

**GREATER
MANCHESTER**
DOING THINGS DIFFERENTLY

GREATER MANCHESTER TRANSPORT STRATEGY 2040

PROGRESS REPORT

Part of the Greater Manchester
Transport Strategy 2040

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1. Executive Summary

1.1 This report has been prepared to provide Greater Manchester with an update on progress made on delivering the Greater Manchester Transport Strategy 2040 and Our Five-Year Transport Delivery Plan, from March 2022 – November 2023, since the publication of our last progress report. It focuses on updates on our major commitments, where significant funding is allocated and the case for change has been demonstrated. Looking back to the publication of Our Five-Year Transport Delivery Plan, this reflects a combination of schemes we were committed to delivering (subject to business case approval), and where Greater Manchester secured significant subsequent funding, for example through the City Region Sustainable Transport Settlement (CRSTS) programme. A selection of these schemes are highlighted below (paragraph 1.3).

1.2 A series of key national and local contextual changes are highlighted, including:

- Delivering the Bee Network
- The cost-of-living crisis
- The on-going recovery from the pandemic
- City Region Sustainable Transport Settlement
- High Speed 2 and Network North
- Protecting our environment
- Spatial planning
- Our plans for improving buses and a refreshed mission for active travel.

1.3 The report goes on to outline progress on delivery, with a focus on our capital programme:

- **Our Bus** – Work to further develop existing proposals on bus Quality Bus Transit, Bus Rapid Transit, Bus Pinchpoint schemes, delivery of Salford-Bolton Network Improvements, bus stop accessibility enhancement programme, and cleaning up the fleet of buses through exhaust upgrades, cleaner or zero emission vehicle delivery. The first phase of bus franchising has seen significant investment in infrastructure across Wigan, Bolton, and parts of Salford.
- **Our Metrolink** – Ongoing delivery of Metrolink Capacity Improvement Programme, completed delivery of additional trams; depot infrastructure expansion, power upgrades; park and ride expansion (Radcliffe and Whitefield); infrastructure renewals, Bury Interchange Redevelopment, development of new stops and further stop improvements, development of options for new line extensions including Next Generation Vehicles and the Tram-Train Pathfinder.
- **Our Rail** – Working with industry partners, around the ongoing delivery of the TransPennine Route Upgrade and Hope Valley Line improvements, the establishment of

the Manchester Task Force, commencing Wigan-Bolton electrification, platform lengthening, progressing development of a new station in Golborne and other potential new stations, ongoing roll-out of the Access for All (AfA) programme, and developing future rail plans with Great British Rail and integrated services through devolution.

Our Streets – Significant progress on schemes on our streets, guided by our Streets for All framework, key highlights including:

- **Active Travel** – continuing delivery and development of high-quality capital infrastructure on roads and junctions across Greater Manchester, dovetailed with aligned behaviour change programmes and community support.
- **Freight and Logistics** – including Safe Urban Driving courses, freight accreditation schemes, freight consolidation through storage lockers and e-cargo bike pilots.
- **Managing Our Streets** – including control centre expansion, smart signalling technology, an enhanced roadworks permit scheme
- **Local Highway Improvements** - with a significant programme of schemes being delivered across Greater Manchester
- **Maintaining Our Streets** – including our Key Route Network assets and maintenance programmes
- **Motorways and Strategic Roads** – Supporting local authorities to deliver important links to our strategic road network, and supporting National Highways to develop and deliver a range of motorway schemes
- **Our Integrated Network** – Delivery of electric vehicle charging infrastructure, transport innovation through delivery of eHubs, progressing ahead of schedule on construction of Stockport interchange, successes of the Safer Roads GM partnership, starting the GM Safety Camera Project, GM TravelSafe Partnership successes through examples such as youth outreach, enforcement, communications, and coordinated activities with transport industry partners

1.4 The report explores our progress against the 2040 Right Mix travel vision and people’s changing travel habits. COVID-19 has had a major impact on travel patterns, and this is still stabilizing. There has been some drifting back of levels of active travel since the pandemic, though this still reflects average growth, while public transport has not fully recovered. Given future uncertainty, adaptive planning for the future is essential. Our Key Performance Indicators (KPIs), linked to our Network Principles (integrated, inclusive, healthy, environmentally responsible, reliable, safe and secure, well maintained and resilient) have seen mixed changes between indicators across all principles over recent years, particularly in light of COVID-19.

- 1.5 The report concludes with setting out our key priority for the year ahead, an intended refresh of Our Transport Strategy 2040, ahead of the creation of the next 5 Year Delivery Plan (2027-2032).
- 1.6 Appended to the report is a detailed table of our GMTS 2040 KPIs, and a detailed progress list of schemes that reflect our major commitments, where significant funding is allocated and the case for change has been demonstrated.

2. Introduction - Context and Scope of this Progress Report

- 2.1 Significant changes have occurred since the publication of our last version of the GM Transport Strategy 2040 in 2021. The ongoing recovery from the Covid-19 pandemic into a ‘new normal’, the award of significant CRSTS funding, the Trailblazer deeper devolution deal, GM’s commenced roll-out of the Bee Network including bus franchising and a refreshed active travel mission, and the government’s announcement of Network North, lead us to validating our transport strategy and delivery plan. Ensuring we are well positioned to influence national stakeholders, and promptly secure and deliver upon future funding opportunities is crucial to achieving the aims of the Greater Manchester Strategy.
- 2.2 To respond to this, the creation of a future refreshed Local Transport Plan is required to ensure Greater Manchester’s activities are on track to meet our objectives. The progress report informs that process, reviewing our Key Performance Indicators, linked to our strategy network principles. It augments our KPIs with progress updates on delivering on our major commitments, where significant funding is allocated and the case for change has been demonstrated. It does not look to recommend policy change but provide a measured review of evidence on progress to inform detailed discussions in Greater Manchester for the work ahead.
- 2.3 Our statutory Local Transport Plan (LTP) comprises the Greater Manchester Transport Strategy 2040 (the ‘2040 Strategy’), a Five-Year Transport Delivery Plan (2021- 2026) (the ‘Delivery Plan’) and ten Local Implementation Plans (LIPs). The Strategy sets out a vision for Greater Manchester to have *‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’* underpinned by four key goals, outlined below. These goals are closely aligned with Government’s strategic objectives for transport (growth and productivity, levelling up and decarbonisation) as well as the Greater Manchester Strategy.



2.4 The long-term 2040 Strategy is, in turn, supported by a series of five-year transport delivery plans. Our current Delivery Plan sets out the practical actions planned to deliver this long-term Strategy between 2021 and 2026. It is structured around the themes set out below, and includes detailed delivery proposals, a spending plan, and some performance monitoring.



2.5 This report provides an update on progress made in developing and delivering our priority transport schemes. It also provides an update on the evolving national and local policy and funding context; the impact of COVID-19 on our ambitions; and considers the extent to which the interventions and programmes are contributing to our goals, by measuring progress against our key performance indicators (KPIs). The report has a particular focus on whether we are improving the network in line with our 2040 Network Principles (see graphic below) across our transport system, and whether we are on track to achieve our Right Mix targets.



3. An Evolving National and Local Context

Delivering the Bee Network

- 3.1 In March 2022, the Mayor of Greater Manchester appointed two new commissioners to support him with advice and expertise in the delivery of the Bee Network – Greater Manchester’s future integrated transport network which brings together walking, wheeling & cycling, bus, tram and trains as one consolidated network. Vernon Everitt, formerly of Transport for London and Dame Sarah Storey, Paralympian, and former Active Travel Commissioner for South Yorkshire, joined Greater Manchester as Transport Commissioner and Active Travel Commissioner respectively.
- 3.2 Bee Network Cycle Hire was launched in November 2021 and users have now ridden over a million kilometres using the cycles. Work is now being undertaken to understand where the scheme could be extended in future.
- 3.3 Since 2017, over 100km of high-quality active travel routes have also been delivered, unlocking access to many different parts of the city region whether walking, wheeling, or cycling.
- 3.4 Whilst originally planned to coincide with the arrival of the first franchised bus services, capped bus fares were introduced 12 months earlier, in September 2022, to ease the cost-of-living crisis and set the direction for affordable transport in Greater Manchester. Over their period of operation, the capped fares have contributed to a 12% increase in bus patronage.
- 3.5 The first franchised bus services in Greater Manchester launched in September 2023 in the northwest of the conurbation, marking the biggest change to buses here in almost forty years. Franchising our bus network will allow Greater Manchester to control fares, routes and frequencies and better integrate ticketing and timetables across modes. Services in the northeast of Greater Manchester will be franchised from March 2024, with the whole network under local control from January 2025.
- 3.6 To support the delivery of the Bee Network, a new, smaller, and more strategically focused ‘Bee Network Committee’ (BNC) was established in July 2023, to lead on transport decision-making at a regional level, taking greater ownership and responsibility for the Greater Manchester integrated transport network. This committee is able to exercise decision-making powers and develop policy on behalf of the GMCA, the Mayor of Greater Manchester and the ten local authorities.

The Cost of Living

- 3.7 The UK has been facing a cost-of-living crisis over the period from February 2022. UK inflation reached a 40-year high of 11.1% in the 12 months to October 2022. The Bank of England's response to curb inflation through interest rates, has in combination led to significant cost pressures on Greater Manchester's business, residents, and visitors.
- 3.8 This applies significant pressure to both the travel choices made by Greater Manchester's residents and visitors, but also the cost to transport authorities of providing bus and Metrolink services and the cost of delivering infrastructure improvements. Inflation related to all construction activity is disproportionately high compared to general inflation, impacting on infrastructure scheme costs¹. Travel opportunities must remain affordable and accessible for all, while delivering network improvements to achieve our strategic transport vision. GM is delivering an investment programme that adopts a careful, measured approach to maximise investment in Greater Manchester travel opportunities and its wider economy, while maintaining financial sustainability.
- 3.9 TfGM will continue to work with our local partners, to influence national government and shape national policy to ensure Greater Manchester receives the investment it needs to succeed.

The on-going Recovery from the Pandemic

- 3.10 All COVID related domestic legal restrictions were removed on 24th February 2022. The use of public transport has continued to recover but remains below pre-pandemic levels. Meanwhile, general highway traffic has largely recovered to a pre-pandemic level. Trends that existed pre-pandemic – such as, increasing levels of working from home, and online shopping – have accelerated and have become “normal”.
- 3.11 The disruption to travel demand caused by the pandemic has impacted on the supply of public transport. In July 2023, over 20% of Greater Manchester residents had seen a reduction in public transport accessibility (represented by a level change in the GM Accessibility Levels dataset) in comparison to what was available in February 2022, whilst only 2% saw an improvement.

City Region Sustainable Transport Settlement

- 3.12 The Secretary of State wrote to the GM Mayor in April 2022 to confirm that Greater Manchester would receive an allocation of £1.07bn from the first City Region Sustainable Transport Settlement (CRSTS). When combined with local contributions totalling £170m, this resulted in an

¹ Office for National Statistics (2023), Construction Output Price Indices ([Construction output price indices - Office for National Statistics](#))

overall CRSTS budget of £1.24bn; thereby forming the majority component of Greater Manchester's current transport infrastructure pipeline, which also includes funding from a range of other sources such as the Transforming Cities Fund, Active Travel Fund and Local Electric Vehicle Charging Infrastructure (LEVI) allocation.

- 3.13 This has enabled Greater Manchester to progress a significant number of additional schemes to become major commitments since the publication of our last 2040 Strategy Progress Report, where significant funding is now allocated and the case for change is demonstrated.
- 3.14 Government has recently announced plans for the next CRSTS fund, which will enable Greater Manchester to plan further ahead (over a 10-year horizon) for the delivery of schemes that underpin GMTS 2040.

High Speed 2 and Network North

- 3.15 In October 2023 the Department for Transport published 'Network North: Transforming British Transport'. This included the cancellation of High Speed 2 (HS2 Phase 2a and 2b) to Greater Manchester, and a proposed re-prioritisation of the intended budget for a range of schemes spread across the country. In Greater Manchester, schemes include road and rail upgrades, an unknown amount of money for road maintenance over 10 years (£3.3 billion allocated to the North), and an indicative allocation of circa £2.4 billion for the next City Region Sustainable Transport Settlement (CRSTS2) running from 2026/27 to 2031/32. Network North also announces another round of Bus Service Improvement Plan (BSIP) funding; Greater Manchester's share of this is still to be confirmed. While detail is limited, Greater Manchester will work with government to understand the plans, and adapt its approach to a prioritised delivery pipeline accordingly.
- 3.16 This significant change in national policy means a review of our Transport Strategy 2040 and Five-Year Delivery Plan may be appropriate to ensure our plans and policies are prioritised most effectively to capitalise on national government proposals, while also lobbying for further required improvements.

Protecting our environment

- 3.17 Greater Manchester's sixth Green Summit was held in October 2023 ([GM Green Summit 2023 - GM Green City](#)) which involved significant discussion on how Greater Manchester can achieve its ambition to be carbon neutral by 2038. The debate arising from these events strongly re-emphasised the scale of the challenge for the transport sector, given that around a third of total greenhouse gas emissions come from transport. They served as a reminder that there is an urgent need to make deep cuts to transport carbon emissions, particularly over the remainder of this decade. The vision of Transport Strategy 2040 is a critical component of Greater Manchester

moving toward net zero and achieving its 2038 carbon neutral aims as published within the Greater Manchester 5 Year Environment Plan.

- 3.18 Following public consultation, the Greater Manchester Clean Air Plan was first published in Summer 2021, to respond to a legal direction from government to the ten local authorities to meet stringent annual legal limits for harmful nitrogen dioxide air pollution and proposed the introduction of a charging clean air zone. However, following the pandemic and significant issues in the supply of compliant vehicles, which led to rising vehicle prices, national government agreed with Greater Manchester that a charging clean air zone should not be introduced. The 2021 Clean Air Plan was no longer the right solution and could have led to significant financial hardship. Greater Manchester published the case for an investment-led, non-charging Clean Air Plan that targets resources towards the most polluting vehicles travelling in areas where the nitrogen dioxide level is exceeded.

Spatial planning

- 3.19 The [Places for Everyone](#) spatial plan has now completed the scheduled examination hearings, with additional consultation on plan modifications now due to take place. It is anticipated that the plan will be adopted in 2024. The GM Transport Strategy 2040 and Transport Delivery Plan (2021-26) are critical parts of the evidence base underpinning the Places for Everyone Plan and the forthcoming review of these documents will be important to delivering the Places for Everyone plan and other local plans in GM.

Greater Manchester plans for improving travel

- 3.20 To support our overarching LTP documents (the 2040 Transport Strategy, Delivery Plan and the Local Implementation Plans) there are a range of sub-strategies which set out more detailed policies, principles and guidance on how we intend to deliver the 2040 ambitions ([Greater Manchester Transport Strategy](#)). These sub-strategy documents are important to ensure we focus our finite resources on 'doing the right things' – to achieve our 2040 vision – and that we consistently achieve high standards to maximise the impact of transport interventions. Significant transport publications in 2022/23, after our last Transport Strategy and Delivery Plan, include:

Refreshing Greater Manchester's Active Travel Mission – published in November 2022

- 3.21 Dame Sarah Storey's Refreshed Active Travel Mission sets how our ambitious plans for walking, wheeling and cycling will be fully embedded into the Bee Network. It sets out three foundations on which the programme will rest: accessibility, behaviour change and clear communications. It also highlights five delivery priorities for the Commissioner: infrastructure delivery, home to school travel, cycle hire and access to cycles, integration with public transport and road danger reduction.

- 3.22 Since the publication of the refreshed mission, a major piece of work has been undertaken to review the active travel network vision. This has included developing our understanding of the quality of infrastructure which already exists on the network, and of how our current programmes are contributing to the building of the network. This work is essential in helping inform the focus of future infrastructure and behaviour change programmes.
- 3.23 Work is also progressing on each of the ten recommendations made by the Commissioner in November 2022, and it is planned that a progress report and future action plan will be presented to the Bee Network Committee in 2023. The paper will confirm the actions one year on from the refreshed mission, confirming the future direction of Active Travel.

Greater Manchester Bus Strategy – published in July 2023

- 3.24 Ahead of the start of bus franchising in September 2023, we published the Greater Manchester Bus Strategy, setting out Greater Manchester’s vision for the future bus network. Through the Strategy, we are aiming to make the bus the first choice for more journeys, as part of the Bee Network: the city region’s integrated transport system. Better buses are central to delivering the Bee Network and with it a fairer, greener and more prosperous city region.
- 3.25 The Strategy sets an initial target for a 30% increase in bus patronage by 2030 from 2022/23 levels. This would mean almost 50 million more journeys being taken by bus each year. The Greater Manchester Bus Strategy sets out how this growth can be driven by improvements, including affordable fares, a more integrated, user-friendly and frequent network, and better infrastructure to provide more reliable bus journeys. This growth will require additional investment and careful prioritisation of existing resources, enabled by bus franchising.

4. Progress on Delivery

4.1 For each of our themed priority areas, the following sections provide:

- A summary of key delivery and development priorities
- An update on highlights of our major commitments, where significant funding is allocated and the case for change has been demonstrated.

4.2 Appendix 2 includes a comprehensive table of progress updates on each of our major commitments, where significant funding is allocated and the case for change has been demonstrated.

Our Bus

4.3 Before the COVID-19 pandemic, bus accounted for 75% of public transport trips in GM. During the pandemic, buses continued to play a key role in moving people, and, in mid-October 2021, they were carrying approximately 75% to 80% of pre-COVID 19 passenger numbers. This demonstrates the importance of bus services to communities within the city region, especially when it comes to reaching areas that other public transport modes are unable to serve.

4.4 In March 2021, the Mayor of Greater Manchester made the decision to implement a bus franchising scheme for the city region, bringing services here into local control and allowing public bodies to set fares, routes and service specifications for the bus network.

4.5 In September 2022 Greater Manchester introduced reduced bus fares of £2 for an adult single and £5 for an adult daily ticket across all operators ([Get on board with lower bus fares](#)). Evaluation of the intervention found that introduction of the fares offer reduced the average cost of travel for bus users by almost 20%, which contributed to an increase of bus patronage of 12%. This was complimented further through a capped weekly fare in January 2023.

4.6 As highlighted in paras 3.24-3.25, in July 2023, we launched our **Greater Manchester Bus Strategy**.

4.7 We are continuing to develop an ambitious investment programme to ensure that buses play their full role in delivering a more integrated and sustainable transport network. This includes:

- Developing detailed proposals for a 70-mile network of **Quality Bus Transit (QBT)** corridors across seven of our main orbital routes to improve connectivity and reliability between our towns. In addition, we are developing a programme of Bus Corridor Upgrades on radial corridors along five routes serving our regional centre.
- Developing detailed proposals for **Bus Rapid Transit** services that build on the success of the

Leigh Guided Busway. This includes supporting PfE growth areas and developing proposals for a new guided busway stop at Mosley Common. Initial feasibility work has been completed and next steps are being explored with stakeholders.

