

AGENDA FOR CABINET



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To: All Members of Cabinet

Councillors : E O'Brien (Leader and Cabinet Member, Strategic Growth) (Chair), C Cummins (Cabinet Member, Housing Services), R Gold (Cabinet Member, Finance and Communities), C Morris (Cabinet Member, Culture, Economy & Skills), A Quinn (Cabinet Member, Environment, Climate Change and Operations), T Rafiq (Cabinet Member, Corporate Affairs and HR), L Smith (Deputy Leader and Cabinet Member, Children and Young People) and T Tariq (Deputy Leader and Cabinet Member, Health and Wellbeing)

Dear Member/Colleague

Cabinet

You are invited to attend a meeting of the Cabinet which will be held as follows:-

Date:	Thursday, 5 October 2023
Place:	Bury Town Hall
Time:	6.00 pm
Briefing Facilities:	If Opposition Members and Co-opted Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted.
Notes:	

AGENDA

1 APOLOGIES FOR ABSENCE

2 DECLARATIONS OF INTEREST

Members of Cabinet are asked to consider whether they have an interest in any of the matters of the Agenda and, if so, to formally declare that interest.

3 PUBLIC QUESTION TIME

Questions are invited from members of the public about the work of the Cabinet.

Notice of any question must be given to Democratic Services by midday on Tuesday, 3rd October 2023. Approximately 30 minutes will be set aside for Public Question Time, if required.

4 MEMBER QUESTION TIME

Questions are invited from Elected Members about items on the Cabinet agenda. 15 minutes will be set aside for Member Question Time, if required.

Notice of any Member question must be given to the Monitoring Officer by midday Monday, 2nd October 2023.

5 MINUTES *(Pages 5 - 12)*

Minutes from the meeting held on 6th September 2023 are attached.

6 PLACES FOR EVERYONE: A JOINT DEVELOPMENT PLAN DOCUMENT FOR 9 GREATER MANCHESTER LOCAL AUTHORITIES (BOLTON, BURY, MANCHESTER, OLDHAM, ROCHDALE, SALFORD, TAMESIDE, TRAFFORD AND WIGAN) - PROPOSED MODIFICATIONS CONSULTATION *(Pages 13 - 38)*

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

7 BURY LOCAL TRANSPORT STRATEGY *(Pages 39 - 292)*

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

8 INSURANCE TENDER PROCESS AND AWARD OF CONTRACT *(Pages 293 - 298)*

Report of the Cabinet Member for Finance and Communities is attached.

9 BURY AND ROCHDALE YOUTH JUSTICE ANNUAL PLAN 2023-2024 *(Pages 299 - 382)*

Report of the Cabinet Member for Children and Young People is attached.

**10 AWARDING OF FROZEN FOOD CONTRACT TO A SUPPLIER ON
BEHALF OF CATERING SERVICES** *(Pages 383 - 388)*

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

**11 MINUTES OF ASSOCIATION OF GREATER MANCHESTER
AUTHORITIES / GREATER MANCHESTER COMBINED AUTHORITY**
(Pages 389 - 406)

To consider the minutes of the meeting of the Greater Manchester Combined Authority held on 28th July 2023.

12 URGENT BUSINESS

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

**a URGENT BUSINESS - STRATEGIC HOUSING REVIEW - FUTURE
MANAGEMENT AND MAINTENANCE OF COUNCIL HOUSING - PART A**
(Pages 407 - 412)

Report of the Cabinet Member for Housing Services is attached.

13 EXCLUSION OF PRESS AND PUBLIC

To consider passing the appropriate resolution under Section 100 (A)(4), Schedule 12(A) of the Local Government Act 1972, that the press and public be excluded from the meeting for the reason that the following business involves the disclosure of exempt information as detailed against the item.

14 UPDATE ON FINANCIAL IMPROVEMENT PANEL *(Pages 413 - 426)*

Report of the Cabinet Member for Finance and Communities is attached.

**15 URGENT BUSINESS - STRATEGIC HOUSING REVIEW - FUTURE
MANAGEMENT AND MAINTENANCE OF COUNCIL HOUSING - PART B**
(Pages 427 - 436)

Report of the Cabinet Member for Housing Services is attached.

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Minutes of: CABINET

Date of Meeting: 6 September 2023

Present: Councillor E O'Brien (in the Chair)
Councillors C Cummins, R Gold, C Morris, L Smith and T Tariq

Also in attendance: Councillors R Bernstein, M Smith and L McBriar

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

Apologies for Absence: Councillor A Quinn and Councillor T Rafiq

CA.41 APOLOGIES FOR ABSENCE

Apologies were received from Councillor Alan Quinn and Tahir Rafiq.

