

Manchester Local Plan (Publication Draft) Regulation 19

Transport Topic Paper: Development and Transport Pipeline in and around the M56 Focused on Manchester Airport

1.0 Introduction

- 1.1 This Topic paper has been prepared, largely in response to National Highways comments seeking clarification about the transport infrastructure delivery and development proposals and phasing located in and around the M56 Strategic Road Network within the vicinity of Manchester Airport.
- 1.2 National Highways highlighted development and infrastructure proposals in Manchester, Trafford and Stockport as of interest, with delivery from various parties including Transport for Greater Manchester and Manchester Airport Group, plus developers and major landowners such as Wythenshawe Hospital, Davenport Green and Northern Powerhouse Rail (NPR).
- 1.3 This Topic paper will seek to collate and sign post the following data:
 - Development pipeline and phasing
 - Transport evidence base;
 - Transport Pipeline
 - Collaboration Mechanisms for Transport Planning
- 1.4 It is important to recognise that this is a point in time and uncertainty will exist around exact delivery timescales of development and transport proposals.

2.0 Background

2.1.0 Places for Everyone 2024

- 2.1.1 Places for Everyone (PfE) is a strategic plan covering nine of the ten Greater Manchester Authorities including Manchester. It established the quantum of housing and employment development in nine of the GM authorities to 2039, except Stockport. It provides thematic policies for a range of topics including transport. The PfE was adopted in 2024 as a joint local plan and provides the strategic policies for local plans.

- 2.1.2 There is a significant amount of development planned in and around Manchester Airport and in close proximity to the M56. The quantum of development in Manchester informed the transport modelling as part of the evidence base supporting the PfE.
- 2.1.3 Key policies include policy PfE JP-Strat10: Manchester Airport which seeks to maximise the benefits of the continued operation and sustainable growth of Manchester Airport and its surrounding locality, by:
- Completing the development of Airport City immediately around the airport with the provision of 500,000sqm of office, logistics, hotel and advanced manufacturing space;
 - Continuing the development of Medipark and Roundthorn Industrial Estate and Wythenshawe Hospital;
 - Delivering 60,000sqm of office floorspace at the new Airport Station;
 - Providing around 1,800 new homes to the west of the M56 at Timperley Wedge (now known as Davenport Green).
- 2.1.4 To the south of Wythenshawe Hospital PfE allocation JPA 3.1 Medipark allocates 86,000sqm of office focused floorspace. To the west of Manchester Airport and Medipark is PfE JPA 3.2 Timperley Wedge located in Trafford and allocated for 1,800 new homes within the plan period and 60,000sqm of office employment.
- 2.1.5 Policy JP-J3: Office Development focuses on Manchester Airport and its environs, and states development proposals should take advantage of the extensive international connections, public transport accessibility, and proposed Northern Powerhouse Rail links. The Airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area. Improved connectivity to the Airport is planned over the lifetime of the plan increasing capacity of the site for passenger and economic growth.
- 2.1.6 Consideration has been given to the impact of PfE growth to 2039 on the transport network illustrating the requirement for housing and employment could be accommodated with mitigation measures, set out in PfE.

3.0 Since Adoption of PfE in 2024

- 3.1 Since the PfE was adopted in 2024 the quantum of development planned at the Airport City (MIX Manchester) has pivoted away from offices to a new science, innovation and manufacturing campus, with the overall quantum of floorspace remaining similar and an estimated reduction in job numbers. In traffic impact

terms this may be seen as similar to that of modelled impact from Global Logistics which didn't make it through to PfE adoption but was included in the evidence base. A further change is, Medipark proposal is expected to come forward earlier in the plan period, although no clear timetable is known. Also, Northern Powerhouse Rail has had a reset following the shelving of HS2 and is at the planning, development, and design stage, with a commitment to the proposal and a new NPR Station serving Manchester Airport within Davenport Green but no clear timetable is known.

