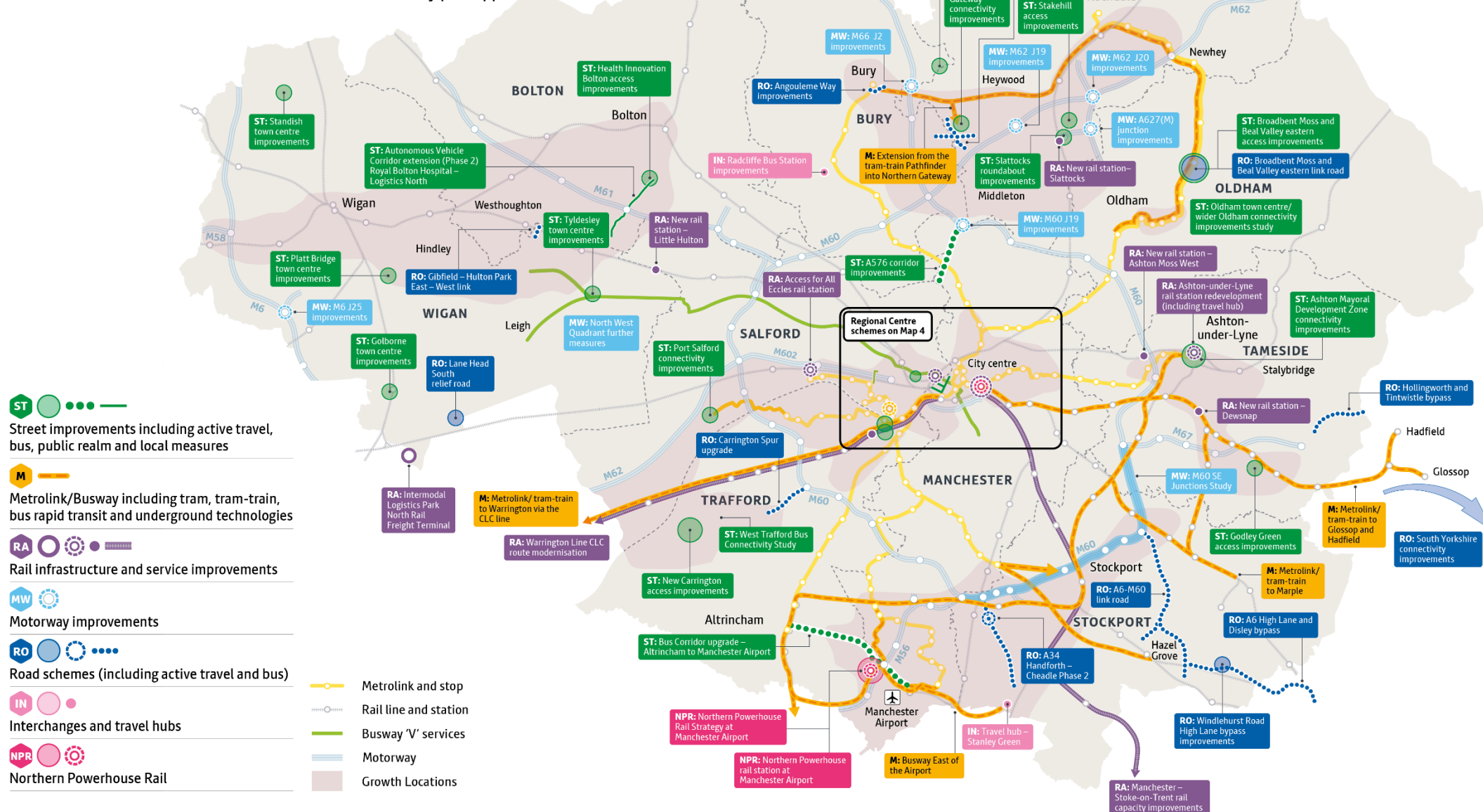
Subject to funding and business case approval.

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



This map mostly outlines longer-term transport priorities. These will need further investigation and development to identify options and determine feasibility. Early delivery may be possible in some cases.