CA.42 DECLARATIONS OF INTEREST

There were no declarations of interest.

CA.43 PUBLIC QUESTION TIME

There were no public questions.

CA.44 MEMBER QUESTION TIME

The following question was submitted in advance of the meeting by Councillor Luis McBriar:

Could I please receive an update from the relevant cabinet member as to when the temporary traffic lights will be removed from Turton Road?

Responding, Councillor Eamonn O'Brien reported that the temporary traffic lights on Turton Road are a result of the road subsiding. Streetscene are currently in the process of commissioning a ground investigation that will determine the cause of the problem as well as recommend a solution as well as the likely costs to repair. The service aims to have the investigation completed by the end of October. Unfortunately, at this stage we are not able to say how long the lights will be in place until we have completed the ground investigations. When we have an idea of the likely cost, a budget would need to be identified together with a programme of works and timescale. From a network management perspective, the temporary lights are not causing significant traffic delays.

Councillor O'Brien advised that officers would keep Councillor McBriar informed of any updates to the works.

CA.45 MINUTES

It was agreed:

That the minutes of the meeting held on 12 July 2023 be approved as a correct record.

CA.46 QUARTER 1 BUDGET MONITORING REPORT

Councillor Richard Gold, Cabinet Member for Finance and Communities, presented the report which outlined the forecast financial position of the Council at Quarter One 2023/24 and provided an update on savings targets and the work to mitigate and reduce overspends throughout the remainder of the financial year.

Members discussed the report, noting a more positive position in month 4, and Councillor Gold advised that the support of a Financial Improvement Panel was a sensible and mature way to move forwards, ensuring financial prudence and getting as much support as possible for Bury. The challenge on Councils was unprecedented, with more demands, less funding, and increased costs, and Councils nationally were looking to the Government for a systemic solution.

Decision:

Cabinet:

1. Noted the delivery of savings to date of £11.021m with a forecast savings delivery of £18.103m within the challenging context of increased demand and inflationary cost increases;
2. Noted the forecast overspend of £13.266m within the revenue budgets at Quarter One and the recovery action proposed;
3. Noted the re-phasing of the capital budget;
4. Noted the deficit on the Dedicated Schools Grant and the ongoing activity within the Project Safety Valve project;
5. Note the ongoing work to mitigate and reduce the overspends; and
6. Approved the establishment of a Finance Improvement Panel and the Terms of Reference which are appended to this report.

Reasons for the decision:

To update Members on the Council's budgetary position, ensure the Council's budgetary targets are achieved and set out proposals for the Financial Improvement Panel. This report is in accordance with the Council's financial procedure regulations.

Other options considered and rejected:

None.

CA.47 SUPPORT AT HOME SERVICE PROPOSAL

Councillor Tamoor Tariq, Cabinet Member for Health and Wellbeing, presented the report which proposed to end the Support at Home Service in order to reduce spending in the coming years (£500,000 as stated in the Budget Cabinet papers). Members noted that Support at Home was a non-statutory service for people over the age of 60 that provides wellbeing checks and advice and support with day-to-day tasks (known as the warden service), and should not be confused with Care at Home that supports people with personal care.

Members discussed the needs and confusion of residents using the service, and Councillor Tariq offered assurances that everything possible would be done to ensure the changes were as smooth as possible, with individual concerns picked up and residents signposted to solutions.

Decision:

Cabinet:

1. Agreed to continue with the proposal to cease to provide the Support at Home service once the consultation with the current Support at Home workforce is completed;

2. Agreed the commencement of consultation with affected staff on the proposed closure of the Support at Home service, as set out within the body of the report and subject to the agreement of the recognised Trades Unions through the Local Government Services Consultation meeting; and
3. Delegated authority to the Executive Director of Health and Adult Care and the Cabinet Members for Health and Wellbeing and HR (Human Resources) and Corporate Affairs, in consultation with the Director of People and Inclusion, Monitoring Officer and S151 Officer to consider responses received from the consultation and produce a final version of the structure.

Reasons for the decision:

- Ending the Support at Home service will remove long-standing issues around duplication of service provision with Six Town Housing. Housing responsibilities will be the responsibility of Six Town Housing, and people with care needs will be referred to Adult Care Services.
- All customers will be screened by the current Support at Home service prior to it ending, and referrals/signposting will take place as appropriate for individual needs.
- Although most of the consultation feedback highlighted concerns about the proposal to end the Support at Home service, an inequitable demand for support has been created over many years which runs the risk of creating dependency, rather than maintaining independence and we must now support people in the shift towards streamlined services that promote self-help and resilience.
- We will work with partners and relevant services to ensure that information and advice on alternative provision is communicated in an inclusive manner.