4.0 Local Plan Preparation

- 4.1 Manchester City Council, Stockport Council and Trafford Council are all currently preparing their Local Plans. As part of this, collaboration on key cross boundary matters is taking place to ensure effective planning on a range of matters including transport.
- 4.2 The local plan timetables are fairly similar with the following being the current position:

Manchester Local Plan Timetable

- Issue Stage (Regulation 18) February to May 2020 (Completed)
- Consultation on Draft Local Plan (Regulation 18) -September 2025 to November 2025 (Completed)
- **Consultation on Publication Draft Local Plan (Regulation 19) August to September 2026 (Current Stage)**
- Submission of Local Plan December 2026
- Examination of Local Plan January to June 2027
- Adoption Summer 2027

Stockport Local Plan Timetable

- Issues Paper (Regulation 18) July – October 2017 (Completed)
- Draft Local Plan (Regulation 18) Nov - Dec 2025 (Completed)
- Publication (regulation 19) September – November 2026
- Submission -December 2026
- Examination in public - Spring 2027
- Adoption - Winter 2027/2028

Trafford Local Plan Timetable

- Issues Paper (Regulation 18) July – Sept. 2018. (Completed)
- Draft Local Plan (Regulation 18) Feb - March 2021. (Completed)

- Draft Local Plan Policies (Regulation 18) April – June 2025. (Completed)
- Draft Local Plan Allocations (Regulation 18) Sept. – Nov. 2025. (Completed)
- Regulation 19 Consultation – August - September 2026
- Submission - December 2026
- Examination - Spring 2027
- Adoption - 2027/ 2028

5.0 Greater Manchester Transport Strategy

- 5.1 The Greater Manchester Transport Strategy 2040 and Transport Delivery Plan is the primary mechanism for collating and signposting transport infrastructure planning across GM.
- 5.2 The current Greater Manchester Transport Strategy is made up of a number of documents, including:
- Greater Manchester Transport Strategy 2040.
 - Our Five-Year Transport Delivery Plan 2021-2026 (including 10 local implementation plans).
 - Several supporting sub-strategies that all contribute to meeting our regional transport ambitions and building the Bee Network including (most relevant):
 - Rail: on the right track for growth A 2050 vision for the future of rail in Greater Manchester
 - Draft Greater Manchester Rapid Transit Strategy (July 2024)
 - Greater Manchester Bus Strategy
- 5.3 Transport for Greater Manchester are developing a new strategy on behalf of the 10 GM local authorities – the Greater Manchester Transport Strategy 2050, along with the Transport Delivery Plan – which will replace the existing documents. The consultation on the draft Greater Manchester Transport Strategy 2050 and Delivery Plan closed on Monday 9 March 2026. Feedback is now being reviewed and will help shape the final version of the strategy. It is anticipated that the Strategy and Delivery Plan will be adopted in early 2027.

5.1.0 Draft GM Transport Strategy 2050

- 5.1.1 The Greater Manchester Transport Strategy 2050 and Transport Delivery Plan are GM's proposed new statutory Local Transport Plan (LTP) and are planned to replace the current LTP, the Greater Manchester Transport Strategy 2040.

- 5.1.2 It outlines how the Bee Network will be developed and the wider transport network to 2050 developed enabling a transport system for a global city region. It sets out investment priorities for the next decade, as well as longer-term bold future transport policies to sustain, grow and transform the Bee Network and the wider transport network to 2050.
- 5.1.3 The GM Transport Delivery Plan identifies transport priorities in a series of updated maps that present committed and potential future transport investments.
- 5.1.4 The final version of the 2050 GM Transport Strategy will include a clearer pipeline for the delivery of transport proposals.
- 5.1.5 The draft GM Transport Delivery Plan identifies a range of transport interventions that will improve connectivity across Greater Manchester, including enhanced public transport, walking, wheeling and cycling networks and strategic transport infrastructure. Together, these proposals support sustainable access to key growth locations, including Manchester Airport, while helping to increase travel choice and reduce reliance on private car journeys.
- 5.1.6 The draft public consultation versions of both the strategy and delivery plan documents can be found in the links below:
- [GM Transport Strategy 2050 – Final consultation draft](#)
 - [GM Transport Delivery Plan – Final consultation draft](#)

6.0 Manchester Airport and Surroundings – Transport Evidence and Development Phasing

- 6.1 To aid the Local Plan process, Manchester City Council along with Trafford MBC, Stockport MBC, Transport for Greater Manchester and Manchester Airport Group have agreed to work together on a topic paper specific to the M56 SRN and Manchester Airport to collate information on:
- Major development proposals and phasing within close proximity
 - Transport evidence
 - Transport proposals in the pipeline
 - Collaborative ways of working to achieve sustainable transport outcomes aligned with the GM Transport Strategy 2050

6.1.0 Development Proposals and Phasing

- 6.1.1 Below are the development proposals and current known phasing set out in Tables by Local Authority and Manchester Airport respectively.

