

AGENDA FOR

BURY LOCAL BEE NETWORK FORUM



*Contact: Michael Cunliffe
Direct Line: 0161 253 5399
E-mail: m.cunliffe@bury.gov.uk
Website: www.bury.gov.uk*

To: All Members of Bury Local Bee Network Forum

Councillors : G Staples-Jones (Chair), U Farooq, J Harris,
G Marsden and J Southworth

Dear Member/Colleague

Bury Local Bee Network Forum

You are invited to attend a meeting of the Bury Local Bee Network Forum which will be held as follows:-

Date:	Thursday, 4 December 2025
Place:	Committee Rooms A & B, Bury Town Hall
Time:	6.00 pm
Briefing Facilities:	If Opposition Members and Co-opted Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted.

AGENDA

1 WELCOME AND APOLOGIES

2 DECLARATIONS OF INTEREST

3 MINUTES OF THE LAST MEETING *(Pages 3 - 6)*

To confirm as a correct record the Minutes of the last meeting.

4 PUBLIC QUESTIONS

Questions are invited from members of the public present at the meeting on any matters for which this Committee is responsible.

Approximately 30 minutes will be set aside for Public Question Time if required.

5 YOUTH REPRESENTATIVE UPDATE

6 BEE NETWORK QUARTERLY UPDATE *(Pages 7 - 14)*

7 DRAFT LOCAL TRANSPORT PLAN - GREATER MANCHESTER TRANSPORT STRATEGY 2050 AND TRANSPORT DELIVERY PLAN (2027-2037) *(Pages 15 - 20)*

8 REQUESTS FOR FUTURE AGENDA ITEMS

9 DATE OF NEXT MEETING

The next meeting will be held at 6.00pm on Tuesday the 17th March 2025 at Bury Town Hall.

Minutes of: **BURY LOCAL BEE NETWORK FORUM**

Date of Meeting: Thursday, 25th September 2025

Present: Councillor G Staples-Jones (in the Chair)
Councillors G Marsden and J Southworth

Also in attendance: Bury Council Officers:-
Youssef Ben Fredj
Joanne Betts
Natalie Blackston
Kelly Boyd
Lee Buggie
Michael Cunliffe
Liz Gudgeon
Crispian Logue
Mark Mykolajowski

Alison Chew- TfGM
Noah Cashmore- Youth Council Representative

Public Attendance: There was one member of the public present, Joanna Maudsley
(Chair of Bury Older People's Network)

1 WELCOME AND APOLOGIES

The Chair made introductions and welcomed all present to the meeting.
Apologies were submitted by Councillor U Farooq.
There was no substitute representative.

2 DECLARATIONS OF INTEREST

No Declarations of Interest were submitted.

3 MINUTES OF THE LAST MEETING

That the Minutes of the last meeting held on the 12th June 2025 be approved as a correct record and signed by the Chair.

It was agreed:

That the minutes be approved.

4 UPDATED TERMS OF REFERENCE

The Chair informed the meeting that the updated terms of reference for this meeting was approved at summer Council and was attached to the agenda for reference purposes. This now included the provision for public questions and youth representation.

5 PUBLIC QUESTIONS

The Chair reported that one public question had been submitted in advance of the meeting from Mr A Abbey.

What will be done to offset the additional tram journey time with 2 extra stops on the already slow Bury line? With two new stops at Elton and Sandhills, Bury residents commuting into Manchester will lose the equivalent of 3 working days a year with their families in additional time spent on the tram. (2x extra 90 seconds for deceleration, boarding, acceleration each way, x 5 days a week, x average 47 working weeks = 23.5 hours). Even if cutting the 90 seconds it's still an unacceptable 1 and a half days on the tram instead of with family. I would also question if the capacity is even there for these extra passengers with people left waiting on platforms already at peak times. Commuters in the South of the borough risk losing access to the tram.

Mr Abbey was not in attendance at the meeting and the below answer would be sent to him.

An estimated stopping time of approximately 45 seconds per stop, per direction is anticipated. This represents roughly half the 90 seconds identified as a concern.