Other options considered and rejected:

Alternative options have been considered but found to be unfeasible at this time, for example, we are unable to increase customer charges to keep the service, because the wellbeing element of the service is not housing benefit eligible and largely subsidised by the Council.

CA.48

PROPOSALS TO CHANGE THE WAY IN WHICH LOCAL AUTHORITY SCHOOL GOVERNORS ARE NOMINATED AND APPOINTED

Councillor Lucy Smith, Cabinet Member for Children and Young People, presented the report which proposed moving from the political model of nomination for LA Governors to the panel model of nomination for LA Governors. In response to Member's questions, it was noted that the new system would be implemented as soon as possible, with vacancies being filled and integrating with existing Governors.

Decision:

Cabinet agreed to move to the panel model of nomination for Local Authority Governors.

Reasons for the decision:

Governor recruitment across all Governor categories remains a national concern, and within Bury the number of Local Authority Governor vacancies presents a significant challenge. In addition to this, many Local Authority Governors will reach the end of their four-year term of office before the end of September 2023. It is also recognised that the Governance Handbook states that it is inappropriate to link the nomination process to political affiliation.

Other options considered and rejected:

It would be possible to retain the current political model of nomination and appointment, but this was rejected owing to the guidance outlined in the Governance Handbook. It was also rejected as the panel model should enable the LA to support schools to fill LA Governor vacancies more quickly.

Within one LA in the North West of England, an alternative model is in place, where the nomination process is delegated to the Executive Director for Children and Young People (or their equivalent). They may then delegate the responsibility within their team. This option was rejected in order to ensure that Elected Members were able to retain a role in the nomination process.

CA.49 BURY ECONOMIC STRATEGY

Councillor Charlotte Morris, Cabinet Member for Culture, Economy and Skills, presented the report which provided an update on progress and sought approval to move to the final stages of a published Economic Development Strategy including the delivery actions plans. It was noted that this was a comprehensive strategy and, in response to Members' questions, it was noted that a delivery plan would underpin this and would be available for Scrutiny in due course.

Decision:

Cabinet:

1. Noted the progress made with the Bury Economic Development Strategy; and
2. Approved the next stage of finalising the strategy.

Reasons for the decision:

To enable the Economic Development Strategy to move to the final phase of approved content and format, complete the supporting delivery action plans, produce a formatted, published version and prepare for launch.

Other options considered and rejected:

No other options were considered/were applicable.

CA.50 RADCLIFFE REGENERATION GOVERNANCE

Councillor Eamonn O'Brien, Leader and Cabinet Member for Strategic Growth, presented the report which sought to stand down the Radcliffe Cabinet Committee and proposed a suitable way forward for Ward Councillor involvement in Radcliffe regeneration activity while allowing officers to move forward operational business in a timely manner. Members discussed the new arrangements, agreeing that they were a positive step forward to establish closer working between Councillors and officers, and offered a good model for other projects.

Decision:

Cabinet:

1. Agreed that the Radcliffe Cabinet Committee be formally stood down; and
2. Noted an informal Radcliffe Members' Forum will be established to allow for Ward Councillor engagement.

Reasons for the decision:

To better streamline decision making processes and allow more meaningful cross-party engagement, and to facilitate the implementation of a collaborative forum with a wider, more strategic focus, based on the Radcliffe Strategic Regeneration Framework (SRF).

Other options considered and rejected:

To continue current arrangements; this option has been rejected as the existing meeting schedule has proved inconvenient for decision making, with Councillors not having input until late in the decision making process and papers often coming to Cabinet before they can be considered by the Radcliffe Cabinet Committee.

CA.51 RADCLIFFE ENTERPRISE CENTRE - UKSPF PROJECT DELIVERY (E22)

Councillor Eamonn O'Brien, Leader and Cabinet Member for Strategic Growth, presented the report regarding the bid to GM's UKSPF SME (Small and Medium Size Enterprises) Workspace Fund (E22) to turn Radcliffe Library into an enterprise centre. Members discussed the report, agreeing that this was good way to further develop Radcliffe and ensure the library building did not fall into disuse while meeting the wording and the spirit of the covenant securing public access to the site. Members noted that library provision would be temporarily relocated until the Hub was complete, and options for this were being explored.