- Measures to tackle **Pinch Points** on the bus network to improve the reliability of journeys.
- Bus Stop Improvements Programme

4.8 In addition to infrastructure proposals, we are improving ticketing and developing cleaner, improved bus services to serve new housing and employment sites.

Committed Schemes

4.9 Bus schemes that have been in-progress during the reporting period include:

- Salford-Bolton Network Improvements
- Bus stop enhancement programme
- City Centre North West: Deansgate New Bailey Chapel Street area

4.10 In the last 12 months, we have delivered the following:

4.11 **Salford-Bolton Network Improvements (SBNI)**. All of the Bolton programme has been delivered, with the final Bradshawgate scheme delivered in late 2022. Seven Salford schemes have been completed, most recently improvements to the Belvedere Road/Frederick Road junction and a new park and ride facility at Walkden station. Over 80 traffic signal junctions across the SBNI area have benefited from the installation of technology to provide priority for late running buses. Works to improve the A666 and two junctions on the A580 are due to be completed by autumn 2024.

4.12 **Bus stop enhancements:** Almost 95% of the programme has been completed, with works completed in 9 out of 10 GM districts. The remaining bus stops to be installed in Trafford has commenced and are on target for completion by March 2024. When fully complete, the Bus Stop Accessibility programme will have delivered over 400 upgraded bus stops across GM.

4.13 The **City Centre New Bailey/Bridge Street Bus Gate**, has been implemented and any further works in the area will be implemented as part of the City Centre Transport Strategy. The scheme is currently delivering many benefits for bus users, including significant journey time improvements.

4.14 Where possible, we continue to operate school transport services and **socially necessary bus services** using Zero Tailpipe Emission Capable (ZetC) vehicles and are upgrading bus exhausts across GM to improve air quality.

4.15 We are continuing to maintain budget support for general services and in some parts of Greater

Manchester. Plans for electric buses have been included as part of TfGM's BSIP and CRSTS submission and an extensive retrofit programme is in place. 50 new electric buses are now in service as part of the first tranche of bus franchising, with a further 220 expected across Greater Manchester over the coming years. In addition, we continue to develop schemes and associated business cases for a series of bus corridor improvements including on the following corridors: Rochdale-Oldham-Ashton; Bury-Rochdale; Wigan-Bolton; Wigan-Leigh; Ashton Stockport and on five corridors into and out of Manchester City Centre.

4.16 Finally, the roll out of bus franchising has also involved the purchase of Wigan and Bolton depots to support the new network alongside the purchase and delivery of all electric buses for Tranche 1. This has been accompanied by the electrification of Bolton depot to facilitate electric bus operation.

Our Metrolink

4.17 Greater Manchester has invested heavily in its rapid transit network in recent years, including in the Metrolink network's further expansion in the form of the completion of the new £350m Trafford Park Line in early 2020. Following a decade of expansion and associated patronage growth, the Metrolink operation is now focused on improving safety, performance, capacity and the customer experience in the existing network.

4.18 **Further future Metrolink extensions** are currently being explored and will be outlined in more detail in the forthcoming refresh of the GM Transport Strategy 2040. Example proposals include an extension of the Airport line to Terminal 2 and Airport City development at Manchester Airport, as the first phase of completing the Western Leg of the Airport Line.

4.19 Metrolink schemes that are in progress include:

- Metrolink Capacity Improvement Programme (MCIP)
- Park and Ride upgrades at Radcliffe and Whitefield
- Metrolink service and ticketing enhancements

4.20 The **Metrolink Capacity Improvement Programme (MCIP)** will provide additional tram capacity through the procurement of up to 27 additional trams and associated supporting infrastructure. This includes:

4.21 **Light Rail Vehicles:** manufacturing and delivery of new trams, with all 27 trams were delivered between November 2020 and September 2022. The trams are commissioned and can be deployed in passenger service.

- 4.22 **Depot Infrastructure Expansion:** The Queens Road Depot construction works commenced in March 2022 and forecast to be completed in early 2024. The depot expansion works at Trafford are complete and in use.
- 4.23 **Power Upgrades:** Power infrastructure upgrades will enable the operation of the new trams while maintaining the existing resilience level of the Metrolink system. A power modelling exercise has been undertaken to determine the additional power distribution requirements for the 27 additional trams. This includes the delivery of three new substations at Collyhurst, Hagside and Heaton Park. Construction works commenced in October 2022 and is forecast to be completed during summer 2024.
- 4.24 **Park and Ride Expansion:** Park and Ride (P&R) enhancements, including sites at Radcliffe and Whitefield, which are now operational, opened in 2022. The sites provide 111 and 123 additional park and ride spaces respectively.
- 4.25 **Metrolink Renewals Programme:** The COVID pandemic has created revenue and funding challenges for Metrolink. The asset renewals programme has therefore been rationalised so that only safety or performance critical items have been prioritised. The Metrolink Renewals Programme (MREP) has been allocated £20m of available capital contingency funding to deliver safety and performance critical projects up to April 2022. In 2021-23 these were predominantly track renewals and the renewal of the Metrolink Communication Network (MCN).
- 4.26 We are currently developing options and preparing business cases for:
- Bury Interchange Redevelopment (including Metrolink stop upgrades)
 - The three new Metrolink stops - Cop Road Metrolink Stop and Travel Hub/Park & Ride, Elton Reservoir Metrolink Stop and Travel Hub/Park & Ride and Sandhills Metrolink Stop
 - Metrolink Stop Improvements
- 4.27 The following progress has been made:
- 4.28 **Bury Interchange Redevelopment:** Development of a redeveloped Interchange to significantly improved passenger facilities for bus, Metrolink and active travel users. It will be designed in accordance with decarbonisation and sustainability principles and deliver journey time improvements for passengers. These features along with increased safety, security and accessibility will provide a greatly improved passenger experience and encourage mode shift to public transport.
- 4.29 The scheme is classed as retained by DfT within the CRSTS pipeline. The Strategic Outline Case (SOC) is complete, and the RIBA Stage 2/Outline Business Case (OBC) begun in Summer 2023 and

is forecast to be completed in early 2025.

4.30 **Development of Potential New Metrolink Stops:** To support sustainable travel in adjacent residential led growth areas across Greater Manchester, three new Metrolink stops are being explored. These new stops will be designed in accordance with decarbonisation and sustainability principles with aspirations to be an early intervention in the growth areas to instil sustainable travel behaviours. Cop Road and Elton Reservoir are subject to the Places for Everyone process and linked to proposed site allocations. Sandhills Metrolink Stop is linked to the Victoria North regeneration scheme.

4.31 All three schemes are part of the CRSTS pipeline and are at different stages in order to align with progression of the development of the adjacent regeneration schemes. All schemes have begun feasibility and/or business case works as follows:

- Sandhills Metrolink Stop – a Strategic Outline Case (SOC) was completed in Spring 2023 and the next steps are being explored with stakeholders.
- Cop Road Metrolink Stop – The SOC commenced in Summer 2023 and completion is forecast in Spring 2024.
- Elton Reservoir Metrolink Stop – Feasibility work is underway with stakeholders in advance of commencement of a SOC.

4.32 **Metrolink Stop Improvements:** Scheme seeks to support patronage recovery on the Metrolink network, including measures to address safety, security and access issues associated with ageing ex-heavy rail infrastructure. Initial proposals will focus on Bury and Heaton Park Metrolink Stops.

4.33 This scheme is part of the CRSTS pipeline to develop a network wide stop improvements programme to address areas where new improvements could increase patronage on the network. Initial feasibility work has begun and preparations for a SOC programme case are underway.

Our Rail

4.34 Since the last update we have continued to work with rail industry partners, to improve the reliability, capacity, and customer experience of rail travel. We are conducting studies to understand where improvements are needed on our rail network as well as working alongside Network Rail and train operators to improve performance and reliability. These include routes in GM, and across the North.

4.35 There are three main rail programmes that have been progressing in Greater Manchester that Network Rail have been leading. These are the **TransPennine Route Upgrade (TRU)**, **Hope Valley Line improvements**, and the **Manchester Task Force (MTF)**.

- 4.36 Within the **TRU**, the electrification of Manchester Victoria to Stalybridge, and Guide Bridge to Stalybridge is progressing steadily and upon completion will allow local train services to make use of electric traction. In West Yorkshire, work is progressing to develop and deliver a rebuilt Huddersfield station, provision of 4-track sections and grade separation of a key junction. We are working closely with the TRU programme to support passenger disruption during engineering works.
- 4.37 The **Hope Valley Line improvements** to support increased performance and increased services are progressing, including the freight loop at Bamford and work has started to reinstate double track and provide a second platform at Dore & Totley.
- 4.38 The **MTF programme** is seeking to resolve the capacity challenges in central Manchester and along the Castlefield corridor that became apparent following the May 2018 timetable collapse. Because of the scale of the programme and the urgency to provide some immediate resolution, it has been split into 4 'configuration states'.
- Configuration State 1 introduced a revised timetable in December 2022 with reduced level of service and simplified connections. This temporary measure helped recover performance in advance of delivery of the infrastructure interventions.
 - Configuration State 2 will deliver smaller scale interventions by the mid 2020's, including; Salford Crescent additional platform; Oldfield Road turnbacks; East of Victoria turnbacks; and Manchester Victoria passenger capacity improvements. Funding for this package has been confirmed by the DfT and these are progressing towards delivery.
 - Configuration State 3 includes ambitious infrastructure to be delivered by the early 2030's, including; remodelling Oxford Road station; remodelling Manchester Airport, CLC Modernisation; and additional platform capacity at Manchester Piccadilly. The DfT has released funding to support the development of business cases.
 - Configuration State 4 includes enhancements to support the introduction of TRU and HS2 services. Early options assessment has taken place, and a key focus is addressing capacity constraints between Manchester Piccadilly and Stockport.
- 4.39 **Salford Central Station Upgrade:** Following a series of meetings in 2022 with the GM Mayor, Salford City Mayor, Manchester City Council, TfGM were advised by Network Rail not to progress additional platforms as part of the scheme. The operational impact of the proposal was unacceptable due to insufficient platform length required for future rail services. As a result, TfGM have de-scoped the addition of platforms 3-5 (postponed as a long-term future aspiration for options assessment) and are commencing design and build for station enhancements to

make it fit for purpose.

4.40 Network Rail are progressing **electrification of the Wigan to Bolton route**. While not part of the MTF programme, its delivery will help support realisation of the benefits of the MTF Configuration State 2 package and is progressing towards delivery by the mid-2020's.

4.41 The last 2 years have also seen a series of **platform lengthening** in and around the Greater Manchester rail network is supporting train lengthening for additional capacity.

4.42 **Fleet replacement:** Following the replacement of the Pacer train fleet, Northern are exploring options with the DfT for the replacement of their British Rail-era train fleet, now 30 to 40 years old.

Rail Stations

4.43 **Golborne New Station:** The Outline Business Case has identified a viable station option to take through outline design. TfGM is currently entering into contract with a consultant to progress this work in 2024. The scheme is dependent on the peak only service being extended to an hourly call all day. TfGM Officers are working with Manchester Task Force and political leaders to confirm this service provision.

4.44 **Other Stations:** The potential for new stations at Kenyon Junction (Warrington), Slattocks (Rochdale), Gamesley (Derbyshire), Stanley Green (Stockport) and Little Hulton (Salford), has been assessed, but now requires resolution of wider network capacity issues before further progress can be made.

4.45 Over the past 12 months GM officers – working alongside rail industry partners such as Network Rail and Northern Trains Limited – have continued to progress GM's Access for All (AfA) programme. The AfA programme is split into three main programmes:

- **DfT AfA Main Programme CP6 (2019-24):** Despite significant budgetary challenges following the tender return for the detailed design and build of Daisy Hill and Irlam schemes in October 2022, which resulted in TfGM and the DfT raising a further £4.902 million for delivery, both schemes are now fully funded and the design and build contract was awarded in September 2023.
- **Mid-Tier:** minor interventions work has been successfully completed on all sites. The Mid-Tier works for the ramp at Bredbury have started onsite and are due to be completed in the Autumn 2023, in addition some improvement works at Rosehill have been designed and are due to be completed in parallel to the work at Bredbury.

- CRSTS AfA Programme: CRSTS capital funding has been allocated to deliver further AfA schemes in GM’s prioritised list of stations most needing step-free access. Designs are being developed for Swinton, Reddish North, Hindley and Bryn. A detailed design contract for these stations will be let by the end of 2023.

Rail Reform: The Plan for Rail

- 4.46 The Plan for Rail sets out a plan to put customers (passengers and freight) at the heart of the railway as well as making it affordable for taxpayers. The review highlighted the importance of strengthening collaboration to improve the outcomes for passengers and for decision making to be linked as closely as possible to the customer.
- 4.47 The Plan for Rail also envisions new partnerships between Great British Railways (GBR) and local government to give local elected leaders a greater say in how railways are run in their area including services, ticketing, and stations, and says that when established, GBR “will be made up of powerful regional divisions, with budgets and delivery held at the local level, not just nationally”.
- 4.48 In order that GBR’s regional units can deliver at a local level they will need to work closely with local areas.
- 4.49 The Plan for Rail proposes to work with local transport authorities like Transport for Greater Manchester (TfGM) through new Partnership Agreements, these agreements would be designed to provide a framework for local authorities to work with GBR, over a range of issues such as service specification, performance management and investment planning, and would ensure local political accountability is embedded into the railway system.
- 4.50 TfGM is working with the recently established Great British Rail Transition Team (GBRTT) to shape the future of rail across the region. Work has focused on the development of phase 1 of the Pay-As-You-Go Fares and Ticketing Pilot that will integrate rail into the Bee Network.

GM’s Trailblazer Deeper Devolution Deal (Rail)

- 4.51 The Greater Manchester Combined Authority (GMCA) has reached a deal with central government, as part of the Department for Levelling Up, Housing and Communities (DLUHC) ‘Levelling up Trailblazer Deeper Devolution Deal’.
- 4.52 The agreement aims to fully integrate local rail services into the Bee Network by 2030. This includes London-style integrated fares and ticketing across bus, Metrolink and rail, and Bee Network co-branding across the public transport network. This will be taken forward by a new Rail Partnership with Great British Railways, that will enhance the current ways we do business

with the rail industry, and work towards delivering our aspirations and ensuring public transport plays a crucial role in the prosperity of the GM region.

4.53 The deal lays the foundation for greater input into stations, services and strategic infrastructure investment, along with the creation of a North West Regional Business Unit and GM Rail Board, which will enable local scrutiny of performance, help shape future service integration with the Bee Network and support the best possible public transport experience for the people and businesses in Greater Manchester.

4.54 Both the GM Rail Board and the North West Regional Business Unit, will be fundamental in delivering the Trailblazer Deeper Devolution Deal and integrating rail into the Bee network by 2030. Whilst we are confident that we can successfully build on the good work that has already been undertaken, success ultimately relies on support and participation from rail industry partners. We look forward to working with the industry in establishing a truly transformational partnership that paves the way for a prosperous future for all.

Our Streets

Greater Manchester Street Types

NEIGHBOURHOODS	CONNECTOR STREETS	HIGH STREETS	DESTINATION PLACES & GATEWAYS	STRATEGIC ROADS
<p>Most of our streets are Neighbourhood streets. They give access to our homes and link up with public transport and community facilities like schools and local shops. Walking and cycling should be the natural choice for these shorter local journeys. Making our Neighbourhoods greener and healthier, with reduced motor traffic, is good for everyone.</p>	<p>Connector Streets are part of, and join up, our Neighbourhoods. They also connect our town and city centres. They form the backbone of our bus network and are often the most direct routes for walking, wheeling, cycling and other traffic. Balancing their different roles can make them better places to both pass through and spend time in.</p>	<p>High Streets are at the heart of our communities and are important places for shopping, leisure and work. Walking, wheeling, cycling and public transport connections are important to their success, as well as access by cars and deliveries. They should be enjoyable places to spend time in.</p>	<p>Destination Places and Gateways come in many shapes and sizes, such as a market square, a park, or the route to a large venue or station. They are places where people come together or pass through. They should be safe and pleasant places to be in by day and night. They should be places to dwell.</p>	<p>Our Strategic Roads carry large volumes of motor traffic, and are crucial to the movement of goods and the economy. They should be cleaner, greener and easier to cross to reduce impacts on local communities. Junctions should be easy, safe and more pleasant to cross for people walking, wheeling or cycling.</p>

4.55 Transforming Greater Manchester’s streets is essential if we are to achieve our Right Mix targets and the 2040 Transport Strategy network principles. By applying our ‘Streets for All’ framework on our streets, we will deliver or support our partners to deliver, changes across all types of streets in GM, including neighbourhood streets, high streets, connector roads and strategic roads and motorways. The ambition is to enable more people to walk, cycle and use public

transport, and improve reliability for buses and freight vehicles on the KRN serving our towns and Regional Centre.

4.56 The forthcoming Greater Manchester Streets for All Design Guide builds upon the Streets for All Strategy (adopted December 2021), providing a bridge between its aims and objectives, and supporting the realisation of highway and streets schemes across the city region. As a technical design guide, it takes an inclusive approach to design to set out infrastructure options and best practice examples to support the delivery of high-quality street schemes across the region.

Active Travel Update

4.57 Greater Manchester's mission to deliver the first fully connected active travel network in the UK, as part of the Bee Network, gathered pace in 2022 and 2023, and continues to be supported by TfGM-led sustainable travel promotion schemes. The current activity builds on over a decade of investment, and through the Mayor's Challenge Fund, GM has established a pipeline of active travel schemes which is delivering the first parts of the active travel elements of the Bee Network: our Bee Active Network.

4.58 A comprehensive **Annual Report on Active Travel** will be published in late 2023 – as such, this Progress Report includes only a high-level summary of progress.

4.59 Greater Manchester's active travel ambitions are being delivered through several funding sources including the Active Travel Fund (ATF), Transforming Cities Fund (TCF), City Region Sustainable Transport Settlement (CRSTS) and Capability Fund. The amount of investment and number of infrastructure schemes being delivered through these funding sources is as follows:

- Transforming Cities Funding (Mayors Challenge Fund - MCF): £160m – 132 schemes
- Cycle Safety Grant: £1.5m – 1 scheme
- Emergency Active Travel Fund: £1.9m – 27 schemes implemented.
- Active Travel Fund (ATF) Round 2: £15.9m – 19 schemes (this fund is also funding a 'complementary measures' behaviour change programme)
- ATF Round 3: £14.5m – 6 schemes
- ATF Round 4: £23.72m – 13 schemes
- City Region Sustainable Transport Settlement (CRSTS): £54m (continuation to MCF programme)

4.60 Expenditure on this programme has accelerated over the past three years to achieve a rate of approximately £35 - 40m per annum: around £14 per head of population per year and well over ten times the delivery rate pre-2018. Our Mayor's Challenge Fund and Active Travel fund investment alone has delivered over 50km of transformational Bee Network standard active

travel routes in Greater Manchester since 2019. 19km of major radial road corridors into the regional centre now have physically protected, Dutch style, cycle lanes.