With regard to journey times:

- The Bury line has been subject to ongoing track maintenance and track renewal.
- Track maintenance and renewal will continue and be further built on with planned renewal of the overhead power lines.
- There are also proposals being developed to renew the Metrolink signalling system.

This ongoing and future investment in renewals provides opportunities to optimise journey times on the Bury line – enabling the additional stopping time at Elton Reservoir and Sandhills to be accommodated

With regard to capacity:

- In the short-term there are plans to optimise the deployment of double trams on the Bury line.
- In the medium-term, there are plans to extend an additional service line (5 trams per hour per direction) to Crumpsall, which would provide relief at the southern end of the Bury line.
- In the longer-term, development work is progressing to specify and prepare for the procurement of a Metrolink 'Next Generation Vehicle' fleet, subject to approvals and funding. This new fleet would provide additional capacity, broadly in line with the timescales for bringing new stops into service as stated in reports to the Bee Network Committee and the Greater Manchester Combined Authority (August 2025).

In addition, a new southern access at Bury Interchange, which has received planning permission and will shortly be constructed, will reduce walking time to and from the tram stop by approximately two minutes in each direction for some nearby residents.

6 YOUTH REPRESENTATIVE

The Chair welcomed Noah Cashmore who was the nominated youth representative from the Youth Council to attend the Bury Bee Network Forum. The insight from young people was invaluable to feedback on services provided for that age group.

7 BEE NETWORK QUARTERLY UPDATE

Alison Chew from Transport for Greater Manchester (TfGM) provided an update on progress in delivering the Bee Network, Greater Manchester's plan for a high-quality, affordable and fully integrated public transport and active travel system for the people and businesses of Greater Manchester.

The update included information on:-

- The launch of a new night bus service for Bury (135)
- The new 18–21 Bus Pass offering half-price travel
- The Our Pass scheme going digital via the Bee Network app.

A TfGM Bee Network update report between June and August was also attached to the agenda pack for extra information with details on:-

- Improving the Bee Network
- Network updates
- Wider local updates

Punctuality of the first buses to come under local control (tranche 1, which includes some Bury services) is now consistently above 80%, with recent data from tranches 2 (including the remainder of Bury services) and 3 also showing this target being met on a regular basis. This is up from an average of c69% pre-franchising.

The Chair enquired about recent travel trials and restrictions on passes being lifted pre-9.30am. Alison Chew reported that there would be another trial pre-Christmas for Bury and the impact would be monitored and an updated report back.

Joanna Maudsley from the Bury Older People's Network asked if the concessionary rate will only apply to those with the app on their mobile telephone. Alison Chew would look into this matter and seek an answer.

Noah Casmore added that phones are banned in some schools so this could have an impact on younger people not having a device to present their travel details.

It was agreed:

That the report be noted and comments submitted on the Bee Network quarterly update.

8

PRESTWICH TRAVEL HUB

Liz Gudegeon presented an update to the network forum on the delivery of the Prestwich Travel Hub which is part of the Prestwich Village Regeneration Scheme.

The Prestwich Village Regeneration Scheme would deliver a comprehensive redevelopment of the Prestwich Village site including the Longfield Centre. The scheme will deliver attractive public realm alongside housing, civic, retail and leisure benefits at scale.

Prestwich Travel Hub is Phase 1a of the Prestwich Village Regeneration scheme. The Travel Hub will consolidate multiple and fragmented surface level parking into a single facility, releasing land for 220 residential properties in Phase 2, while Phase 1b will feature a new community hub, leisure/retail offer, new market hall and public realm.

Full planning permission for Phase 1 was granted by the Planning Authority on the 23rd July 2024. The project team was now on-site delivering the Travel Hub. This will facilitate the re-development of the Rectory Lane Car Park and the wider regeneration of the site.

It was agreed:

That the presentation and progress made with the development of Phase 1A of the Prestwich Village Regeneration scheme be noted.

