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**GREATER
MANCHESTER**



Greater Manchester Transport Strategy and Delivery Plan Summary

Consultation Draft

Part of Greater Manchester's Local Transport Plan



BEE NETWORK

 Transport for
Greater Manchester



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1. Introduction

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

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

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

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

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

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

Together, these documents set out:

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

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

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

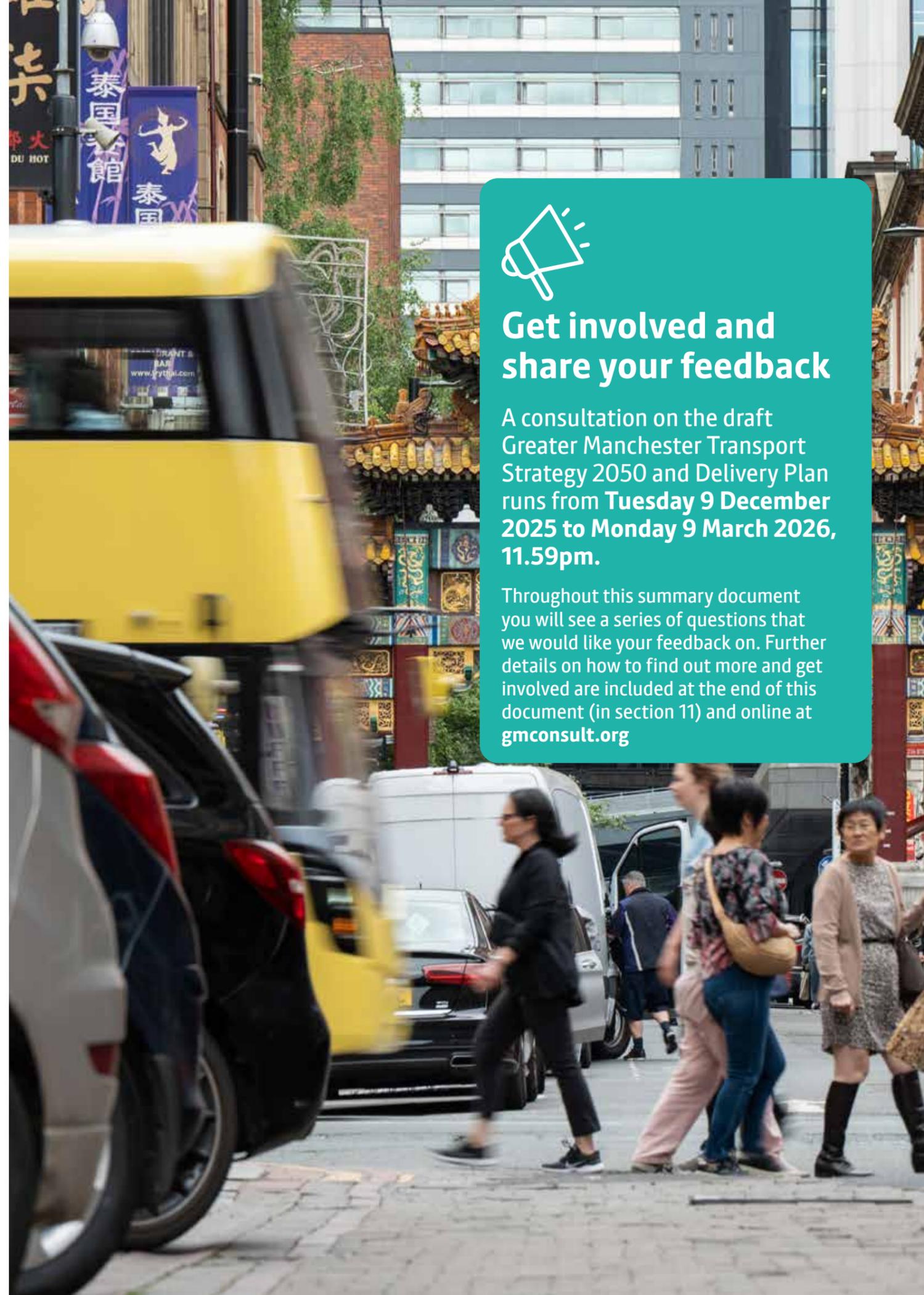
Your consultation feedback will be used to help shape the final version during 2026.



Get involved and share your feedback

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

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



2. Delivering the Greater Manchester vision

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

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

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



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

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

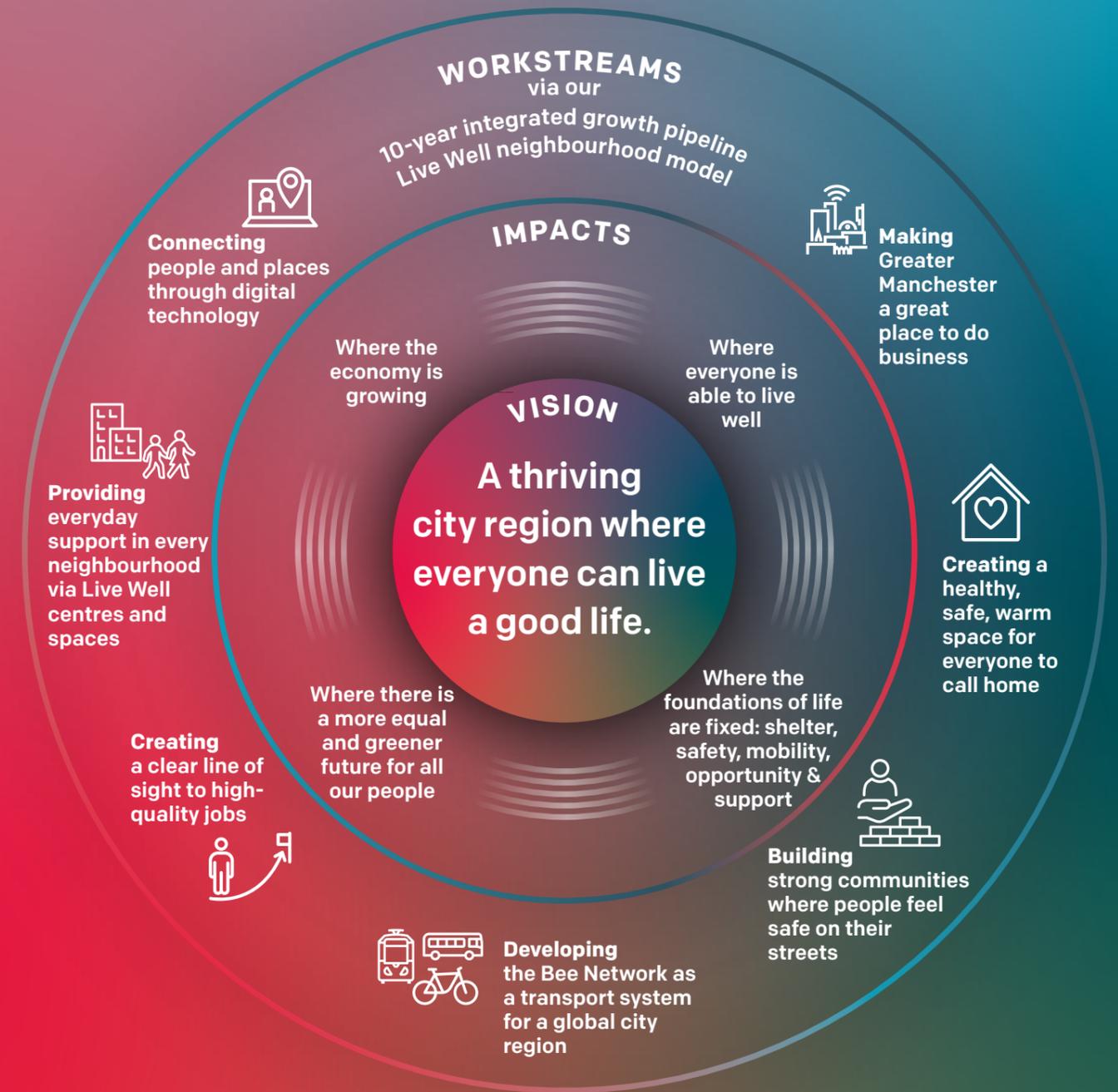
1. Healthy homes for all
2. Safe and strong communities
3. A transport system for a global city region
4. A clear line of sight to high quality jobs
5. Everyday support in every neighbourhood
6. A great place to do business
7. Digitally connected places and people