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



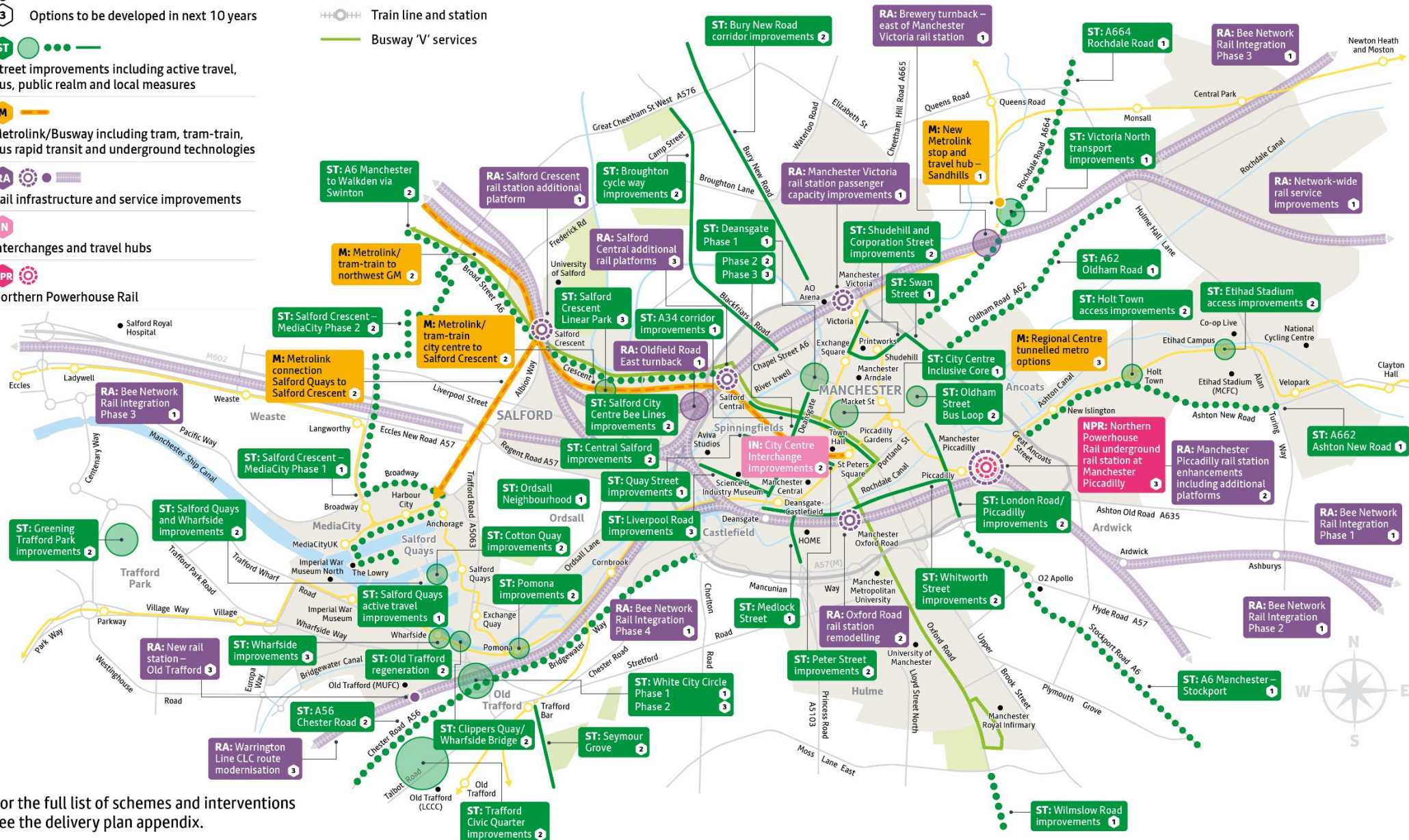
- 1 Committed to delivering in next 5 years
- 2 Business case to be completed in next 10 years
- 3 Options to be developed in next 10 years

M — Metrolink/Busway including tram, tram-train, bus rapid transit and underground technologies