9 DELIVERING ACTIVE TRAVEL SCHEMES IN BURY

Mark Mykolajowski presented an update on the delivery of active travel schemes across the Borough, detailing recent completions, current projects in progress, and forthcoming initiatives. These schemes aim to enhance walking and cycling infrastructure, improve connectivity between communities, and support healthier, more sustainable travel choices.

A programme overview of MCF was provided with details on each tranche including costs, start and end dates.

A discussion took place on the new Milltown Street bridge which should be completed by November.

Members raised questions on various schemes listed in the report.

Joanna Maudsley commented about a problem near the side of the college with cars in the right hand lane cutting into lane one at the traffic lights. The Chair asked if box grids or cameras were the answer and Joanne Betts reported that funding would need to be secured from TFGM for box junctions and ANPR cameras.

It was agreed:

That the Bee Network Forum noted the progress to date and endorsed the continued support for the active travel programme, including engagement with local communities to promote uptake and ensure alignment with wider transport and public health objectives.

10 WORK PROGRAMME 2025/26 & REQUESTS FOR FUTURE AGENDA ITEMS

The Forum looked at the draft work programme for 2025/26 and potential items to place in future meetings over the remainder of the municipal year.

The Chair enquired if an update on Simister Island would be provided by National Highways in time with the impact on capacity issues and the link with creating a Northern powerhouse.

It was agreed:

That the work programme be noted and added to over time.

11 DATE OF NEXT MEETING

It was agreed:

That the next meeting will be held at 6.00pm on Thursday the 4th December 2025 at Bury Town Hall.

COUNCILLOR G STAPLES-JONES
Chair

(Note: The meeting started at 6.00pm and ended at 7.15pm)



Classification: Open	Item No.
--------------------------------	----------

Meeting:	Bury Local Bee Network Forum
Meeting date:	Thursday 4 th December 2025
Title of report:	Bee Network Quarterly Update
Report by:	Joanne Betts
Decision Type:	Report for information
Ward(s) to which report relates	All

Summary

Transport for Greater Manchester (TfGM) will present the update in Appendix 1 on progress in delivering the Bee Network, Greater Manchester's plan for a high-quality, affordable and fully integrated public transport and active travel system for the people and businesses of Greater Manchester.

The update will include:

- Industrial action
- The Local Transport Plan update
- Simpler and fairer rail fares
- Bee Network improvements including:
- A new and enhanced 24/7 TravelSafe LiveChat
- The next phase of the concessionary bus travel trial
- The new hourly night buses services on the 135 route between Manchester and Bury on Thursday, Friday and Saturday nights.
- Bury Interchange and
- Network Patronage and Performance

Recommendation

The Bee Network Forum is requested to note and comment on the Bee Network quarterly update.

Reasons for recommendation

For information and discussion.

Alternative options considered and rejected

N/A

Report Author and Contact Details:

Joanne Betts j.betts@bury.gov.uk



Transport Update for Bury Council

August - November 2025

Industrial Action

Industrial Action by Unison and Unite members of TfGM staff took place on 30 October, 5, 7, 12 and 14. Further action is planned between 25-28 November (inclusive).

Of over 1,300 staff at TfGM, the majority are not striking and many people across TfGM are working hard to minimise the impact of this action on passengers and communities, building on experience and insight from the first strike days.

Bus and tram services are running as normal, and all interchanges have been and will be open on strike days. Some facilities – such as ticket offices and toilets – may however be closed. On previous strike days TfGM has still managed to open ticket offices at some locations, depending on staff availability.

Ahead of the next period of strike action, TfGM are increasing support for passengers. There will be an increased staff presence at interchanges and bus stations to help passengers with any on-the-day enquiries, and work is ongoing to ensure that the ability of TfGM's control centre to manage demand across the highways network is not impacted.

Local Transport Plan update

Greater Manchester is refreshing our Local Transport Plan (LTP). This is a statutory requirement of the Local Transport Act 2008, with TfGM responsible for producing the document and keeping it up to date on behalf of GMCA, the Local Authorities and the GM Mayor.