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

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

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

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



3. Our story so far

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

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

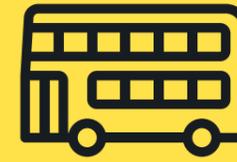
The Bee Network is Greater Manchester's joined-up transport system, making it easier to get around.

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



Over the last five years, together we have delivered:

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



New night time services on four bus routes.



Around **350 zero emission buses** serving local communities.



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



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



1.6 million rides on Starling Bank Bike hire scheme.



142km of new Bee Network-standard walking, wheeling and cycling routes.

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



A record breaking **47 million** tram journeys in 2025.



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



Invested heavily in road maintenance and management.

Improved accessibility at several rail stations.



Improved road safety and many more new pedestrian crossings.

4. Future journeys on the Bee Network

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

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

Meet Deb:

26-year-old plumber with her own business.

Lives in Tameside with her partner and dog.

Enjoys being active.

Road and Bee Network user.

Meet John:

57-year-old retail worker.

Lives in Bury with his family.

Enjoys time with family and friends.

Non-driver, Bee Network user.

Meet Shivani:

43-year-old part-time community support worker.

Lives in Stockport with her daughter.

Enjoys chatting with neighbours.

Can drive but mainly uses the Bee Network.

Meet Deb:



About Deb:

26-year-old self-employed plumber who lives in Tameside with her partner and dog.



Interests:

Deb loves to walk the dog, have a good night out, and has started cycling more.



Getting around:

Deb drives a van for work and relies on the road network to get to clients around southern Greater Manchester.

Getting around

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

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

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



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

Neighbourhood life and nights out

Deb and her partner enjoy walking the dog and going out. Their estate is designed for safe walking, wheeling and cycling – and they now often ride in protected lanes to parks and shops. At weekends, they use new bus services to get to local town centres and often use the new Ashton rail hub to get to Manchester. After nights out, Deb books a Bee Network-regulated electric taxi from a safe, well-lit point, knowing the driver is safety checked.

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

Meet John:



About John:

57-year-old retail worker who lives with his family in Radcliffe, Bury.



Interests:

Enjoys spending time with family and friends.



Getting around:

John doesn't drive and thanks to the Bee Network he doesn't need to.

Getting around on the Bee Network

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

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



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

Socialising after work and on weekends

After work, John sometimes take the tram to Prestwich, then an e-scooter to meet friends. The Bee Network app gives live updates, and fare caps keep costs low and predictable. Buses run all day and night, and monitored stops make John feel safe after dark. He chats with TravelSafe Officers and never worries about missing the last bus.

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

Meet Shivani:



About Shivani:

43-year-old part-time community support worker. She lives in a leafy residential street in Stockport with her 10-year-old daughter.



Interests:

Enjoys spending time outdoors, chatting with neighbours, and staying active.



Getting around:

Shivani can drive, but mainly gets around her neighbourhood safely and easily on the Bee Network.

Getting around

Shivani's day starts with a short, step-free, well-lit walk to shops and the GP. Clear signage and safe crossings make it easy. For shorter trips, Shivani hires a Bee Network bike on the app from docking stations near shops, parks, and transport hubs. For longer journeys, she takes public transport and sometimes uses the car club on the Bee Network app. It's a reliable alternative to owning a car, with capped fares and accessibility features.

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



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

Neighbourhood life

Shivani is proud to live where transport is designed for people. Her street has been transformed and is now more sociable, with less traffic and cleaner air. The neighbourhood's growth is supported by Bee Network investment, bringing new homes, jobs, and better public spaces. She's excited for the Bee Network's future and how it supports her lifestyle.

5. Our people, our place

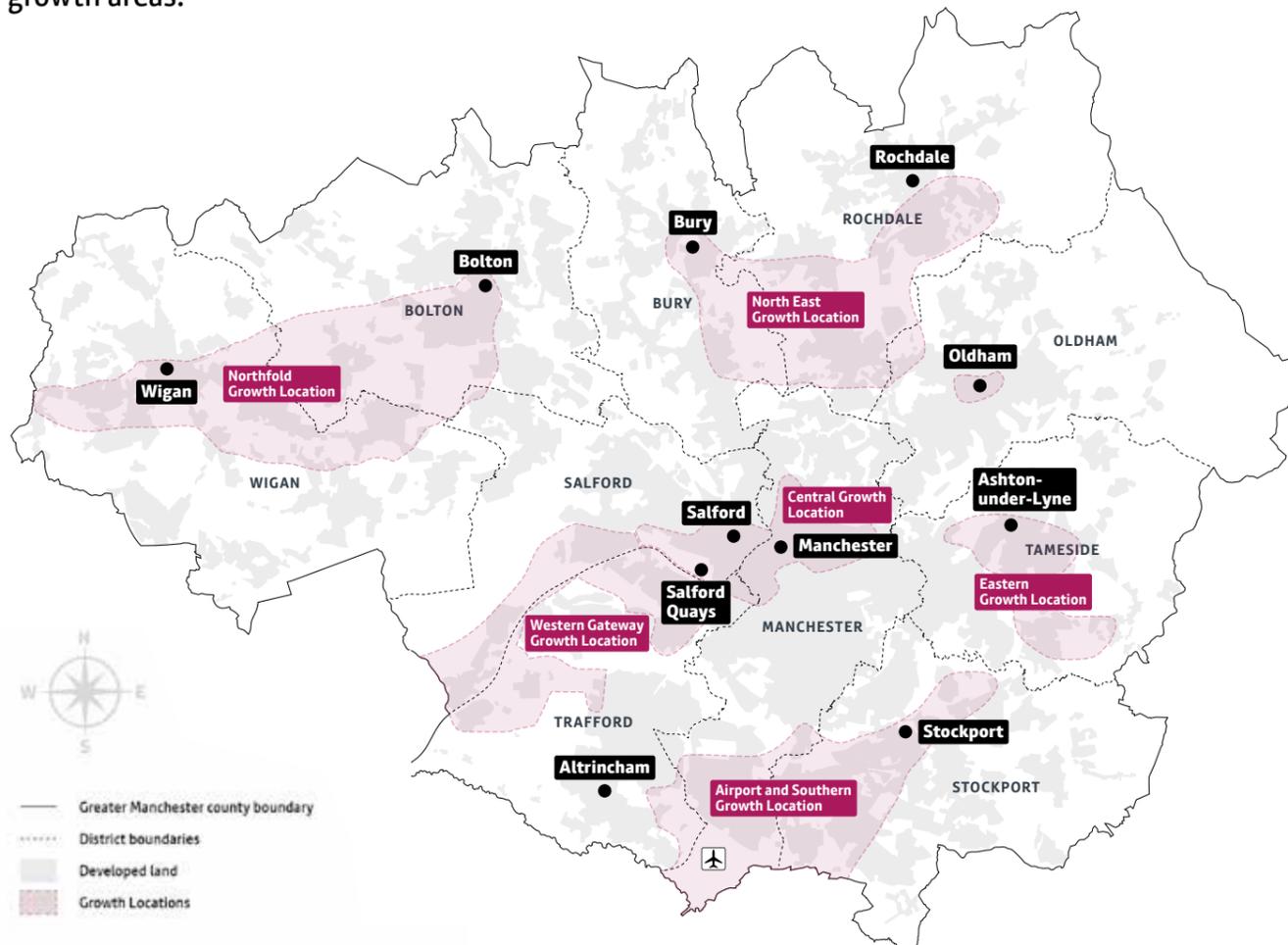
Our priorities for good growth

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

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

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

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



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Connecting people and places

