

AGENDA FOR OVERVIEW AND SCRUTINY COMMITTEE



Contact:: Chloe Ashworth
Direct Line: 0161 253 5030
E-mail: .Ashworth@bury.gov.uk
Web Site: www.bury.gov.uk

To: All Members of Overview and Scrutiny Committee

Councillors : R Bernstein, C Birchmore, A Arif, N Bayley,
N Boroda, D Green, N Jones, K Peel, T Pilkington,
D Vernon (Chair) and M Walsh

Dear Member/Colleague

Overview and Scrutiny Committee

You are invited to attend a meeting of the Overview and Scrutiny Committee which will be held as follows:-

Date:	Thursday, 23 March 2023
Place:	Council Chamber, Bury Town Hall
Time:	7.00 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.
Notes:	

AGENDA

1 APOLOGIES

2 DECLARATIONS OF INTEREST

Members of the Overview and Scrutiny Committee are asked to consider whether they have an interest in any matters on the agenda and, if so, to formally declare that interest.

3 MINUTES *(Pages 3 - 10)*

Minutes of the meeting held on 09th February 2023 are attached for approval.

4 MATTERS ARISING

5 PUBLIC QUESTION TIME

A period of 30 minutes has been set aside for members of the public to ask questions on matters considered at the last meeting and set out in the minutes or on the agenda for tonight's meeting.

6 MEMBER QUESTIONS

A period of 30 minutes has been set aside for members of the public to ask questions on the agenda for tonight's meeting.

7 BURY COUNCIL CORPORATE PLAN 2023/24 - STRATEGIC FRAMEWORK *(Pages 11 - 24)*

Report of the Cabinet Member for Corporate Affairs and HR is attached.

8 HIGHWAYS CAPITAL PROGRAMME - HIGHWAY MAINTENANCE FUNDING 2023/24 TO 2026/27 AND INTEGRATED TRANSPORT BLOCK 22/23 *(Pages 25 - 42)*

Report of the Cabinet Member for Environment, Climate Change and Operations is attached.

9 LOCAL TRANSPORT STRATEGY - CONSULTATION DRAFT *(Pages 43 - 236)*

Report of the Cabinet Member for Strategic Growth and Skills is attached.

10 UPDATE REPORT - PERFORMANCE AND FINANCE SUB-GROUP *(Pages 237 - 242)*

Report from Councillor Vernon, Chair of Overview and Scrutiny Committee.

11 URGENT BUSINESS

Any other business which by reason of special circumstances the Chair agrees may be considered as a matter of urgency.

This page is intentionally left blank

Minutes of: OVERVIEW AND SCRUTINY COMMITTEE

Date of Meeting: 9 February 2023

Present: Councillor D Vernon (in the Chair)
Councillors R Bernstein, C Birchmore, A Arif, N Bayley,
N Boroda, D Green, T Pilkington, M Walsh, J Lancaster and
E Moss

Also in attendance: Councillor C Boles, Councillor E FitzGerald and Councillor
J Rydeheard
Sam Evans Executive Director of Finance
Lynne Ridsdale, Deputy Chief Executive
Paul Lakin, Executive Director of Place
Donna Ball, Executive Director of Operations
Jeanette Richards, Executive Director of Children and Young
People
Will Blandamer, Executive Director of Health and Adult Care
Kate Waterhouse, Chief Information Officer
Jacqui Dennis, Monitoring Officer
Chloe Ashworth, Senior Scrutiny Officer

Public Attendance: No members of the public were present at the meeting.

Apologies for Absence: Councillor N Jones and Councillor K Peel

OSC.1 APOLOGIES

Apologies are noted above.

OSC.2 DECLARATIONS OF INTEREST

Councillor Pilkington declared an interest with regards to SEND Transport as he is currently applying for transport with the Authority.

OSC.3 MINUTES

It was agreed:

1. The minutes of the meeting held on 12th January 2023 be approved.

OSC.4 MATTERS ARISING

here were no matters arising.

OSC.5 PUBLIC QUESTION TIME

There were no public questions.

OSC.6 MEMBER QUESTION TIME

There were no member questions.

OSC.7 THE COUNCIL'S FINANCIAL POSITION AS AT 31 DECEMBER 2022

Councillor Gold, Cabinet Member outlined the forecast financial position of the Council at the end of 2022/23 based on the information known at the end of the third quarter, 31st December 2022. The report set out the position for both revenue and capital and provides an analysis of the variances, both under and overspending.

Councillor Gold, Cabinet Member for Communities and Finance highlighted the forecast out turn position and forecast overspend at quarter 3 of £3.959m. Members were advised where budgets are overspending work is taking place to identify mitigating actions to bring budgets back into line. This is in line with the forecast at quarter 2 which was circa £4m after allowing for the pay award which has now been paid and the utilisation of the utilities reserve.

Therefore, it is imperative that Departments continue to look to bring forward savings proposals and mitigating actions to reduce expenditure and bring spend back into line but recognise this is more difficult to do as year-end approaches. However, if the creation of the Children's £2m reserve is approved as part of the 2023/24 budget this will allow the release of the balance of the childrens reserve currently held which will reduce the year end forecast deficit by £2m.

Highest areas of overspend are:

One Commissioning Organisation £1.4m

This has reduced from the forecast of £1.92m at quarter 2. The forecast overspend is due to slippage on savings delivery and increased demand, partially offset by underspends due to staff vacancies. The mitigation of the £0.7m of Persona savings continue to be a challenge and requires further work.

Children's Services £6.452m

This is an increase from the £3.5m reported at quarter 2 and assumes the use of £1.5m of the reserve created at the end of 21/22. The balance was due to be retained to fund the family safeguarding model into next year. However, this could be released in year subject to the approval to recreate this reserve next year.

£4.784m up from £2.7m at quarter 2 of the overspend is within social care and safeguarding due to increased numbers and complexity of packages and the heavy reliance on agency workers and additional staffing costs.

Education and Inclusion is also forecast to overspend by £2.117 with circa £1.5m of this being within SEN transport.

Operations Department £3.47m

A slight rise from the £3.15m at quarter 2 and £1.788m up from £1.6m this is due to inflationary pressures on fuel and energy costs. It should be noted that the utilities reserve is held separately but this is only £1.5m across all Council services.

Members were then invited to ask questions.

- Councillor Birchmore asked for clarification on the item "Engineers including Parking" table referring to 7D - Operations Directorate

Donna Ball, Executive Director advised this information can be shared following the meeting.

- Councillor Vernon questioned if this reduction of income is due to losing income from the flexi hall being built.

Donna Ball Executive Director of Operations advised this is not in the budget it will have an impact in a future year.

- Councillor Bernstein asked for reassurance that the savings can be delivered

Councillor Gold Cabinet Member for Communities and Finance advised regular meetings are in place, plans will be made on how to deliver the savings and departments will all take accountability for the delivery.

- Councillor Boles, Children and Young People Scrutiny Chair questioned the residential spaces available being significantly lower than the eligible children and the SEND transport eligibility criteria.

Jeanette Richards, Executive Director for Children and Young People advised the eligibility criteria for SEND transport is done on a case-by-case basis. In addition, members were informed that spend on high-cost provision is a challenge as costs are increasing. For those who require residential care we are looking to place them in family settings.

- Councillor Boroda asked how the 'let's do it strategy' is helping us?

Councillor Gold, Cabinet Member for Communities and Finance advised members it has developed how we work with communities, how we develop local services and develop local offers.

- Councillor Vernon asked what new processes have been introduced to effectively make the savings.

Councillor Gold, Cabinet Member for Communities and Finance advised the detailed new processes were presented and the Performance and Finance Sub-Group on the 07.02.23. As part of the finance restructure each department has a finance business partner; there is an executive delivery group to monitor savings; a project plan has been developed; finance reports go to Cabinet and will be reported back on to Overview and Scrutiny throughout the year.

- Councillor Walsh questioned if there is a transport offer for children who have to travel out of their locality to School.

Jeanette Richards, Executive Director for Children and Young People confirmed that there is no budget for this offer.

- Councillor FitzGerald, Chair of Health Scrutiny Committee asked about the large vacancy in Adult Social Care

Will Blandamer Executive Director, Health and Adult Care advised he is keen to fill vacancies in Adult Social Care and we have used short term measures to support the vacancies and strengthen the workforce.

- Councillor Pilkington wished to highlight that often services around statutory services take the pressure off statutory services.

Councillor Gold, Cabinet Member for Communities and Finance advised that a lot of this early intervention and preventative work is done by the Neighborhood Teams and community working.

- Councillor Birchmore asked for further information on the highways and housing budget.

In response Councillor Gold advised it is typical the highways work is don't towards the end of the financial year due to cool dry weather.

- Councillor Bernstein questioned why the cost of borrowing was estimated so high and resulted in a large underspend.

Councillor Gold confirmed this has now be re-modeled and intends to be more accurate going forward.

It was agreed:

1. Members note the report.

OSC.8 HOUSING REVENUE REPORT

Councillor Gold, Cabinet Member for Communities and Finance advised members that this report forms part of a suite of documents relating to the Council's budget setting process for 2023/24 and establishes the Housing Revenue Account budget for 2023/24. Councillor Gold highlighted that the report proposes the rent levels for Council Housing for Dwelling and Garage rents, Sheltered Support, Management, Service and Heating charges and Furnished Tenancy charges. In addition, the report establishes the Management Fee paid to Six Town Housing for 2023/24.

Members were informed that for 2023/24 individual social and affordable rents will be set at the Governments rent cap of 7% with effect from 3rd April 2023.

- Councillor Birchmore flagged about the transfer of 280 properties to Springs Tenant Co-operative which is a 3% reduction in properties for Six Town Housing to Manage.
- Members discussed the rent lost on empty properties being projected to be 1.07% over the course of 2022/23; this will mean a reduction in rent income of approximately £22k as the original budget allowed for a void level of 1%. They asked for reassurance on what is being done to get to this projection.

Members were advised this have been discussed with Six Town Housing and has been agreed as deliverable with them.

- Councillor Birchmore questioned the future of Six Town Housing

Lynne Ridsdale, Deputy Chief Executive advised work is being done on this and there will be a report sent to Cabinet on proposals by the end of the financial year.

- Councillor FitzGerald flagged that there is a strong possibility that new legislation may be brought forward on work required to properties that will need to be done by Six Town Housing.
- Councillor Vernon questioned information regarding the lost income from the Fern Hill Caravan Site

In response Paul Lakin, Executive Director of Place advised that travellers have been decanted to alternative sites across the country.

In conclusion Councillor Vernon thanked all for their questions and responses.

OSC.9 BUDGET REPORTS

Councillor Gold, Cabinet Member for Communities and Finance provided an overview of the budget reports, there comprised of:

- The Council's Budget 2023/24 and the Medium-Term Financial Strategy 2023/24 - 2026/27 (Appendix 4 attached)
- The Dedicated Schools Grant and setting the schools Budget 2023- 24
- Capital Strategy and Capital programme 2023/24
- Flexible use of Capital Receipts Strategy 2023/24
- Treasury Management Strategy and Prudential Indicators 2023/24

Councillor Gold advised members the budget is set amongst the backdrop of the economic crisis, the war in Ukraine, rising energy costs, rising interest rates, rising inflation and also the local context of the Children's Improvement journey and workforce shortages, particularly social workers. The funding settlement did result in a welcome increase in grants over and above those previously anticipated, but these are nonrecurrent. The proposal is to approve an increase in Council Tax of 2.99% in terms of General Council Tax and a further 2% for the Adult Social Care Precept in each of the 2023/24 and 2024/25 financial years.

Spending pressures identified within the budget reports are:

- £1million for utilities
- £1million per annum for 2 years to fund the children's safeguarding model

Councillor Gold, Cabinet Member for Communities and Finance opened to questions from Committee Members.

- Cllr Boles questioned about the increase in Education Health and Care Plans and stated we have more people than ever before with them, he asked if this a concern for future overspend and what reassurances do we have that these monies provided to schools are spent effectively.

Jeanette Richards, Executive Director of Children and Young People advised it is ensuring need for children is appropriately met and EHC plans are a vehicle to ensuring this. Bury has seen growth in the number of children who require an EHC Plan. Bury has strengthened the

support before EHC Plans to support children and families and supporting schools. In addition, once a child does have a plan it is about ensuring it is robust and scrutiny to check the planned support does yield better outcomes for the child. There is also multi agency audits of Education Health and Care Plans.

- Councillor Lancaster questioned the Councillors Discretionary Budget

Committee Members were advised it is not in the budget.

- Councillor Lancaster questioned if consideration to selling the Restaurant in Lytham St Annes has been given.

Paul Lakin, Executive Director of Place advised the property has been re-let, and there are tenants in the building, there are several properties that were acquired simultaneously several years ago and they are continually monitored.

- Councillor Moss asked for assurances about the use reserves

In response Sam Evans Executive Director of Finance advised she has undertaken a piece of work this year looking at all of the reserves and this will be completed as part of the year end process, we will have the amount of reserves to smooth but we are not in a position to not use any further so we will be looking to replenish reserves in future

- Councillor Walsh asked about the reduction in Public Health staffing and asked to express thanks to their work and expertise especially over the pandemic.

Will Blandamer, Executive Director of Strategic Commissioning advised the Council benefited greatly from the department for public health and through their expertise. There are several savings identified in public health there are savings around a closer management structure for Substance Misuse and there are also opportunities to ensure the budget reflects several parttime posts in the team. We are looking at the number of consultant posts in the team and we can reduce the senior leadership due to the effective management of the team. Will assured members of the effective leadership of the team and quality of wider staff.

- Councillor Walsh questioned about the reduction in apprenticeship posts.

Sam Evans, Executive Director of Finance advised as part of the Finance restructure there was the creation of 13 new apprenticeship posts which are all new posts 6 of those posts have been retained and a number of staff have moved onto new training as part of the apprenticeship levy so it is not cutting staff it is only removing unfilled posts projected in the restructure.

- Councillor Walsh asked about the proposed removal of financial innovation and project team.

Sam Evans, Executive Director of Finance and part of the restructure there are a large number of pieces of work needed. So as part of the restructure there has been the establishment of a team that will do these as project work, and they will be in place until September 2024 following the upskilling of the teams.

- Councillor Bernstein highlighted the reserves are low and we do not want them to go lower; is the culture right and what is the strategy for building up reserves.

Councillor Gold, Cabinet Member for Communities and Finance advised that since the last budget there have been massive increases in demand and inflation. Departments have progressed and changed over the last twelve months and will continue to change. Officers will be continually monitoring the budget and joined up working will continue across all the departments. In addition, Sam Evans Executive Director of Finance advised we recognise that next year was not going to be the year to build our reserves due to the size of the gap, but every external funding is scrutinised and everything we do is then considered to replenish reserves.

- Councillor Vernon questioned the reserves position currently.

Sam Evans Director of Finance advised that based on calculations currently leaves us with at a 7% and CIPFA resilience states we should be between 5-10% based upon our current revenue budget.

- Cllr FitzGerald asked how the measurement of the Equality and Impact Assessment takes place and how it takes place on a person level. In addition, Councillor FitzGerald expressed that knowing how many people are impacted by certain decisions will be beneficial.

Cllr Gold advised Section 22 states the NHS is legally responsible for part such as the reminder calls for medication; this will be a phased approach for the NHS to take up these responsibilities along with pharmacies. Will Blandamer, Executive Director advised there will be reporting and reviewing mechanisms in place to ensure there is not a negative impact. There is a lot of reviewing of packages, but some will be establishing new systems of working. The impacts will be tracked through the key performance indicators in the Corporate Plan and the state of the Borough Report.

- Councillor Green highlighted the potential care visits for medication being changed to pharmacies or GP's and Councillor Walsh raised concerns around people falling through the gaps especially in regard to mental health such as non-compliance with medication and the risks of a psychotic break.

In response Will Blandamer Executive Director advised that we are one of the last Council's to provide this as it is NHS duty, and we won't just stop we just won't pick up new cases.

- Councillor Moss highlighted the pay award, and this has been built in for next year; in addition, he asked about risk

In response Lynne Ridsdale, Deputy Chief Executive advised there is a risk register and this is monitored regularly and is articulated in the papers.

- Councillor Birchmore questioned if Bury is expecting any dividends in the investment in the airport this year and how are the loan repayments.

In response Sam Evans, Executive Director of Finance advised it will be 2026/27 when we are expecting dividends coming back. However, in terms of loan repayments we have had a conversation with the Financial Director of Manchester Airport Group and they are intending to make a first loan interest repayment this financial year which is expected by the end of March 2023.

- Councillor Birchmore also asked if the interest has increased on the loan, we took out for Manchester Airport Group.

Members were advised it was borrowed at a fixed rate.

- Councillor Bernstein questioned about Project Safety Valve and the risk

Sam Evans, Executive Director of Finance advised that we recently submitted our latest submission to the Department for Education and our advisors have submitted a positive report too. We are working with the Department for Education, and we have the national dispensation, so it is not a risk to reserves at this time.

- Councillor Vernon questioned about the budget setting over the next two years

Sam Evans, Executive Director of Finance advised we are setting a one-year budget but we can increase our Council Tax and Adult Social Care value for two years so we can plan towards our 2024/25 budget.

Councillor Vernon thanked Councillor Gold, Cabinet Member for Communities and Finance for his attendance this evening. In addition, he thanked Councillor FitzGerald and Councillor Boles for their attendance as Chairs of Health Scrutiny and the Children and Young People Scrutiny Committee. Members of the Committee also wished to thank staff for their work over the last year.

OSC.10 URGENT BUSINESS

There was no urgent business.

COUNCILLOR D VERNON
Chair

(Note: The meeting started at 7.00 pm and ended at 8.45 pm)



Classification: Open	Decision Type: Key
--------------------------------	------------------------------

Report to:	Cabinet Council	Date: 15 March 2023
Subject:	Bury Council Corporate Plan 2023/24 – Strategic Framework	
Report of	Cabinet Member for Corporate Affairs and HR	

Summary

1. This report sets out the progress made in 2022/23 to deliver against the priorities set out in the Council and NHS GM (Bury) Corporate Plan. Whilst a final report will be shared with Cabinet at the end of Quarter Four, this summary demonstrates the way in which efforts have been targeted at delivering against the 3Rs which is our framework for contributing the priority outcomes within the LET'S Do It! Strategy.
2. The second half of the report sets out a proposed approach for developing the 2023/24 Corporate Plan. This will again utilise the 3R framework but will develop a more streamlined approach to setting out the shared Council and NHS GM (Bury) work programme. This will be fully integrated with the delivery of the Council's Medium Term Financial Strategy as agreed by the Council in February 2023.
3. The proposed approach will ensure there is clarity in terms of corporate and service-led priorities, the milestones that need to be achieved by quarter and the indicators by which we will measure progress. There will be transparent links between activity analysis and financial outturn reporting to ensure continued visibility of the savings programme and associated risks.

Recommendation(s)

4. **That Cabinet note progress against the 2022/23 Corporate Plan ahead of the end of year report.**
5. **The Cabinet approve the approach to the development of the 2023/24 Corporate Plan.**

Reasons for recommendation

6. These recommendations are based on feedback from Cabinet and from the Overview & Scrutiny Committee on the development of our approach to Corporate Planning. Quarterly Reports have been presented to both meetings during 2022/23 and the sub-group of Overview & Scrutiny have also provided recommendations on how the Plan and its performance management need to evolve to ensure more meaningful engagement, check and challenge.

Alternative options considered and rejected

7. An alternative option would be continuation with current format however this would not provide the clarity requested by members and senior officers in terms of the priorities within the organisation, the link to the delivery of savings and improved monitoring against targets.

Report Author and Contact Details:

Name: Kate Waterhouse

Position: Chief Information Officer

Department: Corporate Core

E-mail: k.waterhouse@bury.gov.uk

Background

8. Bury is nearly three years into a decade of reform and good progress has been made: a rousing ambition for the Borough has been agreed and a multi-million pipeline of physical development is in place, including the Radcliffe Strategic Regeneration Framework, a masterplan for Bury town centre and a plan to deliver thousands of new homes.
9. The local health and social care system continues to be one of the most integrated partnerships in Greater Manchester and is now implementing the NHS Integrated Care System reforms. The improvement journey for children's services is well underway with progress validated through two Department for Education monitoring visits.
10. The Council's priorities and delivery are managed each year through a corporate plan. For the last three years a framework of "3Rs" has been used to direct activity: response; recovery and renewal. This document summarises the delivery against these priorities in 2022/23, which has been reported quarterly during the year, together with key priorities for 2023/24.
11. A final and detailed delivery plan against this framework will be brought forward through the Council's Cabinet in the new municipal year, including alignment with new Cabinet priorities.

Delivering the Corporate Plan during 2022/23

12. Agreed priorities for delivery within the "Response, Recovery and Renewal" objectives during 2022/23 are summarised below:

Response	Recovery	Renewal and Regeneration
<ul style="list-style-type: none"> Update the poverty reduction strategy including an urgent response to the cost-of-living crisis, for residents & businesses Supporting the health and care system to reduce waiting times, improve access and lessen inequalities, working through the Bury Integrated Care Partnership and in the GM ICS. 	<ul style="list-style-type: none"> Strengthened partnership working with parents and schools including reducing the Dedicated Schools Grant deficit. Beginning the development of people & communities plans for each of our neighbourhoods, including the pilot of a Family Hub. Delivery of the children's OFSTED improvement plan. Work with stakeholders to deliver the SEND improvement plan 	<ul style="list-style-type: none"> As part of the Economic Development Strategy ensure delivery of our strategic regeneration sites in Prestwich, Ramsbottom, and the Radcliffe Strategic Regeneration Framework, including the Bury and Radcliffe Levelling Up Schemes Production and delivery of the all-age borough skills strategy Delivery of the brownfield housing programme. Implementation of the Climate Change programme
Strengthening the Basics Delivering quality, value for money services which residents can rely on		
Enablers Organisation Development; Internal Transformation; Balancing the Budget; Driving Inclusion		

13. Delivery against each objective has progressed as follows.

Response

14. **Response** priorities are those which seek to support communities in managing the local impacts of national and economic issues. At present, this area focuses on the accessibility of health and care and the cost-of-living crisis which has engulfed many households and businesses resulting from the national economic downturn following the Covid-19 pandemic.
15. The national challenges in relation to waiting times and accessibility of **health and care services** are being experienced in Bury, along with the rest of the country. The urgent and primary care systems continue to prioritise recovery of services and productivity, whilst managing ongoing increases in the scale and complexity of demand.
16. During 2022/23 the NHS GM Bury team, with strong leadership from the One Commissioning Organisation, has established a transformation programme of eight workstreams designed to improve local access and quality of care through service reforms, as well as the ongoing integration of local health and care services at a neighbourhood level. System performance in Bury continues to be behind national NHS constitutional targets, which is an issue being managed across Greater Manchester.
17. The Health and Wellbeing Board (HWB) has been established to operate as a standing commission on driving health inequalities, with a focus on health and care system performance; positive community behaviours and empowerment

and driving the wider determinants of health. In this context the HWB has taken a leadership role in the development of people and communities plans in areas of greatest deprivation as described later in this paper, the anti-poverty strategy and homelessness response.

18. Analysis produced within the Equality Impact Assessment for the 2023/24 budget process indicated that 52% of Bury residents meet at least one of the four national indicators of deprivation. In response, the Council has established a comprehensive anti-poverty strategy including immediate support with the **cost of living crisis**.
19. This year the Council has held two anti-poverty summits to co-design a hardship support offer including the targeted allocation of national Household Support Funds. A borough-wide publicity campaign has been delivered with leaflets, posters and social media signposting. Over the course of the year 18,000 residents have been provided with financial assistance, benefits and financial advice. Using the Household Support Fund, more than £650,000 has been allocated to families who receive free school meals to cover the schools holiday periods including the upcoming Easter holidays. A further £20,000 has been allocated to community groups to deliver a range of support including debt counselling, foodbank activities and warm spaces.

Recovery

20. The **Recovery** theme reflects planned work to re-build services, including after the pandemic and the raft of improvement activity required in Children's Services following external intervention:
21. In December 2021 the Council's **children's services** were judged to be inadequate by Ofsted. A comprehensive improvement plan across seven priorities was determined and a total of £9.5m additional funding has been made available (£3.7m additional revenue funding and £5.7m one-off). Particular progress has been made in:
 - developing and implementing a workforce strategy, to increase capacity and diminish dependency on agency staff,
 - the development of a new model of practice – the Family Safeguarding model,
 - improvements in safeguarding practice with the establishment of an Executive group which represents all partners with statutory responsibilities for safeguarding children, and
 - agreement of a neglect, early help strategies and a service thresholds document.
22. The Council has benefitted from two monitoring visits by DfE during 2022 which have validated the progress being made. The feedback from an Ofsted visit in February 2023 is awaited.
23. Addressing the historic deficit in the high needs block of the **dedicated schools grant** (DSG) has been a priority since 2020. In recognition of the

scale and challenge of the deficit the Council is part of the national Project Safety Valve initiative which provides DfE support and financial contribution to closing the gap. Over the last 12 months extensive policy progress has been made including:

- More robust Education Health and Care Plans (EHCPs) and branding.
 - Creation of additional special school places within the borough.
 - Implementation of a graduated approach.
 - Special educational needs and disabilities (SEND) support.
 - Reductions in special school top up values and financial clawbacks from special schools.
 - Determination of new special school bandings.
 - A restructure of education services which begins the process of disestablishing some services which have been funded through the DSG budget.
24. Unfortunately, consistent with wider trends, demands for Education Health & Care Plans (EHCPs) continue to increase, which is stalling progress on delivery. Urgent work is required in the early part of 2023/24 to address this issue. The Council has been appointed an improvement partner, Slough Borough Council, who are working with the team on priorities for the year ahead which will include the determination of a demand model for EHCP plans and transport; a comprehensive review of financial planning and provision including further school claw back, reductions in school top-ups and new commissioning arrangements.
25. Bury Council is still in the process of responding to the 2015 reforms of provision for **children with Special Educational Needs and Disabilities (SEND)** and, since then, has been working with the Bury Together partnership on a significant improvement programme.
26. A key issue is insufficiency of in-borough provision for children with SEND needs. In 2022, eight new in-Borough Resource Provision settings were agreed which will be developed during 2023 to provide 56 additional special primary placements and 36 special secondary school places. Two new special free schools have also been agreed, one of which (Shaw) will open in 2023; a third application is in development. An Ofsted inspection is anticipated during 2023/24.
27. The process of developing a **People and Communities Plan** for every township has begun, with a plan now agreed for Radcliffe and in final development for Bury Town Centre. These plans aim to base inclusive growth initiatives on strong data and evidence, embodying a whole system approach which starts with finding out what matters to local residents and to co-design a response to these priorities.
28. In this context, every opportunity has been taken to provide financial support for local groups to participate in delivery and, during 2022/23 over £750,000 was made available in participatory budget exercises designed to drive community engagement.

Renewal

29. The **Renewal** theme captures delivery of multi-million pound regeneration schemes and Levelling Up delivery, with a focus on sustainability through creation of an 'All-age' approach to skills and employment and clear connections to the climate action strategy.
30. Work continues to develop an **economic development strategy** for the borough, which integrates physical and community regeneration activity with the role and opportunity for local businesses and enables Bury to continue to contribute to the success of GMs economic development. During 2022 partners were engaged in a co-production exercise through Team Bury and the Council joined the Co-Operative Council's network to ensure a values-based approach to the development of the local labour market
31. An **all-age skills strategy** will be an integral part of the economic development strategy, including addressing the issues around skills gaps, low-skills equilibria, labour participation and increasing local demand for higher skills. Progress has been made in 2022 in appointing a delivery team to produce this work.
32. The **regeneration** of borough townships and, in particular, delivery of two Levelling Up schemes is a major focus for the Council. During 2022:
 - The Council has completed the land assembly required at this stage to deliver the **Radcliffe Strategic Regeneration Framework (SRF)** including taking plans for the civic hub to RIBA Stage Three and beginning the process of seeking planning approvals.
 - A number of major external bids have also been successfully secured to support the ambition in Radcliffe, including a £2m capital contribution from Sport England for the leisure offer within the Radcliffe Hub; £1.8m funding from the Football Foundation (the largest grant they awarded in 2022) for a full size 3G all-weather sports pitch, new changing pavilion with club room and associated car parking. UKSPF funding for a Pocket Park has also been agreed for the town centre and the site is being co-designed with local people.
 - The Council has made strategic acquisitions of the **Prestwich** mall and **Millgate** shopping centre and entered into Joint Venture partnerships with Muse and Bruntwood respectively for their development. Consultation on plans with local communities have been completed for both schemes.
 - Plans for the delivery of the **Flexi Hall in Bury Town Centre**, funded by DLUHC Levelling Up, are also progressing. Land assembly work is approaching completion and a delivery partner has been appointed.

- A **transport strategy** is under development, including a bid to the City Region Sustainable Transport (CRST) scheme for the fundamental redevelopment of Bury interchange.
 - The **Ramsbottom** town plan was approved in March 2022. This provides for transport development subject to CRSTs funding as described above; development of a car parking strategy and the redevelopment of Market Chambers and the unused, upper floor of the Civic Hall as an Enterprise Centre through Evergreen funding which has been secured.
 - During 2022, nearly 100 acres of land has been identified by Bury Council which, subject to planning permission and viability, could accommodate thousands of new **housing** schemes. These sites, which will be delivered during 2023, include schemes at Wheatfield; Seedfield; Green St; School St; the East Lancs Paper Mill and Townside close on Pyramid Park. The number of new homes we are aiming for in Bury is 451 per annum up to 2037.
33. The Council's strategic development plans are an important opportunity to pursue the **carbon neutral** agenda. During 2022 public sector decarbonation plans have progressed including adaptations to 16 Council buildings, the replacement of all windows in the Town Hall and energy efficiency improvements such as LED lighting in our leisure centres and markets. The Council has engaged wider partners in the pursuit of carbon neutrality by 2038 by formalising the role of the Climate Change Board; the engagement of community environmental forums and a dedicated session at Team Bury in February 2023.

Enabling Activity

34. Underpinning all of the community activity has been a consistent focus on strengthening the systems and processes to ensure the Council gets the "basics right".
35. During 2022 the Council's Transformation Programme completed its delivery on time and with associated savings of over £4m through asset rationalisation; efficiencies in business support and a new digital operating model which has enabled efficiencies and quality improvements through IT application rationalisation and digital self-service.
36. A major focus on staff engagement has also made improvements to a range of feedback measures from previous years in relation to staff satisfaction, leadership and management. Work is well underway to update the Council's HR policy portfolio; drive manager self-service through system upgrades and develop the top 300 managers through a structured programme.
37. A values and behaviours framework to embed the understanding of and staff alignment with LET'S do it was co-produced with staff and will provide a platform for ongoing organisation development work in 2023. Implicit within

this work has been an ongoing focus on inclusion and targeted representation of underrepresented groups; in this context the Council determined within its inclusion strategy that Military Veterans should be determined to be a protected characteristic. In 2022 Bury Council was awarded the Silver Scheme for employer recognition by the Ministry of Defence for support to military veterans and their families.

Priorities for 2023/24

38. Delivery priorities within 2023/24 will continue much of the work described above in relation to strategic economic development; the improvement of children's services; health and care reforms and internal improvements. Global events, the national economic downturn and ongoing work to rebuild from the pandemic also present some very demanding resource challenges, meeting which must be an implicit part of delivery plans for the year ahead. Properties will continue to be driven by the commitments within the LET'S Do It! ten-year strategy to ensure that the borough of Bury will have made the fastest improvement in reducing levels of deprivation than any other post-industrial northern locality.
- We will be measured against comparable boroughs and the Greater Manchester authorities.
 - To achieve this means reversing the decline seen in 2015.
 - It is dependent on us making progress against all the aspects of the LET'S strategy particularly economic growth.
 - It accepts the impact of the pandemic but sets out an ambition to recover faster than others.
39. We will measure our progress to achieving this ambition by tracking seven core outcome measures which are explained in more detail later in this document:
1. Improved quality of life
 2. Improved early years development
 3. Improved educational attainment
 4. Increased adult skill levels and employability
 5. Inclusive economic growth
 6. Carbon neutrality by 2038
 7. Improved digital connectivity
40. Our vision for 2030 is that every member of our diverse communities feels that there is a place for them; that they are able to both be themselves and shape the community that they are a part of.
41. In this context **local strategic priorities** for the year ahead are summarised as:
- Delivery of the £31m budget savings schemes to balance the Council's budgets.

- Maintaining the children's improvement journey, including demonstrable reductions in the DSG deficit; improvements in SEND provision and achieving a focus on partnership and compliance in year two of the children's social care Ofsted improvement journey.
 - Completion of the ICS transition and enabling deliver of the health and care reforms.
 - Continuing the delivery of our Anti-Poverty Strategy to support residents with the cost of living.
 - Ongoing delivery of the physical regeneration work with the completion of all enabling works, including relocation of the leisure centre and library, and progressing the two Levelling Up sites, in Radcliffe and Bury town centre, to construction.
 - Delivery of housing schemes and completing the options appraisal of the Council's housing management company, Six Town Housing.
 - Mobilising the inclusive growth vision as a whole Council agenda, including delivery of the all-age skills strategy; a strengthened and evidence-led focus on people and communities and re-engagement of all partners in the LET'S strategy.
 - Embedding the LET'S values and behaviours across the Council workforce and continuing to drive staff engagement and high-quality leadership and management.
 - Commencing delivery of the wellness strategy, including the pilot of a community-led approach in Radcliffe. A new borough culture strategy will be an implicit part of the future wellness offer.
42. The Council will also continue to influence and direct **local delivery of GM strategy** including:
- Clean Air reforms will continue through the leadership of the Clean Air Steering Group, including implementation of an investment-led non-charging approach, including the plan to achieve compliance on the A58 Bolton Road in Bury via zero emission buses,
 - Implementation of GM devolution trailblazer scheme including the single block grant agreement and potential for new powers in housing,
 - The Places for Everyone scheme which, if approved, would deliver over 3,500 new homes in the Borough. A planning application will be made in late 2023 with a view to potential determination mid 2024, and
 - Development of Northern Gateway within the Atom Valley Mayoral Development zone.
43. These priorities will be developed further and presented within the 3R Framework in order to provide a high level summery of the organisation key priorities and associated delivery milestones.
44. The schedule of more detailed priorities by department are being developed and some examples are included below. This includes the major cross-cutting projects as described above as well as strategic departmental activity continuing from 2022/23, and the schedule of budget savings options. This activity will be drawn together into a delivery plan for this corporate plan and

service plan to be managed by each director, informed by final political priorities post the local elections in May 2023.

Summary Priorities by Department 2023/24

Business, Growth and Infrastructure including Housing	
Corporate plan (Council / partner wide work)	<ul style="list-style-type: none"> • Economic Development Strategy • Bury Masterplan • Radcliffe SRF • Prestwich Regeneration • Ramsbottom Town Plan • Housing delivery • STH options appraisal • Town Hall Modernisation
Service plans (Dept delivery)	<ul style="list-style-type: none"> • Northern Gateway / ATOM Valley • Places for Everyone • Transport strategy • UKSPF • Whitefield High Street Transformation Fund
Budget	<ul style="list-style-type: none"> • Capitalisation tracking and generation of additional capital receipts • Commercial asset management • Homeless prevention grant • Complex housing development (OCO) • Efficiency/duplication savings from housing services

Children and Young People	
Corporate plan (Council / partner wide work)	<ul style="list-style-type: none"> • Children's Improvement Plan • Project Safety Valve • Family Hubs • SEND improvement & sufficiency
Service plans (Dept delivery)	<ul style="list-style-type: none"> • Educational improvement • Inspection Readiness • Workforce Development • Family Safeguarding Model
Budget	<ul style="list-style-type: none"> • Early Help & Multi-Disciplinary Teams review • Short breaks and personal budgets • Edge of care review • Family safeguarding model • Review of high cost placements • Fostering capacity • Post-16 SEND transport review

Corporate Core	
Corporate plan (Council / partner wide work)	<ul style="list-style-type: none"> • Staff engagement • LET'S re-engagement • GM Devolution funding

	<ul style="list-style-type: none"> • All-age skills strategy • Digital Inclusion
Service plans (Dept delivery)	<ul style="list-style-type: none"> • Elections Delivery • Implement new digital target operating model • Legal restructure • Governance: revised Section 75 agreement; • Revised Officer scheme of delegation • People Strategy/ Handbook • Comms strategy refresh
Budget	<ul style="list-style-type: none"> • Core service review • Cross cutting workforce savings • Commercialisation of Bury Art Museum

Finance	
Corporate plan (Council / partner wide work)	<ul style="list-style-type: none"> • Overseeing the delivery of the Medium-Term Financial Strategy including monitoring and reporting
Service plans (Dept delivery)	<ul style="list-style-type: none"> • Service Improvement inc. debt recovery • Procurement function review • Development of Unit 4
Budget	<ul style="list-style-type: none"> • Finance Innovation and Project Team restructure • Fees & Charges uplift

One Commissioning Organisation	
Corporate plan (Council / partner wide work)	<ul style="list-style-type: none"> • Health & care transformation • Population Health • Public Service Reform
Service plans (Dept delivery)	<ul style="list-style-type: none"> • NHS GM ICS transition • CQC assurance • CHC improvement plan
Budget	<ul style="list-style-type: none"> • Review 14-15 year old learning disabilities strategy • Transitioning to alternative care • Housing complex care • Shared Lives • Assistive Technology • Review of support for working age adults • Utilisation of Disabled Facilities Grants • Enforce S22 Care Act • Staying Well • Public Health spending reductions

Operational Services	
Corporate plan (Council / partner wide work)	<ul style="list-style-type: none"> • Culture strategy including Bury Art Museum, Flexi Hall, Ramsbottom & Radcliffe Hubs • Wellness including Radcliffe leisure centre • Carbon neutrality
Service plans	<ul style="list-style-type: none"> • Annual maintenance schedule

(Dept delivery)	<ul style="list-style-type: none"> • Highways Improvement Plan • Clean air reforms • Corporate Landlord / Facilities Management
Budget	<ul style="list-style-type: none"> • Stores rationalisation with the OCO • Implementation of LED street lighting • Vehicle maintenance service income • Capitalisation programme • Operations service review

Links with the Corporate Priorities:

45. This paper sets out how the Council will undertake corporate planning and performance management to ensure a direct contribution to the LET'S Do It! Strategy via the 3R framework.

Equality Impact and Considerations:

46. Individual EIA will be conducted on a project basis where required. EIAs linked to budget proposals are developed being developed separately but will be cross referenced to the activities in the wider Corporate Plan.

Environmental Impact and Considerations:

47. The corporate plan will include the actions required to achieve the Council's commitment to Carbon Neutrality.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation

Legal Implications:

The Corporate plan is a key governance tool this report sets out the progress made against the current plan as part of our regular monitoring to ensure that Members are updated on the progress. There will be a further end of the year-end report.

The report sets out the methodology and the timeline for the development of the 2023/24 Corporate Plan.

Financial Implications:

48. The Corporate Plan and the in year budgets and Medium Term Financial Strategy go hand in hand as one cannot be delivered without the other. Both the Council and GM NHS are under increasing financial pressures and therefore the Corporate Plan must not only deliver the corporate priorities but

also support the wider economy to become financially resilient in 2023/34 and beyond.

Monitoring of the Corporate Plan and the Councils savings programme will be intrinsically linked throughout 2023/24.

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

Bury Council and NHS GM (Bury) Corporate Plan 2022/23

<https://councildecisions.bury.gov.uk/documents/s30345/Bury%20Council%20and%20CCG%20Corporate%20Plan%20202223.pdf>

Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning

This page is intentionally left blank



Classification: Open	Decision Type: Key
--------------------------------	------------------------------

Report to:	Cabinet	Date: 15 March 2023
Subject:	Highways Capital Programme - Highway Maintenance Funding 2023/24 to 2026/27 and Integrated Transport Block 22/23	
Report of	Cabinet Member for Environment, Climate Change and Operations	

Summary

1. The purpose of this report is twofold –
 - Set out proposed priorities for Highway Investment Strategy tranche 3 (HIS3) and the Highway Maintenance element of the City Regional Sustainable Transport Settlements (CRSTS) funds. A proposed final scheme list for both these funds will be presented in appendices 1 & 2, detailing Strategic and Local road priorities respectively.
 - Set out the priorities of the Integrated Transport Block funding.
2. The highway network is one of the most valuable assets that the Council operates, and is a fundamental connector of people, businesses, and the services that the Council provides. A well-maintained highway network supports our Council priorities as set out in Let's Do It.
3. As a highway network ages, deterioration increases to the stage where potholes form and require expensive reactive repairs. We have valued the current annual deterioration of our network at approximately £5 million per year.
4. The funding we receive from the Department for Transport (DfT) generally only allows us to prioritise approximately £1.2 million per year for resurfacing schemes. This is not sufficient and will lead to a deteriorating network.
5. Through HIS tranches 1 & 2 an additional £20 million investment in our highway asset has been made available since 2017/18. This additional funding has allowed us to halt deterioration on our classified highways.
6. In previous HIS tranches we have targeted funding to the classified strategic network, however, the condition of our unclassified local roads has unfortunately continued to deteriorate. Therefore, the proposal for the next 4 years is to target the unclassified network with approximately 80% of available funds with the remaining 20% for the classified network.
7. The profile of the HIS3 spending is shown in Figure 1 below.

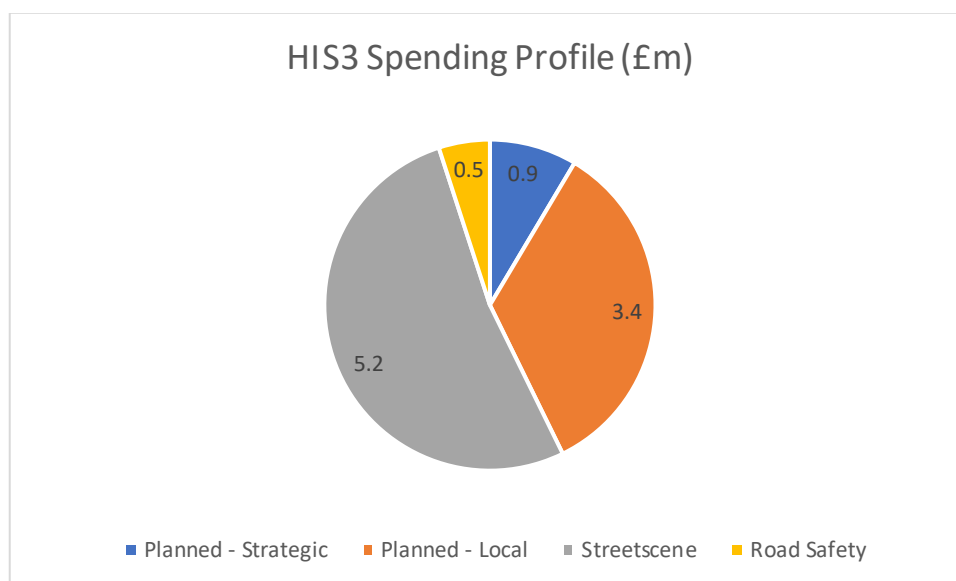


Figure 1

8. Highway Maintenance CRSTS funds have also been allocated to Bury through GMCA from the DfT. They are an amalgamation of funds received in previous years under the guises of pothole and challenge funding, together with highway maintenance and incentive funding.
9. Highway Maintenance CRSTS is a five year settlement of £12.745 million from 2022/23 to 2026/27. The first year of that funding was included in previously approved proposals as it overlapped with HIS2 and therefore this report will focus on the remaining four years of the CRSTS settlement.
10. HIS3 is the Council's own borrowed funding and the £10 million funding has been split between highways maintenance, £9.5million and Road Safety £500,000. The highways maintenance allocated will be split over the three year period 2023/24 to 2025/26.
11. The table below summarises the overall amounts concerned with the two funding streams.

Year	HIS3 ('000s)	DfT CRSTS ('000s)	Total ('000s)
2022/23		£ 2,549	£ 2,549
2023/24	£ 3,166	£ 2,549	£ 5,715
2024/25	£ 3,167	£ 2,549	£ 5,716
2025/26	£ 3,167	£ 2,549	£ 5,716
2026/27		£ 2,549	£ 2,549

Total	£9,500	£ 12,745	£ 22,245
--------------	---------------	-----------------	-----------------

12. In line with previous years from 2023/24, 50% of CRSTS and 45% of HIS3 will be allocated to planned highway resurfacing and bridge and structures maintenance. The remaining proportion will be allocated to reactive maintenance, such as pothole repairs, patching, street lighting faults and preventative maintenance, such as surface dressing.
13. The table below summarises the proposed spending profile for planned highway resurfacing and bridge/structures maintenance allocations of the above proportions over the forthcoming period from the 2023/24 financial year.

Year	Resurfacing ('000s)	Structures ('000s)	Total ('000s)
2023/24	£ 2,310	£ 390	£ 2,700
2024/25	£ 2,315	£ 385	£ 2,700
2025/26	£ 2,425	£ 275	£ 2,700
2026/27	£ 795	£ 480	£ 1,275
Total	£ 7,845	£ 1,530	£ 9,375

14. The table below summarises the proposed spending profile for preventative and reactive maintenance allocations over the forthcoming period from the 2023/24 financial year.

Year	Preventative ('000s)	Reactive ('000s)	Total ('000s)
2023/24	£ 1,000	£ 2,015	£ 3,015
2024/25	£ 1,000	£ 2,015	£ 3,015
2025/26	£ 1,000	£ 2,015	£ 3,015
2026/27	£ 0	£ 1,275	£ 1,275
Total	£ 3,000	£ 7,320	£ 10,320

15. The resurfacing schemes have been prioritised based on condition surveys, road hierarchies and other relevant data, including input from highway inspectors.
16. The initial prioritisation of schemes has been shared with ward councillors as part of an engagement process culminating in the lists set out in

Appendices 1 & 2, showing the rank order of prioritisation for strategic and unclassified roads respectively.

17. The current financial situation has meant that inflationary pressure has seen construction prices increase significantly in recent years. There is also some uncertainty in future construction prices which could have an impact on the number of schemes that are affordable. The scale of this issue is not known as prices are currently volatile. This will be monitored and the impact on this programme of work evaluated as and when required.
18. It should be noted that there are also risks of some parts of the network deteriorating quicker than others, which could also mean the rank order of proposed schemes may need to change to reflect future condition.
19. In addition to the HIS and CRSTS maintenance funding there is also CRSTS funding allocated to the Key Route Network (KRN) in Bury. This allocation is £4.5million over the 5 year period 2022/23 to 2026/27 and a programme of works has been approved by GMCA. This programme of works is set out in Appendix 3 for information. The Key Route Network in Bury, constitutes the most important routes connecting GM authorities and the motorway network and it is therefore imperative that they are maintained in accordance with their strategic significance.
20. The resurfacing schemes proposed in this report will be delivered by our partners in the Framework Agreement for the provision of Highway related services & works. This agreement ensures that they are committed to sustainability and social value outcomes in both the local economy and wider environment. This includes provision for sustainable employment, support of local business and communities, and reduction in carbon emissions.
21. The DfT funding allocations were traditionally split to allow capital maintenance of the Council's highway structures based on a fixed percentage of the overall allocation. The scale of the allocation in relation to the comparative costs of undertaking refurbishments of structures has meant that one year's allocation is not sufficient for an individual major scheme. Consequently, there have been recent years where no works were undertaken to structures, but larger percentages are required when major works become necessary. The following works are required in the coming years.
22. Principal Inspections and Assessments – The Council have a statutory obligation to undertake Principal Inspections and Assessments of all structures. These are undertaken on a cycle, which was historically 6 years, but can be adjusted to take account of the condition of the structures on an individual basis, either reducing for poor condition structures, or extending for those in good condition. Due to a lack of resources in-house, these are undertaken by external consultants.

23. These inspections have led to the following programme of works being developed for the period up to 2026/27.

- Market Street Bridge - The bridge carries Market Street, near to Bury town centre over the East Lancashire Railway line. A principal inspection has identified a number of concrete bearing plinths that support the bridge have or are failing. Further investigation needs to be undertaken to determine why these plinths have failed and a scheme of repair is required to replace or make good the failed plinths and associated defects. The exact extent of any works will be subject to findings of the further investigations.
- Eagle & Child Retaining Wall - Eagle and Child Retaining Wall retains the A56 in Ramsbottom. Recent inspections have noted bulging and other defects to the wall and heavy deformation of the footpath to the front of the wall. Investigative works and masonry repairs/refurbishment of the wall is required.
- St. Andrews Road Culvert - St Andrews Road Footbridge is immediately upstream of the culvert and is in a poor condition. Extending the culvert will allow the removal of the footbridge and improve access for the debris removal to the culvert. It is also considered more cost effective than replacing the footbridge and will reduce future maintenance costs.
- Subways & lighting - The Structures Team have been undertaking an ongoing improvement project to subway lighting converting existing lighting units to more efficient LED unit.
- Hollins Vale Footbridge - Recent inspections of the footbridge have highlighted significant defects to the abutments. A new abutment is required and given the general condition of the bridge, it is considered cost effective in the long term to replace the superstructure at the time of the works.

24. The Integrated Transport Block (ITB) was reintroduced in 2022/23, which is DfT funding for road safety and active travel. Bury were allocated £544,000 based on the historic formula used when ITB was allocated annually to Greater Manchester Authorities.

25. Given the funding priorities a programme of work has been drafted which is set out in Appendix 4. This programme is aimed at encouraging walking and cycling to school through the introduction of safer routes to school and school streets schemes, while also addressing locations where road traffic collisions are occurring.

Recommendation(s)

26. It is recommended that the resurfacing schemes in Appendices 1 & 2 are approved and that delegated authority be given to the Cabinet Member for Environment, Climate Change and Operations to approve any changes in the ranking of resurfacing schemes required by any fluctuations in construction prices and network deterioration that are recommended by officers.
27. It is recommended that proposed works on structures detailed in the report are approved.
28. It is recommended that the programme of works associated with the Integrated Transport Block funding in Appendix 4, is approved.
29. It is recommended that delegated authority be given to the Cabinet Member for Environment, Climate change and Operations to approve the programme of preventative maintenance works.

Reasons for recommendation(s)

30. The Council as the Highway Authority in Bury has a statutory duty to maintain those parts of the public highway, including structures deemed to be publicly maintainable.
31. The provision of DfT funding alone is not sufficient to stop some highways reaching functional failure, when more expensive localised repairs are required to keep the highway safe for the public. This could also increase the Council's exposure to potential compensation claims.

Alternative options considered and rejected

32. To not invest an additional £10 million as HIS3, this was considered and rejected.

Report Author and Contact Details:

Name: Carmel Foster-Devine
Position: Head of Engineering
Department: Operations
E-mail: C.FosterDevine@bury.gov.uk

Links with the Corporate Priorities:

33. Well maintained highways provide better environments for our local communities and support the activities of businesses, enterprises and people. The consultation across all wards, has ensured a collaborative approach has been taken with local communities involved.
-

Equality Impact and Considerations:

34.The outcome of the initial Equality Impact Assessment is neutral, therefore no full EIA is required.

Environmental Impact and Considerations:

35.We use various materials to carry out resurfacing, which are carbon intensive. The transportation of the materials to the site will also contribute to the carbon footprint of the programme, together with the construction machinery used during the project. However, the project may result in reduced carbon emissions in the long term by improving local road conditions and reducing the need for regular reactive repairs which can lead to fewer carbon emissions from maintenance activities.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Further deterioration of the highway.	If approved, HIS 3 and CRSTS funding will allow the reduction of deterioration of our assets.

Legal Implications:

Members are asked to approve the priorities for delivery under the Highway Investment Strategy tranche 3. The Council holds statutory duties as highway authority. Highway authorities have a legal duty to maintain their respective sections of the road network under section 41 of the Highways Act 1980 and are liable to compensation claims in the event of a failure to do so. They are required to take reasonable care of the highway to ensure that it is not dangerous to traffic including pedestrians and to have procedures laid down for inspection and repair.

Financial Implications:

This funding was identified within the Capital Programme that was approved by Council on the 22nd February 2023 and is therefore, already built into the capital programme.

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

Appendix 1 – Strategic Road Priority List.

Appendix 2 – Local Road Priority List.

Appendix 3 – KRN List (For information)

Appendix 4 – Integrated Transport Block.

Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
HIS3	Highway Investment Strategy – Tranche 3
CRSTS	City Regional Sustainable Transport Settlement
ITB	Integrated Transport Block
KRN	Key Route Network – The most important roads across GM in terms of connectivity and economic activity.

Cabinet Report 16 March 2023**Highways Capital Programme - Appendix 1****Proposed Strategic Network Schemes –****HIS3 funding for the period 2023/24 to 2025/26 and****DfT (CRSTS Core Maintenance) funding for the period 2023/24 to 2026/27.**

Road	Limits	District	Estimate (£)
Wash Lane	Bond Street to Moorgate	Bury East	195,000
Holcombe Road	Quakersfield to Brandlesholme Road	Ramsbottom	396,500
Whittaker Lane	Rectory Lane to Bury Old Road	Prestwich	211,250
Water Street	Blackburn Street to Ainsworth Road	Radcliffe	377,000
Turton Road	Chapel Street to Woodstock Drive	Ramsbottom	201,500
Ringley Road	Stand Lane to Higher Lane	Whitefield	344,500
Helmshore Road	No. 95 Helmshore Road to Boundary	Ramsbottom	130,000

This page is intentionally left blank

Cabinet Report 16 March 2023**Highways Capital Programme - Appendix 2****Proposed Local Road Network Schemes –****HIS3 funding for the period 2023/24 to 2025/26 and****DfT (CRSTS Core Maintenance) funding for the period 2023/24 to 2026/27.**

Street	Limits	District	Estimate (£)
Ashbourne Grove	Full Length	Whitefield	240,000.00
Haslem Street	Full Length	Bury East	72,800.00
Woodley Street	Full Length	Bury East	46,800.00
Newlands Avenue	Full Length	Whitefield	18,720.00
Trimmingham Drive	Brandlesholme Road to Salthouse Close	Bury West	41,600.00
Burndale Drive	Full Length	Whitefield	80,600.00
Clough Drive	Full Length	Prestwich	83,200.00
Sandy Lane	Lowther Road to Butterstile Lane	Prestwich	49,400.00
Conway Avenue/Close	Full Length	Whitefield	88,000.00
Linksway Drive	Full Length	Whitefield	97,760.00
Wensleydale Close	Full Length	Whitefield	10,920.00
Bleasdale Close	Full Length	Whitefield	7,280.00
St Anns Road	Hamilton Road to Bury New Road	Prestwich	121,472.00
Falcon Close	Full Length	Bury East	60,684.00
Ribble Drive	Full Length	Whitefield	279,344.00
Peel Hall Road	Full Length	Ramsbottom	89,700.00
Acres Street	Full Length	Ramsbottom	23,400.00
Hutchinson Street	Full Length	Radcliffe	12,064.00
Bye Road	Full Length	Ramsbottom	61,256.00
Butterstile Lane	Hilton Lane to Agecroft Road West	Prestwich	104,000.00
Arley Street	Full Length	Radcliffe	21,840.00
Holye Street	Full Length	Radcliffe	27,500.00
Hathaway Road	Full Length	Whitefield	138,320.00
Elm Road	Full Length	Whitefield	70,408.00
Pinfold Lane	Full Length	Whitefield	109,200.00
Top O'th' Fields	Full Length	Whitefield	57,200.00
Astbury Street	Full Length	Radcliffe	35,880.00
Elson Street	Full Length	Bury West	18,200.00
Chesham Road	Halstead Street to Danesmoor Drive	Bury East	182,000.00
School Grove	Full Length	Prestwich	44,720.00
Cann Street	Full Length	Ramsbottom	83,200.00
Derby Street/Earl Street	Derby Street - Full Length. Earl Street, Derby Street to Eliza Street	Ramsbottom	52,000.00

Ferngrove	Coppice Street to No. 85 Ferngrove	Bury East	62,400.00
Bentley Lane	60m past M66 bridge to White Carr Lane	Ramsbottom	82,650.00
Hazel Avenue	Full Length	Bury East	135,200.00
Walmsley Street	Full Length	Bury West	10,400.00
Badger Street	Full Length	Bury East	39,000.00
Bridge Road	Full Length	Bury East	221,200.00
Nutall Lane	Winifred Street to St Andrews Close	Ramsbottom	163,800.00
Heys Road	Heywood Road to Bury Old Road	Prestwich	152,308.00
Moreton Avenue	Full Length	Whitefield	18,200.00
Alfred Street	Gigg Lane to Killion Street	Bury East	234,988.00
Hardman Street	Full Length	Radcliffe	57,200.00
Palatine Street	Bridge Street to King Street	Ramsbottom	25,000.00
Bowes Close	Full Length	Ramsbottom	81,640.00
York Street (including Yarwood Street & Fletcher Street)	Full Length	Bury East	156,000.00
School Lane	Full Length	Ramsbottom	52,000.00
Heaton Road	Full Length	Radcliffe	35,000.00
Rectory Lane	Fairfax Road to Rectory Green	Prestwich	114,400.00
Cecil Street	Full Length	Bury East	72,800.00
Holly Street	Full Length inc. footways	Ramsbottom	58,800.00
Crow Lane	Full Length	Ramsbottom	62,400.00
Castlecroft Road	Full Length	Bury East	208,000.00
Whittaker Street	Full length	Radcliffe	57,200.00
Worcester Street	Full Length	Bury West	15,000.00
Grange Road	Full Length	Bury West	130,000.00
Garnett Street	Full Length	Ramsbottom	91,000.00
Hillyard Street	Full Length	Bury West	58,600.00
White Street	Full Length	Bury West	56,400.00
Mersey Drive	Full Length	Whitefield	215,800.00
Arden Close	Full Length	Bury East	31,200.00
Warwick Road	Coventry Road to No 38 Warwick Road	Radcliffe	114,400.00
Queen Street	Full Length	Ramsbottom	20,800.00
Woodman Drive	Full Length	Bury East	98,800.00
Springside Road	Walmersley Road to Brierfield Drive	Ramsbottom	140,400.00
Harrogate Avenue	Full Length	Prestwich	59,500.00
Holland Street	Full Length	Radcliffe	112,632.00
David Street	Full Length	Bury West	37,440.00
Holme Avenue	No 56 Holme Avenue to Garside Hey Road	Bury West	67,600.00
Birley Street	Full Length	Bury East	52,000.00
Jackson Street	Full Length	Radcliffe	42,900.00
Holcombe Lee	Hill Rise to Dalton Close	Ramsbottom	30,450.00
Cromwell Road	Full Length	Whitefield	67,600.00
Russell Street	Full Length	Bury East	28,600.00
Butterworth Street	Full Length	Radcliffe	41,600.00

Coventry Road	Ainsworth Road to No 12 Coventry Road	Radcliffe	52,000.00
Johnson Street	Full Length	Radcliffe	26,000.00
Chestnut Avenue	Full Length	Bury East	37,700.00
Salford Street	Full Length	Bury East	78,000.00
Darbyshire Street	Full length	Radcliffe	80,600.00
Cedar Street	Parsonage Street to Fir Street	Bury East	28,600.00
Hamilton Road	Full Length	Whitefield	125,840.00
Brentwood Court	Full Length	Prestwich	63,440.00
Scobell Street	Lamb Inn to No 31	Ramsbottom	23,400.00
Gigg Lane	Manchester Road - Bury FC	Bury East	86,008.00
Park View Road	Full Length	Prestwich	88,400.00
Pole Lane	Full Length	Whitefield	114,400.00
Kenmore Road	Full Length	Whitefield	148,460.00

This page is intentionally left blank

Cabinet Report 16 March 2023**Highways Capital Programme - Appendix 3****Key Route Network Schemes –****DfT (CRSTS KRN) funding for the period 2022/23 to 2026/27.**

Road Class	Road Name	District	Estimate (£)
C	Hollins Brow - Manchester Road to Croft Lane	Whitefield	171,000
A56	Bury New Road - Charnley Street to Stanley Road	Whitefield	352,203
A56	Manchester Road - Dumers Lane to Crossfield Street	Whitefield	500,859
C	Pilsworth Road - Roach Bank Road to Jackson Fold Barn	Whitefield	453,150
A56	Bury New Road/Manchester Road - Middleton Drive to Cross Street	Whitefield	630,477
A58	Rochdale Road - Junction 2 M66 including approaches	Bury East	616,626
A56	Bury New Road - Junction 17 M60 including approaches	Whitefield / Prestwich	508,212
A58	Bury & Bolton Road – Higher Ainsworth Road to Starling Road Junction	Radcliffe	166,212
A665	Bury Old Road - Polefield Approach to Carver Avenue	Prestwich	295,374
A56	Manchester Road - Peel Brow to Bury New Road	Ramsbottom	151,791
A665	Bury Old Road - M60 Bridge to Polefield Approach	Prestwich	412,110
A56	Walmersley Road - Lime Street to Royal Avenue	Bury East	490,485

This page is intentionally left blank

Cabinet Report 16 March 2023

Highways Capital Programme - Appendix 4

Proposed Integrated Transport Block Programme 2022/23

Location	Description of Scheme	Budget
Lowes Road	Traffic Calming scheme - contribution to Section 106 funding to implement scheme.	£15,000
Hollins Grundy Primary School	Safer Routes to School scheme	£30,000
Christ Church C of E Primary School	Safer Routes to School scheme	£30,000
East Ward Primary School	Safer Routes to School scheme	£30,000
Sedgley Park Primary School	Safer Routes to School scheme	£10,000
St Joseph & St Bede's	School Street Scheme including wider safer routes to school	£10,000
Woodbank Primary School	School Street Scheme including wider safer routes to school	£10,000
St Thomas's Primary School	School Street Scheme including wider safer routes to school	£10,000
St Gabriel's High School	Upgrade of PROW to encourage walking to school	£10,000
Guardian Angels Primary School	Upgrade of PROW to encourage walking to school	£10,000
Collision Hot Spots	Engineering measures to address collision hot spots	£200,000
Subtotal		£365,000
Overspend from 21/22 Road Safety Programme		£55,000
Overspend from 22/23 Road Safety Programme		£50,000
Fees		£76,500
Total		£546,500

This page is intentionally left blank



Classification: Open	Decision Type: Key
--------------------------------	------------------------------

Report to:	Cabinet	Date: 15 March 2023
Subject:	Local Transport Strategy - Consultation Draft	
Report of	Leader and Cabinet Member for Strategic Growth and Skills	

Summary

The Local Transport Strategy sets out how the Council will meet its ambitions to develop a genuine integrated transport network that will support a healthy, green, connected and thriving Borough.

The Local Transport Strategy aligns with the Greater Manchester Transport Strategy 2040, including the aspiration for half of all journeys to be made by active and sustainable transport modes by 2040 and the delivery of a joined-up London-style transport system - the Bee Network. This seeks to transform how people travel in and around Greater Manchester.

The transport vision set out in the draft Local Transport Strategy for Bury is to create an attractive, well-connected Borough that supports economic growth and helps to reduce deprivation. By 2040, the Borough will be connected by a modern and efficient transport network, including comprehensive, affordable, high quality and attractive sustainable transport links.

The Transport Strategy will support the ambitions for sustainable growth and development over the next 20 years as well as help to tackle issues around air quality, as the country moves away from polluting vehicles.

It is proposed that, following consultation, a further version of the Transport Strategy will be brought back to Cabinet in the summer for formal approval.