- 4.61 A major enabling factor in Greater Manchester's success in delivering protected infrastructure for people walking, wheeling and cycling is our innovation in new road layouts which protect people from some of the most common injury collision scenarios. An example of protected infrastructure are CYCLOPS junctions. CYCLOPS protects walking, wheeling and cycling movements by creating an orbital cycleway around the junction, which is timed to operate in the same signal 'stage' as the pedestrian green man (that is, they both go green at the same time. Fifteen **CYCLOPS junctions** are now operational across Greater Manchester, two in construction, with plans for more. Greater Manchester has also supported a number of other authorities across the county in adopting the CYCLOPS design in their areas, supporting UK active travel provision.
- 4.62 The **Bee Network Cycle Hire** scheme was rolled out in three discrete sub-phases from November 2021 to Easter 2023. The scheme has over 1000 bikes, more than 200 'stations' and over 2500 stands in a service area spanning parts of Manchester, Salford and Trafford.
- 4.63 The Cycle Hire scheme provides for a resident population catchment of circa 200,000 people, with cycle hire stations spaced approximately a 5-minutes' walk from each other (300-400m). At the time of writing, the service has over 60,000 active users and has been used for over 500,000 rides totalling well over a million kilometres.
- 4.64 The scheme has seen some significant levels of crime and anti-social behaviour, leading to large numbers of bike repairs being required, and bikes missing or stolen. At times, this has resulted in reduced bike availability. TfGM is working closely with the operator Beryl, Greater Manchester Police, the TravelSafe Partnership and Local Highway Authorities to combat this issue on an ongoing basis. This has included temporarily suspending operations from some of the least popular stations or those that were seeing the highest levels of crime and antisocial behaviour to enable the scheme to focus on where it is most needed and ensure improved levels of bike availability. This is being reviewed on an ongoing basis. At the time of writing bike availability has grown in accordance with this 'recovery' plan to over 500 bikes. Ridership has remained very strong indicating ongoing demand and new customers are being accrued daily.
- 4.65 Alongside this investment in infrastructure, TfGM has also been investing in **behaviour change programmes** and programme development activities centred on health, education, and community investments through the following funding sources:

- Emergency Active Travel Fund: £1.3m

- Capability Fund: £2.9m
- Capability and Ambition Fund: £3.4m
- Mini-Holland Feasibility Funding: £0.1m
- Social Prescribing Feasibility Study Grant: £0.1m
- London Marathon Charitable Trust: £1m
- Safer Roads Partnership £0.1m

4.66 TfGM has partnered with the London Marathon Foundation to deliver our **Cycle & Stride for Active Lives** project, which seeks to work with over 60 community groups across the region, supporting them to make more journeys by walking, wheeling and cycling.

4.67 This programme is enhanced by the provision of Cycle Libraries in various communities across GM.

4.68 Further detail on active travel Bee Network investment and delivery will be made available in the future “Active Travel in Greater Manchester Annual Report - 2023”.

Freight and Logistics

4.69 Changes in consumer behaviour and the rise of e-retailing, in part driven by the COVID lockdown has had a significant impact on the movement of goods. Balancing the needs of freight and passenger demand on our transport network is increasingly important as freight continues to grow. We need to maximise the benefit to the economy while also managing the negative impacts on our local road networks and communities.

4.70 The Freight and Logistics Strategy was produced in 2016 with a principle aim of establishing and improving 2-way communication with the logistics sector. The GMTS 2040, and context within which the freight industry operates, has changed significantly since the strategy was first published. Reflecting on this is critical.

4.71 Key achievements include:

- The continued delivery of the Safe Urban Driving Scheme, giving professional drivers increased knowledge of other road users, with secured funds until March 2025.
- Progressing on the accreditation schemes, the Construction Logistics and Community Safety (CLOCS) and the Fleet Operator Recognition Scheme (FORS)
- Working in partnership with storage lockers provider TfGM has deployed a number of pilots site in its Interchanges and Metrolink, to better serve the public to access freight as part of their integrated sustainable journey. Whilst these new sites cater for consolidation points for

return of goods and other services.

- Supporting the logistics industry to pilot e-cargo bikes and other sustainable forms of last-mile delivery. Couriers are choosing to pilot e-cargo bike operations in Greater Manchester in part because of the roll-out of suitable infrastructure to enable their success. Working in partnership with couriers to better understanding the utilization of the cycling infrastructure via connected e-cargo bikes and bikes data sources, to help inform future investment and operation.

Managing Our Streets

- 4.72 In the last 12 months, the GM **24/7 Control Centre** has been expanded to facilitate additional network monitoring and management activities, and a suite of additional network management tools (to support early and proactive network interventions) has been developed.
- 4.73 There has also been a continued roll out of **smart signalling technology** at traffic signals and work to explore new technology and traffic control systems, making better use of data and connectivity to improve network efficiency, particularly focusing on traffic signal optimisation providing priority benefits to active travel and bus, along with vulnerable road users, and the improvement of pedestrian flow and progression at junctions.
- 4.74 A **review of all non-essential roadworks** to explore ways of working to minimise disruption has developed a standard approach throughout the city region to ensure all works durations are challenged consistently.
- 4.75 The **enhanced roadworks permit scheme (GMRAPS)** – for greater coordination and control to limit disruption – has developed a ‘Roadworks Charter’ for GM Local Highway Authorities, TfGM, and all utility companies to sign up to. Wider scrutiny has been undertaken of all major works that impact on the KRN and improved permit compliance has allowed enhanced co-ordination of road works.

Local Highways

- 4.76 There have been a series of important Streets for All schemes undertaken to improve our local highways. Some key examples from across Greater Manchester are given below with further details in Appendix 2:
- **Trafford** – in Trafford, Streets for All principles are now progressing on Kingsway, in Stretford, and in Urmston as part of the Urmston Active Neighbourhood scheme.
 - **Stockport** – Stockport has continued to progress a number of Streets for All schemes including

Hazel Grove to Bramhall Park, A6 MARR Links, Offerton to Stockport and the Thompson Street Bridge replacement as part of the Edgeley to Stockport scheme. Further works on the Markets and Underbanks in Stockport town centre are nearing completion, creating pedestrian and cycle accessible areas in the town centre.

- **Salford** – In Salford, delivery of a programme of projects has included the completion of the Trafford Road major project that includes over 4km of protected cycle lanes. Improvements to our wider network have included traffic free routes to the RHS and at Swinton Greenway helping to enable sustainable travel to key destinations. Interventions to support active travel at Liverpool Street and key locations in the City Centre have also been completed. Work has continued to deliver the Salford Bolton Network Improvement scheme interventions to help buses move more efficiently including completion of works at Broad Street/Frederick Road in advance of the first tranche of Bus Franchising. Improvements at M60 Junction 13 have been completed to support the RHS Bridgewater Garden development.

Local Highways Maintenance

4.77 A number of key maintenance programmes have been progressed across Greater Manchester on the Key Route Network (KRN); some key examples include:

- Committed long-term highway maintenance for KRN assets programme, which is on track for completion by March 2024.
- **Manchester** – KRN maintenance along A635 Ashton Old Road and A5145 Barlow Moor Road to Ashton Old Road works are completed, Barlow Moor Road (Princess Road to Palatine Road) section is completed, the Princess Road to Wilbraham Road section completed in March 2022.
- **Oldham** – Oldham Way KRN structures refurbishment including Waterloo Street and Wellington Street Bridge works, structural investigations, assessment and detailed design have been completed and construction started in 2022 with completion expected in 2023.
- **Trafford** – KRN schemes in Trafford include sections of the A56 including Stretford Road, Shaftesbury Avenue, Manchester Road to Stretford Road, and Centenary Way. Improvements to structures on key routes including major bridge works on the A5081 Parkway.
- **Salford** - Salford has delivered initial KRN resurfacing improvements as part of the Trafford Road scheme with a further programme of work in development to further improve the condition of the KRN.
- **Stockport** – Stockport council has continued to deliver the final years of its Highways Investment Programme (HIP), improving the condition of its footways and carriageways. In addition, the Street Lighting LED Programme is continuing and contributing towards reduced energy demands. Work with Network Rail and TfGM has continued on planning for the replacement of both Greek Street and Stockholm Road bridges in 2025 and ensuring these plans safeguard any future tram

train / metrolink schemes.

- **Tameside** - Tameside has completed KRN carriageway resurfacing on the A627 King Street in Dukinfield as part of the Councils carriageway resurfacing programme.
- **Wigan** – Drainage remediation work along Wigans section of the KRN are 50% complete, highway culvert repairs are complete and highway drainage sensors went ‘live’ in January 2022.

Strategic Roads

4.78 A number of schemes have been progressed by National Highways, within or with significant impacts upon Greater Manchester, who have responsibility for the Motorway, or Strategic Road Network (SRN) as detailed below. Where schemes have been under development or delivery at the interface of the SRN, outside of National Highway’s estate, these are considered local highways schemes. Detailed information is available online ([National Highways North West](#)).

4.79 Schemes that have completed and are now open to general traffic include:

- M56 Junctions 6 to 8 Smart Motorway – conversion of hard shoulder to running lane

4.80 Schemes which are currently in progress include:

- M6 Junctions 21A to 26 Smart Motorway – conversion of hard shoulder to running lane

4.81 Schemes which are in an advanced stage of development

- M60 J18 / M61 J1 – Simister Island – junction enhancement to provide free-flow connections between M60 East and M60 North
- A57 Links Roads – provision of a dual carriageway link providing a bypass of Mottram village, running between M67 Junction 3 and Mottram Moor, and a single carriageway link road between this new link at Mottram Moor and the A57

4.82 Additionally, there are significant studies underway in relation to

- M60, Junctions 8 to 18, Manchester M60 North-West Quadrant Study
- M60, Junctions 24 to 3, Manchester South East Junctions Study.
- M66 Junction 3

4.83 The Department for Transport recently set out its proposals for the future of the Strategic Road Network, setting out the Road Investment Strategy for the period 2025-2030, as well as a long-term plan for the network. This was subject to consultation in Summer 2023 ([Shaping the future of England’s Strategic Roads](#)). The strategy states that, should these studies recommend any interventions or schemes, these would be considered for implementation in the period 2030-2035 at the earliest. For the M60 Manchester North-West Quadrant, this represents a deferral of any potential interventions previously considered for 2025-2030.

Our Integrated Network

- 4.84 An integrated transport network is required to enable residents and visitors to move seamlessly between services and modes of transport on a single, high quality, easy to use network, maximising choice and supporting less car dependent lifestyles.
- 4.85 The GM EVCI Strategy was endorsed by the CA in September 2021. The number of publicly accessible **electric vehicle recharging points** continues to grow, at the beginning of September there are more than 720 public EV chargers in Greater Manchester.
- 4.86 Circa 200 charging parts are part of the Be.EV, which includes both public owned and private owned infrastructure. In recent years:
- 23 Be.EV charging points have been commissioned using Early Measures funding across Greater Manchester.
 - 6 fast charging points were put in using E-Hubs funding.
 - Five charging points were also put in at four park and ride sites (Radcliffe, Whitefield, Parkway and Walkden).
 - 60 Be.EV chargers, solely for the use of taxi and private hire, vehicles will be commissioned in Greater Manchester by end of October 2023 (Trafford's aim to have 100 EV charge points was completed in a range of car parks across the area including the recent completion of a hub of 16 chargers at Sale Water Park)
- 4.87 Our website [EV charging projects pipeline | TfGM Electric Travel](#) has the latest information.
- 4.88 We have continued to work on a series of collaborative projects with other cities to ensure GM remains at the forefront of **transport innovation**, including the eHubs project which has seen e-Cargo Bike and EV car club schemes launched in parts of Manchester and Bury. Areas of Salford and Rochdale are participating in the government's trial of electric scooters (E- scooters), where you are allowed to rent an e-scooter as part of the pilot.
- 4.89 Bus franchising has accelerated a number of **digital travel information** improvements such as the roll out of real-time information at bus stops, on-board bus route information, and the Bee Network App and website in September 2023. These will be continually rolled out across Greater Manchester as franchised services are introduced. The App provides a single structure to host integrated multi-modal ticketing products, and work is ongoing to add journey planning functionality to the Bee Network App and website through the roll-out of bus franchising.

- 4.90 Further **Integrated travel information** projects have been piloted including an Educational Hub for all secondary schools giving real time travel information. Travel information and behaviour change programmes have been developed with an emphasis on addressing travel disruption caused following the COVID-19 pandemic.
- 4.91 Construction work on **Stockport Interchange** is progressing significantly ahead of forecast, with operation expected in Spring 2024.
- 4.92 Through the **Safer Roads GM (SRGM) partnership**, several safety programmes and awareness campaigns have been delivered. Interventions include campaigns promoting awareness of safe speeds, distracted driving, the consequences of drink and drug driving, and the safety of people walking and wheeling.
- 4.93 Greater Manchester Police (GMP) relaunched close pass operations to promote cycle safety, and GM Fire and Rescue Service continue to deliver younger driver and passenger engagement through the **Safe Drive Stay Alive events**.
- 4.94 In 2023, installation works started on the **GM Safety Camera Project** which is supported by the Mayor's Challenge Fund. The investment secured will enable the replacement of spot speed safety camera assets with the latest spot or average speed technology.
- 4.95 An annual **Road Danger Reduction Action Plan** has also been produced; and as part of this we have commissioned development of a strategy to support 'Vision Zero' and support progress towards zero road deaths and serious injuries.
- 4.96 We continue to lead and work through the established [Greater Manchester TravelSafe Partnership](#), from which there have been a number of notable successes over the last 12 months including:
- Securing funding through the Home Office Safer Streets Round 3 fund, helping to deliver a programme of activities to increase the safety of women and girls on Metrolink within the Oldham area. This included working with Oldham College students to produce a poster and campaign in relation to unwanted sexual behaviours.
 - In May 2022 the Metrolink operator entered into Partnership with the Manchester Youth Zone to support youth outreach activity.
 - In June 2022 a trial commenced involving direct youth outreach work between the TravelSafe Partnership and [Foundation 92](#)², this was part of a marketing and communications campaign aimed at deterring antisocial behaviours perpetrated by young people.

² Foundation 92 are a charity specialising in youth outreach work using sport and mentoring.

- In September 2022, Greater Manchester Police, announced the Transport network would be viewed as a conceptual 11th district of Greater Manchester, as such benefiting from the ongoing series of Operation AVRO deployments. Op AVRO is a policing operation designed specifically to target criminality, support enforcement and provide reassurance - this involves using concentrated numbers of policing and specialist resources (dogs, mounted, drone, knife arches and behaviour detection) providing high-visibility patrols and engaging with passengers at every major transport hub. The first transport Op AVRO took place in Sept 2022, with further days of action in December 2022 and July 2023.
- TfGM was successful in a joint bid with British Transport Police, into the Home Office's Safer Street Round 4, helping to develop initiatives to help detect and deter issues of trespass and missiles being thrown at moving vehicles, including: procurement of a drone as 'eyes in the sky', a trusted persons offer within Bolton and Salford, a communications campaign, purchase of 30 virtual reality headsets alongside commissioning of bespoke content
- TfGM has secured White Ribbon Accreditation³ as part of its ongoing commitment around the safety of women and girls.
- In July/August 2023 – An innovative marketing and communications campaign 'Don't get ghosted' was launched aimed at cracking down on youth related crime and ASB impacting the public transport network. This used influencers to help highlight the potential consequences, such as removal of travel passes and network bans.
- The trial partnership with Foundation 92 was renewed in August 2023, with the launch of a new bigger mobile youth using a bus donated by Stagecoach and refurbished by TfGM. Opportunities for further youth diversionary and outreach work continues including establishment of a static hub during the school holidays when traditionally there is a spike in youth related anti-social behaviour.

³ White Ribbon is the UK's leading charity working in engaging with men and boys to end violence against women and girls.

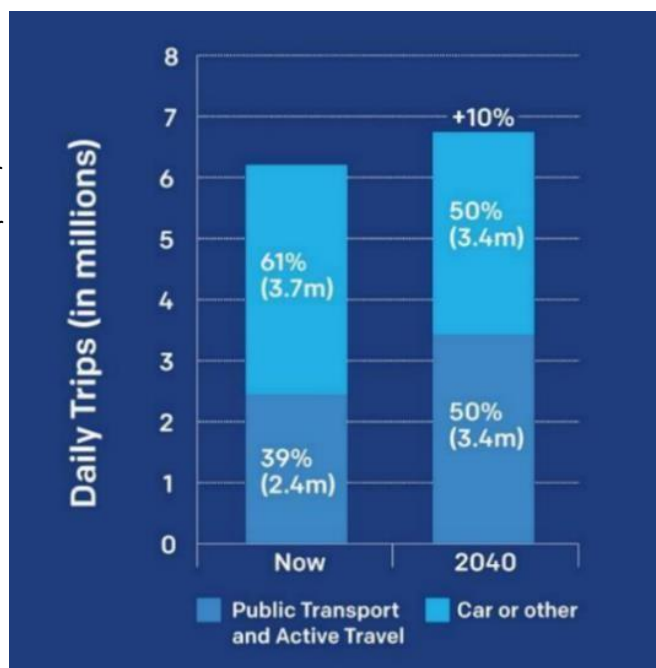
5. Measuring Success

5.1 The 2040 Transport Strategy sets out our goals and desired outcomes. To maintain focus, we need to monitor our progress towards achieving these outcomes. We have developed a set of key performance indicators (KPIs) that give a view both of how the network is performing (supply-side indicators) and what customers think of that network (demand-side indicators).

5.2 During 2020 and 2021, the pandemic prevented us from collecting data using face-to-face surveys. This meant that during this period we were unable to update any KPIs that relied on this type of data. As the pandemic was an unprecedented situation, even where we were able to track customers' perceptions, the findings wouldn't have been very informative in terms of monitoring progress against our long-term objectives, so during this period these KPIs weren't updated. However, since 2022 our research programme has recommenced. Therefore, we have been able to update all our survey-based KPIs, excluding those previously collected through the Neighbourhoods survey.

The Right Mix Vision

5.3 Our 2040 strategy sets out a "Right Mix" target for 50% of all journeys in Greater Manchester to be made by public transport or active travel by 2040, to support our vision for a greener, fairer and more prosperous city-region. This would mean reducing car trips from over 60% in 2017 to no more than 50% of trips per day by 2040. These targets are based on achieving zero net growth in motor vehicle traffic in Greater Manchester over the period to 2040.



5.4 Our findings for 2022 point to limited progress towards our Right Mix targets.

5.5 In terms of Right Mix mode share targets:

- active travel mode share has drifted back to 32% in 2022, from a high in 2021 of 34%, but this remains higher than the 31% over the period 2017-2019.
- Public transport mode share has continued to recover from the pandemic and over 2022

accounted for 8% of GM resident trips, but this is below the 10% achieved over the 2017-2019 period.

- In aggregate over 2022, 40% of GM resident trips were made by public transport and active travel.