We will work closely with local people and organisations to build a transport system that works for everyone. Our aim is to connect people and places, making it easier to get around, support local businesses, and reach jobs, education, and other opportunities. Our future aims for journeys by people and goods in Greater Manchester are that we create:

- **Connected, safe and attractive neighbourhoods:** Safer neighbourhoods where walking, wheeling and cycling will be easy and the natural choice for short journeys.
- **Vibrant town and district centres:** Attractive and connected town centres with accessible and well-maintained interchanges.
- **Connections between places across the wider city region:** Easy travel across the wider city region thanks to Bee Network improvements, encouraging fewer car journeys.

- **Connections into and around our thriving regional centre:** Our regional centre will be the heart of the North. 90% of morning peak trips into the city centre will be made on the Bee Network by 2040, which will offer more space for people to walk, wheel and cycle.
- **Enhancing Greater Manchester's links with cities and places across the UK:** Transformed connections between the major cities of the North of England, the Midlands, London, Scotland and Wales, including excellent rail services and a step-change in infrastructure provision, smart ticketing and customer information.
- **A globally connected city region:** More people living within a distance of a one-to-two-hour rail journey to Manchester Airport. Bee Network services and more reliable journeys by road will make it easier for people to get to the airport, both for air travel and thousands of workers.



6. Our vision

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

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

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

Our shared vision is for:

A transport system for a global city region.



Our 'Right Mix' transport target

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

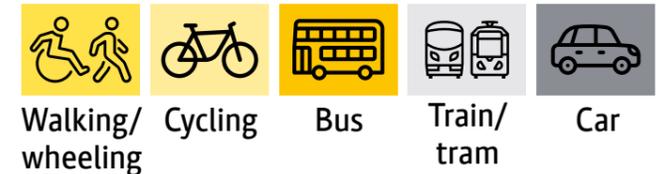
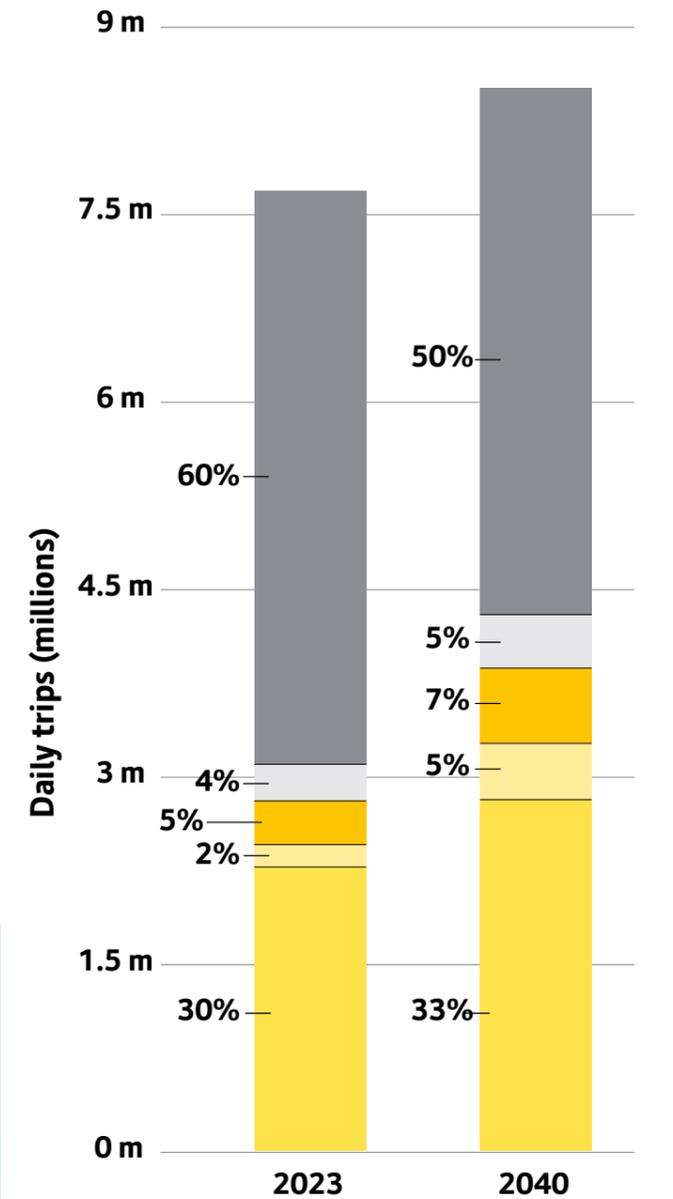
To improve our transport system so that, by 2040, 50% of all journeys in Greater Manchester will be made by public transport or active travel.

This will mean around one million extra trips each day by walking, wheeling, cycling or using public transport as part of the Bee Network. This will result in fewer trips made by car than there were in 2023.

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



Do you agree with our 'Right Mix' target?



7. Our network ambitions

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

The new Greater Manchester Transport Strategy 2050 and Delivery Plan sets out

seven key ambitions for our transport network, especially the Bee Network, which support the GMS transport pledges.

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

Reliable:

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

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

Inclusive and affordable:

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

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

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

Integrated:

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

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

Healthy:

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

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

Environmentally responsible:

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

GMS pledge: We will maintain our commitment to reach carbon neutrality by 2038.

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

Safe and secure:

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

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

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

Well-maintained and resilient:

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



Which of our network ambitions are most important to you?

8. Our policies

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

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

Overarching policies

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

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



Network policies

Reliable

NP1 – A reliable transport network: We will improve the reliability of our transport network, focusing on the Bee Network to prioritise sustainable travel.

Integrated

NP2 – Network planning: We will review and adapt our transport network to respond to changing travel patterns and growth in demand for travel in a sustainable way, considering our Right Mix target.

NP3 – Integrated fares and payments: We will make all journeys easier by offering simple and attractive fares and ticketing options across multiple modes, which are easy to understand and convenient to purchase.

NP4 – Journey planning and information: We will encourage people to choose more sustainable options for their journeys by providing personalised multi-modal journey planning and travel information services, which enable customers to plan and make their journeys with ease and confidence.

NP5 – Land use and new development: Working collaboratively across Greater Manchester, we will encourage new development and land use patterns that reduce the need to travel by car, and work with developers to ensure a vision-led approach to deliver well-designed, sustainable places that prioritise travel by sustainable modes.



Inclusive and affordable

NP6 – An inclusive and accessible network: We will ensure that transport infrastructure, vehicles and information are accessible and inclusive to all and that everyone feels able to use the network.

NP7 – Tackling transport related social exclusion: We will work to alleviate and prevent transport related social exclusion, including the impacts of deprivation wherever possible.