Table 1: Manchester City Council Proposed Developments and Phasing

MLP(PD)
Topic Paper 8

Development and Transport Pipeline in the Vicinity of the M56
Focused on Manchester Airport

Proposal Name (List by phasing)	Address	Quantum of Development (if in PfE refer to policy No.)	Timescales
MIX Manchester	MIX Manchester (Formerly Airport City North) Manchester M90 5AZ	145543/00/2026 6,570 sqm Full Permission - Flexible Use Class Eg(i) Office, (ii) Research and Development and iii (Light Industrial) and 41,259sqm MSCP Outline 106,480 sqm of flexible Use Class Eg(i) Office, (ii) Research and Development and iii (Light Industrial), B2 (General Industrial), C1 (Hotel) and MSCP	Application received. Not permitted Unknown without permission (estimate 5 years)
Medipark	South of Manchester Wythenshawe Hospital	86,000sqm Offices (PfE JPA 3.1)	Unknown (Estimate 5- 10 years)
Wythenshawe Hospital	Wythenshawe Hospital, Southmoor Road, Wythenshawe	Hospital Redevelopment	Unknown (Estimate 5- 10 years)
Wythenshawe Centre and Adjacent Areas	Wythenshawe Civic Centre and Surroundings	Over 2,400 homes	1210 units (2027 –2030) of which 422 have pp. 1062 units (2031-2035) 200 units (2036 – 2039)

Table 2: Stockport MBC Proposed Developments and Phasing

Proposal Name (List by phasing)	Address	Quantum of Development (if in PfE refer to policy No.)	Timescales
Woodford Garden Village	Chester Road, Woodford	Remainder of permission DC/053832 to be delivered, c. 165 units as of 1st April 2025.	Within next 3 years.
Seashell Trust	Wilmslow Road, Heald Green	Remainder of permission DC/060928 to be delivered, c. 124 units as of 1st April 2025.	
Woodford Garden Village Extension	Chester Road, Woodford	545 units HOM 2.14 Stockport Reg 18 Local Plan	Unknown
Hall Moss Lane	Hall Moss Lane, Bramhall	400 units HOM 2.16 Stockport Reg 18 Local Plan	Unknown
High Lane	Buxton Road, High Lane	1000 units HOM 2.17 Stockport Reg 18 Local Plan	Unknown
Sandown Road	Sandown Road, Hazel Grove	300 units HOM 2.18 Stockport Reg 18 Local Plan	Unknown
Land at Cheadle Hulme School	Hulme Hall Road, Cheadle Hulme	350 units HOM 2.25 Stockport Reg 18 Local Plan	Unknown
Jenny Lane	Jenny Lane, Woodford	190 units HOM 2.27 Stockport Reg 18 Local Plan	Unknown
Heald Green West	Outwood Road, Heald Green	750 units HOM 2.33 Stockport Reg 18 Local Plan	Unknown
Norbury Hall/Land off Chester Road (Hazel Grove)	Macclesfield Road, Hazel Grove	300 units HOM 2.37 Stockport Reg 18 Local Plan	Unknown
Chester Road (Woodford)	Chester Road, Woodford	550 units HOM 2.38 Stockport Reg 18 Local Plan	Unknown

Table 3: Trafford MBC Proposed Developments and Phasing

Proposal Name (List by phasing)	Address	Quantum of Development (if in PfE refer to policy No.)	Timescales
Davenport Green (Timperley Wedge)	Timperley Wedge	PfE Policy JPA 3.2 2,500 homes 60,000 sqm E (g(i)) office employment land	Masterplan adoption ~Summer 2026 1,800 homes in Plan Period to 2039 30,000 sqm employment space in Plan Period to 2039
Land at Dairyhouse Lane, Broadheath	Land at Dairyhouse Lane, Broadheath	12,040 sqm (gross) industrial and warehousing floorspace	Buildout in 2035-2042