It sets out our long-term goals and ambitions for transport and has two key components:

- Greater Manchester Transport Strategy 2050
- Greater Manchester Transport Strategy Delivery Plan
- These documents set the strategic direction for transport in GM and outline the policies that are needed to help get us there, which helps to guide planning, funding and decision-making for transport investment.

This refresh has been a collaborative process, with opportunities for a wide variety of groups (including for Elected Members) to engage throughout the process.

Subject to approval by GMCA, the plan will go out to a 12-week consultation between 1 November and 23 February.

All relevant documents are now in the public domain ahead of the November meeting of the GMCA Overview and Scrutiny Committee. You can [access these here](#).



Simpler and fairer rail fares

From Sunday 7 December 2025, rail fares across Greater Manchester will become simpler, as a range of fares are replaced with just two simple options for everyone who buys a ticket on the day: Anytime and Off-peak.

This change will make travel easier and more transparent for passengers, who will have the same straightforward fare options regardless of the train company they use. It is part of the Government's UK-wide transformation of fares, making them easier to understand and journeys more seamless – to bring more people back to rail.

Greater Manchester will be one of the first areas in the country to benefit from this type of rail fare reform. It also marks an important first step towards integrating rail into the Bee Network from 2026 onwards, paving the way for contactless Pay As You Go and fare capping across bus, tram and train.

You can read more about the announcement in the [press release](#).

Improving the Bee Network

- A new and enhanced 24/7 TravelSafe LiveChat allowing passengers to discreetly report criminal or antisocial behaviour on public transport [has been launched](#) as part of ongoing efforts to make passengers safe, and feel safe, while travelling on the Bee Network. Building on the existing LiveChat managed by Greater Manchester Police, people can now report issues via the Bee Network app, connecting them to police call handlers. When someone uses the new service, they will be connected to a real person who can provide support 24 hours a day, seven days a week.
- The next phase of the concessionary bus travel trial will go live in November, to help Transport for Greater Manchester to further assess the impact of lifting the 9.30am restriction for those with a TfGM-issued concessionary travel pass (approximately 400,000 older and disabled people in Greater Manchester). This phase of the trial takes place in what is traditionally the busiest month on the network, and follows [an earlier phase](#) in August. At the conclusion of the trial, the evidence gathered during it, including passenger feedback, patronage and pass usage, will be assessed before a decision is made on whether the move can be made permanent.
- Two new hourly night buses services have been launched in September. The **135 (Manchester – Prestwich – Bury)** and the **17/17a (Manchester – Middleton – Rochdale)** connects Bury and Rochdale town centres with Manchester city centre on Thursday, Friday and Saturday nights.
- From 1 September, around 150,000 18–21-year-olds in Greater Manchester are [able to apply for](#) a half-price 28-day bus travelcard (priced at £40, half the price of the equivalent adult fare).

Wider local updates

- **Bury Interchange** – The planning application to create a new southern access to Metrolink (including a footbridge, lift and stairs) was approved by Bury Council on 22 July, with associated applications for a temporary northern access and temporary construction compound approved in September. Detailed design for this first phase of works is well underway. Outline design for



the main interchange and potential residential development is complete with submission in November for approval to progress to the next stage of design development.

- As part of the ongoing programme of maintenance and renewal works across the Metrolink network there has been work on the **Bury line** to replace beams in the Whitefield Tunnel. This work was delayed due to the discovery of bats in the tunnel, but was completed between Saturday 25 and Thursday 30 October.
- Following the completion of work to address overhanging trees on Moor Lane in Salford, Bee Network bus services 93 and 95 have returned to their normal route along Kersal Road.

Network Patronage and Performance

Patronage is reported annually. The table below shows the annual growth of patronage across all modes, comparing September 2024 with September 2025.