NP8 – Affordability: We will keep the cost of travel on the Bee Network as low as possible whilst supporting investment and ensuring the long-term financial sustainability and efficiency of the transport system.

NP9 – Night time travel: We will deliver a transport system that supports the night time economy.



Do you have any comments on any of our policies?

Healthy

NP10 – Health: We will deliver transport interventions that improve the physical and mental health of Greater Manchester’s residents.

Environmentally responsible

NP11 – Pollution: We will monitor and tackle pollution caused by the transport network, focusing on locations which are worst affected, to avoid people and communities being exposed to pollution levels above legal limits.

NP12 – Climate change: We will reduce carbon emissions from transport, to help Greater Manchester achieve its ambition of being carbon neutral by 2038; and we will take action to make our transport system resilient to the effects of climate change, including increased risks of flooding.

NP13 – Green and blue infrastructure: We will work to enhance green and blue infrastructure to support biodiversity, environmental and community benefits, improve water management and to provide an attractive environment for walking, wheeling and cycling.

NP14 – Built and natural environment: We will aim to minimise the impact of transport on the built and natural environment.

Safe and secure

NP15 – Vision Zero: We will aim to deliver a transport network where no-one is killed or seriously injured on our roads by 2040, while increasing safe, healthy, equitable mobility for all.

NP16 – Personal safety and security: We will improve personal security, safety, and perceptions of safety, tackling crime and antisocial behaviour across the transport network.

NP17 – Network security: We will work with government, law enforcement, security agencies and transport providers to identify, respond to, and counter, terrorist and other threats to our transport network or our network users.

Well-maintained and resilient

NP18 – Maintenance and asset management: We will work to improve and maintain the condition and resilience of our transport network and manage assets to support our network ambitions.

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



Delivery policies

Our streets and roads

DP2 – Streets for All: Our streets will be welcoming and safe spaces for everyone, enabling more travel by walking, wheeling, cycling and public transport, while creating better places that support local communities and businesses.

DP3 – Walking and wheeling: We will enable and encourage more people to travel actively by walking or wheeling, as an integral part of the Bee Network.

DP4 – Cycling: We will enable and encourage more people to cycle, as an integral part of the Bee Network.

DP5 – Bus services: We will use our powers over the franchised bus system to improve services, decarbonise the network and significantly increase bus patronage – to make bus the first choice for more journeys.

DP6 – Bus infrastructure: We will improve the overall quality and performance of bus journeys through reducing journey times, improving reliability, and enhancing the accessibility and quality of our bus stops.

DP7 – Neighbourhood transport services: We will better integrate neighbourhood transport services across Greater Manchester to increase availability and convenience for customers.

DP8 – Freight and logistics: We will improve the operational efficiency and effectiveness of our transport network to support more

sustainable freight and logistics solutions that enable economic growth.

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

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

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

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

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

DP14 – Cycle and e-scooter hire: We will promote the use of cycle hire, including electrically assisted pedal cycles (EAPC) and e-scooter hire, as cost-effective alternatives to private car ownership and ensure that such modes are integrated into the Bee Network.

DP15 – Motorcycles, mopeds and e-scooters: We support the use of motorcycles (including electric motorcycles), mopeds and legal use of e-scooters (through Department for Transport trial hire schemes) as part of our transport mix, recognising the need for effective management of these vehicles.

DP16 – Taxis: We will work with the taxi industry across Greater Manchester to offer safe and high-quality taxi services from a strong, thriving, and well-regulated sector, which is integrated with the wider transport network.

DP17 – Coaches: We will work with operators of coach services to integrate facilities, services, and information into the Bee Network.

DP18 – Zero and ultra low emission vehicles: We will facilitate and encourage the transition towards zero and ultra low emission vehicles.



Rail and light rail

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

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

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

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

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

DP23 – Transport hubs (including park and ride): We will seek to ensure transport hubs and interchanges make it easy to travel across the Bee Network, and in doing so enable a seamless and high-quality customer experience for those making multi-modal journeys.

Our ways of working

DP24 – Travel choices: We will deliver targeted, evidence-based, information and campaigns to encourage and enable people to use the Bee Network and make sustainable travel choices.

DP25 – Technology and innovation: We will investigate, develop, and deploy transport technology and innovations that support our Right Mix target, align with our network ambitions and deliver a better customer experience.

DP26 – Collaboration with neighbouring authorities and other organisations: We will work closely with neighbouring authorities and other organisations to improve cross-boundary connections, to support the needs of local communities and deliver on shared objectives (such as health improvement, environmental protection, and economic growth).



9. Delivery

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

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

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

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

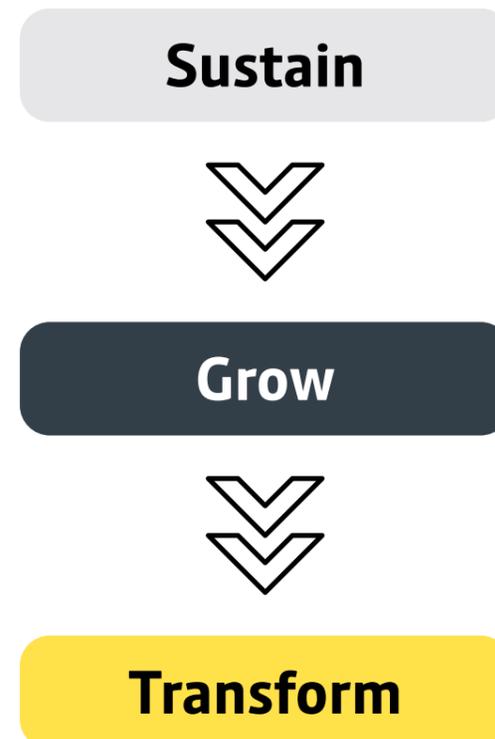
In the June 2025 Spending Review, Greater Manchester was awarded £2.474 billion through the Transport for City Regions programme – a long-term funding deal to improve local transport between 2027-2032.

Our approach

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

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

Transform: Creating a world-class transport system through new services and infrastructure, bold ideas, major investment and doing things differently.



Our transport delivery plan

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

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

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

It is central to delivering:

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

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

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

- Keeping the network safe and reliable by renewing and maintaining key infrastructure.
- Making travel easier with better performance, more resilient services, and simpler ticketing.
- Bringing rail into the Bee Network to create seamless journeys across Greater Manchester.