Rail infrastructure and service improvements

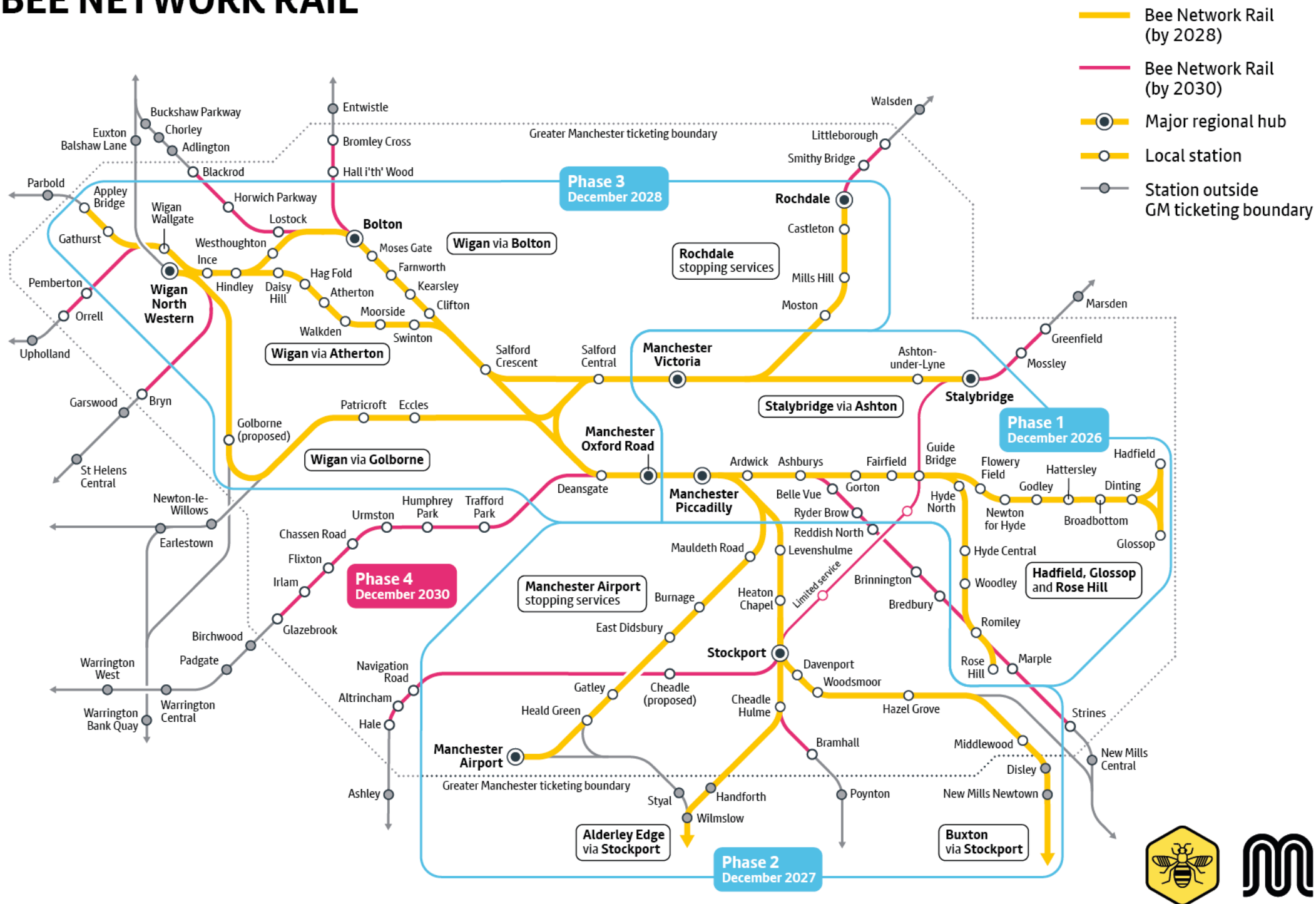
IN
Interchanges and travel hubs

  Northern Powerhouse Rail



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

BEE NETWORK RAIL



7. Next steps

- 7.1. Public consultation on the Draft GM Transport Strategy 2050, and this Draft Transport Delivery Plan (2027-2037) will take place from [December 2025 for 12 weeks] – see [GMConsult.org](https://gmconsult.org) for more information.
- 7.2. Public and stakeholder comments are invited, and a questionnaire will be available to share your views.
- 7.3. Following the consultation, a revised version of the GM Transport Strategy 2050 will be prepared along with a revised GM Transport Delivery Plan (2027-2037). These will then be given due consideration by all ten local authority full councils and by the GMCA during 2026, prior to formal approval.
- 7.4. The intention is that the transport strategy and delivery plan will then be used to inform development work, funding and delivery priorities from April 2027, and that we will update elements of both documents regularly so that they become “live” documentation of our current strategic approach and delivery focus.

Appendix – Scheme list for Map 1: Deliver

Scheme Name	Rationale	Location
Street improvements including Active Travel, Bus, Public Realm and Local Measures		
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 more people to walk, wheel or cycle safety across the area and to Bolton town centre.	Bolton
Castleton Phase 2	Continuation of Castleton walking and cycling scheme through to Rochdale town centre.	Rochdale
GM Main Town Centre improvements package • Ashton-under-Lyne • Altrincham • Bolton (inc. Town Centre East Phase 1) • Bury • Oldham (inc. Market Place) • Rochdale • Stockport (inc. Town Centre West) • Wigan	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

Scheme Name	Rationale	Location
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: • Leigh • Radcliffe • Ramsbottom • Stalybridge • Stretford	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

Scheme Name	Rationale	Location
Streets, Bus and Active Travel corridors: • Wigan-Leigh • Wigan-Bolton • Bury-Rochdale • Rochdale-Oldham • Oldham-Ashton • A664 Rochdale Road • A6 Manchester - Stockport • Ashton - Stockport • Wilmslow Road improvements	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
Metrolink / Busway including tram, tram-train, bus rapid transit and underground technologies		
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

Scheme Name	Rationale	Location
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 stop 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

Scheme Name	Rationale	Location
Rail Infrastructure and Service Improvements		
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.	All GM local authorities
Bee Network Rail Integration Phase 2	Integration of second tranche of local rail services into the Bee Network. Services to go live December 2027.	All GM local authorities

Scheme Name	Rationale	Location
Bee Network Rail Integration Phase 3	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2028.	All GM local authorities
Bee Network Rail Integration Phase 4	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2029.	All GM local authorities
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.	All GM local authorities
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