Service Area (Patronage)		Last year (Sept 24)	Now (Sept 25)	Commentary
Bus	Patronage (rolling 12 months, millions)	167.0m	174.1m	Patronage continues to grow. T1 patronage is 10% up year on year. T2 patronage from Apr to Sep 25 is 10% higher than the equivalent period 12 months ago. Industrial action affected service delivery and passenger numbers during September.
Metrolink	Patronage (rolling 12 months, millions)	44.5m	46.3m	Passenger numbers recovered following major track renewals in the City Centre. The latest 12-month rolling passenger journey figure is the highest on record, 46.3 million.
Rail	Patronage (rolling 12 months, millions)	55.9m	54.8m	N/A
Highways	Highway journeys (rolling 12 months, millions)	1818m	1840m	N/A



Service Area (Patronage)		Last year (Sept 24)	Now (Sept 25)	Commentary
Active travel	Cycling trips (rolling 12 months, millions)	45.8m	54.1m	Starling Bank bike hire trips are up 22% year on year. There were 62,476 rides during Sep 25. This is the highest monthly total in the scheme's history, beating the previous record of 61,353 set in May 25.
	Cycle Hire (rolling 12 months, thousands)	459	561	

Performance is reported monthly. The table below shows the monthly change in performance (punctuality and reliability) across Bus, Metrolink, Rail, and Highways. More information about bus punctuality data is [available here](#).

Service Area (Performance)		Last month (August 2025)	Now (September 2025)	Commentary
Bus	Punctuality	84.6%	78.2%	Punctuality was below target (80%) at 78.2%. The T1 area was above target at 84.3%, T2 and T3 were below target at 74.7% and 76.7% respectively. Congestion, road works and adverse weather were the main causes of delays during this period.
	Zero-emission bus fleet (% of total bus fleet)	19.0%	19.7%	
Metrolink	Punctuality (trams departing less than 2 mins late)	89% (P5)**	92% (P6)**	Tram punctuality was above target (90%) at 92% and operated mileage narrowly



Service Area (Performance)			Last month (August 2025)	Now (September 2025)	Commentary
	Reliability: Operated mileage (number of tram vehicle miles operated compared with the number of scheduled miles)		97.7% (P5)	99.2% (P6)	missed the challenging target of 99.4% at 99.2%.
Rail	Northern (NTL)	PPM*	81% (P5)	81.6% (P6)	Crew availability continues to be a challenge on the rail network. Industrial action at Cross Country also continues with strike action planned for 1 November. Northern are continuing a short-term plan on Sundays, which sees around 200 GM services removed from the timetable.
		Cancellations	3.9% (P5)	5% (P6)	
	TransPennine Trains (TPT)	PPM*	83.3% (P5)	86.4% (P6)	
		Cancellations	5.2% (P5)	3.6% (P6)	
Highways	Journey time reliability (measures the % of journeys completed within the typical journey time, plus a tolerance of 25%).		95.6% (August)	93.7%	Operational and Travel Demand Management plans have been developed for the busy Christmas Market period. A range of interventions will be used to manage the network including traffic signal strategies and traffic regulation orders at known pinch points, targeted customer information and travel advice.

*Public Performance Measure (PPM), measures % of services arriving at destination, having called at all scheduled stops, within 5 minutes of the planned arrival time.

** P5 = Period 5 and P6 = Period 6, both defined as a four-week reporting period instead of a monthly one.

This page is intentionally left blank



Classification: Open	Item No.
--------------------------------	----------

Meeting:	Bury Local Bee Network Forum
Meeting date:	Thursday 4 th December 2025
Title of report:	Draft Local Transport Plan - Greater Manchester Transport Strategy 2050 and Transport Delivery Plan (2027-2037)
Report by:	Joanne Betts
Decision Type:	Report for information and discussion
Ward(s) to which report relates	All

Summary

Greater Manchester is updating its statutory Local Transport Plan, replacing GM2040 Transport Strategy with the GM Transport Strategy 2050 and the GM Transport Delivery Plan (2027-37). These documents set out how the Bee Network and wider transport system will evolve to support a thriving, sustainable city region.

The Bury Local Bee Network Forum will receive a presentation on the draft GM Transport Strategy 2050 and GM Transport Delivery Plan (2027-37), including key proposals in Bury.

Recommendations

The Bury Local Bee Network Forum is recommended to:

- Discuss and comment on the draft GM Transport Strategy 2050 and GM Transport Delivery Plan (2027-37); and
- Support and promote the 12-week consultation and encourage residents and stakeholders to participate.