Recommendation(s)

That Cabinet:

- i) Approves the draft Local Transport Strategy attached at Appendix 1 as the basis for a 3-month public consultation commencing in late March 2023.
- ii) Delegates approval to the Executive Director of Place in consultation with the Leader to make modifications to the draft Local Transport Strategy before consultation commences.

Reasons for recommendation(s)

To ensure that all stakeholders are given the opportunity to have their say on the draft Local Transport Strategy and the role and function it will play in facilitating the preparation of a pipeline of potential interventions required to

support key developments in a sustainable manner, as well as ensuring transport needs are provided for over the next 10 years and beyond.

Alternative options considered and rejected

None. It is important that stakeholder engagement continues to seek the views and input from the wider public, key businesses and other key partners to ensure that the final Transport Strategy is fit for purpose.

Report Author and Contact Details:

Name: Joanne Betts

Position: Strategic Transport Lead

Department: BGI

E-mail: j.betts@bury.gov.uk

1. Background

- 1.1 Bury is an integral part of the Greater Manchester city-region and the Council is working to deliver the GM2040 Transport Strategy. However, Bury is a unique borough with its own significant challenges and opportunities. The Borough's Local Transport Strategy (Transport Strategy) will complement the GM2040 Transport Strategy and set out more detail on what investment we need locally to help bring sustainable transport to all Bury's communities.
- 1.2 Together with our partners, we are making unprecedented investment in the borough to help build a thriving economy and need a transport offer that will support our wider health, environmental, economic and regeneration ambitions.
- 1.3 If we are to realise our '*Let's Do It*' vision and regeneration plans, we need a state-of-the-art transport system that is affordable and can get Bury residents where they want to go quickly and easily. Bury's transport network needs to unlock new sites for development, promote health and well-being through active travel and help meet our commitment to having fossil-fuel free travel by 2038.
- 1.4 Whilst we are committed to the wider Greater Manchester transport strategy, it is important that we also develop our own Transport Strategy to establish our own local objectives and priorities that will provide a robust and cohesive framework to direct transport investment for all modes going forward.

2. Draft Local Transport Strategy

- 2.1 The Local Transport Strategy sets out a transport vision and objectives for the Borough based on meeting local priorities. These are designed to

complement the priorities and ambitions within the Greater Manchester Transport Strategy, (GMTS) 2040.

- 2.2 The vision is for a connected borough with increasing use of public transport, walking and cycling that provides all people with access to opportunities both within and beyond the Borough with modern and reliable infrastructure. This will help to promote economic and social inclusion in the Borough by providing all our residents with the opportunity to move safely and easily to places of work and leisure.
- 2.3 The Transport Strategy identifies the following strategic objectives for transport and highways as being to:
 - Support sustainable economic growth and regeneration.
 - Reduce carbon emissions
 - Encourage healthy and active lifestyles
 - Improve connectivity
 - Improve the maintenance and management of the transport network
 - Improve road safety.
- 2.4 To deliver against these strategic objectives, the transport strategy identifies a series of investment priorities for four main modes of transport:
 - Metrolink (e.g. new investment into our existing tram stops);
 - Bus (e.g. more frequent and reliable bus services);
 - Walking, wheeling and cycling (e.g. new segregated cycle lanes);
 - Highways and Parking (e.g. new roads and improved junctions).
- 2.5 The Strategy also sets out how each of these investment priorities will be delivered across the Borough's six townships.
- 2.6 The Transport Strategy builds the case for transport investment in Bury and will ensure Bury is poised to grasp opportunities to bid for external funding as and when they arise.

3. Funding

- 3.1 The main source of funding for transport investment in Greater Manchester is Central Government.
- 3.2 For the 5-year period 2022/23 – 2026/27, the first round of the City Region Sustainable Transport Settlement (CRSTS) will be the main source of funding to invest in Greater Manchester's transport network. Greater Manchester has secured over £1billion from this new fund to invest in transport infrastructure over the next 5 years by Transport for Greater Manchester and the ten constituent boroughs of the Greater Manchester Combined Authority.
- 3.3 The CRSTS programme includes over £47m for the first phase of the new Bury Interchange (currently estimated to be £84m in total).

- 3.4 There is also up to £15.4m available in the CRSTS programme for cycling and walking improvements in Bury, Radcliffe and Ramsbottom town centres, the initial draft proposals of which are included within the Local Transport Strategy as part of its consultation. The CRSTS proposals for the three town centres will also be the subject of more detailed consultation later this year.
- 3.5 Greater Manchester's 5-year CRSTS programme includes funding for other transport schemes in Bury as follows:
- £4.5 million for Key Route Network carriageway maintenance.
 - £12.775 million for other highways capital maintenance.
 - £543,000 for local safety schemes.
 - Circa £1.5m to develop the proposals for a new Elton Metrolink Stop (but not delivery of the stop itself).
- 3.6 Bury Council is also working with Transport for Greater Manchester to secure further CRSTS investment in Bury through TfGM-led cross boundary bus schemes and other programmes such as:
- Quality Bus Transit corridor scheme development and potential delivery including on the Bury-Rochdale corridor (circa £20 million to be allocated across 3 Quality Bus Corridors, one of which is the Bury-Rochdale corridor).
 - City Centre Radials Bus and Streets for All improvements on radial corridors into Manchester City Centre (circa £65 million to be split across several routes in Greater Manchester, which could include the A56 Bury New Road).
 - The Bury-Heywood-Rochdale Tram-Train Pathfinder scheme, through which TfGM (Transport for Greater Manchester) will investigate the potential for new tram-train technology between Bury, Heywood, Rochdale and Oldham that would allow Metrolink vehicles to travel along heavy rail lines.
 - Integrated ticketing and information.
 - Electric buses.
 - GM Electric Vehicle Charging Package.
- 3.7 Bury is also working closely with TfGM on the regeneration proposals for Prestwich, including the development of proposals for a Travel Hub at the Metrolink Stop. Although Prestwich is not currently in line for CRSTS funding from TfGM's Travel Hubs programme, the Council will continue to work in with TfGM and be ready to progress the scheme should CRSTS funding become available.
- 3.8 The funding the local authority receives from central government for highway maintenance of approximately £1.2 million per year has been included within the CRSTS settlement as detailed in paragraph 3.6 above. This level of funding has not been enough to stop the condition of the highway network deteriorating further. As such, the Council has invested additional funding of its own into highway maintenance through the Highways Investment Strategy (HIS) - £20 million in tranches 1 and 2 since

2017/18, with a further £10 million for the 3-year period 2023/24 – 2025/26.

- 3.9 The cost of the transport improvements required to deliver the Boroughwide Local Transport Strategy is more than the funding currently available. Later stages of the delivery of the Local Transport Strategy will require the Council to assemble additional funding through Government support and local contributions including from the private sector.

4. Engagement Strategy

- 4.1 Engagement has been undertaken with a range of key stakeholders in the preparation of the consultation draft Transport Strategy including internal Council Officers and TfGM (Transport for Greater Manchester). This has been crucial in gaining valuable information and insight into the different concerns of groups and understanding key challenges.
- 4.2 Now that the Transport Strategy is in a draft format, this stakeholder engagement needs to continue to seek the views and input from the wider public, key businesses and other key partners to ensure that the final Transport Strategy reflects the aspirations of all stakeholders.
- 4.3 The Council's website will be used as the main point of contact for the formal consultation. This will be supported by drop-in events in the townships, to be held later this year.
- 4.4 The Transport Strategy online consultation will be promoted via social media (Facebook, Twitter, and Instagram) to raise awareness of the proposals and to issue reminders of the consultation closing date. These channels will direct residents to the formal consultation website. Targeted social media is also being considered to increase awareness of the consultation across the local area.
- 4.5 The consultation process will be kept under review in the event that additional stakeholder engagement is required.
- 4.6 It is proposed that the final version of the Local Transport Strategy is brought back to Cabinet in summer 2023 for formal approval, highlighting the responses received during consultation and any amendments made as a result.

5. Timescales

- 5.1 It is proposed that consultation on the draft Transport Strategy takes place over a 3-month period commencing late March 2023.
- 5.2 This would allow for consideration of comments received and for any amendments to the Transport Strategy to be made before the final version is taken back for formal Cabinet approval in summer 2023.

6. Conclusion

- 6.1 The recommendations are contained at the front of this report.

Links with the Corporate Priorities:

The Local Transport Strategy will support the Borough's ambitions for sustainable growth and development over the next 20 years.

The preparation of the Transport Strategy is consistent with the Key Priorities of the Bury 2030 'Let's Do It' Strategy, particularly in terms helping to unlock new sites for development, promoting health and well-being through active travel and meeting our commitment to having fossil-fuel free travel by 2038.

Equality Impact and Considerations:

Advice has been sought from the Council's Equality, Diversity & Inclusion Manager, and an EIA (Environmental Impact Assessment) will be undertaken on the Local Transport Strategy before the final document is brought back to Cabinet for approval.

Environmental Impact and Considerations:

Please provide an explanation of the carbon impact of this decision.

1. The actions in this Local Transport Strategy will work towards having fossil-fuel free travel by 2038 through promoting active travel, public transport, and the transition to electric vehicles.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Members of the public and other local stakeholders do not engage in the consultation on the draft Local Transport Strategy.	A comprehensive consultation plan is being developed and the consultation process will be kept under review and will be adjusted if additional stakeholder engagement is required.

Legal Implications:

2. The Transport Act 2000 sets a requirement for all Local Authorities to prepare and publish Local Transport plans in their area. The LTP provides a strategic framework for planning and delivery of improvements in local transport provision. Consultation will be carried in accordance with statutory and legal requirements, the consultation plan is set out in para 4 of this report. The plan must address the transport needs of the disabled, elderly and those with poor mobility.

3. In agreeing any Local transport strategy the Authority must ensure that equalities issues have been considered fully. A full EIA and environmental appraisal will be carried out prior to a final decision is made by Members.

Financial Implications:

4. The funding associated with CRSTS and HIS as referenced in this report are also referenced in the Highways programme report elsewhere on this agenda. The funding was also included within the Councils Capital Programme which was approved at Council on the 22nd February 2023.

Appendices:

Appendix 1 – Draft Local Transport Strategy

Background papers:

Please list any background documents to this report and include a hyperlink where possible.

Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
CRSTS	City Region Sustainable Transport Settlement
TfGM	Transport for Greater Manchester

This page is intentionally left blank

DRAFT BURY LOCAL TRANSPORT STRATEGY 2040



March 2023

EXECUTIVE SUMMARY

This Local Transport Strategy is a strategic plan for the development of transport within the Borough, outlining how transport will contribute to and support the longer-term aspirations of the Borough. The Local Transport Strategy sets out an ambitious vision that **'By 2040, Bury will be an attractive, well connected and innovative Borough where people aspire to live, work and visit. The Borough's townships will be connected by a modern and efficient transport network, providing attractive, sustainable transport links both within and beyond the Borough.'**

The vision aligns with the Borough's Let's Do It Strategy and the ambitions set out in the Greater Manchester 2040 Transport Strategy (GM2040) by working towards the 'Right Mix' target for half of all trips to be made by public transport, walking, wheeling, or cycling by 2040.

Underpinning the overarching vision of this Local Transport Strategy are six strategic objectives which are cross cutting and have been designed to enable the vision to be achieved.

Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
Support sustainable economic growth and regeneration	Reduce carbon emissions	Encourage healthy and active lifestyles	Improve connectivity	Improve maintenance and management of the transport network	Improve road safety

The vision and objectives are supported by a series of investment priorities for different forms of transport that set out the interventions needed to address local transport issues, problems, and challenges. There are six key investment priorities for each mode of transport, Metrolink, Bus, Walking, Wheeling and Cycling and Highways and Parking. These investment priorities will help create a transport network that will unlock new sites for development, promote health and well-being through active travel and help meet the Borough's commitment to having fossil-fuel free travel by 2038.

Having key investment priorities will put the Borough in a stronger position to identify and attract the funding needed to deliver schemes that are locally important. It will enable the Council to identify and develop proposals for transport interventions to competitively bid for monies when they become available. A summary of the key investment priorities for each mode are set out in the following pages.

Executive Summary: **Investment Priorities**

Investment priorities for Metrolink:

As part of the transport strategy for the Metrolink service, investment priorities have been identified to help address the key Metrolink issues in Bury, such as the outdated transport interchange, poor quality tram stops on the Bury line and poor environments leading to and around tram stops. The key investment priorities for Metrolink are:

- 1. A new transport interchange in Bury**
- 2. Improvements to Metrolink stops on the Bury line**
- 3. Strengthened walking, wheeling and cycling connections to Metrolink stops**
- 4. A new Metrolink stop and travel hub/park and ride at Elton Reservoir**
- 5. Travel Hubs**
- 6. A new tram- train link between Bury and Rochdale**



Investment priorities for Bus:

Bus travel is central to the delivery of Greater Manchester's ambitions to provide a sustainable transport network. Investment in bus services and infrastructure is needed if we are to make travelling by bus more attractive and support Greater Manchester's 'Right Mix' vision to reduce car trips to no more than half of all journeys by 2040. The key investment priorities for bus are:

- 1. Bus reform and the introduction of bus franchising in Bury**
- 2. Better and more reliable bus services in all parts of the Borough**
- 3. A new Bury Town Centre Interchange**
- 4. Bus priority measures on key routes**
- 5. Better bus stops and stations**
- 6. Bus services to new developments**



Executive Summary: **Investment Priorities**

Investment priorities for Walking, Wheeling and Cycling:

The priority is to increase the number of short journeys made by walking, wheeling and cycling . The ambition in Bury and across Greater Manchester is to create a comprehensive network of on and off-road routes and that will provide the infrastructure needed to encourage more short trips to be made by active travel. The key investment priorities for Walking, Wheeling and Cycling are:

- 1. To create a Boroughwide active travel network**
- 2. Active travel routes to, from and within new development sites**
- 3. Secure cycle parking**
- 4. Better access to bikes**
- 5. Safer Routes to School schemes**
- 6. Connecting Blue and Green Infrastructure Networks**



Investment priorities for Highways and Parking:

This strategy will explore the potential for junction improvements across the Borough which improve road safety and design and support safer sustainable movements to proposed development and growth sites. It will also look to define how and where new public electric vehicle charging points are located, looking at both on and off-street locations and key public transport interchanges. The key investment priorities for Highways and Parking are to :

- 1. Address congestion and severance**
- 2. New or improved highways to accommodate new development sites**
- 3. A programme of road safety interventions**
- 4. Maintenance of roads and highways infrastructure**
- 5. Development of parking strategies in key locations**
- 6. Expand the network of electric vehicle charging points**



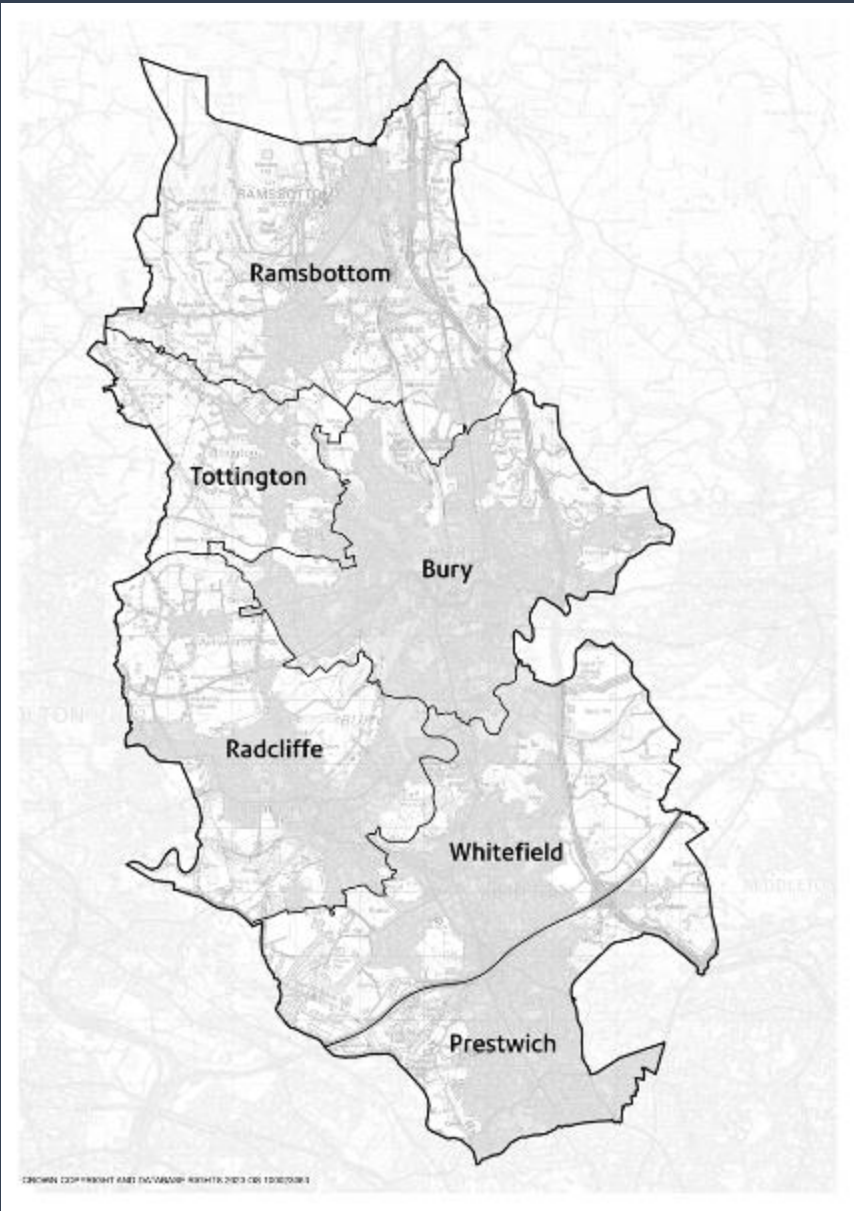
Executive Summary: Townships

Local transport issues which need to be addressed within each of the Borough’s six Townships (Ramsbottom, Tottington, Bury, Radcliffe, Whitefield and Prestwich) have been identified within the Local Transport Strategy. These include:

- A poor sense of arrival and stop environment at all Metrolink stops along the Bury line.
- Unreliable and infrequent bus services.
- Congestion hotspots.
- Car dominated environments which lead to severance for pedestrians and cyclists travelling into and out of the Townships.
- A lack of safe and continuous active travel routes.
- Poor wayfinding and legibility.

A range of transport interventions will be considered for each Township to support its unique transport and regeneration needs in line with the strategic objectives and key investment priorities of this Local Transport Strategy. Potential measures will include:

- The provision of a new and upgraded Transport Interchange in Bury.
- Metrolink stop improvements that focus on making stop environments feel safer and more welcoming to encourage more people to use Metrolink.
- Improvements to bus services to provide more frequent and reliable bus services.
- The development and implementation of a high-quality walking, wheeling and cycling network that provides safe and attractive routes for all ages and abilities in each Township.
- The provision of an expanded network of Electric Vehicle Charging Points (EVCP).
- Implementation of road safety schemes such as Safer Routes to School.
- Continued capital investment in highways maintenance, prioritising areas in accordance with highway asset management principles and best practice.



Township	Wards
Ramsbottom and Tottington	Ramsbottom, North Manor, Tottington
Tottington	Tottington
Bury	Elton, Moorside, Bury West, Bury East, Redvales
Radcliffe	Radcliffe North & Ainsworth, Radcliffe West, Radcliffe East
Whitefield	Unsworth, Besses, Pilkington Park
Prestwich	Holyrood, St. Mary’s, Sedgley

Executive Summary: **Funding**

The Local Transport Strategy acknowledges that delivering a Boroughwide integrated transport network will take time. The cost of the interventions required to deliver the Local Transport Strategy is more than the funding currently available. There is scope to finance future interventions via other relevant funding streams as they come forward, and the Council will continue to explore any additional funding sources to deliver the objectives and key investment priorities outlined in this Local Transport Strategy. Developer contributions will also be sought to provide the appropriate infrastructure as and when development plots come forward, in line with the Council's adopted Development Plan and Supplementary Planning Documents/Guidance.

The main source of funding for transport improvements is central government. In July 2022, the government confirmed a package of capital and revenue funding for Greater Manchester, including £1.07 billion of capital funding from the City Region Sustainable Transport Settlement (CRSTS) and £95 million of revenue funding through the Greater Manchester Bus Service Improvement as part of the national Bus Back Better Strategy. CRSTS funding will deliver investments in local roads, bus, train and tram services over the five years to March 2027: with new quality bus corridors, cycling and walking routes and improved transport infrastructure and connectivity for towns across Greater Manchester.

The CRSTS programme includes several schemes in Bury such as a new state of the art interchange in Bury Town Centre, funding to develop plans for a new Metrolink Stop at Elton Reservoir and to investigate new tram-train technology, between Bury, Heywood, Rochdale and Oldham and funding to help improve bus routes so that buses are more reliable and can become a real alternative to the car, with proposals being developed to upgrade key bus routes between Bury to Bolton and Rochdale town centres. The CRSTS programme also includes funding to improve walking and cycling routes in Bury Town Centre and to deliver some of the active travel improvements identified in the Radcliffe Strategic Regeneration Framework and the Ramsbottom Town Plan. There is also money allocated to invest in resurfacing some of the Borough's main roads and the Council has received a further £543,000 of Integrated Transport Block funding through CRSTS.

Bury also continues to deliver a programme of capital investment in highways maintenance, prioritising areas in accordance with highway asset management principles and best practice. Future Investment will see a further £9.5 million invested in maintaining the highway network over the period 2023/24 to 2025/26 through the Highways Investment Strategy. This is in addition to maintenance funding that Bury has received through the CRSTS.

CONTENTS PAGE

	Page Number
Foreword	
Chapter 1: Introduction	9
Chapter 2: Greater Manchester Transport Strategy 2040	11
Chapter 3: Local Issues And Challenges	17
Chapter 4: Transport Vision And Strategic Objectives	30
Transport Opportunities By Mode	
Chapter 5: Metrolink	34
Chapter 6: Bus	51
Chapter 7: Walking & Cycling	71
Chapter 8: Highways & Parking	89
Transport Investment By Township	
Chapter 9: Ramsbottom And Tottington	114
Chapter 10: Bury	126
Chapter 11: Radcliffe	141
Chapter 12: Whitefield	156
Chapter 13: Prestwich	167
Chapter 14: Northern Gateway	179
Chapter 15: Summary & Next Steps	183

FOREWORD

Exciting times are ahead for our Borough as we recover from the impacts of Covid-19. Our *Let’s Do It* Strategy sets out the ambition for Bury to ‘*stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation*’. We have already started to deliver this vision. We have won £40 million of Government Levelling Up Fund money which is supporting the development of a new civic hub in the heart of Radcliffe Town Centre and a new market flexihall in Bury Town Centre. But this is just the start of our ambitious plans to deliver more jobs, businesses and homes through our local regeneration strategies such as the Bury Town Centre Masterplan, the Radcliffe Strategic Regeneration Framework and the Ramsbottom Town Plan.

If we are to realise our *Let’s Do It* vision and our regeneration plans, we need a state-of-the-art transport system that is effective and affordable. We need our transport network to unlock new sites for development, to promote health and well-being through active travel and to help meet our commitment to having fossil-fuel free travel by 2038. We are already working with the other the Greater Manchester councils and Transport for Greater Manchester to deliver a low carbon London-style fully integrated public transport system across bus, tram, train and bike which we are calling the Bee Network, and we have signed up to the Greater Manchester 2040 Transport Strategy (GM2040) which includes an ambition for half of all journeys to be made by cycling, walking or public transport by 2040.

We have already made progress on achieving the GM2040 ambition. Greater Manchester has won over £1 billion of Government funding to invest in transport infrastructure over the next 5 years through the City Region Sustainable Transport Settlement (CRSTS), including over £47m of the £84m needed for a new state-of-the-art interchange in Bury Town Centre. The way buses are run in Greater Manchester is also being transformed, bringing them under local control through franchising and run by Greater Manchester Combined Authority (GMCA). Lower fares have already been introduced on buses across Greater Manchester to attract passengers back to public transport following the pandemic and to help with the cost-of-living crisis. There are also plans to introduce new electric buses to help improve local air quality, with the first fifty coming into service when franchising starts in September. There is also up to £15.4 million in the CRSTS programme for cycling and walking improvements in Bury, Radcliffe and Ramsbottom town centres for which we are currently developing plans.

This Local Transport Strategy will complement the GM2040 Transport Strategy and other plans and strategies by setting out the transport interventions needed to address our own local transport issues, problems and challenges. For example, we know that many of our residents rely on public transport, cycling or walking to get around and that the current offer falls short of what is needed. Some parts of the Borough have fewer bus services than others and the services that do run can be unreliable. We have invested in some cycling and walking improvements, but we do not have a joined-up network of routes across the Borough. We know that the condition of our roads could be better but years of underinvestment by central government has left us with a maintenance backlog. There are places where our network is congested at certain times of the day and there are too many people killed and seriously injured on our roads. We also need to clean up the air our residents breathe and to help people to make the change to electric vehicles.

We are excited to share our draft Local Transport Strategy with you and look forward to receiving your views on how best we can deliver a clean, reliable, affordable transport network that meets the needs of all our local communities.



Councillor Eamonn O'Brien
Leader of the Council



Councillor Alan Quinn
Cabinet Member Environment,
Climate Change and Operations

1

INTRODUCTION



INTRODUCTION

Bury's *Let's Do It! Strategy* is the overarching strategy for the Borough which includes a Vision for the borough to be **'a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation'**.

In support of this, the Council is driving forward multiple development sites that will create new employment and homes for our residents, as well as regenerating our main town centres in Bury, Radcliffe, Ramsbottom and Prestwich.

Bury is one of the ten local authority areas in Greater Manchester working towards the 'Right Mix' target set out in the *Greater Manchester 2040 Transport Strategy* (GM2040) for half of all trips to be made by public transport, walking, wheeling or cycling by 2040.

Improving transport and connectivity will be vital in helping to achieve the aims of these and other related plans and strategies as well as in helping to deliver Bury's ambitions for growth and regeneration.

Whilst Bury is committed to achieving the GM2040 ambitions, the Borough has its own unique transport challenges that need to be addressed. That is why we have identified the need for a Boroughwide **Local Transport Strategy** that sets out how Bury can contribute towards achieving the aims of GM2040 and what local interventions are needed to support the Right Mix and Net Zero Carbon emissions. It will reflect Bury's specific transport needs and ambitions, will make the case for transport investment and will be used to guide future funding bids and programmes of work.

This Local Transport Strategy sets out the regional policy context (chapter 2) and local transport issues (chapter 3) before setting out a vision and transport objectives for the borough (chapter 4). It then sets out the key investment priorities that are designed to achieve the vision and objectives for different forms of transport. Subsequent chapters provide further details on what this means for each of the six townships.

The impact of Greater Manchester-wide policies such as bus franchising, as well as major development proposals such as Elton Reservoir and Northern Gateway, are considered through this report.

This is the consultation version of our Local Transport Strategy. Feedback from the consultation exercise will be used to help us to prepare a final Local Transport Strategy later this year.



2

GREATER MANCHESTER TRANSPORT STRATEGY 2040

**GREATER
MANCHESTER**
DOING THINGS DIFFERENTLY

GREATER MANCHESTER TRANSPORT STRATEGY 2040

Published February 2017, updated January 2021

Page 63

GM TRANSPORT STRATEGY 2040

The Greater Manchester Transport Strategy 2040 (GM2040) sets out the long-term ambition for transport in Greater Manchester, including Bury, and underlines the importance of transport in supporting Greater Manchester’s ambitious plans, including those set out in the overarching Greater Manchester Strategy.

All ten Greater Manchester local authorities and Transport for Greater Manchester, are signed up to GM2040 and the principles and projects within it.

The Plan sets out how an integrated transport system will be developed across Greater Manchester by 2040 and proposes a £3 billion capital investment programme.

It includes a vision for Greater Manchester to have ‘*World class connections that support long-term, sustainable economic growth and access to opportunity for all*’. The four key elements of the GM2040 vision, which are shown in the adjacent diagram, also represent the overarching goals of this Local Transport Strategy.

The main source of funding for transport improvements is central government. Having GM2040 in place will help to secure government funding for investment in transport across Greater Manchester, including for interventions in Bury.

GM2040 is supported by a series of Five-Year Transport Delivery Plans, a Local Implementation Plan for each of the ten Greater Manchester local authorities and other sub-strategies which are at various stages of development including a Streets for All Strategy.



GM2040: STREETS FOR ALL

Streets for All is Greater Manchester’s new approach for everything we do on our streets. Streets for All places a strong emphasis on reducing traffic and road danger and on improving the environment for pedestrians, cyclists and public transport users. This people-centred approach to street planning, design and network management is needed to level up the transport network, support growth and productivity and enable us to meet our decarbonisation targets. The Streets for All vision is *‘to ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses.’*

The new Streets for All approach puts pedestrians at the top of a ‘hierarchy of road users’, those who could do the greatest harm, such as drivers, will have a greater level of responsibility to ensure they reduce the danger they can pose to people walking, wheeling or cycling. Streets for All identifies five main street types (shown below).



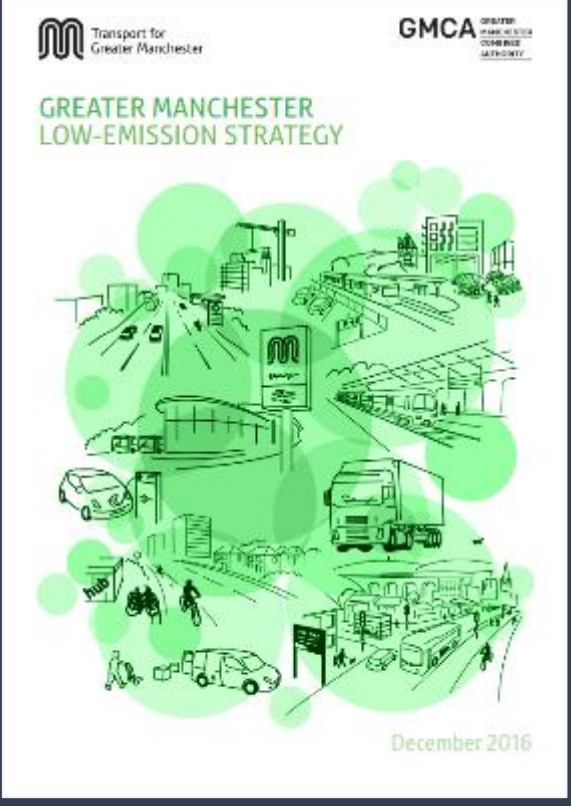
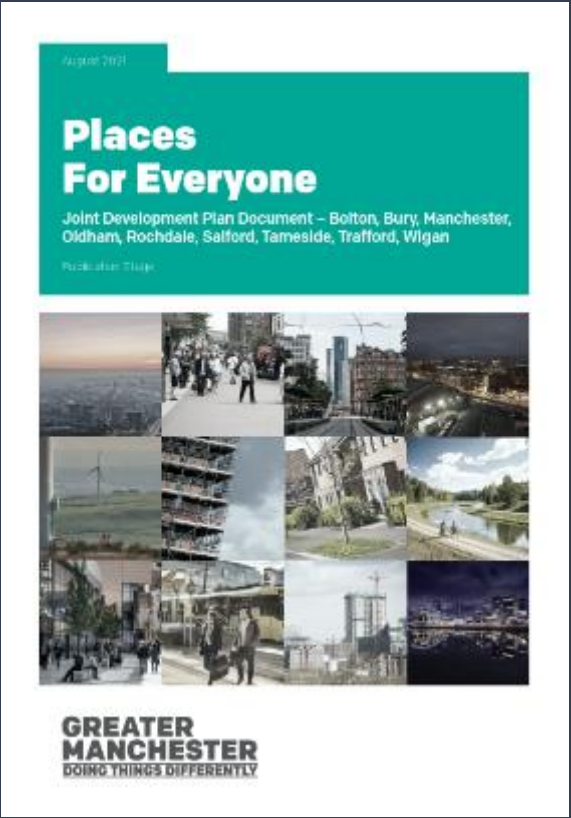
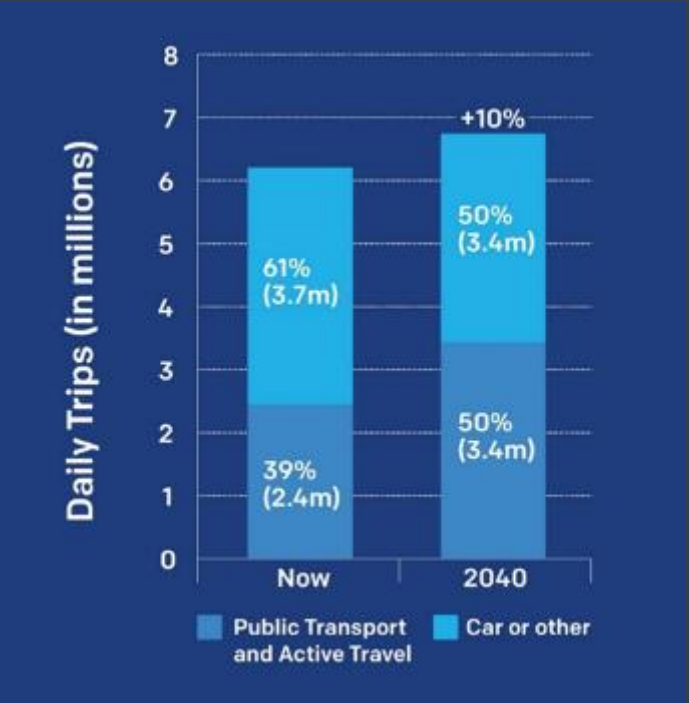
GM2040: SUPPORTING OTHER PLANS

GM2040 supports a number of other Greater Manchester Strategies and plans including Places for Everyone, the Greater Manchester Local Industrial Strategy, the 5-Year Environment Plan and the GM Low Emission Strategy.

The GM2040 ambition is for half of all journeys in Greater Manchester to be made by public transport or active travel by 2040. This is referred to as the ‘Right Mix’. This will mean one million more sustainable journeys every day in Greater Manchester by 2040.

Too many short trips are made by car. In Bury, 52% of trips are under 2km and 48% of these are made in a car. Many of these short trips could be made on foot in around 20 minutes or by bike in 8 minutes.

There are also many trips made between Bury and destinations in the wider Greater Manchester city region such as Rochdale and Bolton. The public transport offer to these destinations is limited leading to 78% of people making them by car, which is above the Greater Manchester average for these types of trips, and only 17% being made by public transport and 2% by active travel.



GM2040: THE BEE NETWORK

The Bee Network is Greater Manchester's bold vision to deliver a joined-up London-style transport system, with buses beginning to be integrated from 2023, trams from 2024 and commuter trains by 2030 - transforming how people travel in and around Greater Manchester and enabling them to travel seamlessly across the city-region on buses, trams and trains, as well as by walking, wheeling or cycling.

Buses are being brought under local control through franchising and will be run by Greater Manchester Combined Authority (GMCA) in the biggest change to public transport in the city-region in over 30 years. The first phase of franchising will get underway in Wigan, Bolton and parts of Salford and Bury from September 2023. All bus services in Greater Manchester will be franchised by the end of 2024.

Lower fares have already been introduced on buses across Greater Manchester to attract passengers back to public transport following the pandemic and to help with the cost of living crisis. There are also plans to introduce new electric buses to help improve local air quality. The first fifty will come into service as part of the first phase of franchising in Wigan, Bolton and parts of Bury and Salford in September 2023 with another 170 to follow as franchising is rolled out.

The Bee Network also includes ambitious plans for Greater Manchester to have the largest cycling and walking network in the country, connecting every area and community in Greater Manchester, including in Bury, with more than 1,800 miles of routes and 2,400 new crossings. This ambition is set out in Greater Manchester's adopted Local Cycling and Walking Implementation Plan *Change a Region to Change a Nation* and is supported by the GM Active Travel Commissioner's *Active Travel Mission*.

The GM Cycle Hire Scheme is another part of the Bee Network and is now up and running in the Regional Centre in Manchester, Salford and Trafford. In time, this should be expanded more widely across Greater Manchester.



GM2040: CURRENT FUNDING PROGRAMME

City Region Sustainable Transport Settlement (CRSTS)

In July 2022, the government confirmed a package of capital and revenue funding for Greater Manchester, including £1.07bn of capital funding from the City Region Sustainable Transport Settlement (CRSTS) and £95 million of revenue funding through the Greater Manchester Bus Service Improvement as part of the national Bus Back Better Strategy. The CRSTS funding will deliver investments in local roads, bus, train and tram services over the five years to March 2027: with new quality bus corridors, cycling and walking routes and improved transport infrastructure and connectivity for towns across Greater Manchester.

The bus revenue funding is helping to make bus journeys more affordable through the introduction of lower fares.

Bury schemes in the CRSTS programme

The CRSTS programme approved by central government in July 2022 includes several schemes in Bury such as a new state of the art interchange in Bury Town Centre. The redevelopment of Bury Interchange will be Greater Manchester's first operationally carbon neutral transport interchange. The £81 million scheme (£45 million CRSTS in the initial tranche, £36 million future CRSTS funding post 2027) will include full multi-modal integration including capacity for bus, cycle/active travel parking, Metrolink and vertical circulation upgrades. This scheme is a key element of our Town Centre Masterplan and we are working closely with TfGM to bring it forward.

There is also funding to develop plans for a new Metrolink Stop at Elton Reservoir and to investigate new tram-train technology between Bury, Heywood, Rochdale and Oldham, which would allow Metrolink vehicles to travel along heavy rail lines.

Funding has also been secured to help improve bus routes so that buses are more reliable and can become a real alternative to the car, with proposals being developed to upgrade key bus routes, including the A58 between Bolton, Bury and Rochdale town centres.

The CRSTS programme includes funding to improve walking and cycling routes in Bury Town Centre and to deliver some of the active travel improvements identified in the Radcliffe Strategic Regeneration Framework and the Ramsbottom Town Plan.

There is also money allocated to invest in resurfacing some of the Borough's main roads.

More information on what CRSTS funding means for Bury is set out in within this draft Transport Strategy.



3

LOCAL ISSUES AND CHALLENGES



LOCAL ISSUES AND CHALLENGES

Although we are already signed up to and committed to achieving the ambitions of the GM2040, we have our own specific transport issues and challenges that need to be identified and addressed if we are to provide a truly integrated transport system that operates for all our residents.

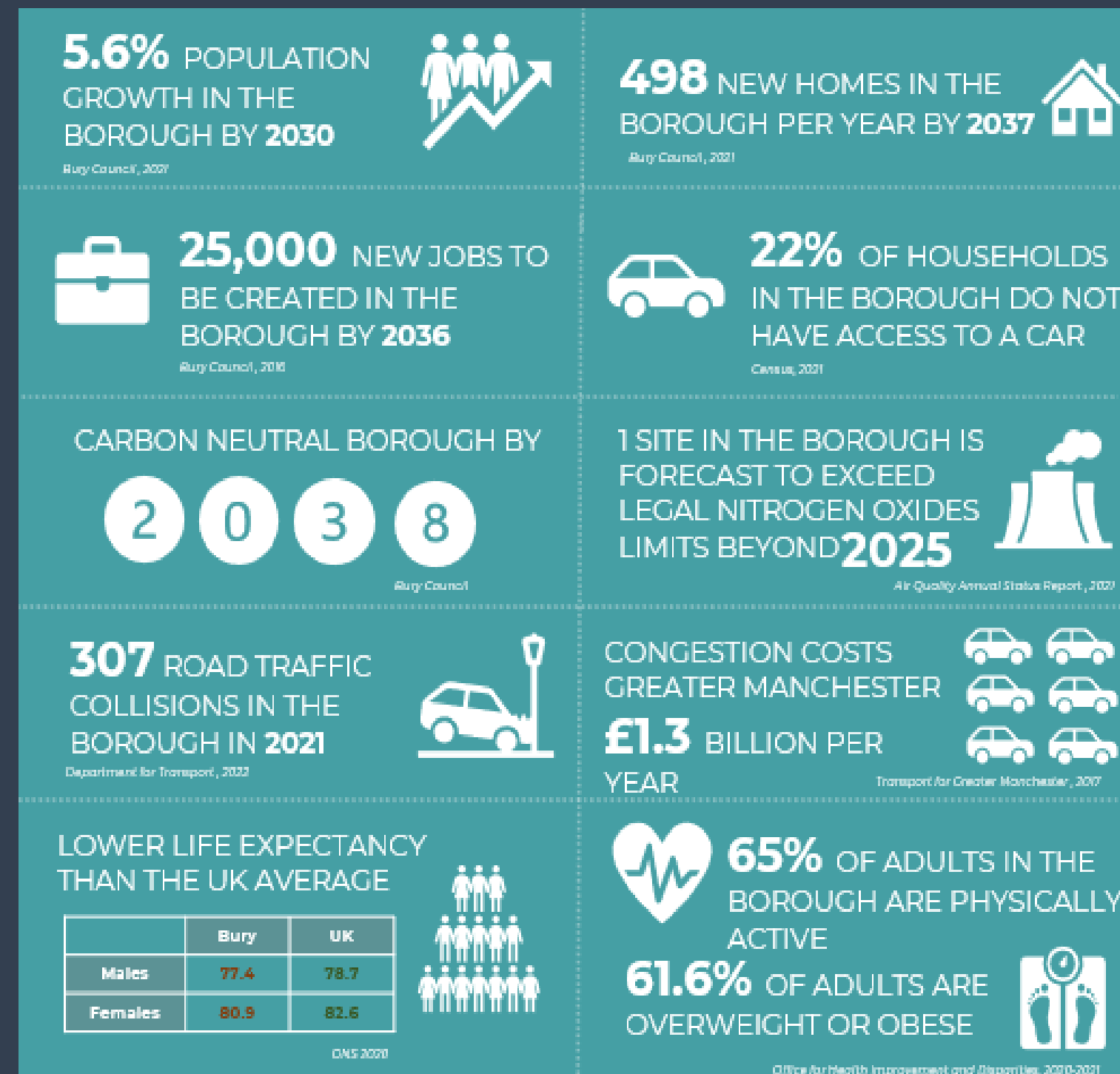
That is why we need a Local Transport Strategy – one which identifies local issues that a Greater Manchester wide Transport Plan is too strategic to consider.

Having our own Local Transport Strategy will complement GM2040 and will set out our own local transport priorities that will sit alongside the more strategic priorities in GM2040.

Crucially, having our own Local Transport Strategy will put us in a stronger position to identify and attract the funding needed to deliver schemes that are locally important for the Borough. It will enable the Council to identify and develop proposals for transport interventions to competitively bid for monies as and when they become available.

To understand the current transport situation and the transport needs and requirements of different areas of the Borough, a comprehensive baseline assessment was undertaken as part of the development of this Local Transport Strategy.

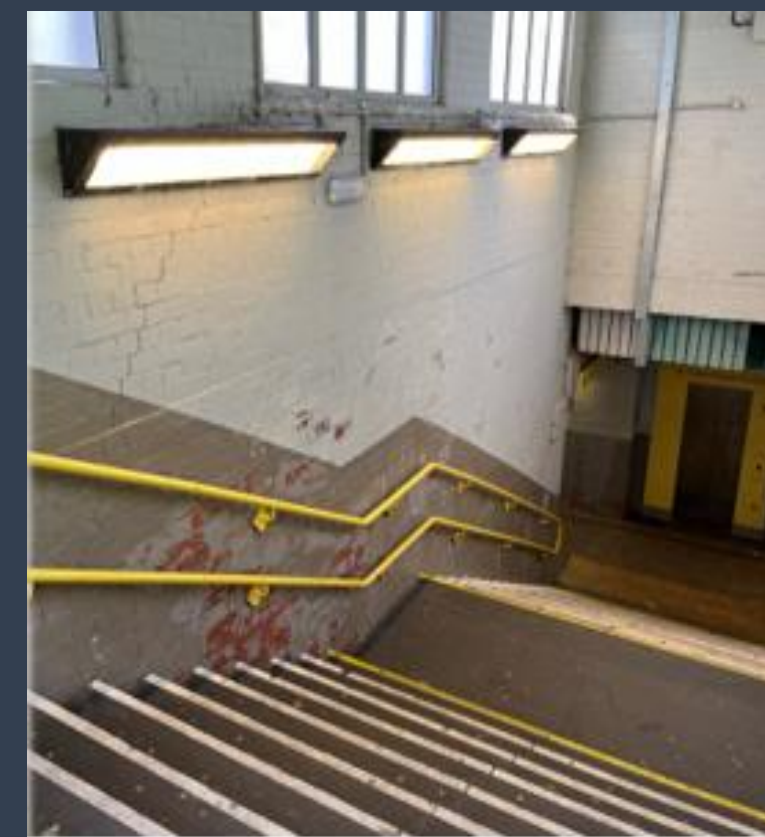
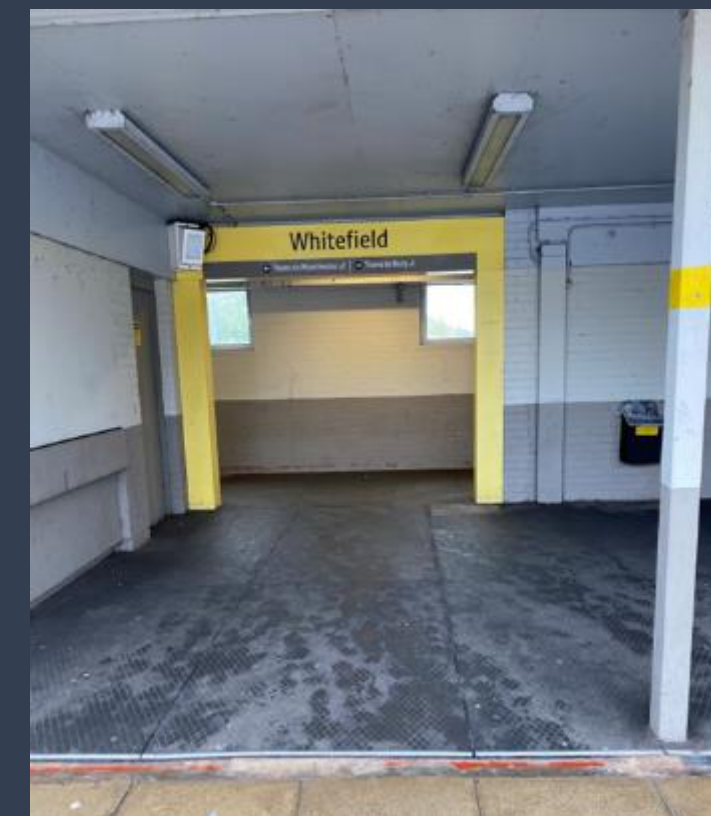
This Chapter summaries some of the key findings from this evidence, setting out the main issues that the subsequent key investment priorities seek to address.



Local issues and challenges: Metrolink

The Bury line has seen significant growth in Metrolink usage and has become an important commuting asset, particularly for those travelling to work in Manchester City Centre. However, there are a number of issues with the existing Metrolink offer:

- Bury Interchange is outdated and in need of redevelopment to provide an enhanced gateway for Metrolink services coming into Bury town centre, with better connections for buses, pedestrians and cyclists.
- Services on the Bury line are subject to over-crowding during peak periods.
- The current Metrolink line only serves the one north-south corridor within the Borough resulting in poor east-west connectivity.
- The existing line terminates at the Interchange in Bury Town Centre and does not directly serve the townships and more rural areas to the north of Bury town centre.
- The form and design of Metrolink stops in the Borough, which are largely as they were in the days of heavy rail operation, does not meet current passenger needs in terms of quality, waiting environment, safety or accessibility. They need investment to modernise them make them more attractive to users



Local issues and challenges: **bus services**

Investment in bus services is needed to strengthen the attractiveness and of travelling by bus and connecting to other public transport modes. This will support Greater Manchester's 'Right Mix' vision to reduce the overall share of car trips to no more than half of all journeys by 2040. The adjacent map shows the current bus services in the borough. Some of the key issues and challenges for bus services are summarised below:

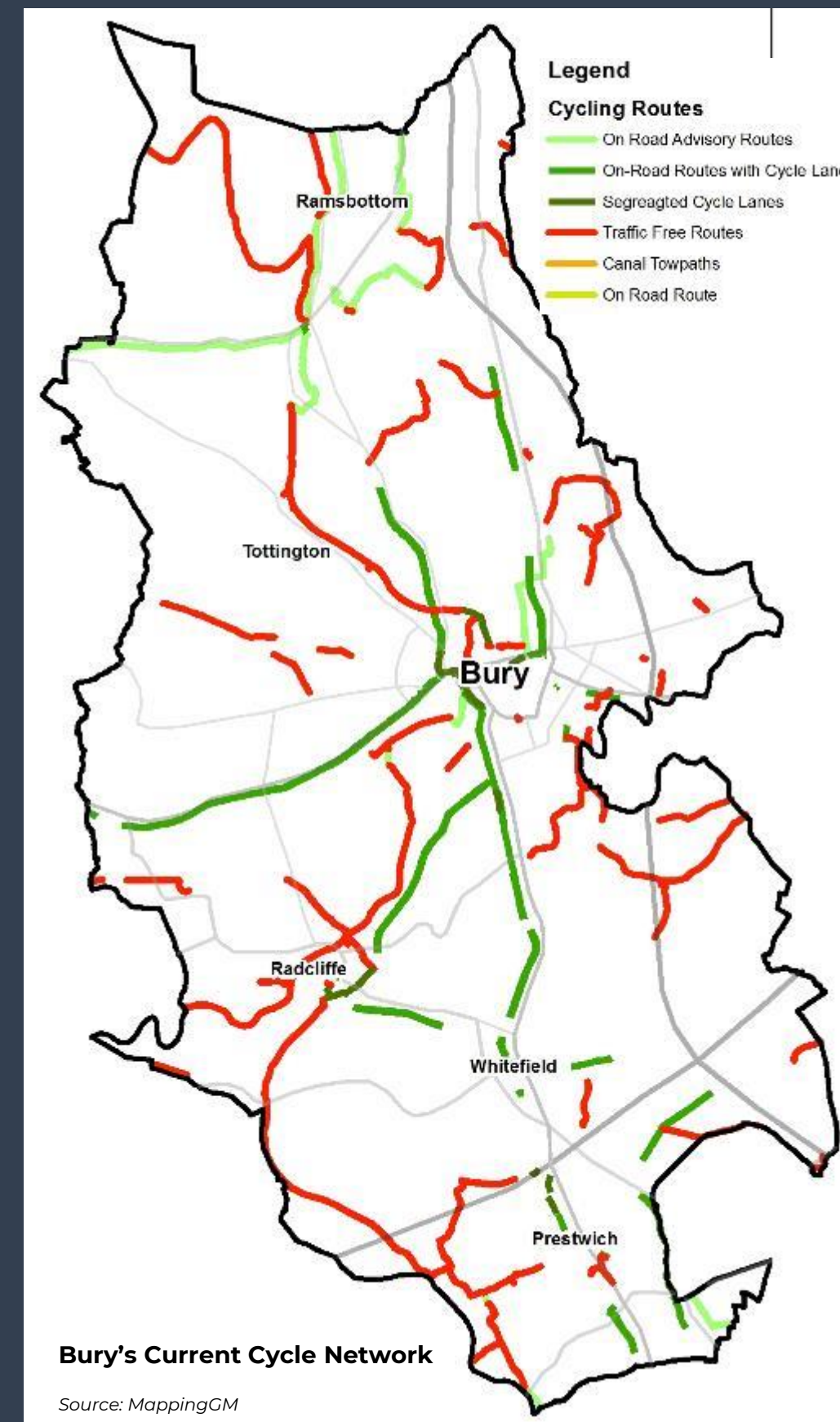
- Unreliable and infrequent bus connections from Bury town centre to the northern part of the Borough, leading to a large number of local journeys being made by private vehicles (65% of all journeys starting in Bury are made by car or van).
- Public transport journeys tend to take significantly longer than the same journeys made by private vehicle, particularly from parts of the Borough such as Tottington and Ramsbottom, which discourages the use of more sustainable modes.
- Poor bus stop and interchange infrastructure across the Borough.
- Improved bus connections to existing and future housing and employment sites such as Elton Reservoir and Northern Gateway will be needed to support sustainable movements.
- Strategic connections to Rochdale and Bolton are poor and rely on a small number of services.
- Bury Interchange is dated and in need of redevelopment to provide an enhanced gateway for the Borough with high quality pedestrian routes, expanded public realm and restricted vehicular access around the interchange.



Local issues and challenges: **Walking, Wheeling and Cycling**

Although some high-quality cycle and pedestrian facilities have been delivered and others are in-delivery, we need to do more to ensure we have a universally accessible, coherent and connected walking, wheeling and cycling network in Bury. Existing infrastructure may need to be upgraded and joined up with new infrastructure that meets new national LTN1/20 standards as well as Greater Manchester's new Streets for All standards. Current issues and challenges include:

- The fragmented nature of the existing cycle network, as shown on the adjacent map. This does not provide the required standard of connectivity, thereby limiting the number of new journeys being made by bike.
- Not all junctions in the Borough have safe crossing points for cyclists and pedestrians.
- Existing walking and cycling infrastructure along key strategic routes generally offers a poor environment for pedestrians and cyclists.
- There is a lack of walking and cycling infrastructure to support safe crossings of busy roads, the railway and the river.
- Limited or insufficient cycling infrastructure at key public transport interchanges to support cycle movements as part of first-mile and last-mile journeys.
- New developments such as Northern Gateway, the East Lancashire Paper Mill and Elton Reservoir will need to provide new and upgraded walking, wheeling and cycling infrastructure.
- Bury town centre is encircled by dual carriageway with Peel Way (A56) to the north; Jubilee Way (A58) to the west; Angouleme Way (A58) to the south; and Rochdale Road/Derby Way to the east. Whilst these strategic routes provide good links to the M66, Rochdale, Bolton and Manchester, they are car-dominant environments which constrain permeability for pedestrians and cyclists.



Local issues and challenges:

congestion and delay

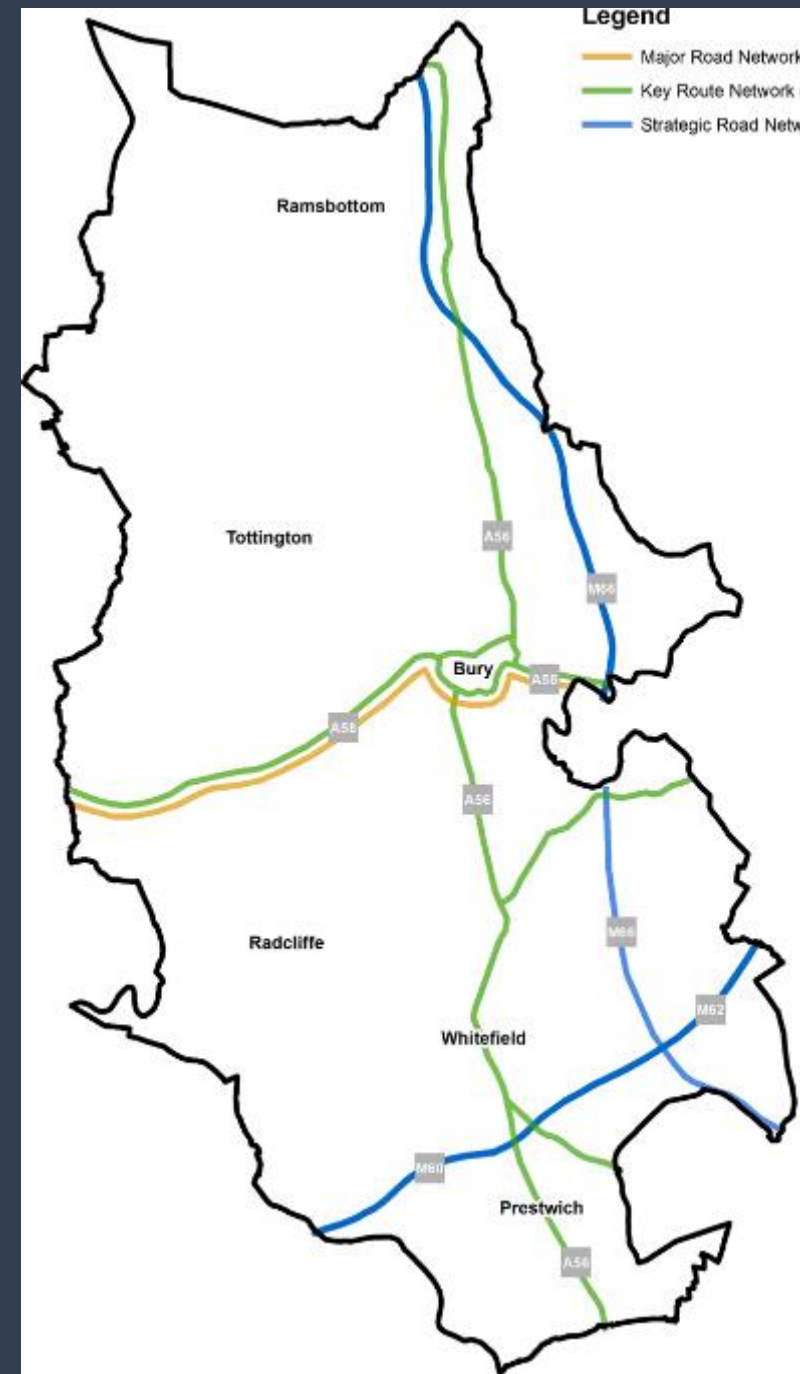
In the last ten years, there has been an increase of 13,400 licensed cars in the Borough, which represents an increase of 15%. As levels of car travel have increased, congestion on Bury's road network has become more prevalent. Congestion has a significant effect on journey times and reliability, which are particularly costly to business and bus users, and increases air pollution.

The locations of several junctions with poor levels of safety, congestion or safety and congestion are reflected on the adjacent map alongside key strategic roads.

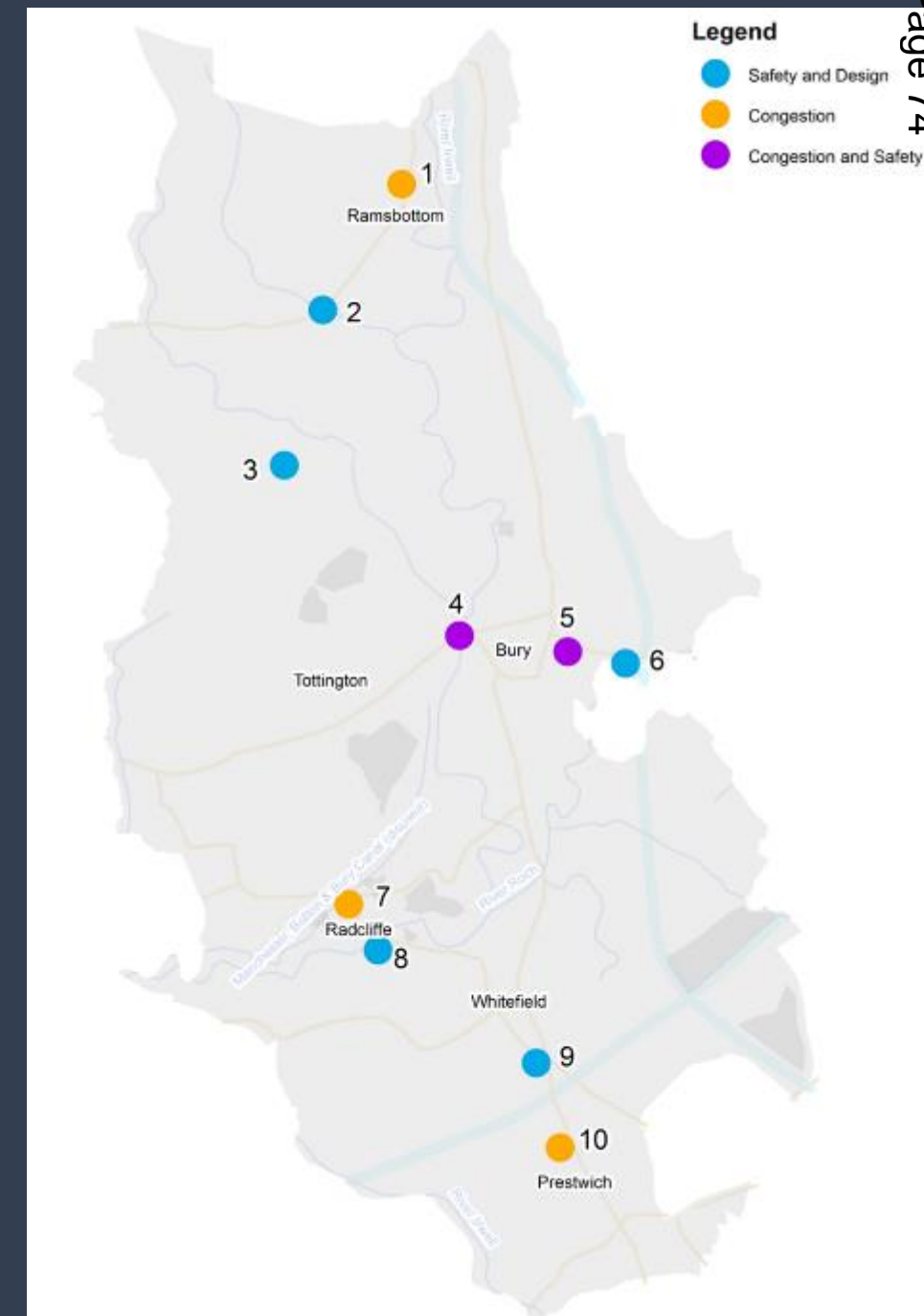
Key areas of traffic delay include the A56 and A58 corridors, around the junctions with the M66 (Heap Bridge and Pilsworth) and M60 (at Simister Island and Whitefield), on other routes around and through the Borough's town centres and connecting routes to the M60 and M66 such as A56 Bury New Road/Manchester Road, A58 Rochdale Road and Hollins Brow/Croft Lane, which often suffer additional problems when there are incidents on the M60 and M66.

Investment is needed at key strategic highway junctions across the Borough to alleviate congestion and improve journey times and reliability for public transport. This includes the local highway network as well as the strategic highway network (motorways).

Future developments within the Borough such as, the Northern Gateway, will impact on travel movements in and around the Borough and there will need to be significant investment to accommodate this – both on the highway and public transport.



Road Network Hierarchy



Road Network Congestion

Local issues and challenges: network condition

Bury's highway network is one of the key elements underpinning the strong performing economy of the Borough. It connects us all to jobs, commerce, services, schools, health care and communities.

The highway network comprises carriageways, footways, rights of way, street lights, cycleways, signs, drains, road markings, street furniture, structures, verges and highway trees within the publicly maintained highway. The value of these assets is estimated at over £1 billion.

As a Council, we have been investing heavily in improving the condition of the highway network, spending £20million over the last 6 years. However, the cost associated with keeping just our road carriageways in good condition is estimated to be £12 million per year.