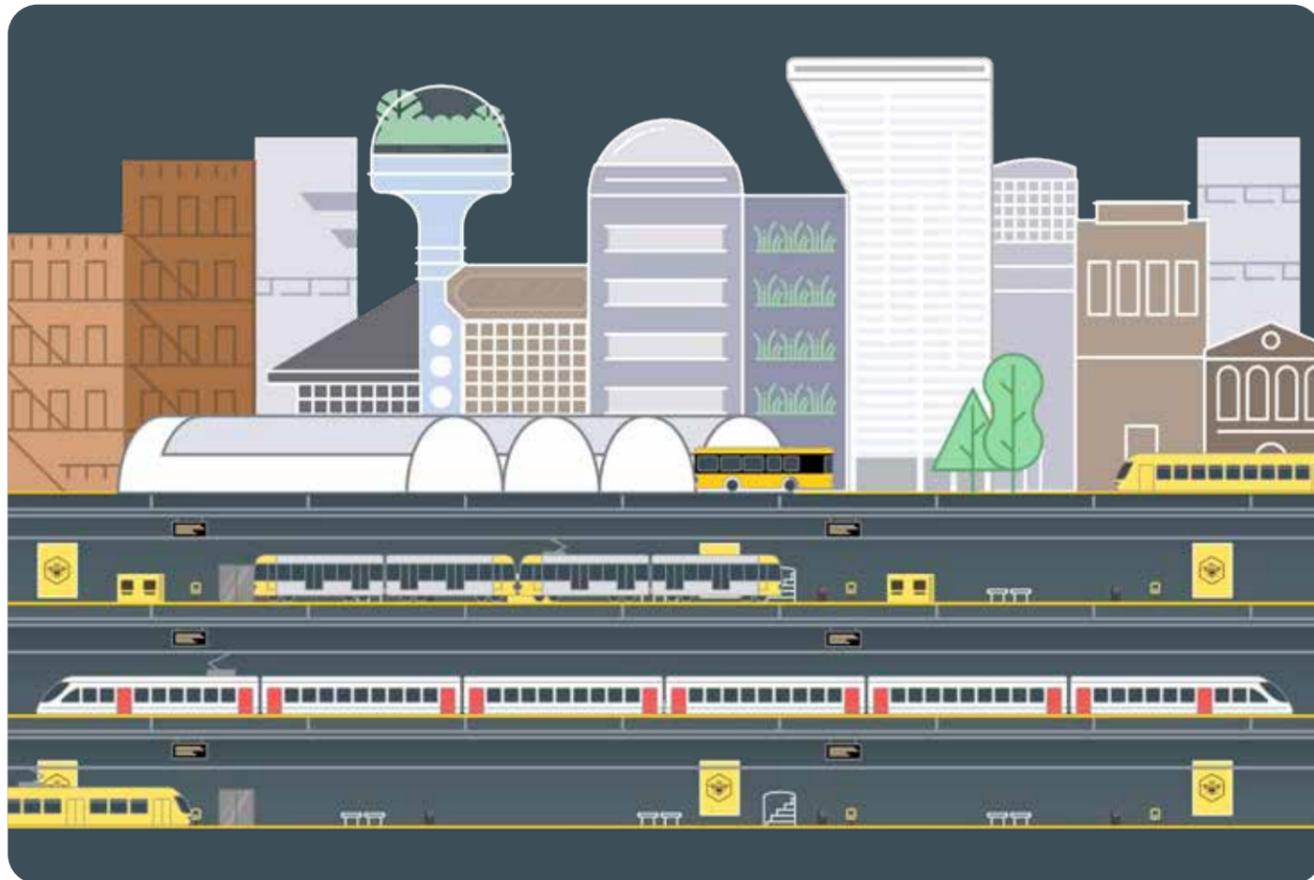
- Building a world-class walking, wheeling and cycling network that better connects with public transport.
- Upgrading streets and public spaces to support local communities by making them safer, more attractive, and better for walking and spending time in.
- Expanding cycle hire and loan schemes to enable even more people to travel actively.
- Improving bus services, with faster journey times and priority measures.
- Creating new stations, stops, interchanges and travel hubs to improve access and comfort.
- Developing new Metrolink / tram-train lines and stops to connect more places and make faster journeys possible.
- Improving regional connections through the Greater Manchester’s future vision for rail, including Northern Powerhouse Rail.
- Improving transport connections to new developments and housing.
- Exploring options for a future metro and underground network to boost capacity and connectivity.

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

Future metro and underground network

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

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



Maps

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

Map 1: Deliver

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

Map 2: Develop and deliver

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

Map 3: Explore and develop

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

Map 4: Regional centre

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

Map 5: Bee Network Rail

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



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

Other interventions

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

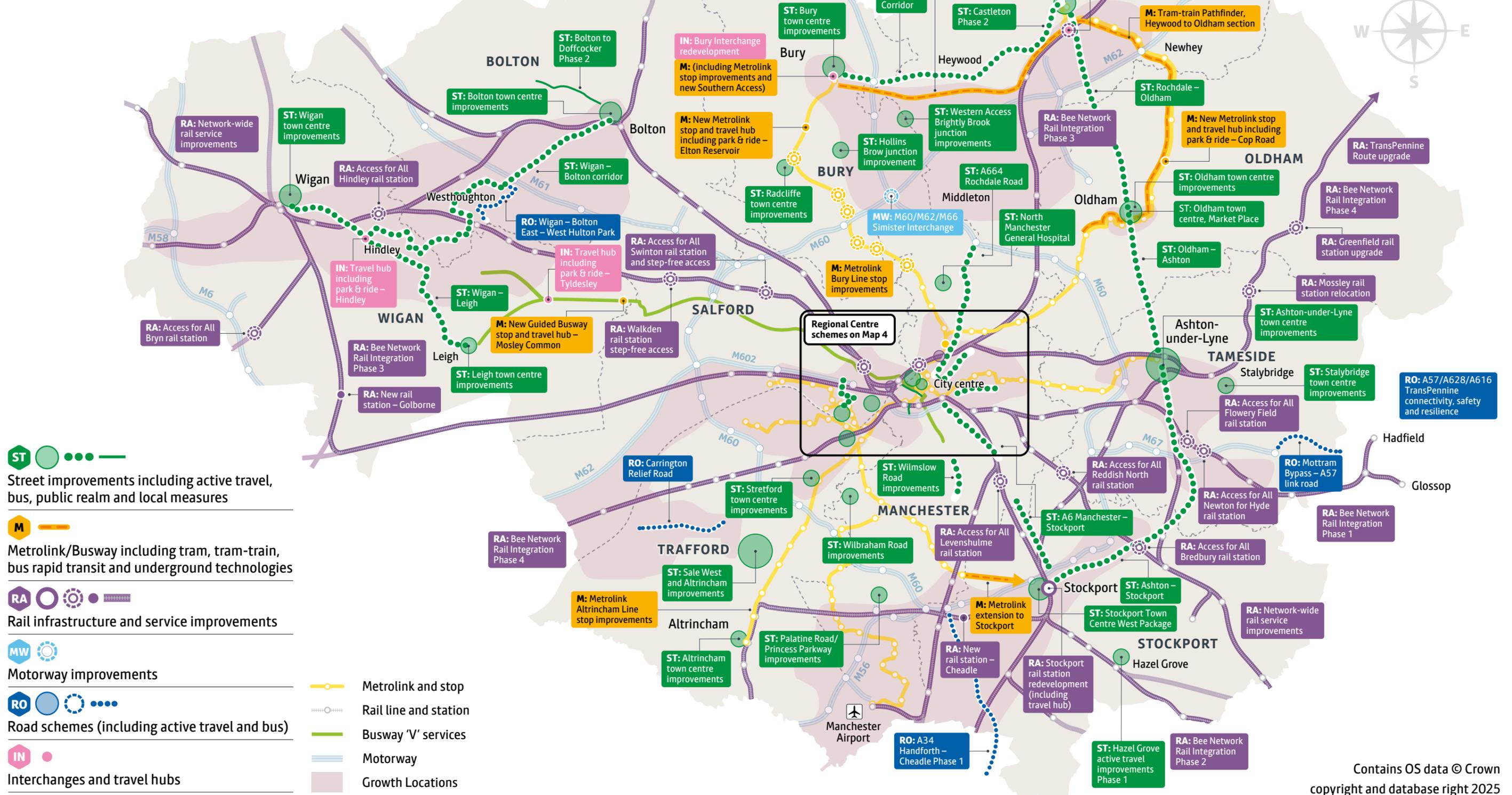
- Cycle and scooter hire
- School streets programme
- Speed limit management (including 20mph)
- Rolling programme of streets and transport infrastructure maintenance
- Bus depot investment
- Metrolink renewals and wider stop improvement programmes
- Customer experience improvements (including safety,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