Scheme Name	Rationale	Location
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
Motorway improvements		
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
Road Schemes including Active Travel and Bus		
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

Scheme Name	Rationale	Location
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
Interchanges and Travel Hubs		
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

Appendix – Scheme list for Map 2: Develop and deliver

Scheme Name	Rationale	Location
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

Scheme Name	Rationale	Location
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 one of the radial Streets for All corridors.	Tameside
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 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.	Tameside

Scheme Name	Rationale	Location
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

Scheme Name	Rationale	Location
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 promoting sustainable modes.	Bury
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 healthier, more sustainable travel choices.	Stockport

Scheme Name	Rationale	Location
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 to key services, employment, and sustainable transport options.	Oldham
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

Scheme Name	Rationale	Location
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 more inclusive and reliable route for walking and cycling along this key corridor.	Rochdale
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

Scheme Name	Rationale	Location
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 the Cadishead/Partington viaduct. This will ultimately enable a direct active travel connection between Irlam and Altrincham, complemented by improvements to surrounding local streets.	Salford, Trafford
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 to support 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

Scheme Name	Rationale	Location
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
Metrolink / Busway including tram, tram-train, bus rapid transit and underground technologies		
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 issues and to facilitate further growth.	Stockport
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

Scheme Name	Rationale	Location
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 across Greater Manchester's western growth corridor.	Salford, Trafford
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

Scheme Name	Rationale	Location
Rail Infrastructure and Service Improvements		
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 access between street and platforms.	Tameside
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

Scheme Name	Rationale	Location
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
Motorway improvements		
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
Road Schemes including Active Travel and Bus		
A56 Moorgate Junction improvements	Improvements to junction to support all users, and reduce delay for buses.	Bury

Scheme Name	Rationale	Location
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 for All improvements on A577.	Wigan

Scheme Name	Rationale	Location
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
Interchanges and Travel Hubs		
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

Scheme Name	Rationale	Location
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

Appendix – Scheme list for Map 3: Explore and develop

Scheme Name	Rationale	Location
Street improvements including Active Travel, Bus, Public Realm and Local Measures		
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 Airport Corridor, and to help achieve the step change in non-car mode share needed to support the growth of the Airport area.	Manchester, Trafford
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

Scheme Name	Rationale	Location
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, accessible, and sustainable town centre that supports economic growth and inclusive access by sustainable modes.	Oldham
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

Scheme Name	Rationale	Location
Standish 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
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
Metrolink / Busway including tram, tram-train, bus rapid transit and underground technologies		
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

Scheme Name	Rationale	Location
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
Rail Infrastructure and Service Improvements		
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

Scheme Name	Rationale	Location
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 to modal shift and reducing pressure on the highway network.	Tameside
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
Northern Powerhouse Rail		
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
Motorway improvements		
M62 J20 improvements	To address existing congestion and reliability issues on the SRN and provide capacity for future growth	Rochdale

Scheme Name	Rationale	Location
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

Scheme Name	Rationale	Location
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

Scheme Name	Rationale	Location
Windlehurst Road High Lane bypass improvements	Improvements to Windlehurst Lane, in association with High Lane and Disley Bypass.	Stockport
Interchanges and Travel Hubs		
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

Appendix – Scheme list for Map 4: Regional centre

Scheme Name	Rationale	Location
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

Scheme Name	Rationale	Location
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

Scheme Name	Rationale	Location
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 traffic congestion, parking , servicing, air pollution, bus service reliability.	Manchester
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

Scheme Name	Rationale	Location
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-Media City Phase 1	A full upgrade of the Salford Crescent-Media City 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 Crescent-Media City Phase 2	A full upgrade of the Salford Crescent-Media City 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

Scheme Name	Rationale	Location
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: • A664 Rochdale Road • A6 Manchester - Stockport • A662 Ashton New Road • A62 Oldham Road • Bury New Road corridor improvements • Wilmslow Road improvements	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
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

Scheme Name	Rationale	Location
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
Metrolink / Busway including tram, tram-train, bus rapid transit and underground technologies		
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 employment opportunities across Greater Manchester.	Salford

Scheme Name	Rationale	Location
Regional Centre tunnelled metro options	A new underground system for trains and trams, increasing the region's tram and rail capacity.	Manchester
Rail Infrastructure and Service Improvements		
Bee Network Rail Integration Phase 1	Integration of first tranche of local rail services into the Bee Network. Services to go live December 2026.	All GM local authorities
Bee Network Rail Integration Phase 2	Integration of second tranche of local rail services into the Bee Network. Services to go live December 2027.	All GM local authorities
Bee Network Rail Integration Phase 3	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2028.	All GM local authorities
Bee Network Rail Integration Phase 4	Integration of third tranche of local rail services into the Bee Network. Services to go live December 2032.	All GM local authorities
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.	All GM local authorities
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 resilience of services. Not part of CMRCU.	Manchester
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