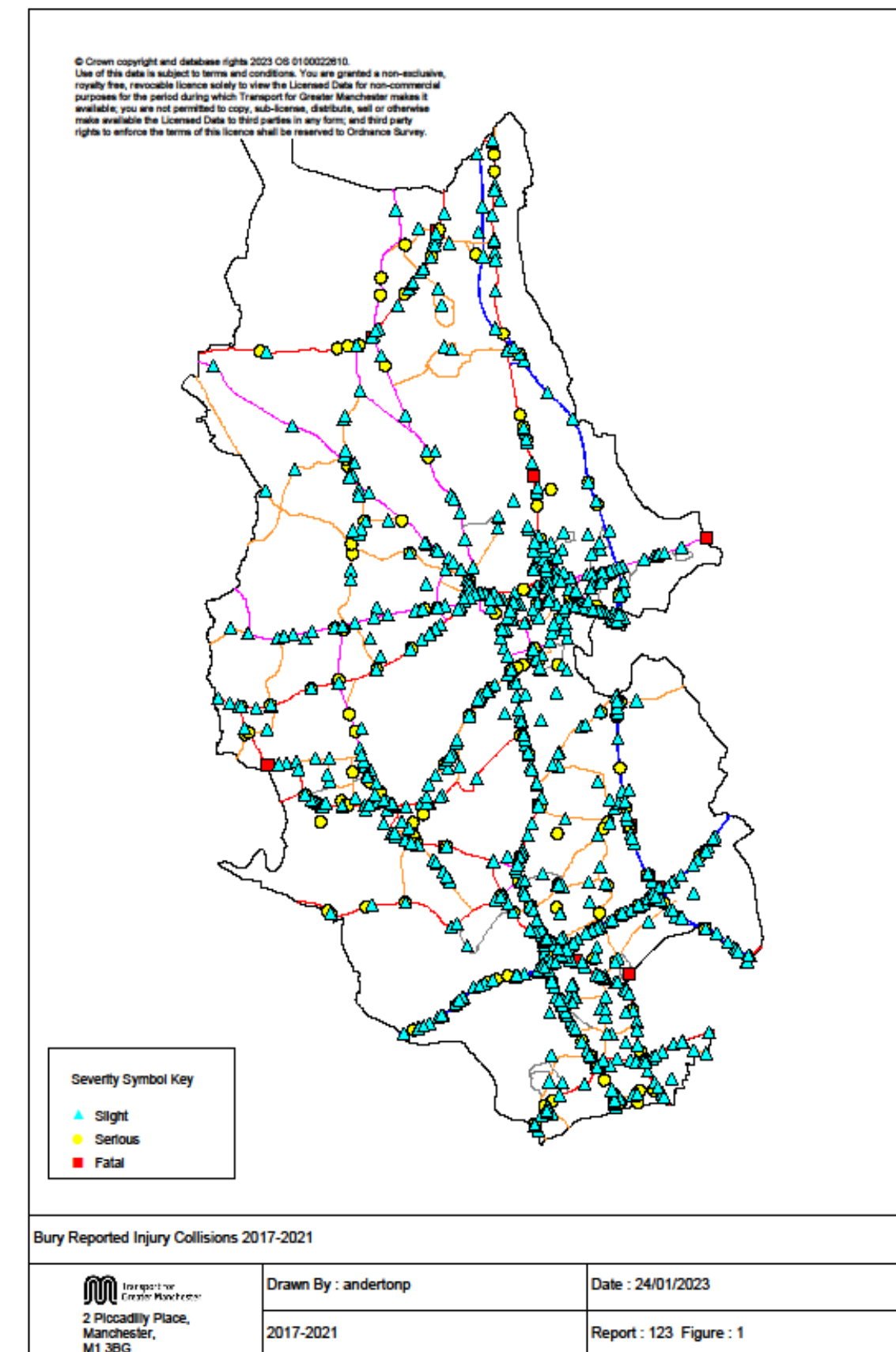
Local issues and challenges: road safety

It is essential that people are safe and feel secure when travelling.

Good progress has been made in reducing the number of people killed or seriously injured on our roads, but road safety challenges still exist across the Borough,. The wards with the highest casualty rate per 1,000 residents are Bury East, Unsworth and Holyrood. The adjacent map shows the location of collision by severity in the 5 years period 2017 – 2021.

We will continue to work in partnership with Transport for Greater Manchester and others such as Greater Manchester Police to reduce the number of casualties on our roads and achieve the Greater Manchester vision of reducing deaths to close to zero by 2050, known as *Vision Zero*.

To encourage people to walk and cycle, we will need to provide safe cycle and pedestrian routes, including upgraded road junctions with protected crossing facilities.



Bury reported Injury Collisions 2017-2021

Local issues and challenges:

personal security

Public transport is a very safe way to travel, but some people are deterred from using it by the fear of crime and anti-social behaviour, which we must continue to tackle in partnership with TfGM.

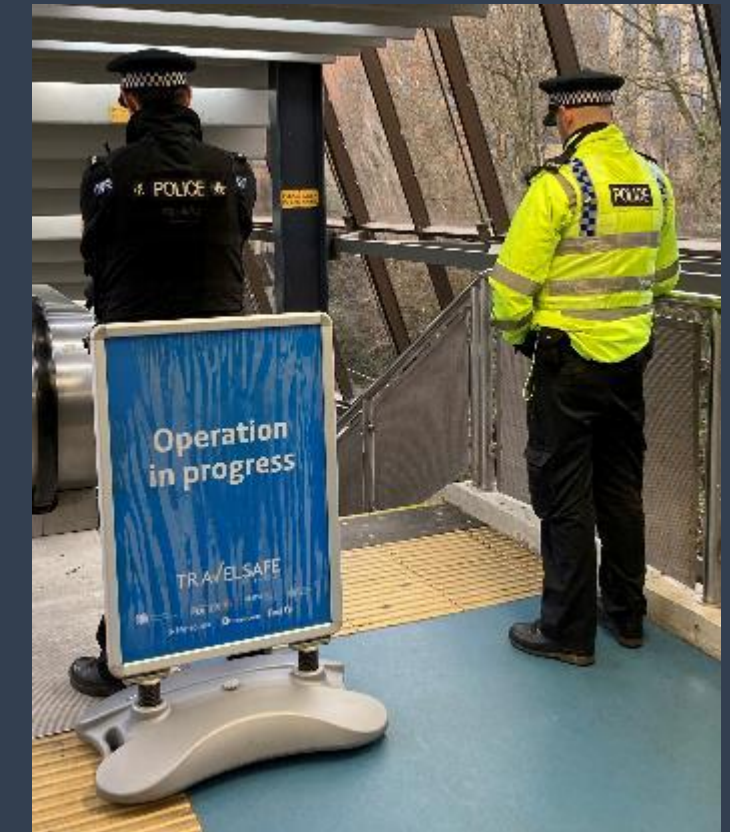
TfGM jointly lead the GM TravelSafe Partnership alongside Greater Manchester Police (GMP) with support from transport operators, GM local Authorities, British Transport Police and GMCA.

TravelSafe is a collaborative three-year strategy with the following high-level objectives:

- To improve the perception of safety and security across public transport;
- To address and deter instances of crime and antisocial behaviour (ASB) occurring on the transport network; and
- To promote and encourage ethical travel behaviours.

TravelSafe Specialist Operations are one tool used by the Partnership to address issues of crime and anti-social behaviour and reassure public transport passengers. Across the last year, 30 TravelSafe Specialist Operations were delivered in Bury in partnership with the GMP Transport Unit, Bury Council, Bury Youth Service, local schools/colleges and bus/Metrolink operators.

The TravelSafe Partnership also run an extensive programme of education and engagement and delivered sessions on behaviours and safe travel to over 50,500 young people across the last academic year (2021/22). For Bury this was 7,306 pupils with proactive sessions delivered to all primary schools as part of Crucial Crew and reactive sessions delivered to Philips High School, St Monica's High School, Tottington High School, Unsworth Academy and Bury College.



Local issues and challenges:

Achieving the 2040 *Right Mix*

The GM2040 ambition is for half of all journeys in Greater Manchester to be made by public transport or active travel by 2040. This is referred to as the ‘Right Mix’. This will mean one million more sustainable journeys every day in Greater Manchester by 2040.

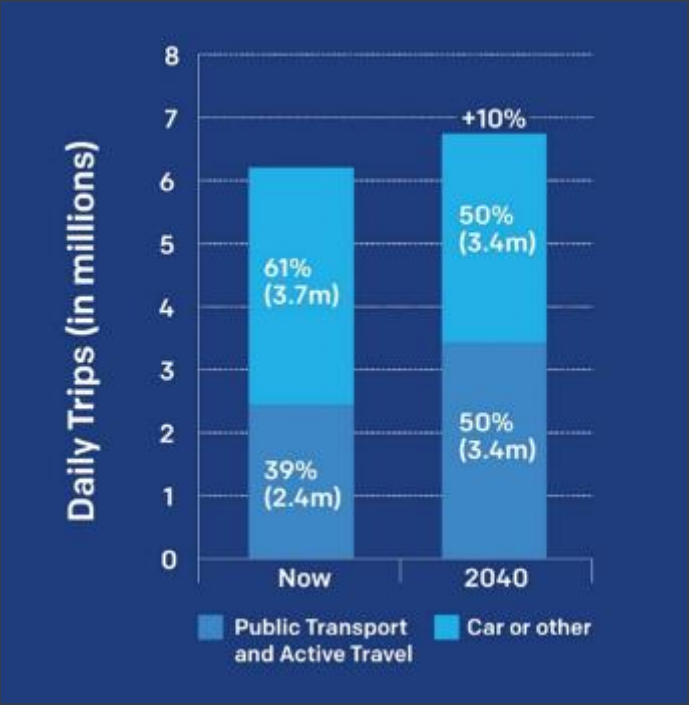
65% of all journeys starting in Bury are made by car or van, and 33% by sustainable modes (26% active travel and 7% by public transport).

Too many short trips in Greater Manchester are made by car. In Bury, 52% of all trips are under 2km and 48% of these are made in a car. Many of these short trips could be made on foot in around 20 minutes or by bike in 8 minutes.

However, many people are discouraged from walking and cycling due to high levels of road traffic; a lack of dedicated cycling infrastructure and signage; and major roads which create severance between neighbourhoods and destinations. Many areas are also blighted by having vehicles parked on pavements, which restricts footway space for people walking.

These challenges are particularly pronounced in areas with dense populations outside Bury’s main centres, such as Fishpool and Pimhole. They also impact disproportionately on the 24% of households in Bury that do not have access to a car and rely on making trips by foot, bike and public transport,. They also exacerbate the prevalence of environmental and health issues.

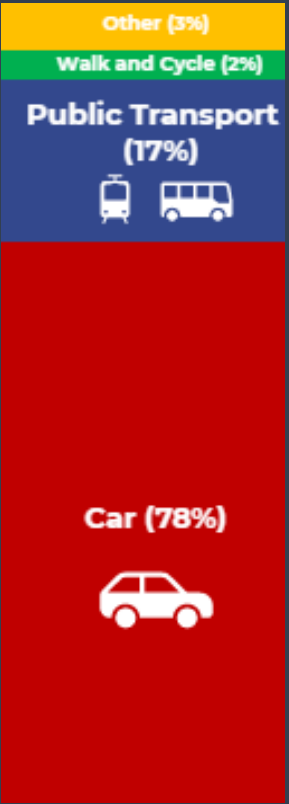
There are also many trips made between Bury and destinations in the wider Greater Manchester city region such as Rochdale and Bolton. The public transport offer to these destinations is limited leading to 78% of people travelling to them by car, which is above the Greater Manchester average for these types of trips, and only 17% being made by public transport and 2% by active travel.



Mode of travel for trips under 2km in Bury



Journeys between Bury and wider GM City Region



Local issues and challenges: supporting growth and regeneration

At the heart of Bury Council's growth ambitions is the goal to ensure that the residents of Bury are able to access family, friends, jobs, education, recreation and health in an efficient, economic and environmentally friendly way.

Growth must be inclusive and create vibrant and thriving communities that are well connected. It is therefore important that infrastructure is delivered alongside new developments to support sustainable neighbourhoods and to create a competitive local economy within a high quality built and natural environment.

The Council has embarked on significant regeneration and development programmes in its town centres, including Bury, Radcliffe and Prestwich. Transport connectivity is a central part of these aspirations.

Likewise, through the Places for Everyone plan, the Council is seeking to deliver strategic employment and housing sites. These sites will need to be sustainably integrated into Greater Manchester's existing transport network or supported by new infrastructure.

The proposed level of development has the potential to bring extra vehicular traffic to Bury's roads therefore new transport infrastructure will be needed to support this growth in a sustainable manner alongside improved connectivity to ensure Bury residents can access the new employment and housing opportunities.



Radcliffe Civic Hub Proposals



Prestwich Regeneration Proposals

Local issues and challenges: air quality

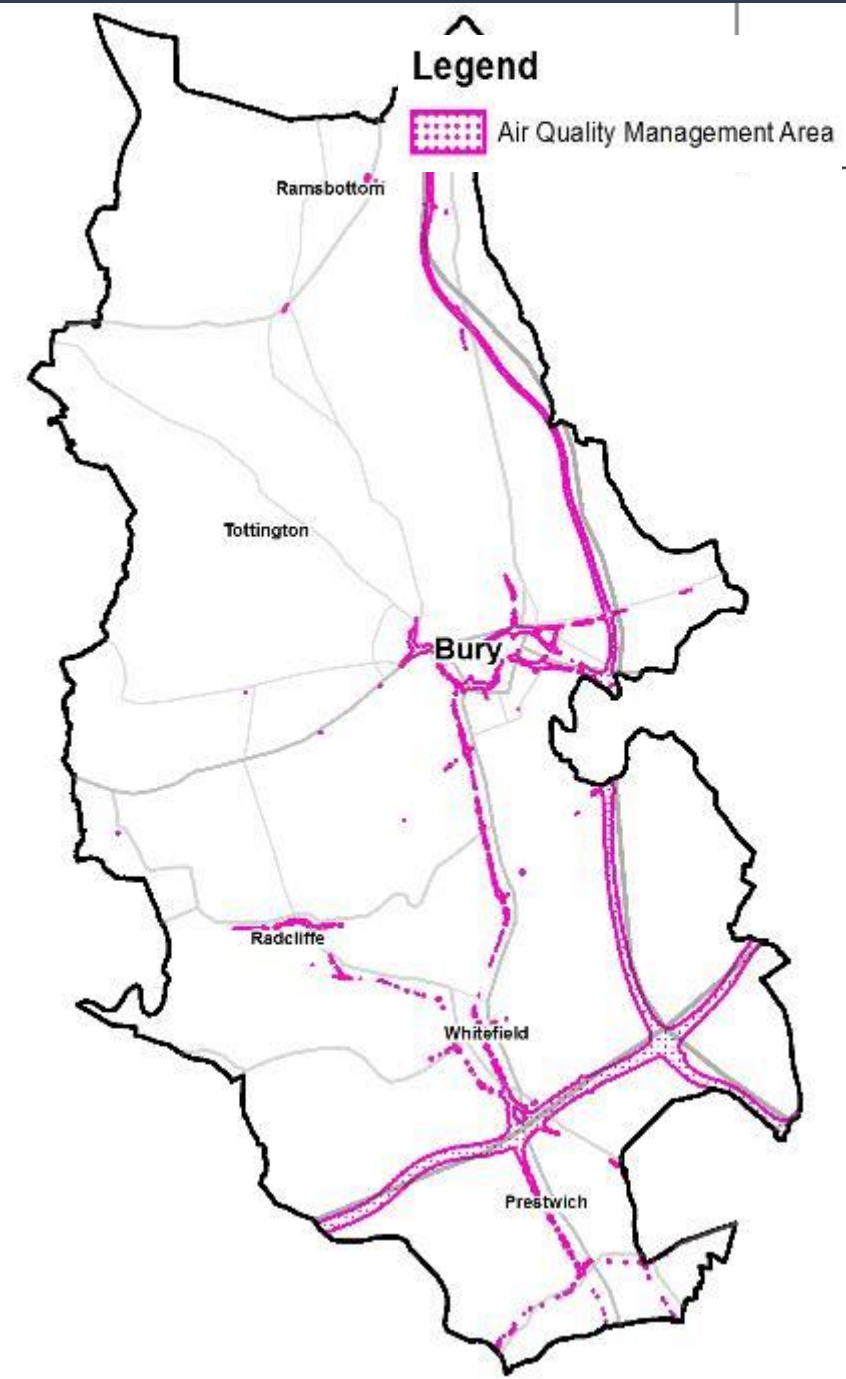
Poor air quality damages everyone’s health, but it can be particularly significant on the most vulnerable in our communities. Long-term exposure to elevated levels of particulates and nitrogen dioxide can contribute to the development of cardiovascular or respiratory diseases and may reduce life expectancy. The main source of nitrogen dioxide is road vehicles (especially older, diesel ones). Reducing these emissions is vital to clean up our air and to prevent people contracting and suffering from serious health conditions.

The adjacent map shows the Air Quality Management Areas (AQMA) declared across the Borough. The AQMA incorporates the majority of the major strategic roads in the Borough including the A56, A58, M62 and M66 while the table sets out the attributable deaths and years of life lost in the Borough due to air quality issues.

It is estimated that approximately 5% of deaths in GM are attributable to particulate pollution, the equivalent figure for Bury being 4.5%. Currently, Greater Manchester and Bury are compliant with the legal limits of particulate matter, but because of its impact on health it is important to ensure that it is reduced as much as possible.

Greater Manchester’s Clean Air Plan air quality modelling indicates that the A58 Bolton Street, Bury Bridge, is one of 13 points in Greater Manchester where roadside nitrogen dioxide exceedances of legal levels persist to 2025 .

Greater Manchester local authorities, including Bury, are currently working together to develop and implement a Greater Manchester-wide Clean Air Plan to tackle exceedances of nitrogen dioxide legal levels. Bury will continue to support this work to improve air quality



	Bury Borough (2018)
Number of Deaths (age 25+)	1,798
Percentage of attributable deaths due to exposure to man-made PM2.5	4.5%
Estimated number of attributable deaths due to exposure to manmade PM2.5	81

Attributable Deaths and Years of Life lost in Bury Borough

Local issues and challenges:

carbon emissions

The transport network is one of the biggest contributors to carbon emissions and this means measures must be taken locally and nationally to reduce vehicle carbon emissions or enable travel by zero emission modes.

Like all the Greater Manchester local authorities, Bury Council has declared a climate emergency and set a target to be carbon neutral by 2038. Adopted in 2021, the Council has devised a strategy for achieving carbon neutrality by 2038. The Strategy has nine key action areas, one of which is transport. The actions in this Local Transport Strategy will help facilitate fossil-fuel free travel by 2038 through promoting active travel, public transport and the transition to electric vehicles.

Transport decarbonisation will be achieved by encouraging people and businesses to use zero emission vehicles such as electric buses and vans which will be supported by plans in Bury for electric vehicle charging infrastructure (EVCI) points.

According to the Climate Action Strategy, Bury needs a minimum of 108 public electric vehicle charge points and there are currently only 24. The Council is currently behind the national average for provision of EVCI per 100,000 of the population.

Decarbonising transport can be achieved if a higher proportion of travel is by walking, cycling and wheeling, particularly for short trips to school, work or transport interchanges with bus and Metrolink. Bury will support and welcome walking, cycling, wheeling and shared mobility measures such as the Greater Manchester Cycle Hire Scheme and Bee Network of cycleways feature which will facilitate lower carbon journeys.



Bury Council Climate Action Strategy 2021

We want Bury to be carbon-neutral by 2038 to clean the air, protect our environment, and care for the health and wellbeing of our communities

Let's do it...

- For our planet
- For each other
- For future generations

Local issues and challenges: deprivation

Car ownership strongly correlates to economic activity and patterns of deprivation in an area. The adjacent figure illustrates the percentage of households in Bury Borough that do not own a car or van. The table shows how average car ownership levels vary across the borough's six townships and compares them to regional and national figures.

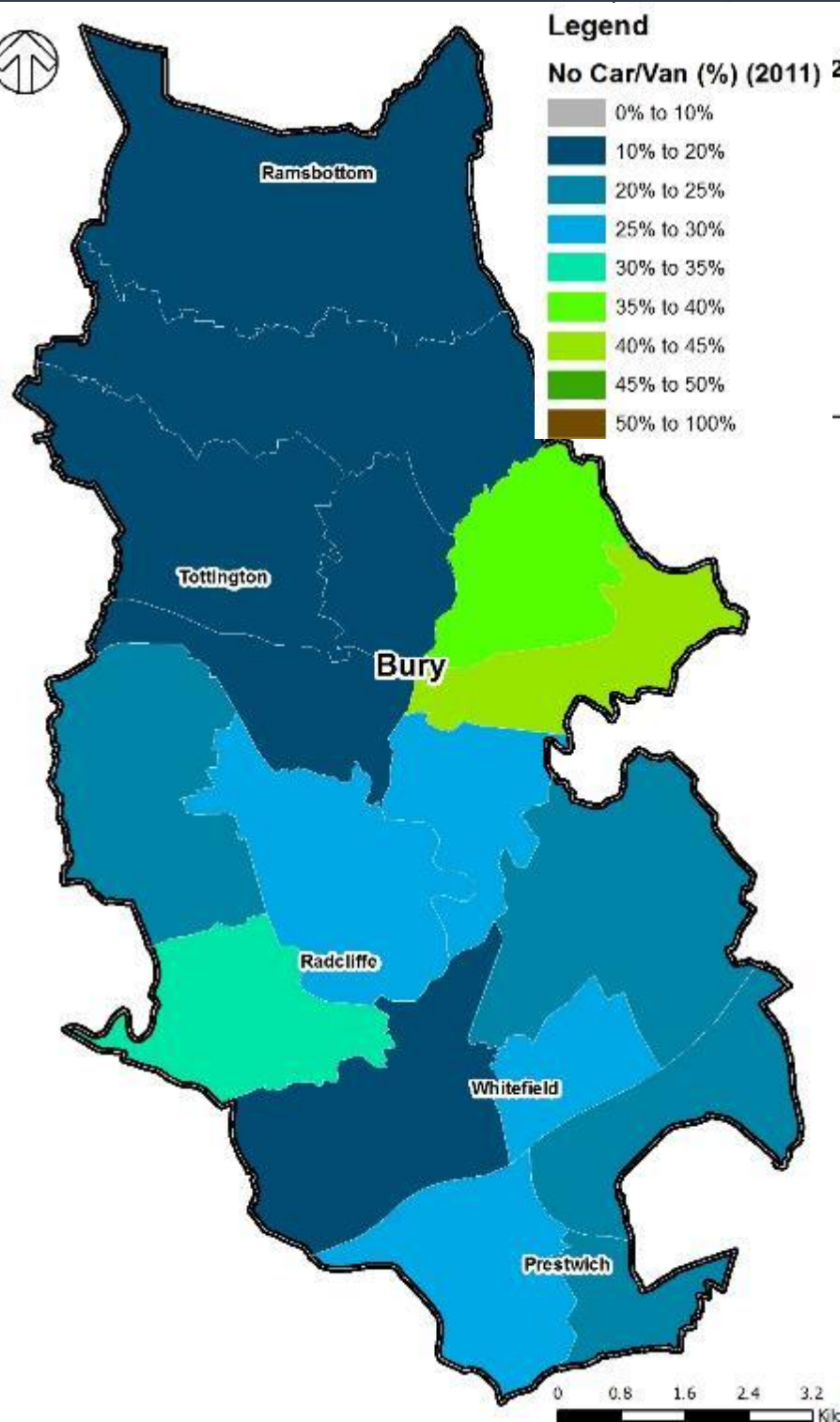
On average, access to private vehicles in Bury Borough is slightly higher than in England and Wales as a whole, however, car ownership levels vary significantly across the borough, with some areas, particularly to the north of Bury town centre, having much greater access to private vehicles than areas to the south.

Ramsbottom and Tottington, for example, have greater access to private vehicles compared to the other townships in the Borough and the wider Greater Manchester city-region, while Radcliffe and Bury East have more limited access to private vehicles compared to the other townships in the Borough.

These car ownership patterns strongly reflect patterns of deprivation in the borough. The English Indices of Multiple Deprivation shows that areas to the north of Bury town centre are less deprived than areas to the south, with some parts of the borough, particularly around the Bury and Radcliffe townships, falling within the 10% most deprived areas in the country.

If transport is to help to reduce levels of deprivation in support of Bury's *Let's Do It!* ambition for the Borough to achieve 'faster economic growth than the national average, with lower than national average levels of deprivation' we must ensure that we improve our public transport offer and cycling and walking networks in areas of the borough which are not currently well served and that we connect areas of deprivation to employment, education and other key services.

Location	%
Ramsbottom	16.3%
Tottington	11.9%
Bury	29.3%
Radcliffe	27.0%
Whitefield	22.5%
Prestwich	23.5%
Bury Borough	22.1%
Greater Manchester	21.0%
North West	24.7%
England and Wales	26.0%



Car Ownership (2011)

4

TRANSPORT VISION & STRATEGIC OBJECTIVES



Transport Vision

Bury's long-term Vision for transport and movement in the Borough has been informed by the strategic Vision that has already be set out in GMTS2040. It has also been refined to reflect local aspirations for an integrated transport network to help deliver the LETS vision.

GM2040 TRANSPORT VISION

'World-class connections that support long term sustainable economic growth and access to opportunity for all'



BURY'S TRANSPORT VISION

'By 2040, The Borough's townships will be connected by a modern and efficient transport network, providing attractive, sustainable transport links both within and beyond the Borough. The improvements to transport and connectivity will help to grow the economy and reduce deprivation.'

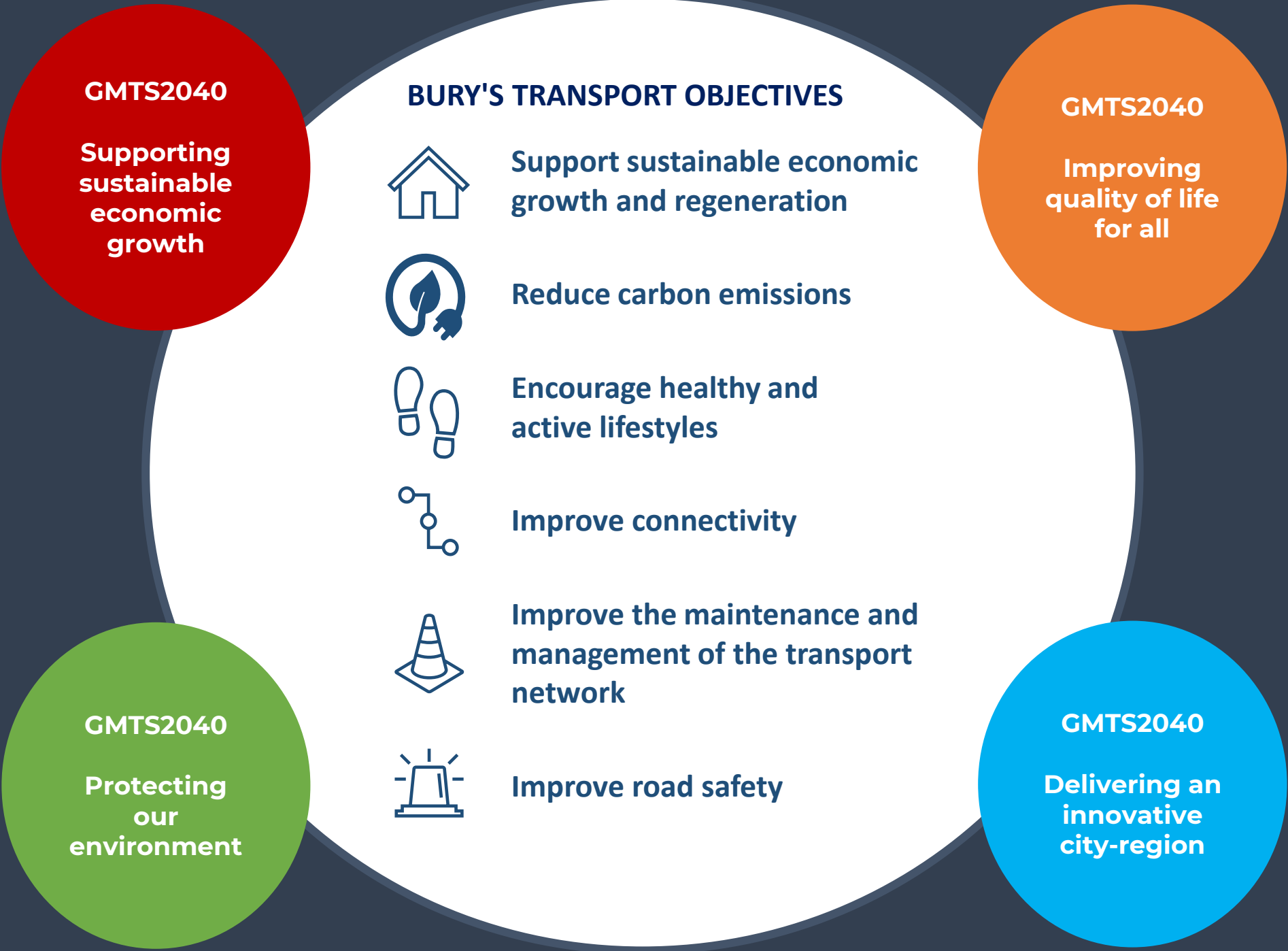
LET'S DO IT



By 2030 Bury will 'stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation'.

Strategic objectives

To achieve the Vision of the Bury Local Transport Strategy and to guide how and where transport investment is prioritised in the Borough, a series of Strategic Objectives have been developed as shown below. These Strategic Objectives have been informed by the four objectives of the GM2040 Strategy and reflect the key transport, socio-economic and environmental issues and challenges in Bury and the distinct transport needs and requirements of residents, workers and visitors in the Borough.



STRATEGIC TRANSPORT OBJECTIVES

Bury's Strategic Transport Objectives have helped to shape the key investment priorities that are set out in the subsequent chapters of this Local Transport Strategy. These Strategic Objectives will help to achieve a truly integrated transport system across the Borough.

	Support sustainable economic growth and regeneration		By enabling new jobs and houses in the Borough to be delivered in a sustainable manner through targeted transport investment in key growth and development locations
	Reduce carbon emissions		By investing in low carbon travel to support the climate emergency and help Bury be carbon neutral by 2038
	Encourage healthy and active lifestyles		By creating a comprehensive walking and cycling network to encourage more journeys to be undertaken on foot and by bicycle across the Borough
	Improve connectivity		By delivering a high quality, modern and integrated multi-modal transport network to improve connectivity between and within the Borough's strategic towns, rural areas, the wider city region and beyond
	Improve the maintenance and management of the transport network		By ensuring the best and most cost-effective use of existing resources to manage and maintain a safe and resilient transport network
	Improve road safety		By continuing to work with Transport for Greater Manchester and others, such as Greater Manchester Police, to reduce the number of casualties on our roads and achieve the GM vision of reducing deaths to close to zero by 2050

5

TRANSPORT STRATEGY: METROLINK



Introduction

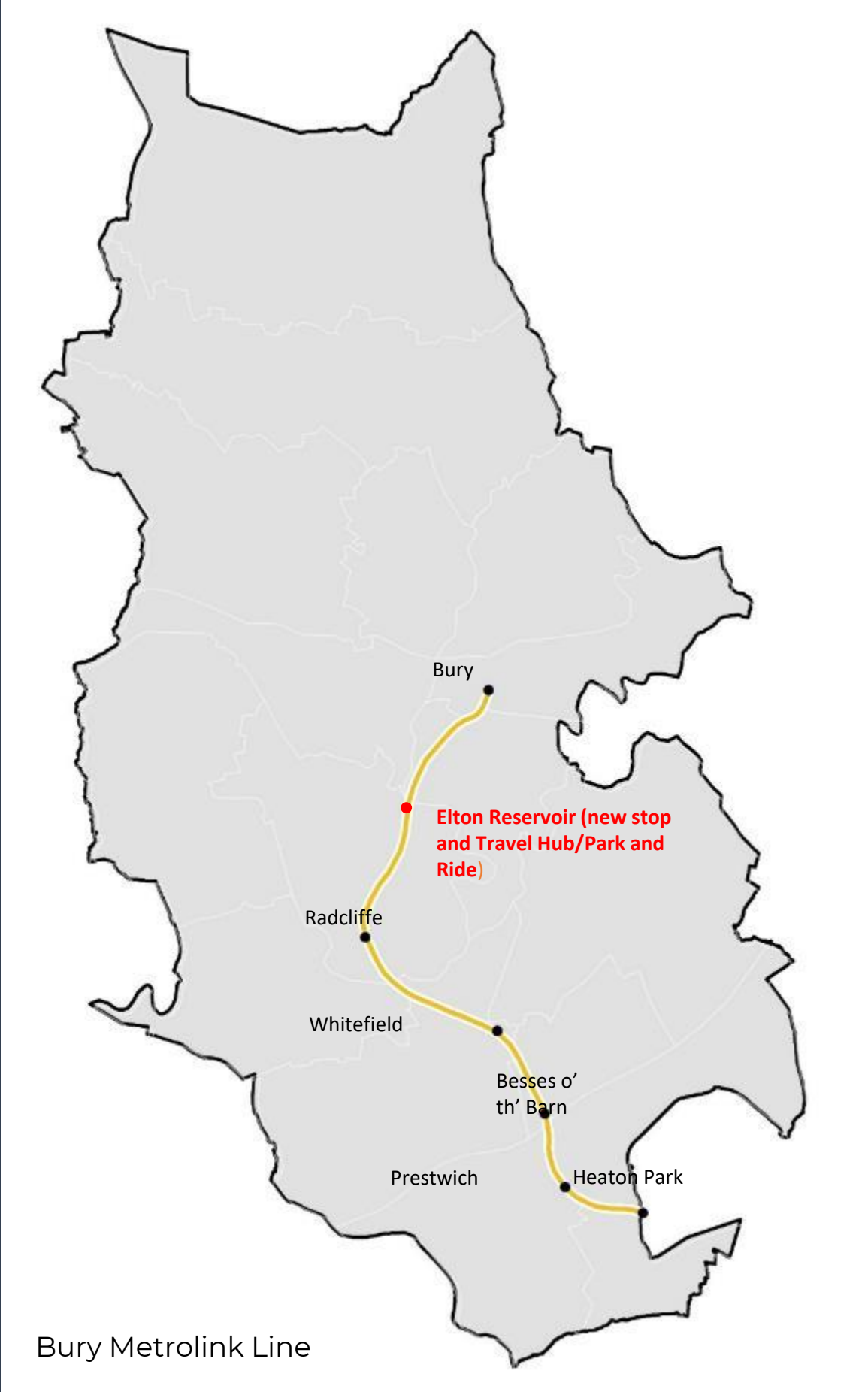
Metrolink services commenced in the Borough as part of the introduction of the initial Metrolink network in 1992. This converted the Altrincham to Bury heavy rail line to light rail operation and largely retained the heavy rail stop infrastructure.

Metrolink services connect Bury and Manchester via Radcliffe, Whitefield and Prestwich, enabling onward journeys into Greater Manchester and the wider northwest region. The conurbations north of Bury town centre (Tottington and Ramsbottom) are served by bus with Bury Interchange providing access to Metrolink for onward journeys.

The Bury line has seen significant growth in Metrolink patronage and has become an important commuting and leisure route, particularly for those travelling to and from Bury town centre and Manchester city centre. However, they retain much of the previous heavy rail stop infrastructure and are considered less inviting, incur greater maintenance costs and include historic constraints compared to newer stops across the wider network

Funding has been secured through the City Region Sustainable Transport Settlement (CRSTS) to enable the Metrolink service offer within the Borough to be enhanced. This includes:

1. Redevelopment of Bury Interchange which will provide a modern, low carbon, safe and secure facility with improved access to surface level and a new step free access to the south.
2. Development of a new Stop and Travel Hub/Park and Ride at Elton Reservoir to provide an attractive, highly sustainable travel option for residents of the planned adjacent housing development.
3. An initial phase of prioritised improvements to a limited number of other stops on the Bury line. These will address specific problems and constraints associated with the stops and help to facilitate modal shift away from private vehicles and increase the reach of Metrolink services.



Investment priorities for Metrolink

As part of the transport strategy for the Metrolink service, a number of investment priorities have been identified by Bury Council, which will work in partnership with TfGM to bring forward. These priorities are designed to help address the key issues on Metrolink in Bury including:

- An outdated transport interchange, which currently does not provide modern transport infrastructure that would facilitate modal shift;
- Poor quality tram stops on the Bury line, which have issues around lighting, accessibility, personal safety and are in need of investment; and
- Poor environments leading to and around tram stops, which are often unwelcoming, not connected and not user friendly for all.

**1. A new transport interchange
in Bury Town Centre**

**2. Improvements to Metrolink stops
on Bury line**

**3. Strengthened walking, wheeling
and cycling connections to
Metrolink stops**

**4. A new Metrolink stop and travel
hub/park and ride at Elton
Reservoir**

**5. Travel hubs at other Metrolink
stops**

**6. A new tram-train link between
Bury and Rochdale**

Metrolink

Investment priority 1: A new Transport interchange in Bury Town Centre

The Interchange is the transport hub for Metrolink and bus services in Bury town centre, providing visitors with frequent public transport services to Rochdale, Bolton and other nearby towns and to a wide range of destinations in Greater Manchester via Metrolink. Bury is the only town centre interchange in Greater Manchester yet to be redeveloped to modern standards.

The facility is now nearing the end of its operational life and is not representative of the modern, attractive and integrated transport interchanges that have been, and are being, delivered in other towns across Greater Manchester.

The current interchange does not support the Bury Town Centre Masterplan and is not ready for the patronage growth expected as a consequence of its role as a major northern public transport hub, serving new development sites such as Elton Reservoir and Northern Gateway, a large employment site identified within the Atom Valley Mayoral Development Zone.



Metrolink

Investment priority 1:

A new Transport interchange in Bury Town Centre

Key Interchange Issue: Deteriorating Condition

The current interchange opened in 1980. It has dated infrastructure that does not meet the standard of modern facilities and is an uninviting arrival point for users; the roof is leaking; the heating is inefficient, and the lighting systems are inadequate.

The lift and escalator equipment are small and are life expired, the assets are subsequently unreliable and are frequently out of service – this creates accessibility barriers at the stop.

Key Interchange Proposals

Replace the facility with a modern, future-proofed, low carbon, safe, secure and accessible interchange.

Deliver a new concourse building and brighter Metrolink platform which feels safe and secure.



Metrolink

Investment priority 1: A new Transport interchange in Bury Town Centre

Key Interchange Issue: Internal Environment

The existing Interchange has poor internal space and offers a poor sense of arrival to the town centre. The large platform canopy creates a dark environment which creates safety and security concerns. Similarly, the internal design of the bus concourse has poor sightlines which create a poor perception of personal security.

There is a cluttered Metrolink platform which has bottlenecks to passenger movements and capacity constraints on the access route.

The design of the Interchange also cause issues with passenger flows and accessibility, these include:

- The stairs are narrow and create bottleneck at peak times of the day
- The escalator is unreliable and requires continuous repairs and maintenance, made difficult because of the age of the equipment.
- The lift is small and is not considered appropriate for use by modern wheelchairs, pushchairs or mobility scooters.

Key Interchange Proposal

New vertical circulation core with an upgraded larger lift provision, escalator and improved stairs to support access for all.

- New vertical circulation core with an upgraded larger lift provision, escalator and improved stairs to support access for all.
- Refurbish Metrolink platform with additional capacity and new shelters.



Metrolink

Investment priority 1: A new Transport interchange in Bury Town Centre

Key Interchange Issue: External Environment

The existing interchange layout has multiple bus stand buildings which requires users to cross carriageways in a number of locations, resulting in multiple bus and pedestrian conflict points.

The cycle hub is remote from the Metrolink and bus facilities and lacks capacity.

There is no access to the Metrolink platform to the south, and there are poor surface access routes into the interchange, severing connections to the south.

Underpass routes are unwelcoming and are magnets for anti-social behaviour and generate a fear of crime.

Key Interchange Proposals

A new arrangement for bus movement and waiting with significantly fewer conflict points.

Improvements to all walking and cycling access routes with a strong sense of arrival and integration with the redevelopment of Bury town centre.

Closure of underpasses which often act as hubs for anti-social behaviour.

New step free access from the south of the town centre to the Metrolink platform to encourage access from existing and proposed developments in the area.

New active travel hub integrated into the interchange building with additional capacity for cycles, accessible cycles and e-bikes.



Metrolink

Investment priority 1: A new Transport interchange in Bury Town Centre

Aspirations for a new Bury Interchange

Investment at Bury Interchange is critical to ensure that growth and transport aspirations of the Council are realised and that the Interchange realises the vision for a truly integrated transport network.

The redevelopment will set ambitious carbon targets to ensure the design helps the Council achieve their carbon goals and reduce the impact of the development on our environment.

Residents of Bury can expect an interchange which has taken inspiration from redeveloped facilities in neighbouring authorities in Greater Manchester, for example:

1. Wythenshawe Interchange
2. Ashton Interchange
3. Wigan Bus station
4. Altrincham Interchange



Metrolink

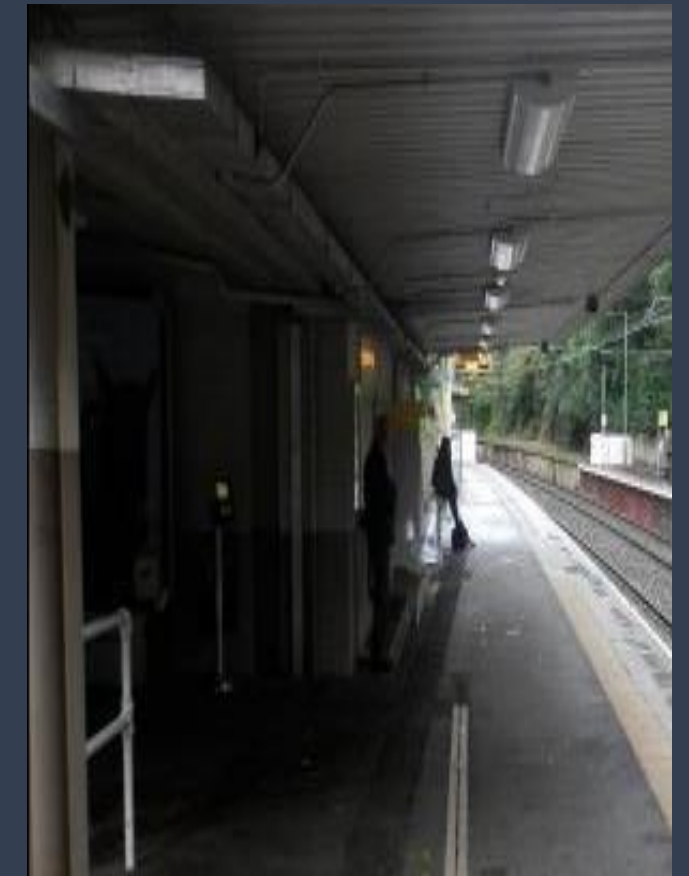
Investment priority 2: Improvements to stops on the Bury line

Phase 1 of Metrolink's expansion (1992) converted the Altrincham to Bury heavy rail line to light rail operation. The line conversion predominantly retained the heavy rail stop infrastructure. The Bury line stops are considered less inviting, incur greater maintenance costs and include historic constraints compared to more modern stops and across the wider network. These issues are likely to be discouraging sustainable travel in Bury thus limiting residents access to opportunities across Greater Manchester.

Key stop issues

The Metrolink Stop Improvements Programme will seek to identify and prioritise improvements to address issues such as :

- Buildings which are in a state of disrepair;
- Poor platform accessibility, often via narrow steps with no step-free alternative;
- Stops are not accessible for all, particularly not for mobility impaired users;
- Where lifts exist, they are unreliable and are often out of service;
- Singular entrance/egress point from platforms create crowded funnels / congestion pinch points for passenger movement;
- Dark and uninviting waiting areas and antisocial behaviour areas lead to the perception of isolation and fear of crime; and
- Many stops have virtually no street presence.



Metrolink

Investment priority 2: Improvements to stops on the Bury line

The table below highlights the poor standard of Bury line stops compared to more modern Metrolink stops across the network. A key priority will be to use the Metrolink Stop Improvements Programme to prioritise a levelling up of the transport infrastructure offered in Bury compared to the rest of Greater Manchester. The images on the right compare stops on the Bury line against modern stops (using the Didsbury line as an example). These images show a stark contrast from stops that are dark, closed and have limited accessibility, to stops that are light, visible and more accessible.

Bury line Metrolink Stops	Performance of key aspects of Bury line Metrolink stops in comparison to modern stops (for example those delivered on the Trafford Park or Airport Lines)				
	√ = similar standard to modern stops (but still capable of further improvement); X = below the standard of modern stops				
	Platform visibility from and to surrounding area	Standard of lighting	Multiple access points to the stop from the surrounding area	Alternative ramped access should the lift not be working	Shelters/canopies that allow natural light to flood onto the platform
Bury Interchange	X	√	X	X	X
Radcliffe	X	√	√	N/A	X
Whitefield	X	√	√	N/A	X
Besses o'th' Barn	√	√	√	X	
Prestwich	X	X	√	N/A	X
Heaton Park	X	√	X	X	X

Current Bury Line



Heaton Park - Step access

Aspiration



Firswood Stop - Step access



Bury Metrolink - platform canopy



Firswood Stop - platform canopy



A typical Bury line track with no track crossing



Firswood Stop – step-free track crossing

Metrolink

Investment priority 2: Improvements to stops

To bring the stops on the Bury line up to modern standards, enhance the stop environment and provide a space that feels more accessible, welcoming and safer for users, the following interventions will be considered at all stops where there is opportunity to do so and subject to budget availability:

Access to stops

- New ramp access to stops which currently have limited step-free access options;
- New access routes and track crossings to improve journey times;
- New accesses will look to enhance the Metrolink stop catchment so more residents can easily reach Metrolink;
- Accessibility improvements at platforms to improve step free access.

Safety

- Better lighting and CCTV, shelter renewals;
- Removing dark enclosed spaces to promote a more open environment and provide more natural light and surveillance.

Welcoming environment

- Repainting of handrails;
- Replacing damaged poster cases;
- Application of coating to platform surfaces to make them brighter and cleaner;
- Installation of flower beds.

Welcoming Metrolink Stops



Deansgate and Trafford Centre Metrolink Stops

Accessible Metrolink Stops



Trafford Park Line Accessible Metrolink Stops

Metrolink Stops Lighting



Tram Cam Images of Bury Interchange compared to Barton Dock Road Metrolink Stops

Investment priority 3: Connections to Metrolink stops

Strengthening existing walking, wheeling and cycling connections to Metrolink stops along the Bury line is a key priority for the Local Transport Strategy. Many of the Metrolink stops in the Borough are in cuttings hidden from view due to their historic heavy rail design. Visibility and accessibility to key infrastructure must be enhanced and prioritised to encourage more people to use sustainable public transport.

Wayfinding from Metrolink stops to key destinations within our strategic centres is currently poor and needs to be enhanced to guide users to their destination. Similar high quality public realm needs to be extended and delivered around Metrolink stops to create a sense of arrival and a continuous pedestrian environment for visitors.

Improving walking, wheeling and cycling connections to Metrolink stops such as better road crossing facilities, new cycleways and improved cycle parking will support ambitions to encourage lower carbon journeys over shorter travel distances.

Junction improvements are required to provide better road crossing facilities where junctions sever access to Metrolink stops for pedestrian and cyclists. An example of the type of crossing facility that could be implemented is the cyclops junctions recently delivered at the Market Street junction with Angouleme Way in Bury town centre which has made it safer for pedestrians and cyclists to access the Metrolink service at Bury Interchange.

There is limited cycle storage at several stops along the Bury line which restrict the option of being able to cycle to and from Metrolink stops. Improved cycle facilities at stops, such as Cycle Hubs, to support users travelling by bike will be provided to better integrate Metrolink with walking and cycling.

Strengthening walking and cycling connections to Metrolink stops should foster modal shift which would lead to air quality improvements whilst supporting individuals' health and wellbeing. These measures that support cleaner air in our communities are in line with national, regional and local policy targets related to climate change.

Hidden Metrolink Stops on Bury Line



Besses o'th' Barn



Heaton Park

Wayfinding Improvements



Improved Accessibility For Cycling



Barton Dock Road Stop



Cyclops Junction, Bury

Metrolink

Investment priority 4: A new Metrolink stop at Elton Reservoir

Elton Reservoir has been identified as a strategic allocation in the *Places for Everyone* Plan. The proposed site will deliver around 3,500 new homes and supporting physical and social infrastructure, including two primary schools and two local centres with retail, health and community facilities.

As part of the Elton Reservoir proposals there is a requirement to provide a new Metrolink stop and Travel Hub/Park and Ride facilities Elton Reservoir . The Metrolink stop is intended to encourage a large proportion of trips generated by the site to be made by sustainable modes and will support Bury in contributing to the Right Mix target for half of all journeys to be made by sustainable modes by 2040.

To achieve maximum accessibility of the stop, a Travel Hub and Park and Ride will be delivered. This will ensure that those who can access the development by active modes have safe and attractive opportunities to do so. The Park and Ride will widen the catchment area for those living further away and make it easier for people to switch longer car journeys, such as journeys to Manchester city centre, to more sustainable modes.

Key elements of the Travel Hub will include secure cycle parking, drop-off pick-up and taxi bays, shared mobility spaces, EV charging points and potentially parcel lockers. The new stop will contribute to the place making of the new development, providing a vibrant and integrated space with local facilities in line with the Travel Hub principles. The Elton Reservoir stop will also increase the attractiveness of the reservoir as a leisure destination and provide better access to greenspace in the south of Bury.

Some funding has been secured to commence development of a new stop and Travel Hub/Park and Ride through the City Region Sustainable Transport Settlement Fund. Bury Council will work with TfGM and the developer to determine an appropriate funding and delivery strategy for the new stop.



Proposed new Elton Metrolink Stop, Travel Hub/Park and Ride.

Metrolink

Investment priority 5: Travel hubs at other Metrolink stops

In Bury, the 'Travel Hubs' approach aims to bring together Priority 2 (improvements to Metrolink stops) and Priority 3 (connections to Metrolink stops) into a holistic view, focussed on increasing Metrolink patronage by overcoming barriers to public transport use.

In addition to the measures set out in Priority 2 and Priority 3, the Travel Hubs approach will consider the full range of modal integration – including bus, taxi, park-and-ride, drop-off/pick-up and shared mobility (such as car clubs and bike hire) with active modes.

Other facilities such as electric vehicle charging infrastructure, parcel lockers and commercial opportunities will be considered to improve the overall customer experience – and to generate vibrant spaces that play their full role in place-making, whilst integrating with adjacent developments.

Bury Council will continue working with TfGM to identify potential locations to apply the Travel Hubs approach in Bury. This will include existing Park and Ride sites, such as Prestwich, Radcliffe and Whitefield.



Metrolink

Investment priority 6: Metrolink and tram-train technology

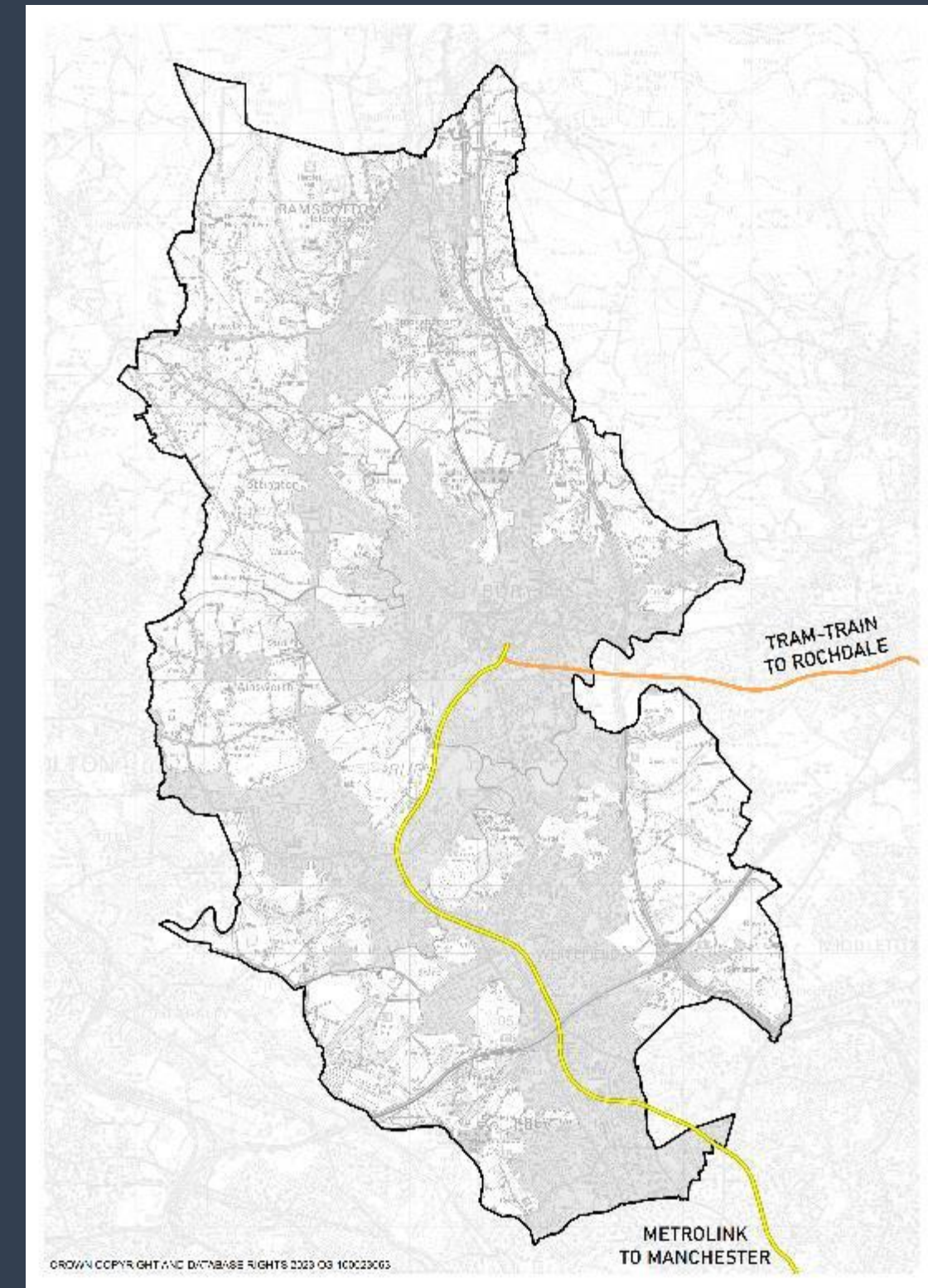
TfGM are seeking funding and business case approval to create a rail link between Heywood, Rochdale and Oldham using tram-train technology. This will also explore a connection between Heywood and Bury, with the goal of linking the existing Metrolink networks in the north of Manchester and improving connectivity with the Calder Valley Line.

The focus of the project will be to create the next generation Metrolink vehicle, tram-train infrastructure and running a pilot “Pathfinder” service. This will provide:

- A service stopping at all stations/stops along the route.
- Enhanced modal integration at Bury Interchange & Rochdale Railway Station.
- Enhanced connectivity to Bury, Heywood, Castleton Rochdale & Oldham.

The ultimate proposal will provide new technology that will allow Metrolink vehicles to operate on existing heavy rail lines as well as the Metrolink lines.

As well as providing public transport improvements between Bury to Rochdale (and beyond), the proposals will also help to provide sustainable public transport connections into the proposed Northern Gateway site.



Proposed Tram-Train Route

Rossendale City Valley Link

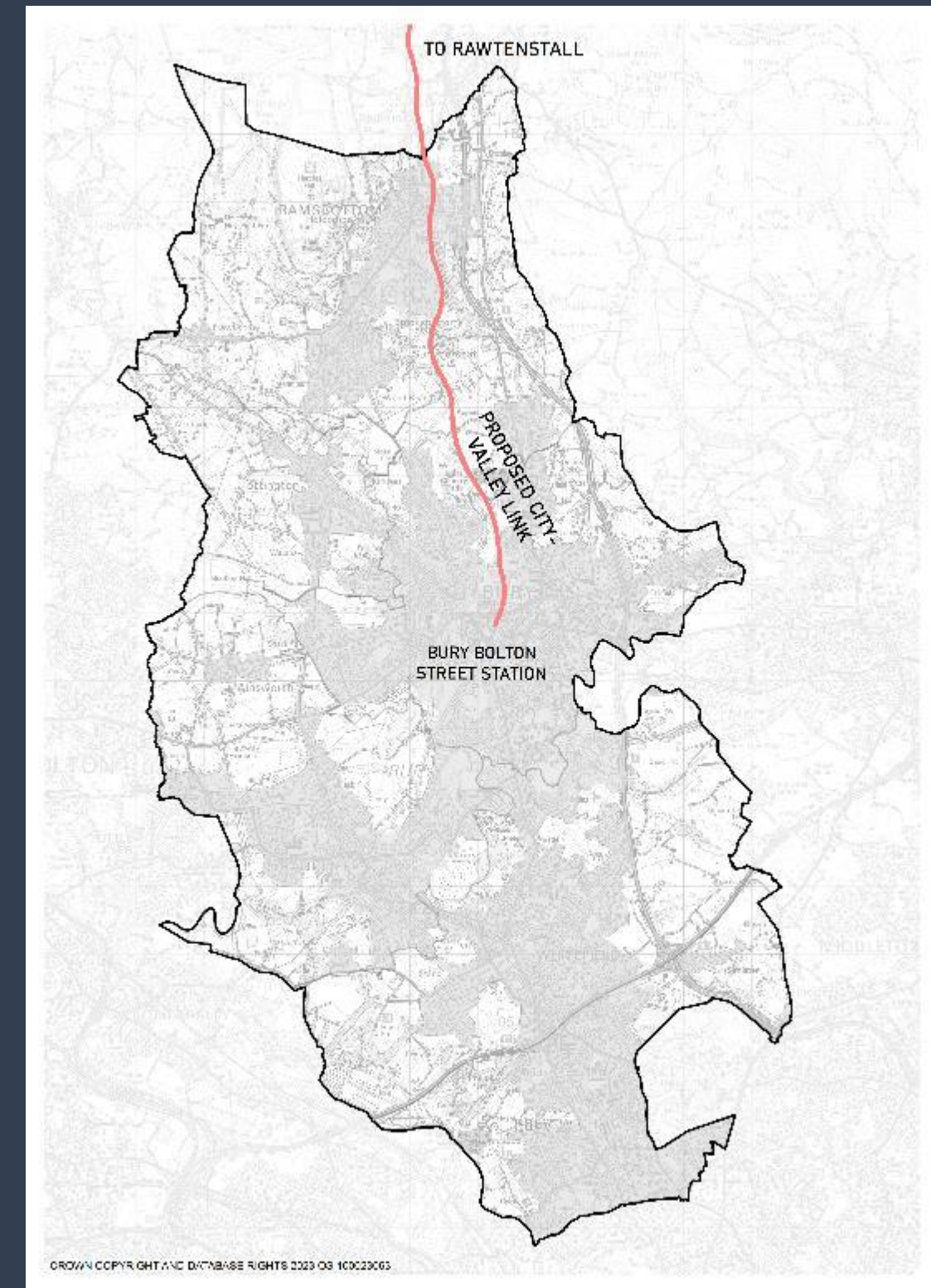
Rossendale Borough Council have long-held aspirations to establish a commuter rail link from Rawtenstall to Manchester.

These proposals centre on the existing heavy railway line that is currently operating as a Heritage Line run by the East Lancashire Railway company (ELR).

This is Bury's most popular visitor attraction and GM's third highest paying attraction. It plays a key role in attracting visitor spend to the Borough's local economy, particularly in Bury and Ramsbottom. The ELR preserves the area's heritage and local distinctiveness and generates great civic pride.

Bury Council has clearly indicated that it would not support any proposal for a commuter service on the ELR line unless it can be clearly demonstrated that it would be able to co-exist with the Heritage asset and not negatively affect its operations.

As such, this is not considered to be an '*investment priority*' but has been identified here to flag its longer-term potential. There will still need to be credible evidence to demonstrate that a commuter line and a heritage line can co-exist between Bury Bolton Street and Rawtenstall, and that the proposals are realistically costed, viable and deliverable.



Proposed City Valley Link from Rawtenstall to Manchester

Linkages to the GM2040 and LTS Objectives

The table below demonstrates how our Investment Priorities for Metrolink contribute to the objectives of both the GM2040 and this Local Transport Strategy.

LTS Investment Priorities	GMTS 2040 Objectives				LTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting Sustainable Growth and Regeneration	Reducing Carbon Emissions	Encouraging Healthy Active Lifestyles	Improving connectivity	Improving Maintenance and Management of the Transport Network	Improving Road Safety
Metrolink										
1. New Transport Interchange in Bury	✓	✓	✓	✓	✓	✓	✓	✓	✓	
2. Improvement to Metrolink Stops on the Bury Line	✓	✓	✓		✓	✓	✓	✓	✓	
3. Strengthen Walking, Wheeling and Cycling Connections to Metrolink Stations	✓	✓	✓		✓	✓	✓	✓	✓	✓
4. New Metrolink Stop and Travel Hub/Park and Ride at Elton Reservoir	✓	✓	✓	✓	✓	✓	✓	✓	✓	
5. Travel Hubs	✓	✓	✓	✓	✓	✓	✓	✓	✓	
6. New Tram-Train Links between Bury and Rochdale	✓	✓	✓	✓	✓	✓	✓	✓	✓	

6

TRANSPORT STRATEGY: BUS



Introduction

The Borough has one bus interchange in Bury town centre and one bus station in Radcliffe. These provide public transport connections to destinations within the Borough as well as across the Greater Manchester area including to Rochdale, Bolton and Manchester.

Bury Interchange is one of the busiest in Greater Manchester. There were 49,288 bus departures from the Interchange in September 2021, most of which were run commercially (86%), with TfGM funding the rest (14%). The TfGM services are classed as *subsidised* services and are funded from the public purse. The majority bus services use Manchester Road, Rochdale Road, Angouleme Way and Walmersley Road to access the town centre.

The Borough currently has 1.95km of bus lanes, the least of all the GM local authorities (GM BSIP). Inbound bus lanes operate in the morning and evening peaks on the A58 Bolton Road approach to Bury town centre, offering some priority to buses, but they are not continuous along the Bolton-Bury-Rochdale corridor. Buses using the A58 at Bury Bridge can get caught up in congestion and contribute to the air quality issue at this busy location. Greater Manchester’s Clean Air Plan air quality modelling has identified Bury Bridge as one of 13 points in Greater Manchester where roadside nitrogen dioxide exceedances above legal levels will persist to 2025.

Radcliffe also has a busy bus station with 8,030 bus departures in September 2021, 80% of which were run commercially and 20% were subsidised by TfGM. The main bus movements in Radcliffe town centre are along A665 Pilkington Way, Church Street West and Dale Street where the bus interchange is located.