Map 1: Deliver

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

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

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



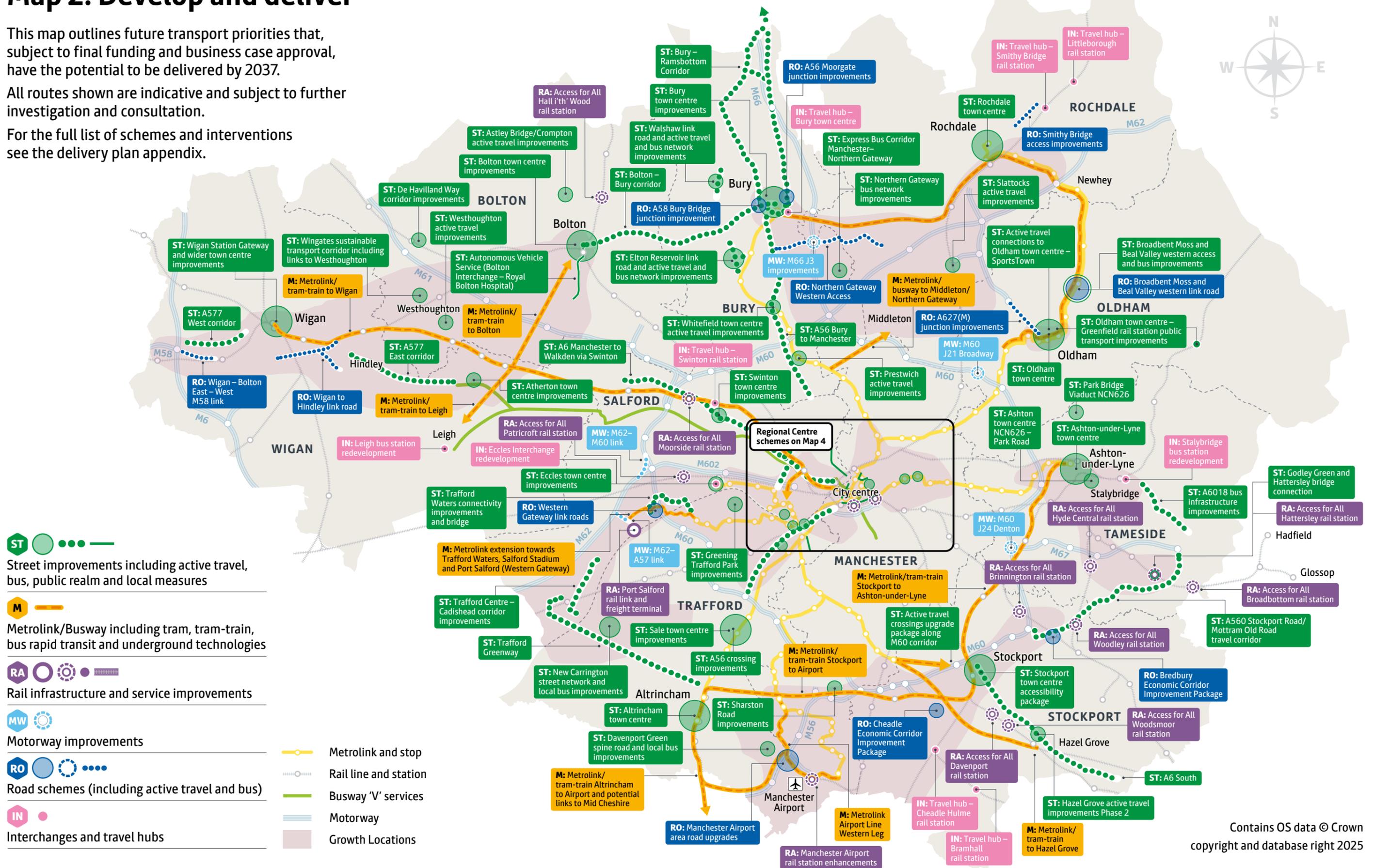
Contains OS data © Crown copyright and database right 2025

Map 2: Develop and deliver

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

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

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



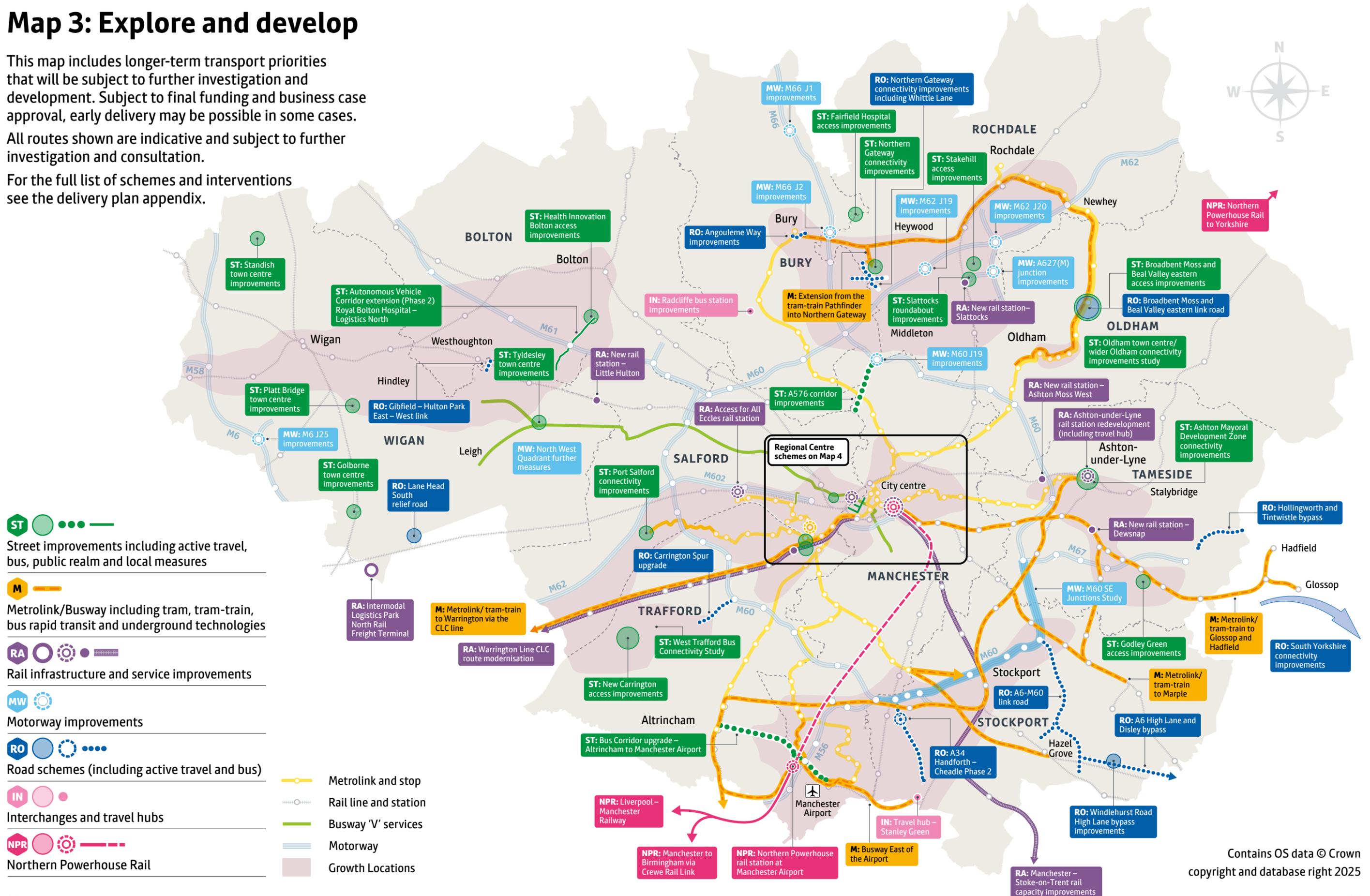
- ST** Street improvements including active travel, bus, public realm and local measures
- M** Metrolink/Busway including tram, tram-train, bus rapid transit and underground technologies
- RA** Rail infrastructure and service improvements
- MW** Motorway improvements
- RO** Road schemes (including active travel and bus)
- IN** Interchanges and travel hubs
- Metrolink and stop
- Rail line and station
- Busway 'V' services
- Motorway
- Growth Locations