Table 4: Manchester Airport Proposed Developments and Phasing

Proposal Name (List by phasing)	Address	Quantum of Development (if in PfE refer to policy No.)	Timescales
Airport passenger growth using existing infrastructure	Manchester Airport	No physical development requiring a planning application. 2025: 32 million passengers, 2039: forecast tbc [circa 50.2 million by 2048]	Ongoing
Terminal 2 airfield apron expansion	Runger Lane / Avro Way	Realignment, dualling and signalisation of Runger Lane highway and Avro Way/Runger Lane junction will be enablers for stopping up the existing Runger Lane and extending the airfield	Planning application late 2026 / early 2027 Construction 2027-2028
Terminal 1/3 expansion or redevelopment	Terminals 1/3, Manchester Airport	To be confirmed	To be confirmed – after 2033

6.2.0 Transport Evidence

PfE Transport Evidence supporting Manchester Local Plan

6.2.1 The transport evidence to underpin the PfE Plan consisted of a range of documents that address critical transport issues in Greater Manchester. These are being relied upon for the Manchester Local Plan and include:

- Greater Manchester Transport Strategy 2040 (GMTS 2040), supporting Our Five Year Transport Delivery Plan 2021-2026 and Local Implementation Plans (DP & LIPs).
- The ‘Right Mix’ Technical Note which sets out adjustable steps – a ‘pathway’ – to achieving the Right Mix vision for 50% of trips to be made by sustainable modes, with no net increase in motor vehicle traffic, by 2040.
- GMSF 2020 Existing Land Supply and Transport Technical Note (ELS): This note examines the spatial distribution of the Existing Land Supply – identifying clusters of growth and the transport interventions highlighted in the 5-Year Delivery Plan supporting growth in those areas. [this highlighted Manchester Airport as a cluster]

- PfE Plan Allocations Strategic Modelling Technical Note (SMTN). This provided analysis of the potential strategic impact of growth on our transport network in a “policy-off” scenario.
- The City Centre Transport Strategy to 2040 (CCTS) delivering sustainable travel in the city centres of Manchester and Salford.

6.2.2 To support the PfE allocations a number of transport schemes are proposed to mitigate any impact on the road network and encourage public transport and active travel use. Those relating to the cross boundary allocation of JPA3.1 and JPA3.2 Roundthorn MediPark Extension and Timperley Wedge are set out below.

Appendix D Schemes

Allocation Name	Transport Interventions
JPA3.1 & JPA3.2 Roundthorn MediPark Extension & Timperley Wedge	• Timperley Wedge Spine Road (including new North Roundabout with existing A5144 Thorley Lane and Southern connection with existing Thorley Lane [near M56 J5]) • Roundthorn Medipark Spine Road (including new signalised junction with Floats Road and signalised junction with Timperley Wedge Spine Road) • M56 Junction 3 – localised junction improvements • M56 Junction 6 – localised junction improvements (pedestrian and cycle facilities) • Stopping up Whitecarr Lane at its junction with Newell Road • Stopping up Clay Lane / Barnacre Avenue from north of Capenhurst Close • Stopping up Clay Lane arm of the existing A5144 Thorley Lane / Wood Lane / Clay Lane roundabout • Dobbinetts Lane / Floats Road junction upgrade • Upgrade Dobbinetts Lane to standard width along its length • Thorley Lane / Runger Lane – localised junction improvements • Terminal 2 Roundabout – convert to a signalised roundabout • Public transport improvements including: ○ Bus service improvements ○ Clay Lane bus gate and provision of bus priority and bus stops, where appropriate, along the Timperley Wedge Spine Road– Metrolink Western Leg Extension stop at Timperley Wedge

Allocation Name	Transport Interventions
	- Active travel improvements including: - Timperley Wedge Spine Road Beeway - Beeway link to Timperley Wedge Spine Road - Spine Road crossing points - Improved connections with proposed Beeway at Whitecarr Lane towards Newall Green Supporting - Metrolink Western Leg Extension - Airport to Altrincham Bus Rapid Transit (BRT) / Bus Priority - M56 J5 and wider corridor improvement (improvement to be determined)

6.2.3 In addition to the above Stockport, Trafford and Manchester Airport have undertaken further transport evidence, either because they are unable to rely on PfE evidence or it supported the delivery of a Masterplan required by PfE, or it related to airport passenger growth forecasts.

Stockport MBC Transport Evidence underpinning the Local Plan

- Traffic modelling work undertaken to support Reg 18 local plan. Available at <https://www.stockport.gov.uk/evidence-planning-policy/transport-and-infrastructure>

This and public transport modelling to be further developed for Reg 19 plan this year.