Scheme Name	Rationale	Location
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 Oldfield Road Bridge, to improve operational flexibility and service resilience by allowing trains to turn back outside the main station platforms.	Manchester
Northern Powerhouse Rail		
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

Scheme Name	Rationale	Location
Interchanges and Travel Hubs		
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

Appendix – Other interventions not shown on the maps

Scheme Name	Rationale	Location
Steets - Bus		
Bus pinch points	Localised, targeted schemes to reduce delay to, and provide priority for buses, reducing journey times and improving reliability	GM Wide
Bus shelter upgrades	Provision of new, and upgrades to existing, bus shelters.	GM Wide
Bus stop upgrades	Upgrade of stops in accordance with new GM guidelines, ensuring access for everyone, including users of wheeled mobility aids and those with buggies and prams - whether passing by the stop, accessing the shelter, or boarding and alighting the bus - including a designated clear zone for bus ramp deployment.	GM Wide
Bus Priority Network - management and enforcement	Management and enforcement of bus lanes, bus stop clearways, bus only sections of road, and bus priority at traffic signals. To Improve bus reliability, shorten journey times, and ensure safe, accessible boarding by enabling buses to stop in line with the kerb for accessible, efficient boarding, and enabling ramp use.	GM Wide
Bus Priority - signal upgrades	Addition of bus detection and priority to existing traffic signals.	GM Wide
Network data and intelligence	Increased use of data and AI to inform bus network planning, changes, monitor and improve performance.	GM Wide
Bus Information	Provision of improved information at stops, including real time passenger information	GM Wide

Scheme Name	Rationale	Location
Steets - Active Travel		
Route maintenance, renewal and enhancement	Enhanced maintenance of existing AT infrastructure. Ensuring infrastructure remains accessible, welcoming, inclusive and safe.	GM Wide
Access to public transport improvements - bus and tram stops, railway stations	Safe and accessible routes to key bus stops, tram stops and railway stations.	GM Wide
Ongoing delivery of Strategic Cycle Network	Extending safe, accessible, all-ability cycle network, making cycling an option for more people.	GM Wide
School programme	School Streets, access to school, to improve safety and encourage more travel to school by sustainable modes.	GM Wide
Ongoing roll out of controlled pedestrian crossings at signal junctions	Addition of green-man crossings to signalised junctions where absent.	GM Wide
Supporting measures - home to school, activation and access	Active Travel revenue activities - behaviour change, activation measures - raising awareness of new, improved active travel options.	GM Wide
Supporting and enabling measures - infrastructure	e.g. cycle parking; street furniture - cycle stands, cycle hangars, benches, bins; signage and wayfinding for pedestrians and cyclists	GM Wide
Cycle and e-scooter hire	Further expansion of schemes and availability in key centres.	GM Wide

Scheme Name	Rationale	Location
Streets - General		
SuDS pilot and delivery programme + extended maintenance	Pilots installation of SUDS, outside of major programmes, on a variety of streets, trialling a variety of approaches. Also enhanced maintenance/defect packages, and as extent of SUDS enabled streets increases, to ensure installations and planting becomes well established.	GM Wide
Parking and Kerbside management programme	Parking and Kerbside Management Programme will include a set of interventions and infrastructure improvements aimed at managing how kerbside space is used—especially for parking, loading, deliveries, and other street-level activities.	GM Wide
Air quality measures and monitoring programme	Ongoing programmes and projects to reduce transport related emissions and improve air quality, working towards compliance with legal air quality requirements at all monitoring sites.	GM Wide
Streets maintenance (enhanced)	Going beyond "like for like" street maintenance, taking a more wholistic view of the street, applying the GM Streets for All approach to "improve the street" - which could for example include, alongside programme carriageway surface dressing or resurfacing, (spot) repairs to footways, installation of dropped crossings, construction of accessible bus stops.	GM Wide
Neighbourhood streets improvements programme	Programme to apply Streets for All selected 'improve the street' measures to neighbourhood streets, as appropriate to context, with a particular focus on safety and accessibility.	GM Wide
GM Shared Mobility programme	To provide more options for, and coverage by, personal shared mobility options across GM, providing flexible transport options, particularly for shorter journeys and to connect to public transport; Support for other shared mobility initiatives such as car clubs, as a practical alternative to car, or multiple car, ownership.	GM Wide