5.6 In terms of trips on the network:

- On average, GM residents made 1.8 trips per day in 2022, down from 2.3 over the period 2017-2019. This translates to c.4.9m trips by GM residents per day in 2022, down from c.5.7m per day over the period 2017-2019.
- This overall reduction in trip rate is replicated for car driver trips, with 2022 seeing about 1.44m car driver trips by GM residents per day, an approximate 12% reduction on the 1.63m car driver trips by GM residents per day over the period 2017-2019.
- The mean length of car driver trips by GM residents has increased to 6.4km in 2022, up 8% from the 5.9km over the 2017-2019 period. This has led to GM resident car driver person kms over 2022 reaching 97% of 2017-2019 levels.

5.7 These findings should be taken in the context of the continued recovery from the pandemic since the start of 2022.

Adaptive planning for an uncertain future

5.8 We recognise that the world around us is likely to change significantly over the period up to 2040, in ways that we cannot always predict. For example, the COVID-19 pandemic throughout 2020 and 2021 has had a significant impact on people's lives and wellbeing in a way that would have been difficult to imagine previously. While it is rare for an external event to have such a huge impact on people's everyday lives and travel behaviours the potential always exists for our plans to be impacted by external events.

5.9 As a result, Greater Manchester has adopted an adaptive, vision-led approach to transport planning. This means that the proposed pathway to achieving our 'Right Mix' transport vision will be continually monitored, adjusted if needed, to achieve our goals.

5.10 Changes in the way we achieve the Right Mix – necessitated by external events such as COVID-19, but also factors such as population growth – will lead to changes to the type of interventions set out in Greater Manchester's transport plans. This is one of the reasons we update our Greater Manchester Transport Strategy 2040 suite of documents on a regular basis.

5.11 We are currently reviewing elements of our Right Mix framework.

Network Principle KPIs

5.12 A table with the updated figures for the KPIs can be found in Appendix 1. It has been a mixed pattern of change from our baseline, and in many cases changes are only slight, as we would expect given the long-term nature of our desired outcomes. It is important to note that while up-to-date, the research quoted within this report pre-dates a range of recent, targeted improvements to Greater Manchester's transport network which is yet to be reflected within the metrics presented, for example, tranche 1 of bus franchising. On the production of our next progress report, we will be able reflect upon the impact of those interventions, and whether we will need to further adapt our approach. We review KPI performance for each network principle below:

Integrated

5.13 The KPI monitoring shows a mixed picture in terms of network integration. From a customer perceptions perspective, more people feel they have real choice in how they travel (up from 52% in 2018 to 61% in 2023) and ease of interchange between different types of public transport has improved for both bus and rail; however, a lack of improvement for Metrolink should not mask the fact that trams have the highest rate of satisfaction for ease of interchanging between services.

5.14 However, there has been a decline in the percentage of people who say it is easy to use different forms of transport in one journey on Greater Manchester (77% said it was easy in 2021, down from 80% in 2018). There has also been a decline in the percentage of people who agree that the way fares are set up allows travel by any public transport and any operator in Greater Manchester (44% agree in 2022, down from 52% in 2018). Satisfaction with travel information has also significantly declined (76% agree in 2023, down from 81% in 2018).

5.15 From an operational perspective, the proportion of people who have access to a good level of public transport services increased by 2.1 percentage points between February 2020 and July 2023.

5.16 It is important to note that significant improvements are underway through the delivery of the Bee Network to address the barriers to integration which should address these concerns. The research pre-dates improvements through commencement of bus franchising and improved travel information, which continue to be rolled out with each tranche. Longer term, rail integration with the Bee Network is a key focus to 2030, including an integrated and contactless Pay as You Go ticketing pilot in 2025, to be complimented by fares simplification, harmonisation, and modal integration, alongside planned improvements to Central Manchester stations.

Reliable

5.17 The customer view of how predictable their journey times are in GM has experienced significant decline in 2023. Contrary to this, in 2023, customers report significantly greater satisfaction with the punctuality of rail and Metrolink, both in arriving and reaching their destination when it should. Metrolink's increase is most marked, as it started from a high level of satisfaction in 2018. In contrast, the reliability of buses reaching their stop and destination has seen considerable decline. People are more satisfied with the reliability of car travel. There has been a reduction in the proportion of people who are always or often stressed when travelling in GM. From a network performance perspective, public transport punctuality improved on Northern Rail, reduced on Metrolink, and remained stable on bus. General highway journey time reliability has remained relatively stable.

5.18 This research pre-dates the recent improvements through bus franchising, and further improvements will continue to be made across bus services and infrastructure through the coming years (including full roll-out of franchising and a range of Quality Bus Transit schemes) which will deliver considerable improvements to bus punctuality. On Metrolink, a programme of track renewals are in place and under delivery which will address issues where temporary speed restrictions have been put in place impacting upon journey time reliability.

Inclusive

5.19 In terms of ease of access to the network there has been significant improvement overall in how easy people find it to travel to different destinations by any form of transport. However, there was no change in perceived ease for those without access to a car or among those with a disability. In terms of affordability, there has been a large decline in the proportion of people who agree that they can afford to travel by public transport as much as they want (56% agree in 2023, down from 65% in 2019). Changes in perceptions of affordability reflect wider cost-of-living changes as a result of significant inflation since 2019. Significant recent efforts have been made to address affordability of public transport including the fare cap introduction to keep fares as low as possible and provide new integrated fares and ticketing. The quality of the integrated offer will continue to be improved through the rollout of bus franchising and the wider Bee Network.

Safe and Secure

5.20 In 2022 there was a 19.6% reduction in the number of people killed or seriously injured (KSI's) compared to the pre-pandemic year of 2019. Meanwhile, in Great Britain as a whole, there was a 3% reduction in KSI's.

- 5.21 Personal security for rail, both waiting for the train and while onboard, has improved, while bus and Metrolink remain relatively static. Customers continue to feel safer during the day, when comparing combined perceptions of personal security while waiting and onboard for all types of public transport, but the margin between day and night has been significantly reduced.
- 5.22 Crime and anti-social behaviour on the whole public transport network has decreased by 2% between 2019 and 2022. However, crime and ASB on the public transport network managed by TfGM and the TravelSafe partnership, which excludes rail, shows an increase in the number of reported incidents to the partnership of 7% between 2019 and 2022. This may reflect previously under-reported incidents, where we have recently improved our feedback mechanisms with customers, to make reporting issues of crime and anti-social behaviour easier. We recognise the importance of safety and security, and have strengthened our approach within the reporting period through the addition of 30 TravelSafe Support and Enforcement Officers (TSEOs) onto the Bee Network to support our travelling customers.
- 5.23 Car users also exhibit greater satisfaction with their personal security where they park their car at night but exhibit a decline in their day-time perceptions. Positively, perceptions of safety from traffic and personal security during the day and night have all significantly improved for cycling in 2023. However, those walking or wheeling at night report a significant decline in satisfaction with their personal security.

Well-Maintained

- 5.24 There has been a decline in the percentage of people who were satisfied with the condition of pavements (49% in 2022, 53% in 2018) and the condition of cycle routes (51% in 2022, 53% in 2018). There has been an improvement in the proportion of people who say they are satisfied with the condition of the waiting environment for bus (72% in 2023, 62% in 2018) and train (87% in 2023, 79% in 2018). Views of the waiting environment for Metrolink have improved, but not significantly so.
- 5.25 The percentage of the key route network (classed as some of the most important roads in GM) where maintenance should be considered has reduced from 25.7% in 2018/19 to 22.8% in 2022/23. So, there may be a lag in terms of these improvements to highways maintenance being reflected in people's perceptions or there may be a need to better publicise the work that is being done to maintain the highway network. Collaboration between the GM local highway authorities and TfGM has also been improved recently. There is a need for cross-GM activity to determine what can be done to improve people's perceptions of pavement and cycle route condition. Tackling pavement parking, for example, would be beneficial for maintaining good pavement condition.

Healthy

- 5.26 We have seen an increase (from 31% in 2018 to 38% in 2023) in the proportion of people who agreed or strongly agreed that Greater Manchester transport network encourages you to walk or cycle as part of your trips, which we hope reflects the ongoing investment in active travel measures across the conurbation.

Environmentally Responsible

- 5.27 There has been a slight increase in the proportion of people that agree or strongly agree that Greater Manchester's transport network encourages people to travel in an environmentally responsible way (43% in 2018 to 45% in 2023).
- 5.28 In terms of carbon emissions, there is a significant lag in the data we receive from central government on carbon emissions for transport, so the latest data we have is from 2021, a year which was significantly impacted by the pandemic. It shows that between 2017 and 2021 there was a 13% decrease in annual transport carbon emissions (excluding aviation, shipping and military), which are primarily from road transport. Given that since 2021 we know that traffic-levels have returned to their pre-pandemic levels we can expect there to be a much smaller decrease between 2017 and 2023. This is against a wider GM target to reduce carbon emissions by c.15% each year. Clearly, transport needs to start playing a much bigger role in meeting GM's carbon emissions. Our transport strategy and programme of schemes highlighted within this report prioritises the delivery of a sustainable future transport network, and will be critical in helping to achieve our carbon objectives.
- 5.29 These KPIs are all being carefully reviewed by relevant TfGM and local authority officers to discuss and agree ongoing priorities for improving performance in future years.

6. Next Steps and Recommendations

- 6.1 This report provides an update on progress of our five-year transport delivery plan to reflect on what's been achieved, what has changed and our key priorities.
- 6.2 There has been significant contextual change both locally and nationally since the last update of the Transport Strategy 2040 in 2021. Furthermore, following the publication of Our Five Year Transport Delivery Plan 2021-2026, we have expanded our capital delivery programme significantly through securing City Region Sustainable Transport Settlement funding.
- 6.3 A future refresh of our Vision, Transport Strategy and Delivery Plan including further detailing our approach to the delivery of major policy areas such as devolution, the Bee Network, and decarbonisation is planned to ensure Greater Manchester maintains momentum to deliver the aims of the Greater Manchester Strategy. It is recommended that the implications of our KPI monitoring and progress on scheme delivery are considered carefully and used to shape the refresh of our Local Transport Plan.

Appendix 1: GMTS 2040 KPIs

In the tables below, there are two types of indicators:

- **Customer Responses** or ‘demand-side’ indicators that tell us what’s happening in the travel market: patronage, mode split, satisfaction, propensity to use etc.
- **Operational** or ‘supply-side’ is about how much we do (and how well we do it) to affect customer choices and perceptions.

Both need to be considered together because although customer data shows what works, the results lag behind our actions, so we need to know that those actions are happening according to plan in real time.

Key to Sources:

- MMNP: Multi-Modal Network Principles Survey, TfGM-commissioned, 4345 face-to-face interviews with GM residents.
- Fares survey: TfGM-commissioned, on-street interviews with 4,000 fare-paying users of public transport in GM
- NHT: National Highways & Transportation Survey, District Council-commissioned postal survey of around 7,000 residents
- Neighbourhoods Survey: TfGM-commissioned household interviews with around 3,000 GM residents
- TRADS: TfGM-commissioned travel diary, around 2,000 households annually
- Town Centres Survey: TfGM-commissioned, 3,627 GM residents (household) and 424 Regional Centre visitors (on-street)
- CTI: Customer Travel Information Survey, TfGM-commissioned, face-to-face interviews with 2,134 residents and 401 visitors.

GM Overall Mode Split							
Indicator		Value	Date	Change	Source		
"Right Mix": Mode share of public transport + active travel by GM residents		39% 40% <i>Provisional</i>	2017 2022	↑1%	TRADS		
Network Principles KPIs – Customer Responses							
	Indicator	Value	Date	Change	Question	Response	Source
Integrated	Ease of making multi-mode trips	80% 77%	2018 2023	↓3ppts	How easy or difficult is it for you to use different forms of transport in one journey in Greater Manchester	Easy + Very Easy	MMNP
	Multi-modal fares	59% 44%	2019 2022	↓15 ppts	The way fares are set up allows travel by ANY public transport and ANY operator in Greater Manchester	Agree + Strongly Agree	Fares survey
	Real choice	52% 61%	2018 2023	↑9ppts	How often do you feel you have a choice of transport?	Always + Often	MMNP

	Ease of interchange	Bus	75% 81%	2018 2023	↑6ppts	How you would rate the following aspects when travelling by [mode]?: Ease of connecting to onward bus/ train/tram	Satisfied + Very Satisfied	MMNP
		Tram	85% 85%	2018 2023	0ppt			
		Train	61% 78%	2018 2023	↑17ppts			
Being well-informed			81% 76%	2019 2023	↓5ppts	Overall, I am satisfied with the information available for travel in Greater Manchester	Agree + Strongly Agree	CTI (2019) MMNP (2023)
Reliable	Journey time predictability		57% 53%	2018 2023	↓4ppts	How predictable are your journey times in Greater Manchester?	Always + Often predictable	MMNP
	Stress		23% 18%	2018 2023	↓5ppts	How often are your journeys within Greater Manchester stressful?	Always + Often Stressful	MMNP
	Punctuality at the stop/ station	Bus	62% 55%	2018 2023	↓7ppts	How you would rate the following aspects when travelling by bus/tram/train?: Punctuality of arrival time at the stop/station	Satisfied + Very Satisfied	MMNP
		Tram	91% 95%	2018 2023	↑4ppts			
		Train	53% 69%	2018 2023	↑16ppts			
	Punctuality arriving at destination	Bus	76% 71%	2018 2023	↓5ppts	How you would rate the following aspects when travelling by bus/tram/train?: The [mode] arrives at the destination at the time you expect it to arrive	Satisfied + Very Satisfied	MMNP
		Tram	93% 97%	2018 2023	↑4ppts			
Train		62% 78%	2018 2023	↑16ppts				
Car punctuality			66% 69%	2018 2023	↑3ppts	How you would rate the following aspects when travelling by car?: Arriving at the time you want to arrive	Satisfied + Very Satisfied	MMNP
Car congestion			40% 54%	2018 2023	↑14ppts	How you would rate the following aspects when travelling by car?: Traffic congestion	Satisfied + Very Satisfied	MMNP
Healthy	Healthy		31% 38%	2018 2023	↑7ppts	Do you agree or disagree that GMS transport network encourages you to walk or cycle as part of your trips?	Agree + Strongly Agree	MMNP
Inclusive	Ease of access	All	74% 72%	2019 2022	↓2ppts	How easy or difficult do you find travelling to [selection of destinations] (by any form of transport)?	Very easy + easy (weighted average of KBI 03, KBI 04, KBI 05)	NHT
		Disability	62% 63%	2019 2022	↑1ppt			
		No car	71% 68%	2019 2022	↓3ppts			
	PT affordability			65% 56%	2019 2022	↓9ppts	I can afford to travel by public transport as much as I like	Agree + Strongly Agree
Fair fares			63% 53%	2019 2022	↓10ppts	I get a fair deal for the fares I pay	Agree +at all Strongly Agree	Fares survey
Environmentally	Environmentally responsible travel		43% 45%	2018 2023	↑2ppt	Do you agree or disagree that GMS transport network encourages people to travel in an environmentally responsible way?	Agree + Strongly Agree	MMNP
	Quality of local environment		68%	2019	N/A (baseline)	Composite of: Noise levels from traffic: 74% Pollution from traffic: 60% My neighbourhood has a clean environment: 70%	Good + Very Good/ Agree + Strongly Agree	Neighbourhoods survey
Saf	Feeling safe from traffic	Walk	75% 76%	2018 2023	↑1ppt	How you would rate the following aspects when walking/travelling by bike?: Feeling	Satisfied + Very	MMNP

		Bike	51% 63%	2018 2023	↑12ppts	safe from traffic during the day	Satisfied	
KSI number	Total		852	2022	From 2019: ↓19%	*Aged 15 and under		Safer Roads GM
	Pedestrians		273		↓18.5%			
	Cyclists		136		↓11%			
	Children*		112		↓19%			
KSI Rate per million km	Pedestrians		0.4	2022	From 2019: ↓18%	Pedestrian KSI's per mkm 2019= 0.49, 2022= 0.4		Safer Roads GM + Google EIE/TRADS
	Cyclists		0.9		↓23%	Cyclist KSI's per mkm 2019= 1.18, 2022= 0.913		

Secure	Personal security while waiting for PT (day)	Bus	83% 85%	2018 2023	↑2ppts	How you would rate the following aspects when travelling by bus/train/tram?: Personal security waiting at the stop/station during the day	Satisfied + Very Satisfied	MMNP
		Tram	90% 91%	2018 2023	↑1ppts			
		Train	88% 93%	2018 2023	↑5ppts			
	Personal security whilst waiting for PT (night, relative to day)		-27% -23% points	2018 2023	↓4ppts	Average % point reduction across PT modes for above question when asked about "at night"	Satisfied + Very Satisfied	MMNP
	Personal security on PT (day)	Bus	87% 88%	2018 2023	↑1ppts	How would you rate the following aspects when travelling by bus/train/tram?: Personal security while travelling on a bus/train/tram during the day	Satisfied + Very Satisfied	MMNP
		Tram	89% 89%	2018 2023	0ppts			
		Train	84% 91%	2018 2023	↑7ppts			
	Personal security on PT (night, relative to day)		-27% -21% points	2018 2023	↓6ppt	Average % point reduction across PT modes for above question when asked about "at night"	Satisfied + Very Satisfied	MMNP
	Personal security walking	Day	81% 80%	2018 2023	↓1ppts	How would you rate the following aspects when walking?: Personal security during the day/at night	Satisfied + Very Satisfied	MMNP
		Night	55% 48%	2018 2023	↓7ppts			
Personal security cycling	Day	68% 78%	2018 2023	↑10ppts	How would you rate the following aspects when travelling by bike?: during the day/at night	Satisfied + Very Satisfied	MMNP	
	Night	32% 44%	2018 2023	↑12ppts				
Personal security car	Parking (day)	81% 71%	2018 2023	↓10ppts	How would you rate the following aspects when travelling by car?: Personal security at parking areas during the day/at parking areas at night/in your vehicle	Satisfied + Very Satisfied	MMNP	
	Parking (night)	57% 69%	2018 2023	↑12ppts				
	In vehicle	85% 84%	2018 2023	↓1ppts				
Resilient	Resilience – PT	31% 47%	2018 2023	↑16ppts	Do you agree or disagree that Greater Manchester's public transport network is able to withstand unexpected events and weather conditions?	Agree + Strongly Agree	MMNP	
	Resilience – road network	28% 45%	2018 2023	↑17ppts	Thinking about GMs road network now, do you agree or disagree that it is able to withstand unexpected events and weather conditions?	Agree + Strongly Agree	MMNP	
Well	Highway condition	32% 32%	2019 2022	0ppts	Thinking about roads and transport locally, how satisfied or dissatisfied are you with the following...?	Satisfied + Very satisfied	NHT	

	The condition of pavements		53% 47%	2019 2022	↓6ppts	Thinking about roads and transport locally, how satisfied or dissatisfied are you with the following...?	Satisfied + Very Satisfied	NHT
	Condition of cycle routes		53% 53%	2019 2022	0ppts	How satisfied or dissatisfied are you with each of these locally...?	Satisfied + Very Satisfied	NHT
	Waiting environment (shelter, litter etc.)	Bus	62% 72%	2018 2023	↑10ppts	How would you rate the following aspects when travelling by bus/tram/train?	Satisfied + Very Satisfied	MMNP
		Tram	82% 85%	2018 2023	↑3ppts			
Train		79% 87%	2018 2023	↑8ppts				