Decision:

Cabinet:

1. Approved £367,000 match funding from Council budgets plus an agreement to meet the £78,577 shortfall bringing the total Council contribution to £445,577 in order to secure £1,270,423 of UKSPF funding towards the development of Radcliffe Enterprise Centre;
2. Noted the timescale constraints and the options being considered for the temporary relocation of the library and Radcliffe Integrated Neighbourhood Team; and
3. Noted the legal position regarding the positive covenants affecting the use of the current library building and the mitigation measures proposed.

Reasons for the decision:

Given the reduced timescales it is now imperative that this project moves forward. GMCA require confirmation of match funding in order to issue the grant funding agreement. Whilst a number of key approvals for expenditure have been undertaken at risk whilst the GFA is prepared (the appointment of a Project Manager and additional consultancy resource), the agreement must be in place by September 2023 to enable the project to move into RIBA Stage 2 - Concept design.

Other options considered and rejected:

- Return the allocation of £1.4m to the GMCA to be spent elsewhere in Greater Manchester - Not recommended. The Council would be left holding the library as an empty building once the Hub is activated and would remain liable for the costs of securing the building, such as installing steel sheets to the windows and doors. The Council would also have to maintain a security regime. The costs of this, based on similar buildings, is likely to be between £30k and £50k per-annum, with escalating costs for maintaining the structure as wind and waterproof.
- Re-allocate funding to an alternative project/use - Not a viable option. The GM UKSPF E22 allocation is an SME Workspace Fund and its monies must be used for "Investing in enterprise infrastructure and employment / innovation site development projects which will support growth in places" Therefore it cannot be reallocated to an alternative project or utilised for an alternative use at Radcliffe library.

CA.52 SALE OF NEW SUMMERSEAT HOUSE, RAMSBOTTOM, BL0 9UD, BURY - PART A

Councillor Eamonn O'Brien, Leader and Cabinet Member for Strategic Growth, presented the report which presented the results of the updated tender exercise for the sale of New Summerseat House. The sale would bring forward the restoration of this listed building, end problems caused to local residents by the empty building attracting anti-social behaviour, and remove ongoing liabilities to the Council, all while securing a capital investment.

Decision:

Cabinet:

1. Noted the results of the updated tender exercise for the sale of New Summerseat House;

2. Approved the grant of a 999-year lease to the selected purchaser; and
3. Delegated approval of the documentation required to complete the grant of the lease to the Director of Law and Democratic Services.

Reasons for the decision:

To bring forward the sale of New Summerseat House.

Other options considered and rejected:

Option 1 - Do Nothing. In this scenario the property would be left vacant, its condition would further deteriorate and the property would continue to attract anti-social behaviour. The Council would be responsible for ongoing security and maintenance. The property is within the Accelerated Land Disposal Programme and ongoing security and maintenance costs would have to be incurred if the sale did not proceed. This option would not ensure the renovation of the listed building. As such, this option has been discounted.

CA.53 MINUTES OF ASSOCIATION OF GREATER MANCHESTER AUTHORITIES / GREATER MANCHESTER COMBINED AUTHORITY

In response to Members' questions it was noted that Bury's share of the additional pothole funding would be included into financial forecasts once confirmed.

It was agreed:

That the minutes of the Greater Manchester Combined Authority meeting held on 30th June 2023 be noted.

CA.54 EXCLUSION OF PRESS AND PUBLIC

Decision:

That the press and public be excluded from the meeting under Section 100 (A)(4), Schedule 12(A) of the Local Government Act 1972, for the reason that the following business involves the disclosure of exempt information as detailed against the item.

CA.55 SALE OF NEW SUMMERSEAT HOUSE, RAMSBOTTOM, BL0 9UD, BURY - PART B

Councillor Eamonn O'Brien, Leader and Cabinet Member for Strategic Growth, presented the confidential report which set out the full financial details.

Decision:

Cabinet:

1. Noted the results of the updated tender exercise for the sale of New Summerseat House;
2. Approved the grant of a 999-year lease to the selected purchaser; and
3. Delegated approval of the documentation required to complete the grant of the lease to the Director of Law and Democratic Services.

Reasons for the decision:

As set out for the Part A report.

Other options considered and rejected:

As set out for the Part A report.

CA.56 MILLWOOD PRIMARY SPECIAL SCHOOL

Councillor Lucy Smith, Cabinet Member for Children and Young People, presented the confidential report which sought for additional services costs to enable the project to expand Millwood Primary Special School to proceed to RIBA stage 3.

Decision:

Cabinet approved expenditure in the total sum of £180,000 to meet the costs of additional services in support of the planning application and associated compliance and technical advisory work.