- SMBC Transport strategy due for consultation later this year.
- Locality assessments / updated modelling for Reg 19 in progress. Additional interventions will be identified following this work.

Trafford Council Transport Evidence underpinning the Local Plan

- Davenport Green emerging Masterplan (Draft Masterplan consulted on 2024/25): [Davenport Green Consultation](#) – Final Masterplan due to be adopted 2026, incorporating outcomes from strategic traffic modelling exercise currently underway.
- Davenport Green Transport Strategy: Developed in parallel with the Masterplan for the site, aligned with PfE.

Manchester Airport Transport Evidence

- Manchester Airport Strategic Highways Study 2024 (unpublished) prepared by AECOM. VISSUM study of road network impacts of forecast airport growth in 2026, 2036 and 2046 using GM SATURN model and future flight schedules.

Included recommended update to the scope of the R2 planning permission highway works package ('the Rainbow Works') to reflect future airport growth and take account highway works implemented since last package of works was agreed in 2014.

- Update to the 2024 Airport Highway Demand Model (part of the Strategic Highways Study) proposed for completion in late 2027, supported by new traffic surveys and refreshed data assumptions.

6.3 Transport Proposals in Pipeline

6.3.1 The following section provides information on the transport pipeline as set out in PfE, any forming part of Manchester Airport transport upgrades and any remaining schemes from the GM Transport Strategy Outcome Delivery Maps 1, 2 and 3 affecting Manchester, Stockport and Trafford.

6.3.2 PfE allocation includes various transport proposals which will be delivered alongside the development and are listed in PfE Appendix D. Those actively being progressed are set out below:

- Davenport Green Spine Road: Planning application expected to come forward prior to development. Including new North Roundabout with existing A5144 Thorley Lane and Southern connection with existing Thorley Lane [near M56 J5] (Trafford MBC)
- Stopping up of Thorley Lane at junction with Shay Lane, in combination with the planning application for the delivery of the Spine Road as above. (Trafford MBC)
- Network of internal streets and walking, wheeling and cycling infrastructure as part of the Davenport Green Masterplan proposals. (Trafford MBC)
- Provision of new/improved bus services as part of the Davenport Green Masterplan proposals, including potential bus corridor upgrade between Davenport Green and Altrincham, with the potential to also extend to the Airport. (Trafford MBC, Manchester CC, Manchester Airport)
- Metrolink Western Leg: Extension of the Metrolink system to create a loop from Roundthorn to the north to Manchester Airport Terminal 2 to the east. Expected to come forward 2035-2040 and will include a stop at Davenport Green, linking to the new development. (Trafford MBC, Manchester CC, Manchester Airport)
- NPR route and station to serve Manchester Airport within Trafford to the west of the M56 – timescales uncertain (late 2030s). Design and specifications not

known at this stage but may necessitate alterations/improvements to the M56 Junctions 5/6. (Trafford MBC with impact on SRN in Manchester)

Manchester Airport Transport Proposals in Pipeline

- Realignment of the southern portion of Runger Lane (part of airfield apron expansion project), also potentially forming Phase 1 ('the light yellow works') of R2 planning permission 2014 S278 highway works – the 'Rainbow Works'). This project will enable the existing Runger Lane to be stopped up and built upon for an enlarged Terminal 2 airfield apron. Funded by Manchester Airport .
- Phases 2 and 3 of R2 planning permission 2014 S278 highway works ('Rainbow Works'): Runger Lane / Thorley Lane / Sydney Avenue dualling (the 'dark yellow works') and A538 / junction 6 improvements (the 'blue works'). Funded by Manchester Airport.
- Manchester Airport Ground Transport Interchange – Network Rail platform lengthening (construction 2026-2028). Funded by Network Rail.

The GM Transport Outcomes Delivery Plan

6.3.3 The below lists schemes not already listed above but which may reduce traffic on the M56 in and around Manchester Airport.

1. Outcome Delivery Plan Map 1- Schemes with significant funding allocated and where the case for change has been demonstrated.
 - Palatine Road / Princess Parkway improvements – Street improvements to make travel safer, more accessible, and more reliable for all.
2. Outcome Delivery Plan Map 2 – Future transport priorities that subject to final funding and business case approval, have the potential to be delivered by 2037:
 - Metrolink Tram-Train Stockport to Airport
 - Metrolink Tram-Train Altrincham to Airport and potential links to Mid-Cheshire
3. Outcome Delivery Plan Map 3 – Longer term transport priorities subject to further investigation and development
 - Bus Corridor Upgrade Altrincham to Airport
 - Busway East of Airport
 - A6-M60 Link Road - New link road connecting the A555 Airport Relief Road and M60 J25 at Bredbury.