Network Principles KPIs – Operational View

	Indicator	Value	Date	Change	Measurement	Source	
Integrated	PT Network coverage	82% 83.1%	Feb 2020 Jul 2023	↑2.1ppts	Proportion of GM population at GMAL Level 4 or better.	GMAL, TfGM ACORN, CACI	
Inclusive	Travel cost by mode, relative to RPI.	Bus +15% Tram -4% Train +18% Car -14%	2019	From 2018 ↑2.3% ↑1.5% ↓0.1% ↓1.1%	Index of cost of travel, average peak fare, from 2001 base.	TfGM	
Environment	NOx & PM emissions	Full details are available from the Clean Air Greater Manchester Annual Status Reports: https://cleanairgm.com/data-hub/monitoring-reports					
Environment	Transport CO ₂ emissions in GM	3783.9 kilo-tonnes	2021	↓13%	Annual CO ₂ emissions, all transport excl. aviation, shipping & military. Excludes CO ₂ embedded in construction.	BEIS	
Secure	Crime & ASB on transport networks	8,502 8,304	2019 2022	↓2%	Annual all reported crime and ASB incidents on the public transport network	TravelSafe	
Reliable	PT punctuality	Bus	82.1%	2022	↓0.4ppts	Proportion of bus services departing? between 1 min early and 6 mins late.	Rail: ORR
		Northern Rail*	61.4%		↑8.3% ppts	Proportion of train services departing? between 1 min early and 1 min late.	Bus: TfGM surveys
		Bus	108sec	2021 ¹	0sec	Average Excess Waiting Time (EWT) – seconds.	
		Tram	63sec	2022	↑43sec	¹ We moved from PRMS to ITO World in October 2022 and are unable to report EWT from this system. The EWT measure will resume under the franchise system.	
	Highway journey time reliability	88.5% 88.2%	2019 2022	↓0.3ppts	Proportion of journeys within +/-25% of median journey time.	TfGM Bluetooth network	
Well-maintained & Resilient	KRN where maintenance should be considered	25.7% 22.8%	2018/ 19 2022/ 23	↓2.9ppts	% of KRN with carriageway condition classified as red or amber.	GM Districts	

Spatial Theme KPIs – Customer Responses

	Indicator	Value	Date	Change	Question	Response	Source
Global	Non-car mode share for GM-originating passenger journeys to airport	7%	2017/ 19	N/A	TRADS 2022 sample too small to produce a reliable estimate to update this indicator		TRADS
R	Non-car mode share	78%	2023	From 2018 0 ppt	Proportion of trips arriving in AM peak		Cordon counts

	Easy to get to (GM residents)		82% 86%	2018 2022	↑4ppts	How easy or difficult is it to travel to the Regional Centre ¹ in the daytime (before 6pm)	Easy/very easy	Town Centres
	Pleasant place to walk around and spend time	Residents	76% 71%	2018 2022	↓5ppts	How do you rate [centre] for the following? Pleasant places to sit outside, relax and walk around	Good + Very Good	Town Centres
		Visitors	65% 88%		↑23ppts			
	Feeling safe after dark	Residents	42% 44%	2018 2022	↑2ppts	How do you rate [centre] for the following?	Good/ very good	Town Centres
		Visitors	42% 68%		↑26ppts			
	'Liveability'		26%	2018	N/A (baseline)	I would not consider living in the Regional Centre	Disagree + Strongly Disagree	Town Centres
	Regional centre road traffic levels		23,097	2023	From 2018 ↓18%	Number of motor vehicles arriving in the AM peak		Cordon counts
Theme share of trips as per Right Mix		15% 9%*	2017 2022	↓6ppts	*Provisional figure that does not include trips in GM by non-residents		TRADS	
Active Travel + Public Transport mode share of this Theme		59% 52%*	2017 2022	↓7ppts	*Provisional figure that does not include trips in GM by non-residents		TRADS	
Across wider city-region	Easy to access town centres (8-centre ² average)		90% 90%	2018 2022	0ppts	How easy or difficult is it to travel to the [centre] in the daytime (before 6pm)	Easy/very easy	Town Centres
	Pleasant to visit town centres		54% 49%	2018 2022	↓5ppts	How do you rate [centre] for the following? Pleasant places to sit outside, relax and walk around	Good/ very good	Town Centres
	Ease of interchange	Bus	75% 81%	2018 2023	↑6ppts	How would you rate the following aspects when travelling by [mode]? Ease of connecting to onward bus/ train/ tram	Good/ very good	MMNP
		Tram	85% 85%	2018 2023	0ppt			
		Train	61% 78%	2018 2023	↑17 ppts			
	Theme share of trips as per Right Mix		36% 34%*	2017 2022	↓2ppts	*Provisional figure that does not include trips in GM by non-residents		TRADS
	Active Travel + Public Transport mode share of this Theme		17% 17%*	2017 2022	0ppt	*Provisional figure that does not include trips in GM by non-residents		TRADS
Neighbourhoods	Perception of safety	Daytime	87%	2020	N/A (baseline)	How do you rate your neighbourhood for the following when travelling around?	Good + Very Good	Neighbourhoods survey
		After dark	59%					
	Active travel as natural choice for many short journeys		83%	2020	N/A (baseline)	Which type of transport do you use most frequently to get to places you visit within your neighbourhood?	Active travel %	Neighbourhoods survey
	Proportion of n'hood journeys made by...	Walking	55%*	2022	From 2014-16 ↑4 ppts	Proportion of trips < 2km for which the main mode is walking/cycling		TRADS
		Cycling	2%*		0 ppts	*Provisional figure that does not include trips in GM by non-residents		
	Perceived ease of travelling around n'hoods	Walking	78%	2020	N/A (baseline)	How do you rate your neighbourhood for the following when travelling around? Ease of walking around the neighbourhood Ease of cycling on roads in the neighbourhood	Good/ very good	Neighbourhoods survey
Cycling		33%						
Perceived impact of traffic on local roads		65%	2020	N/A (baseline)	Composite of "How do you rate your neighbourhood for the following when travelling around?": Noise levels from traffic (74%) Pollution from traffic (60%) How close vehicles are to pedestrians (61%)	Good/ very good	Neighbourhoods survey	

	Theme share of trips as per Right Mix	42% 44%*	2017 2022	↑2ppts	% of all trips that are 2km or shorter excluding trips with an end in the Regional Centre *Provisional figure that does not include trips in GM by non-residents		TRADS
	Active Travel + Public Transport mode share of this Theme	55% 57%*	2017 2022	↑2ppts	*Provisional figure that does not include trips in GM by non-residents		TRADS
	Use of local shops/ facilities	83%	2020	N/A (baseline)	Visit the following locations at least monthly: large supermarket, small supermarket, local newsagents or corner shop, retail park, shop for non-food and market(s)		Neighbourhoods survey

Appendix 2: Table of Committed Interventions

Intervention	Scheme Description	Delivery Agency	Forecast Delivery Date	November 2023 Progress Report Update
Our Bus				
Local Bus				
Bus Franchising	The Bee Network is Greater Manchester's vision to deliver a joined-up London-style transport system, with buses beginning to be integrated from 2023.	TfGM on behalf of GMCA	Jan-25	For the first time in almost 40 years, from September 2023 bus services are under local control in Bolton, Wigan, and parts of Bury, Salford and Manchester. We're making improvements to some bus services in these areas straight away.
Salford Bolton Network Improvements	To create shorter, more reliable journey times for all road users and deliver better access to employment and local facilities for bus passengers as well as active travel measures.	Salford City Council / Bolton Council	Jan-23	<p><u>Bolton Programme</u> All of the Bolton programme has now been delivered.</p> <p><u>Salford Programme</u> 7 schemes have been completed, including most recently those at the junction of Frederick Road/Belvedere Road and the new Park and Ride facility at Walkden railway station. Works to improve the A666 and 2 junctions on the A580 are due to be completed in autumn 2024.</p>
Bus Stop Enhancements Programme to Improve Waiting Facilities at Stops	Improve accessibility to encourage mode shift by increasing the attractiveness of bus networks.	TfGM / Local Authorities	Mar-22	Almost 95% of the programme has been delivered, with works completed in 9 out of the 10 GM districts. The remaining works are in Trafford which started in September 2023. When fully complete, the Bus Stop Accessibility programme will have delivered over 400 upgraded bus stops across GM.

Concessionary fares scheme	To provide free or reduced cost travel for specific groups including the elderly, young and disabled people. This will also encourage mode shift in Greater Manchester.	TfGM on behalf of GMCA	Ongoing	Concessions review plan and scope being established
Socially necessary bus transport services delivery and review (including supported bus services, Ring & Ride and Local Link)	To provide socially necessary public transport services which are not commercially viable, using where possible zero tailpipe Emission Capable (ZEtC) vehicles..	TfGM	Ongoing	A strategy for DRT is being developed which integrates DRT services with the Bee Network from a planning, customer and branding perspective. TfGM are investigating the possibility of introducing electric vehicles on the Ring & Ride service.
School transport services delivery and review	To deliver opportunities for more efficient school transport across Greater Manchester, using where possible zero tailpipe Emission Capable (ZEtC) vehicles.	TfGM	Ongoing	TfGM is developing a school travel strategy, intended for wider consultation to guide delivery of future school travel services.
City Centre North West: Deansgate – New Bailey – Chapel St Area	To improve the streets in the area for walking, cycling and placemaking, along with the reliability of bus journey times. Improvements include public realm enhancements, temporary measures and bus gate improvements.	Manchester City Council / Salford City Council	Complete	Complete
Electric Vehicles (EV) Buses	Delivery of Electric Vehicles buses and infrastructure	TfGM	Ongoing	As part of Bus Franchising Phase 1, the first 50 zero emission Bee Network Brand buses were in operation across Greater Manchester from September 2023.
Future Quality Bus Transit (QBT) Corridor: Bury-Rochdale	Scheme to develop further Quality Bus Transit Corridors, involving a range of bus priority measures and improvements to bus stops.	TfGM / Local Authorities	2024 - 2027	This scheme also now includes the Heywood Streets for All scheme. Scheme development ongoing to inform Outline Business Cases. In the next 12 months stakeholder engagement and public consultation

				will inform scheme design with delivery anticipated for 2024-2027. In addition, small packages of quick win measures are being progressed for delivery in the short term, during 2024.
Future Quality Bus Transit (QBT) Corridor: Ashton-Stockport	Scheme to develop further Quality Bus Transit Corridors, involving a range of bus priority measures and improvements to bus stops.	TfGM / Local Authorities	2024 - 2027	Scheme development ongoing to inform Outline Business Cases. In the next 12 months stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2024-2027. In addition, small packages of quick win measures are being progressed for delivery in the short term, during 2024.
Future Quality Bus Transit (QBT) Corridor: Wigan - Leigh	Scheme to develop further Quality Bus Transit Corridors, involving a range of bus priority measures and improvements to bus stops.	TfGM / Local Authorities	2024 - 2027	Scheme development ongoing to inform Outline Business Cases. In the next 12 months stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2024-2027. In addition, small packages of quick win measures are being progressed for delivery in the short term, during 2024.
Initial phased delivery of Wigan-Bolton Corridor	Scheme to develop a first phase of Quality Bus Transit interventions on the Corridor between Wigan and Bolton (16km)	TfGM / Local Authorities	2024 - 2027	Scheme development ongoing to inform an Outline Business Case submission. In the next 12 months stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2024-2027. In addition, small packages of

				quick win measures are being progressed for delivery in the short term, during 2024.
Initial phased delivery of Rochdale-Oldham-Ashton Corridor	Scheme to develop a Quality Bus Transit Corridor between Rochdale, Oldham and Ashton (15km)	TfGM / Local Authorities	2024 - 2027	Scheme development ongoing to inform an Outline Business Case submission. In the next 12 months stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2025-2027. In addition small quick wins packages of measures are being progressed for delivery in the short term, during 2024.
City Centre Bus Strategy Phase 1	<p>Measures to improve bus services within Manchester City Centre to:</p> <ul style="list-style-type: none"> •Support City Centre Transport Strategy mode-share targets, in particular aim to grow bus journeys by 50% by 2040; •Support the wider aspirations for economic growth within the City Centre; •Provide better bus priority and access through the city centre . 	TfGM / Local Authorities	2025 - 2027	Business Case in development. Stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2025-2027.
Initial phased delivery of Salford Crescent-Media City UK Corridor	Delivery of new Quality Bus Transit (QBT) corridor between Salford Crescent and Media City (4.9km) involving a range of bus priority measures and schemes to improve bus stops.	Salford City Council / TfGM	2025 - 2027	Scheme development ongoing to inform an Outline Business Case submission. In the next 12 months stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2025-2027.

<p>Sale West to Altrincham Network Improvements</p>	<p>The Altrincham-Carrington and Sale West- Broadheath Bus Improvements CRSTS scheme, aims to provide improved bus priority and active travel measures that enhance connectivity for the existing and new communities in the Sale West, Sale Carrington, Altrincham, Broadheath and Ashton on Mersey areas of Trafford. The scheme consists of a package of measures, comprising of bus stop enhancements, junction upgrades, and new/upgraded pedestrian facilities. These interventions contribute to making active travel and travel by bus a more attractive choice of travel for existing communities. The scheme is however also considered to deliver initial enabling works to support the New Carrington development area.</p>	<p>Trafford Council / TfGM</p>	<p>2025 - 2027</p>	<p>This scheme has been renamed and has combined Altrincham - Carrington bus priority and Sale West to Broadheath bus priority to form a single scheme known as Sale West to Altrincham Network Improvements.</p> <p>Scheme development ongoing to inform an Outline Business Case submission. In the next 12 months stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2025-2027. In addition, small packages of quick win measures are being progressed for delivery in the short term, during 2024.</p>
<p>City Centre Radials: A662 Ashton New Road</p>	<p>Programme to deliver street improvements on key movement corridors to and from Manchester City Centre for public transport, walking, cycling and wheeling, to enable the City Centre Transport Strategy (CCTS) objective to achieve a 90% sustainable mode-share in AM peak trips to the City Centre</p>	<p>GM Local Authorities / TfGM</p>	<p>2025 - 2027</p>	<p>Strategic Outline Business Case approved. Scheme design and development ongoing to inform an Outline Business Case submission for each of the 5 prioritised corridors. In the next 12 months stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2025-2027.</p>
<p>City Centre Radials: A664 Rochdale Road</p>	<p>Programme to deliver street improvements on key movement corridors to and from Manchester City Centre for public transport, walking, cycling and wheeling, to enable the City Centre Transport Strategy (CCTS) objective to</p>	<p>GM Local Authorities / TfGM</p>	<p>2025 - 2027</p>	<p>This scheme now includes City Centre – Victoria North and Victoria North – Northern Gateway.</p> <p>Strategic Outline Business Case approved. Scheme design and</p>

	achieve a 90% sustainable mode-share in AM peak trips to the City Centre			development ongoing to inform an Outline Business Case submission for each of the 5 prioritised corridors. In the next 12 months stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2025-2027.
City Centre Radials: A62 Oldham Road	Programme to deliver street improvements on key movement corridors to and from Manchester City Centre for public transport, walking, cycling and wheeling, to enable the City Centre Transport Strategy (CCTS) objective to achieve a 90% sustainable mode-share in AM peak trips to the City Centre	GM Local Authorities / TfGM	2025 - 2027	Strategic Outline Business Case approved. Scheme design and development ongoing to inform an Outline Business Case submission for each of the 5 prioritised corridors. In the next 12 months stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2025-2027.
City Centre Radials: A6 Stockport Road	Programme to deliver street improvements on key movement corridors to and from Manchester City Centre for public transport, walking, cycling and wheeling, to enable the City Centre Transport Strategy (CCTS) objective to achieve a 90% sustainable mode-share in AM peak trips to the City Centre	GM Local Authorities / TfGM	2025 - 2027	Strategic Outline Business Case approved. Scheme design and development ongoing to inform an Outline Business Case submission for each of the 5 prioritised corridors. In the next 12 months stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2025-2027.
City Centre Radials: B117 Wilmslow Road	Programme to deliver street improvements on key movement corridors to and from Manchester City Centre for public transport, walking, cycling and wheeling, to enable the City Centre Transport Strategy	GM Local Authorities / TfGM	2025 - 2027	Strategic Outline Business Case approved. Scheme design and development ongoing to inform an Outline Business Case submission for each of the 5

	(CCTS) objective to achieve a 90% sustainable mode-share in AM peak trips to the City Centre			prioritised corridors. In the next 12 months stakeholder engagement and public consultation will inform scheme design with delivery anticipated for 2025-2027.
GM Bus Pinchpoint Fund (Rolling Programme)	Range of measures to reduce delays to buses and increase bus service reliability	TfGM / Local Authorities	2023 - 2027	Programme consists of minor bus priority interventions across GM, to be delivered in tranches with the aim of improving operational efficiency and reliability across the bus network. Tranche 1 in latter stages of development moving into delivery. Further tranches and potential pipeline of works being developed by the 10 GM Local Authorities and TfGM for delivery in future years subject to securing powers and consents.
Bus priority signing and lining (Rolling Programme)	Range of measures to improving signing and lining arrangements to support use and enforcement of bus priority measures such as bus lanes	GM Local Authorities	2023 - 2027	Programme of bus priority signing and lining maintenance schemes being developed with the 10 GM Local Authorities to ensure the bus network can operate efficiently. First tranche of renewals being rolled out in Wigan, Bolton and Salford during 2023 with other authorities to follow in future years.
Bus Stop Enhancement Programme (Rolling Programme)	Range of measures to enhance level of facilities provided at bus stops	TfGM / Local Authorities	2023 - 2027	The audit of bus stops in Bus Franchising Area 1 is now complete and audits for Bus Franchising Areas 2 and 3 are being progressed to be complete within the

				next 12 months. Design work being progressed at prioritised stops for delivery from the end of 2023. Audits in Areas 2 and 3 to be completed over the next 12 months which will allow a prioritised list of interventions to be identified.
Bus Franchise Depots	Delivery of depots to support bus franchising	TfGM	Ongoing	Purchase of bus depots progressing to support the roll out of Bus Franchising. Two bus depots have recently been purchased to support the launch of Phase 1 of bus franchising (covering Wigan, Bolton and parts of Salford/ Bury). This includes the electrification of Bolton to support zero emission buses.
Development of Potential New Guided Busway Stop at Mosley Common	Development of New Guided Busway Stop and Travel Hub to support the North of Mosley Common Places for Everyone (PfE) housing allocation. As a key component of the wider Bee Network, the stop will encourage mode shift to public transport for the adjacent residential led development site. The facility will be designed in accordance with decarbonisation and sustainability principles.	TfGM / Wigan Council	Subject to approval of Places for Everyone Joint Development Plan, and determined by phasing of detailed planning application.	Scheme development ongoing. Engagement continues with stakeholders to develop proposals for a new guided busway stop and travel hub. The developer submitted an outline planning application in early 2023 that included the new busway stop and travel hub. TfGM are working with the developer and Wigan Council to ensure the proposals are suitable for all parties.
Our Metrolink				
Metrolink				
Additional Metrolink vehicles (27 new trams) and associated infrastructure – enabling the use of more double unit vehicles between Bury and Altrincham,	To increase Metrolink capacity into and through the Regional Centre, in order to facilitate continuing economic growth and access to services and encourage mode shift.	TfGM	Jun-22	The final Metrolink Tram (number 27) was delivered to Greater Manchester on 24 September 2022.