Scheme Name	Rationale	Location
Road Schemes		
Local Roads operation, maintenance and renewals: surfaces, structures, lighting and drainage (Ten LHAs, including KRN)	Ongoing maintenance, per Local Highways Authorities Highways Asset Management Plans.	GM Wide
Local Roads enhanced maintenance - Streets for People top-up	Supplement to 'like for like' maintenance activities for incorporation of S4A enhancements, e.g. accessibility improvements (dropped kerbs, tactile paving, accessible bus stops etc.), to improve access for all.	GM Wide
Local Roads network resilience – including climate adaptation	To understand, and where necessary seek to mitigate, potential impacts of climate change on local road infrastructure.	GM Wide
Strategic Roads operation, maintenance and renewals: surfaces, structures, lighting and drainage (National Highways)	Ongoing maintenance, per National Highways Asset Management Plans, to ensure network availability, reliability and longevity.	GM Wide
Public Rights of Way – maintenance, improvements and accessibility	To improve condition and accessibility of public rights of way, as a key part of the GM transport network.	GM Wide
Charging for roadworks use of road space	Introduction of lane rental charging, where utilities and highways authorities have to pay when traffic lanes are closed for road works, on the busiest roads, at busiest times. Encourages off-peak working, and reduced duration of works.	GM Wide
HGV Driver Facilities	Supporting provision of improved parking facilities for HGV drivers, both for breaks and overnight. Also consideration of alternative fuels for road freight.	GM Wide

Scheme Name	Rationale	Location
Bus Route Analysis Recommendation Reports (RARR) & interventions – rolling programme	Rolling programme of bus route assessments, looking at current route operational issues, and focusing on potential traffic management, regulation and control interventions that could improve reliability of buses on the route, and reduce bus journey times.	GM Wide
Red Route roll-out across the KRN	Extension of red-routes to more of the SRN, to reduce journey times and improve journey time reliability for buses and other vehicles.	GM Wide
Establishment of recommended Freight Route Network	Establishment of a recommended freight network, for use by drivers of goods vehicles, as well as review of restrictions.	GM Wide
Traffic Control and Management - operations & renewals	To maintain and enhance the efficiency, safety, and resilience of the transport network through proactive operational management and targeted infrastructure renewals that support sustainable mobility and minimise disruption.	GM Wide
Traffic management, control and regulation enhancements.	On-going traffic management and regulation enhancements across Greater Manchester.	GM Wide
Upgrade of Traffic Management and Control systems to FUSION control system	Upgrading to the FUSION Traffic Management and Control system will modernise how we monitor and manage the road network, enabling faster responses to incidents, better coordination across transport modes, and improved journey reliability for all users.	GM Wide
Operational Control Centre development	Improvements to the Operational Control Centre to ensure monitoring capabilities are sufficient to improve traffic management, safety, and network performance by enabling real-time data collection, smarter analytics, and more informed decision-making across the transport system.	GM Wide

Scheme Name	Rationale	Location
Extended Camera coverage, monitoring, data & analytics	Expanding camera coverage and enhancing monitoring capabilities will improve traffic management, safety, and network performance by enabling real-time data collection, smarter analytics, and more informed decision-making across the transport system.	GM Wide
National Highways and GM Roads UTMCI integration	Integrating National Highways and Greater Manchester Roads into a unified Urban Traffic Management and Control (UTMC) system will enable better coordination, faster incident response, and more efficient network-wide traffic management to improve journeys across the region.	GM Wide
EV Charging Facilities – on street & LHA / TfGM travel hubs	Delivering EV charging facilities at on-street locations and key travel hubs will support the transition to cleaner vehicles, improve accessibility for residents and commuters, and help Greater Manchester meet its environmental and net zero goals.	GM Wide
EV Charging Facilities – cross-footway charging solutions	Introducing cross-footway EV charging solutions will enable residents without off-street parking to charge electric vehicles conveniently and safely, supporting inclusive access to cleaner transport and helping accelerate the shift to zero-emission travel.	GM Wide
Automated Vehicles and other new and emerging technologies – including wider transport network implications	To evaluate, trial, prepare for, and take advantage of, new transportation and mobility technologies, such as automated and connected vehicles, new energy vehicles, advanced traffic control, monitoring and management, charging, shared-use, traveller information. Including developments towards Mobility as a Service.	GM Wide
Roads - safety and vision zero		
Bee Network Safety Plan development and implementation	Safety plan focusing on bus operations and services	GM Wide

Scheme Name	Rationale	Location
VO and Safe Systems Awareness, scheme assessment	Awareness raising programme for people involved in road and street design across GM	GM Wide
Conversion of Pelican crossings to Puffins	Replacement of outdated pelican crossing (flashing amber) with puffin crossings (with pedestrian detection)	GM Wide
Towards ISO39001 accreditation	Achieving ISO accreditation for road safety management system for GM	GM Wide
Camera enforcement – maintenance and renewals	Replacement of outdated camera infrastructure, and maintenance of camera enforcement infrastructure	GM Wide
Enhanced and extended camera enforcement – speed, red light, moving traffic	Further roll out of camera enforcement to additional locations across GM	GM Wide
Connected and Autonomous Vehicle opportunities and requirements	Maximising opportunities and managing any risks from autonomous vehicles onto the network, such as improvements to highway infrastructure, traffic management and control systems. Includes considerations around autonomous private hire vehicles.	GM Wide
Speed limit reviews and implementation – LRN, KRN, SRN and Motorways	Ongoing programme of review of speed limits across neighbourhoods, key routes, and motorways, applying Safe Systems principles of Safe Speeds.	GM Wide
Addition of pedestrian facilities at existing signals	Adding green man crossings at traffic signal junctions where these are not provided, to allow pedestrians to cross safely.	GM Wide
GM-wide road and transport safety education	Road and transport safety programmes including schools, training for motorcyclists, older drivers.	GM Wide
GM-wide road safety - publicity, campaigns, events	Seasonal campaigns such as Christmas drink driving, Darker Nights in autumn, awareness raising round road safety, yearly Emergency Services Day.	GM Wide