Map 3: Explore and develop

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

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

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



Map 4: Regional centre

- 1 Deliver
- 2 Develop and deliver
- 3 Explore and develop



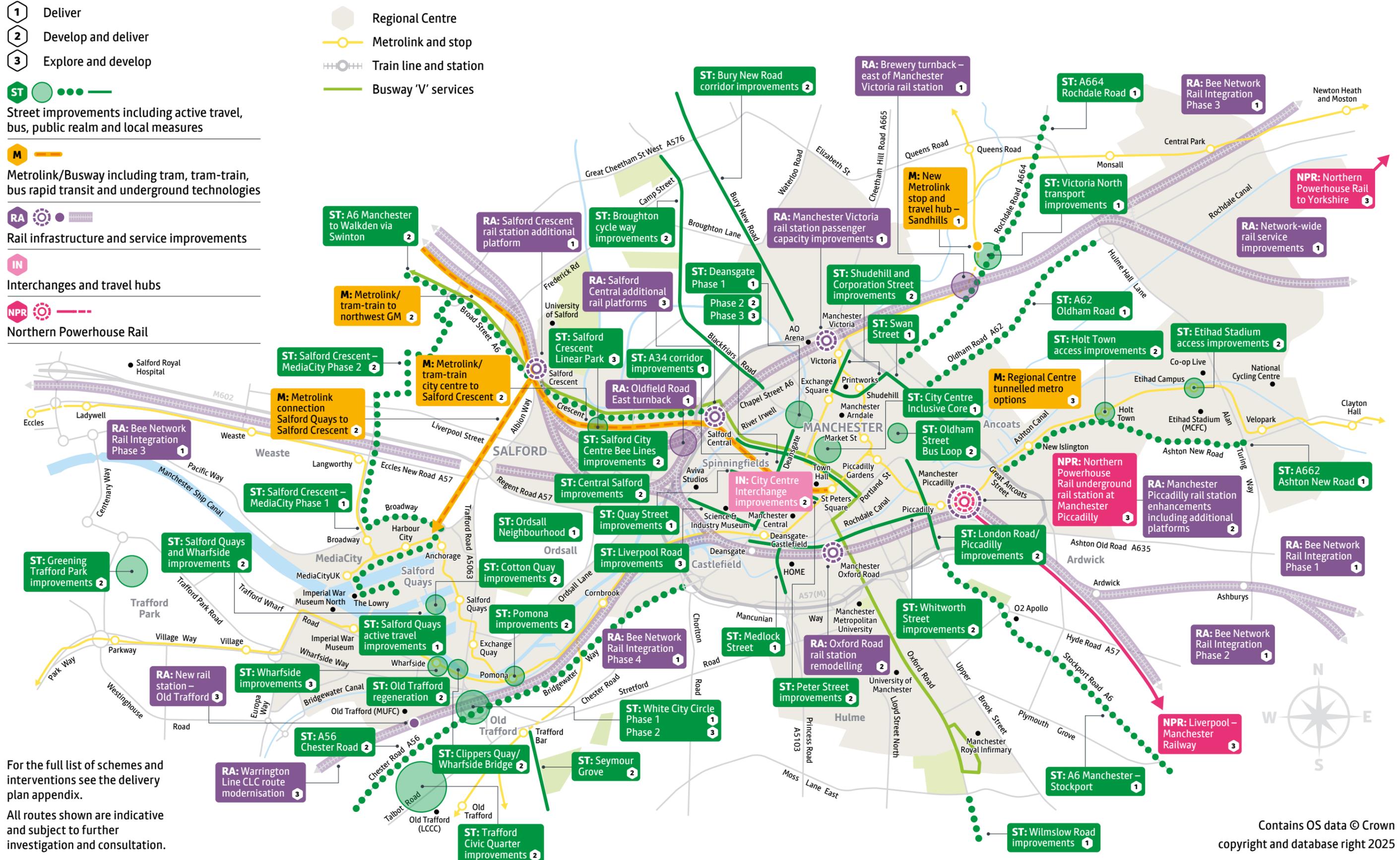
Street improvements including active travel, bus, public realm and local measures

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

Rail infrastructure and service improvements

Interchanges and travel hubs

Northern Powerhouse Rail



For the full list of schemes and interventions see the delivery plan appendix.
 All routes shown are indicative and subject to further investigation and consultation.

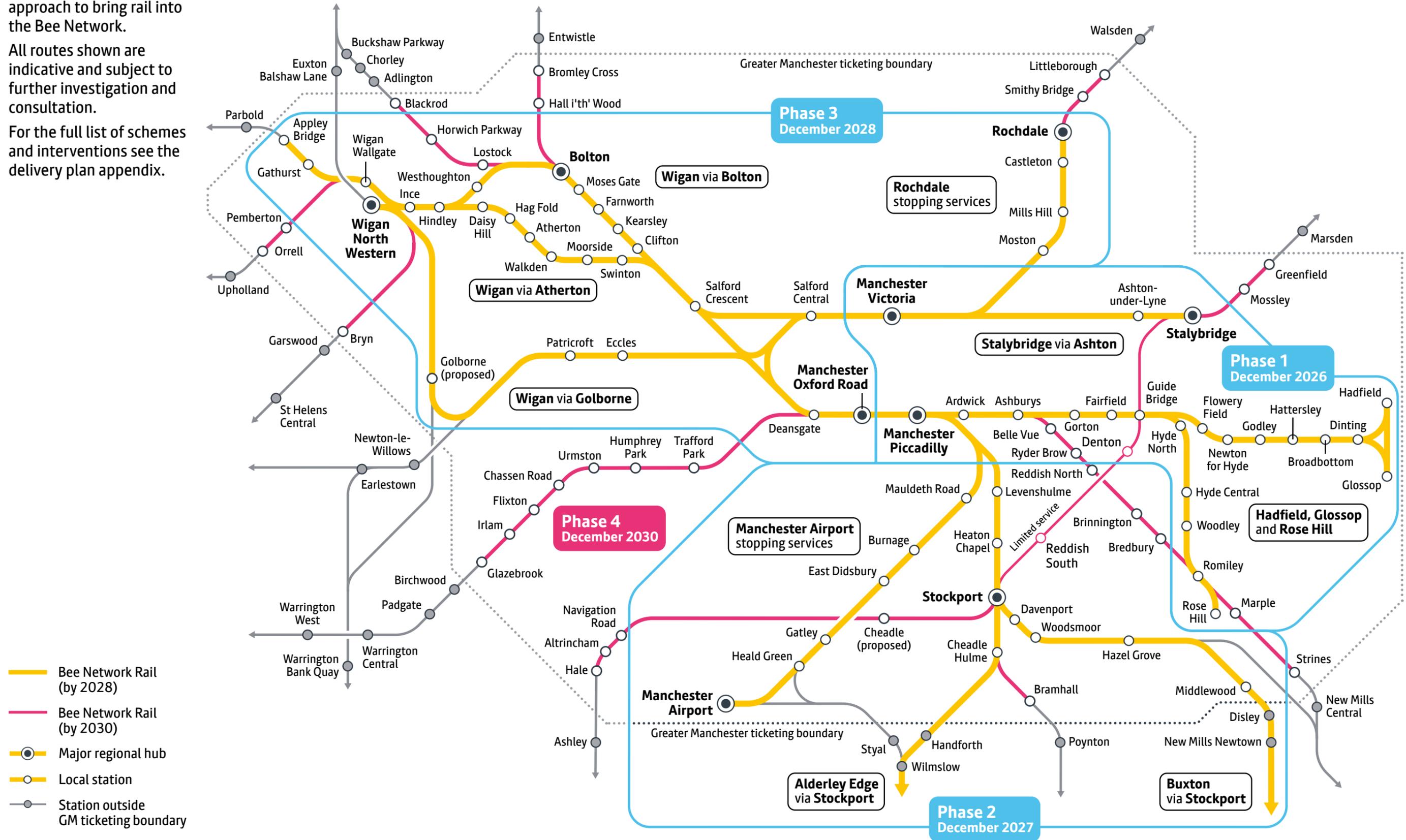
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Map 5: Bee Network Rail