and Shaw and East Didsbury				
Metrolink Renewals Programme	To intelligently invest in timely asset replacement.	TfGM	Ongoing	A tranche of Metrolink asset renewals were delivered in 2022 & 2023. There is a significant programme of works being planned for 2024, with the aim of minimising the necessary disruption to passengers.
Next Generation Vehicles	Procurement of up to seven new tram-train vehicles for use on the Pathfinder North tram-train scheme between Oldham and Bury via Rochdale and Heywood.	TfGM	Oct-30	Final Business Case expected to be complete September 2026.
Pathfinder - Infrastructure	Delivery of tram-train infrastructure between Oldham, Rochdale, Heywood and Bury (26 km) to support implementation of Next Generation Vehicles.	TfGM / Rochdale Council / Bury Council / Oldham Council	Oct-30	Pathfinder Infrastructure (Oldham-Rochdale-Heywood-Bury), SOBC submitted. Final Business Case expected to be complete September 2026.
Greek Street Bridge	Scheme will provide an additional twin track alignment for future capacity improvements such as the proposed Stockport to Airport tram-train/metro route.	TfGM / Stockport Metropolitan Borough Council	2025	Greek Street and Stockholm Road bridge tram train/ strategic maintenance bid for tram train future proofing and NR Bridgeguard contribution to new bridges. (TfGM)
Deferred and further renewals 2025+	Renewals of Metrolink network from 2025 onwards	TfGM	2027	Ongoing development to deliver prioritised renewals
Prioritised renewals 2022-2025	Renewals of Metrolink network from 2022 to 2025	TfGM	2025	Ongoing development & delivery of prioritised renewals
Integrated Transport Block (ITB) - Public Transport	Contribution so far towards ongoing Metrolink renewals and critical maintenance schemes	TfGM / GM Local Authorities	N/A	Ongoing

<p>Rapid Transit Extensions Package (Develop long-term rapid transit options, and powers for 1 scheme, development for 2)</p>	<p>Preparation of feasibility studies etc. to support development of, and protect routes for, long-term rapid transit options across Greater Manchester.</p> <p>Development of a Powers application for 1 scheme and pre-Powers development for 2 schemes.</p>	<p>TfGM</p>	<p>Development within the CRSTS funding period to 2027</p>	<p>Work ongoing with the development of long-term rapid transit options. Some feasibility studies complete (Bolton-Bury/Bolton-Radcliffe), some underway (Stockport, Quays-Crescent), and others commencing (Middleton/Northern Gateway) . Strategic Outline Case (March 2025) and Outline business case (March 2027) milestones can be achieved after prioritisation exercise.</p>
<p>Design and Development work on Metrolink and High-Speed Stations.</p>	<p>Design and Development work on Metrolink and high-speed stations, station integration, costing and funding, and wider connectivity Packages for stations at Piccadilly, Airport, Wigan and Stockport.</p>	<p>TfGM</p>	<p>As agreed with DfT, Scheme development will go beyond the current CRSTS funding period and is dependent on the HS2 Programme.</p>	<p>Design and development work for Piccadilly completed ahead of June Select Committee. Outcome dependent on decision of select committee. Airport, design, and development work completed ahead of Autumn Select Committee. Wigan Strategic Outline Case to be completed October 2023; targeting OBC to be progressed in 2024. Current and future work to be reviewed in the light of the cancellation of HS2 Phase 2 in October 2023.</p>
<p>New Stops and Upgrades</p>				
<p>Shelter and Lift Renewals</p>	<p>To provide Metrolink shelter upgrades and lift renewals across Greater Manchester.</p>	<p>TfGM</p>	<p>Ongoing</p>	<p>This programme has completed 8 new lift renewals (Dane Rd, Freehold OB, Hollinwood OB, Failsworth OB, Firwood IB, Chorlton, Brooklands, Heaton Park OB) have been prioritised along with</p>

				specific component renewal associated with Bury Stop escalator. However, Metrolink shelter renewals have been deferred.
Development of Potential New Metrolink Stops: Cop Road with P&R / Travel Hub	This is a new metrolink stop with P&R and travel hub facilities supporting a PfE housing allocation. As a key component of the wider Bee Network, the stops will encourage mode shift to public transport for the adjacent residential led development sites. The stops will be designed in accordance with decarbonisation and sustainability principles.	TfGM	2029	Scheme development ongoing. Engagement continues with stakeholders to influence the site masterplan and secure suitable land for the Metrolink stop and travel hub/park and ride. The Strategic Outline Case is due for completion Q4 FY 23/24.
Development of Potential New Metrolink Stops: Elton Reservoir with P&R / Travel Hub	This is a new metrolink stop with P&R and travel hub facilities supporting a PfE housing allocation. As a key component of the wider Bee Network, the stops will encourage mode shift to public transport for the adjacent residential led development sites. The stops will be designed in accordance with decarbonisation and sustainability principles.	TfGM	2029	Scheme development ongoing. Engagement continues with stakeholders on two primary workstreams. Firstly, to influence the site masterplan through scheme option development to secure suitable land for the Metrolink stop and travel hub/park and ride. Secondly to obtain agreement by TfGM to an acceptable crossing of Metrolink by the proposed new link road.
Development of Potential New Metrolink Stops: Sandhills	This is a new metrolink stop with possible provision for travel hub facilities supporting a large city centre regeneration scheme of approx 15,000 homes at Victoria North. As a key component of the wider Bee Network, the stops will encourage mode shift to public transport for the adjacent residential led development sites. The stops will be designed in accordance with	TfGM	2029	Scheme development ongoing. Engagement continues with stakeholders to refine the Metrolink options to mitigate any potential risk and cost before progressing to OBC. Stakeholders including MCC, Homes England, the developer and TfGM will work towards developing a funding

	decarbonisation and sustainability principles.			strategy for the intervention.
Metrolink Stop Improvements	Scheme seeks to support patronage recovery on the Metrolink network, including measures to address safety, security and access issues associated with ageing ex-heavy rail infrastructure. Initial proposals will focus on Bury and Heaton Park stops.	TfGM	2027	Scheme development is ongoing.
Our Rail				
Rail				
Hope Valley Line improvements (to Sheffield) including new passing facilities	To increase capacity so that the line can continue to carry mixed traffic and complement NPR services. Line improvements will improve reliability of services between Manchester and Sheffield.	Network Rail	May-24	Work progressing on all elements of the scheme, covering new eastbound loop at Bamford, double tracking at Dore, extended Dore south curve and signalling recontrol. Weekend blockades in late summer/autumn 2023 to enable scheme completion in Spring 2024.
Central Manchester Rail Network (including Castlefield corridor) enhancements- early interventions	To begin to address the critical capacity constraints on the rail network in the Regional Centre, which will need to grow further to accommodate the forecast levels of employment growth.	TfGM / Network Rail / Transport for the North / DfT	Dec-25	Configuration of Stage 2 schemes (covering turnback sidings east and west of Victoria, extra platform at Salford Crescent, passenger circulation improvements at Victoria and electrification of Wigan-Bolton) all now in design and delivery stages with whole package planned to complete by end of 2025.

Salford Central station upgrade	To packaged of station enhancements in order to ensure that the current station, as a key city centre location, is fit for purpose.	TfGM/ Network Rail / Salford City Council	2024	In 2022, TfGM were advised by both Network Rail and train operators not to take forward the additional platforms element of this scheme due to the operational impact of the proposed solution in terms of platform lengths was unacceptable to the rail industry. As a result, TfGM have de-scoped the addition of platforms 3-5 and are about to commence design and build for a package of station enhancements in order to ensure that the current station, as a key city centre location, is fit for purpose.
Daisy Hill Station Access for all Improvements	To maximise existing rail assets to provide better facilities, improve transport integration and deliver community benefits.	TfGM	2023	GRIP 4 now complete and Design and Build tender awarded in September 2023.
Irlam Station Access for all Improvements	To maximise existing rail assets to provide better facilities, improve transport integration and deliver community benefits.	TfGM	2023	GRIP 4 now complete and Design and Build tender awarded in September 2023.
Walkden Station Access for all Improvements	To maximise existing rail assets to provide better facilities, improve transport integration and deliver community benefits.	Network Rail	2024	NR have identified presence of a worked mining seam in close proximity of the station and are undertaking mining surveys to assess if any design mitigations are required.
Rail Station Accessibility Programme to delivery accessibility improvements at Mills Hill Station	To maximise existing rail assets to provide better facilities, improve transport integration and delivery community benefits.	Network Rail	2021	Scheme completed.
Daisy Hill Station bridge deck replacement	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	Bolton MBC	N/A	These works are no longer going ahead. Minor Highway works will be completed following on from completion

				of the Daisy Hill Access for All scheme. TFGM / Bolton exploring whether works can be combined.
Trans-Pennine Route upgrade electrification to Stalybridge	To deliver electrification from Manchester Victoria to Stalybridge and from Guide Bridge to Stalybridge as an early stage of the wider TRU programme.	Network Rail	TBC	Network Rail are progressing the electrification to Stalybridge and this is on track to support the timetable changes which are being planned for 2025/26 to make more use of electric traction.
Continue to seek network wide rail improvements	We are continuing to engage with the wider industry to help shape future network service patterns, this includes responding to recent timetable consultations and supporting plans for future interventions.	Network Rail	Ongoing	Through the Manchester Task Force programme we continue to work with industry to develop timetable solutions that will make the best use of the enhancements being provided. There are many challenges because of wider capacity constraints and these will continue to be explored.
Golborne Station	Scheme to provide new station at Golborne	Network Rail	Aug-26	Outline Business Case has identified a viable station option to take through outline design. The scheme is dependent on the peak only service being extended to an hourly call all day. TfGM Officers are working with Manchester task Force and political leaders to confirm this service provision.
Deliver a number of the remaining Access for All (AfA) stations	Deliver improved access to stations as part of Access for All programme. Stations could include: Reddish North, Hindley, Bryn	TfGM / Network Rail	Jul-26	Outline design and AiP recently concluded 2 stage Design and Build tender to be awarded February 2024 Current forecasts shows completion Feb26 - Jul26 TBC dependent on

				contracting strategy for build phase.
Develop and deliver Swinton Access for All (AfA) scheme	For Swinton station, progress the detailed design, surveys & cost plans for submissions and approvals encompassed by the Network Rail Governance for Railway Investment Projects (GRIP) stages 3 to 8	TfGM / Network Rail	Dec-25	Outline design and AiP recently concluded 2 stage Design and Build tender to be awarded February 2024 Current forecasts shows completion December 2025 – TBC dependent on contracting strategy for build phase.
Develop further Access for All (AfA) schemes (Development Only)	Progress development of further Access for All improvements at rail stations	TfGM / Network Rail	Ongoing	Timescales will be subject to outcome of TfGM's nomination to the DfT's AfA programme for CP7 (2024-29). The decision on which stations are awarded is expected Nov 23.
Station improvement regeneration and development	Provides support for delivery of new homes near new or existing rail stations	TfGM / Network Rail	Mar-24	Funding allocated to Daisy Hill and Irlam AfA schemes. Remaining budget is to be defined in 2024.
Tameside: Hattersley Station Improved Access	Provides new pedestrian bridge (with step free access to rail platforms) to link station with new development at Godley Green Garden Village	TfGM / Network Rail / Tameside Metropolitan Borough Council	Ongoing	Subject to PfE Godley Green Garden Village development and TfGM's nomination to the DfT's AfA programme for CP7 (2024-29). The decision on which stations are awarded is expected Nov 23.
Development of new stations	Further work to develop schemes to provide new stations across Greater Manchester. Potential locations include Kenyon Junction, Slattocks, Gamesley, Stanley Green and Little Hulton	TfGM / Network Rail	Ongoing	Strategic Outline Business Case preparation completed, but now awaits resolution of wider network capacity issues before any further progress can be made on this programme.
Preparatory works including utility diversions	Development and delivery of preparatory works, including utility diversions, in respect of the Metrolink lines affected by the HS2 alignment. * As agreed with DfT, Scheme	TfGM / GM Local Authorities	Ongoing	Outcome dependant on decisions of select committees and national government HS2 policy. TfGM will continue to lobby government for the

	Opening Date will go beyond the current CRSTS funding period and is dependent on the HS2 Programme, and not 31/03/27.			best solution for Greater Manchester.
Design and development work on Northern Powerhouse Rail (NPR)	Design and Development work on NPR, including identification of alignments and wider station/wider connectivity design. Further detail will become apparent as scheme progresses.	TfGM/TfN	Scheme will go beyond current CRSTS funding period and is dependent on the wider NPR programme.	Options currently being identified and reviewed in the light of the announcement of 'Network North' in October 2013.
Our Streets				
Walking, Wheeling and Cycling				
Mayor's Challenge Fund Tranche 5 - Town Centre Phase 1 (East)	Bee Network active travel delivery in Bolton town centre	Bolton Council	Quarter 3 - 2024	GMCA approval received in May 2023 - Bolton Council progressing tender process with works due to start on site in late 2023.
Mayor's Challenge Fund Tranche 1 - New and Upgraded Crossing Points and Junctions Phase 1	Targeted Bee Network active travel junctions and crossings in Bury	Bury Council	N/A	Complete
Mayor's Challenge Fund Tranche 5 - Fishpool Phase 1	Bee Network active travel delivery in Fishpool	Bury Council	Quarter 3 - 2023	New bridge has now been installed and construction due to complete in Autumn 2023.
Mayor's Challenge Fund Tranche 6 - Radcliffe Central	Bee Network active travel delivery in Radcliffe	Bury Council	Quarter 2 - 2024	Scheme approved by the Bee Network Committee in July 2023, works due to commence on site in late 2023.
Mayor's Challenge Fund Tranche 1 - Manchester to Chorlton Area 2	Bee Network active travel delivery between Chorlton-cum-Hardy and Manchester City Centre.	Manchester City Council	N/A	Complete
Mayor's Challenge Fund Tranche 1 - Manchester to Chorlton Area 3	Bee Network active travel delivery between Chorlton-cum-Hardy and Manchester City Centre.	Manchester City Council	Quarter 4 - 2023	Construction progressing well, due for completion by Christmas 2023.
Mayor's Challenge Fund Tranche 1 - Manchester to Chorlton Area 4	Bee Network active travel delivery between Chorlton-cum-Hardy and Manchester City Centre.	Manchester City Council	N/A	Complete
Mayor's Challenge Fund Tranche 4 - Mancunian Way - Princess Way Junction	The scheme will significantly improve a major junction, including transformational walking, wheeling and cycling facilities on Mancunian Way/Princess Rd.	Manchester City Council	N/A	Complete

Mayor's Challenge Fund Tranche 4 - Route86: Northern Quarter - Area 1	Bee Network active travel delivery in Manchester city centre.	Manchester City Council	N/A	Complete
Mayor's Challenge Fund Tranche 4 - Route86: Northern Quarter - Area 2	Bee Network active travel delivery in Manchester city centre.	Manchester City Council	Quarter 4 - 2023	Construction progressing well, due for completion by Christmas 2023.
Mayor's Challenge Fund Tranche 4 - Route86: Northern Quarter - Area 3	Bee Network active travel delivery in Manchester city centre.	Manchester City Council	N/A	Complete
Mayor's Challenge Fund Tranche 5 - Northern and Eastern Gateway	Bee Network active travel delivery in Ancoats/New Islington.	Manchester City Council	Quarter 3 - 2024	Scheme approved by GMCA in June 2023. Some minor sections of the route complete with the main construction element due to commence in early 2024.
Mayor's Challenge Fund Tranche 6 - Beswick Filtered Neighbourhood Phase 1	Bee Network Active Neighbourhood in Beswick.	Manchester City Council	N/A	Complete
Mayor's Challenge Fund Tranche 6 - Beswick Filtered Neighbourhood Phase 2	Bee Network Active Neighbourhood in Beswick.	Manchester City Council	N/A	Complete
Mayor's Challenge Fund Tranche 1 - King Street foot/cycle bridge	Key Bee Network active travel connection into Oldham town centre through bridge refurbishment.	Oldham Council	N/A	Complete
Mayor's Challenge Fund Tranche 1 - Union Street West foot/cycle Bridge	Key Bee Network active travel connection into Oldham town centre through bridge refurbishment.	Oldham Council	N/A	Complete
Mayor's Challenge Fund Tranche 6 - Oldham TC - West Street / Cheapside	Bee Network active travel delivery in Oldham Town Centre.	Oldham Council	Quarter 2 - 2024	Construction commenced in April 2023, with completion planned for Spring 2024.
Mayor's Challenge Fund Tranche 6 - Oldham TC - Rock Street / Lord Street	Bee Network active travel delivery in Oldham Town Centre.	Oldham Council	Quarter 3 - 2023	Construction commenced in August 2023, with completion planned for Autumn 2024.
Mayor's Challenge Fund Tranche 6 - Chadderton Improvements	Bee Network active travel delivery in Chadderton.	Oldham Council	N/A	Complete
Mayor's Challenge Fund Tranche 1 - Castleton Local Centre Corridor	Bee Network active travel delivery between Castleton and Rochdale	Rochdale Borough Council	Quarter 3 - 2023	Construction due to complete in Autumn 2023.
Mayor's Challenge Fund Tranche 1 - SBNI - A6 Broad Street / B6186 Frederick Road	Bee Network active travel improvements in Salford.	Salford City Council	N/A	Complete