Bury Interchange



Radcliffe Bus Station

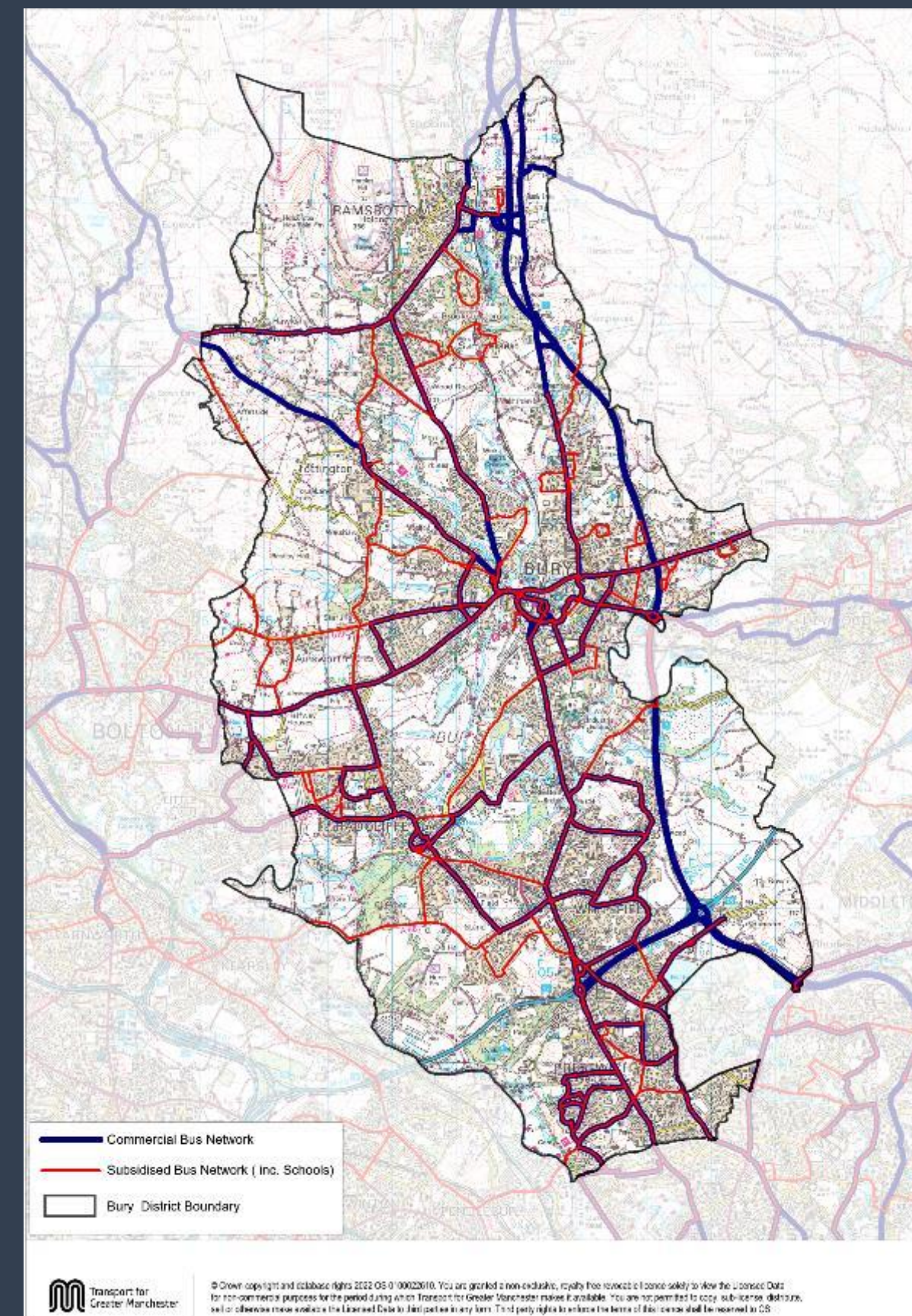
Existing bus infrastructure and services in Bury

In June 2021, there were 290,353 bus miles operated in Bury, that's just 6.4% of total bus miles across Greater Manchester, (the lowest across the ten GM local authorities (source GM BSIP)).

Most bus services are run by private bus operators. Following the Covid 19 Pandemic, bus passenger numbers have not returned to pre-pandemic levels, which has affected the commercial viability of some services. Many routes in Bury currently require a subsidy to be commercially viable, especially weekend and evening services. Services that do extend into the evening and weekend are often less frequent.

Following the withdrawal of COVID funding support for bus operators, a number of companies responsible for routes in Greater Manchester announced their intention to reduce the frequency of, or entirely withdraw, some services in October 2022. In order to stabilise the network and maintain essential connectivity across the city region, Greater Manchester intervened to replace all 31 routes earmarked for withdrawal, including the 480 and 511 services in Bury. More recently, a number of operators have announced their intention to withdraw or reduce the frequency of services in Bolton, Bury and Rochdale from April 2023. TfGM is currently working to understand the impact of these proposed changes and what options are available to mitigate their impact, prior to the introduction of bus franchising.

The adjacent map shows all the bus routes operating in Bury (in January 2023) with commercial services shown in blue and the subsidised network in red.



Bury Bus Routes – Commercial and Subsidised

National bus policy and ambition

Bus Back Better

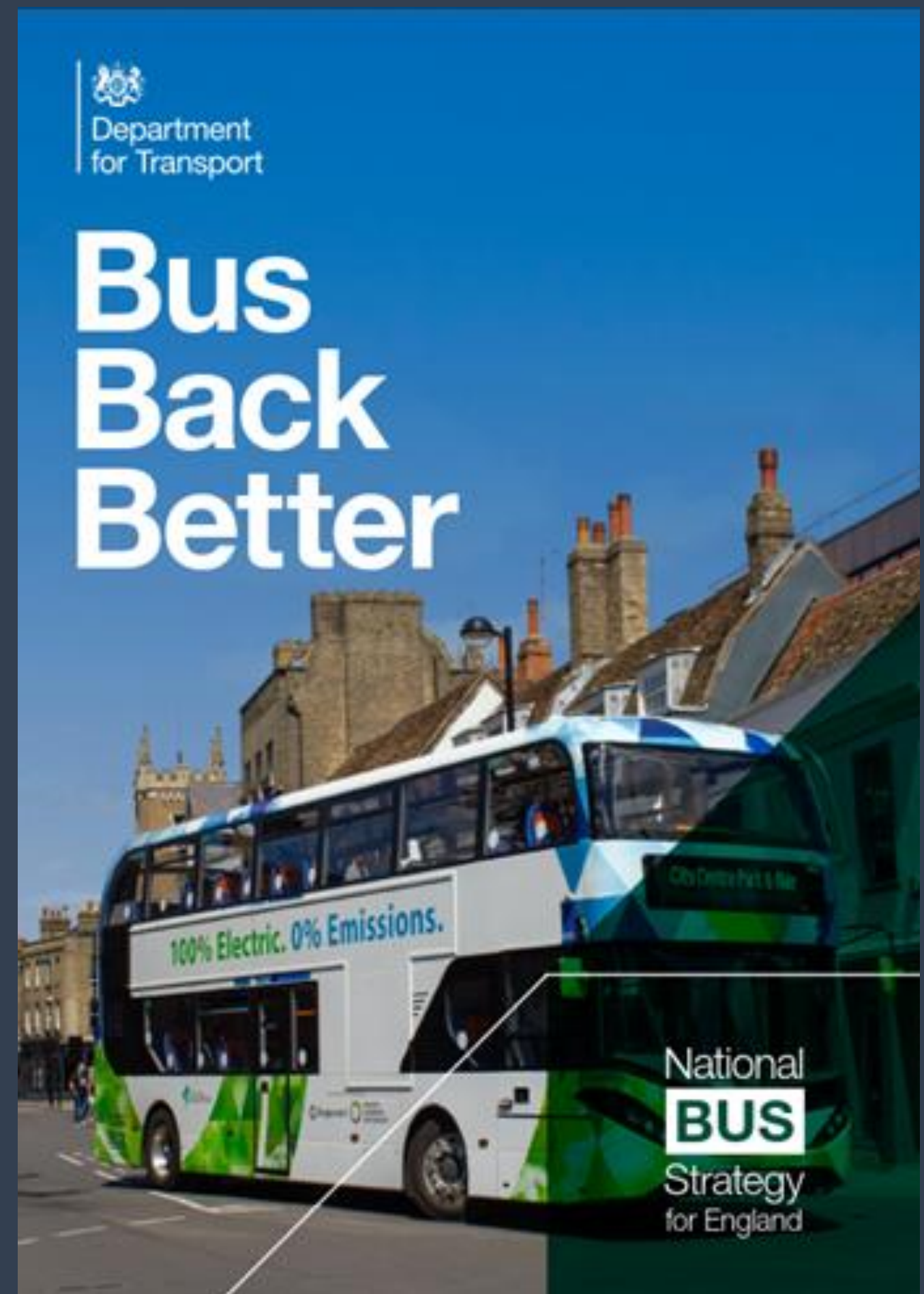
In March 2021 the Department for Transport (DfT) published a new national strategy for buses in England outside of London, the aim of which is to get more people using buses by making them more attractive. This means making buses faster and more reliable.

Bus Back Better required local transport authorities to produce a Bus Service Improvement Plan (BSIP) by October 2021. In Greater Manchester, Government required one Plan to cover all ten local authority areas, including Bury.

Government also expects local authorities to develop plans for bus lanes on any roads where there is a frequent bus service, congestion, and physical space to install one. These bus lanes should be full-time and as continuous as possible and be part of a whole corridor approach, with physical measures such as:

- Traffic signal priority;
- Bus gates, which allow buses to enter a road that prohibits access to other traffic; and
- Clear and consistent signage.

Bus Back Better sets out ambitious goals for simpler fares, integrated ticketing, integration of buses with other forms of transport, digital information, zero emission vehicles and for more services to operate in the evenings, weekends, and at night, and to smaller towns and villages. In lower-density, often rural areas, not served by conventional buses, the government suggests that new forms of provision, such as demand responsive travel in smaller vehicles, may be more appropriate.



Greater Manchester Bus Service Improvement Plan

In response to the requirements of the National Bus Strategy, Greater Manchester submitted a Bus Service Improvement Plan to Government in October 2021 setting out ambitious plans to transform the bus market and to be the first to use new Government powers to introduce a bus franchising scheme.

Greater Manchester’s ambition for bus is “*to develop a modern low emission accessible bus system, fully integrated with the wider Greater Manchester transport network on which everyone will be willing to travel regardless of their background or mobility level.*”

The ambition for bus in the Greater Manchester BSIP is summarised around the seven themes in the adjacent table, which will support a central ‘customer experience’ ambition and have been developed to address customer priorities and align with the government’s National Bus Strategy.

Greater Manchester’s BSIP was awarded £94.8 million of Government funding, which is mostly being used to support the introduction of cheaper bus fares.



Greater Manchester BSIP Priority Themes

BSIP Themes	GM Ambitions for Bus
Customer Experience	Providing customers with a safe and seamless travel experience
Services	Turn up and go frequencies on major routes
Information	Readily available, easy to use, live, and up-to-date
Network Management	Improvements to journey times and reliability
Infrastructure	Significant increases in bus priority and improvements to waiting environments
Fares and Ticket	More affordable journeys, integrated with other modes
Fleet	Zero emissions, high quality buses

Greater Manchester BSIP Priority Themes and Ambitions for Bus

Investment priorities for bus

Bus travel is central to the delivery of Greater Manchester’s ambitions to provide a sustainable transport network which is accessible to all, affordable, high quality and high frequency. We want all Bury's residents to have access to a modern, low-emission, accessible bus system.

Investment in bus services and infrastructure is needed if we are to make travelling by bus more attractive and support Greater Manchester’s ‘Right Mix’ vision to reduce car trips to no more than half of all journeys by 2040.

1. Bus reform and the introduction of bus franchising in Bury

2. Better and more reliable bus services in all parts of the Borough

3. A new Bury Town Centre Interchange

4. Bus priority measures on key routes

5. Better bus stops and stations

6. Bus services to new developments

Buses

Investment priority 1: Bus reform and franchising

Reform of the bus market is a key part of the GM2040 Transport Strategy.

In March 2021, the Greater Manchester Combined Authority (GMCA) announced plans to use new Government powers and bring buses back under local control for the first time since they were deregulated in 1986 under a system called *franchising*. The bus franchising scheme is a key part of Greater Manchester's wider plans to reform the bus market.

In Greater Manchester at the present time, bus companies decide the routes, frequencies, fares and standards. There is no coordination and limited oversight. Where bus companies decide not to run essential services, the public sector has to meet the cost of filling in the gaps.

Under franchising, TfGM will coordinate the bus network and contract bus companies to run services based on what passengers need, with any profit being reinvested in buses. Franchising will bring significant benefits to bus users; buses will be run as part of an integrated public transport network; allowing people to change easily between different modes of transport; with simple, affordable price-capped tickets; and a single attractive identity which will be easy to recognise and understand.

Franchising will be delivered across Greater Manchester in three phases., which are shown on the adjacent maps. Some bus services in Bury will be part of the first phase of franchising starting in September 2023, including the 471 Bolton-Bury-Rochdale service. Bury's remaining bus services will be brought under local control from March 2024.

All buses in Greater Manchester will be under public control by January 2025.



Bus

Investment priority 1: Bus reform and franchising

Buses are a vital part of Greater Manchester's public transport system and throughout the Covid-19 pandemic they have become even more essential. 75% of public transport journeys made in Greater Manchester, both before and during the pandemic, are by bus and they continue to be a critical link to jobs and essential services, particularly for the those who do not have access to a car, which is the case for nearly a quarter of households in Bury (24%).

Greater Manchester's bus reform proposals also include a better fleet of buses, with over 100 new electric buses to be introduced across the first two franchise areas. Clean buses will support our ambitions for clean air and a carbon neutral transport system by 2038.



In Bury, we need buses to provide attractive, accessible and affordable services to all communities to allow everyone to access jobs, essential services, and other opportunities, particularly for those people who don't have access to a car. To achieve this, we will work with Transport for Greater Manchester to support Greater Manchester's bus reform plans and the roll-out of bus franchising in Bury.

Cheaper bus fares are another part of bus reform. In Greater Manchester, TfGM has already introduced a capped fares scheme in response to the cost of living crisis, whereby there is a £2 single journey cap (£1 for children) and a £5 AnyBus (£2.50 for children) all day cap for bus journeys throughout Greater Manchester from September 2022.

The fares cap scheme was extended to include a weekly cap of £21 (£10.50 for children) from January 2023.

Under franchising, the Greater Manchester Combined Authority will be able to set fares and will further develop the integrated ticketing and pricing offer available to customers.

Buses

Investment priority 2: Better bus services

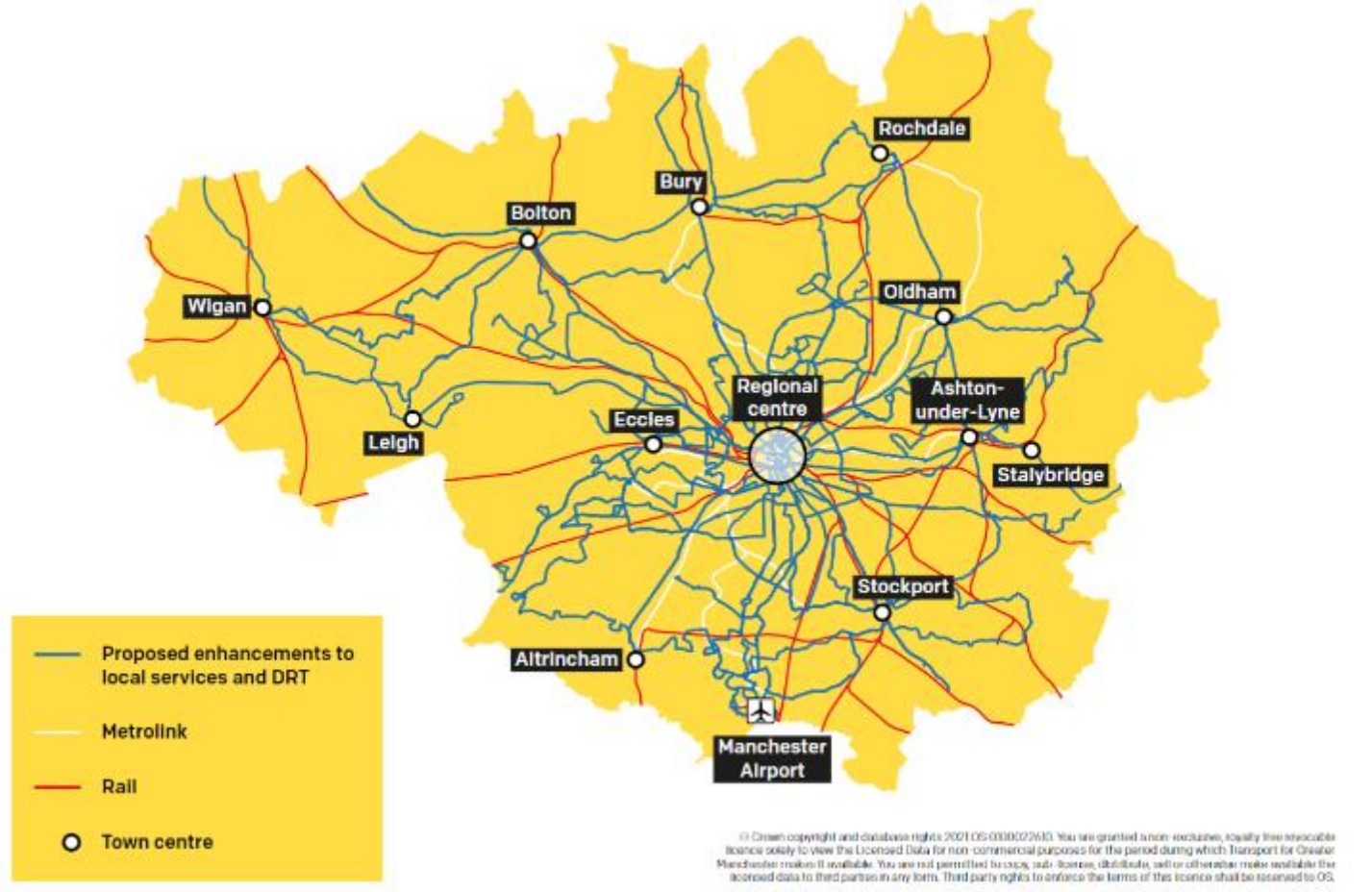
As set out in Greater Manchester's Bus Service Improvement Plan (BSIP), TfGM's aim is to stabilise and then strengthen services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes to form a 'London-style network'.

BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows Greater Manchester's proposed high frequency bus network. Some of these routes already benefit from high frequency services (high frequency currently refers to operating a bus every 12 minutes or better), including on some Bury routes.

All the existing and proposed high frequency routes in Bury are shown in the adjacent table and on the map on the next page. They include routes connecting :

- Ramsbottom and Tottington to Bury;
- Bury to Manchester city centre;
- Bury to Bolton and Rochdale.

Two of the main bus routes serving Fairfield General Hospital in Bury, the 467 and the 468 Bury to Rochdale services, are also included in the proposed high frequency network. More information on bus access to Fairfield General Hospital can be found in the Bury Township chapter.



Proposed high frequency ('Turn up and go') bus routes across Greater Manchester

Service	Route
163*	Manchester - Middleton - Heywood
93	Bury - Prestwich - Agecroft - Manchester
97	Bury - Unsworth - Prestwich - Manchester
98	Bury - Radcliffe - Whitefield - Manchester
135*	Bury - Whitefield - Cheetham Hill - Manchester
471*	Rochdale - Bury - Bolton
524*	Bolton - Radcliffe - Bury
472	Bury - Ramsbottom circulars
474	Bury - Ramsbottom circulars
467	Rochdale - Daniel Fold - Bamford - Bury
468	Rochdale - Greave - Bamford - Jericho - Bury
*	Indicates an existing high frequency service

Existing and TfGM proposed high frequency ('Turn up and go') bus routes in Bury

Buses

Investment priority 2: Better bus services

Away from these high frequency main routes, we want all our residents to have access to a good bus service that provides an attractive alternative to the car and we will work with TfGM towards that aim.

Not all our communities will be served by frequent, regular bus services and there will need to be additional services that complement the core network. This could include Demand Responsive Transport in more rural parts of the borough where passenger demand doesn't meet the level needed to support fixed route public transport services.

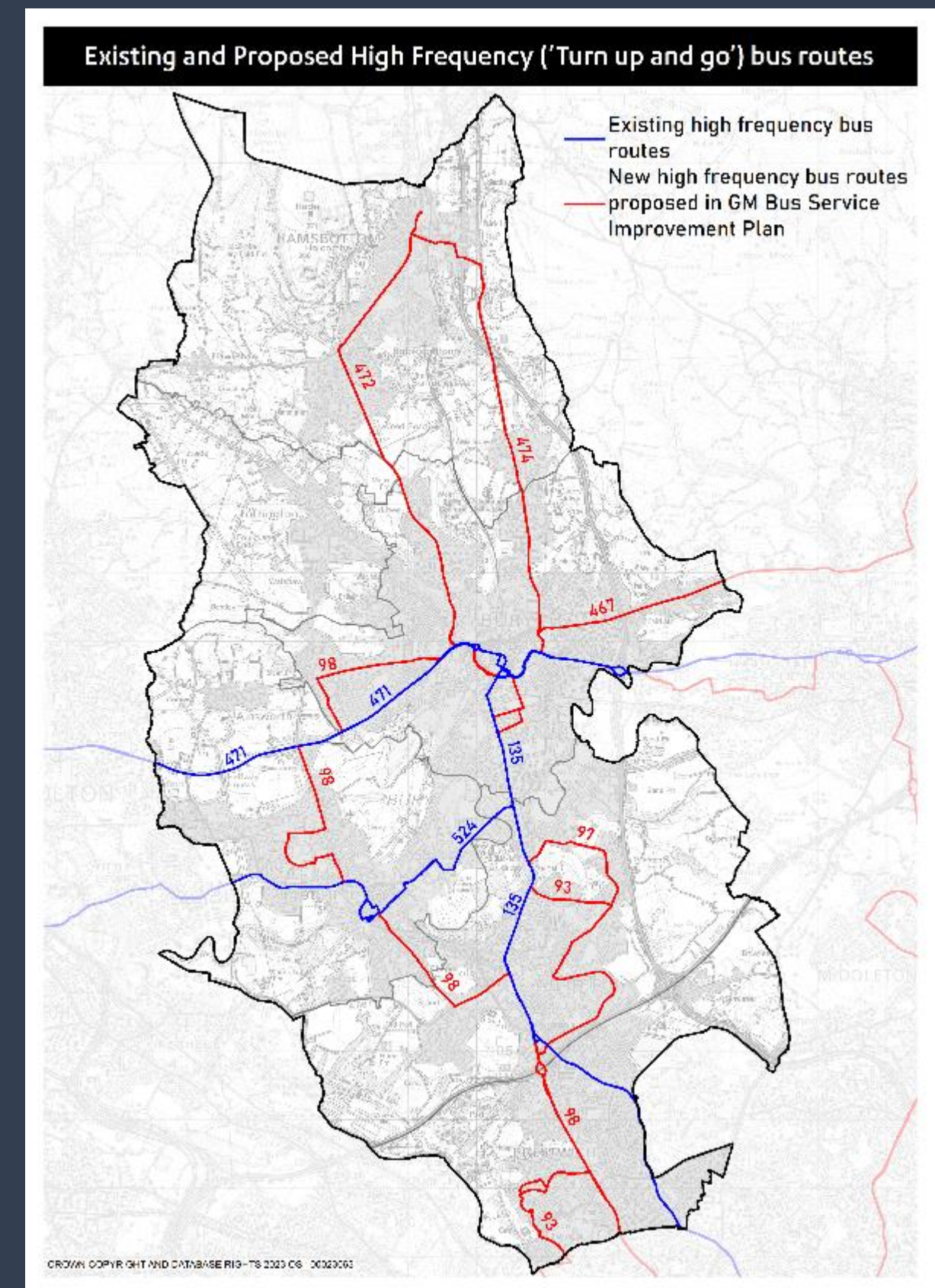
Greater Manchester already has demand responsive 'Local Link' services supporting some communities, including a very limited offer in Bury. The Heywood Local Link provides journeys to/from Fairfield General Hospital in Bury from the Pilsworth area.

Greater Manchester's Bus Service Improvement Plan identifies the need to provide additional Local Link type services to residents in more rural areas of Bury so they have a car-free alternative for accessing work, leisure opportunities, education and health services. There could also be an opportunity to expand the Local Link offer to Fairfield General Hospital.

Ring and Ride is another form of demand responsive service, in this case providing door-to-door transport to Greater Manchester residents who find it difficult to use conventional public transport due to disability or limited mobility. The Ring and Ride service operates boroughwide, including to Fairfield General Hospital.

Our aim is to ensure that all residents have good access to conventional bus services or to alternative demand responsive forms of transport for those who experience barriers to accessing the wider network due to where they live, due to disability or to mobility impairment.

We will work with TfGM to provide as stable and reliable a bus service as possible that serves as much of the community as possible.



Buses

Investment priority 3: Bury Interchange

Bury's town centre bus station is part of Bury Interchange. The Interchange has around twenty bus stands with services that go to destinations such as Radcliffe, Ramsbottom, Fairfield General Hospital, Manchester, Rochdale, Bolton, Rawtenstall, Burnley and Accrington. The current experience of bus passengers using Bury Interchange is poor:

- The Interchange was built in 1980 and is now in poor condition, with leaking roofs and inefficient heating and lighting systems.
- The current arrangement of bus stands creates passenger waiting areas that are long and partly tunnel-like, creating the perception of isolation and fear of crime. Reported anti-social behaviour incidents indicate that Bury interchange was one of the worst performing interchanges in Greater Manchester during June to December 2021.
- There are many pedestrian crossing points and two-way bus movements resulting in numerous conflict points and creating confusion for pedestrians. Of the 200 incidents reported at the Interchange in the last 5 years, 20% were at crossing points with a further 13% occurring on carriageways. Given the large volumes of movements through the site, including those using the facility as a thoroughfare to access the town centre, the number of crossing points is a contributing factor to the volume of these incidents.

The redevelopment of Bury Interchange is essential in supporting future movement in and around Bury by public transport modes.



Buses

Investment priority 4: Bus priority measures

To successfully deliver the Greater Manchester Bee Network and Right Mix ambitions and encourage greater bus patronage, Bury Council will consider the implementation of bus priority measures to improve the reliability and speed of existing and proposed bus services. These could include a number of physical measures along key routes such as:

- Bus lanes;
- Traffic signal priority;
- Bus gates, which allow buses to enter a road that prohibits access to other traffic; and
- Clear and consistent signage.

Greater Manchester has received significant funding as part of its CRSTS settlement for a number of programmes which include bus priority measures ranging from:

- Quality Bus Transit corridors and whole route bus priority to improve orbital and radial bus route corridors such as the A58 to Rochdale and Bolton and the A56 from Bury to Manchester: to
- tackling local pinch points on the network where buses experience delay, such as at the Hollins Brow/Manchester Road junction, to reduce congestion and improve bus reliability.

Greater Manchester's Bus Corridor Investment Programme can be seen on the map on the next page.



Bus Priority Junctions



Bus Gate- Oxford Road, Manchester

Buses

Investment priority 4: Bus priority measures

Greater Manchester Bus Corridor Investment Programme: Bury routes

Orbital QBT corridors in Bury are:

- A58 Bury – Rochdale
- A58 Bury – Bolton

Radial QBT corridors in Bury are:

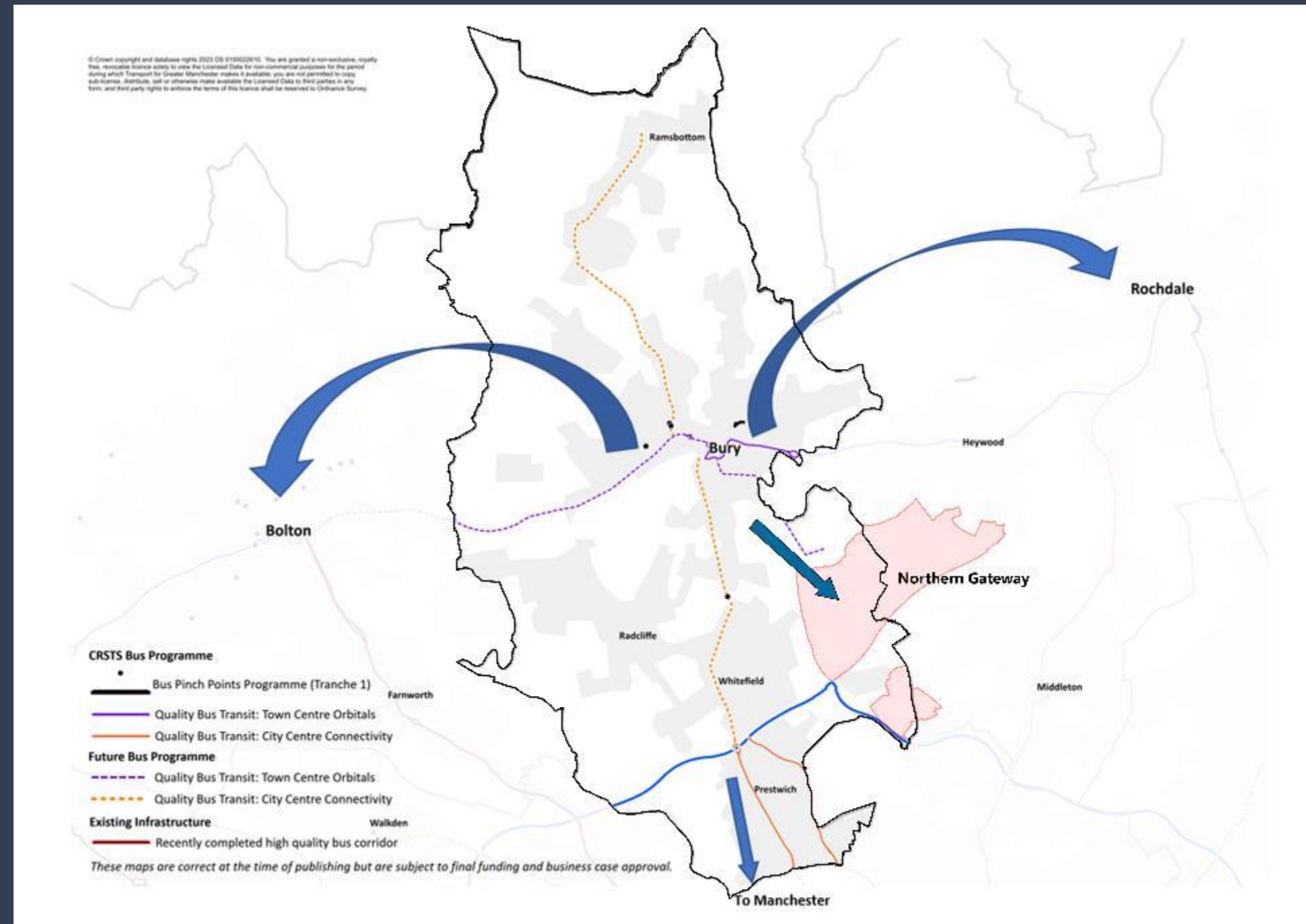
- A56 Bury to Manchester
- A56 Bury to Ramsbottom

These are the corridors where we will work with Transport for Greater Manchester to develop proposals to improve bus reliability.

The QBT corridors in Bury will connect to the new Bury Interchange and will also help to improve bus access for Bury's residents to the proposed Northern Gateway development.

Improving bus services is an essential step in improving the quality of life for people who live in some of Bury's most deprived communities, where many people do not have access to private cars or local connections to Metrolink services.

Improvements delivered in Bury through QBT will improve connectivity for communities that fall within the 10% and 20% most deprived areas in England.



Buses

Investment priority 4: Bus priority measures

Quality Bus Corridors in Bury: the A58 Bury - Rochdale

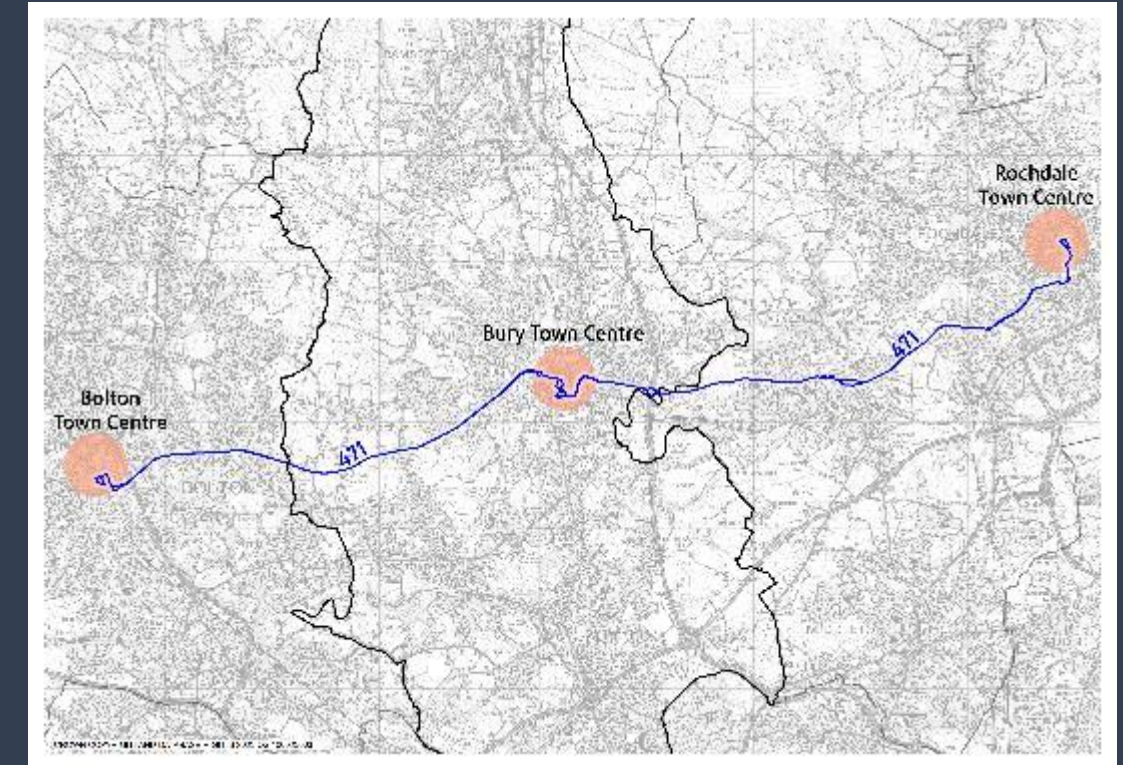
There is funding available in the CRSTS programme for QBT corridor proposals to be developed for some routes, and in some cases for delivery. We will work with TfGM to develop proposals for all Bury's QBT corridors, and to identify and address local pinch points.

The investigation of the A58 Bury to Rochdale Corridor for QBT is already underway, with the investigation of the A58 Bury to Bolton for QBT due to commence later this year.

The QBT scheme between Bury and Rochdale will enhance bus services between two major regional towns along the 471 bus route as shown on the adjacent plan. It will improve connectivity for people in areas of deprivation to access existing jobs, future employment opportunities and new homes.

Bus connectivity along the A58 corridor is currently hindered by congestion, particularly in Bury and Rochdale town centres at either end of the route. Bus journey times vary significantly throughout the day, correlating with the congestion and delay hotspots on the route. With no existing bus priority, an inconsistent bus stop offer and the lack of any Real Time Information (RTI) on the corridor, these conditions reduce confidence in the existing bus service and impact the bus user experience, the public perception of the bus and its ability to attract new users.

QBT improvements on the Bury to Rochdale route will aim to deliver a step-change in the experience of using the bus for local journeys by providing a reliable and attractive bus service. QBT will focus on improving reliability, accessibility, and the attractiveness of the local bus by tackling the reasons why people don't get on bus.



471 Bury – Rochdale bus route



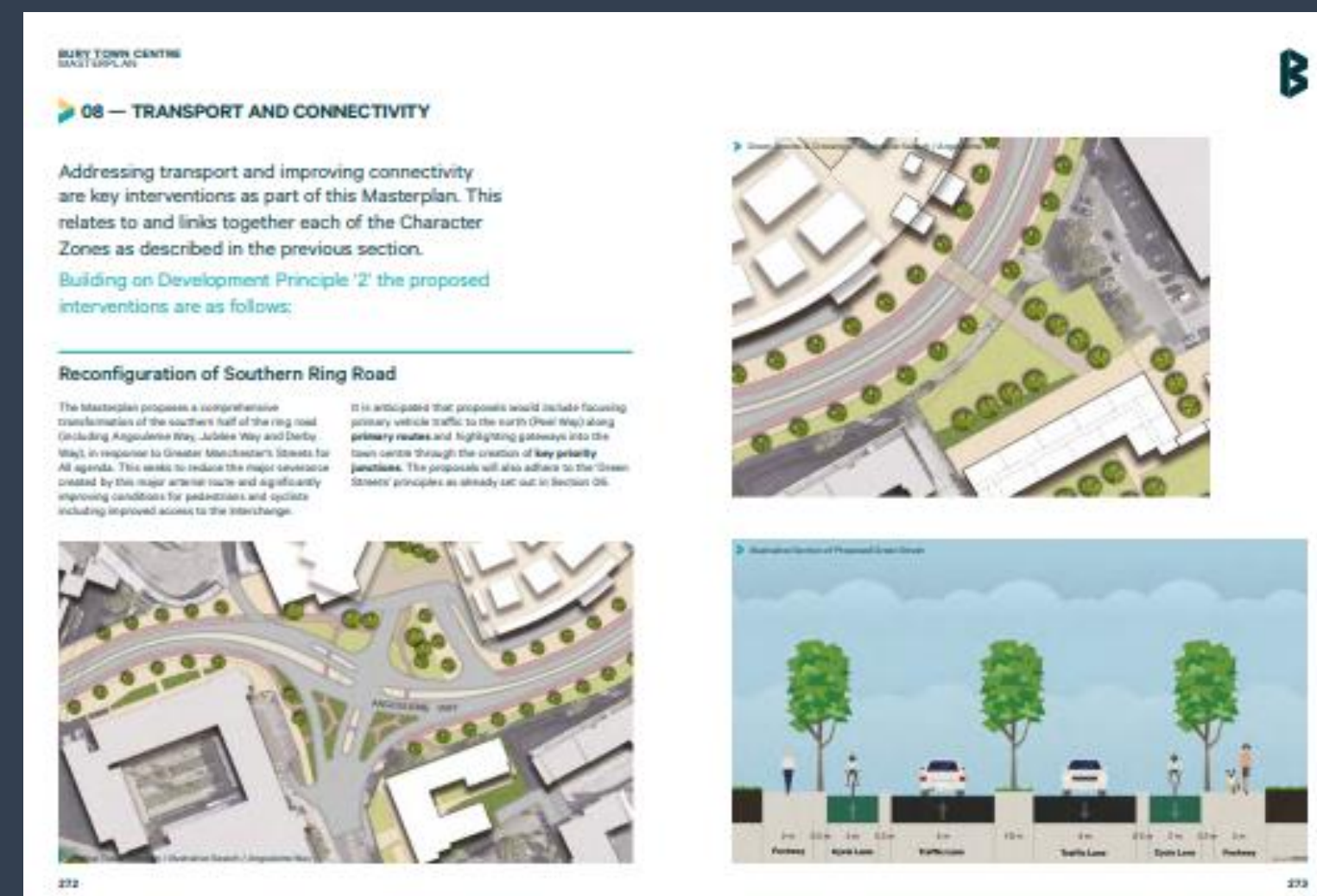
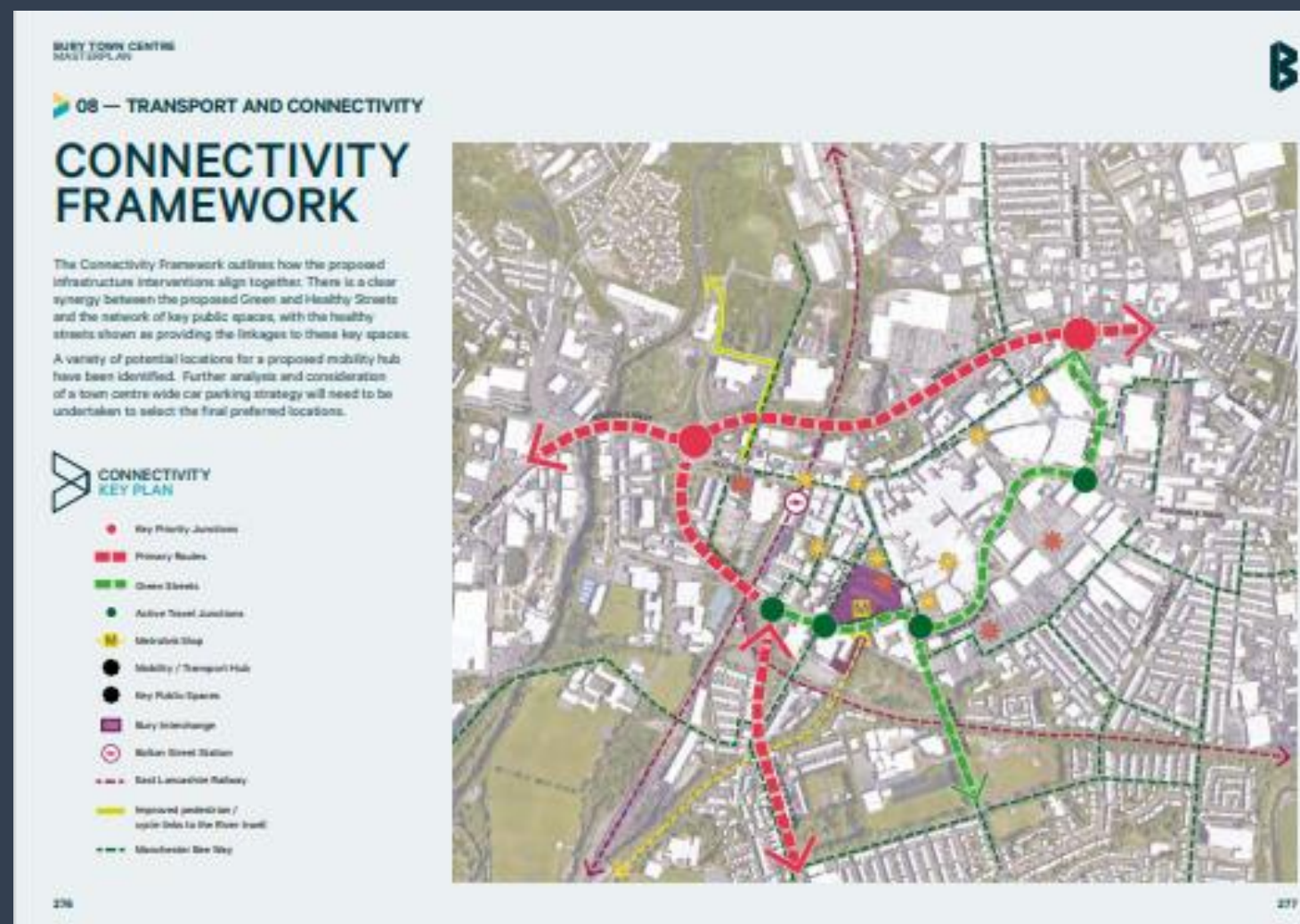
Bus gate – Oxford Road, Manchester

Investment priority 4: Bus priority measures

QBT and the Bury Town Centre Masterplan

The development of QBT and 'Streets for All' proposals along the A58 corridor in Bury will support the delivery of the Connectivity Framework in the Bury Town Centre Masterplan.

The QBT proposals align well with the Masterplan proposal to reconfigure Angouleme Way and prioritise active travel and bus movements around the south of the town centre, with Peel Way being the main traffic route on the north side of Bury town centre. This is one of the longer term Town Centre Masterplan proposals, as is the new Bury Interchange.



The Town Centre Masterplan Connectivity Framework also includes short and medium term proposals, including active crossings, some of which have now been delivered with funding from the GM Mayor's Cycling and Walking Fund, with others to come potentially through CRSTS funding available to Bury Council for active travel schemes.

Buses

Investment priority 5: Better bus stops and stations

Better bus stops

Alongside improvements to bus services and quicker bus journey times, our bus stops need to be fully accessible, provide a comfortable, attractive, and safe waiting environment for passengers, and be well connected to homes and destinations.

We will work with TfGM to ensure that bus stops improvements are delivered in Bury including new shelters (where practical and required), raised kerbs to facilitate level boarding and alighting for all, and access to digital real-time journey information.

We will also ensure that bus stops are easy and safe for people to walk to and from through with, for example, conveniently located crossings.

The Quality Bus Corridor programme will include improvements to stops on the corridor and better access to stops at town centres and key destinations along bus routes.

Better bus stations

We will also work with TfGM to improve other bus facilities in the Borough such as Radcliffe Bus Station, which is not well connected to the wider town centre or to the Metrolink Stop and would benefit from improved public realm and pedestrian links to give more a sense of arrival to the town.

In the longer term changes may also be needed to the size and even the location of Radcliffe Bus Station to accommodate an increase in passenger numbers and bus movements. One potential option could be to integrate the bus station with the Metrolink Stop and Park and Ride to form a new Travel Hub.



An attractive bus shelter with green roof in Manchester



Ensuring stops provide information for customers

Buses

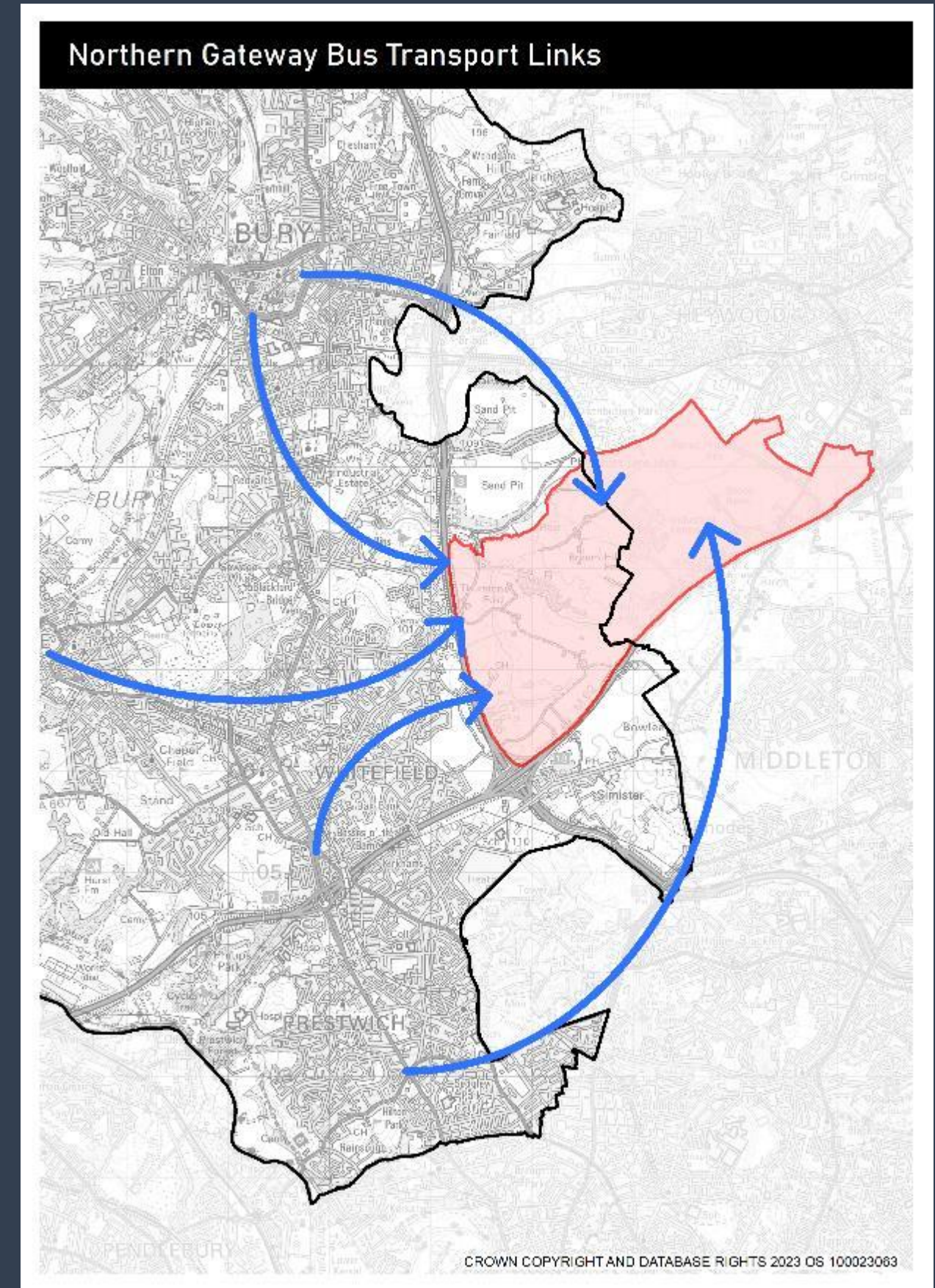
Investment priority 6: Bus services to new developments

A key Priority for the Council is to ensure that new developments are well served by bus so that Bury residents can access new jobs at sites such as Northern Gateway and in town centres such as Bury and Prestwich where regeneration is underway.

Northern Gateway is a Growth Location of regional and national significance that does not currently benefit from any direct rail or tram connections, which means that bus will be key to delivering public transport access to future employment opportunities here.

There will be opportunities to connect into and enhance existing bus networks to connect some parts of the Borough to new developments, but new bus services will also be needed, and we will work with TfGM to identify these.

A key focus of Greater Manchester's bus corridor upgrade programme is to support new developments and growth sites. For Bury, delivery of bus improvements as part of the A58 QBT corridor upgrade will support the provision of frequent, reliable, high quality bus services to Northern Gateway.



Buses

Investment priority 6: Bus services to new developments

There will be a need for more direct services to Northern Gateway from areas of the borough such as Radcliffe, where unemployment rates are higher than the borough average and where some of the borough's most deprived communities can be found, particularly around Radcliffe town centre. Bury Council considers direct bus access from Radcliffe Bus Station to Northern Gateway as essential and will continue to make the case for this alongside fast, frequent and reliable bus services from all our communities.

A Northern Gateway Transport Strategy has been prepared which outlines the significant strategic transport interventions needed to support the allocation, including new and/or amended bus services and potentially, in the longer term, investment in Rapid Bus Transit such as the Leigh-Salford-Manchester guided busway, which runs on segregated busway along part of the route.

Improving the connectivity of bus to other transport modes such as rail and Metrolink, as well as integration with active travel, will provide a further opportunity to create a truly multimodal transport network serving Northern Gateway.



Segregated Busway where opportunities exist

Linkages to the GM2040 Objectives and LTS Objectives

The table below demonstrates how our Investment Priorities for bus contribute to the objectives of both the GM2040 and this Local Transport Strategy.

LTS Investment Priorities	GMTS 2040 Objectives				LTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting Sustainable Growth and Regeneration	Reduce Carbon Emissions	Encourage Healthy Active Lifestyles	Improve connectivity	Improve Maintenance and management of the Transport Network	Improve Road Safety
Bus										
1. Bus Reform and the Introduction of Bus Franchising in Bury	✓	✓	✓	✓	✓	✓	✓	✓	✓	
2. Better Bus Services with more frequent and reliable bus services to all parts of the Borough	✓	✓	✓	✓	✓	✓	✓	✓	✓	
3. A new Bury Town Centre Interchange	✓	✓	✓	✓	✓	✓	✓	✓	✓	
4. Bus Priority Measures on key routes to improve speed and reliability	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5. A better passenger waiting environment at bus stops and stations	✓	✓	✓		✓	✓	✓	✓	✓	✓
6. Direct, frequent and reliable bus services to new developments	✓	✓	✓		✓	✓	✓	✓	✓	

7

TRANSPORT STRATEGY: WALKING, WHEELING AND CYCLING



Introduction

Overview of Walking, Wheeling and Cycling

Getting more people to move away from motor vehicles to more active travel modes such as walking, wheeling and cycling is fundamental to achieving Bury's transport vision.

Enabling more walking, wheeling and cycling is an essential element of the Council's efforts to improve air quality and reduce transport's contribution to climate change.

Active travel modes are also the most affordable and healthiest forms of travel.

200 million trips of under 1 km are made by car in Greater Manchester each year. If a good proportion of these trips were made instead by a 15-minute walk or 4-minute bike ride, it would make a huge contribution to reducing congestion, obesity, respiratory illness and carbon emissions, not to mention the cost of travel. So, getting more people to change their travel habits is fundamental to achieving Bury's transport vision.

This means providing safer facilities for walking, wheeling and cycling and improving their integration with public transport services is critical to the success of this transport strategy and reducing congestion.



Investment priorities for Walking, Wheeling and Cycling

The priority is to increase the number of short journeys made by walking, wheeling and cycling . The ambition in Bury and across Greater Manchester is to create a comprehensive network of on and off-road routes and that will provide the infrastructure that will encourage an increase in the number of short trips made through active travel.

1. To create a Boroughwide active travel network

2. Active travel routes to, from and within new development sites

3. Secure cycle parking

4. Better access to bikes

5. Safer Routes to School schemes

6. Connecting Blue and Green Infrastructure Networks

Walking, Wheeling and Cycling

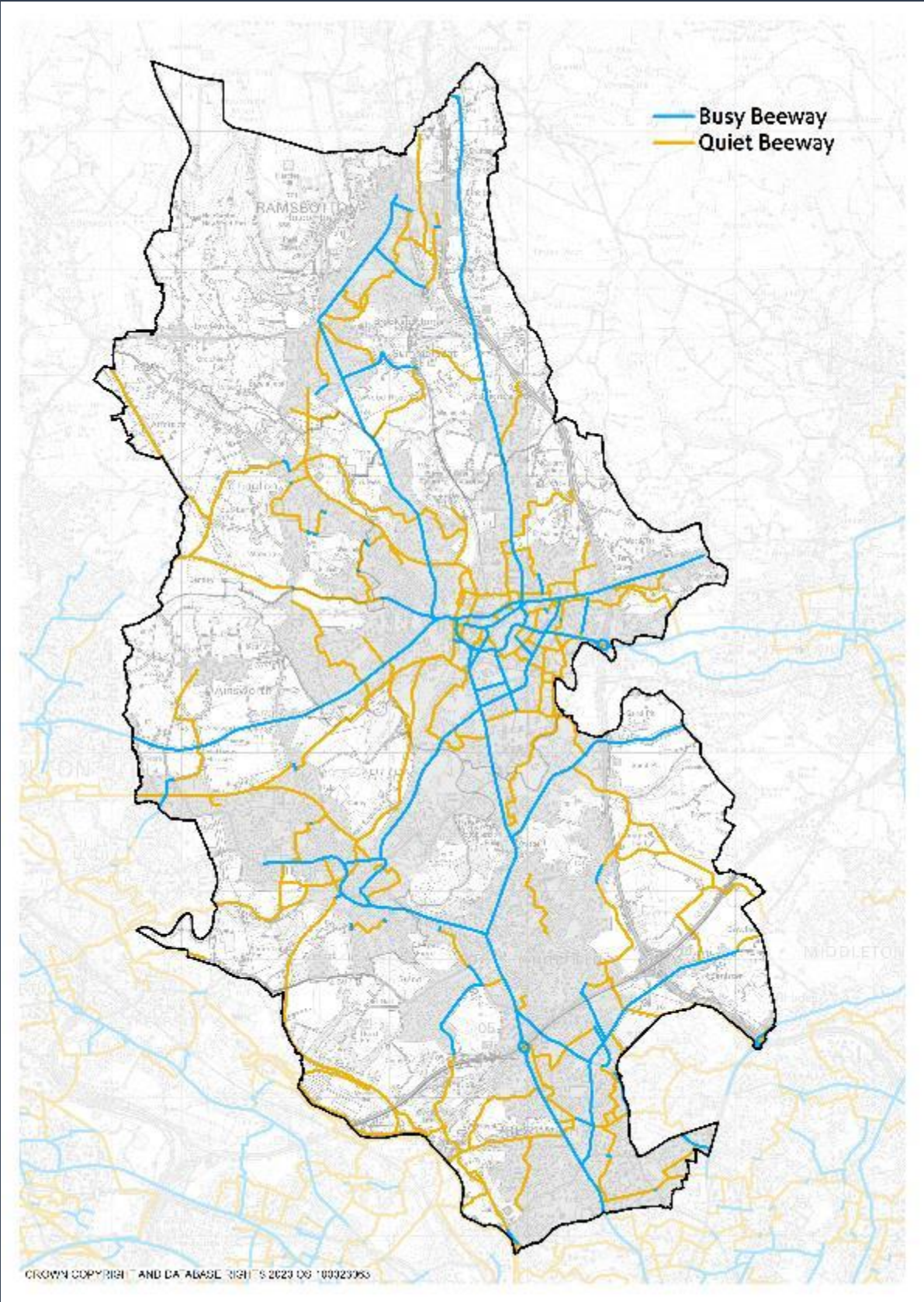
Investment priority 1: Active Travel Network

Our vision for active travel is to create an inclusive and accessible network to facilitate opportunities for communities across the Borough to make more sustainable transport choices and to increase the number of short journeys made by active travel modes.

The Bee Network is Greater Manchester's bold vision to deliver a joined-up London-style transport system. The Bee Network includes ambitious plans for Greater Manchester to have the largest cycling and walking network in the country, connecting every area and community in Greater Manchester, including in Bury, with more than 1,800 miles of routes and 2,400 new crossings. This ambition is set out in Greater Manchester's adopted Local Cycling and Walking Implementation Plan *Change a Region to Change a Nation* and can be seen on the adjacent plan. and is supported by GM's Active Travel Commissioner's *Active Travel Mission*.

The Council has worked closely with TfGM to evolve the Bee network through delivery of transformational infrastructure as outlined in the following pages. However, in order to understand what elements of the existing network meet current standards TfGM is currently undertaking an audit of the original elements of the Bee Network which GMCA adopted in 2018. As part of this Audit targeted packages of future infrastructure improvements will be developed which could enable the rapid delivery of significant length/areas of Bee Network active travel routes within the Borough. The Council will continue to work with TfGM to evolve the Bee Network in line with the findings of the Bee Network Audit.

However, whilst funding is not available to deliver all the connected network immediately, this Local Transport Strategy provides a mechanism from which we can seek and identify funding sources as they become available. When fully delivered the active travel network will connect the Borough through a comprehensive network of active travel links.



GM vision for active travel network in Bury

Walking, Wheeling and Cycling

Investment priority 1: Active Travel Network

To achieve the committed modal shift targets in GM2040 and to deliver the Bee Network, we must make our streets more attractive and inclusive places for everyone to spend time in, as well as pass through. With investment in public transport and road space reallocation we must provide an environment in which active travel is an enjoyable, natural choice for everyday journeys. By delivering a connected active travel network, we are not only striving to encourage more people to walk, wheel and cycle but we are trying to create a more liveable Borough, with pleasant local neighbourhoods where all daily needs can be met on foot, by wheeling or cycling.

Whilst the Borough has an extensive network of adopted highways available to all modes of travel, today's traffic speeds and volumes mean that many parts of the network are not particularly conducive to active travel. Wherever feasible, we will therefore prioritise active travel movements over motorised traffic and we will target road safety improvements on streets with high actual and/or perceived levels of collisions/danger for vulnerable road users. Our aim is to create 'Streets for All' that are have a pleasant environment for everyone to enjoy. Wherever possible, we will seek to reduce traffic dominance and severance by developing schemes to reduce the impacts of vehicular traffic and speeds, particularly on residential streets. This will enable and encourage increased walking, wheeling and cycling levels. When appropriate we will consider reallocating road space to improve the walking, wheeling and cycling experience.

Using funding from its 2021/22 Active Travel Capability funding award, Bury Council commissioned consultants to review the main walking, wheeling and cycling routes into Ramsbottom, Bury, Radcliffe and Prestwich town centres from surrounding residential areas. The starting point for the review was the Bee Network proposed by Transport for Greater Manchester in 2019 and revised in the 2020 Greater Manchester Local Cycling and Walking Investment Plan, supplemented by additional local knowledge. The review will result in a revised route network and will propose interventions to bring the existing network to current design standards. The draft network and proposed interventions will be the subject of forthcoming consultations for Radcliffe, Bury and Ramsbottom. Delivery of the proposals will depend on the availability of funding, which is generally applied for and distributed by TfGM.



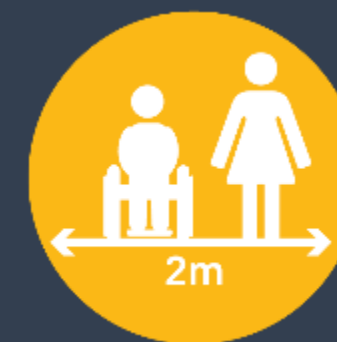
Walking, Wheeling and Cycling

Investment priority 1: Active Travel Network

Walking and Wheeling – what good looks like

A universally accessible walking and wheeling environment is one where:

- Barriers to movement are identified, then removed or mitigated
 - Footway achieves desirable minimum unobstructed width of 2m throughout
 - Regular, well-maintained surface
 - Dropped / flush kerbs and tactile paving at all junctions and crossings
 - Raised entry treatments at side streets, with clear pedestrian priority
 - The footway continues at the same level across side roads, and vehicle crossovers for access to property
- There are formal crossings strategically located on desire lines
- Streets feel safe for use by everyone at all times of day
- Appropriate space is allocated to different functions e.g. movement, social activity and greening
- There are benches or places to rest along the route.



Walking, Wheeling and Cycling

Investment priority 1: Active Travel Network

Cycling – what good looks like

A universally accessible cycling environment is one where:

In neighbourhoods

- People on cycles feel safe sharing the road with motor vehicles
- Street layout keeps both speed and volume of motor vehicle traffic low
- Permeability and connectivity are created by, for example, universally accessible modal filters or off-highway connections to provide routes that are more convenient than driving.



On busier streets

- Dedicated and protected space for cycling is provided
- 2m minimum width is provided throughout
- Cycle facilities are continuous and uninterrupted
- People on cycles are given priority over general traffic across side roads and vehicle access to properties
- The cycle facility continues at the same level across side roads and vehicle crossovers for access to property
- Conflict at junctions is evaluated and managed through design choices.



Across the network

- People of all ages, backgrounds and abilities have the opportunity to cycle safely,
- Active Travel routes join up into a coherent and convenient network, offering access to destinations or onward travel options
- Accessible secure cycle parking is readily available
- Cycle facilities are designed to accommodate non-standard and adapted cycles
- Regular, well-maintained surfaces
- Interaction with large vehicles is minimised.



Walking, Wheeling and Cycling

Investment priority 1: Active Travel Network

Recently implemented schemes

For several years, the Council has sought opportunities to provide better infrastructure for walking, wheeling and cycling and to promote its use. Recent achievements include:

- The introduction of 'Cyclops' junctions at Market Street / A58 Angouleme Way and A56 Jubilee Way/ A58 Angouleme Way;
- 5 new traffic signal controlled pedestrian and cycle crossings on main roads in Bury - Rochdale Road, Bell Lane (2 no), Wash Lane and Parsonage Street;
- A new shared pedestrian and cycle crossing on Bury New Rd near St Marys Road and on A56 Bury New Rd near Sedgley Park Road;
- An upgrade of the signalised junction at A665 Bury Old Road and Heywood Road including pedestrian facilities;
- New pedestrian crossings on Thatch Leach Lane, Croft Lane, Church St (Ainsworth);
- Our first School Streets scheme at Guardian Angels Primary.