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

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

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



10. Evidence and measuring success

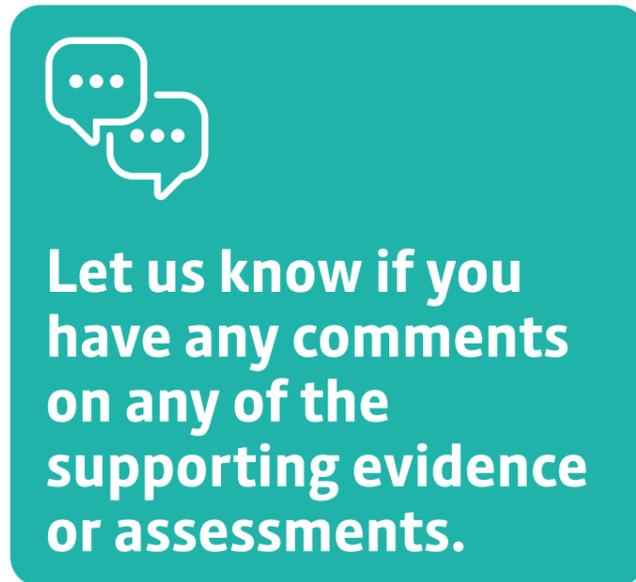
Supporting evidence

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

- Population and economy
- Environment
- Transport for growth

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

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



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



Measuring success

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

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

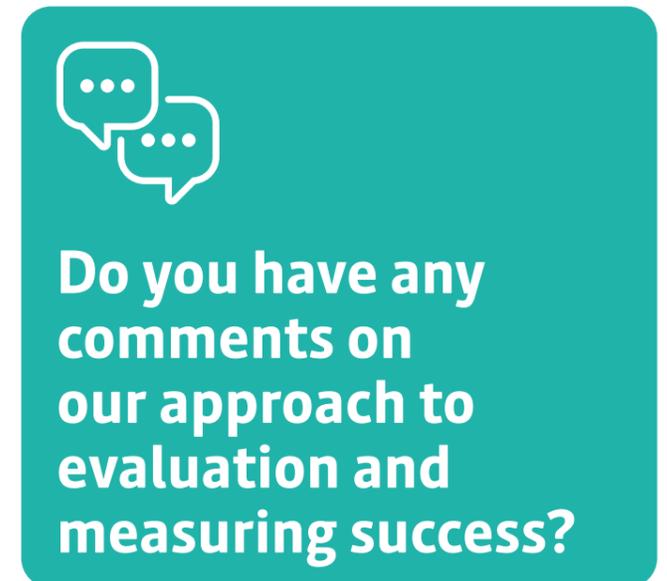
This includes supporting the pledges set out in the Greater Manchester Strategy and making meaningful progress towards our transport targets (more trips being made by people walking, wheeling, cycling and using public transport).

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

Our transport targets and indicators focus on our network ambitions.

- **Our Right Mix target:** Number of journeys made by walking wheeling, cycling, and public transport.
- **Reliable:** Number of buses, trams and trains running on time and people finding journey times predictable.
- **Integrated:** Number of people who find it easy to combine different transport modes in one trip.
- **Inclusive:** Number of people who find it easy to travel to key services, especially disabled people and those without cars.
- **Affordable:** Number of people who agree they can afford to travel by public transport.
- **Healthy:** Number of journeys made by active travel and public transport.

- **Environmentally responsible:** Number of journeys made by active travel and public transport and bus fleet that is zero-emission.
- **Safe and secure:** Reducing road casualties and incidents on public transport.
- **Well-maintained and resilient:** Number of roads that should be considered for maintenance.



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

11. Have your say

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

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

We would also like to hear from you.

How you can get involved

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

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

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

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

Further information, including the full Greater Manchester Transport Strategy 2050, Greater Manchester Transport Delivery Plan, and evidence documents, as well as accessible versions, are available online at gmconsult.org

Printed copies of these documents can also be found in libraries, interchanges and information and ticket offices.



Share your views

You can share your views by:



Completing the online survey on gmconsult.org



Completing a paper survey and sending it back in the Freepost envelope provided. Short and long versions available.



Emailing us at transport2050@tfgm.com

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

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

Public events

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

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

*Lines open Monday to Friday (7am to 8pm) and weekends and Bank Holidays (8am to 8pm). Please note reduced hours as follows:

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

12. Translation and alternative formats

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

যদি আপনি ভিন্ন উপায়ে প্রতিক্রিয়া জানাতে চান, অথবা পরামর্শ সংক্রান্ত উপকরণগুলি অন্য কোনো ফরম্যাটে পাওয়ার প্রয়োজন হয়, তবে দয়া করে transport2050@tfgm.com অথবা আপনার চাহিদাসমূহ নিয়ে আলোচনা করার জন্য এই নম্বরে যোগাযোগ করুন **0161 244 1000**. যারা ইংরেজি বলতে পারেন না, তাদের জন্য এই নম্বরে সহযোগিতার ব্যবস্থা রয়েছে- **0161 244 1000**.

اگر آپ کو مختلف طریقے سے جواب کی ضرورت ہے، یا آپ مشاورتی مواد کسی مختلف شکل میں چاہتے ہیں، تو براہ کرم ای میل transport2050@tfgm.com پر رابطہ کریں یا **01612441000** پر کال کریں تاکہ آپ کی ضروریات پر بات کی جا سکے۔

غیر انگریزی بولنے والوں کے لیے مدد **01612441000** پر دستیاب ہے۔

إذا كنت بحاجة إلى الرد بلغة مختلفة، أو كنت ترغب في الحصول على مواد الاستشارة بصيغة مختلفة، يُرجى التواصل عبر البريد الإلكتروني transport2050@tfgm.com أو الاتصال على الرقم **0161 244 1000** لمناقشة متطلباتك. يتوفر الدعم لغير الناطقين باللغة الإنجليزية أيضاً على الرقم **0161 244 1000**.

如果您需要以其他方式回覆，或需要不同格式的諮詢資料，請聯絡 transport2050@tfgm.com 或致電 **0161 244 1000**

討論您的需求。非英語使用者也可致電 **0161 244 1000** 查詢以獲得支持。

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



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