Mayor's Challenge Fund Tranche 1 - Chapel Street East Phase 1: Demonstrator Project	Bee Network active travel route delivery in Salford city centre.	Salford City Council	2024	Scheme approved by GMCA in 2022 but construction delayed due to links with New Bailey development. Construction due to commence in 2024.
Mayor's Challenge Fund Tranche 2 - Trinity Way/Springfield Lane Crossing	Bee Network active travel junction upgrade to facilitate Bee Network connections.	Salford City Council	N/A	Complete
Mayor's Challenge Fund Tranche 2 - Swinton Greenway	Bee Network active travel route delivery in Swinton through upgrades of former rail alignment.	Salford City Council	N/A	Complete
Mayor's Challenge Fund Tranche 3 - Trafford Road	Active Travel Bee Network route on Trafford Road, Salford Quays.	Salford City Council	N/A	Complete
Mayor's Challenge Fund Tranche 4 - Liverpool Street Corridor	Bee Network active travel delivery on Liverpool Street to facilitate a major cycling and walking connection to the city centre from the west.	Salford City Council	N/A	Complete
Mayor's Challenge Fund Tranche 5 - Gore Street Connection	Active Travel Bee Network in Salford City Centre.	Salford City Council	N/A	Complete
Mayor's Challenge Fund Tranche 5 - Islington Park	Active Travel Bee Network in Salford City Centre.	Salford City Council	N/A	Complete
Mayor's Challenge Fund Tranche 5 - RHS Links	Active Travel Bee Network in Salford City Centre.	Salford City Council	N/A	Complete
Mayor's Challenge Fund Tranche 1 - Gillbent Road - Crossing Upgrade	Upgraded Active Travel Bee Network crossing delivery in Bramhall/Cheadle Hulme	Stockport Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 2 - Hazel Grove Access Upgrades	Active Travel Bee Network in Hazel Grove.	Stockport Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 4 - A6 MARR Links Phase 1	Active Travel Bee Network links connecting communities to the cycle/walking route alongside the A555 in Bramhall, Cheadle Hulme and Hazel Grove.	Stockport Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 4 - Bramhall Park to A6	Active Travel Bee Network delivery on the A5143 corridor between Bramhall and Hazel Grove.	Stockport Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 4 - Crossings	Active Travel Bee Network new / upgraded crossings package.	Stockport Metropolitan Borough Council	N/A	Complete

Mayor's Challenge Fund Tranche 4 - Heaton's Link Phase 1	Active Travel Bee Network in Heaton's, Stockport.	Stockport Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 5 - Offerton to Stockport	Active Travel Bee Network in Stockport.	Stockport Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 6 - Edgeley to Stockport Route Phase 1	Active Travel Bee Network in Stockport.	Stockport Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 1 - Tameside Active Neighbourhoods Phase 1	Active Travel Bee Network measures in Tameside.	Tameside Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 1 - A5014 Talbot Road/A56 Chester Rd Combined	Active Travel Bee Network delivery through an upgrade of the existing light segregation provision on the A5014 Talbot Road.	Trafford Borough Council	Quarter 1 - 2024	Construction commenced in August 2023 following GMCA approval in May. Completion scheduled for Spring 2024.
Mayor's Challenge Fund Tranche 1 - Victoria Street & Skew Bridge	Junction improvement for cycling and walking to facilitate Active Travel Bee Network connections to the west of Wigan town centre.	Wigan Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 2 - Standish Mineral Line	Active Travel Bee network delivery through connections and upgrades to the existing Standish Mineral Line facility between Standish and Wigan	Wigan Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 3 - Wigan Crossings	Upgraded and New Active Travel Bee Network crossing points.	Wigan Metropolitan Borough Council	Quarter 3 - 2023	Construction largely complete with completion scheduled for Autumn 2023.
Mayor's Challenge Fund Tranche 3 - Bridgewater Canal Towpath	Upgraded Active Travel Bee Network Canal Towpath	Wigan Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 4 - Leigh to Pennington Park	Bee Network active travel delivery in Leigh/Atherton/Tyldesley	Wigan Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 5 - Smithy Brook Road junction & Canal Phase 2	Bee Network active travel delivery in Standish/Wigan/Ashton	Wigan Metropolitan Borough Council	N/A	Complete
Mayor's Challenge Fund Tranche 5 - Canal Towpath & Links	Bee Network active travel delivery in Standish/Wigan/Ashton	Wigan Metropolitan Borough Council	Quarter 4 - 2023	Construction due to complete in Winter 2023.
Mayor's Challenge Fund Tranche 5 - Road to Wigan Pier	Bee Network active travel delivery in Standish/Wigan/Ashton	Wigan Metropolitan Borough Council	N/A	Complete

Mayor's Challenge Fund Tranche 4 - GM Bike Hire Phase 1	Bee Network public bike hire scheme to increase access to bikes, starting in the regional centre and surrounding area.	TfGM on behalf of GMCA	N/A	Complete
Mayor's Challenge Fund Tranche 5 - GM Safety Camera Digitisation and Upgrade	Replacement of safety cameras and introduction of new camera locations targeted at the Bee Network to make streets safer for walking and cycling	TfGM on behalf of GMCA.	Quarter 4 - 2024	Due to key differences in the requirements for the spot and average speed camera solutions, TfGM has procured to separate contractors who are now progressing works on site. Another procurement exercise has now concluded with the award of a further contract to the supplier has been approved in August 2023.
Mayor's Challenge Fund Tranche 6 - Bee Network Crossings	Active Travel Bee Network delivery through targeted clusters of new or upgraded crossings of major roads across Greater Manchester.	Delivery model varies by site - sometimes TfGM and sometimes the Highway Authority.	Quarter 2 - 2024	Phases 1 & 2 of the Bee Network Crossings project are now effectively complete. Phase 3 has received full funding approval and works are due to commence on site in 6 districts, with completion forecast for early 2024.
Active Travel Fund Tranche 2 - Manchester Rd corridor Phase 1	Active Travel Bee Network delivery along Manchester Road.	Bolton Council	Quarter 4 - 2023	Construction
Active Travel Fund Tranche 2 - Fishpool & Pimhole AN	Bee Network Active Neighbourhood in Bury.	Bury Council	Quarter 2 - 2024	Delivery Plan approved and construction due to commence in late 2023.
Active Travel Fund Tranche 2 - City Centre Triangle	Active Travel Bee Network delivery in Manchester City Centre.	Manchester City Council	Quarter 3 - 2024	Delivery Plan approved and construction due to commence in early 2024, after the Conservative Party Conference and Christmas embargo.
Active Travel Fund Tranche 2 - Links to Royal Oldham Hospital	The delivery of Active Travel Bee Network measures to enhance walking, wheeling and cycling.	Oldham Metropolitan Borough Council	N/A	Complete
Active Travel Fund Tranche 2 - Oldham Town Centre	The delivery of Active Travel Bee Network measures to enhance	Oldham Metropolitan Borough Council	N/A	Complete

	walking, wheeling and cycling.			
Active Travel Fund Tranche 2 - Chew Valley Rd Greenfield	The delivery of Active Travel Bee Network measures to enhance walking, wheeling and cycling.	Oldham Metropolitan Borough Council	N/A	Complete
Active Travel Fund Tranche 2 - Church Rd	Off-road route upgrade to create a safe walking and cycling route between the villages of Greenfield and Uppermill, including the replacement of bridges at Church Road and Station Road.	Oldham Metropolitan Borough Council	Quarter 1 - 2024	Delivery Plan approved and construction due to commence in late 2023.
Active Travel Fund Tranche 2 - St. Leonards	The delivery of Active Travel Bee Network measures to enhance walking, wheeling and cycling in Middleton.	Rochdale Borough Council	Quarter 3 - 2023	Construction largely complete with minor works remaining ahead of planned completion in Autumn 2023.
Active Travel Fund Tranche 2 - Blackfriars Street	The delivery of Active Travel Bee Network measures to enhance walking, wheeling and cycling in Salford.	Salford City Council	N/A	Complete
Active Travel Fund Tranche 2 - Historic Markets and Underbanks	The delivery of Active Travel Bee Network measures to enhance walking, wheeling and cycling in Stockport.	Stockport Metropolitan Borough Council	Quarter 1 - 2024	Construction largely complete, final work items will be complete in early 2024 to tie in with Edgeley to Stockport Phase 2 scheme.
Active Travel Fund Tranche 2 - Edgeley to Stockport Phase 2	The delivery of Active Travel Bee Network measures to enhance walking, wheeling and cycling in Stockport.	Stockport Metropolitan Borough Council	Quarter 2 - 2024	Delivery Plan approved and construction scheduled to commence in early 2024.
Active Travel Fund Tranche 2 - SMBA Mauldeth Road Roundabout	The delivery of Active Travel Bee Network measures to enhance walking, wheeling and cycling in Stockport.	Stockport Metropolitan Borough Council	Quarter 3 - 2023	Completion forecast for Autumn 2023.
Active Travel Fund Tranche 2 - Upgrade of Existing Cycle Lanes	Active Travel Bee Network upgrades to existing, light segregation cycling infrastructure.	Tameside Metropolitan Borough Council	Quarter 1 - 2024	Construction on-going with works due to complete in early 2024.
Active Travel Fund Tranche 2 - Longford Park	Active Travel Bee Network improvements in Trafford.	Trafford Borough Council	N/A	Complete
Active Travel Fund Tranche 2 - A56 Corridor	Active Travel Bee Network improvements in Trafford.	Trafford Borough Council	N/A	Complete
Active Travel Fund Tranche 2 - Worsley Mesnes Active Neighbourhood	A Active Travel Bee Network scheme to provide high quality safe space for walking, wheeling and cycling for	Wigan Metropolitan Borough Council	N/A	Complete

	all local residents as part of a wider estate improvement programme			
Active Travel Fund Tranche 3 - Castleton Local Centre Corridor	Bee Network active travel delivery between Castleton and Rochdale	Rochdale Borough Council	Quarter 3 - 2023	Construction due to complete in Autumn 2023.
Local Highways				
Trafford Road junction improvements	To support the continued growth of Salford Quays by improving traffic flow through junction and enhancing walking and cycling facilities on Trafford Road.	Salford City Council	Jul-22	Scheme completed.
Carrington Sustainable Transport Measures (Relief Road)	To support growth in the Carrington area by improving accessibility to new developments. To support creating a safe environment for walking, cycling and public transport.	Trafford Borough Council / AMEY	Development within the CRSTS funding period to 2027	Under development. Local Highways and Planning Authorities engaging with TfGM and relevant developers on a detailed scheme proposal. This will include provision for sustainable transport modes and have regard to the wider PfE New Carrington allocation. A planning application is expected for the scheme in 2024.
A560 Cheadle and Cheadle Heath Corridor resilience and reliability package.	To address capacity and resilience issues on the A560 corridor through Cheadle.	Stockport Metropolitan Borough Council	Complete	Scheme completed.
Poynton Relief Road	To address capacity and resilience issues on Cheshire East border	Stockport Metropolitan Borough Council	Autumn 2022	Scheme completed.
Traffic control enhancements, including continued roll-out of smart signalling technology at traffic signals	To reduce delays and minimise congestion at junctions, and improve reliability, thereby supporting economic growth and reducing impacts of traffic on communities through, for example, emissions. Smart Junctions also enables policy led traffic management, providing priority for bus and active travel.	TfGM	Complete	Complete - Business case for further roll out at key congestion hotspots being developed.

<p>Network management improvements, including corridor management, a 24/7 control centre, better management of roadworks and new technology solutions including an ITS platform and Incident Management System.</p>	<p>To reduce delays and minimise congestion across the transport network. Developing data driven, technology-based solutions to improve response to incidents and events on the network, ensuring the negative impacts of congestion are minimised. Taking a digital approach to traffic management rather than looking to build new physical infrastructure. Overall improve network efficiency and reliability, thereby supporting economic growth and reducing impacts of traffic on communities through, for example, emissions.</p>	<p>TfGM</p>	<p>Ongoing</p>	<p>The scheme is ongoing with Corridor Managers working in collaboration with Local Highway Authorities to identify traffic hotspots, identify potential interventions and seek funding opportunities. Further updates include;</p> <ul style="list-style-type: none"> - Development of a Red Route network to cover key corridors - Development of a proposition to introduce Lane Rental in GM as further extension to the existing joint roadworks permitting scheme, GMRAPS - Operational Control Centre to be enlarged with introduction of new technology and access to a greater number of local authority CCTV systems giving greater coverage and visibility of the GM highways network
<p>Better management of transport arrangements for major events, such as mid-week football match nights</p>	<p>To reduce congestion and minimise disruption on the road network.</p>	<p>TfGM</p>	<p>Ongoing</p>	<p>This scheme is ongoing. TfGM are developing closer working arrangements with sporting venues / clubs and event promoters across Greater Manchester; identifying opportunities to promote and strengthen public transport offer.</p>
<p>Minor Works programme (see GM Local Implementation Plans in Appendix B of the Delivery Plan for more information)</p>	<p>To improve town centre connectivity, local access to public transport, access to development sites and active travel schemes through small-scale interventions</p>	<p>GM districts</p>	<p>Spring 23</p>	<p>Ongoing</p>

Review of all non-essential roadworks to explore ways of working to minimise disruption	To complete works as quickly as possible and make travel as easy as possible for affected commuters.	GM districts	Ongoing	Ongoing
Enhanced roadworks permit scheme for greater coordination and control to limit disruption	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	GM districts	Ongoing	Ongoing
Kingsway Loop Road	The completion of Michael Faraday Avenue to release land for 30,000m2 of employment space, 60 homes and improve access to Kingsway Metrolink stop	Rochdale MBC	May-22	This scheme was completed in Summer 2022.
Oldham Way KRN Structures Refurbishment: Waterloo Street and Wellington Street Bridge works	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	Oldham Council	2023-2024	Works well progressed on site and due for completion winter 2023/24.
Bolton: De Havilland Way	Scheme provides for active travel along corridor to support modal shift	Bolton City Council	Mar-27	Scheme options are being explored to see what can be delivered for the funding available
Oldham Mumps Corridor Improvements	Active travel and bus priority measures to support delivery of housing allocation	Oldham Council	2027	Business Case in development. Construction expected to start on site 2025
Oldham: Beal Valley & Broadbent Moss - Greenway Corridor	Active travel and bus priority measures to support delivery of housing allocation	Oldham Council	Mar-27	Business Case in development. Construction expected to start on site 2025
Peel Green Active Travel Measures (formerly CosCos)	Scheme provides new active travel routes to development site	Salford City Council	Mar 27	Peel Green Active Travel Measures (formerly CosCos). Strategic Outline Business Case completed. Consultation due to commence shortly with Full Business Case and detailed design to follow.
Salford: Quays Northern Access (Broadway/S Langworthy Road)	Scheme provides new access to development site to support active travel and bus services	Salford City Council	Mar-27	Scheme on hold - the developer is not delivering the scheme as originally proposed. Salford City Council exploring other options for delivery.

Stockport: A6 / Manchester Road / School Lane	Scheme proposes active mode and bus priority measures in Key Route Network (KRN) corridor	Stockport Metropolitan Borough Council	Mar-25	SOBC approved and scheme now looking at detailed design. Expected construction to start 2024.
Stockport: Bredbury Economic Corridor Improvement (BECl) Package	Scheme proposes active mode and bus priority measures to support new employment developments	Stockport Metropolitan Borough Council	Mar-26	SOBC approved and scheme now looking at detailed design. Expected construction to start 2024.
Stockport: Hempshaw Lane	Highway safety scheme for location with poor safety record (especially pedestrians)	Stockport Metropolitan Borough Council	Mar-25	Scheme is progressing and SOBC approved. Detailed Design work are progressing, construction expected to start 2024.
Tameside: A560 Stockport Road	New segregated cycle lane between Hattersley Viaduct and M67 J4	Tameside Metropolitan Borough Council	Jan-27	This scheme is now includes Hattersley Viaduct refurbishment and widening scheme.
Trafford: Carrington Sustainable Transport Measures	Scheme to deliver improved bus route to/ from an isolated community whilst also allowing for traffic calming and improved sustainable transport access on the existing A6144.	Trafford Council	2029	CRSTS1 scheme to be developed once Carrington Transport Strategy is developed and agreed by Trafford. Construction expected to start 2027.
Wigan: A577 Complementary Works	Reallocation of carriageway space at locations from Pemberton to Wigan Town Centre for bus priority, cycling and walking. * Scheme delivery will go beyond the current CRSTS funding period with an estimated completion date in 2028.	Wigan Council	2028	Scheme progressing and SOBC development completed. The A577 scheme is largely dependent on M58 Link Road scheme. Scheme unlikely to commence prior to 2027.
Wigan: Lane Head Improvements	Scheme proposes active travel mode and bus priority measures to tackle the poor air quality issues within the corridor.	Wigan Council	2026	Business Case in development. Construction expected to start on site in 2026.
A57 Hyde Road Localised Widening	To address a highways "pinchpoint" on the Hyde Road.	Manchester	Complete	Involved replacement of narrow bridge on Fallowfield Loop, widening of carriageway to give 2 lanes each way throughout.

M60 J13/A572 improvement	To support the RHS Bridgewater growth site and improve the operation of this congested junction.	Salford	Complete	This scheme has been combined with the GM Bus Pinch Points programme.
M58 Link Road	To provide better east-west connectivity between the M6 and M61 J5, Wigan town centre and growth areas further east.	Wigan	2029	Scheme unlikely to commence prior to 2027. Part of envisaged link between M6 J26 and M61 J5, in support of the Wigan and Bolton Growth Corridor.
South Heywood M62 J19 Link Road	To relieve congestion and support long-term development proposals in Heywood, including 1,000 new homes off Pilsworth Road.	Rochdale	Sep-22	Complete Autumn 2022
M58/M6 junction upgrade (short term)	To increase the capacity of the M58/M6 interchange, providing better connectivity into Wigan and to the Port of Liverpool and support delivery of the M58 Link Road.	Wigan	2029	Linked to the delivery of M58 Link Road, unlikely to commence prior to 2025.
M56 Junctions 6-8 Smart Motorway	To address existing congestion and reliability issues on the SRN and provide the capacity for the anticipated scale of growth both within the city-region and in neighbouring authorities.	National Highways	Autumn 2022	Complete 2023
M6 Junctions 21A-26 Smart Motorway	To address existing congestion and reliability issues on the SRN and provide the capacity for the anticipated scale of growth both within the city-region and in neighbouring authorities.	National Highways	2025	Under delivery. Update on opening to be confirmed by National Highways as soon as possible. Gantries installed, messaging boards and CCTV masts under installation. 12 additional Emergency Areas required, to be added and complete by 2025.
A57 Link Roads Scheme	As part of the wider Trans-Pennine Upgrade, to reduce journey times and improve reliability between the Greater Manchester and Sheffield City-Regions, reduce traffic impacts on local communities and improve safety.	National Highways	RIS3 2025-2030	Judicial Review held on the 3rd and 4th October 2023; outcome expected at the end of November 2023.

M62 Junctions 20-25 Smart Motorway	To address existing congestion and reliability issues on the SRN and provide the capacity for the anticipated scale of growth both within the city-region and in neighbouring authorities.	National Highways	RIS3 2025-2030	Smart Motorway schemes involving conversion of hard shoulder to a running lane - All Lane Running - cancelled by Government.
Simister Island Improvements	To address existing congestion and reliability issues on the SRN and provide capacity for future growth	National Highways	2026	Consultation for revised scheme 2023. Likely to be delivered in RIS3 period.
Freight and Logistics				
Develop and implement Delivery and Servicing Plans for large organisations and retailers	To minimise the need to for road freight deliveries, thereby reducing congestion and improving air quality.	Greater Manchester Districts	Ongoing	Scheme progressed with lockers at key GM interchanges and provide ad hoc advice to businesses and organisations.
Freight accreditation schemes e.g. Construction Logistics and Community Safety (CLOCS) and Fleet Operator Recognition Scheme (FORS)	To reduce the social and environmental external impacts of freight traffic.	Greater Manchester Districts	Ongoing	GM has a place on the board of these accreditation schemes in order to influence where appropriate. Continued to invest in Safe Urban Driving Scheme
Influence Procurement practices such as waste collection	To minimise the need to for road freight deliveries, thereby reducing congestion and improving air quality.	Greater Manchester Districts	Ongoing	Will pilot waste procurement pilots at appropriate time
Support micro-consolidation in regional and town centres	To minimise the need to for road freight deliveries, thereby reducing congestion and improving air quality.	Greater Manchester Districts	Ongoing	Supporting the logistics industry as they pilot e-cargo bikes and other sustainable forms of last mile delivery. Couriers are choosing to pilot e-cargo bike operations in Greater Manchester in part because of the roll-out of suitable infrastructure to enable their success.
Town Centres				
Manchester and Salford Inner Relief Route: Great Ancoats Street improvements	To minimise the severance impacts of the MSIRR for pedestrians and cyclists and enable the expansion of the regional centre outside of the MSIRR.	Manchester City Council	Complete	Scheme completed.
Princess Road Roundabout Improvement Scheme	To improve the Princess Road / Medlock Street roundabout beneath the	Manchester City Council	Complete	Scheme completed.