Programmed schemes

We also have several schemes programmed for delivery. These include:

- The Fishpool and Pimhole Active Travel Scheme featuring new controlled crossings, cycle facilities, road closures, traffic calming and one-ways;
- A new bridge at Gigg Mills for cyclists and walkers;
- The Elton link from the canal to the town centre including new a river bridge;
- A new traffic signal controlled crossing for pedestrians and cyclists at Rainsough Brow near Kersal Vale Road, Prestwich;
- A new bridge and active travel link from Rectory Lane to Milltown Street, Radcliffe;
- Further school streets schemes at primary schools in the Borough.



Walking, Wheeling and Cycling

Investment priority 1: Active Travel Network

City Region Sustainable Travel Settlement (CRSTS) Programme

The CRSTS programme approved by central government in July 2022 includes £15.4m of funding to improve walking, wheeling and cycling routes in Bury Town Centre, Radcliffe and Ramsbottom.

- For Ramsbottom, £2.3m is available from the CRSTS fund to deliver proposals to improve walking and cycling routes into and through the town centre.
- For Radcliffe, £9m is available from the CRSTS fund to deliver proposals which will provide improved walking and cycling facilities in the town centre and connecting routes linking the Metrolink Stop to the proposed Civic Hub and Secondary School Site.
- For Bury Town Centre, £4.1m is available from the CRSTS fund to deliver proposals to provide improved walking and cycling facilities in the town centre improving north/south and east/west routes and linking to onward routes.

Further information on the CRSTS proposals can be found within the relevant Township chapters. Proposals will be prioritised for delivery following more detailed public consultation to be held later this year for all three towns for which this CRSTS funding is available.



Providing better crossings that reduce severance caused by busy key roads



Improving conditions for bus users and people who cycle through better bus stop facilities



Active neighbourhoods that support local trips by foot and by bike through side road closures

Walking, Wheeling and Cycling

Investment priority 2: Access to New Development Sites

Historically, highway design has been led by national guidance such as the Design Manual for Roads and Bridges or the Manual for Streets. In recent years there have been attempts to produce guidance which better balances the needs of all highway users. For example, in Greater Manchester, the Streets for All strategy (2021) adopts a people-centred approach to street design seeking to ensure streets are liveable for all people who use them.

Bury Council's Unitary Development Plan included proposals for routes that have subsequently been incorporated into new housing developments. Similarly, the draft Greater Manchester Places for Everyone Plan sets out strategic proposals for development sites that will be served by sustainable modes including public transport, walking and cycling, as well as being accessible to freight and private vehicles. The emerging Bury Local Plan will potentially identify specific routes and reinforce the requirement for developments to meet Streets for All design standards.

High standard walking, wheeling and cycling routes are to be created to, from and within all new development sites within the Borough. All new developments must ensure that they are integrated into Bury's transport network and are supported by new infrastructure to provide people with a genuine alternative travel choice to the private car. Active travel connections will need to be available before people start travelling to and from new developments to engrain sustainable travel behaviour and avoid locking-in car dependency.



Walking, Wheeling and Cycling

Investment priority 2: Access to New Development Sites

Development Plans will ensure that Bury residents are able to access the opportunities that are created by sustainable travel modes. A coherent and comprehensive active travel network will need to be delivered to connect local communities to new development sites and join them up with wider existing and proposed routes across the Bee Network.

This may involve retrofitting existing highways, reallocating road space and ensuring priority is given to active and sustainable modes. We will also need to improve traffic-free routes in the area around developments such as public rights of way and existing walking routes.

It will be important to ensure that the right transport infrastructure is built into new developments from the outset and that new developments are connected to existing sustainable transport networks to enable people to reach their destination. A clear, sensible layout with through routes ensuring the permeability of new developments for active travel modes is essential.



Walking, Wheeling and Cycling

Investment priority 3: Secure cycle parking

Minimum requirements for cycle parking at new developments in Bury are currently set out in Supplementary Planning Document 11: 'Parking Standards in Bury'. This document deals with the quantity and quality of parking provision for both long-stay and short-stay facilities. The requirements include:

- appropriate signage;
- high levels of accessibility and parking to be located off accessible routes;
- adequate levels of security, preferably to be overlooked by the public or staff, or at least by CCTV cameras, to maximise surveillance;
- appropriate levels and type of lighting;
- measures that ensure the safety of pedestrians (ie the location of facilities should avoid conflict with pedestrians and those who are mobility impaired);
- convenience appropriate to the end user and duration of use in mind; and
- appropriate design standards.

In order to create a Boroughwide cycle network that is safe, comfortable and accessible for all, safe and secure cycle storage needs to be rolled out across the Borough. By providing modern and accessible cycle storage such as the cycle hub at Bury Interchange, it is hoped to increase cycling levels and improve cycle safety across the Borough. Cycle hubs provide a safe and secure place to lock a bike under cover, away from potential thieves and where it is protected by CCTV and has a swipe-card entry system.



Walking, Wheeling and Cycling

Investment priority 4: Better access to bikes

GM Bike Hire

The GMCA have rolled out a cycle hire service with provider Beryl since November 2021 which is like cycle hire in London and other cities. The initial roll-out involves Manchester City Council, Salford City Council and Trafford Council. The intention is to roll-out the scheme to other districts as and when funding becomes available. When the full scheme is rolled out, it will give hundreds of thousands of Greater Manchester residents and workers an affordable, convenient and quick way to get around. In order to ensure that Bury residents, workers and visitors can benefit from easy access to affordable public cycle hire, Bury Council will work with TfGM to understand the progress and successes with a view to expanding the scheme into Bury in a later phase.

Bike Libraries

In the meantime, Bury has been piloting bike libraries, attached to local libraries, where people can borrow a bike, a bit like borrowing a book. Bike libraries are based in the heart of a community, within easy reach by foot, in places such as community centres, schools, village halls, libraries or local business premises. Bikes are free to borrow and can be borrowed for up to a week at a time and returned anytime the library is open. A bike lock is provided for the duration of the bike loan. Currently, bikes are available for loan from Radcliffe and Bury libraries and other locations such as Clarence Park and Openshaw Park.

Travel Hubs

TfGM is planning the rollout of Travel Hubs at Metrolink stops and rail stations across Greater Manchester. Travel Hubs can provide for a range of active travel needs and have different types of bicycles available in one place, as well as electric vehicle charging, car clubs and bus services. Larger Mobility Hubs may also include e-cargo bikes to support small business transport and delivery needs, as well as accommodating some docking locations for the Beryl cycle hire scheme. Bury Council will work with TfGM to identify potential locations for Travel Hubs at public transport hubs in the Borough.



Walking, Wheeling and Cycling

Investment priority 5: Safer Routes to School

Being active plays a key role in brain development in early childhood and is also good for longer-term educational attainment. Walking and cycling to school is key to supporting health efforts such as reducing childhood obesity and increasing participation in exercise. Improving and providing Safer Routes to School is a key priority of Greater Manchester's Walking and Cycling Commissioner. However, the school run has become one of our major traffic generators and car drop-off and collection at schools increases the risk of collisions in their vicinity and places pressure on local roads. Car use and the desire for people to make onward journeys after the school drop-off are a challenge. Catchment areas have increased in size and without change to how people travel to schools, car drop off will become increasingly common.

Bury Council and TfGM are developing a School Streets Programme, which will encourage short journeys between home and school to use walking and cycling as much as possible. Congestion and air quality issues related to school travel impact communities' ability to travel and affect people's health. Bury has created its first 'school street' at Guardian Angels RC Primary, Elton. At arrival and leaving times the road outside the school is closed to most vehicular traffic to reduce collision risk and encourage parents to walk or cycle to school with their children. It is intended that this will be the first of many School Streets in the Borough. Guardian Angels Primary School takes part in *WOW* – the walk to school challenge from Living Streets. Since starting *WOW* this academic year, Guardian Angels Primary School's active journey rates have increased by 15 per cent.

Free cycle training is offered to all schools in the Borough for children able to ride a bike. *Bikeability* cycle training equips children with vital life skills. Pupils not only learn to cycle but they gain independence, social skills and a sense of wellbeing. After *Bikeability training*, children are better at responding to risk and report increased confidence. As a result, more children cycle to school which in turn improves mental health and wellbeing. *Bikeability* training is provided through a third party and is funded by The Department for Transport. Bury Council will continue to deliver *Bikeability* cycle training for Years 5, 6 and 7.

Bury Council will also consider using existing enforcement powers at school keep clear markings (zig zags) to keep the space outside schools free of cars and make it safer for children to cross the road.



Walking, Wheeling and Cycling

Investment priority 6: Connecting blue and green infrastructure networks

National Planning Guidance defines green infrastructure as a network of multifunctional greenspace which delivers a wide range of benefits. Green infrastructure benefits biodiversity (in providing habitats), human health (in providing opportunities for relaxation and exercise away from polluted air) and climate change (in sequestering carbon dioxide). Often green infrastructure is considered alongside blue infrastructure, which is land required to reduce flood risk or to improve the quality of waterbodies and watercourses.

Bury is the 8th (out of 10) most deprived boroughs within Greater Manchester and 61% of adults within the Borough are overweight or obese. Opportunities to access high quality open space can have a major influence on people's quality of life. Access to areas of greenspace is widely regarded as being good for mental health and wellbeing. Enabling active environments like making green spaces, sports and recreation opportunities more accessible is one way in which we can motivate and support people to move more.

To support and facilitate Bury's ambitions towards delivering the Bee Network by providing attractive, safe and easily accessible walking, wheeling and cycling routes, we need to create better connections to and from our existing areas of green and blue infrastructure. Off-road pedestrian and cycle routes that are along green corridors, or run alongside green infrastructure assets, or blue infrastructure corridors, provide safe and attractive links between the main urban areas of the Borough and beyond to the wider countryside.



Roch Valley Greenway Crossing under construction – providing a crossing over the river for pedestrians, cyclists and horses.

Walking, Wheeling and Cycling

Investment priority 6: Connecting blue and green infrastructure networks

Improving pedestrian links to the River Irwell, for example, would allow the Borough to reclaim an attractive natural feature and provide health and wellbeing benefits. A proposed new Milltown Street Bridge to replace the original bridge that was badly damaged by flooding in December 2015, will provide improved cycle links in Radcliffe and significantly improve connectivity in the area in general.

Public Rights of Way Network

Public Rights of Way (PROW) are a significant part of our heritage and a major leisure resource. They provide access to the countryside and offer opportunities for exercise and recreation. They are also an important asset in terms of sustainable transport, health and wellbeing, social inclusion and tourism.

The PROW network is a key component of delivering a connected transport infrastructure across the Borough. It provides a traffic-free alternatives to on-road routes, which can encourage people to travel by cycle or foot. To maximise the potential of the PROW network, walking, wheeling and cycling must be integrated with planning and the Council must work with developers to ensure new routes are incorporated to link to other networks and transport hubs and to ensure routes and green spaces are attractive.

A Rights of Way Improvement Plan (ROWIP) will be prepared by the Council and will set out how the Council intends to manage and secure an improved PROW network in order to meet the demands of walkers, wheelers and cyclists.



Milltown Street Bridge Visualisation (part of the Radcliffe Central Beeway scheme)



Public Rights of Way improvements at Redisher Woods

Walking, Wheeling and Cycling

Investment priority 6: Connecting blue and green infrastructure networks

Improving the Environment

Whenever possible, Bury Council will invest in infrastructure that improves the environment and addresses Climate Change challenges. An example is through investment in Sustainable Drainage Systems known as SUDS. These systems are designed to slow water run off rates through the provision of attenuation facilities and the introduction of trees and increased soft landscaping and green infrastructure.

Recently completed works on Prestwich High Street involved the introduction of street trees and SUDS drainage. As part of the improvements to the footways along Prestwich High Street, street trees were planted to enhance the appearance and appeal of the town centre and provide a range of other benefits including improved air quality and a more attractive walking environment. The trees were also used to provide a natural solution for managing surface water runoff to reduce flash flooding and remove pollution contained in the water before it enters the sewer system.



Prestwich High Street BEFORE



Prestwich High Street – After, SUDS drainage incorporated within tree pits

Linkages to the GM2040 Objectives and LTS Objectives

The table below demonstrates how our Investment Priorities for Walking, Wheeling and Cycling contribute to the objectives of both the GM2040 and this Local Transport Strategy.

LTS Investment Priorities	GMTS 2040 Objectives				LTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting Sustainable Growth and Regeneration	Reduce Carbon Emissions	Encourage Healthy Active Lifestyles	Improve connectivity	Improve Maintenance and management of the Transport Network	Improve Road Safety
Walking, Wheeling and Cycling										
1. To create a Boroughwide Active Travel Network	✓	✓	✓		✓	✓	✓	✓	✓	✓
2. Active Travel routes, to, from and within new Development Sites	✓	✓	✓		✓	✓	✓	✓	✓	✓
3. More Secure Cycle Parking		✓	✓	✓		✓	✓	✓		
4. Better Access to Bikes		✓	✓	✓		✓	✓	✓		
5. Safer Routes to School		✓	✓			✓	✓	✓	✓	✓
6. Connecting Blue and Green Infrastructure Networks	✓	✓	✓		✓	✓	✓	✓	✓	✓

8

TRANSPORT STRATEGY: HIGHWAYS AND PARKING



Introduction

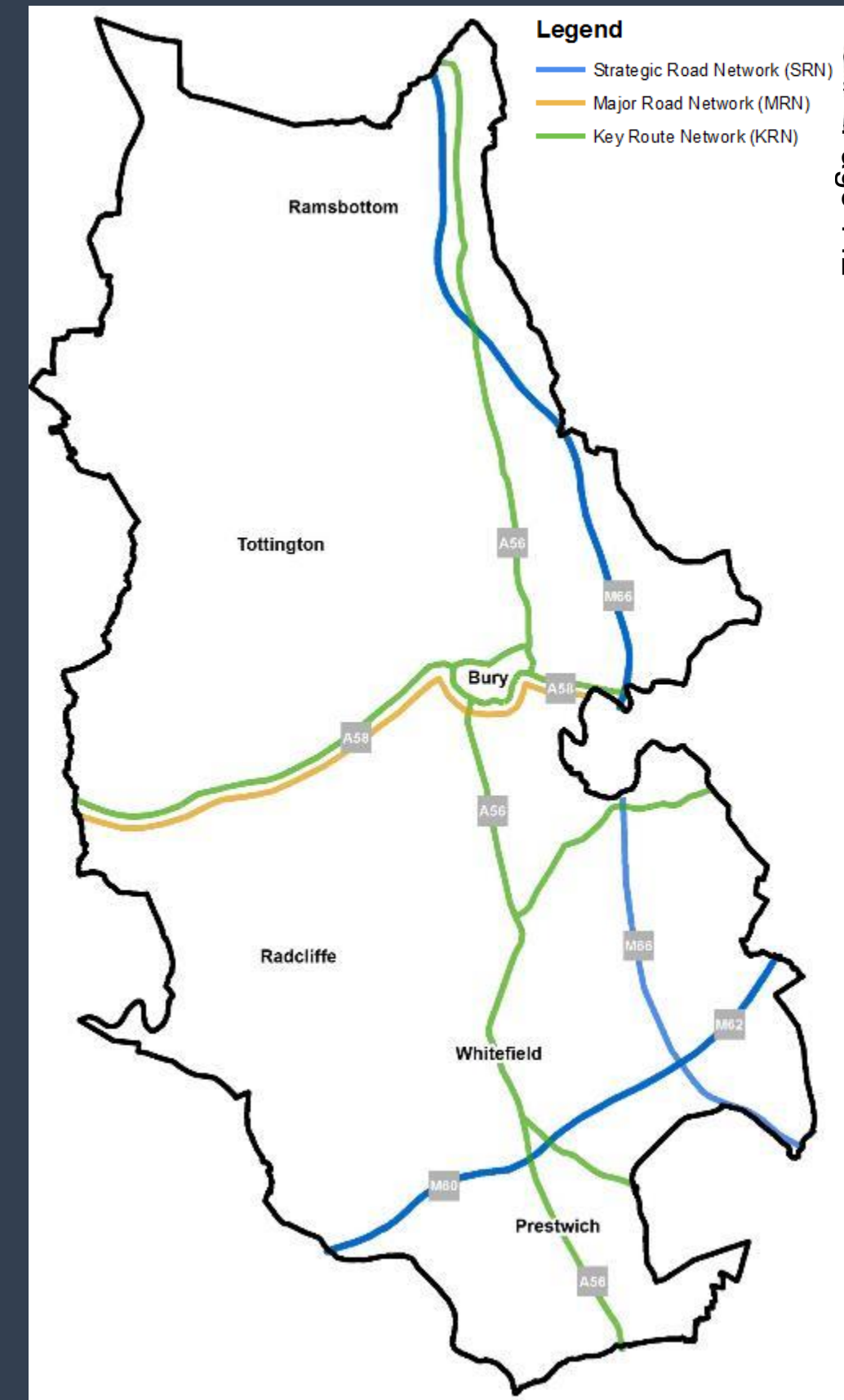
Overview of Highways and Parking

Bury's highway network is one of the key elements underpinning the strong performing economy of the Borough. The Borough is served by the Major Road Network and Key Route Network as shown in the adjacent figure and it connects us all to jobs, commerce, services, schools, health care and communities. However, there are several issues that directly impact the operation of the local road network in the Borough.

There are issues with congestion and severance. The ring road around Bury town centre, for example, provides strong links to the M66, Rochdale, Bolton and Manchester, however it creates a car dominated environment and severance for pedestrians and cyclists travelling into and out of Bury town centre. There are also road safety challenges across the highway network but particularly in East ward, Unsworth and Holyrood where casualty rates per 1,000 people living in the ward are high.

Parking challenges also exist across the Borough but vary significantly by location. Some areas such as Ramsbottom are facing acute car parking capacity challenges and there is a need to secure investment in additional car parking so as not restrict economic growth and prosperity in the town but at the same time promoting sustainable travel. Conversely areas such as Bury town centre have an over-supply of car parking which presents an opportunity to release some parking areas for new uses, including new retail or residential developments.

As a Council, we have invested heavily in improving the condition of the highway network over recent years and several more junction improvements are proposed across the Borough which focus on mitigating road safety and supporting sustainable movements to proposed development and growth. Investment in the delivery of new publicly available electric vehicle charging points across the Borough is needed.



Road Network Hierarchy

Strategic Route Network

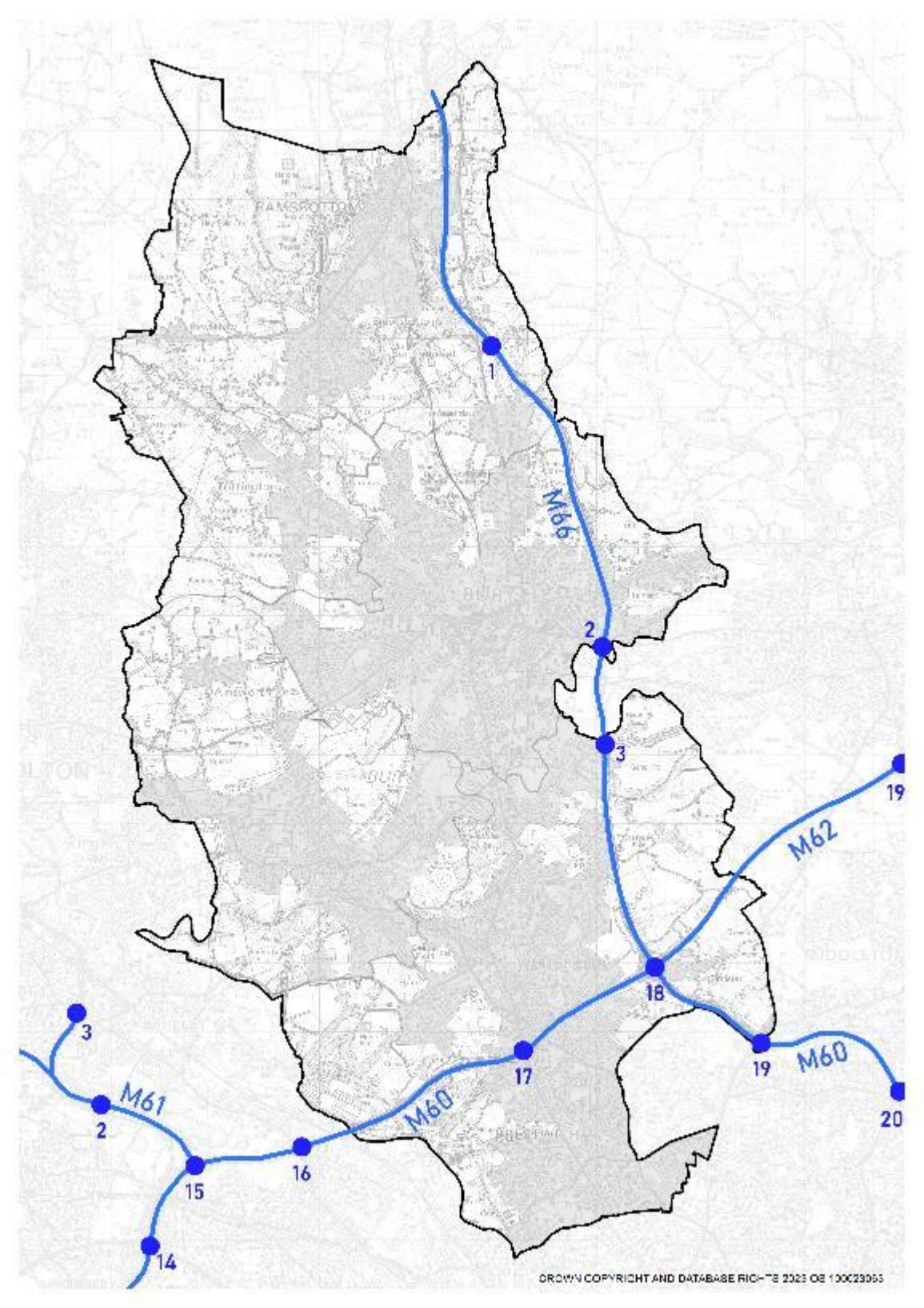
Significant elements of the Motorway network run through Bury. Routes include the M60, M62 and M66. The responsibility for maintaining and operating these routes, which form part of the Strategic Route Network (SRN), rests with National Highways.

The motorways carry large volumes of traffic and are essential for both local and long-distance traffic, providing access to local amenities and removing traffic from the local road network. At times, the SRN experiences significant levels of delay and congestion, especially around Simister Island (J18 M60/M62/M66), due to high traffic volumes. The SRN also experiences poor levels of air quality which affect both it and the surrounding area.

Bury Council will continue to work with National Highways to support and deliver measures that reduce delay and congestion on the existing Motorway network. This will include National Highways proposals (published Feb 2023) to improve Simister island that are designed to reduce congestion at this location, encourage future growth and discourage traffic from diverting onto the local road network. Bury Council will also work with National Highways on measures that reduce the air quality and environmental impacts of the SRN.

The Motorway network is essential to provide access to support development and growth areas within the borough. This is especially important around Northern Gateway which will be accessible from both the M62 and M66. Bury Council will work with National Highways to ensure growth areas are supported and access to them is improved and provided.

Bury Council will also work with National Highways to reduce the segregation impacts the Motorway network causes especially in relation to sustainable travel modes such as bus, cycling, wheeling and walking by improving existing crossing points and providing additional facilities where these are required.



Bury's Motorway Network

Investment priorities for highways and parking

This strategy will explore the potential for junction improvements across the borough which improve road safety and design and support safer sustainable movements to proposed development and growth sites. It will also look to define how and where new public electric vehicle charging points are located, looking at both on and off-street locations and key public transport interchanges.

1. Address congestion and severance issues

2. New or improved highways to accommodate new development sites

3. Programme of road safety interventions

4. Maintenance of roads and highway infrastructure

5. Development of parking strategies in key locations

6. Expand the network of electric vehicle charging points

Highways and Parking

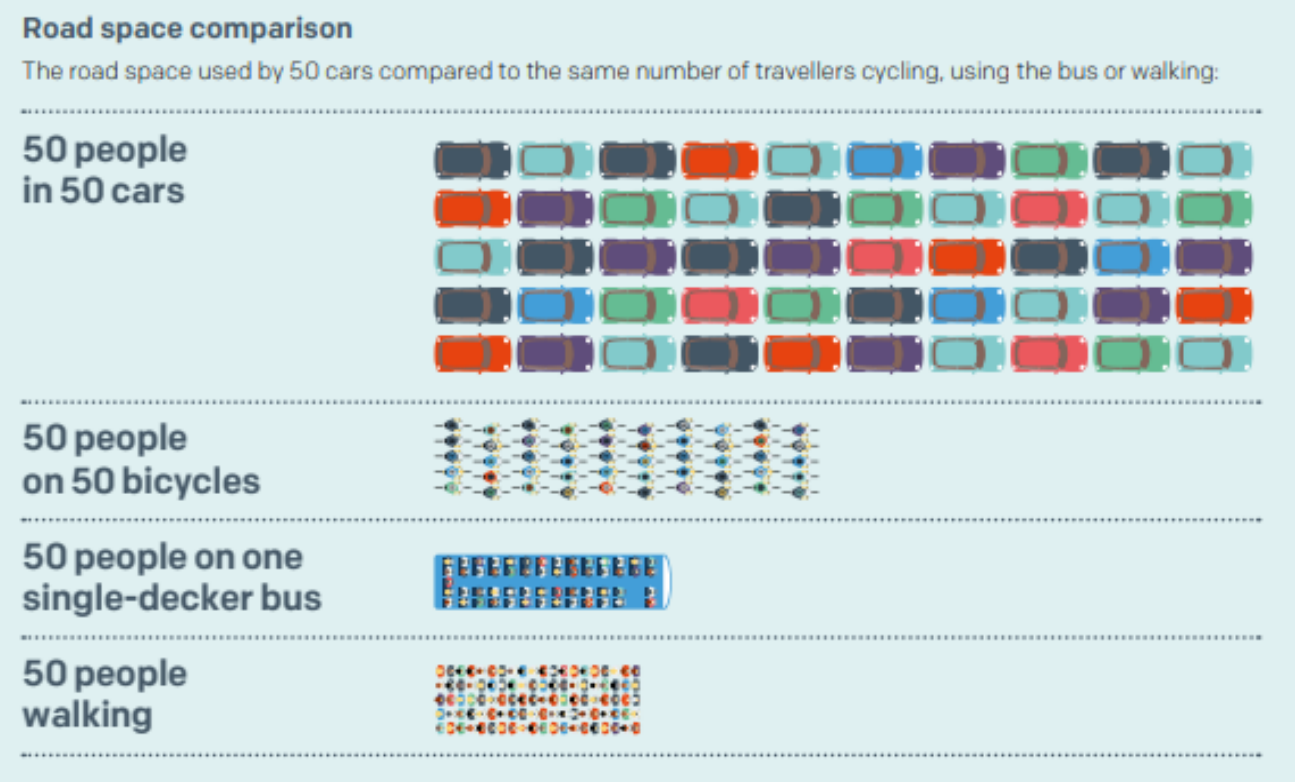
Investment priority 1: Addressing congestion and severance

Like all towns across the country, Bury suffers from congestion issues and delays at certain times of the day. Bury has experienced significant increases in traffic volumes in recent years. An increase in private vehicle ownership has led to increased traffic on highways that were not originally designed to accommodate current volumes.

Congestion has a significant impact on people’s time; access to employment, education and opportunities; as well as on health and wellbeing. It exacerbates noise and air pollution. Further growth will increase demand for transport and infrastructure and will need to be met without creating congestion.

The Greater Manchester Congestion Deal has identified the scale of this problem with five clear causes of congestion: too many people travelling at the same time; too many short journeys by car; roadworks; poorly timed traffic signals; and people having no alternative to driving.

Our aim is to tackle congestion by managing the network effectively, delivering a reliable bus network that compares with private car travel in terms of journey times and comfort, and delivering a walking and cycling network that enables people to leave the car at home for short trips. This will make the highway network more reliable for everyone including buses, freight and other essential journeys.



Road space comparison:
Source: Greater Manchester Congestion Deal

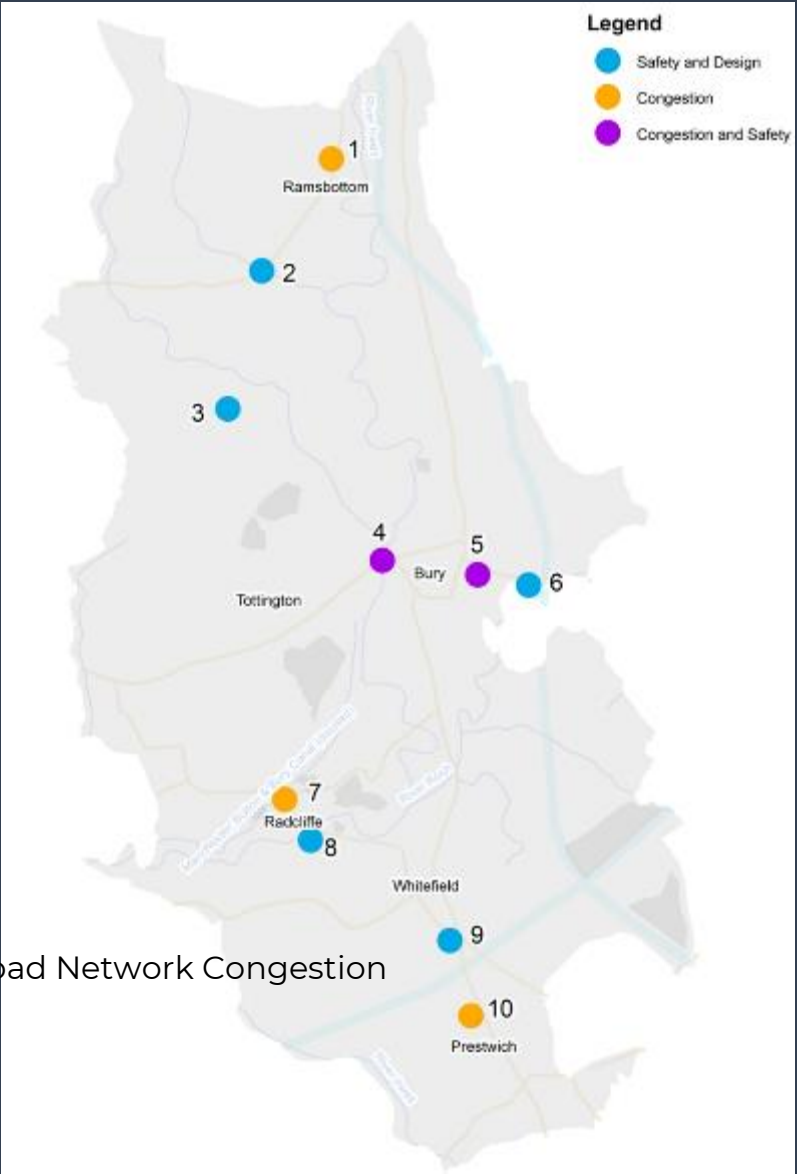
Highways and Parking

Investment priority 1: Addressing congestion and severance

Busy roads cause issues and severance for other forms of transport such as bus, walking and cycling, and between neighbourhoods and destinations.

The Ring Road around Bury town centre, for example, suffers significant congestion at peak times but provides strong links to the M66, Rochdale, Bolton and Manchester. It creates a car dominated environment and severance for pedestrians and cyclists accessing the town centre. Buses can also suffer significant delays in accessing the Interchange. The Bury Town Centre Masterplan proposes to reconfigure the Southern Ring Road (Angouleme Way, Jubilee Way) to become a ‘green street’ with high quality walking and cycling infrastructure to address this issue and provide increased bus priority. Peel Way would become the main car route around Bury Town Centre.

Pilkington Way in Radcliffe is another example of a busy road causing severance.



The map above and the table show the location of some junctions in the borough that have already been identified as experiencing congestion and/or safety issues.

ID	Location	Challenge
1	Bridge Street/Bolton Street Junction	Congestion
2	Bolton Road West/Lumb Carr Road Junction	Safety and Design
3	Turton Road/Chapel Street Junction	Safety and Design
4	Bury Ring Road (including Bury Bridge) between Crostons Road and Peel Way	Congestion and Safety
5	Rochdale Road/Bond Street Junction	Congestion and Safety
6	M66 Junction 2	Safety and Design
7	Spring Lane/Blackburn Street Junction	Congestion
8	Pilkington Way between Outwood Road and Stand Lane	Safety and Design
9	Bury New Road/Higher Lane/Bury Old Road Junction	Safety and Design
10	Fairfax Road/Bury New Road Junction	Congestion

Highways and Parking

Investment priority 1: Addressing congestion and severance

Congestion and delays regularly occur on the highway network in the Borough at several areas such as those detailed on the previous page.

We will work with National Highways and TfGM to identify other locations in the Borough where congestion and/or safety is an issue.

We will seek to develop proposals to address these issues that will reduce congestion, improve highway safety, reduce severance and improve bus reliability.

Potential junction improvements at these locations could include investment in improved traffic signal operation as well as improving overall junction capacity by modifying junction layouts.

We will consider using existing highway powers to enforce moving traffic offences such as blocking yellow box junctions, banned right or left turns and illegal U-turns.



Queuing on the A56 Manchester Road northbound into Bury town centre



Congestion on the A56, particularly at Bury New Road/Fairfax Road/Chester Road junction



Pilkington Way, Radcliffe severance



Whitefield A56/B6198 severance

Highways and Parking

Investment priority 2: Highway mitigation for new developments

Overview

The Borough is constantly growing and evolving as opportunities for regeneration and new development emerge. Some of this development is in response to sites becoming unsuitable for the purpose they were originally built for, or buildings that are in disrepair. These *brownfield* sites will remain a priority for development and Bury Council has an excellent track record of bringing such sites forward.

In addition, the Council has a statutory duty to plan for the longer term needs of its residents, including their employment and housing needs. This longer term planning will require other strategic sites to be brought forward to provide the levels of land that will be required for the Borough's needs to be met.

It is important that growth is inclusive and creates vibrant and thriving communities that are well connected to employment, leisure, health and shopping facilities. It is therefore essential that infrastructure is delivered alongside new developments to support sustainable neighbourhoods and to create a competitive local economy within a high quality built and natural environment.

As well as public transport and active travel, there is also a need to ensure that developments are supported by appropriate highway improvements. It will therefore be a priority for the Council to continue to explore opportunities for improvements to the local highway network and to work with developers to ensure that the impact of development on the highway network is minimized, and whenever possible, improved.



New Yellow Box Junction

Highways and Parking

Investment priority 2: Highway mitigation for new developments

Bury Council secures financial contributions from developers to improve the existing highway network. Funding is obtained through Section 106 (S106) Agreements for off-site infrastructure works. Improvement works to public highways are also secured via Section 278 agreements (S278) which allow developers to enter into a legal agreement with the Council in our capacity as the Highway Authority to make permanent alterations or improvements to a public highway as part of a planning approval.

Some examples of where improvement works to the public highway have been secured by via S106 or S278 agreements and implemented across the Borough include:

- Bevis Green Works, Mill Road, Walmersley – pedestrian improvements at the Walmersley Road/Springside Road signalised junction.
- Bury College/Former Peel Health Centre, Market Street, Bury - perimeter pedestrian improvements.
- Mountheath Industrial Estate, Prestwich (provision of a signalised junction and pedestrian crossing facilities at Bury New Road/George Street/Kings Road.
- Morris Street, Radcliffe – replacement turning head and pedestrian and carriageway improvements.
- Dumers Lane/York Street, Radcliffe – provision of a signalised junction and pedestrian crossing facilities.
- Higher Lane/new Aldi store, Whitefield – pedestrian and junction improvements.
- Site of Jolly Carters, Bury and Bolton Road, Radcliffe (petrol filling station) - provision of pedestrian refuge.
- The Rock Triangle Development – construction of new link road, pedestrian crossing facilities and signalised junction improvements.



Section 278 Agreement - Pedestrian Facilities at Bury New Road/Kings Road

Highways and Parking

Investment priority 2: Highway mitigation for new developments

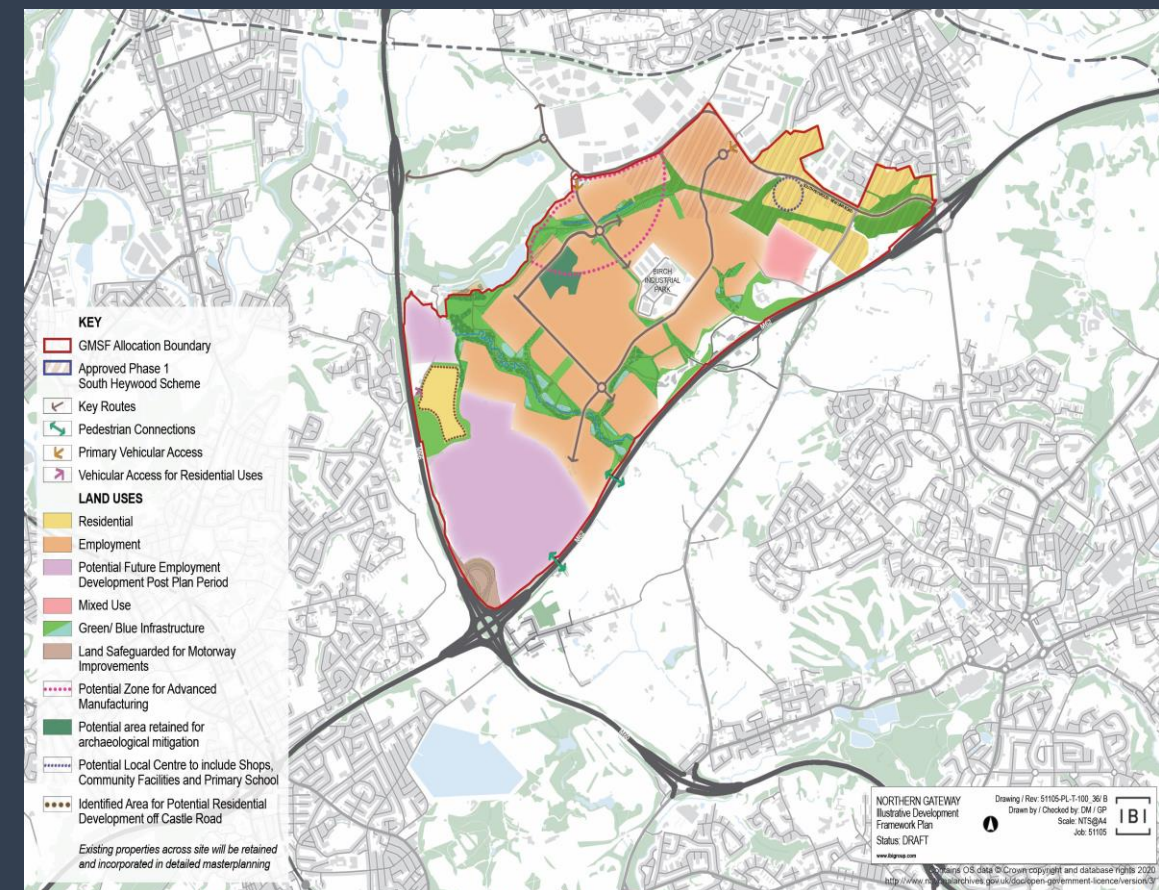
Places for Everyone

Places for Everyone (PfE) is a long-term plan identifying potential development sites for nine Greater Manchester districts including Bury. The Plan proposes a small number of large strategic employment and housing sites to meet the needs of our growing population. Whilst it is proposed that these strategic sites will be well served by public transport and active travel, it is inevitable that they will also bring extra vehicular traffic to Bury's roads. It is therefore an investment priority for this Local Transport Strategy that appropriate levels of highway mitigation are provided as part of new developments to cater for additional demands placed on the highway network.

Northern Gateway

Northern Gateway is positioned at a strategically important intersection around the M60, M62 and M66 motorways. A key priority for the Council is to ensure that Bury residents can access the Northern Gateway development and the new jobs it will create. The proximity to the intersection around the M60, M62 and M66 motorways will enable vehicular access to the site for movement of both goods and people. However, the Motorway Network in this area experiences significant issues around congestion, safety, noise, air quality and severance. It is therefore vital that the development does not exacerbate these issues by relying on the existing highway network as the primary means of access. Transport interventions should also ensure that there is sufficient road capacity to mitigate any negative impacts on the local highway network.

Whilst further work is required to define the extent of the required mitigation, significant highway interventions will be required on both the SRN and the local highway network, including major investment on the motorway at M66 Junctions 2 and 3, the A576/M60 J19 and on the local highway network at Moss Hall Road, Pilsworth Road, Hollins Lane and A6045 Heywood Road. Improvements will also be needed to ensure that public transport and active travel are viable alternatives to the private car.



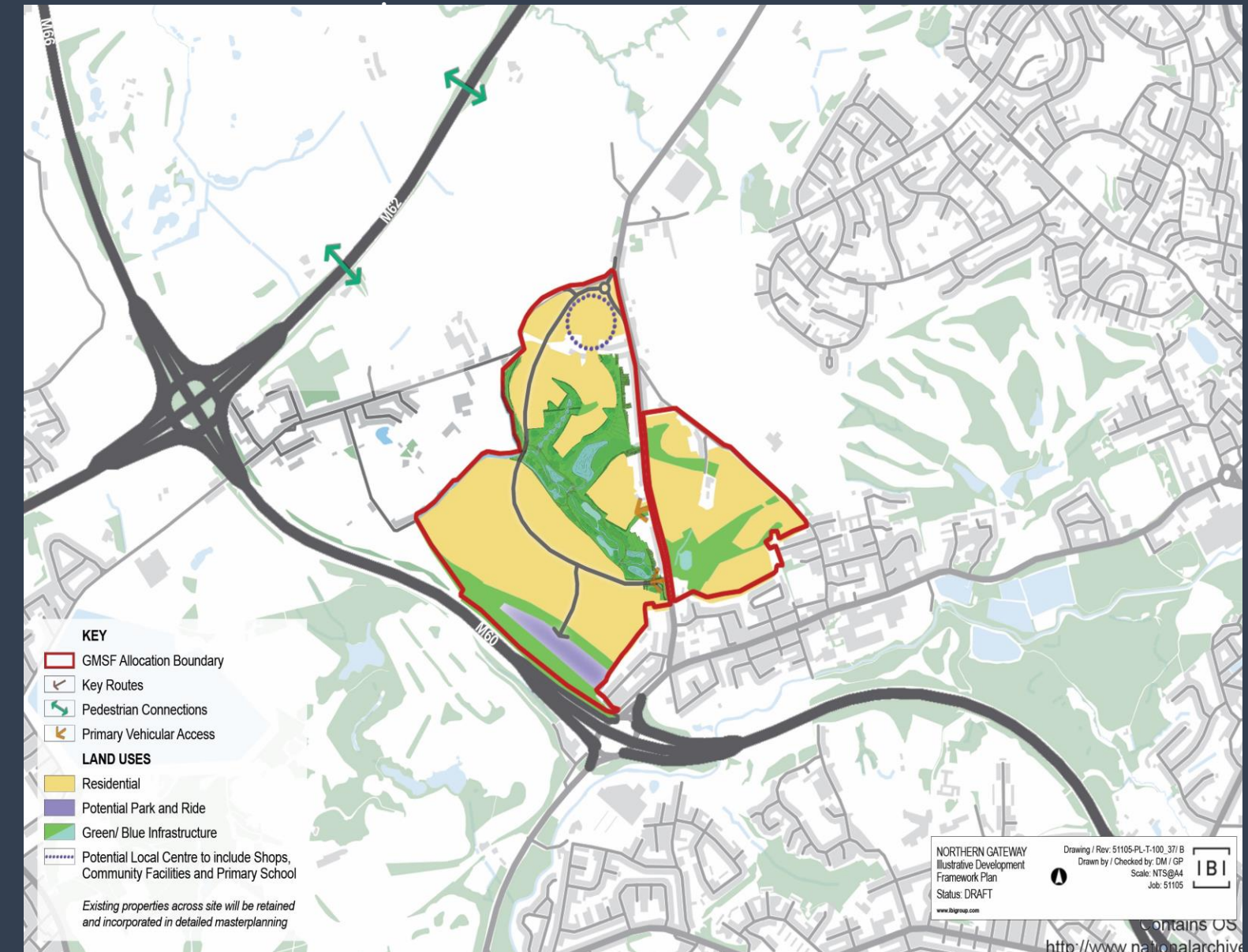
Highways and Parking

Investment priority 2: Highway mitigation for new developments

Simister/Bowlee

This PfE allocation is located to the south-east of the Simister Island interchange, north-west of Middleton, and is bound by the M60 to the west, the M62 to the north and the A576/A6045 to the east and south. The delivery of this allocation will require significant investment in infrastructure including highways interventions on both the SRN and the local highway network.

The Strategic Road Network impacts are expected to be concentrated at M60 Junction 19 and M62 Junction 19 and the local road network impacts mostly at the junctions on the A6045 Heywood Old Road. Whilst further detailed work will be necessary to identify the specific interventions required to ensure the network works effectively based on transport network conditions at the appropriate time, transport interventions must ensure that there is sufficient road capacity to mitigate any negative impacts on the local highway network. Improvements will also be needed to ensure that public transport and active travel are viable alternatives to the private car. There is no intention for Simister Lane to be opened up for use by private vehicles.



Highways and Parking

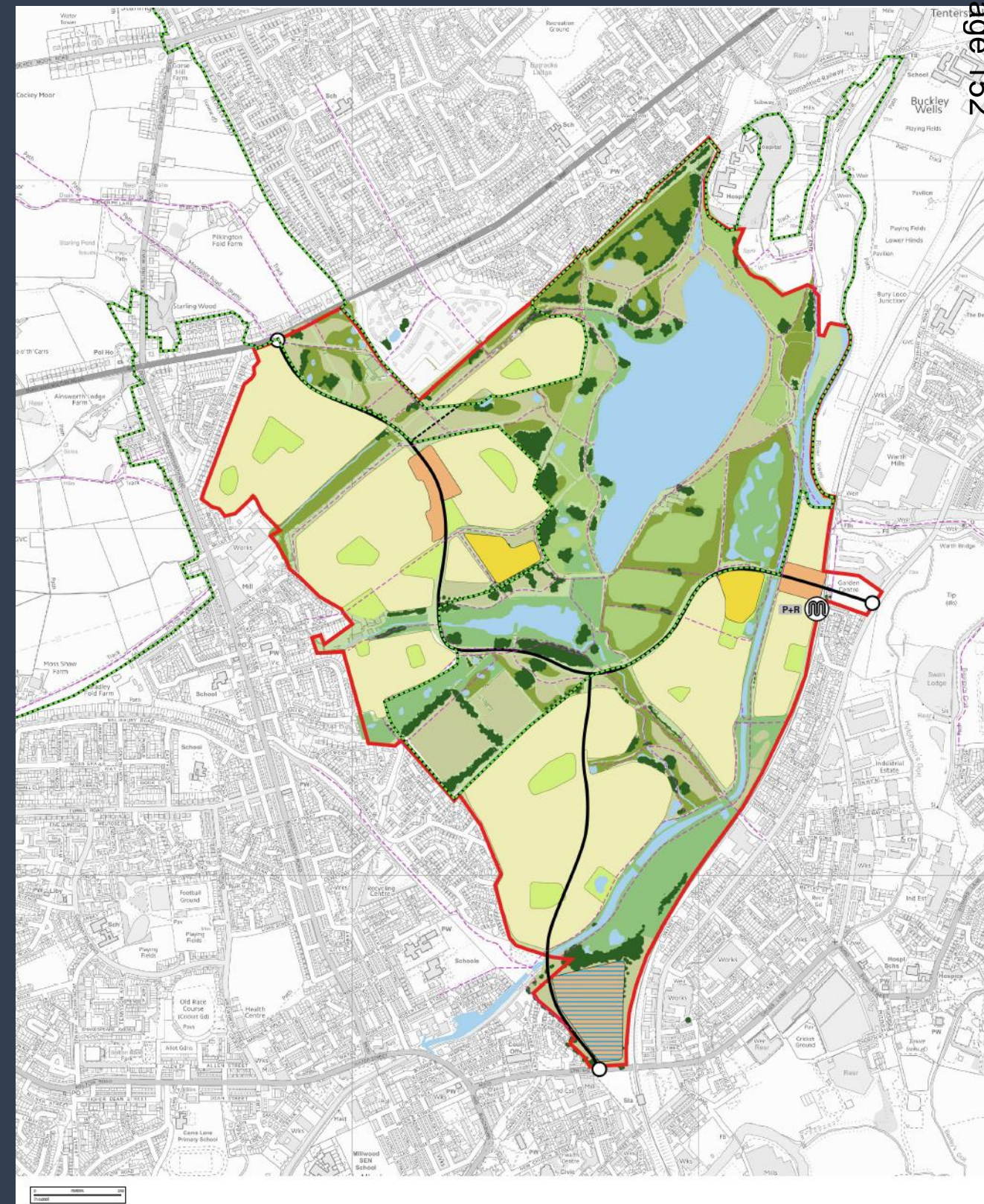
Investment priority 2: Highway mitigation for new developments

Elton Reservoir

The PfE proposals for Elton Reservoir include the provision of a strategic link road through the allocation connecting the A58 Bury and Bolton Road to Bury Road to the east and to the A6053 Spring Lane in Radcliffe to the south. This link road will not only serve the allocation but will have a strategic function in taking traffic away from key areas experiencing congestion, such as Bury Bridge in Bury and the A665 Water Street/Ainsworth Road in Radcliffe, and by providing greater network resilience.

Local highway improvement works are also proposed in Radcliffe town centre to complement the link road proposals and to help feed traffic through from Spring Lane to the A665. Whilst further detailed work will be necessary to identify the specific interventions required to ensure the network performs effectively based on transport network conditions at the appropriate time, interventions are expected to be required in the following locations:

- The junction of Bury Road and Rectory Lane;
- Spring Lane;
- Church Street West;
- Darbyshire Street onto A665 ;
- Church Street and Deansgate;
- Thomas Street;
- A665/Stand Lane;
- A56/Radcliffe Road; and
- A58/Ainsworth Road/ Starling Road (signal improvements).



Highways and Parking

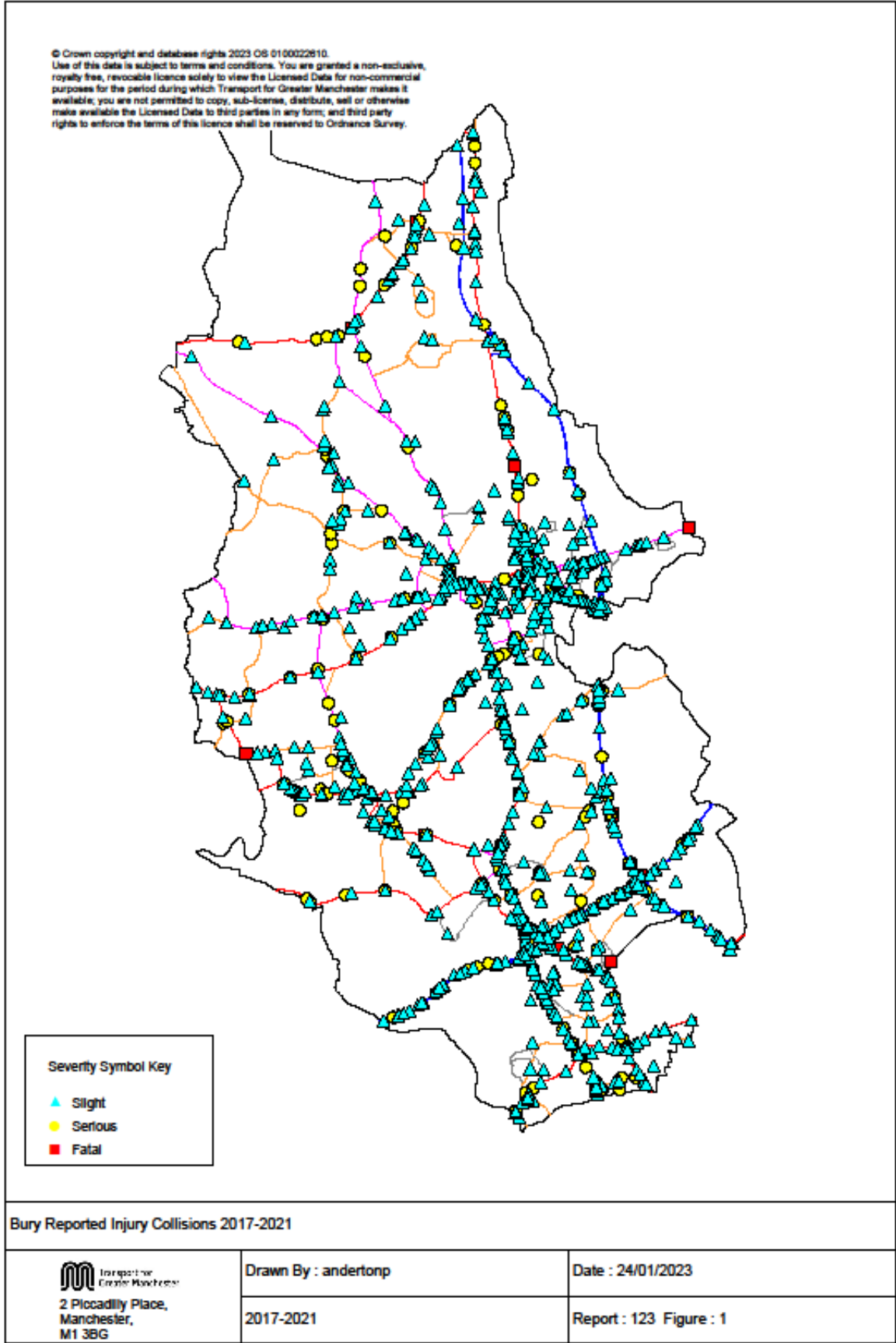
Investment priority 3: Road safety

Road safety challenges exist across the borough, with the wards with the highest casualty rate per 1,000 people living in the ward being Bury East ward, Unsworth and Holyrood.

Bury Council continues to deliver a programme of road safety engineering schemes, as well as road safety education and training in schools in the Borough.

Over the 3-year period 2021/22 to 2023/24, Bury will have invested £650,000 into improving road safety in the Borough through engineering schemes, including traffic calming and new pedestrian crossings.

In 2022/23 Bury also received a further £543,000 of Integrated Transport Block funding through CRSTS (City Region Sustainable Transport Settlement) for road safety schemes. This funding will be used to improve road safety around schools, through the introduction of School Streets and Safer Routes to School, as well as engineering measures to address locations where there are higher than expected casualty rates. These together with the introduction of pedestrian facilities at signalised junctions are our priorities for road safety.



Bury reported Injury Collisions 2017-2021

Highways and Parking

Investment priority 3: Road safety

Our programme of road safety education and training will continue to be delivered across the Borough, including pedestrian training for Year 2 and Year 5, and Bikeability cycle training for Years 5, 6 and 7.

In order to achieve the GM Strategy vision of making GM one of the best places in the world to grow up, get on and grow old; and the GM Transport Strategy of world-class connections – the formal adoption of Zero Road Deaths (and serious injuries) by 2050 will be achieved through the adoption of Vision Zero across Greater Manchester.

Bury Council supports the adoption of Vision Zero and will work towards achieving this ambition.



Bikeability Training



A56 Bury New Road Sedgley Park Pedestrian Crossing

Highways and Parking

Investment priority 3: Road safety

WHAT HAVE WE ACHIEVED

- Albert Street, area 20mph Speed Limit scheme
- Hollins Lane, pedestrian refuges
- Colville Drive 20mph Zone School Zone
- Brandlesholme Road, Signing and lining improvements and Safety Sign
- Stanley Road, 20mph Zone and enhancements to existing traffic calming
- Rufford Drive, 20mph School Zone
- Thatch Leach Lane and Sunnybank Road interactive safety signs
- School Street initiative at Guardian Angels Primary School

WHAT WE HAVE PROGRAMMED FOR DELIVERY

- Tottington Road near Walmsley Street – Zebra Crossing
- Park Road and Windsor Road area – 20mph Zone and traffic calming measures
- Stand Lane near Clough Street - Zebra Crossing
- Bolton Road West near Ada Street – Puffin Crossing
- Market Street, Tottington near Laurel Street Zebra Crossing
- Further School Streets/Safer Routes to School Initiatives at Hollins Grundy, Christ Church, East Ward, Sedgley Park, St Joseph and & St Bede's, Woodbank, St Thomas's, Chesham and Chantlers Primary schools



School Streets Initiative – Guardian Angels Primary

Highways and Parking

Investment priority 4: Highway maintenance

Bury’s highway network is one of the key elements underpinning the strong performing economy of Bury. It connects us all to jobs, commerce, services, schools, health care and communities.

The highway network comprises all the carriageways, footways, street lights, cycleways, verges, signs, drains, road markings, street furniture, structures, verges and highway trees within the adopted highway maintained by Bury Council as a Local Highway Authority (HA) at the public expense.

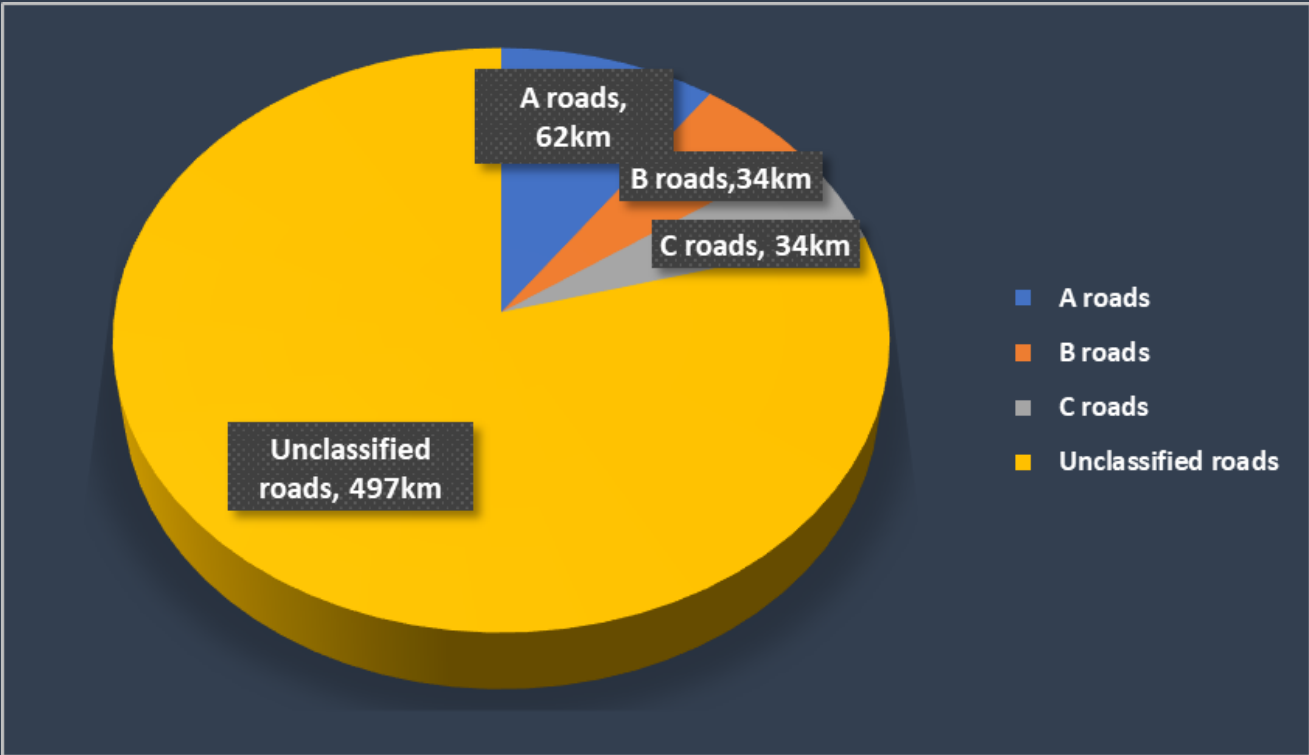
The value of these assets is estimated at over £1 billion.

Bury has 627km of road carriageways to maintain, including A roads, B roads, C roads and unclassified residential roads. The breakdown of these different types of road is shown in the pie chart to the right. Based on life cycle planning the cost associated with keeping the carriageways alone in good condition is estimated to be £12 million per annum.

Bury will maintain its highway network and infrastructure in accordance with nationally approved asset management principles. This will ensure that maintenance money is expended as cost-effectively as possible whilst maintaining our highway assets in a safe and serviceable condition. As part of this process we will develop a comprehensive road maintenance and renewal programme. Information on this programme will be published annually.

Asset type	Quantity
Carriageways	627 km
Footways	1,200 km
Highway structures eg bridges	228
Road gullies	42,500
Street lights	20,500
Public Rights of Way	330 km
Road signs	15,000

The table above outlines the extent of the various assets that fall under the stewardship of Bury Council



The carriageway network in Bury (km)

Highways and Parking

Investment priority 4: Highway maintenance

Street lighting replacement programme

As part of a £5.5 million five-year programme, we are working our way around the borough replacing approximately 3,200 lighting columns that are coming to the end of their serviceable life. These are mostly the taller lighting columns which are over 8 metres in height. More energy efficient LED street lamps will also be installed at the same time.

The replacement programme, which will be on a whole street basis, is expected to take up to 2024 to complete.

The lighting columns we are replacing are nearing the end of their serviceable life which means they may become structurally unsound and unsafe. We also need to improve the energy efficiency of our street lighting and reduce maintenance and running costs.

We are installing LED lighting because:

- it is more energy efficient and uses less electricity, and it emits less carbon than traditional sodium lights, which will support our ambition to be carbon neutral by 2038.;
- it has a much longer lamp lifespan requiring significantly less maintenance;
- it provides a whiter light source with better night-time colour recognition;
- it concentrates the light onto roads and footways where it is needed, with less light pollution into the sky, homes and gardens.



Highways and Parking

Investment priority 4: Highway maintenance

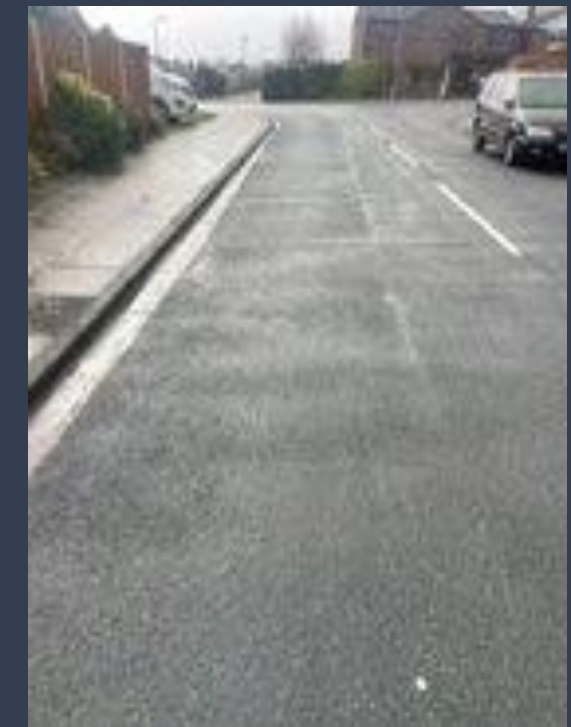
Current Investment

Bury continues to deliver a programme of capital investment in highways maintenance, prioritising areas in accordance with highway asset management principles and best practice.

Over the 6-year period of 2017/18 to 2022/23, Bury will have invested an additional £20 million into improving the condition of the highway network through Tranches 1 and 2 of the Highway Investment Strategy. On completion, Tranches 1 and 2 of this programme will have:

- Resurfaced over 40 km of carriageway;
- Undertaken preventative maintenance treatment on 45 km of roads;
- Repaired over 70,000 potholes.