6.4 Collaborative Mechanisms for Transport Planning

6.4.1 Set out below are the current active collaborative mechanisms for transport planning:

- **Transport Strategy Group and GM Highways Group** – monthly meetings attended by district and TfGM reps to discuss matters of transport strategy and strategic highways issues.
- **Southern Inclusive Growth Partnership** (TfGM, Trafford MBC, Manchester CC)
- **Highways Focus Group Meetings:** Bi-weekly meetings between TfGM NPR team, Trafford Council and Manchester City Council, focusing on highways issues associated with emerging HS2/NPR proposals and associated petition points
- **NPR Airport IPT:** Bi-weekly meetings between TfGM NPR team, Trafford Council, Manchester City Council and MAG focusing on strategy for the proposed NPR airport-serving rail station in Trafford to the west of the M56.
- **NPR/HS2 Growth Strategy Progress Meeting:** Bi-weekly meetings between TfGM NPR team, Trafford Council, Manchester City Council, Tameside Council Wigan Council and MAG focusing on strategy for the proposed NPR route and associated stations, including the Airport-serving station in Trafford to the west of the M56
- **Liverpool-Manchester Railway officers' working group:** Monthly working group between TfGM NPR team, Liverpool City Region, and other GM Partners focusing on making the case for the Liverpool-Manchester railway, including the station to serve Manchester Airport to the west of the M56 in Trafford
- **Rapid Transit T2 Team x Trafford Regular Monthly Catch Up Series:** Monthly catch-up between Trafford Council and TfGM Rapid Transit team, in the context of T2 Western Leg Extension of Metrolink
- **Davenport Green Steering Group:** Monthly meetings between Trafford Council and the landowners for Davenport Green (Royal London, represented by Colliers) focusing on the strategy and development of Davenport Green, including consideration of ongoing development of the transport strategy

Manchester Airport Collaborative Transport Planning

6.4.2 With regard to transport planning at Manchester Airport it has undertaken the following recent engagement with:

- **Manchester CC** – regarding Runger Lane realignment project and Rainbow Works

- **Trafford Council** – regarding airport growth assumptions within Davenport Green transport modelling (with TfGM) and Rainbow Works
- **TfGM** – regarding Metrolink Western Extension / Airport highway network and operational interfaces and regarding Rainbow Works
- **National Highways** – regarding Rainbow Works and day to day network operations
- **Cheshire East** – regarding Rainbow Works
- **MIX Manchester** – regarding airport growth assumptions in MM Phase 1 planning application transport modelling
- **Northern Powerhouse Rail** – joint meetings with TfGM, Trafford, MCC

7.0 Conclusion

- 7.1 This Topic Paper sets out the current known development proposals and phasing, plus the current position with regard to transport strategies, evidence and pipeline, in and around the M56 with a focus on Manchester Airport. It is a snapshot in time and the current position as known.
- 7.2 The quantum of development proposed in Manchester City Council and Trafford MBC is as set out in PfE and has not changed in the draft Local Plans for these authorities. It was modelled as part of the PfE Transport evidence and shown that any impact could be mitigated by schemes set out in Appendix D of the PfE and reflected in relevant PfE allocation policies. Stockport have undertaken their own transport modelling to support the preparation of the Stockport Local Plan Regulation 18. Manchester Airport have undertaken their own transport modelling to understand the impact of passenger growth at the airport on the road network in and around the airport, links to both are provided in the relevant sections of this Topic Paper.
- 7.3 Since PfE was adopted MIX Manchester has pivoted away from offices towards a mix of offices and manufacturing. Also, the planning, development and design work continues on NPR. There has also been a draft GM Transport Strategy 2050 published which is a refresh and update to the previous 2040 version, providing further clarity on the transport pipeline and final version is expected towards the end of 2026 with further information on the pipeline.
- 7.4 Collaboration is a key aspect of transport planning in Greater Manchester and the various mechanisms listed in this Topic Paper show the scale of engagement taking place across various transport work streams and which will continue.