Reasons for recommendations

To maximise participation from Bury residents, businesses, and stakeholders in the consultation and strengthen the borough's case for inclusion of local priorities in the final GM Transport Strategy 2050 and GM Transport Delivery Plan (2027-37).

Alternative options considered and rejected

N/A

Report Author and Contact Details:

Joanne Betts j.betts@bury.gov.uk

1. Introduction

- 1.1 Greater Manchester is leading the way in creating a transport system that supports inclusive growth, improves life chances, and revitalises places — but further progress is needed.
- 1.2 The Greater Manchester Transport Strategy 2050 and Transport Delivery Plan (2027–2037) form the proposed new statutory Greater Manchester Local Transport Plan (LTP), replacing the current GM Transport Strategy 2040.
- 1.3 Aligned with the priorities in the Greater Manchester Strategy (GMS) and its emerging Delivery Plan, these documents set out how Greater Manchester will develop the Bee Network and the wider transport system to 2050, delivering a world-class network for a global city region.
- 1.4 The Delivery Plan will guide investment priorities for the £2.5 billion Transport for City Regions (TCR) funding that Greater Manchester is due to receive from Government, starting in April 2027 and running for five years.
- 1.5 For Bury, this is critical to securing investment for local priorities such as the Bury Interchange redevelopment, new Metrolink connections, and active travel improvements that support regeneration and climate goals.

2. The GM Transport Strategy 2050 and Transport Delivery Plan

- 2.1 The Bee Network — Greater Manchester’s integrated transport system designed to provide seamless travel across buses, trams, trains, walking, wheeling, and cycling — is at the heart of the draft Strategy.
- 2.2 The draft Delivery Plan sets out investment priorities for the next decade alongside bold, long-term policies to sustain, grow, and transform the Bee Network and Greater Manchester’s wider transport system through to 2050. While each part of GM will have tailored plans, transport investment is essential to support ongoing growth and development across the city region.
- 2.3 These documents are intended to be “live” and flexible, updated annually by GMCA to reflect changing needs and opportunities.
- 2.4 Bury has a key role in shaping and benefiting from these plans, with major schemes such as the Bury Interchange redevelopment, new Metrolink connections, and active travel improvements critical to supporting regeneration and climate ambitions.
- 2.5 The GM Transport Strategy 2050 and GM Transport Delivery Plan (2027-2037) set the regional framework within which Bury’s local priorities must align to secure funding and delivery. They provide the strategic context for key schemes in Bury, ensuring that local ambitions for connectivity, regeneration, and climate action complement Greater Manchester’s long-term transport vision.
- 2.6 Key areas within the Strategy and Delivery Plan are:

- **Long-term vision:** The Strategy looks ahead to 2050; the Delivery Plan focuses on priorities for 2027–2037, including for Greater Manchester’s £2.5 billion Transport for City Regions (TCR) funding to be spent over five years starting in April 2027.
- **Right Mix target:** By 2040, the aim is for 50% of journeys in Greater Manchester to be made by walking, wheeling, cycling, or public transport to create a sustainable, healthier city region.
- **Network management:** Updated policies for streets and roads to keep the network running smoothly; strong focus on safety and reliability.
- **Vision Zero:** Commitment to eliminate fatalities and life-changing injuries on roads by 2040.
- **Rail integration:** Plans to bring rail services into the Bee Network and strengthen regional connections, including Northern Powerhouse Rail.
- **Future Metro options:** Exploring potential for a Metro/underground system in Manchester city centre to improve city-region connectivity.
- **Investment priorities:** Draft priorities included in the Transport Delivery Plan feed into the GM Strategy Integrated Pipeline, supporting a decade of inclusive growth across all parts of Greater Manchester.