Preventative maintenance will stop further deterioration and includes patching, micro asphalt and surface dressing. Full resurfacing is undertaken on the worst areas of highway that have gone beyond using any preventative treatment and require full resurfacing or reconstruction.



Newington Drive, Bury
Before and After Surface Dressing

Future Investment

Tranche 3 of this strategy will see a further £9.5 million invested in maintaining the highway network over the period 2023/24 to 2025/26. This is in addition to maintenance funding that Bury has received through the City Region Sustainable Transport Settlement (CRSTS). Therefore, for the period 2022/23 to 2026/27, Bury will invest £22,245 million into highways maintenance.

Priorities over this period will be to maintain the condition of the strategic network while also addressing surface condition issues with the carriageways of the unclassified network and long-term structures work needed on the Key Route Network.

As a Council, we have been investing heavily in improving the condition of the highway network, spending £20million over the last 6 years. However, the cost associated with keeping just the road carriageways in a good state is estimated to be £12 million per year. A Local Government Association review conducted in 2022 highlighted that, whilst we need to maintain our classified network at a good standard, it is important to ensure more money is invested in residential streets. Our Highway Investment Strategy Tranche 3 Plan for 2023 to 2026 will therefore seek to invest roughly 80% of available funds in the local residential road network.

Highways and Parking

Investment priority 4: Highway maintenance

WHAT HAVE WE ACHIEVED

- Bolton Road - Crostons Road to Ivy Road, Bury town centre – resurfacing
- Jubilee Way/Bolton Street, Bury town centre – resurfacing
- Heywood Road - Scholes Lane to Hampden Road, Prestwich – resurfacing
- Helmshore Road, Holcombe Village, Ramsbottom - Cross Lane to north of village
- Thatch Leach Lane, Whitefield, Thor Avenue, Ramsbottom; Stewart Street, Bury West;
- Monmouth Avenue, Bury East; Harlech Avenue, Prestwich; and Lever Street, Radcliffe

WHAT WE HAVE PROGRAMMED FOR DELIVERY

- Hollins Brow , Manchester Road to Croft Lane, Unsworth – resurfacing
- Bury New Road, Charnley Street to Stanley Street, Whitefield – resurfacing
- Manchester Road, Dumers Lane to Crossfield Street, Radcliffe – resurfacing
- Wash Lane, Bond Street to Moorgate, Bury East
- Holcombe Road, Quakersfield to Brandlesholme Road, Ramsbottom
- Whittaker Lane, Rectory Lane to Bury Old Road, Prestwich
- Turton Road, Chapel Street to Woodstock Drive, Ramsbottom
- Ringley Roaf, Stand Lane to Higher Lane, Whitefield



Resurfacing underway at Bury Bridge, Bury

Highways and Parking

Investment priority 5: Car parking

Parking challenges across the Borough vary significantly by location. Areas such as Ramsbottom are facing acute car parking capacity challenges and there is a need to secure investment in additional car parking so as not restrict economic growth and prosperity within the town. Conversely, areas such as Bury have an oversupply of car parking and this presents opportunities to release some spaces for new uses, including new retail or residential developments.

It is also recognised that wayfinding to existing council owned car parks and the quality of some existing council car parks needs improving. Surfacing and drainage on council car parks is an issue in some areas of the Borough, and maintenance will be required to help address these issues.

Detailed car parking strategies that support regeneration across the Borough, provide for travel hubs and create additional parking provision where necessary will be developed. These car parking strategies will highlight the characteristics and constraints of the existing car parking offer within the townships and develop a series of short and long-term development options that could be progressed by the Council to improve the efficiency and quality of car parking within the township.

Three parking studies have been completed in the Borough in the last 12 months. These parking studies have been undertaken in Radcliffe, Bury and Ramsbottom. Key findings and recommendations from these studies can be found on the next page.



Highways and Parking

Investment priority 5: Car parking

Radcliffe Parking Study

Parking demand in Radcliffe is likely to increase in the coming years as the Radcliffe Civic Hub project comes forward alongside other regeneration developments. Following an audit of current usage of car parks in Radcliffe and assessments of future car parking demand in the town, analysis suggests that there is a need to provide for additional public car parking. The Council will seek to develop a Car Parking Strategy over 2023 to help identify short, medium and longer term car parking proposals for delivery alongside the on-going implementation of the regeneration programme. This will include an increase of on-street parking bays, as well as work to secure leases on spaces in private car parks.

Bury Parking Study

The survey work has indicated that there is some spare car parking capacity in Bury town centre on market days as well as on non-market days. The Bury Parking Study identifies existing car parks in the town centre that could potentially be released to accommodate new economic development. A key project that will need to be considered in Bury is the long term strategy for coach parking in the town. The existing coach parking bays on Market Street may need to be relocated to accommodate improvements to walking and cycling routes into the town, while a number of existing public car parks could potentially be used for long term coach parking operations.

Ramsbottom Parking Study

Overall car parking capacity in Ramsbottom is a challenge. Assessments of locations for potential new car parks were undertaken as part of the Ramsbottom Parking Study. Bury Council will work with stakeholders during 2023 to develop a car parking strategy for Ramsbottom.

RADCLIFFE PARKING



CLIENT: BURY COUNCIL



BURY PARKING



CLIENT: BURY COUNCIL



RAMSBOTTOM PARKING



CLIENT: BURY COUNCIL



Highways and Parking

Investment priority 6: Electric Vehicle Charging Points

Addressing poor air quality is a priority for Bury Council. Emissions from road transport make the largest contribution to poor air quality in the Borough. Both the young and the old are more susceptible to the impacts of poor air quality, while more deprived areas are disproportionately affected due to their proximity to heavily trafficked streets.

This Local Transport Strategy focuses on reducing car use and enabling a switch to walking, cycling and public transport as the most effective ways to achieve air quality improvement. However, where vehicles are essential, they should be as clean and energy efficient as possible.

There are currently 23 publicly accessible Electric Vehicle Charging Points across the Borough. Nine of these are TfGM/Bury Council facilities, seven of which are fast chargers located in Council car parks, and two are rapid chargers in the Rock and Millgate car parks in Bury town centre.

Our aspiration is to increase the number of publicly available chargers and we are aiming to appoint a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council Land under a concessionary arrangement. The supplier should be appointed in March 2023 with infrastructure starting to be installed by Autumn 2023.

Prestwich Metrolink, Elton Reservoir Metrolink and Bury Interchange have all been identified as potential locations for the installation of Electric Vehicle Charging Infrastructure.

The Council will be looking to access the Local Electric Vehicle Infrastructure (LEVI) Funding when it is released later this year (2023). This will assist the Council to install EVCI in areas where there isn't a viable commercial option. In addition, the Council will continue to work with TfGM and the GMCA to look at a strategic approach to EVCI and the best way to use the £8.5m CRSTS funding earmarked for EVCI across Greater Manchester.



Highways and Parking

Investment priority 6: Electric Vehicle Charging Points

EV taxis

We are also working in partnership with TfGM to install electric vehicle charging points specifically for taxis in the Borough as part of a GM-wide project giving Greater Manchester-licensed taxi drivers (Hackney or private hire) easy access to a planned network of dedicated charging points. There will be three double-headed rapid EVCI chargers, providing six charging points, installed in three council-owned car parks in the Borough:

- Trinity Street Car Park, Bury town centre;
- Foundry Street Car Park, Bury town centre; and
- Whitefield Metrolink Park and Ride.

E-Car Clubs

Working with TfGM, Bury is part of a pilot project to introduce e-car clubs, which allow for hourly rental of an electric car. The scheme helps to give people the flexibility to choose not to own a car or to try out a green transport alternative and can help those who cannot afford their own car.

There are currently two e-car clubs operating in Bury under the trial by Enterprise Car Club, with two electric vehicles at each location. They are at The Market car park in the centre of Bury and Fairfax Road car park in Prestwich.

We are also working with TfGM on a proposal to expand car clubs across Greater Manchester.

According to research, car clubs can reduce private car ownership and increase active travel and the use of public transport, with each car club taking 20 private cars off the road.

Car clubs are a form of shared mobility that provide access to shared vehicles for members on a pay-as-you-drive basis. They provide much of the convenience of owning a car but without the need for cost of repairs, depreciation, insurance, servicing, and parking. An e-car club could be included as part of a Metrolink Travel Hub as these are rolled-out across Greater Manchester, including at tram stops on the Bury line.



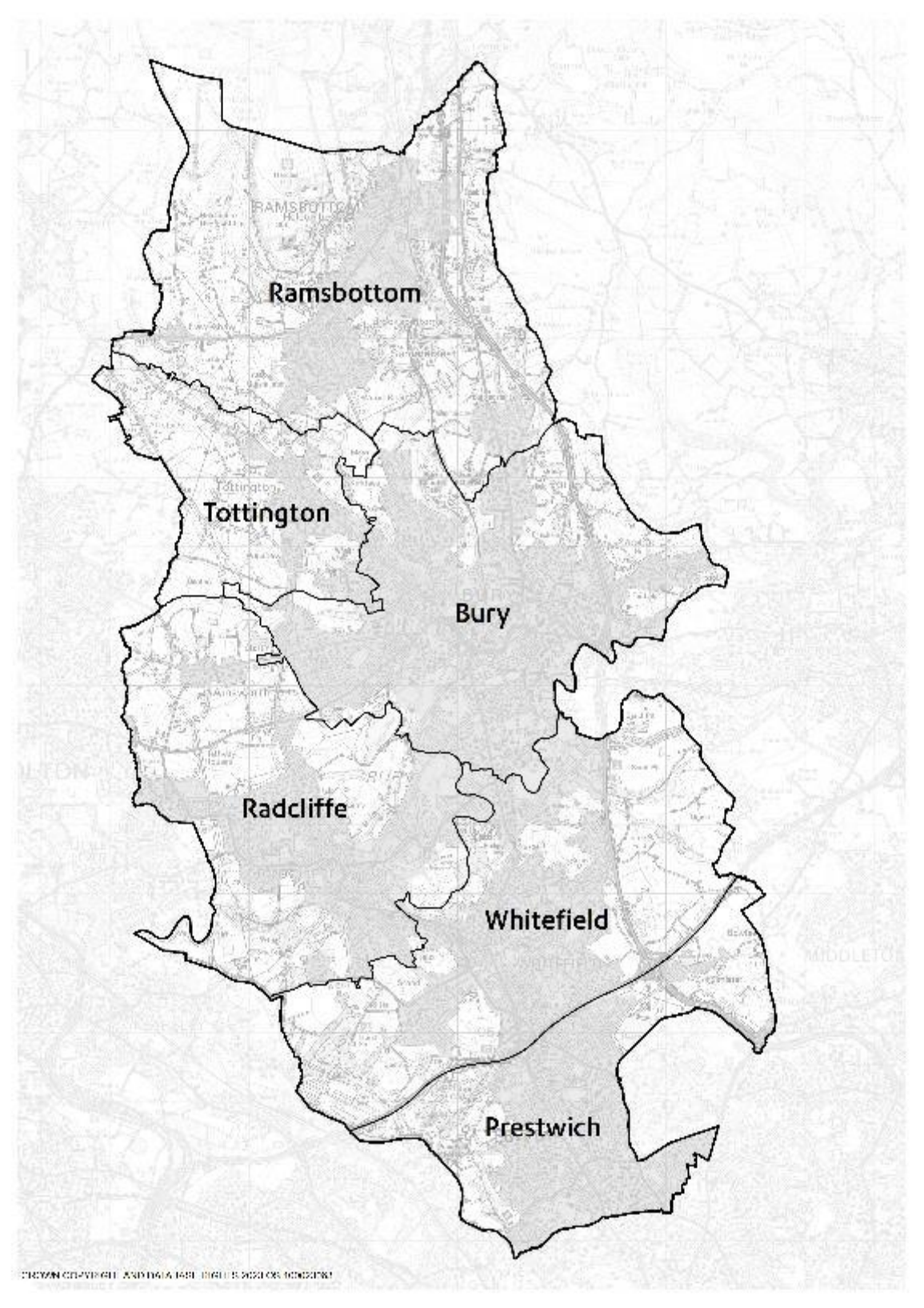
Linkages to the GM2040 Objectives and LTS Objectives

The table below demonstrates how our Investment Priorities for Highways and Parking contribute to the objectives of GM2040 and this Local Transport Strategy .

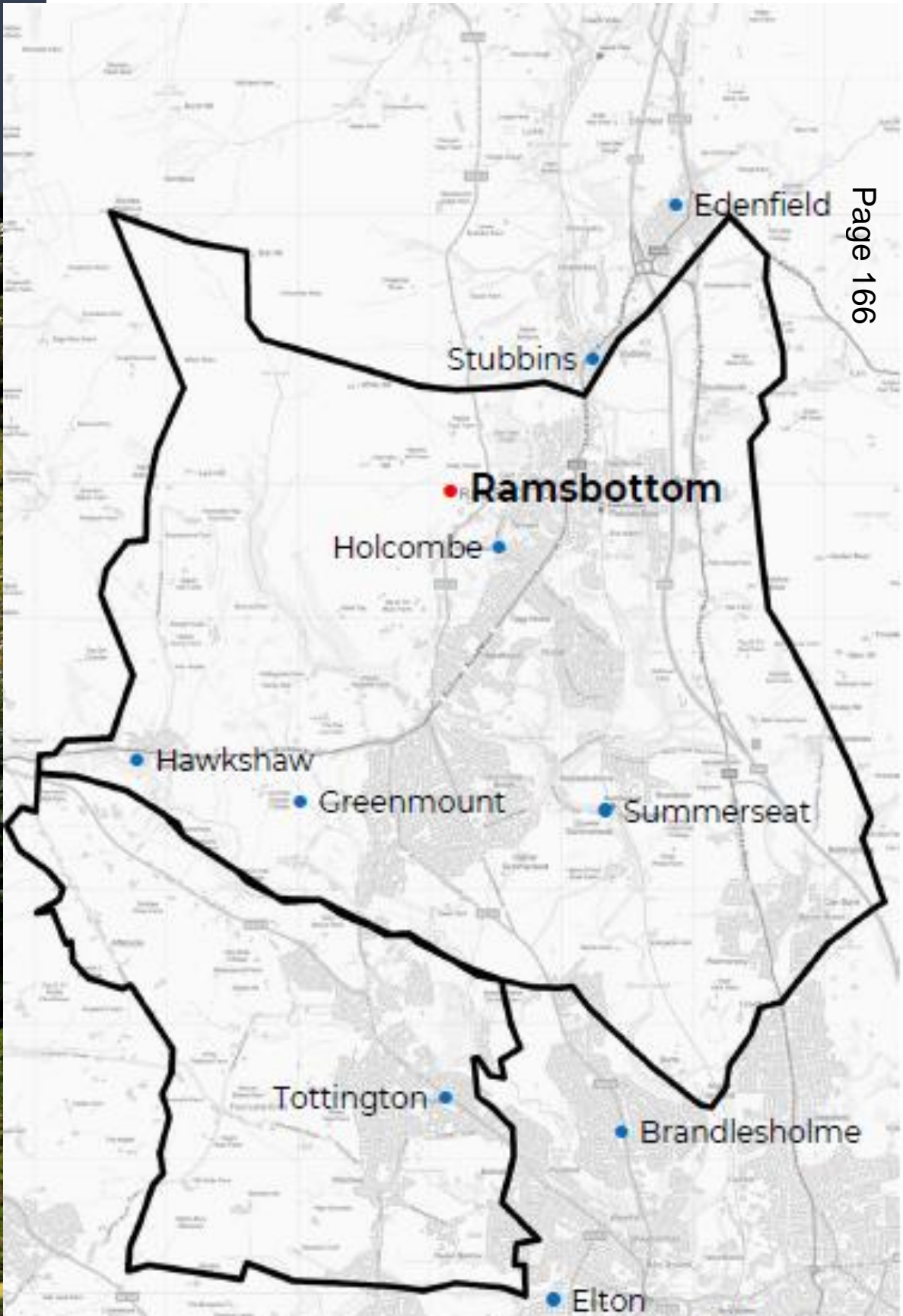
LTS Investment Priorities	GM2040 Objectives				LTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting Sustainable Growth and Regeneration	Reduce Carbon Emissions	Encourage Healthy Active Lifestyles	Improve connectivity	Improve Maintenance and management of the Transport Network	Improve Road Safety
Highways and Parking										
1. Address congestion and severance issues	✓	✓	✓		✓	✓		✓	✓	✓
2. New or improved highway network to accommodate access to new development sites	✓	✓			✓			✓	✓	
3. An ongoing programme of Road Safety Interventions		✓							✓	✓
4. Ongoing maintenance of roads highways infrastructure	✓	✓			✓				✓	✓
5. Development of parking strategies in key locations	✓				✓			✓	✓	
6. Expand the network of Electric Vehicle Charging Points		✓	✓	✓		✓	✓	✓		

TOWNSHIP FRAMEWORKS

Township	Wards
Ramsbottom and Tottington	Ramsbottom, North Manor, Tottington
Tottington	Tottington
Bury	Elton, Moorside, Bury West, Bury East, Redvales
Radcliffe	Radcliffe North & Ainsworth, Radcliffe West, Radcliffe East
Whitefield	Unsworth, Besses, Pilkington Park
Prestwich	Holyrood, St. Mary's, Sedgley



9: RAMSBOTTOM AND TOTTINGTON



Township	Wards
Ramsbottom and Tottington	Ramsbottom, North Manor, Tottington

RAMSBOTTOM AND TOTTINGTON

Ramsbottom

Ramsbottom township is located in the north of the Borough, set against the backdrop of Holcombe Hill on the edge of the West Pennine Moors.

Ramsbottom town centre is the focal point of the township and has developed into a strong and attractive visitor destination, supported by the East Lancashire Railway, a high-quality restaurant scene, a good range of independent retailers and a popular annual events programme. This diversity has helped Ramsbottom to perform relatively well as both a town centre and as a visitor destination.

The township also includes other surrounding settlements such as Holcombe, Hawkshaw, Holcombe Brook and Summerseat, which largely comprise distinct residential communities within a semi-rural setting.

Ramsbottom and the surrounding areas are served by highway routes that pass north to south and buses which enable travel to Manchester, Bury and Bolton. Ramsbottom has a compact centre meaning that amenities are within short walking distances of each other and the National Cycle Network Route 6 passes north-south through the town centre and along the Kirklees Trail.

Tottington

Tottington township's physical geography is characterised by its position on the edge of the West Pennine Moors and the Rossendale Valley. Tottington Village is the focal point of the township which also includes distinct and largely residential settlements in Affetside, Greenmount and Walshaw.

The Kirklees Valley and Nature Trail is a key feature of the Tottington township. The trail runs along the former railway line between Greenmount and Bury town centre and also forms part of the National Cycle Network Route 6. The trail highlights the industrial heritage of the area, passing by the ruins of Tottington Mill Printworks which had a major influence on the growth of Tottington town in the early 1800's.



THE RAMSBOTTOM TOWN PLAN

A Ramsbottom Town Plan has been prepared by the Council and was published in 2022. The Plan aims to encourage sustainable travel in and around Ramsbottom.

The Plan identifies a number of transport and public realm projects that will require more detailed work to be undertaken. The conflict between pedestrian and traffic movement on Bridge Street, for example, is something that has been highlighted as an issue, but this requires more detailed survey work to determine whether public realm improvements can help to address the issue.

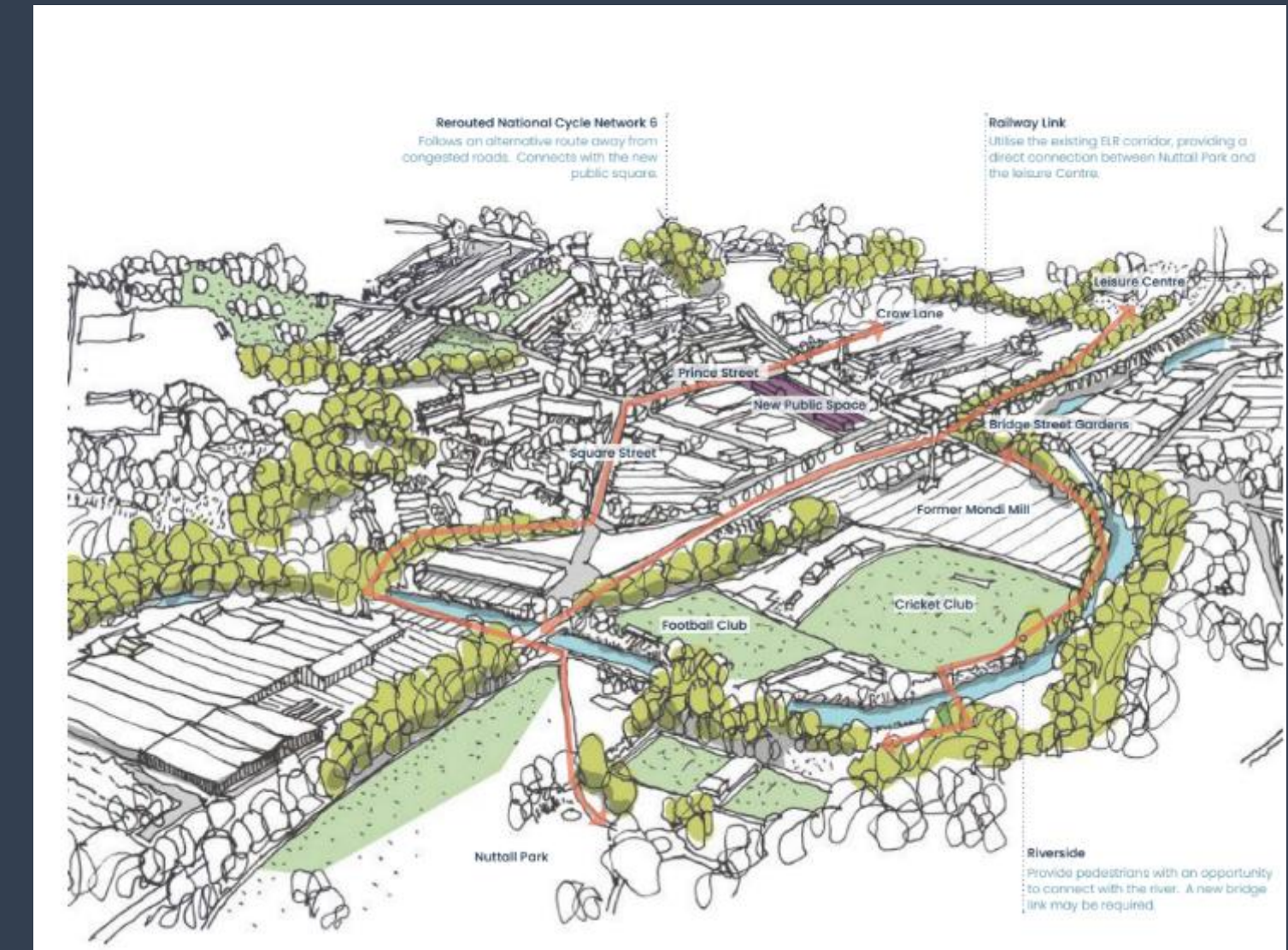
The Plan includes a number of high-level proposals and longer-term ideas that will help to improve the appearance and function of areas of public realm and to improve linkages between town centre assets and the movement and circulation of all town centre users.

The Plan also proposes that the National Cycle Network be re-routed along less congested roads and provide a better connection between the town centre and Nuttall Park. It also proposes new cycling and walking corridors that connect with the river.

To strike a better balance between all users, The Ramsbottom Town Plan proposes to:

- Introduce time restrictions on council owned car parks in the core of the town centre.
- Provide long stay parking at the leisure centre to increase capacity for short stay spaces in the town centre core.
- Increase provision of electric vehicle charging points.
- Introduce resident's parking schemes if needed.

We will incorporate the transport proposals identified in the Ramsbottom Town Plan into our Transport Strategy and we will take them forward as and when we can secure funding for them.



TRANSPORT ISSUES IN RAMSBOTTOM AND TOTTINGTON

Whilst the heritage and layout of Ramsbottom town centre is one of its key assets, this does cause some tensions with its function as a key visitor destination. The centre can, for example, be difficult to navigate and there are issues with pedestrian and vehicular conflict when visitor numbers are particularly high. Linkages between attractions are generally poor and the centre has a longstanding problem with the quantity and location of parking for visitors.

Movement out of Ramsbottom town centre along Bolton Road West to Holcombe Brook is often congested with limited crossing points for pedestrians. In addition, bus is the only public transport option for the Ramsbottom township and services are generally infrequent and unreliable. Journeys by bus take significantly longer than they do by car, discouraging the use of sustainable modes.

Tottington's geographical location means that journeys by public transport are significantly longer than private vehicle journey times. In addition, bus is the only public transport option for Tottington and services are generally infrequent and unreliable which discourages the use of sustainable modes to travel to and from Tottington around the borough.



Summary of transport issues in Ramsbottom and Tottington

- The north of the Borough is not served by any rail links to Bury or Manchester (the East Lancashire Railway is a Heritage line, not a commuter line).
- Bus services in and around Ramsbottom and Tottington are generally infrequent and unreliable.
- Significantly longer public transport journeys than private vehicle journey times, discouraging the use of sustainable modes to travel.
- There is a poor sense of arrival for pedestrians and motorists entering Ramsbottom at Peel Brow or via the East Lancashire Railway.
- There is conflict between pedestrian and traffic movement on Bridge Street in Ramsbottom.
- Ramsbottom town centre is congested and often dominated by HGV traffic travelling through Ramsbottom from the M66.
- The quantity and location of car parking in Ramsbottom does not meet the needs of residents and visitors.
- Poor wayfinding and signage to the National Cycle Network.
- There are limited cycle parking facilities around both Ramsbottom and Tottington
- A large area of Ramsbottom town centre is used for car parking, which reduces space for public realm and civic amenities.
- Improvements need to be made on routes to and from Tottington High School Academy to support safe sustainable movements to the school.

RAMSBOTTOM AND TOTTINGTON – WHAT WE HAVE DONE

This Transport Strategy identifies the investment priorities that we will focus on to improve transport throughout the Borough. But we are not starting from scratch. Bury is one of the ten local authority areas in Greater Manchester already working to deliver the Greater Manchester 2040 Transport Strategy in partnership with Transport for Greater Manchester and the other nine local authorities. This means that we are working towards the ambition for half of all journeys in Greater Manchester to be made by public transport, walking, wheeling or cycling by 2040. This is called the ‘*Right Mix*’ target. Our Local Transport Strategy will provide more detail on what this means for the Borough and what our local priorities are. Having a Local Transport Strategy will put us in a stronger position to identify and attract the funding we need to deliver schemes that are locally important. It will enable the Council to identify and develop proposals for transport interventions to competitively bid for monies when they become available.

What we and our partners have already done ...

- **On bus:** TfGM has introduced cheaper bus fares: there is now a £2 single journey cap (£1 for children) and a £5 AnyBus (£2.50 for children) all day cap for bus journeys throughout Greater Manchester and a weekly cap of £21 (£10.50 for children).
- **On walking and cycling:** We have carried out a review of the main walking, wheeling and cycling routes into Ramsbottom from surrounding residential areas to identify where we can improve the active travel network.
- **On parking:** We have carried out a parking survey in Ramsbottom as we know that car parking capacity in Ramsbottom is an issue. This survey includes an assessment of locations for potential new car parks.
- **On highway maintenance:** In the last two years we have spent around £500,000 on resurfacing roads in the Ramsbottom township at the locations shown in the adjacent table. We have also resurfaced Hall Street from Bradshaw Road to Bank Street in Tottington.
- **On highway maintenance:** In Ramsbottom, we have invested an additional £307,000 on preventative highway maintenance and in Tottington, we have carried out surface treatment works on roads in the Cotswold Crescent estate at a cost of £74,000.
- **On road safety:** We have delivered Bikeability cycle training to school children in years 5, 6 and 7.

Road Name		Extent of road resurfaced
Ramsbottom		
Bass Lane		Full Length
Moorway		Full Length
Walmersley Road		M66 Bridge - 40m South of M66 Slip Road
Albert Street		Full Length
Tor Avenue		Full Length
Greenside Close		Full Length
Wood Road Lane		Rowlands Road - No. 45
Westgate Avenue		Full Length
Tottington		
Hall Street		Bradshaw Road to Bank Street



RAMSBOTTOM AND TOTTINGTON - WHAT WE PROPOSE TO DO:

Bus

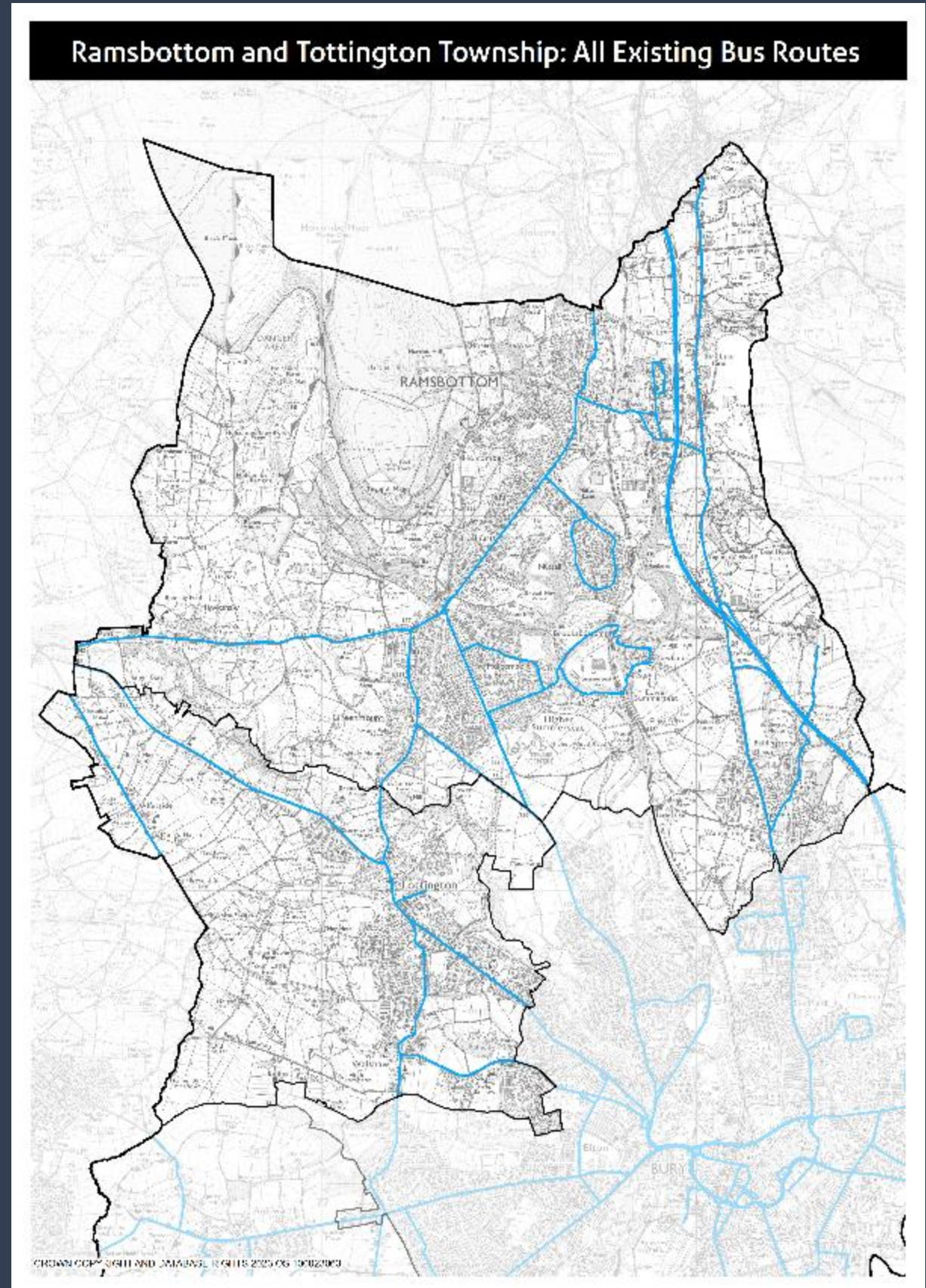
We will work with Transport for Greater Manchester to secure investments to improve bus services and infrastructure in Ramsbottom and Tottington.

Across Greater Manchester, buses are being brought back under local control for the first time since they were de-regulated in 1986 under a system called franchising.

Franchised services will start running in some parts of the Borough from September 2023 and in Ramsbottom and Tottington from March 2024.

We will seek to build on Greater Manchester's proposed high frequency bus route network and identify where additional services and routes may need to be strengthened. This could include the provision of Local Link type services to meet the needs of residents in more rural areas of Bury so they have a car-free alternative for accessing work, leisure opportunities, education and health services, as set out in Greater Manchester Bus Service Improvement Plan.

The adjacent maps shows all the routes on which buses run in Ramsbottom and Tottington.



RAMSBOTTOM AND TOTTINGTON - WHAT WE PROPOSE TO DO:

Bus

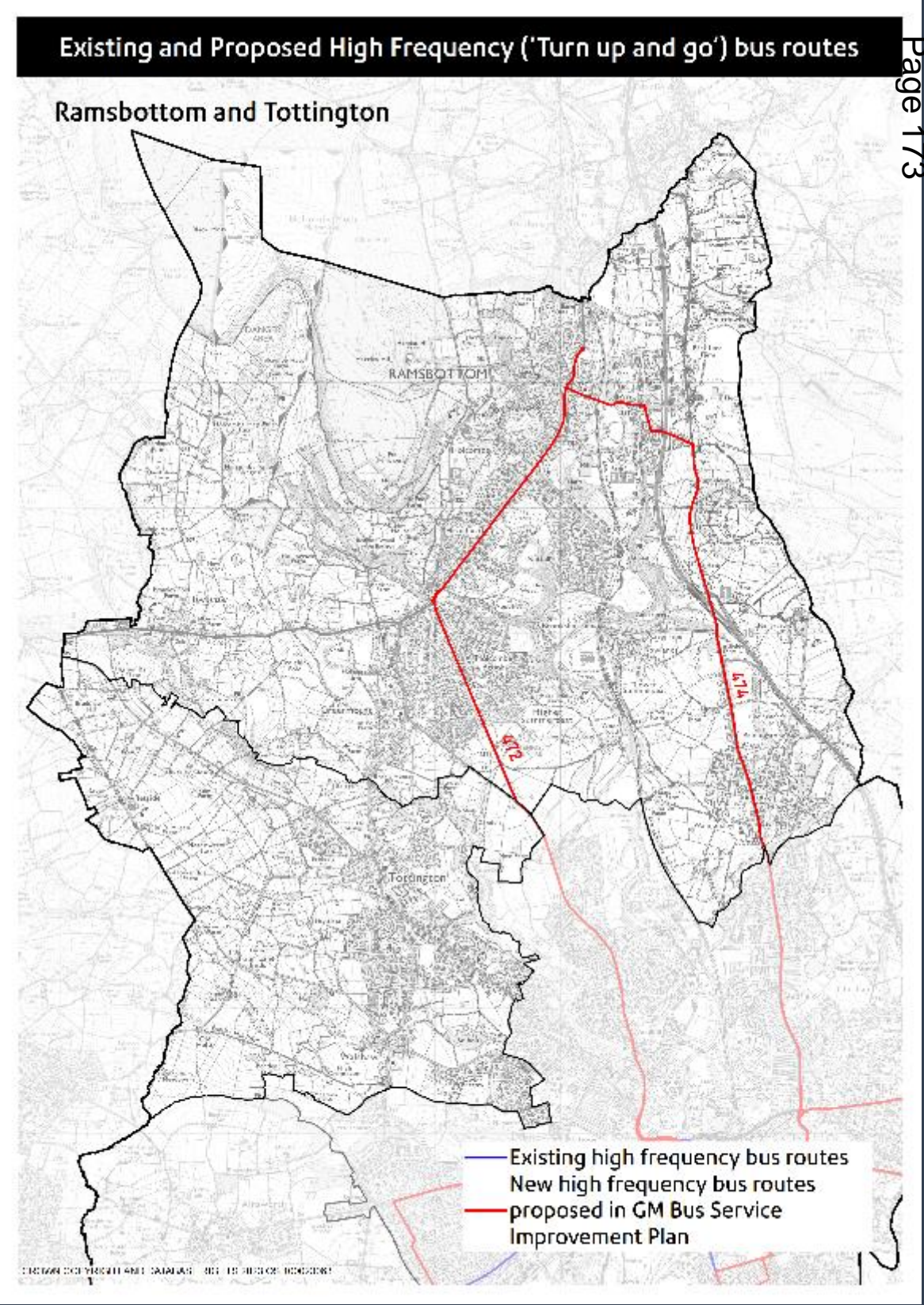
The Greater Manchester's Bus Service Improvement Plan (BSIP) set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes to form a 'London-style network'.

BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency bus network would run through the Ramsbottom township.

The table below shows all the services in the Borough that are part of Greater Manchester's proposed high frequency bus route network. A plan of all these routes and services can be found in the bus chapter. The proposed high frequency routes in Ramsbottom are the 474 and 474 Bury-Ramsbottom circulars. These proposed high frequency routes would be an enhancement of the existing service. These would not be the only bus services in Ramsbottom and Tottington.

We will work with TfGM to identify the need for additional high frequency bus routes in Ramsbottom and Tottington.

Service	Route
163*	Manchester - Middleton - Heywood
93	Bury - Prestwich - Agecroft - Manchester
97	Bury - Unsworth - Prestwich - Manchester
98	Bury - Radcliffe - Whitefield - Manchester
135*	Bury - Whitefield - Cheetham Hill - Manchester
471*	Rochdale - Bury - Bolton
524*	Bolton - Radcliffe - Bury
472	Bury - Ramsbottom circulars
474	Bury - Ramsbottom circulars
467	Rochdale - Daniel Fold - Bamford - Bury
468	Rochdale - Greave - Bamford - Jericho - Bury
*	Indicates an existing high frequency service



RAMSBOTTOM AND TOTTINGTON - WHAT WE PROPOSE TO DO: Walking, Wheeling and Cycling

In Ramsbottom

We have £2.3 million of funding available from the Greater Manchester City Region Sustainable Transport Settlement to improve walking and cycling routes in Ramsbottom. We have until March 2027 to spend this money. We are currently developing some ideas and will be carrying out public consultation later this year. Further details can be found on the next page.

In addition to the severance caused by busy roads, rivers and railways, the steep valley sides of Ramsbottom impose another constraint on its active travel network. It is difficult to find east-west routes with reasonable gradients and the best north-south routes are heavily trafficked. National Cycle Route 6 passes through Ramsbottom, entering via Nuttall Park and leaving via Stubbins Lane, but Stubbins Lane is busy and involves a narrow rail bridge, so we will investigate alternative route options.

In Tottington

We will seek opportunities to improve active travel routes to current design standards for example, National Cycle Route 6 provides an attractive and convenient walking and cycling route through Tottington, along the former Holcombe Brook branch railway line (known locally as ‘the lines’ or the ‘Kirklees Trail’). However, connections to, along and across Market Street (the B6213) in particular are in need of improvement.



Ramsbottom Active Travel Network:

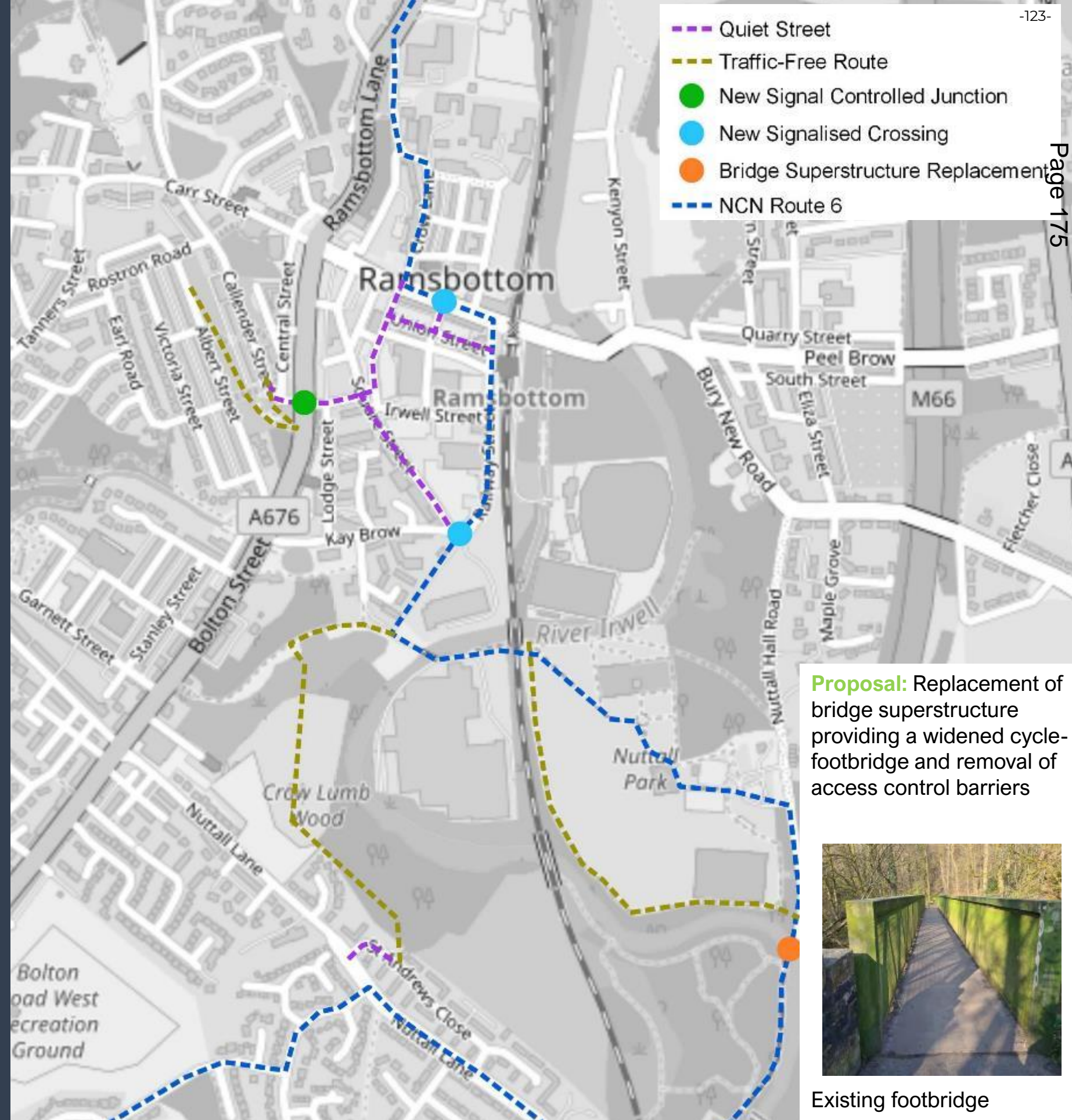
Draft proposals

Funding available: £2.3M CRSTS

We have secured £2.3m of City Region Sustainable Transport Settlement funding to improve walking and cycling infrastructure in and around Ramsbottom Town Centre.

The draft proposals are still being developed and will be subject to more detailed engagement and consultation later in 2023 but some of the proposed routes that are currently being considered are identified on the adjacent plan. The improvements could include:

- A new signalised crossing on Bridge Street, widening the footway by the war memorial and removing parking.
- Side road entry treatment at Crow Lane and footway widening.
- A junction improvement to Callender Steet (installation of traffic signals and green man)
- Quiet routes established on Square Street, Prince Street, Union Street and Cross Street.
- A new traffic-free shared use route through Crow Lumb Wood from St Andrew's Close to Grants Lane.
- Widening the existing footpath through Nuttall Park along river and railway into a shared use path.
- Replacement of bridge superstructure providing a widened cycle-footbridge and removal of access control barriers.



Existing footbridge

RAMSBOTTOM AND TOTTINGTON - WHAT WE PROPOSE TO DO:

Highways and Parking

On highways, we propose to:

- Implement a puffin crossing at Bolton Road West (near Ada Street) in Ramsbottom and zebra crossing at Market Street, Tottington (near Laurel Street).
- Deliver a programme of preventative maintenance treatment to stop further deterioration of the road surface such as patching, micro asphalt and surface dressing. Information on which roads will receive surface dressing each year is published on the Council's website.
- Continue to deliver our Highways Investment Strategy to resurface roads that have gone beyond using any preventative treatment. Information on which roads will be treated each year is published on the Council's website.
- Continue to deliver our street lighting replacement programme to replace lighting columns that are coming to the end of their serviceable life and install energy efficient LED lamps.
- Increase the number of publicly available chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land, with new infrastructure starting to be installed by Autumn 2023.
- Develop and implement a car parking strategy for Ramsbottom that addresses identified parking issues and meets the needs of the town's visitors and residents.
- Upgrade key junctions within Ramsbottom and Tottington to allow for improved highway safety, traffic flows and cater for public transport and active travel movements.



RAMSBOTTOM PARKING



CLIENT: BURY COUNCIL

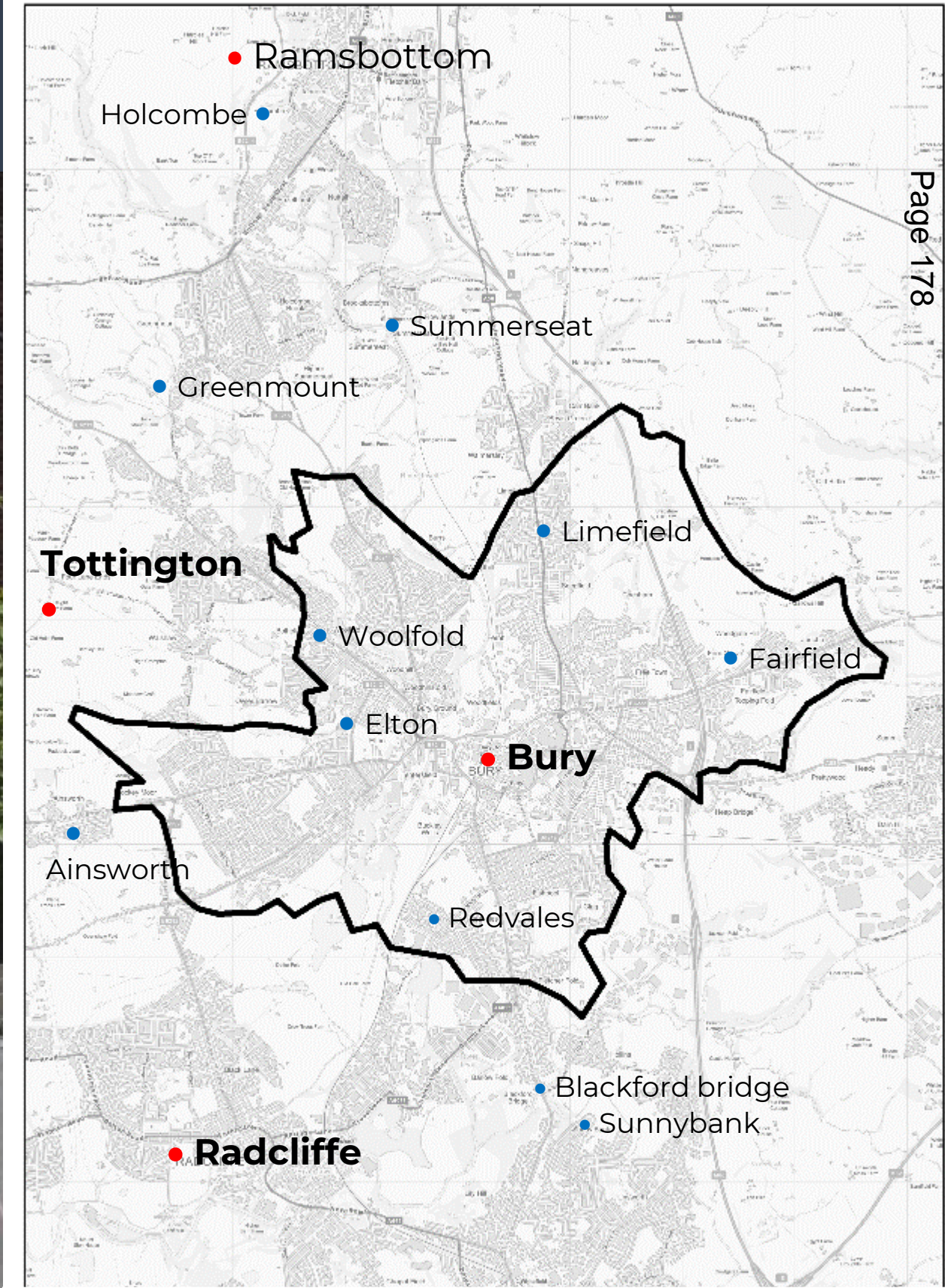


We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Ramsbottom and Tottington. These range from significant new infrastructure projects to on-going maintenance of existing infrastructure, which is important.

However, we will continue to work with our partners Transport for Greater Manchester and other key stakeholders to identify further opportunitiess for projects that will improve Ramsbottom and Tottington's transport network. This includes identifying funding opportunities that may arise from national and regional initiatives.

Summary of Key Transport Proposals for Ramsbottom and Tottington
Bus
Roll out of bus franchising
More high frequency bus routes including on the Bury-Ramsbottom 472 and 474 circular routes
Investigate the need for new Local Link bus services in the Ramsbottom and Tottington Townships
Walking, Wheeling and Cycling
Bikeability cycle training
Implement School Streets where appropriate
Active travel route improvements in Ramsbottom Town Centre
Active travel route improvements in Tottington
Investigate options for rerouting National Cycle Network Route 6 through Ramsbottom
Highways and Parking
Road safety improvements: installation of a puffin crossing at Bolton Road West (near Ada Street).
Preventative highway maintenance
Highway Investment Strategy resurfacing programme
Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI)
Develop a parking strategy for Ramsbottom to meet resident and visitor needs
Upgrade key junctions within Ramsbottom and Tottington to allow for improved highway safety, traffic flows and cater for public transport and active travel movements
Implement a puffin crossing at Bolton Road West (near Ada Street) in Ramsbottom and zebra crossing at Market Street, Tottington (near Laurel Street).

10. BURY



Township	Wards
Bury	Elton, Moorside, Bury West, Bury East, Redvales

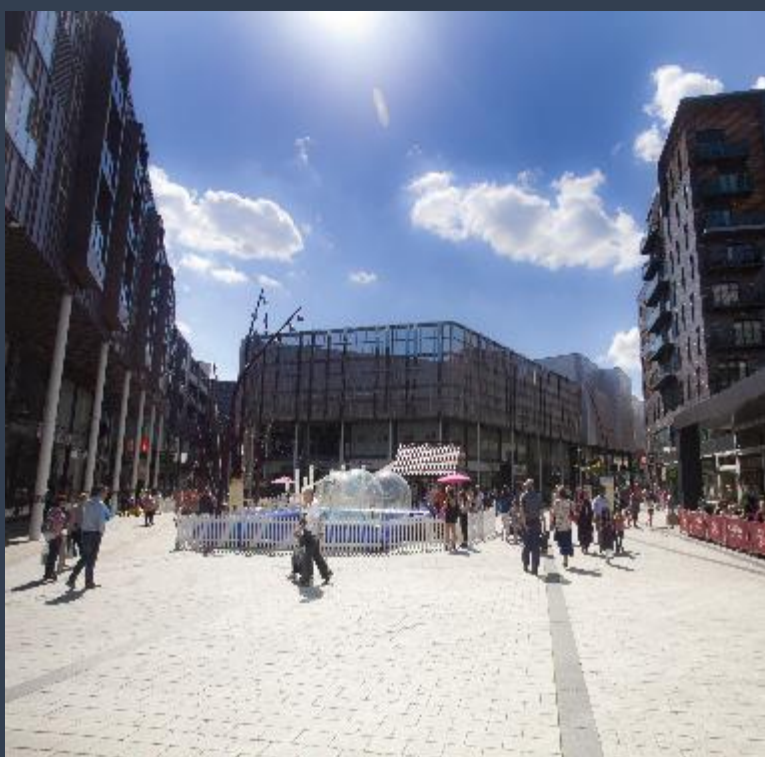
BURY

Bury, as the principal centre of the Borough, has attracted high levels of investment in recent years, most notably around The Rock Shopping Centre which has placed Bury the third highest ranked retail destination in Greater Manchester. Adding to its retail portfolio, Bury is also home to the award winning Bury Market which has more than 350 stalls and attracts around 150,000 visitors per week (*Visit North West*).

Further visitor attractions within the town centre include the Fusilier Museum, East Lancashire Railway and Bury Transport Museum.

There are a number of major educational establishments in the town centre including Bury College, Holy Cross College and Bury Grammar School and the town has an active and accessible housing market.

Heritage is one of Bury's key assets, recognised through the large grouping of listed buildings and the designation of the Bury Town Centre Conversation Area.



BURY TOWN CENTRE MASTERPLAN

A Bury Town Centre Masterplan has been prepared by the Council. The masterplan sets out an ambitious but deliverable vision for Bury town centre. To remain a vibrant and thriving centre, Bury needs to adapt to the changes in the UK's retail market, be attractive and open to inward investment, and encourage high-quality, mixed-use development as well as retain the key businesses and communities that make Bury the place that it is today.

It is vital that development and regeneration proposals for Bury are supported by a range of transport interventions.

Key development proposals identified in the Bury Town Centre Masterplan include:

- A new gateway into Bury town centre created by the redevelopment of Bury Interchange, a new Flexi-Hall and public realm upgrades to create a continuous high quality pedestrian environment throughout the town centre.
- Redevelopment and partial repurposing of the Millgate estate, providing a range of new development opportunities, including new quality residential developments.
- Significant new residential development, including a new family orientated community within the town centre.
- New employment sites, potentially incorporating innovation hubs and makers studios.
- New visitor accommodation, with new hotel facilities.
- Growth of our successful colleges, providing a strong education, research and innovation offer within the town centre.
- New sports and leisure facilities, including a new leisure centre and pool.
- Review of existing car parking in provide sufficient capacity in the right locations and modernise the facilities to be integrated with new technology and transport modes.

To help support the delivery of the town centre vision, £20m Levelling up Funding has been secured for transformational improvements at Bury Market, the development of a new Flexi Hall and enhanced public realm improvements. A further £45 million has been allocated to the initial phases of the new Bury Interchange.



BURY KEY HOUSING SITES

Millgate

The acquisition of the Millgate Shopping Centre by the Council and the joint venture with Bruntwood unlocks new opportunities for employment, leisure, offices, food and beverage outlets and hundreds of new homes in the heart of Bury town centre.

Former Police Station, Irwell Street

It is anticipated that this vacant cleared site will deliver around 50 homes. There is an opportunity for wider development of the adjoining car park and Castle Leisure Centre site, subject to the relocation of the existing leisure facilities.

Townside Fields and Q-Park airspace, Knowsley Street

These sites provide opportunities to build around 250 residential units in a quality location with direct level access onto the Metrolink platforms through the new southern access to the Metrolink Stop at Bury Interchange.

Humphrey House

This site has potential to be brought forward as a build-to-rent apartment scheme for around 64 apartments.

Seedfield, Parkinson Street, Bury

The brownfield part of the Seedfield site is expected to deliver 86 homes, subject to planning permission. This will include a mix of 3 and 4 bed family homes, and the provision of affordable housing.

Former William Kemp Heaton

This site is expected to deliver around 43 affordable homes, including specialist accommodation for older people and people with disabilities.

Former Millwood School site, Fletcher Fold Road, Bury

This cleared site is expected to be developed for around 30 homes.



BURY TRANSPORT ISSUES

A key strength of Bury is its accessibility. It already benefits from excellent links to both the public transport and road network.

Bury Interchange provides Metrolink and bus services to Bolton, Rochdale and Manchester whilst strategic highway routes provide good links to the M66, M60 and M62 – providing excellent motorway connection around Greater Manchester and beyond.

The National Cycle Route Network Route 6 between London and the Lake District, runs along the eastern edge of the town centre, overlapping in part with the Elton Beeway route, which provides a local cycling link between Bury and Radcliffe.

Bury benefits from accessible car parking for those visiting key shopping and leisure destinations in the town centre, as well as several surface car parks associated in the adjoining out of centre retail parks.

However, there are number of transport and movement issues that need to be addressed, largely relating to the need to;

- update the existing transport and highway infrastructure;
- tackle the huge volumes of vehicle movement through the town (east-west and north-south movements); and
- respond to new development opportunities in and around the township.



Summary of transport issues in the Bury township

- Bury Interchange is outdated and needs upgrading to enhance the sense of arrival into the town centre.
- The ring road around Bury town centre creates a car dominated environment and severance for pedestrians and cyclists travelling into and out of the town centre.
- The town centre is where the Borough's two main roads come together and there are significant volumes of traffic movement through the town
- Existing cycle infrastructure is of poor quality and does not provide a continuous cycling network.
- Pedestrian and cycle experiences are often hampered by busy roads, complicated junctions and narrow footways.
- Key gateways into Bury town centre need to be redesigned and upgraded to prioritise active travel movements.
- Greater Manchester's Clean Air Plan air quality modelling indicates that the A58 Bolton Street, Bury Bridge, is one of 13 points in Greater Manchester where roadside nitrogen dioxide exceedances of legal levels persist to 2025.
- Large areas of surface car parking create areas of urban voids.
- Access to Fairfield General Hospital by bus could be better.

BURY – WHAT WE HAVE DONE

This Transport Strategy identifies the investment priorities that we will focus on to improve transport throughout the Borough. But we are not starting from scratch. Bury is one of the ten local authority areas in Greater Manchester already working to deliver the Greater Manchester 2040 Transport Strategy in partnership with Transport for Greater Manchester the other nine local authorities. This means that we are working towards the ambition for half of all journeys in Greater Manchester to be made by public transport, walking, wheeling or cycling by 2040. This is called the ‘*Right Mix*’ target. Our Local Transport Strategy will provide more detail on what this means for the Borough and what our local priorities are. Having a Local Transport Strategy will put us in a stronger position to identify and attract the funding we need to deliver schemes that are locally important. It will enable the Council to identify and develop proposals for transport interventions to competitively bid for monies when they become available.

What we and our partners have already done ...

- **On bus:** TfGM has introduced cheaper bus fares: there is now a £2 single journey cap (£1 for children) and a £5 AnyBus (£2.50 for children) all day cap for bus journeys throughout Greater Manchester and a weekly cap of £21 (£10.50 for children).
- **On walking, wheeling and cycling:** We have carried out a review of the main walking, wheeling and cycling routes into Bury from surrounding residential areas to identify where we can improve the active travel network.
- **On walking, wheeling and cycling:** We have installed 'Cyclops' junctions at Market Street / A58 Angouleme Way and A56 Jubilee Way/ A58 Angouleme Way and a 5 new traffic signal-controlled pedestrian and cycle crossings on main roads in Bury: Rochdale Road, Bell Lane (2 no), Wash Lane and Parsonage Street. Bike Libraries have also been installed at Clarence Park and Openshaw Park.
- **On highway maintenance:** In the last two years we have spent around £2.2 million on resurfacing roads in Bury township at the locations shown in the adjacent table and have spent almost £800,000 on preventative maintenance on road surfaces.
- **On parking:** We have carried out a parking study in Bury town centre. This identified that there is some spare car parking capacity, which could be utilised to accommodate new development opportunities.

Road Name	Extent of road resurfaced
Buckingham Drive	Bolton Road - Newham Drive
Crostons Road	Tottington Road - Bolton Street
Mitchell Street	Full Length
Derby Way	Full Length
The Rock	Pedestrian Section
Radcliffe Road	White Boar PH - Warth Bridge
Taylor Street	Full Length
Mosley Avenue	Full Length
Townside Row	Full Length
Bolton Street	Crostons Road - Jubilee Way
Woodhill Road	Canterbury Drive - Truro Close
Monmouth Avenue	Full Length
Cornwall Drive	Alfred Street - Gigg Lane
Jubilee Way	Full Length
Stewart Street	Full Length
Woodbank Drive	Full Length
Walshaw Road	Harvey Street - Tottington Road
Manchester Road	Gigg Lane - Wellington Road
Rochdale Old Road	Castle Hill Road - Rochdale boundary
Alston Street	Full Length
Tennyson Avenue	Full Length
Edgeworth Drive	Full Length

Page 184



BURY – WHAT WE PROPOSE TO DO:

Metrolink

We will continue to work with TfGM to deliver a new and improved Bury Interchange which will include:

- Replacing the old facility with a modern building, similar to the new interchange buildings that have already been developed across Greater Manchester;
- Delivering a new concourse and brighter Metrolink platform, which will be more user friendly;
- A new vertical circulation core with an upgraded larger lift provision, escalator and improved stairs to support access for all;
- Providing a safe and secure environment for users;
- Refurbishing the Metrolink platform with additional capacity and new shelters;
- Creating a new arrangement for bus movements and waiting areas with significantly fewer conflict points;
- Improvements to all walking and cycling access routes with a strong sense of arrival and integration with the redevelopment of Bury town centre;
- Closure of underpasses which often act as hubs for anti-social behaviour;
- A new step free access from the south of the town centre to the Metrolink platform to encourage access from existing and proposed developments in the area; and
- A new active travel hub integrated into the interchange building with additional capacity for cycles, accessible cycles and e-bikes.



BURY – WHAT WE PROPOSE TO DO:

Bus

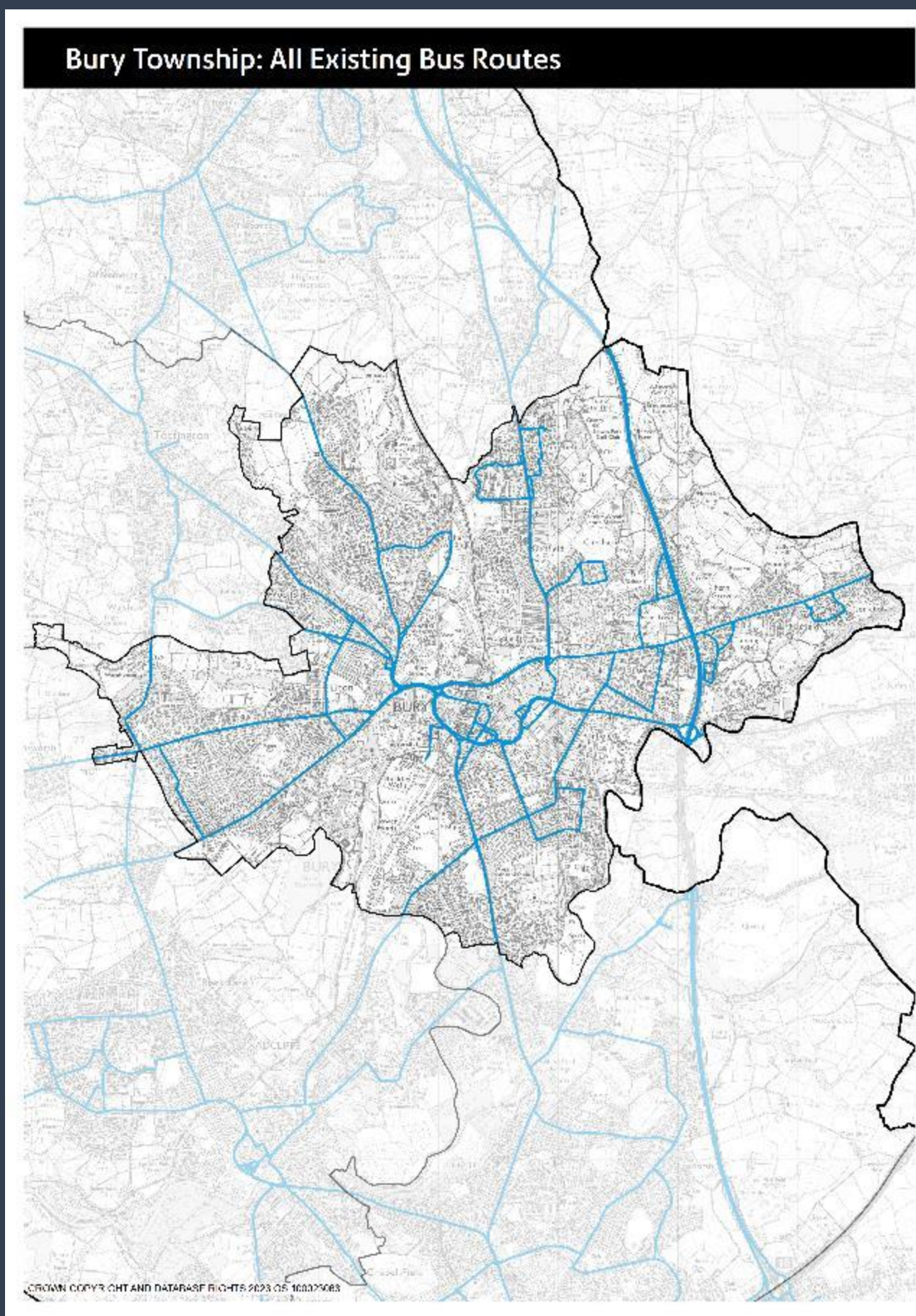
We will work with Transport for Greater Manchester to secure investment to improve bus services and bus infrastructure in Radcliffe.