Scheme Name	Rationale	Location
SRN / LRN interface / severance reduction	Measures at SRN junctions with the local network to provide safe, controlled crossings for pedestrians and cyclists passing across the SRN, including crossing slip roads, to reduce severance effect of the SRN on the Active Travel Network, and of communities.	GM Wide
Safer Roads – data, insight and analytics	Collection, analysis and use of data to best direct and target investment and actions to enhance safety of all road users, and evaluate the effects of investment.	GM Wide
Safer Roads – infrastructure programme	Programme schemes to enhance safety, with a particular focus on the Key Route Network of busier roads - such as interfaces with neighbourhood roads, with the SRN, and the SRN, and crossing facilities.	GM Wide
Vision Zero Strategy monitoring and review	Periodic review and reporting of progress towards our Vision Zero goals.	GM Wide
Safer routes to school – ‘beyond the School street’	Consideration of improvements to safety around, and on journeys to school, involving the KRN and other busier roads and bus routes, where School Street schemes, with focus on car-free areas around schools, may not be appropriate. To enhance safety of all users, and encourage more trips to and from school to be made by active modes and public transport.	GM Wide
KRN International Road Assessment Programme – route assessments and interventions	Assessment of the Key Route Network using the International Road Assessment Programme criteria, ascertain performance of and issue on the network, and devise a package of potential measures to improve sections of road or junctions which have a low rating.	GM Wide
Safer Roads – KRN corridor studies and interventions	Ongoing programme of road corridor review, for early identification of emerging issues, and potential responses.	GM Wide

Scheme Name	Rationale	Location
20 mph across neighbourhood streets (S4A Neighbourhood Street Type)	Extension of 20mph speed limits to neighbourhood streets across the city region. To improve safety for all users of neighbourhood streets, and make walking, cycling and public transport more attractive	GM Wide
20 mph for town and districts centres (S4A Destination Place street type)	Extension of 20mph to streets in, and around town centres, particularly where there is heavy pedestrian and cyclist use, busy bus stops, or significant numbers of people crossing. To improve safety for all users, and make walking, cycling and public transport more attractive	GM Wide
Bus Networks and Operations		
Bus Network Reviews	Reviews of bus services, by area, or service group based. Bringing together review of data and market intelligence with the views of local people, businesses and other stakeholders, in line with our Network Planning Approach.	GM Wide
Near miss reporting system	Roll out of a bee-network wide confidential reporting system for anyone involved in delivering bus services to report near-miss incidences, minor collisions. These events will be collated with other incidents and categorised to help inform Transport for Greater Manchester's bus safety work.	GM Wide
Service based measures to improve reliability and performance	Use of data and analytics to monitor bus service performance, such as actual versus scheduled run times, along with customer, driver and operator feedback, to identify potential changes to bus services to improve punctuality, reliability and customer experience.	GM Wide
Integration of Demand Responsive Transit (Local Link) and Ring and Ride into the Bee Network	Bringing these services more fully into the Bee Network offer, and raising awareness of them - including branding, information, and integration into the Bee Network App.	GM Wide

Scheme Name	Rationale	Location
Increased network coverage - enhanced local area networks.	Increasing the number of people withing walking distance of a regular bus service (a stop with at least every 30 minutes / 2 per hour), or with local link coverage, to improve coverage of the bus network. This includes non-Bee Network buses.	GM Wide
Increased core service frequency - enhanced service on high frequency corridors	Increasing bus frequency / services on core corridors to provide a minimum of 5 buses at hour / bus every 12 minutes or better. This includes where a number of routes joining together on a core section. To drive patronage on the Bee Network. This includes non-Bee Network buses.	GM Wide
Integrated services - Special Educational Needs and Disability (SEND) transport, non-emergency passenger transport	Exploring synergies between SEND provision, patient transport, demand responsive ring and ride.	GM Wide
Express bus services	Trial of limited stop bus services. To provide more attractive, faster, bus services on selected routes, to increase bus patronage.	GM Wide
Expansion of night bus services	Roll out of night buses to more districts. To provide night time bus connectivity and support the night time economy.	GM Wide
Bus fleet investment and renewal	Ongoing programme of investment in the bus fleet over the life of vehicles, and vehicle replacement, ensuring reliable operation, and high standards of presentation.	GM Wide
Bus station investment and renewal	Ongoing programme of capital investment in bus stations, across their operational life, and replacement of facilities at end of life. Ensuring safe, attractive, efficient facilities for all - passengers, drivers and operators.	GM Wide
Bus depots - including new Stockport depot	Investment into existing and new bus depot infrastructure and facilities. Providing suitable	GM Wide