3. Public Consultation on Greater Manchester’s Future Transport Plans

- 3.1 Subject to GMCA approval at its meeting on 28 November 2025, a 12-week public consultation on the draft GM Transport Strategy 2050 and Transport Delivery Plan will commence in December 2025 to gather feedback and shape the final Strategy and Delivery Plan.
- 3.2 The consultation will run from Monday 1 December 2025 until 11.59pm on Monday 23 February 2026.
- 3.3 The consultation process has been designed to reach as many people as possible, in order to make the consultation accessible, visible, and inclusive for all, and includes:
 - **An online Platform:** The GM Consult platform gmconsult.org/transport2050 will host all key documents and response forms, with alternative formats and language support available
 - **In-person drop-in Events:** Public sessions in each local authority area. Bury’s event will be at the Mill Gate Shopping Centre on Tuesday 27th January.
 - **Targeted Meetings:** Engagement through existing forums with businesses, transport operators, health, and equality groups.
 - **Printed and Accessible Materials:** All core documents, including an Easy Read and text-only version of the summary document, will be

available online and in print at key locations across Greater Manchester, including at Bury Town Hall, Bury libraries and other public buildings, as well as on request. Translations and other accessible formats will be provided as requested.

- **Ongoing Engagement:** Additional outreach during the consultation to involve underrepresented groups and trade unions.
- **Communications:** Comprehensive campaign via websites, social media, local press, printed materials, and community networks.

3.4 Following completion of the consultation, comments will be reviewed and incorporated into updated versions of the Strategy and Delivery Plan.

3.5 The final Strategy and Delivery Plan are proposed to be approved by all 10 GM Local Authorities and the GMCA by Summer / Autumn 2026, to align with the commencement of the £2.5 billion Transport for City Regions (TCR) funding starting in April 2027 and running for five years.

4. Why this matters for Bury

4.1 The GM Transport Strategy 2050 and Delivery Plan (2027 – 2037) are vital for Bury as they set the framework for future transport investment and connectivity across Greater Manchester, including priorities for the £2.5 billion Transport for City Regions (TCR) funding that runs for the five year period starting April 2027.

4.2 These plans will influence funding for key local priorities, including bus reform, active travel routes, and road network improvements, while supporting major regeneration projects such as the Bury Town Centre Masterplan and Radcliffe Strategic Regeneration Framework. For Bury, this includes major schemes such as:

- **Redevelopment of Bury Interchange** into Greater Manchester's first operationally carbon-neutral transport hub, integrating bus, Metrolink, and active travel facilities.
- **New Metrolink stop and Travel Hub/Park & Ride at Elton Reservoir**, supporting the Places for Everyone housing allocation.
- **Exploration of tram-train technology** to connect Bury with Heywood, Rochdale, and Oldham.
- **Active travel improvements** across the borough, including Bee Network-standard walking and cycling routes.
- **Bus priority measures** and corridor upgrades on key routes such as Bury–Bolton and Bury–Rochdale.
- **Highway and junction improvements** to reduce congestion and improve safety, and to support new development sites like Northern Gateway, Elton and Walshaw.

- **Road resurfacing and safety schemes** to improve route conditions and reduce accident risk across Bury, supporting smoother journeys for all road users and maintaining network resilience.

4.3 By promoting cleaner air, reducing congestion, and encouraging sustainable travel, the GM Transport Strategy 2050 aligns with the aims of the Bury Local Transport Strategy and Bury's climate health ambitions, and complements the local priorities for inclusive growth and wellbeing set out in the boroughwide "Let's Do It" Strategy.

4.4 Active participation in the consultation process on Greater Manchester's Future Transport Plans is essential to ensure Bury's priorities are reflected in regional plans and future funding opportunities.

5. How to find out more

5.1. To find out more you can:

- Read the Consultation Draft Summary for an overview of both documents.
- Access the full GM Transport Strategy 2050, Delivery Plan, and supporting evidence at gmconsult.org/transport2050.
- View printed copies and supporting evidence in public buildings across Greater Manchester.

6. How to Take Part

6.1 You can share your views in the following ways:

- Complete the online survey at gmconsult.org/transport2050.
- Email: transport2050@tfgm.com.
- Return a printed questionnaire by Freepost.

This page is intentionally left blank