Across Greater Manchester, buses are being brought back under local control for the first time since they were de-regulated in 1986 under a system called franchising.

Franchised services will start running in some parts of the Borough from September 2023, including the 471 route from Bury to Bolton and Rochdale town centres, and on all services in the Borough from March 2024.

The adjacent plan shows all the existing bus routes that exist in the township but we will seek to identify where additional services and routes may be needed or existing routes strengthened.

We will also consider introducing bus priority measures at appropriate locations and improved bus stop infrastructure, initially focusing investment on the proposed Quality Bus Transit route between Bury and Rochdale as well as the Bury-Bolton corridor and the Bury-Manchester corridor (the A58 and the A56).



BURY – WHAT WE PROPOSE TO DO:

Bus

PROPOSED HIGH FREQUENCY BUS ROUTES

The Greater Manchester's Bus Service Improvement Plan (BSIP) set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum ‘turn up and go’ frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes to form a ‘*London-style network*’.

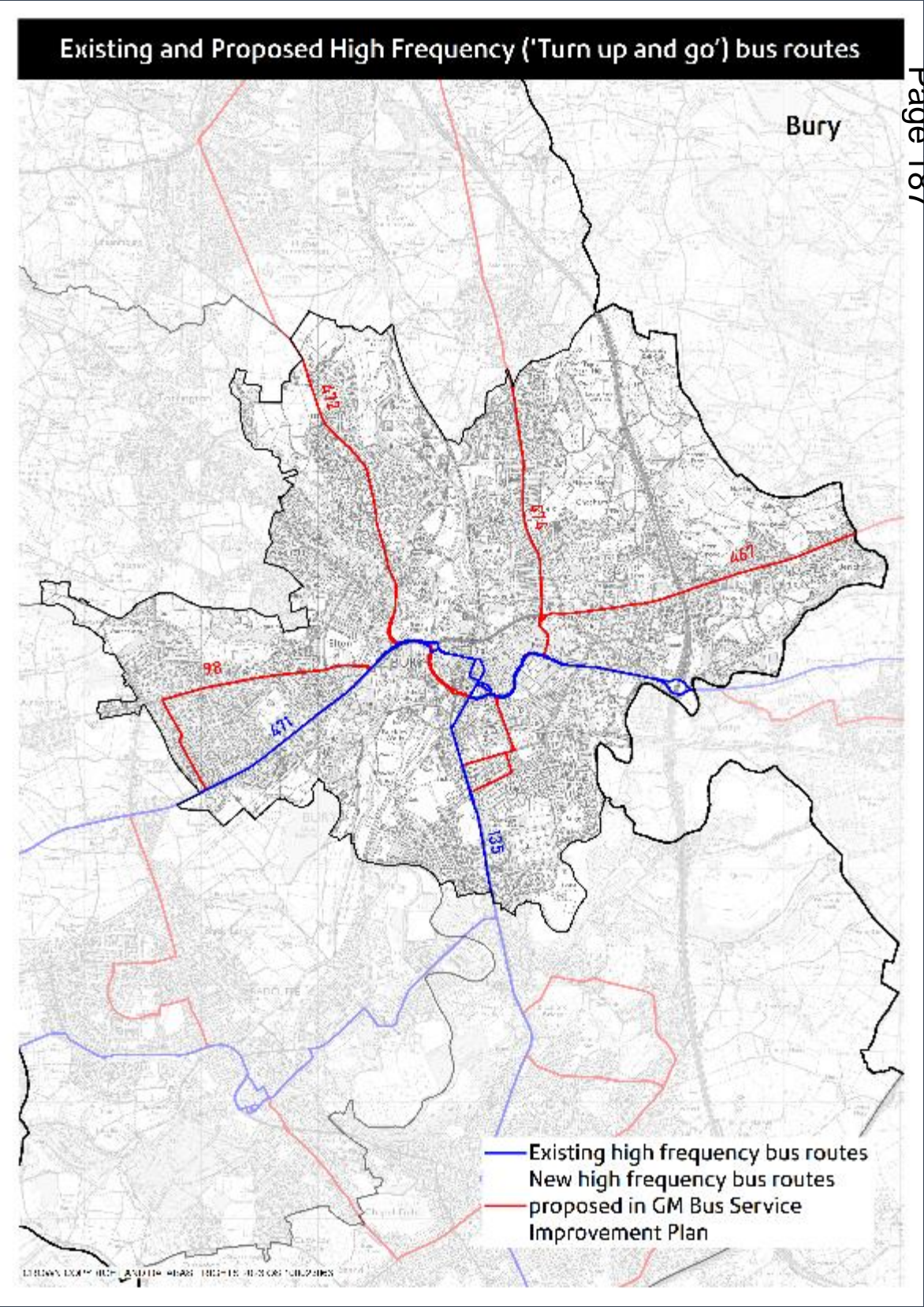
BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency bus network would run through the Bury township.

The table below shows all the services in the Borough that are part of Greater Manchester's proposed high frequency bus route work. A plan of all these routes and services can be found in the bus chapter.

As the map shows, several of the proposed high frequency network routes are in the Bury township and converge at Bury Interchange. Some of the routes already benefit from a high frequency service (the blue routes on the map).

These proposed high frequency routes would be an enhancement of the existing service. These would not be the only bus services in Bury township. The map on the next page shows the routes of all buses that serve Bury.

Service	Route
163*	Manchester - Middleton - Heywood
93	Bury - Prestwich - Agecroft - Manchester
97	Bury - Unsworth - Prestwich - Manchester
98	Bury - Radcliffe - Whitefield - Manchester
135*	Bury - Whitefield - Cheetham Hill - Manchester
471*	Rochdale - Bury - Bolton
524*	Bolton - Radcliffe - Bury
472	Bury - Ramsbottom circulars
474	Bury - Ramsbottom circulars
467	Rochdale - Daniel Fold - Bamford - Bury
468	Rochdale - Greave - Bamford - Jericho - Bury
*	Indicates an existing high frequency service



BURY – WHAT WE PROPOSE TO DO:

Bus

Bus services to Fairfield General Hospital




Fairfield General Hospital is located 2 miles from the centre of Bury and is the third largest hospital run by the Northern Care Alliance. The Hospital is one of the biggest trip generators in the Borough.

The hospital is committed to improving the health and wellbeing of the wider community and to helping to deliver a net zero emissions National Health Service. Encouraging active ways of travelling and encouraging the use of public transport for those who are able to do so is part of this commitment. We will consider how we can support the hospital in meeting this commitment.

The hospital is not currently on one of the existing or proposed high frequency bus routes. It is served by the 467 and 468, which stop outside the hospital on Rochdale Old Road, while the B4 service between Bury and Heywood/ Hopwood serves bus stops within the hospital grounds. The hospital is around 10 minutes by bus from Bury Interchange.



The hospital can also be accessed by some door-to-door demand responsive transport services . The Heywood Local Link provides journeys to/from Fairfield General Hospital in Bury from the Pilsworth area. For those less able to use conventional public transport, the door-to-door Ring and Ride service can also be used for journeys to/from Fairfield General.

Approximate travelling time to Fairfield General Hospital		
		
467	468	B4
mins	mins	mins
14 Bury	14 Bury	23 Bury
Fairfield General Hospital	Fairfield General Hospital	9 Ferngrove
9 Bamford	8 Bamford	4 Topping Fold
17 Daniel Fold	18 Greave	Fairfield General Hospital
29 Rochdale	25 Rochdale	9 Heywood
Frequency (mins)	Frequency (mins)	Frequency (mins)
Mon – Sat daytime – 40	Mon – Sat daytime – 40	Mon – Sat daytime – 60
Evening/Sun & Pub hols – 60	Evening/Sun & Pub hols – 60	Evening/Sun & Pub hols – 120

Local Link
Heywood
Asda
Birch Services
Heywood Distribution Park
Heywood town centre
(East Lancs Railway)
Pilsworth (Park 66)
www.tfgm.com/locallink

Heywood Local Link Service



BURY – WHAT WE PROPOSE TO DO: Walking, Wheeling & Cycling

Fishpool and Pimhole

- We will deliver the Fishpool and Pimhole Active Travel Scheme, which features new controlled crossings, cycle facilities, road closures, traffic calming and one-way systems.
- We also propose to build a new bridge at Gigg Mills for cyclists and walkers and an Elton link from the canal to the town centre including a new river bridge.

National Cycle Route 6

- National Cycle Network Route 6 passes through the west side of Bury town centre. It is proposed that this is improved where there are opportunities to do so.
- The linkages from Route 6 into other key attractions in and around Bury are poor and it is proposed that these linkages are improved alongside our development proposals in the town centre (e.g. the Interchange, the new market flexi-hall and the Millgate), in addition to CRSTS funding.

Angouleme Way

- The ring road around the town severs it from neighbouring communities so we will seek to improve walking and cycling crossings where possible (building on the successful implementation of the cyclops junction near the colleges).
- Some crossing facilities on the ring road do not meet the latest design standards, so several interventions are being developed to address this and will be consulted upon.



BURY Active Travel Network

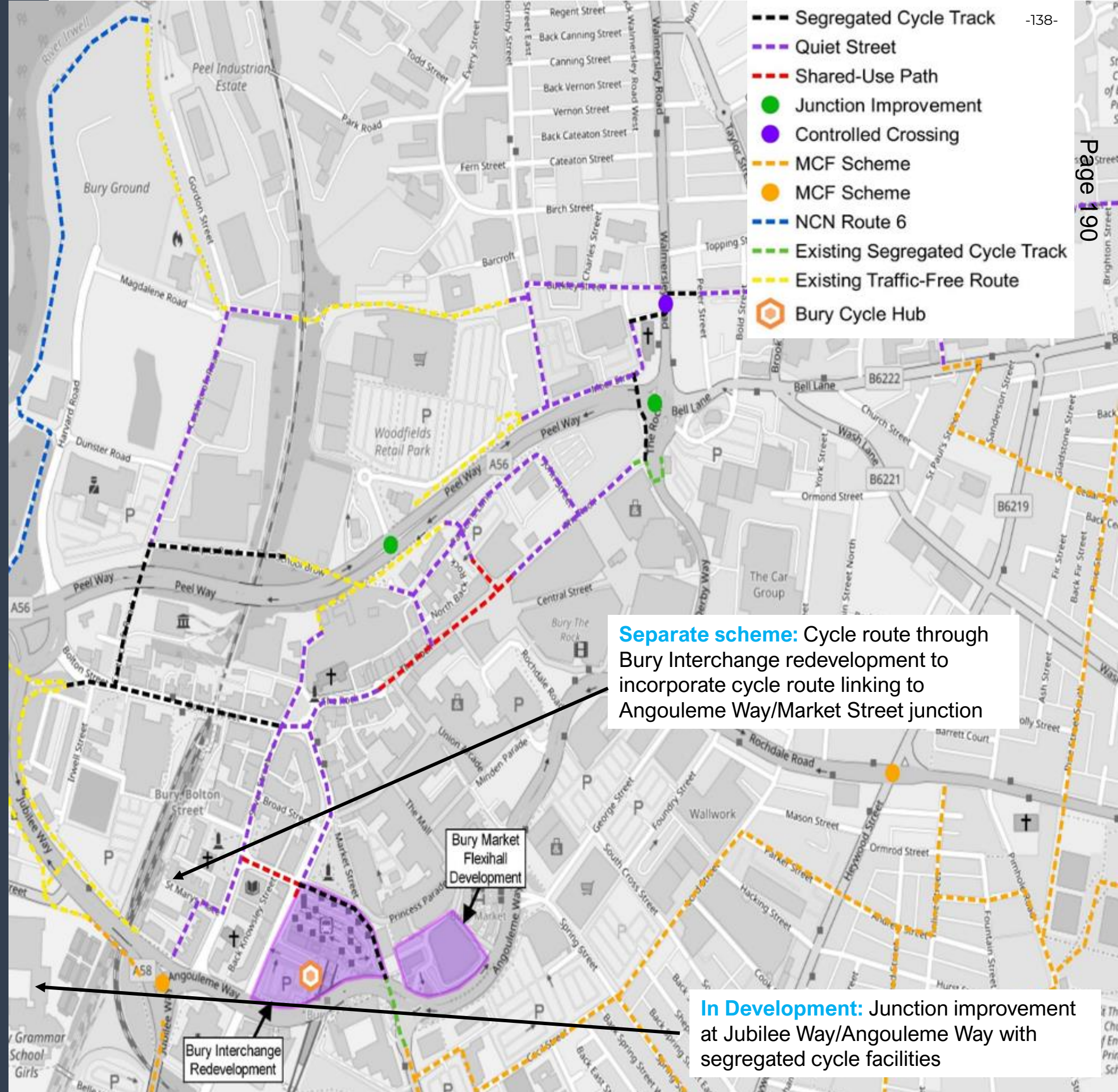
Draft Proposals

Funding Available: £4.1m CRSTS

We have secured £4.1m of City Region Sustainable Transport Settlement money to improve walking and cycling infrastructure in and around Bury town centre.

Draft proposals are still be developed and will be subject to more detailed engagement and consultation later in 2023, but some of the proposed routes that are currently being considered are identified on the adjacent plan. The improvements could include:

- Improvements to Bolton Street/Croston Road junction incorporating segregated cycle crossings;
- Widening current off routes linking Jubilee Way and Bolton Street and improving footway/cycle way demarcation;
- Provision of segregated cycle tracks on Bolton Street and Castlecroft Road;
- A new crossing on Walmersley Road linking to quiet routes on Moor Street, Fox Street and Buckley Street;
- A quiet route along Badger Street, Bridge Street, Kay Street, Massey Street to link to Bury East Mayor's Challenge Fund (MCF) scheme at Hoyles Park;
- Improvements to the Peel Way/Walmersley Road junction with a segregated cycle crossing on the west arm;
- Cycle traffic to be permitted through The Rock pedestrian area; and
- Quiet routes on Market Street, Silver Street and Back Manchester Road linking to the Jubilee Way/Angouleme Way junction improvement.



BURY – WHAT WE PROPOSE TO DO:

Highways & Parking

- **On road safety:** A 20mph speed limit scheme has been implemented at Albert Street and a 20mph School Zone has been delivered at Colville Drive. Signing and lining improvements and safety signs have been delivered on Brandlesholme Road. A school street initiative has been implemented at Guardian Angels Primary School. We have also delivered Bikeability cycle training to school children in years 5, 6 and 7.
- **Road safety:** There are plans for a zebra crossing on Tottington Road (near Walmsley Street), and further school streets/safer routes to school initiatives proposed for Christ Church, St Joseph and St Bede's, St Thomas', Chesham and Chantlers Primary Schools.
- **On highway maintenance:** We will continue to deliver a programme of preventative maintenance treatment to stop further deterioration of the road surface such as patching, micro asphalt and surface dressing. Information on which roads will receive surface dressing each year is published on the Council's website.
- **On highway maintenance:** We will continue to deliver our Highways Investment Strategy to resurface roads that have gone beyond using any preventative treatment, which includes works on Wash Lane, Bond Street to Moorgate, Bury East. Information on which roads will be treated each year is published on the Council's website.
- **On highways maintenance:** We will continue to deliver our street lighting replacement programme to replace lighting columns that are coming to the end of their serviceable life and install energy efficient LED lamps.
- **On Electric Vehicle Charging infrastructure (EVCI):** We will increase the number of publicly available chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land, with new infrastructure starting to be installed by Autumn 2023.
- **On parking:** we will engage with stakeholders to develop a car parking strategy for Bury that addresses identified parking issues and meets the needs of the town's visitors, residents and businesses.
- **On Highways:** we will investigate options to remodel the A56 Walmsley Road/Peel Way/Derby Way junction to improve facilities for pedestrians and cyclists.

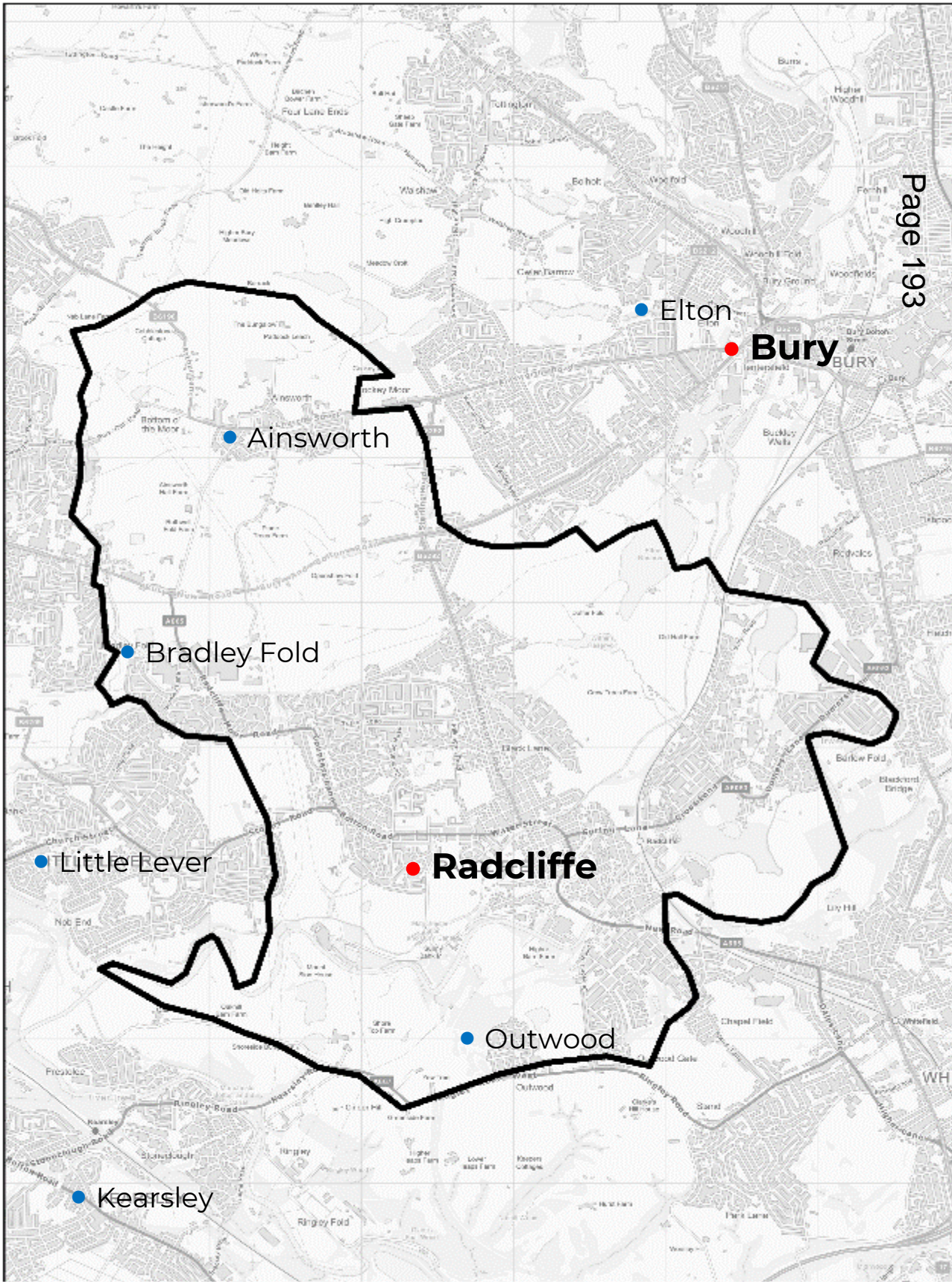


We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Bury township. We will continue to work with our partners Transport for Greater Manchester to develop an integrated transport system that connects people to opportunities and promotes economic regeneration.

All transport projects and interventions are dependent on available funding. The cost of the transport improvements required to deliver the Local Transport Strategy is in excess of the funding currently available. We will therefore explore a range of sources to fund the proposed projects and interventions in the later stages of the Delivery Plan.

Summary of Key Transport Proposals for Bury Township
Metrolink
Redevelopment of Bury Interchange
Bus
Roll out of bus franchising
Potential Quality Bus Transit route between Bury and Rochdale
Walking, Wheeling & Cycling
Active travel improvements in Bury Town Centre funded through CRSTS
New bridge at Gigg Mills for cyclists and walkers
Elton link from the canal to the town centre including a new river bridge
Fishpool and Pimhole Active Travel Scheme
Investigation of options for further pedestrian and cycle crossing points across the Ring Road safely
Bikeability cycle training
Implement School Streets where appropriate
Highways and Parking
Street lighting column replacement & LED lamp programme 2020-2024
Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI)
Develop a parking strategy for Bury to meet resident and visitor needs
Preventative highway maintenance
Highway Investment Strategy resurfacing programme

11: RADCLIFFE TOWNSHIP



Township	Wards
Radcliffe	Radcliffe North & Ainsworth, Radcliffe West, Radcliffe East

RADCLIFFE

Radcliffe town centre is the focal point of the Radcliffe township, which largely includes residential communities including settlements at Ainsworth and Outwood. The township also has a proud industrial heritage.

Similar to many former industrial communities, the town continues to feel the ongoing effects of economic restructuring. Traditional employment has declined and the town has some of the highest levels of deprivation across the Borough, with significant challenges in relation to employment, skills and health. In parallel, the growth of convenience and digital retail has put considerable pressure on the high street, which has experienced a sharp decline, impacting on the range and quality of services within Radcliffe town centre. Therefore, Radcliffe is a key local focus for regeneration and growth.

The Places for Everyone Joint Development Plan proposes to allocate a large-scale site at Elton Reservoir for 3,500 homes together with supporting physical and social infrastructure. It is anticipated that this site will be a major boost to social and physical regeneration efforts in Radcliffe.

Bury Council remains committed to prioritising the development of brownfield land and there are a number of sites within Radcliffe which are being brought forward for new housing development.



RADCLIFFE STRATEGIC REGENERATION FRAMEWORK

A Strategic Regeneration Framework (SRF) for Radcliffe has been prepared by the Council. The SRF identifies a clear set of interventions and wider strategies to guide growth and to help deliver the transformational change that is required through regeneration in the town. The Framework focuses on the delivery of a new centrally located Civic Hub alongside plans for the delivery of more than 500 new homes in and around the town centre, a new secondary school, improvements to the Market Hall and a new Enterprise Centre. To help support the delivery of the vision, £20m Levelling up Funding has been secured to deliver the new Civic Hub.

Key development proposals identified in the Strategic Regeneration Framework for Radcliffe include:

Radcliffe Civic Hub - a new Civic Hub will be built in the heart of Radcliffe town centre. It will accommodate a new leisure centre, co-located with a modern library, flexible community space and council workspace, alongside new commercial units at ground floor.

Radcliffe Market, Market Basement and Market Chambers – The Market Basement will be refurbished to create a large community and cultural events space. A new entrance space will be created on the site of the former TSB building. The Market Chambers will be turned into new retail, food and beverage spaces, flexible office and studio space.

Enterprise Centre / Makerspace – the vacated library will be refurbished to support the creation of a new enterprise facility, offering pathways to intensive incubator and accelerator opportunities.

North Block - it is proposed that the buildings currently located off Dale Street and Blackburn Street will be demolished (this excludes the large building located on the corner of Railway Street and Blackburn Street, occupied by Outreach Community and Residential Services). It is currently considered that the area has the opportunity to provide new retail, residential, and commercial space.

Secondary School - a new secondary school will be built on the former Coney Green school site.

Public Realm - the proposals for the town centre will be supported by improved public realm around the Civic Hub.



RADCLIFFE - KEY HOUSING SITES

Bury Council remains committed to prioritising the development of brownfield land. In Radcliffe these include the following sites: .

The Former East Lancashire Paper Mill site

Outline planning permission has been granted for up to 400 homes. It is envisioned that the site will be developed with a majority of family housing and a small number of apartments. A large area of green space will be landscaped and brought into use at the south of the site as a new park near central Radcliffe.

School Street

The proposed development on this site will be around 90 new homes. It is anticipated that these homes will be designed for the needs of families and will be a mix of three-bedroom and four-bedroom houses.

Blackburn Street/Green Street

Proposed development on this site is anticipated to be 132 new homes and around 10,000 square feet of commercial space.

Whittaker Street

This site has now been vacated and will be brought forward for residential development.



PLACES FOR EVERYONE - ELTON RESERVOIR

Elton Reservoir has been identified as a significant site for housing delivery in the *Places for Everyone* Plan.

The proposed development at Elton Reservoir would deliver:

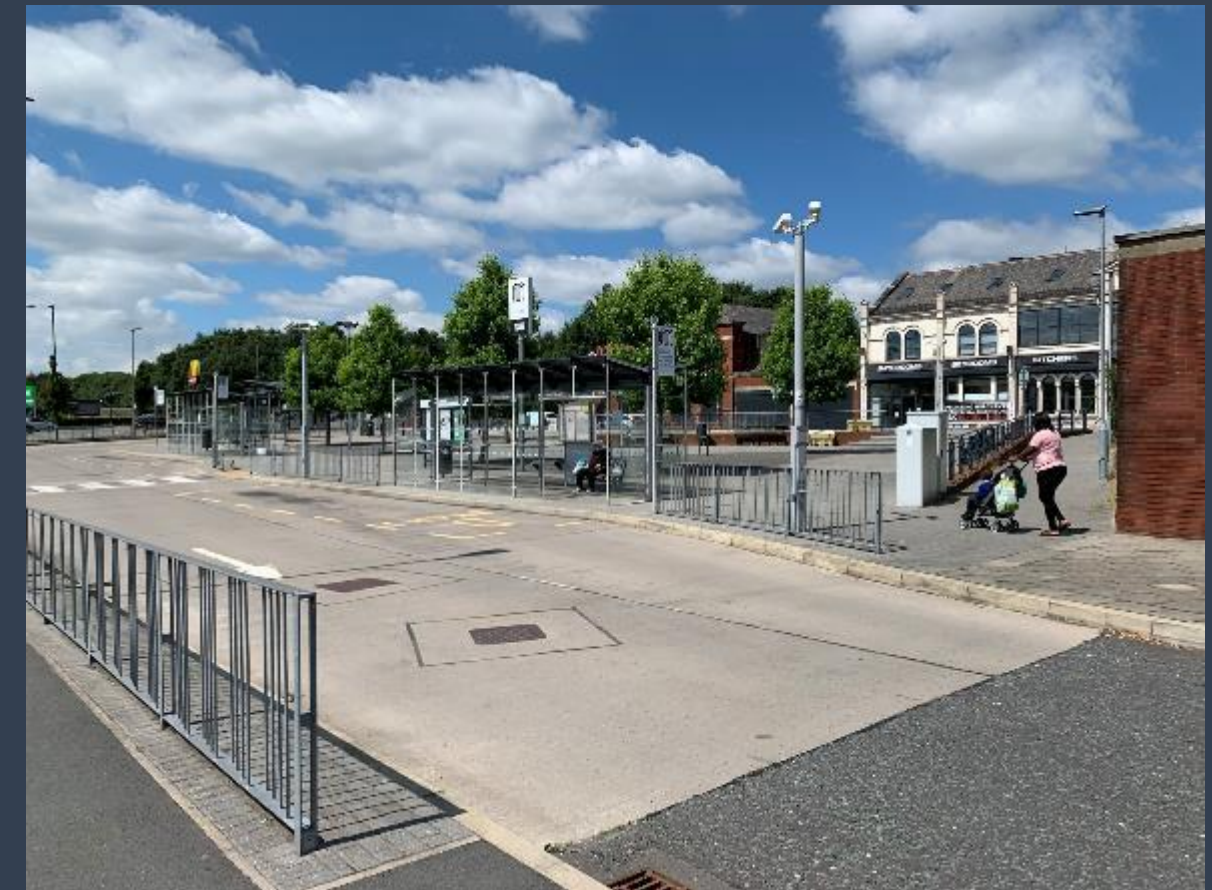
- Approximately 3,500 homes – providing a range of house types and sizes, including a significant amount of much needed affordable homes and specialist accommodation;
- Substantial new transport infrastructure, including new significant highways infrastructure and a new Metrolink stop;
- A local centre with convenience shopping and health facilities;
- Educational facilities, with two new primary schools incorporated within the development; and
- Recreational facilities, including a country park that will provide improved access in and around the reservoir.



RADCLIFFE TRANSPORT ISSUES

Radcliffe is well connected by road with easy access to the M60, M66 and M62. The Metrolink stop is located on the eastern edge of the town centre and provides a direct connection to Bury and Manchester. The Metrolink has a park and ride facility. Radcliffe Bus Station is located within the core of the town centre, providing local bus services to Bury, Bolton and Manchester. There are numerous Public Right of Way and cycle routes within and around the town centre.

A Radcliffe Transport Strategy was developed to support the Strategic Regeneration Framework which identified a number of transport issues and challenges as well as potential interventions to address them. The Radcliffe Transport Strategy has informed this Local Transport Strategy and it also formed the basis of the bid to the City Region Sustainable Transport Fund for active travel improvements in and around Radcliffe.



Summary of transport issues in Radcliffe

- A665 Pilkington Way severs the town centre, creating a barrier to movement from the west of the town centre into the heart of the centre itself.
- Pilkington Way and Spring Lane present a barrier and a poor environment for walking and cycling.
- There are areas of congestion in and around the town at certain times of the day, including on Spring Lane.
- There is a poor sense of arrival into the town centre at key locations and junctions including The Parish of St Thomas and St John's Church at the top of Blackburn Street, Pilkington Way and Dale Street, as well as the junction of Stand Lane and New Road.
- There is a poor arrival experience at Radcliffe Bus Station due to the current segregation of the station from the wider town centre.
- There is a need to better connect the Metrolink stop with the wider town centre, as it currently feels segregated despite being geographically close.
- Existing town centre wayfinding is dated and a sense of arrival is missing at key locations.
- On-street cycle infrastructure feels tokenistic and does not deliver a safe and attractive cycle network.
- There are poor connections to key active travel assets such as the Manchester, Bolton and Bury Canal which need to be improved.
- Large areas of surface car parking create areas of urban voids.

This Local Transport Strategy identifies the investment priorities that we will focus on to improve transport throughout the Borough. But we are not starting from scratch. Bury is one of the ten local authority areas in Greater Manchester already working to deliver the Greater Manchester 2040 Transport Strategy in partnership with Transport for Greater Manchester and the other nine local authorities. This means that we are already working towards the ambition for half of all journeys in Greater Manchester to be made by public transport, walking, wheeling or cycling by 2040. This is called the ‘*Right Mix*’ target. Our Local Transport Strategy will provide more detail on what this means for the Borough and what our local priorities are. Having a Local Transport Strategy will put us in a stronger position to identify and attract the funding we need to deliver schemes that are locally important. It will enable the Council to identify and develop proposals for transport interventions to competitively bid for monies when they become available.

What we and our partners have already done ...

- **On Metrolink:** TfGM has created additional car parking capacity at the tram stop.
- **On bus:** TfGM has introduced cheaper bus fares: there is now a £2 single journey cap (£1 for children) and a £5 AnyBus (£2.50 for children) all day cap for bus journeys throughout Greater Manchester and a weekly cap of £21 (£10.50 for children).
- **On parking:** we have carried out a parking survey in Radcliffe as we know that car parking capacity in Radcliffe is an issue. This survey includes an assessment of locations for potential new car parks.
- **On highways maintenance:** over the last two years we have spent around £1.7 million on resurfacing roads in Radcliffe at the locations shown in the adjacent table.
- **On preventative highways maintenance:** we have invested an additional £356,000 on preventative highway maintenance.
- **On cycling and walking:** we have installed a bike library at Radcliffe Library and secure cycling parking facilities at Radcliffe Metrolink Stop.
- **On road safety:** delivered Bikeability cycle training to school children in years 5, 6 and 7.

Road Name	Extent of road resurfaced
Bolton Road	Wordsworth Avenue - Turf Street
Belgrave Street	Full Length
Houldsworth Street	Full Length
Westminster Avenue	Coronation Road - No.38
Bury Old Road	Boundary - Arthur Lane
Lever Street	Full Length
Alpha Street	Full Length
James Street North	Full Length
Pilkington Way and New Road	Junction with Dale Street - BP Garage
Adelphi Street	Full Length
Meadowcroft	Full Length
Alma Street	Knowles St - Cemetery Road and Adelphi Street - No.235



RADCLIFFE – WHAT WE PROPOSE TO DO:

Metrolink

In partnership with TfGM, we will seek to make significant improvements to the existing Metrolink stop in line with the investment priorities contained in this Strategy. As part of this, we will seek to:

- Provide better crossing facilities to make it safer for pedestrians and cyclists to get to the tram stop along Church Street West;
- Provide better crossing facilities for pedestrian and cyclists on Spring Lane, linking the new secondary school to the tram stop and also linkages to the town centre;
- Improve accessibility to the tram stop, including a ramp to the east side of the stop for pedestrians and cyclists. This would provide a direct route to the East Lancashire Paper Mill housing development;
- Enhance wayfinding from the Metrolink stop into the town centre;
- Install a cycle hub at the stop to support users travelling by bike;
- Explore the potential for a travel hub and sustainable transport modes as part of the existing 'park and ride' facilities

We will continue to work with TfGM to develop proposals for the new Metrolink stop to support the proposed Elton Reservoir development, including a Travel Hub and Park and Ride, the key elements of which could include; secure cycle parking, drop-off pick-up and taxi bays; shared mobility spaces; electric vehicle charging points and parcel lockers.



RADCLIFFE – WHAT WE PROPOSE TO DO:

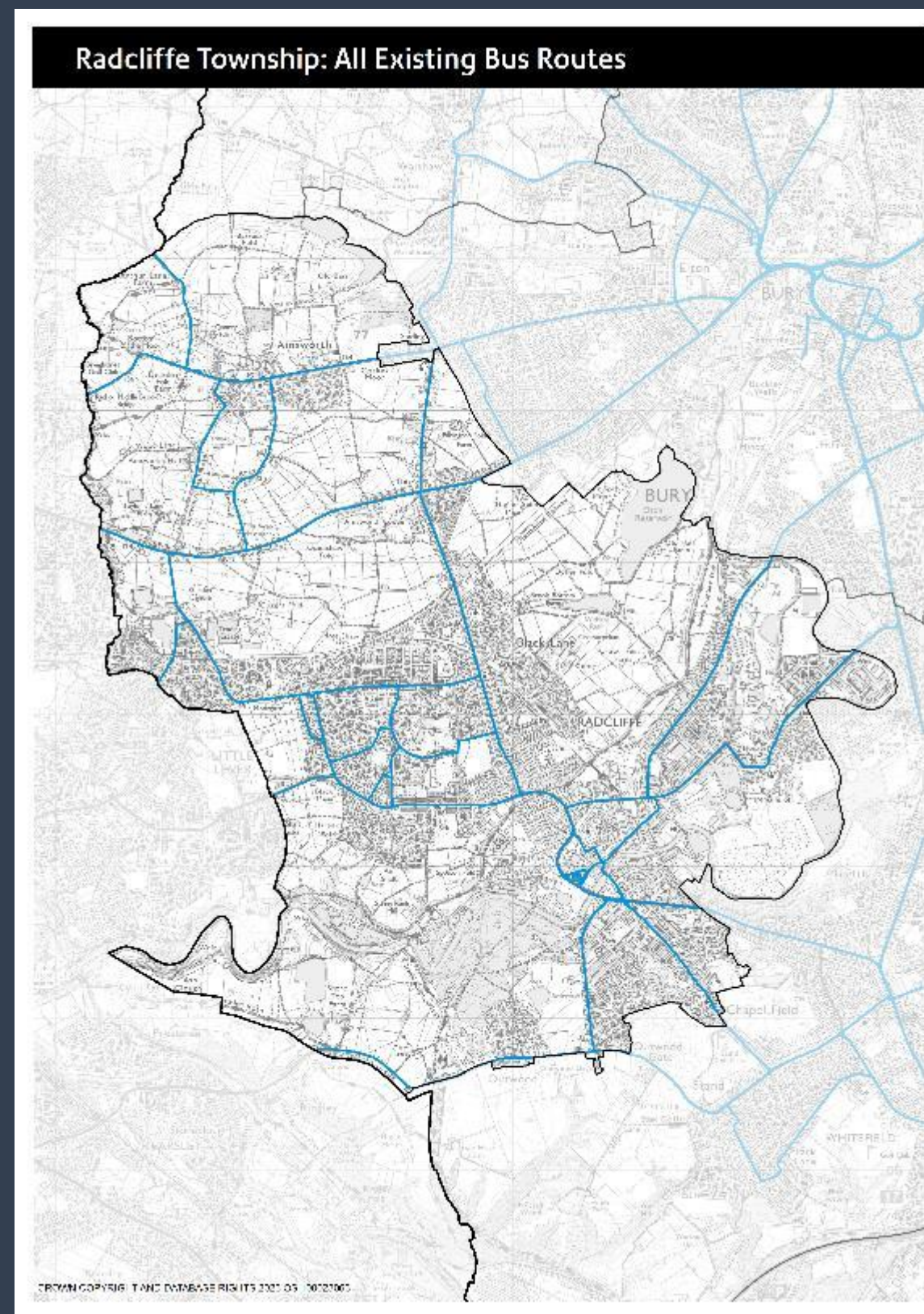
Bus

We will work with Transport for Greater Manchester to secure investment to improve bus services and bus infrastructure in Radcliffe.

Across Greater Manchester, buses are being brought back under local control for the first time since they were de-regulated in 1986 under a system called franchising.

Franchised services will start running in some parts of the Borough from September 2023, including in Radcliffe, and the rest of the Borough from March 2024.

The adjacent plan shows all the existing bus routes that exist in the township but we will seek to identify where additional services and routes may be needed or existing routes strengthened.



RADCLIFFE – WHAT WE PROPOSE TO DO:

Bus

The Greater Manchester's Bus Service Improvement Plan (BSIP) set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes to form a 'London-style network'.

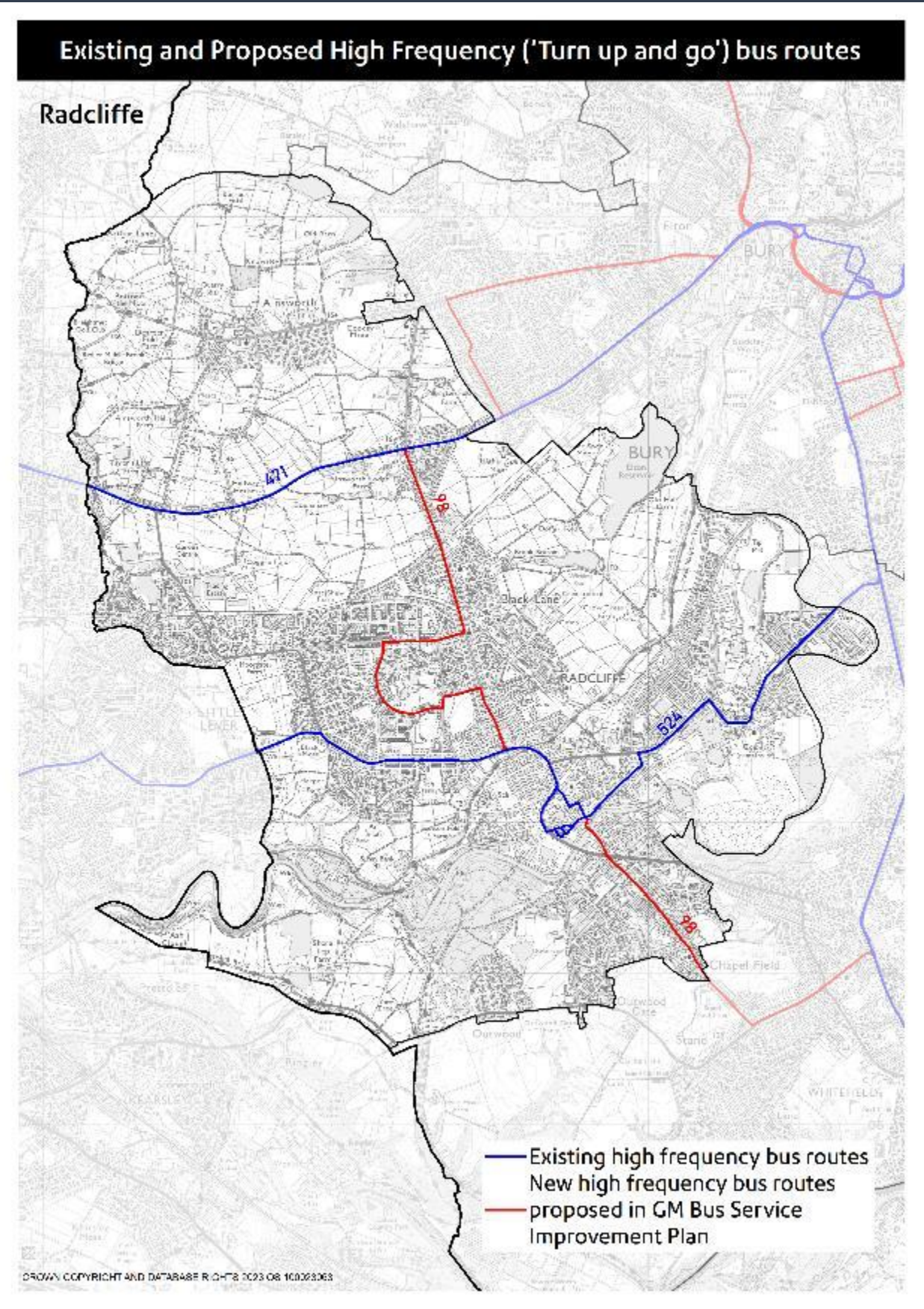
BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency bus network would run through the Radcliffe township.

The table below shows all the services in the Borough that are part of Greater Manchester's proposed high frequency bus route network. A plan of all these routes and services can be found in the bus chapter.

As the adjacent map shows, several of the proposed high frequency network routes are in the Radcliffe township. Some of the routes already benefit from a high frequency service (the blue routes on the map).

These proposed high frequency routes would be an enhancement of the existing service. These high frequency routes would continue to be supported by other routes across the township.

Service	Route
163*	Manchester - Middleton - Heywood
93	Bury - Prestwich - Agecroft - Manchester
97	Bury - Unsworth - Prestwich - Manchester
98	Bury - Radcliffe - Whitefield - Manchester
135*	Bury - Whitefield - Cheetham Hill - Manchester
471*	Rochdale - Bury - Bolton
524*	Bolton - Radcliffe - Bury
472	Bury - Ramsbottom circulars
474	Bury - Ramsbottom circulars
467	Rochdale - Daniel Fold - Bamford - Bury
468	Rochdale - Greave - Bamford - Jericho - Bury
*	Indicates an existing high frequency service



Radcliffe Active Travel Network

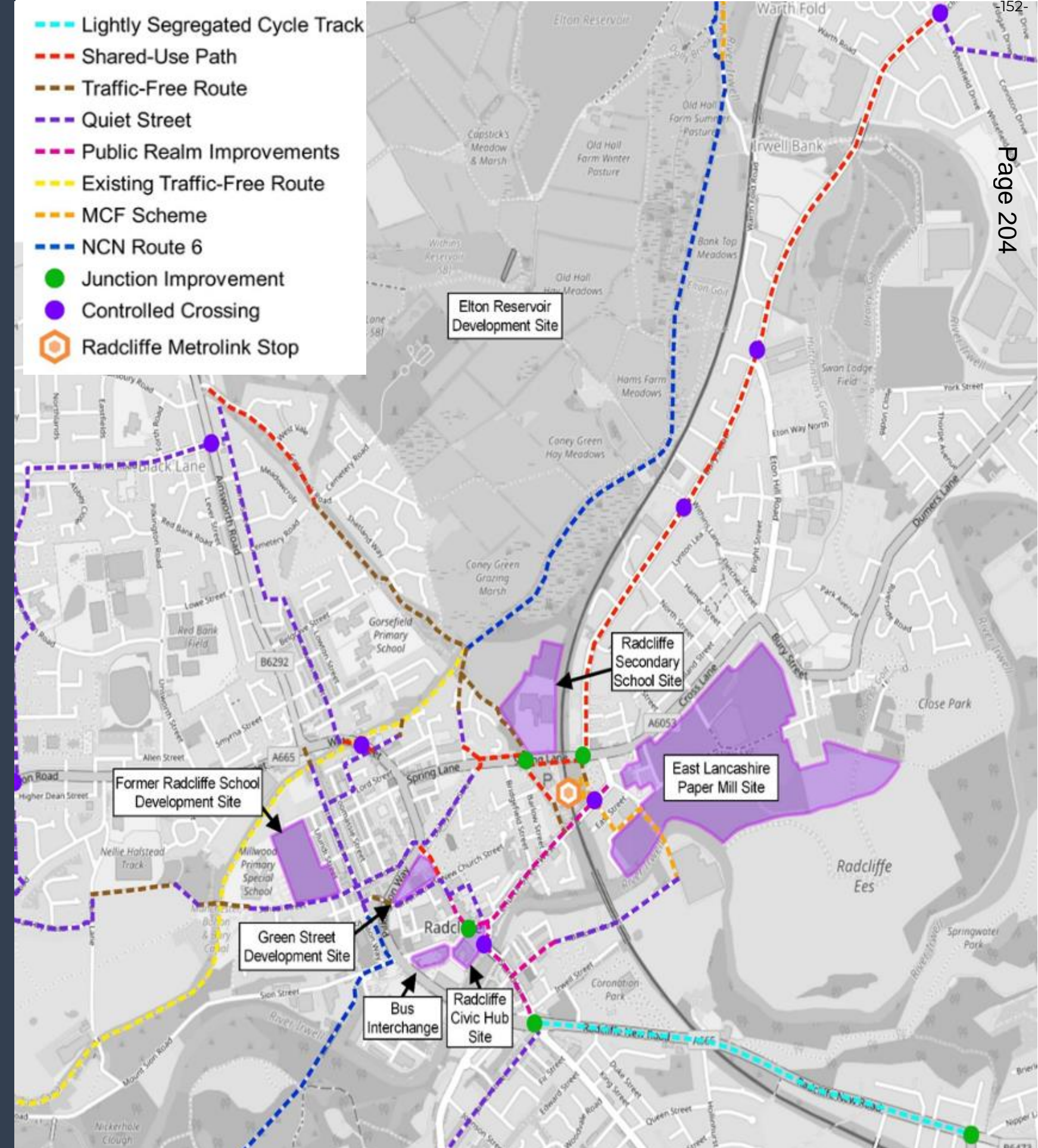
Draft Proposals

Funding Available: £9m CRSTS

£9m of City Region Sustainable Transport Settlement funding has been secured to improve walking and cycling infrastructure in and around Radcliffe town centre.

The draft proposals are still being developed and will be subject to more detailed engagement and consultation later in 2023 but some of the proposed routes that are currently being considered are identified on the adjacent plan. The improvements could include:

- A new signal controlled crossing on Water Street linking to the canal towpath.
- A network of quiet streets linking to the town centre and the banana path.
- Improvements to Radcliffe New Road /Stand Lane junction with segregated cycle crossings.
- A shared use path and signal controlled crossings on Bury Road/Radcliffe Road linking to Manchester Road at Fishpool.
- Widening the Banana Path and improving the lighting.
- A new Cyclops junction at the school access road and shared use paths along Spring Lane from Bury Road to Darbyshire Street.
- Pedestrian/public realm improvements to Church Street West/Dale Street.
- Improvements to the junction of Blackburn Street/Deansgate linking to Civic Hub.
- Lightly segregated cycle tracks on Radcliffe New Road with a signal controlled junction with pedestrian crossings at Dales Lane.

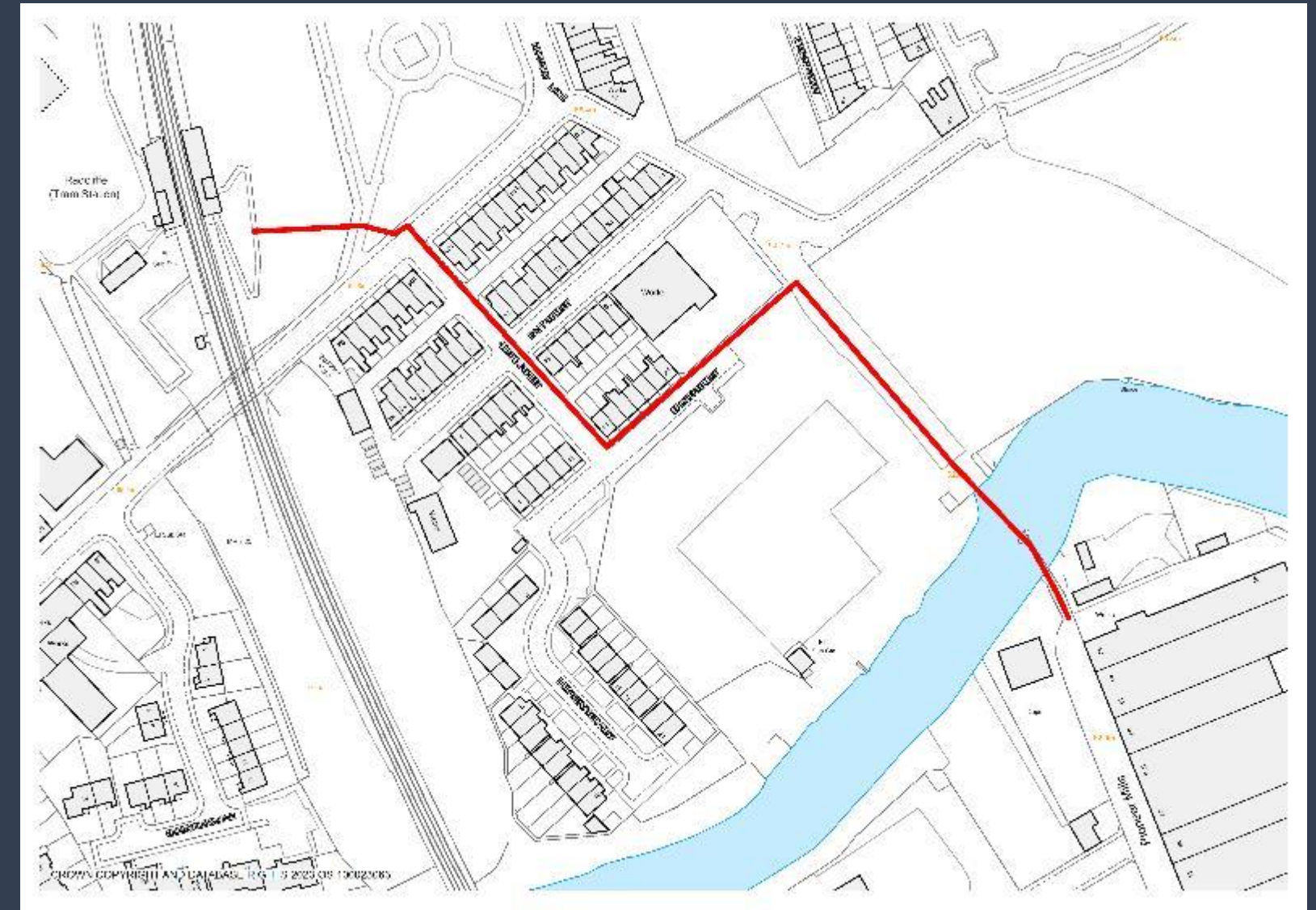


RADCLIFFE – WHAT WE PROPOSE TO DO: Walking, Wheeling and Cycling

As part of our aims to encourage more active travel and improve connectivity across the Borough, we will deliver a new bridge and active travel link from Rectory Lane to Milltown Street. A new crossing to Festival Gardens, across Church Street West to Glebe Street, will also be provided. This crossing will support enhanced active travel connections, particularly from the proposed East Lancashire Paper Mill site into Festival Gardens and the Metrolink stop.



Milltown Street Bridge Visualisation (part of the Radcliffe Central Beeway scheme)



Proposed line of active travel route from East Lancashire Paper Mill site to Radcliffe Metrolink Stop

RADCLIFFE – WHAT WE PROPOSE TO DO:

Highways and Parking

On highways, we propose to:

- Develop a new strategic link road as part of the Elton Reservoir development. This will help to provide a more resilient highway network and permeability within Radcliffe and beyond.
- Upgrade key highway junctions across Radcliffe to allow for improved traffic flows and cater for public transport and active travel movements (e.g. Spring Lane/Blackburn Street junction)
- Deliver a programme of preventative maintenance treatment to stop further deterioration of the road surface such as patching, micro asphalt and surface dressing. Information on which roads will receive surface dressing each year is published on the Council's website.
- Continue the delivery of our Highways Investment Strategy to resurface roads that have gone beyond using any preventative treatment. Information on which roads will be treated each year is published on the Council's website.
- Continue the delivery of our street lighting replacement programme, replacing lighting columns that are coming to the end of their serviceable life and install energy efficient LED lamps.
- Implement a new zebra crossing at Stand Lane (near Clough Street).
- Develop and implement a car parking strategy for Radcliffe that addresses identified parking issues and meets the needs of the town's visitors and residents.
- Increase the number of publicly available chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land, with new infrastructure starting to be installed by Autumn 2023.



RADCLIFFE PARKING



CLIENT: BURY COUNCIL

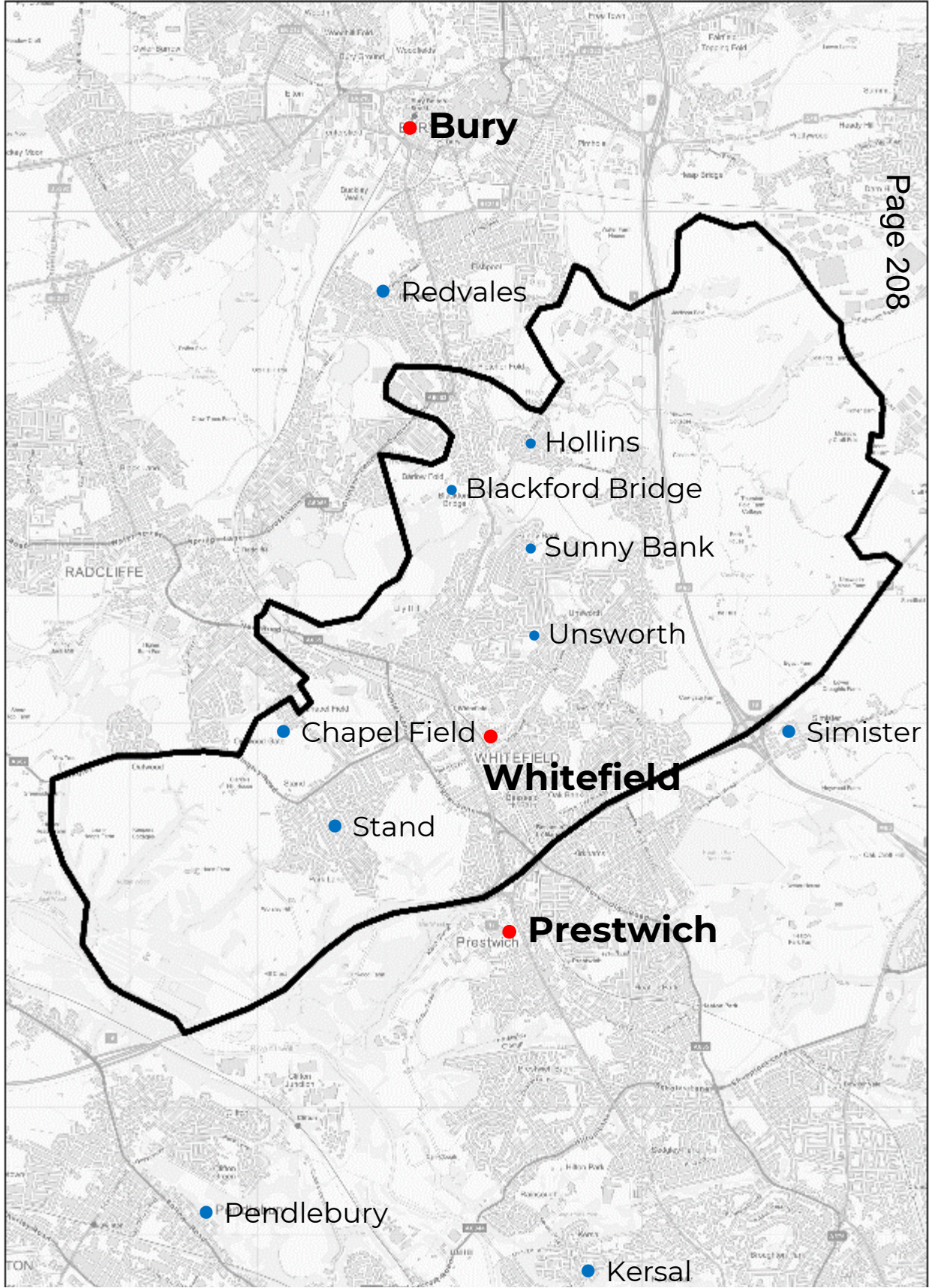
Bury **wsp**
COUNCIL

We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Radcliffe. These range from significant new infrastructure projects to on-going maintenance of existing infrastructure, which is important.

However, we will continue to work with our partners Transport for Greater Manchester and other key stakeholders to identify further opportunities for projects that will improve Radcliffe’s transport network. This includes identifying funding opportunities that may arise from national and regional initiatives.

Summary of Key Transport Proposals for Radcliffe Township	
Metrolink	Metrolink Stop Improvements at Radcliffe Metrolink Stop
	Development of proposals for a new Metrolink Stop, travel Hub/Park and Ride at Elton Reservoir
Bus	Roll out of bus franchising
	More high frequency bus routes including on the 98 (Bury to Manchester via Radcliffe) and 524 (Bolton to Bury via Radcliffe) routes
Walking, Wheeling and Cycling	Active travel improvements in Radcliffe Town Centre funded through CRSTS
	A new bridge and active travel link from Rectory Lane to Milltown Street,
	A new crossing to Festival Gardens, across Church Street West to Glebe Street
	Bikeability cycle training
	Implement School Streets where appropriate
Highways & Parking	Street lighting column replacement & LED lamp programme 2020-2024
	Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI)
	Develop proposals for a potential new Link Road as part of the Elton Reservoir development
	Develop a parking strategy for Bury to meet resident and visitor needs
	Road safety improvements: Zebra crossing at Stand Lane
	Preventative highway maintenance
	Highway Investment Strategy resurfacing programme

12: WHITEFIELD



Township	Wards
Whitefield	Unsworth, Besses, Pilkington Park

WHITEFIELD

Whitefield was historically known for its bleach works and weaving industry but has grown to become a desirable place to visit with a variety of shops, bars, restaurants and clothing shops.

Whitefield town centre is the focal point of the township but it also includes other notable areas such as Pilsworth, Hollins, Unsworth, Stand and Besses.

Proposals are currently underway to redevelop the former Wheatfields Centre in Whitefield, which once complete, will deliver high quality, affordable housing in the area.

Whitefield has also been selected to receive support from the Government's High Street Task Force (HSTF). Working with the HSTF, we will develop a Town Centre Plan for Whitefield, which will articulate a clear vision and make short and longer-term recommendations which will help to unlock the town's potential for regeneration.



WHITEFIELD TRANSPORT ISSUES

Whitefield is served by both the Metrolink and bus services that provide good connections to both Bury Town Centre and Manchester City Centre.

Whitefield also benefits from major roads that run north to south between Bury town centre and Manchester, good connections to the M60 Manchester Outer Ring Road as well as east to west links that connect the township to neighbouring areas of Borough such as Radcliffe, Sunnybank, Unsworth and Pilsworth.

Despite the Whitefield township having these good transport connections, there are still issues that need to be addressed to improve the transport offer in the township and to ensure that key development opportunities can be brought forward in a sustainable manner with equal access for all. Local businesses in the centre of Whitefield, for example, experience issues with a lack of parking for customers in the immediate vicinity. Whitefield's transport issues are summarised on the next page.



Summary of transport issues in Whitefield

- Whitefield Metrolink stop currently provides a poor sense of arrival into the town centre and needs to become more of a gateway.
- There is no direct pedestrian access from the Metrolink Park and Ride facility to the Bury-bound platform or for passengers arriving from the Manchester direction.
- There is a poor sense of arrival at Besses O'Th' Barn Tram Stop.
- The quality, layout and function of the Besses O'Th' Barn Tram Stop is sub-standard and in need of improvement. Key issues include the width of the passenger lift, which is unsuitable for users with wheelchairs or pushchairs, and the overall appearance and upkeep of the building.
- The A56/B6198 severs Whitefield town centre and makes it feel dominated by vehicles.
- There are no segregated cycling facilities along the A56 Bury New Road and the existing road markings need to be repainted to make them more visible.
- There are issues with a lack of customer parking in the immediate vicinity for local businesses in Whitefield town centre.
- There is congestion at the A56 Manchester Road/Hollins Brow junction, which causes delay for general traffic and buses.

WHITEFIELD – WHAT WE HAVE ALREADY DONE

This Transport Strategy identifies the investment priorities that we will focus on to improve transport throughout the Borough. But we are not starting from scratch. Bury is one of the ten local authority areas in Greater Manchester already working to deliver the Greater Manchester 2040 Transport Strategy in partnership with Transport for Greater Manchester the other nine local authorities. This means that we are working towards the ambition for half of all journeys in Greater Manchester to be made by public transport, walking, wheeling or cycling by 2040. This is called the ‘*Right Mix*’ target. Our Local Transport Strategy will provide more detail on what this means for the Borough and what our local priorities are. Having a Local Transport Strategy will put us in a stronger position to identify and attract the funding we need to deliver schemes that are locally important. It will enable the Council to identify and develop proposals for transport interventions to competitively bid for monies when they become available.