	Mancunian Way for all road users.			
Stockport Town Centre Structure Enhancements	To tackle congestion in and around Stockport town centre and remove barriers to movement for all modes.	Stockport Metropolitan Borough Council	Ongoing	A renewal programme for Greek Street and Stockholm Road bridges has been agreed with Network rail and they will be replaced in 2025. Work is progressing on the detailed design for these structures including associated pedestrian improvements and cycle improvements in the adjacent areas.
Stockport Town Centre Access Plan	To tackle congestion in and around Stockport town centre and remove barriers to movement for all modes.	Stockport Metropolitan Borough Council	Complete	Scheme completed.
Oldham Town Centre Accessible Oldham Connectivity Package (Phase 1)	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 Council	Summer 23	Scheme Complete
Bolton: Farnworth Street for All (S4A) Town Centre Scheme	Delivery of a Streets for All design for Farnworth Town Centre High Street, reallocating road space to improve public realm for walking and cycling in support of a wider Future High Streets funded scheme	Bolton Council	2025	TfGM HfAS developing strategic model reporting December 2023 to feed into business case. Following on from Future High Streets Fund Phase 1. Start on site 2025.
Bolton: Town Centre Package including Topp Way / Higher Bridge Street	Improvements focus on Active and Sustainable Travel and support Master Plan proposals for improved pedestrian and cycle connectivity between Bolton University / College campus and the town centre and public transport hub	Bolton Council	2026	TfGM HfAS updating the town centre AIMS model, reporting December 2023. Output will confirm final design and feed into business case process.

Bury Town Centre Scheme (over and above interchange works)	Redesign of highway measures to the south of Bury town centre to improve bus priority and pedestrian and cycle connectivity across A58 and to /from proposed new interchange	Bury Council	2026	Bury looking at design packages, including public engagement. Construction to start 2025.
Bury: Radcliffe Town Centre Development	Redesign of highway arrangements in town centre to improve walking and cycling facilities and to provide improved bus priority	Bury Council	2026	Bury looking at design packages, including public engagement. Final Business Case submission expected in 2024. Construction to start in 2025.
Bury: Ramsbottom Town Centre Development	Redesign of highway arrangements in town centre to improve walking and cycling facilities and to provide improved bus priority	Bury Council	Mar-26	Bury looking at design packages, including public engagement. Construction to start 2025.
Oldham: Town Centre - Accessible Oldham Phase 2	Redesign of highway arrangements in town centre to improve walking and cycling facilities	Oldham Council	2026	Business Case in development. Construction expected to start on site 2025
Rochdale: Littleborough Streets for All	Redesign of highway arrangements in town centre to improve walking and cycling facilities and to provide improved bus priority	Rochdale Council	2026	Scheme progressing, Rochdale Council intend to do detailed design and deliver the scheme. Option to procure business case work if needed. Expected construction start date 2024.
Rochdale: Middleton Streets for All Phase 1	Redesign of roundabout in town centre to improve walking and cycling facilities	Rochdale Council	2026	Scheme progressing with SOBC drafted. Final Business Case to be complete 2024.
Stockport: Town Centre West	Active travel and bus priority measures to support delivery of housing allocation	Stockport Metropolitan Borough Council	2026	Scheme progressing and SOBC currently being developed. Expected construction start date 2024.
Manchester: Ancoats Streets for All	Traffic management measures to complement delivery of Ancoats mobility hub and improve facilities for pedestrians and cyclists	Manchester City Council	2026	Scheme SOBC progressing. Construction expected to start in 2024.
Manchester: Transforming Deansgate (Streets for All)	Scheme to provide car-free Deansgate improving facilities for pedestrians and cyclists and bus services	Manchester City Council	2027	Scheme SOBC and Design Options progressing.
Stockport: Greek Street Bridge Streets for All	Scheme provides new pedestrian and cycle	Stockport Metropolitan	2027	Design ongoing including transport model to check

	bridge as part of wider transport scheme	Borough Council		scheme is viable. Next step is public consultation after SOBC approval.
Maintenance				
Enhanced maintenance programme through successful bids to Pothole Fund and other initiatives	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	TfGM / GM Local Authorities	2027	Five-year funding identified through CRSTS 1
Committed long-term highway maintenance programme for Key Route Assets, to be delivered by the local authorities	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	TfGM / GM Local Authorities	2027	Five-year funding identified through CRSTS 1
KRN Network Maintenance along the A635 Ashton Old Road and A5145 Barlow Moor Road.	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	Manchester City Council	2027	Five-year funding identified through CRSTS 1
Consolidated Highway Maintenance (Needs, Incentive & Potholes)	Ongoing maintenance work across Greater Manchester to maintain quality of road network	GM Local Authorities	2027	Five-year funding identified through CRSTS 1
Bolton - Key Route Network (KRN) Carriageway	Ongoing maintenance to improve quality of Key Route Network	Bolton City Council	2027	Five-year funding identified through CRSTS 1
Bury - Key Route Network (KRN) Carriageway	Ongoing maintenance to improve quality of Key Route Network	Bury Council	2027	Five-year funding identified through CRSTS 1
Manchester - Key Route Network (KRN) Carriageway	Ongoing maintenance to improve quality of Key Route Network	Manchester City Council	2027	Five-year funding identified through CRSTS 1
Oldham - Manchester Street Viaduct	Refurbishment of viaduct to ensure ongoing operation of road network	Oldham Council	2027	Five-year funding identified through CRSTS 1
Rochdale - Queens Park Bridge Refurbishment & Key Route Network (KRN) carriageway	Refurbishment of bridge to ensure ongoing operation of road network	Rochdale Council	Sep-24	Five-year funding identified through CRSTS 1
Salford - Key Route Network (KRN) Carriageway	Ongoing maintenance to improve quality of Key Route Network	Salford City Council	2027	Five-year funding identified through CRSTS 1
Stockport: Greek Street Bridge Streets for All	Ongoing maintenance of bridge as part of wider transport scheme for Greek Street Bridge	Stockport Metropolitan Borough Council	2027	Five-year funding identified through CRSTS 1. All elements of the scheme progressing. Final highway layout to be submitted to Network Rail.
Tameside - Hattersley Viaduct Refurbishment and Widening	Refurbishment and maintenance of viaduct and incorporation of improved cycle facilities	Tameside Metropolitan Borough Council	2027	This scheme has now been combined with A560 Stockport Road scheme.

Trafford - Key Route Network (KRN) Carriageway and Structures	Ongoing maintenance to improve quality of Key Route Network + works to structures in need of refurbishment	Trafford Council	2027	Five-year funding identified through CRSTS 1
Wigan - Key Route Network (KRN) Carriageway	Ongoing minor works and maintenance to improve quality of the road network	Wigan Council	2027	Five-year funding identified through CRSTS 1
Integrated Transport Block (ITB) - Minor Works	Ongoing delivery and maintenance of minor works and local safety schemes	TfGM / GM Local Authorities	N/A	Ongoing
Renewal of gullies and drainage assets - combined scheme for Wigan & Bolton	To support the economic performance, resilience and liveability of the city-region by maintaining the network in good condition.	Wigan and Bolton Council	Ongoing	Drainage remediation work along Wigan's section of GM's KRN: Highway drainage repairs are 50% complete. Highway culvert repairs are complete and highway drainage sensors went 'live' in January 2022.
Our Integrated Network				
Clean Air and Carbon				
Early expansion of electric vehicles network charging points, including for use by private hire vehicles and taxis	To improve air quality in the regional Centre and other areas and improve the health of GM residents and visitors.	TfGM	Ongoing	Taxi EVI - 30 out of 60 charging points live. Remaining charging points almost all installed, some awaiting energisation and commissioning. 720 public charging points installed in GM (Sept 2023). EV chargers delivered through E-hubs funding, park and ride sites (Radcliffe, Whitefield, Parkway and Walkden), and for taxi and private hire vehicles. Early Measures - 23 out of 25 charging points live. 1 further site to deliver.
Retrofitting or renewing buses to comply with more stringent emissions standards and/or zero emission standards	To improve air quality in the Regional Centre and other areas and improve the health of GM residents and visitors.	TfGM	Ongoing	95% of buses awarded funding have been retrofitted, anticipating outstanding retrofits complete in the next 6 months. The GM based bus fleet will be circa 92% compliant once all

				planned retrofits and replacements have completed. TfGM will work with operators to understand their plans for non-compliant vehicles.
Community clean air and electric vehicle awareness campaigns	To improve air quality in the Regional Centre and other areas and improve the health of GM residents and visitors.	TfGM	Ongoing	GM Wood Burning Project - progressing, second engagement campaign to commence November 23 and procurement of 40+ indicative monitors to measure PM2.5 TfGM supported EV buyers sessions across GM, presenting strategic landscape enabling informed choices from prospective purchasers.
Electric Vehicle Charging infrastructure (EVCI) Match funding	Support for delivery Electric Vehicle Charging Infrastructure across Greater Manchester with a potential focus on employment locations	TfGM / GM Local Authorities	Ongoing	Publicly accessible EV chargers grown to 720 (Sept 2023) and continuing. Approximately 200 Be.EV chargers delivered through public and private owned infrastructure, including dedicated chargers provided by Early Measures and E-hubs funding, park and ride sites (Radcliffe, Whitefield, Parkway and Walkden), and for taxi and private hire vehicles.
Future Mobility and Innovation				
Mobility as a Service (Maas) projects, including the delivery of MaaS trials in Greater Manchester	To support the integration of various forms of transport services (e.g. taxi, public transport and cycle hire) into a single customer experience, which is accessible on demand and uses a single payment application.	TfGM	Ongoing	Bee Network mobile application launched to support roll out of bus franchising in September 2023. Includes including integrated departure times, ticketing, feedback mechanisms and competitive pricing structures. Further functionality will continue to be added to make the app the single source

				of travel information as Bee Network roll-out continues.
Connected and Automated Mobility (CAM) projects, including pilot projects	To support the development of new technologies, taking learning to embed in our policy and strategy. Ensure learnings from pilot projects if (appropriate) can support business as usual activity to assist efficient network management across Greater Manchester.	TfGM	Ongoing	Successfully delivered Innovate UK CAV3 project. Secured Innovate UK funding through Commercialising Connected and Automated Mobility: Mass Transit 2, allowing the development of a feasibility proposal for CAM route between Bolton hospital - Bolton rail station link.
A series of collaborative projects with UK and international cities to ensure Greater Manchester remains at the forefront of transport innovation	To support the development of new a transport network that is at the forefront of technological advances and innovative thinking.	TfGM	Ongoing	Bid in partnership with GMCA for a 5G Innovation Regions funding, through DSIT competitive process. Subject to successful award, would see further roll out of Smart Junctions, utilising 5G technology. Horizon Europe funding to explore Next Generation multimodal traffic management tools. Working with stakeholder cities across Europe to address our data and transport management challenges.
Green Light Optimised Speed Advisory (GLOSA) to provide speed advisory information to freight on the SRN on/off slips	Collaboration with National Highways in a proof of concept deployment of in vehicle technology to advise drivers of the most appropriate speed to approach traffic signals to get a green signal. Focus was on freight movements to minimise stop/start activity of traffic signals.	TfGM and National Highways	Complete	Successful technology deployment. Providing document air quality improvements and potential safety benefits in terms of driver behaviour. TfGM continues to explore the potential of connected mobility solutions for all road users.

Intelligent Transport Systems (ITS) Enhancements (Rolling Programme)	ITS programme delivers a platform to integrate walking, cycling, bus, tram and highway data. Providing integrated traffic management tools and data driven support to network operators. Allowing strategic, tactical and operational planning.	TfGM	2023 - 2027	Scheme development ongoing to inform a range of interventions which will support the efficient management of the bus and highway network. Delivery of interventions such as automatic traffic counters has commenced.
Interchanges				
Pendleton town centre bus passenger facilities improvement (part of the Salford Bolton Network Improvements programme)	To make bus travel earlier and more attractive for local residents in the Pendleton area.	Salford City Council	Complete	Scheme completed.
Stockport Interchange	To increase the accessibility of bus and rail from nearby destinations and increase the attractiveness of the Interchange as the focal point for intra-urban growth in Stockport town centre, including active travel cycle ramp as part of the scheme.	TfGM	Operational in 2024	Works well progressed on site and on track for operational opening in Spring 2024. Site preparation activities completed with foundation works and off-site fabrication of structure progressed
Bury Interchange	Delivery of a new Interchange at Bury with significantly improved passenger facilities for bus, Metrolink and active travel. It will be designed in accordance with decarbonisation and sustainability principles and deliver journey time improvements for passengers. These features along with increased safety, security and accessibility will encourage mode shift to public transport.	TfGM / Bury Council	2030	The Strategic Outline Case (SOC) is complete and the RIBA Stage 2/Outline Business Case (OBC) begun in Summer 2023 and is forecast to be completed in early 2025.
Travel Hubs / Park and Ride				
Travel Hubs/Park & Ride upgrades e.g. Mills Hill, Parkway, Radcliffe, Walkden, Whitefield and Withington	To provide better access to public transport through Travel Hub / Park and Ride facilities. This in turn will encourage modal shift in Greater Manchester.	TfGM	N/A	Radcliffe - re-opened on 16 May 2022 (111 additional spaces) & Whitefield re-opened on 25 January 2022 (123 additional spaces).
Tyldesley Travel Hub / Park & Ride (P&R)	Scheme provides for the development and delivery of a Travel Hubs / P&R facility to improve	TfGM	2025	Tyldesley Travel Hub / P&R – GMCA recently approved the funding in

	access to, and reach of, the guided busway services.			August to conclude and submit the Outline Business Case. The scheme is on track to be delivered in 2025.
Programme of Travel Hubs / Park & Ride (P&R) at Stations and Stops	Scheme provides for the development and delivery of a programme of Travel Hubs / P&R to improve access to, and reach of Rapid Transit (Metrolink, suburban rail, guided busway) services across Greater Manchester.	TfGM	2024	Hindley P&R and Travel Hub feasibility is ongoing, we are looking to deliver this alongside the Access for All scheme for efficiency. A Park and Ride study and assessment of the optimal use of remaining budget, including potential 'quick wins' that will conclude by the end March 24.
Fares and Ticketing				
Provision of integrated travel information services	To provide integrated travel information to the travelling public. This in turn will encourage a modal shift in Greater Manchester.	TfGM	Ongoing	Bee Network App launched September 2023 in support of Bus Franchising with real time stops and departures information. Web Journey Planning to be launched Q4 2023 with app-based Journey Planning early 2024. Further improvements to travel information across channels are also planned.
Integrated Ticketing and Information	Delivery of technology and systems to support integrated ticketing and information	TfGM	Ongoing	Multi-modal 'integrated' ticketing products have been developed Bee Network app launched September 2023. Tickets are available across channels and integrated with the information provision on the Bee Network digital channels including the Bee Network app. An anticipated future Journey Planner on the app will further integrate

				tickets and information.
Behaviour Change				
Business and community engagement programme	To reduce, re-mode, re-time or re-route journeys away from peak-hour congestion where possible, and to improve health.	TfGM	Ongoing	A varied programme is in place to encourage and enable journeys to be made by active travel focussing on shorter journeys to school and other local journeys. This includes Cycle & Stride, cycle training, events and info provision and school support. A business portal has been established to provide advice to businesses.
Travel information and travel planning support programme	To reduce, re-mode, re-time or re-route journeys away from peak-hour congestion where possible, and to improve health.	TfGM	Ongoing	Information is available on the TfGM business portal and bee active website to support decision making.
Development of behaviour change support packages for major infrastructure schemes	To reduce, re-mode, re-time or re-route journeys away from peak-hour congestion where possible, and to improve health.	TfGM	Ongoing	All major schemes are required to develop an activation plan as part of their Business case which sets out how they intend to raise awareness and enable use of new infrastructure. Alongside this TfGM have delivered campaigns aimed at raising awareness of local infrastructure/travel options.
Safety and Security				

<p>Continuing work through the TravelSafe Partnership, including on-going security initiatives and the potential implementation of civil injunctions</p>	<p>To improve personal safety and security for the travelling public, and tackle crime and anti-social behaviour.</p>	<p>GMP, TfGM, BTP, KeolisAmey Metrolink, Northern Rail, Stagecoach, First, Arriva, Go NW, Diamond and GMCA.</p>	<p>Ongoing</p>	<p>The scheme will continue to deliver against the TravelSafe Partnership Strategic Aims, including:</p> <ul style="list-style-type: none"> - Support contribution to wider GM priorities set through the Deputy Mayor for Police, Fire and Crime (incl gender based abuse, violence reduction and serious and organised crime) - Continue to establish Transport as the conceptual '11th District' through embedding Operation AVRO into the TSP calendar of activity (alongside Specialist Operations and Educational inputs) - Further develop Prevention and Engagement activities including the partnership with Foundation 92 - Introduce 30 TravelSafe Support and Enforcement Officers (TSEOs) onto the Bee Network to support customer and staff safety
<p>Partnership working through Safer Roads Greater Manchester (SRGM)</p>	<p>To improve safety on the highways network</p>	<p>GM Family Partners</p>	<p>N/A</p>	<p>This scheme is progressing and a Road Danger Reduction Action Plan for 22/23 and 23/24 has been produced. A number of campaigns, operational support and training have been delivered, examples include:</p> <ul style="list-style-type: none"> - A GM Vision Zero strategy is under development. - A number of campaigns throughout 2022-2023 including See

			<p>The Rider Campaign, It's Not a Game Campaign, Mindless Moments Campaign, Look 3 Times Campaign, Close Pass Campaign, Your Car Can't Say No Campaign.</p> <ul style="list-style-type: none">- Safer Driving Seminars delivered for older drivers (SRGM).- GMP Community Speed Watch programme- GMP Operation Wolverine (seize uninsured vehicles, or of unlicensed drivers) ongoing: 6,300 vehicles seized in 2023, half from Op. Wolverine.- SRGM ongoing support of GMP Operation Arvo ongoing. (TfGM, Beryl Bikes, Metrolink and other partners)
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