Scheme Name	Rationale	Location
Fully electrified fleet and charging infrastructure	Investment into zero emission (at the tailpipe) buses and necessary charging facilities at depots to support them.	GM Wide
Rail Infrastructure and Service Improvements		
Network - wide railway station improvements	Programme of station improvements across stations served by Bee Network rail services and others. To improve accessibility, safety, security, information, and make rail a more attractive choice for journeys.	GM Wide
Railway asset maintenance and renewal	Programme and preventative maintenance and renewal of assets, to maintain service reliability and performance (Network Rail).	GM Wide
Station platform extensions	Extension of existing platforms, allowing longer trains with more carriages to stop, without need to use selective door opening.	GM Wide
Rail multi-modal ticket transformation and simplification	Supports the Bee Network's vision of an integrated, accessible, and user-friendly transport system by streamlining ticketing across rail and other modes to encourage sustainable travel and improve passenger experience.	GM Wide
Service enhancements and performance improvements	New, additional, lengthened, more frequent, train services. Reduced journey times. (Operator led, Network Rail enabled)	GM Wide
Access for all at all Bee Network railway stations	Deliver fully inclusive, step-free access between streets and platforms across stations served by Bee Network rail services, ensuring that all passengers, regardless of age, disability or mobility, can travel confidently and independently as part of a truly integrated and equitable public transport system.	GM Wide
Exploring feasibility of further new railway stations and travel hubs	Exploring opportunities for potential new stations on the existing rail network; Improvements at existing stations for multimodal connectivity through creation, enhancement, or expansion of travel hubs.	GM Wide

Scheme Name	Rationale	Location
New rolling stock programmes	Introducing tram/train vehicles and modernising the fleet to improve reliability, passenger comfort, accessibility, and environmental performance, supporting the Bee Network's ambition for a cleaner, more efficient, and fully integrated public transport system.	GM Wide
Enhanced rail connectivity between West Midlands and Greater Manchester	Working with partners to take explore options to transform rail capability between the West Midlands and Greater Manchester via Crewe.	GM Wide
Customer Experience		
Stops and Stations information upgrades	Provision of Improved, accessible, inclusive and up-to-date information at stops, stations, interchanges and travel hubs.	GM Wide
Bee Network Mobile Application enhancements (including personalised travel accounts)	Ongoing upgrades to the Bee Network mobile application App, to add functionality and services.	GM Wide
Sustainability focussed customer initiatives	Initiatives to promote, encourage and support people in making more sustainable transport choices.	GM Wide
Further integration of Bee Network services through Tap & Go, multi-modal ticket simplification and enhancements	To make using the Bee Network a simple, straightforward, and seamless proposition for customers.	GM Wide
Integrating event transport services with the Bee Network	Providing better, more prominent and more integrated sustainable transport options for people attending major events, working with event and venue partners .	GM Wide

Scheme Name	Rationale	Location
Data-driven customer and network insight platform and systems	Increased and integrated use of data across network planning, operations, management and delivery - marrying customer insight, with other data sources for monitoring and understanding network performance and to inform changes to our networks and their impact.	GM Wide
Further digital concessions	Periodic review of ticketing and fare options, including review of concessions offered.	GM Wide
Digital and technological improvements to stations and stops	Use of new and emergent technologies to improve safety, accessibility, attractiveness, and experience of using bus stops, tram stops, railway stations, interchanges and travel hubs.	GM Wide
Integrated and digitising fares, ticketing and charging across the Bee Network and wider transport network.	Review and development of fares, ticketing and charging options across the transport system, including new and emerging technologies.	GM Wide
AI powered customer service	Development and use of artificial intelligence enhanced tools and processes to improve customer service and satisfaction.	GM Wide
Revenue protection enhancements (including contactless biometrics and facial recognition)	Development and deployment of enhanced tools and initiatives for revenue protection, to minimise incidences of non- or under-payment for travel, enabling more investment in services.	GM Wide
Autonomous vehicles and drones support for event transport	Trial of AVs in event transport, and use of drones to monitor and inform transport operations, movements of people, vehicles and traffic, both on site, and at the TfGM Control Room.	GM Wide
Regional ticket integration	Development of integrated ticketing options between Bee Network services with neighbouring areas, and with regional and national ticketing programmes as these develop and progress.	GM Wide

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DRAFT

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