What we and our partners have already done ...

- **On Metrolink:** TfGM has added more than 120 extra car parking spaces at the Whitefield Park and Ride facility with the addition of a new parking deck , expanding the number of spaces from 208 to 331 spaces in total.
- **On bus:** TfGM has introduced cheaper bus fares: there is now a £2 single journey cap (£1 for children) and a £5 AnyBus (£2.50 for children) all day cap for bus journeys throughout Greater Manchester and a weekly cap of £21 (£10.50 for children).
- **On cycling and walking:** TfGM has installed cycle parking stands at the Whitefield tram stop and at Besses O'Th' Barn.
- **On highway maintenance:** Over the last two years we have spent around £700,000 on resurfacing roads in Whitefield, at the locations shown in the adjacent table.
- **On preventative highway maintenance:** We have invested an additional £315,000 on preventative highway maintenance.
- **On road safety:** We have installed pedestrian refuges at Hollins Lane, Unsworth and we have delivered a 20mph school zone at Rufford Drive, and a 20mph zone along with enhancements to existing traffic calming at Stanley Road. Interactive safety signs have also been installed at Thatch Leach Lane and Sunnybank Road. We have also delivered Bikeability cycle training to school children in years 5, 6 and 7.



Road Name	Extent of road resurfaced
Oak Lane	Full Length
Thatch Leach Lane	Full Length
Sunny Bank Road	Burndale Drive - Ajax Drive
Randale Drive	Sunnybank Road - Chadderton Drive
West Avenue	Full Length

WHITEFIELD – WHAT WE PROPOSE TO DO:

Metrolink

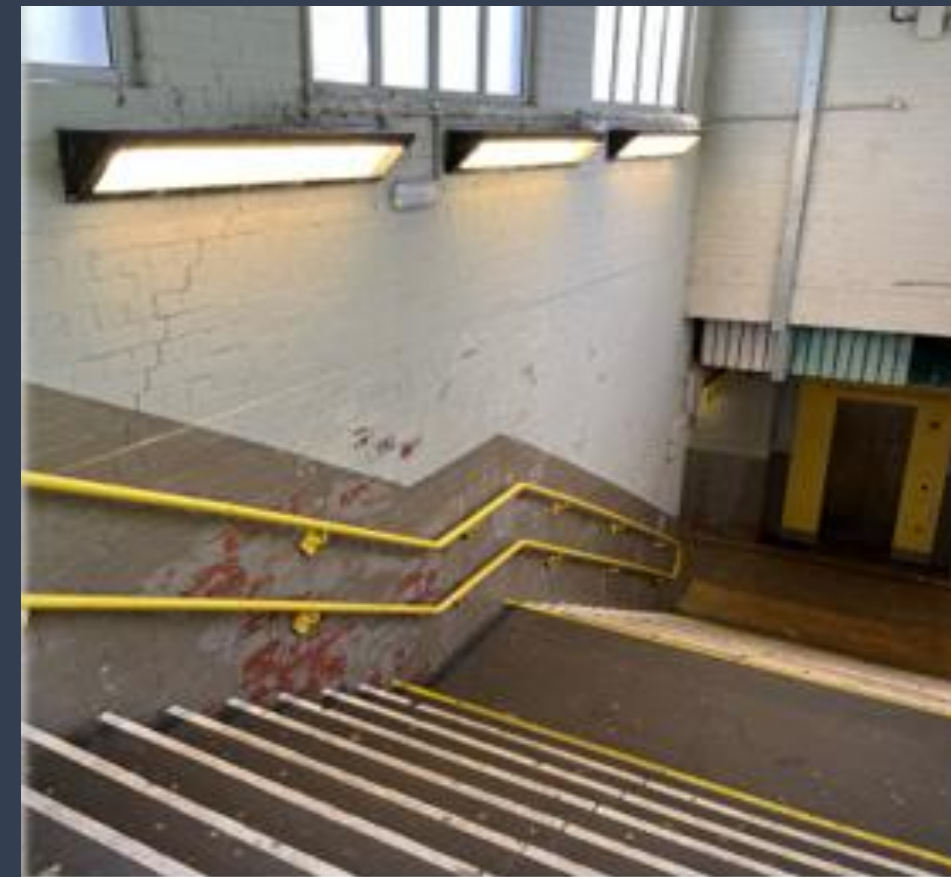
In partnership with TfGM, we will seek to make significant improvements to the existing Metrolink stop in line with the investment priorities contained in this Strategy. As part of this:

At Whitefield Metrolink Stop we will seek to:

- Provide better crossing facilities to make it safer for pedestrians and cyclists to get to the tram stop, potentially on Stanley Road and across the A56 Bury New Road.
- Install steps along the desire lines an alternative route into and out of the stop.
- Enhance wayfinding from the Metrolink stop into the town centre.
- Install a cycle hub at the Metrolink stop to support users travelling by bike.
- Create an at grade crossing over the Metrolink line to provide an alternative access to the eastern platform.

On Metrolink at the Besses O’Th’ Barn Tram Stop we will seek to:

- Upgrade the design and quality of the Metrolink building. The most cost effective and beneficial solution would be to rebuild the entire Metrolink stop with facilities that would make it accessible to all users.
- Upgrade cycle parking facilities to a travel hub to support sustainable journeys to and from the stop.



WHITEFIELD - WHAT WE PROPOSE TO DO:

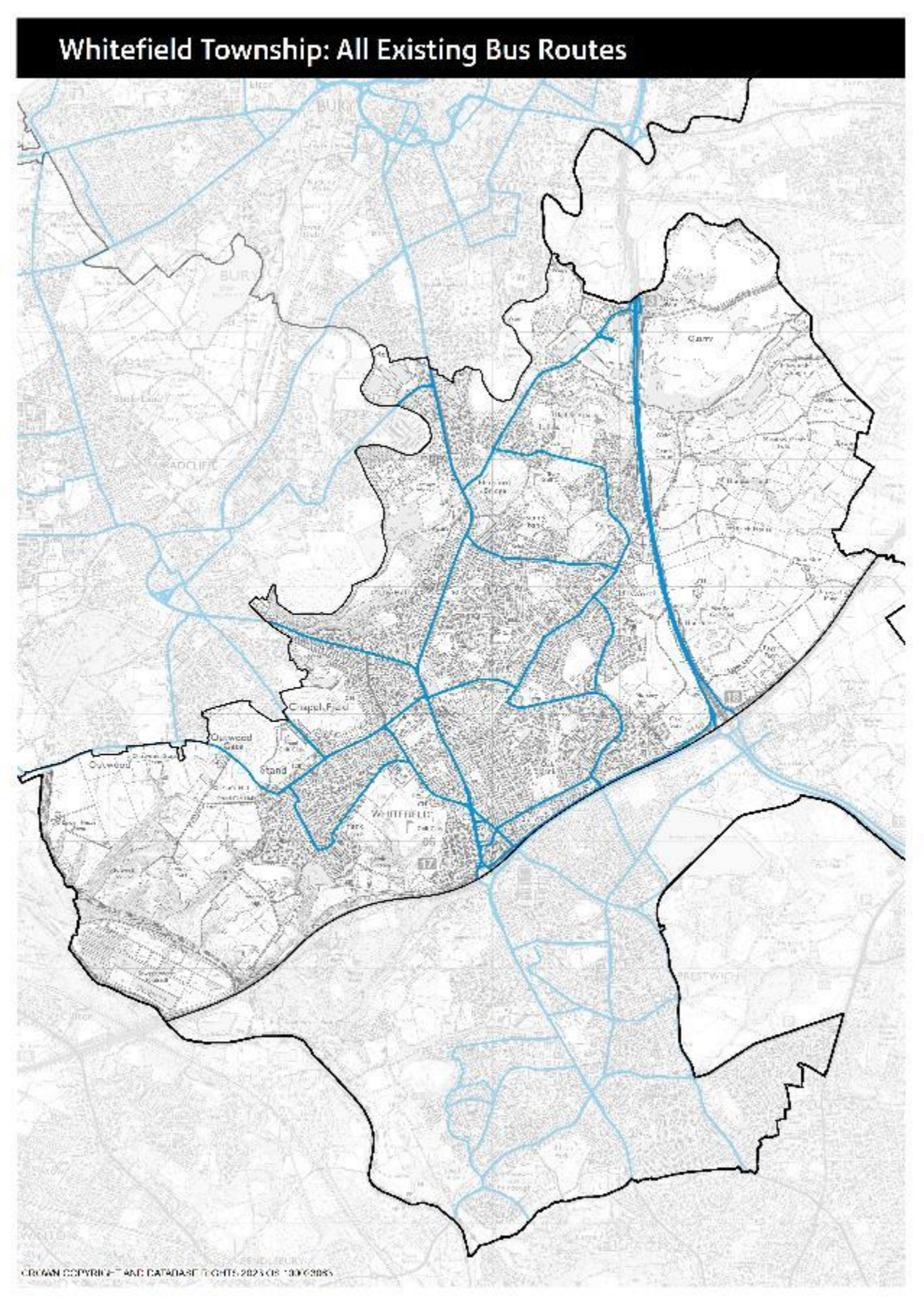
Bus

We will work with Transport for Greater Manchester to secure investment to improve bus services and bus infrastructure in Whitefield.

Across Greater Manchester, buses are being brought back under local control for the first time since they were de-regulated in 1986 under a system called franchising.

Franchised services will start running in some parts of the Borough from September 2023, including in Whitefield, and the rest of the Borough from March 2024.

The adjacent plan shows all the existing bus routes that exist in the township but we will seek to identify where additional services and routes may be needed or existing routes strengthened.



WHITEFIELD - WHAT WE PROPOSE TO DO:

Bus

The Greater Manchester's Bus Service Improvement Plan (BSIP) set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes to form a 'London-style network'.

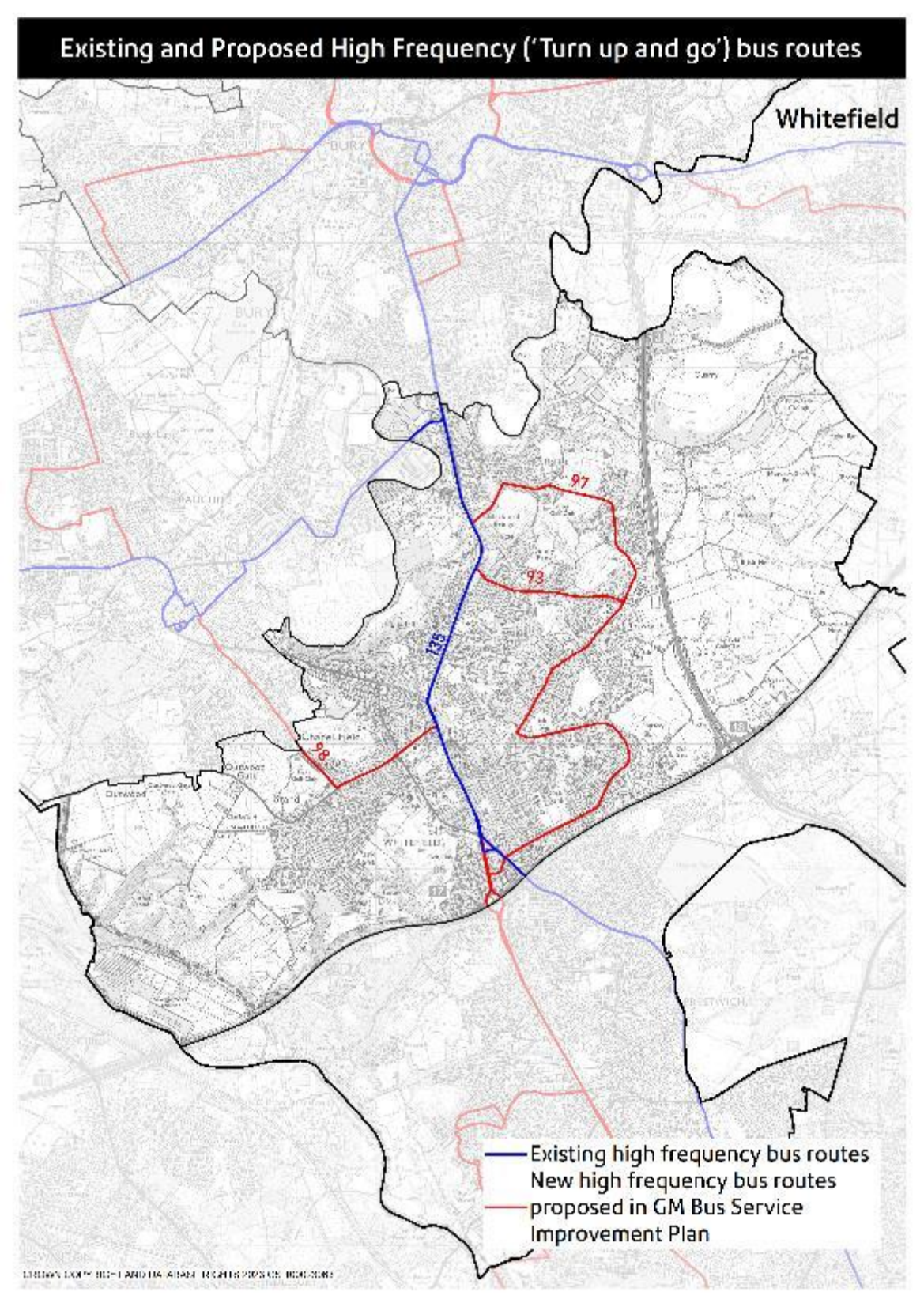
BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency bus network would run through the Whitefield township.

The table below shows all the services in the Borough that are part of Greater Manchester's proposed high frequency bus route network. A plan of all these routes and services can be found in the bus chapter.

As the adjacent map shows, several of the proposed high frequency network routes are in the Whitefield township. Some of the routes already benefit from a high frequency service (the blue routes on the map).

These proposed high frequency routes would be an enhancement of the existing service. These high frequency routes would continue to be supported by other routes across the township.

Service	Route
163*	Manchester - Middleton - Heywood
93	Bury - Prestwich - Agecroft - Manchester
97	Bury - Unsworth - Prestwich - Manchester
98	Bury - Radcliffe - Whitefield - Manchester
135*	Bury - Whitefield - Cheetham Hill - Manchester
471*	Rochdale - Bury - Bolton
524*	Bolton - Radcliffe - Bury
472	Bury - Ramsbottom circulars
474	Bury - Ramsbottom circulars
467	Rochdale - Daniel Fold - Bamford - Bury
468	Rochdale - Greave - Bamford - Jericho - Bury
*	Indicates an existing high frequency service



WHITEFIELD - WHAT WE PROPOSE TO DO

Walking, Wheeling and Cycling

We would like to review the main walking, wheeling and cycling routes into and around Whitefield and identify interventions to bring the existing network up to current standards to and expand the network with new infrastructure and will seek funding to do this.

The A56 Bury New Road and the M60 motorway are both major barriers to walking and cycling in Whitefield in terms of crossing points, safety, noise and air pollution. There is some provision for cyclists on the A56, but this is not continuous and the number of good crossing points is limited.

Proposals are being developed for a walking and cycling route under the M60 at Parrenthorn, and we will seek funding to deliver them.



WHITEFIELD - WHAT WE PROPOSE TO DO: Highways and Parking

On Highways, we propose to:

- Continue to work with National Highways to help deliver improvements to Junction 18 of the M60 to facilitate smoother flows of traffic along the connecting motorways.
- Deliver a programme of preventative maintenance treatment to stop further deterioration of the road surface such as patching, micro asphalt and surface dressing. Information on which roads will receive surface dressing each year is published on the Council's website.
- Continue the delivery of our Highways Investment Strategy to resurface roads that have gone beyond using any preventative treatment. Information on which roads will be treated each year is published on the Council's website.
- Continue the delivery of our street lighting replacement programme, replacing lighting columns that are coming to the end of their serviceable life and install energy efficient LED lamps.
- Increase the number of publicly available chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land, with new infrastructure starting to be installed by Autumn 2023.

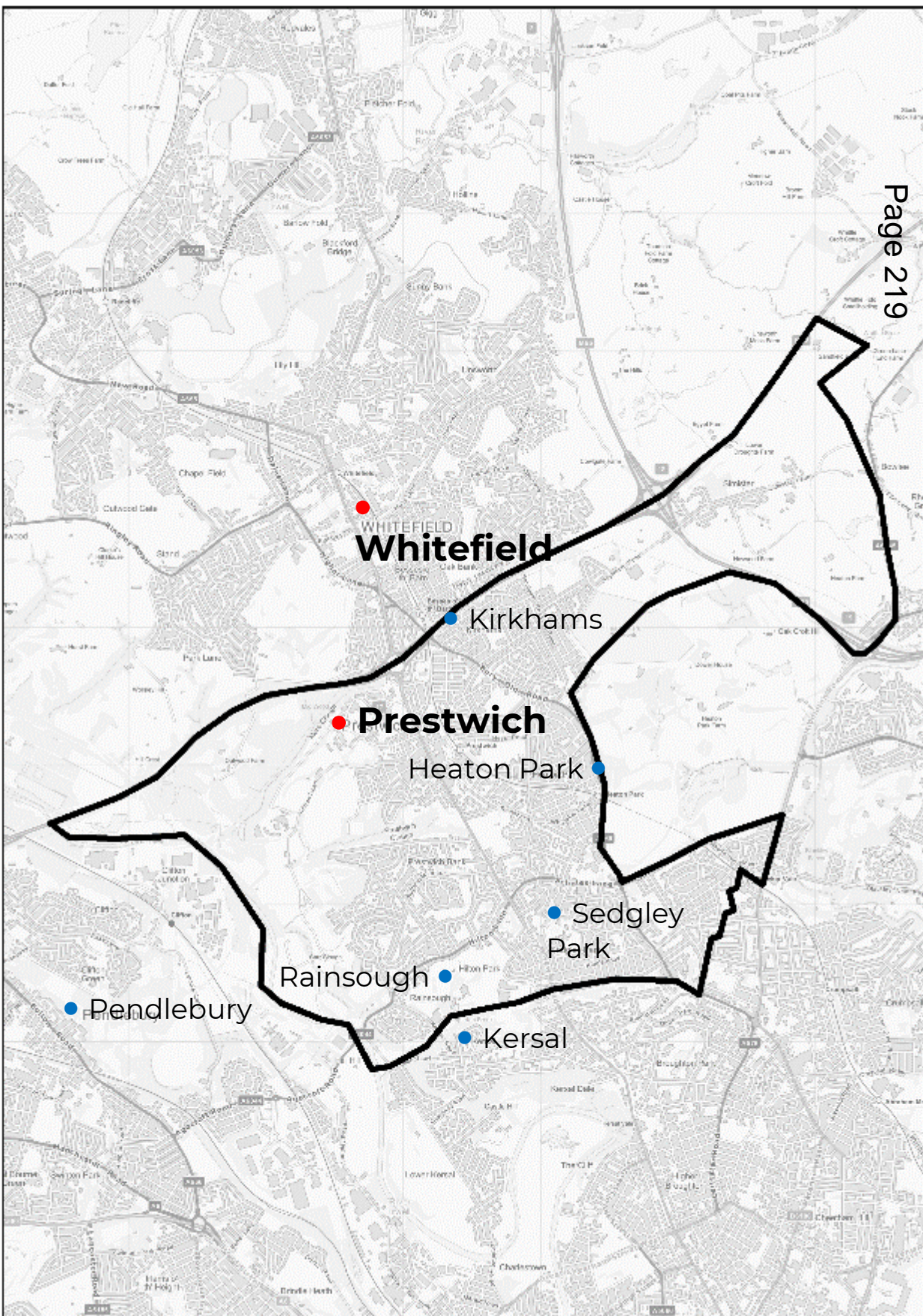


We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Whitefield. These range from significant new infrastructure projects to on-going maintenance of existing infrastructure, which is important.

However, we will continue to work with our partners Transport for Greater Manchester and other key stakeholders to identify further opportunities for projects that will improve Whitefield’s transport network. This includes identifying funding opportunities that may arise from national and regional initiatives.

Summary of Key Transport Proposals for Whitefield Township
Metrolink
Improvements at Whitefield Metrolink Stop
Bus
Roll out of bus franchising
More high frequency bus routes including on the 135 (Bury to Manchester via Whitefield)
Walking, Wheeling and Cycling
Active travel improvements in Whitefield Town Centre
Bikeability cycle training
Implementation of School Streets where appropriate
Highways and Parking
Street lighting column replacement & LED lamp programme 2020-2024
Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI)
Preventative highway maintenance
Highway Investment Strategy resurfacing programme

13: PRESTWICH



Township

Wards

Prestwich

Holyrood, St Mary's, Sedgley

PRESTWICH

Prestwich town centre is the focal point of the township, which also includes other significant areas such as Simister, Philips Park, Sedgley Park and Rainsough.

In general, Prestwich is a thriving town with independent bars, shops, restaurants and cafes and is home to more than 35,000 people. The local housing market is booming, with residents attracted by the green spaces, tram connectivity and local amenities. However, the town centre is currently out-dated with aged public buildings and large surface car parks.

In recent years, the town has received major investment through the A56 Prestwich High Street Regeneration, which has resulted in significant improvements to the environment for all users of Prestwich and has helped attract further investment into the centre.

In July 2009, a *Town Centre Development Strategy: Love Prestwich Village* was adopted which aimed to strengthen Prestwich as a community hub and support revitalised shopping and leisure facilities in the town.

Following Bury Council's purchase of the Longfield Centre, the Council and Muse have entered into a joint venture to create a new beating heart for Prestwich Village and work is underway to shape the proposals. The ambition of this partnership is to create new spaces to help people and businesses thrive, with a mix of high-quality homes and family-friendly spaces, as well as a new community hub that promotes health and wellbeing.

The Council is committed to these regeneration plans which will redevelop the 1970s Longfield Shopping Centre into a modern public services hub, support sustainable modes of transport, such as walking, cycling and electric vehicles, alongside the provision of traditional car-parking capacity, and provide around 230 new homes.

As part of the new centre, there is also potential to develop creative workspace, using the soft-infrastructure and connectivity as key attractors for start-up and small businesses, and to create flexible outdoor spaces to support community activities and enhance the environment.



PRESTWICH TOWN CENTRE MASTERPLAN

Your Prestwich is an ambitious £100m + project that will transform Prestwich Village and cement Prestwich as one of the best places to live in the north-west. The draft masterplan plan shows some early thoughts for regenerating Prestwich Village and includes:

A Community Hub

- Promoting health and wellbeing and providing opportunities for a new library, spaces for community events, clubs, art and culture, and the provision of key local services.
- An opportunity for a new Prestwich Health Centre, subject to discussions with the NHS.

A people-first place

- Moving parking out of the village core and into a new decked car park off Fairfax Road in a sustainable transport hub with electric vehicle charging points and cycle storage.
- Pedestrian friendly safe crossing spaces and residential streets.

Homes for all

- A mix of homes to help meet the fast-rising demand for quality housing in the village, from affordable homes, to first-time buyers, growing families and downsizers.

Outdoor and green spaces

- Green spaces throughout, with the opportunity to connect surrounding green spaces, such as Prestwich Clough, Prestwich Forest Park and Heaton Park, to the village centre

Village Square

- A new village heart with family-friendly, social places to meet.

Spaces for independent businesses

- Complementing the high street with new spaces for independent businesses and a diverse retail, leisure and food and drink offer.

A sense of arrival

- An opportunity to introduce landscaping which connects with the green spaces in the village.



PRESTWICH TRANSPORT ISSUES

Prestwich is served by the Metrolink and highway routes that pass north to south between Bury town centre and Manchester. There are bus connections to Manchester, Bury and Salford.

A56 Bury New Road performs the important strategic role of allowing vehicular access between Manchester city centre, the M60 orbital motorway and the north of Greater Manchester.

Prestwich has a compact centre meaning that amenities are within short walking distances of each other.

Although some parts of Prestwich have good road and public transport connections, there are some areas such as Simister and Rainsough/Carr Clough, where connectivity is poor and public transport is limited, with bus services having declined over recent years. Heywood Old Road has also seen a significant reduction in bus services over recent years.

The A56 Bury New Road and the A576 Bury Old Road are also very busy, being main routes into Manchester city centre and providing direct access to the motorway network. As such, they suffer from congestion and delay, particularly if there is an incident on the motorway.

These and the other transport issues that are summarised on the next page all need to be addressed if we are to provide Prestwich with a genuinely integrated transport network and to ensure that key development opportunities can be realised.



Summary of transport issues in Prestwich

- The link between Prestwich Metrolink stop and the wider town centre is unattractive.
- Wayfinding and legibility around Prestwich Village to key destinations in the town is poor and in need of improvement.
- There is some cycle provision along the A56 through Prestwich Village in the form of on road advisory cycling lanes, this is not reflected across the rest of the town.
- The M60 causes severance for pedestrians and cyclists and M60 Junction 17 is intimidating for pedestrians and cyclists.
- Whittaker Lane can be difficult for buses to negotiate due to its narrow width in part and vehicles parking on-street.
- There is a poor sense of arrival at both Prestwich and Heaton Park tram stops.
- Both Prestwich and Heaton Park Metrolink stops are in need of refurbishment and modernisation to improve safety, provide disabled access and a better quality of design.
- Bowker Vale Metrolink Stop is in need of improvement to address issues such as poor lighting and the length of the path between the Metrolink platform and Windsor Road.
- Connectivity from the outer parts of the Prestwich township such as Simister and Rainsough/Carr Clough is poor with these areas having experienced significant reductions in bus services over recent years.
- The A56 Bury New Road and the A576 Bury Old Road are very busy main roads and often experience congestion and delay, particularly if there is an incident on the motorway.

PRESTWICH – WHAT WE HAVE ALREADY DONE

This Transport Strategy identifies the investment priorities that we will focus on to improve transport throughout the Borough. But we are not starting from scratch. Bury is one of the ten local authority areas in Greater Manchester already working to deliver the Greater Manchester 2040 Transport Strategy in partnership with Transport for Greater Manchester the other nine local authorities. This means that we are working towards the ambition for half of all journeys in Greater Manchester to be made by public transport, walking, wheeling or cycling by 2040. This is called the ‘*Right Mix*’ target. Our Local Transport Strategy will provide more detail on what this means for the Borough and what our local priorities are. Having a Local Transport Strategy will put us in a stronger position to identify and attract the funding we need to deliver schemes that are locally important. It will enable the Council to identify and develop proposals for transport interventions to competitively bid for monies when they become available.

What we and our partners have already done ...

- **On bus:** TfGM has introduced cheaper bus fares: there is now a £2 single journey cap (£1 for children) and a £5 AnyBus (£2.50 for children) all day cap for bus journeys throughout Greater Manchester and a weekly cap of £21 (£10.50 for children).
- **On cycling and walking:** TfGM has installed cycle parking stands at Prestwich and Heaton Park tram stops.
- **On highways maintenance:** Over the last two years we have spent approximately £800,000 on resurfacing roads in Prestwich at locations shown in the adjacent tables.
- **On preventative highways maintenance:** we have invested an additional £295,000 on preventative highway maintenance.
- **On road safety:** We have provided Bikeability training to children in years 5, 6 and 7.
- **On electric vehicles:** we have introduced an e-car club at the Fairfax Road car park in Prestwich in partnership with TfGM and Enterprise as part of a pilot project. The scheme helps to give people the flexibility to choose not to own a car or to try out a green transport alternative and can help those who cannot afford their own car.



Road Name	Extent of road resurfaced
Park Road	Sheepfoot Lane - Castle Hill Road
Sandgate Road	M60 Bridge - Mount Road
Sheepfoot Lane	Junction of Middleton Road - Approx 145m West
Glebelands Road	Full Length and Roundabout
Sandy Meade	Butterstile Road to bend
Ravensway	From Bury Old Road - No.11
Hastings Road	Full Length
Heywood Road	Hampden Road to Scholes Lane
Hillcrest Road	Full Length



PRESTWICH – WHAT WE PROPOSE TO DO:

Metrolink

In partnership with TfGM, we will seek to make significant improvements to the existing Metrolink stop in line with the investment priorities contained in this Strategy. As part of this:

At Prestwich Metrolink Stop we will seek to:

- Provide better crossing facilities to make it safer for pedestrians and cyclists to get to the tram stop.
- Refurbish and modernise the tram stop.
- Enhance wayfinding from the Metrolink stop around Prestwich village to key destinations in the town centre.
- Develop proposals for a Travel Hub and sustainable transport modes as part of the regeneration plans for Prestwich town centre.

At Heaton Park Metrolink Stop we will seek to:

- Refurbish and modernise the tram stop.
- Provide better crossing facilities to make it safer for pedestrians and cyclists to get to the tram stop.
- Improve access onto the platform for users with mobility impairments. Improving access onto the platform would also help to increase passenger throughflow when events are taking place at Heaton Park.
- Install a cycle hub at the Metrolink stop to support users travelling by bike.



PRESTWICH – WHAT WE PROPOSE TO DO:

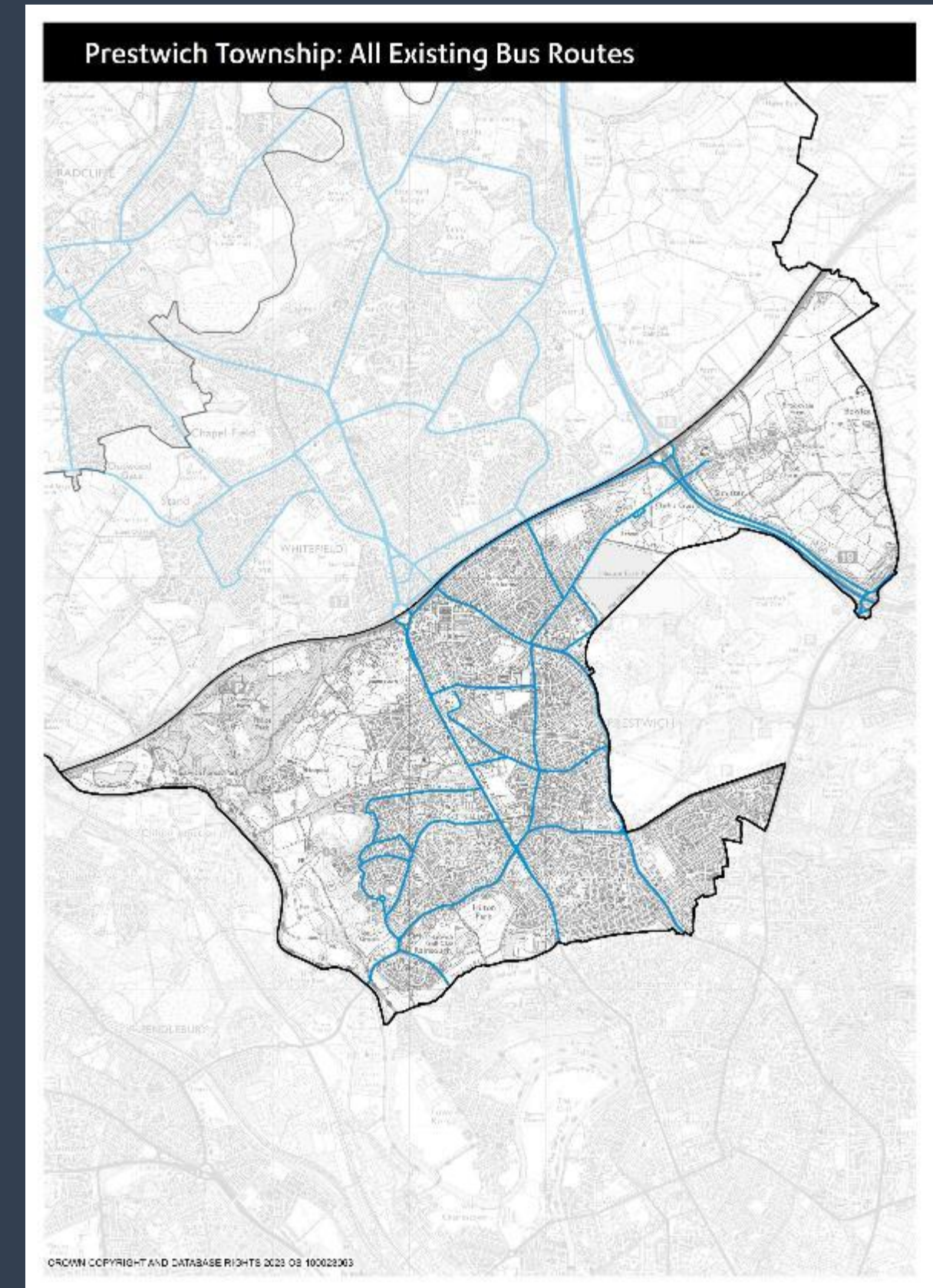
Bus

We will work with Transport for Greater Manchester to secure investment to improve bus services and bus infrastructure in Prestwich.

Across Greater Manchester, buses are being brought back under local control for the first time since they were de-regulated in 1986 under a system called franchising.

Franchised services will start running in some parts of the Borough from September 2023 and in the entire Borough from March 2024.

The adjacent plan shows all the existing bus routes that operate in the township but we will seek to identify where additional services and routes may be needed or existing routes strengthened.



PRESTWICH- WHAT WE PROPOSE TO DO:

Bus

The Greater Manchester's Bus Service Improvement Plan (BSIP) set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes to form a 'London-style network'.

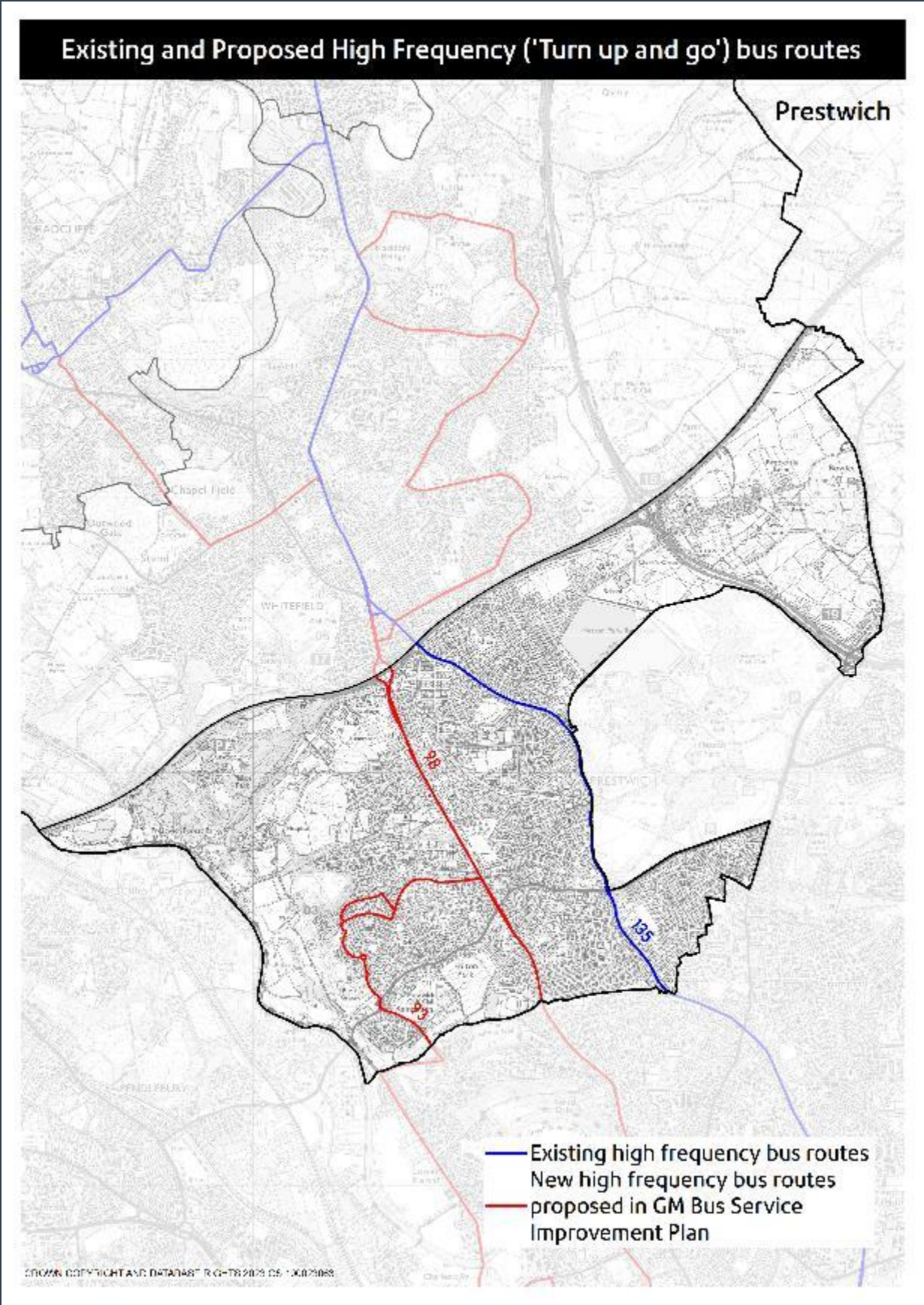
BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency bus network would run through the Prestwich township.

The table below shows all the services in the Borough that are part of Greater Manchester's proposed high frequency bus route network. A plan of all these routes and services can be found in the bus chapter.

As the adjacent map shows, several of the proposed high frequency network routes are in the Prestwich township. Some of the routes already benefit from a high frequency service (the blue routes on the map).

These proposed high frequency routes would be an enhancement of the existing service. These would not be the only bus services in Prestwich township.

Service	Route
163*	Manchester - Middleton - Heywood
93	Bury - Prestwich - Agecroft - Manchester
97	Bury - Unsworth - Prestwich - Manchester
98	Bury - Radcliffe - Whitefield - Manchester
135*	Bury - Whitefield - Cheetham Hill - Manchester
471*	Rochdale - Bury - Bolton
524*	Bolton - Radcliffe - Bury
472	Bury - Ramsbottom circulars
474	Bury - Ramsbottom circulars
467	Rochdale - Daniel Fold - Bamford - Bury
468	Rochdale - Greave - Bamford - Jericho - Bury
*	Indicates an existing high frequency service



PRESTWICH - WHAT WE PROPOSE TO DO: Walking, Wheeling and Cycling

The A56 and M60 present significant barriers to walking and cycling in respect of crossings, safety, noise and air pollution. Whilst in recent years pedestrian crossings on the High Street have been improved there is still more that can be done. The proposed redevelopment of the Longfield centre may offer further opportunities to improve the walking and cycling environment. Funding such as the CRSTS will be sought to deliver improvements.

Using funding from our 2021/22 Active Travel Capability funding award, we have commissioned a review of the main walking, wheeling and cycling routes into Prestwich town centre from surrounding residential areas. The starting point for the review was the Bee Network proposed by Transport for Greater Manchester in 2019 and revised in the 2020 Greater Manchester Local Cycling and Walking Investment Plan, supplemented by additional local knowledge. The review will result in a revised route network and will propose interventions to bring the existing network to current design standards.

Proposals are also being developed for a walking and cycling route under the M60 at Parrenthorn, and we will seek funding to deliver them.



PRESTWICH - WHAT WE PROPOSE TO DO: Highways and Parking

On Highways, we propose to:

- Continue to work with National Highways to help deliver improvements to Junction 18 of the M60 to facilitate smoother flows of traffic along the connecting motorways.
- Deliver a programme of preventative maintenance treatment to stop further deterioration of the road surface such as patching, micro asphalt and surface dressing. Information on which roads will receive surface dressing each year is published on the Council's website.
- Continue the delivery of our Highways Investment Strategy to resurface roads that have gone beyond using any preventative treatment. Information on which roads will be treated each year is published on the Council's website.
- Continue the delivery of our street lighting replacement programme, replacing lighting columns that are coming to the end of their serviceable life and install energy efficient LED lamps.
- Implement safer routes to schools/school streets initiatives at Sedgley Park Primary.
- Implement a 20mph zone and traffic calming measures in the Park Road and Windsor Road areas.
- Increase the number of publicly available chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land, with new infrastructure starting to be installed by Autumn 2023.



We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Prestwich. These range from significant new infrastructure projects to on-going maintenance of existing infrastructure, which is important.

However, we will continue to work with our partners Transport for Greater Manchester and other key stakeholders to identify further opportunities for projects that will improve Prestwich's transport network. This includes identifying funding opportunities that may arise from national and regional initiatives.

Summary of Key Transport Proposals for Prestwich Township
Metrolink
Improvements at Prestwich Metrolink Stop
Improvements at Heaton Park Metrolink Stop
Bus
Roll out of bus franchising
More high frequency bus routes including on the 93 &97 (Bury to Manchester via Prestwich)
Walking, Wheeling and Cycling
Active travel improvements in Prestwich Town Centre
Bikeability cycle training
Implementation of School Streets where appropriate
Highways and Parking
Street lighting column replacement & LED lamp programme 2020-2024
Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI)
Preventative highway maintenance
Highway Investment Strategy resurfacing programme
Develop a parking strategy for Prestwich to meet resident and visitor needs

Northern Gateway



Bury
COUNCIL



ROCHDALE
BOROUGH COUNCIL

GMCA

GREATER
MANCHESTER
COMBINED
AUTHORITY

ATOM VALLEY – NORTHERN GATEWAY

Greater Manchester's ambition is to deliver sustainable and inclusive growth to address issues of deprivation, worklessness and inequalities in employment opportunities.

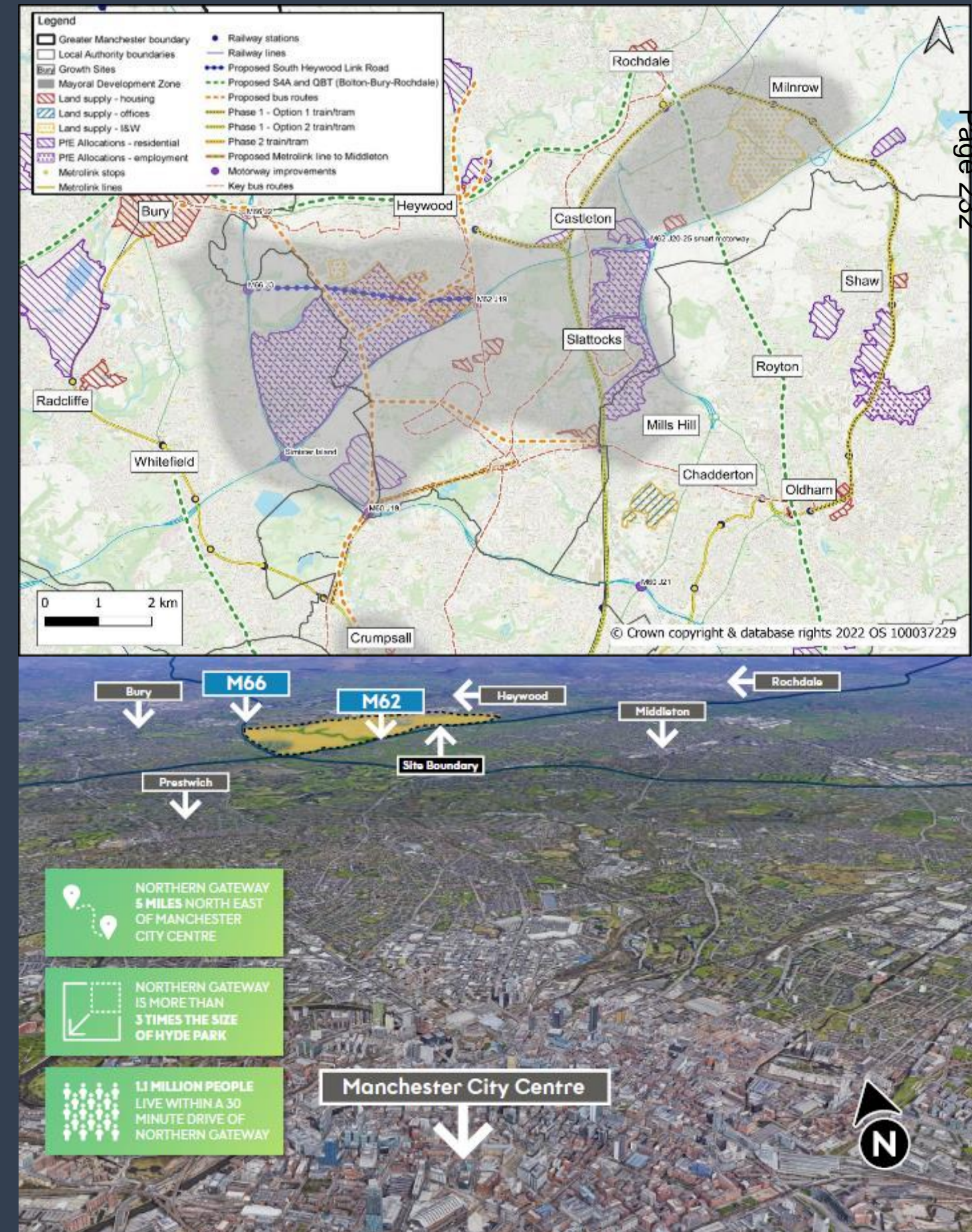
This is a particular issue in the north of the conurbation and there are aspirations to address the economic imbalance that exists within Greater Manchester.

The wider Greater Manchester Strategy seeks to grow the economy and identifies a number of Growth Locations to help achieve this. One of these is the North-East Growth Location, which transcends across Bury, Rochdale and Oldham. The area has been branded as *Atom Valley*.

The growth opportunities within Atom Valley are of regional and national significance and the area has been given added status within Greater Manchester as a Mayoral Development Zone (MDZ).

The Atom Valley MDZ has been created to articulate the importance of bringing the sites forward in a sustainable manner such that it delivers the ambition to secure inclusive growth, thereby benefiting existing residents, which will then benefit the wider Atom Valley Growth Location, the wider conurbation and beyond.

Atom Valley comprises three key sites: Northern Gateway (the largest of the sites); Stakehill; and Kingsway. Together, these three sites propose to deliver 20,000 new jobs and 7,000 new homes.



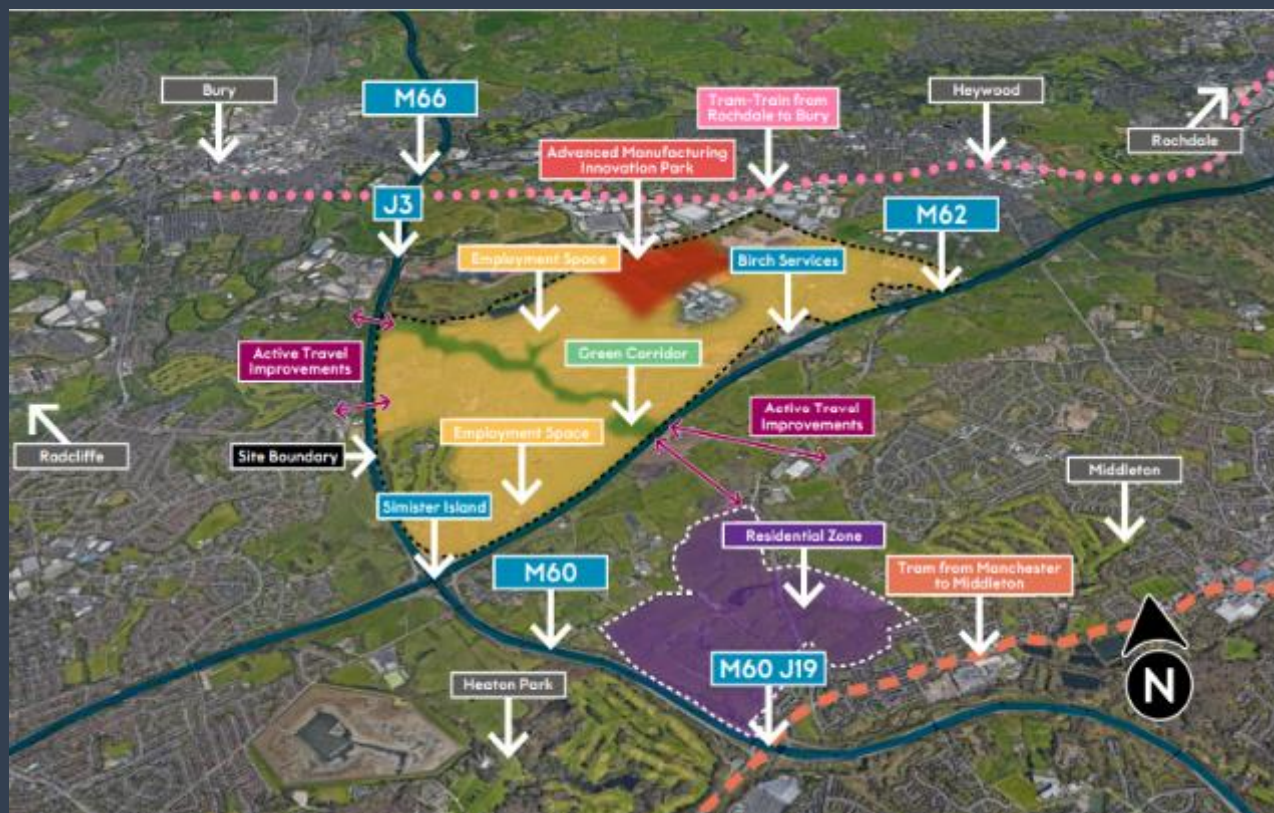
NORTHERN GATEWAY

Northern Gateway is the most significant proposal in the north of the Greater Manchester conurbation and is Bury's largest strategic allocation in the Places for Everyone Plan.


The site is positioned in a strategically important intersection around the M60, M62 and M66 motorways. It represents a highly accessible opportunity for growth in Greater Manchester, with wider potential benefits on a regional and national level.


The area is made up of two key allocations which fall within Bury and Rochdale and will deliver around 1.2M square metres of employment land and around 2,750 new homes (of which 1,550 are in Bury) .


A key priority for Bury Council is to ensure that Bury residents can access Northern Gateway and the potential new jobs.






£650M
CONSTRUCTION
INVESTMENT


20,000
Jobs


2,750
RESIDENTIAL
UNITS


£14M P.A.
IN BUSINESS RATE
REVENUE


2,000
supporting Jobs

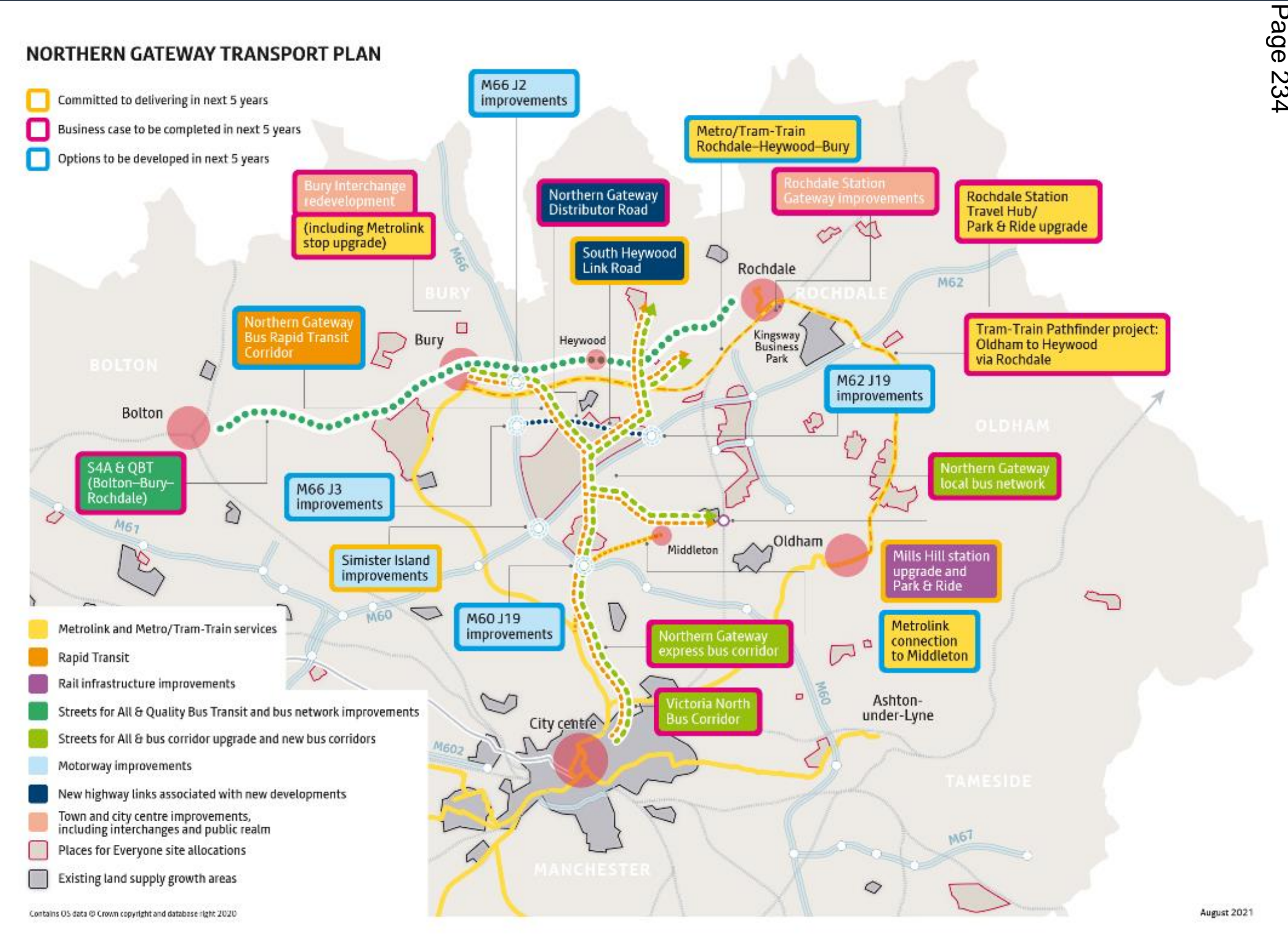

1.2 MILLION m²
NEW FLOORSPACE
INCL. ADVANCED
MANUFACTURING,
INDUSTRIAL AND
WAREHOUSE SPACE

A more detailed Northern Gateway Transport Strategy will support the site as it moves forward and this will provide more information around the key strategic transport interventions that are proposed to support this important site.

Key Proposals

- Major investment on the motorways at M62 and M66 (Junctions 2 and 3).
- Light rail links between Bury and Rochdale, which could be linked into the site via other transport connections;
- New and amended bus services in and around the site;
- Active travel routes to facilitate cycling and walking to and within the site; and
- Improvements to the existing local highway network.

Key schemes from the Transport Strategy are reflected in the adjacent map and interventions that affect Bury Council have been included within this Local Transport Strategy, including junction improvements for the M66.



CHAPTER 17

SUMMARY AND NEXT STEPS



SUMMARY AND NEXT STEPS

This draft Local Transport Strategy sets out how Bury Council plans to meet its ambitions to develop a genuinely integrated transport network that will support a healthy, green, connected and thriving Borough.

The draft Local Transport Strategy aligns with the Greater Manchester Transport Strategy 2040, including the aspiration for half of all journeys to be made by active and sustainable transport modes by 2040, and the delivery of a joined-up London-style transport system - *the Bee Network*.

The transport vision set out in this draft Local Transport Strategy for Bury is to create an attractive, well-connected Borough that supports economic growth and helps to reduce deprivation. By 2040, the Borough will be connected by a modern and efficient transport network, including comprehensive, affordable, high quality and attractive sustainable transport links.

The Transport Strategy will support our ambitions for sustainable growth and development over the next 20 years, as well as helping to tackle issues around air quality as the country moves away from polluting vehicles.

We will be carrying out a 3-month period of public consultation and stakeholder engagement during April, May and June 2023 on this draft Strategy. The Council's website will be used as the main point of contact for the consultation, with drop-in events to be held in the townships in June.

We will use the feedback we receive to help produce the final version of the Local Transport Strategy, which the Council will formally adopt and publish later this year.



LOCAL TRANSPORT STRATEGY

This page is intentionally left blank

SCRUTINY REPORT

MEETING: Overview and Scrutiny Committee

DATE: 23rd March 2023

SUBJECT: Performance and Finance Sub-Group Update Report

REPORT FROM: Councillor D Vernon

CONTACT OFFICER: Chloe Ashworth, Senior Scrutiny Officer

1.0 PURPOSE OF REPORT

To inform Members of the Overview and Scrutiny Committee of the work of the Performance and Finance Sub-Group over the last Municipal year.

2.0 BACKGROUND

As part of its work programme for 2022/23 the Overview and Scrutiny Committee requested that the Performance and Finance Sub-Group established in 2021 be continued to discuss the Council's Corporate Performance and Finance implications.

The Membership of the Group comprised of Councillor Dene Vernon (Chair), Councillors Bernstein and Birchmore.

Due to the Overview and Scrutiny Committee having themed meetings and full agenda's it was agreed that the sub-group be established to give time and space to have detailed briefings on aspects of Corporate Performance and budget queries. In September 2021 it was agreed that a formal sub committee of the Overview and Scrutiny Committee would be established. It was agreed that the Committee would meet at least four times a year.

3.0 METHODOLOGY

The Group has met on the following occasions:-

05.07.2022
20.10.2022
15.12.2022
07.02.2023

Members were supported in their work by Lynne Ridsdale, Deputy Chief Executive, Kate Waterhouse, Chief Information Officer and Sam Evans, Chief Finance Officer Bart Popelier Strategic Lead Safeguarding, all of which work in the Corporate Core.

During this municipal year the Committee agreed that the focus for 2022/23 should include the following:

Corporate Performance – The Committee received regular updates from the Performance team and choose areas to do a deep-dive of the data.

The Council's Financial Position – The Committee has received reports on the Council's Financial Position.

Customer Service update – Members received an update on the Corporate Approach for how Bury Council deals with the public including casework, response times, timescales, complaints and Transformation work.

Sickness Level and Data – The Committee received in depth analysis on sickness levels and reasons across the departments.

Project Safety Valve– Scrutiny of Project Safety Valve has taken place at the Committee. Discussions took place regarding the emerging proposed new schools, the rising demand for in borough specialist provision and the demand pressures for Education, Health and Care Plans.

Performance Monitoring – Updates were received on the evolution of Corporate Performance monitoring.

Medium Term Financial Strategy- Updates were received on the Medium Term Financial Strategy refresh.

Members have continued to hold the Corporate Core and other Council Services to account by providing continued, effective, and constructive scrutiny of performance and finance within the Council.

4.0 WORK UNDERTAKEN BY THE GROUP

4.1 Corporate Performance

Members considered this item at one meeting of the sub-committee. Representatives provided Members of the group with an update in respect of key delivery and performance outcomes that occurred aligned to the 3R priorities. The update focused on the data available to assess the cost-of-living position for Bury as this was a prevalent issue at the time of discussion.

Councillor Rafiq, Cabinet Member for Corporate Affairs and HR provided a summary of Quarter one two 2022-23. This focused on the data available to assess the cost-of-living position for Bury.

A discussion took place regarding the accessibility of the document and its timeliness. Members were informed that there are approximately 20 key items being reported on and the way forward may be using the format of a plan on a page per item each quarter. The usual report can be used as a highlight report with regular monthly updates.

These reports are being worked on and will be brought back to the group and an update on the proposal that has been submitted to the UKSPF fund to fund public space enhancements to be brought to a future meeting.

4.2 The Council's Financial Position

Members discussed the outline of the forecasted financial position of the Council at the end of the first quarter of the 2022/23 financial year based on information known on 30th June 2022. The report set out the position for both revenue and capital and provided an analysis of the variances, both under and overspending.

Discussions took place regarding utilities and the increase in costs. Members were informed the current three biggest pressures to meet the budget are the pay award, Children's Services pressure, and utility costs. Further discussions took place regarding offsetting loans, Bad debts and debt recovery.

4.3 Customer Service update

Members received an update on the Customer Contact Centre, Member and Casework Corporate Complaints. Karen Johnston, Head of Communications, Engagement and Marketing and Christine Seymour, Head of Customer Services provided the update to the group. The key areas that have been worked on for improving performance were highlighted as, customer contact, councillor casework and corporate complaints. Members were informed that 2,414 thousand enquiries received from 01st April 2022 to the end of November 2022 and the average response time has reduced from 10 working days to 7 working days.

Discussions took place regarding the different officers responding immediately or waiting until the latest time to respond. In response Karen Johnston advised responses should all be as soon as possible and investigations into responding patterns will be looked at. Members were informed that some issues can be logged and monitored on the website so residents can report the problem directly.

4.4 Sickness Level and Data

Members received an update from Sam McVaigh, Director of People and Inclusion and Simon Bagley, Head of HR on staff sickness absence and the work to promote positive attendance and decrease absence levels.

Discussions took place regarding the low prevalence of return-to-work compliance and suggested it is fundamental in reducing persistent avoidable sickness absences. In response Sam McVaigh did advise that there is a focus on this, and work is taking place to improve the figure.

Discussions took place regarding sickness levels being higher in frontline services due to the nature of the role and health rules in place for sickness in certain jobs. A member advised the RSPH conducted a survey from working at home and the increase in mental health and Musculo-skeletal issues as it can be isolating, and equipment may not be correct. In response Sam McVaigh outlined there is no noticeable link between this at Bury however there has been an increase in short 1 day sickness levels.

4.5 Project Safety Valve

Yusuf Erol, Children and Young People Business Partner provided an overview of the financial aspects of Project Safety Valve. Paul Cooke, Strategic Lead (Education Services) and Michael Kemp Strategic Lead - Inclusion & Special Educational Needs & Disabilities provided an overview of the aspects and projects detailed.

Discussions took place regarding three new schools and the planned funding. Members were informed the aim is to establish three schools by 2025.

Discussions took place regarding the rising demand Specialist School Provision; in response the group were advised that local authority teams are reporting that the impact following the Covid-19 pandemic is a core factor which is often the consequence from a lack of socialisation and the effect it has had on the development of children. Members sought assurances from officers that although we have not complied with our original agreement are we confident that the Department for Education will provide the necessary flexibility.

4.8 Medium Term Financial Strategy

Member received an update on Bury Council's Medium Term Financial Strategy (MTFS) which runs to 2025/26. A mid-year review of the MTFS has been undertaken as a matter of good practice and in the context of the unprecedented inflationary and demand pressures being experienced so far this year.

Members sought further assurances on the importance of Bury retaining its ambition for regeneration and that strong strategic and political leadership is required to deliver.

Further discussions on officer recruitment and retention and material costings took place.

5.0 CONCLUSION

Members of the group supported by Strategic Leads within the Department have met on four occasions, interviewed 12 different Council Officers and two Cabinet Members.

Members have continued to hold Children's Services to account by providing continued, effective and constructive scrutiny of safeguarding within the Council.

Looking forward, it is hoped that the work to date can be built upon during the forthcoming Municipal Year.

6.0 RECOMMENDATIONS 2023/2024

1. That, in order to retain the expertise and knowledge developed throughout the meetings, the group continue into the new municipal year; meeting dates should be held quarterly in line with performance updates and scheduled in advance.
2. That regular updates be provided to the Overview and Scrutiny Committee on the work of the Group.
3. Corporate Performance will be a standing agenda item
4. That group continue to monitor concerns raised in respect of savings delivery and corporate performance.

List of Background Papers:-

Scrutiny Annual Report

Contact Details:-

Chloe Ashworth Senior Scrutiny Officer
Telephone number: 0161 253 5130
E-mail address: C.Ashworth@bury.gov.uk

This page is intentionally left blank