Reasons for the decision:

Development of additional capacity at Millwood Primary Special School as set out in the Project Safety Valve agreement between the Council and the Department for Education, is a key element of the specialist place sufficiency strategy. Taken together, the Agreement and strategy set out the business case for the development of new provision and expansion of existing specialist provision to meet increasing demand within Bury and reduce the reliance on placements in Independent Non-Maintained Special Schools (INMSS). The project at Millwood Primary Special School is a priority within this strategy.

Other options considered and rejected:

Whilst it is possible to re-procure the scheme, this would result in significant delay to delivery of the project with no certainty that costs will be reduced.

COUNCILLOR E O'BRIEN
Chair

(Note: The meeting started at 6.00 pm and ended at 6.57 pm)

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**Classification:**

Open

Decision Type:

Key

Report to:	Cabinet and Overview and Scrutiny Committee	Date: 05 October 2023 and 04 th October 2023
Subject:	Places for Everyone: A Joint Development Plan Document for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) - Proposed Modifications Consultation.	
Report of	Leader and Cabinet Member for Strategic Growth	

1. Summary

- 1.1 This report updates Members on the progress of Places for Everyone Plan: A Joint Development Plan Document for nine Greater Manchester Local Authorities (PfE) and seeks approval to consult on proposed modifications to the Plan.

2. Recommendation(s)

- 2.1 That Members:
- i. Note progress made in respect of the Places for Everyone Joint Development Plan;
 - ii. Agree that the modifications to Places for Everyone (Main, Additional and those relating to the policies map), and associated supporting background documents be subject to a period of representations for a period of 8 weeks commencing no earlier than 9 October 2023; and
 - iii. Agree the next steps for the production of Places for Everyone (section 15).

3. Reasons for recommendation(s)

- 3.1 To ensure continued progress towards the adoption of the Places for Everyone Joint Development Plan as a key part of Bury's statutory development plan.

4. Alternative options considered and rejected

- 4.1 To not approve the proposed modifications and to withdraw from Places for Everyone.

- 4.2 However, this option is rejected on the basis that the would be unable to benefit from this opportunity to meet its statutory requirement to have an up-to-date development plan in place in the short-term. This would leave the Borough open to speculative and unplanned development with insufficient supporting infrastructure.
- 4.3 Furthermore, as a joint plan of nine Greater Manchester districts, Places for Everyone has allowed for the redistribution of housing needs across the Plan area. As a result, Bury's housing target in the Plan is over 2,300 (24%) less than what would be required outside of the joint plan process using the Government's standard methodology. Therefore, withdrawing from Places for Everyone to pursue an alternative plan could result in Bury requiring a higher housing target and lead to the need for more Green Belt release.

Report Author and Contact Details:

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Position: Service Manager: Strategic Planning and Infrastructure

Department: Business, Growth and Infrastructure

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5. Background

- 5.1 Members will be aware that there is a statutory requirement for local authorities to have an up-to-date development plan in place that identifies sufficient land to accommodate new homes and jobs for a growing population.
- 5.2 Places for Everyone is a joint development plan for sustainable growth in the nine participating Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) and will, once adopted, form a key part of Bury's wider statutory development plan.
- 5.3 Up until December 2020 a joint development plan of the ten Greater Manchester local authorities was being prepared – referred to as the Greater Manchester Spatial Framework (GMSF). The GMSF had reached the Regulation 19 (Publication) stage of the process. However, decisions taken by Stockport Council in December 2020 signalled the end of the joint plan of the ten but the remaining nine GM authorities made the decision to progress with a joint plan and this became known as 'Places for Everyone' (PfE).
- 5.4 At its meeting on the 20 July 2021, members of the Places for Everyone Joint Committee recommended the Plan (and its supporting background

documents) to the nine authorities for 'Publication', pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for an 8-week period of consultation. The 'Publication' stage is a statutory stage where formal consultation on the draft plan provides an opportunity for organisations and individuals to submit their views on its content.

- 5.5 On 21 July 2021, the 'Publication' Places for Everyone was subsequently approved by Bury's Cabinet and consultation on this plan ran over an 8-week period from 9 August 2021 to 3 October 2021. In response to this consultation, over 15,000 representations were received by over 3,800 individuals and organisations.
- 5.6 All duly made representations, together with the Regulation 19 Places for Everyone plan, supporting background documents and a number of reports (including details of the consultation that took place, summaries of the main issues raised and the nine authorities' responses to those issues) were submitted to the Secretary of State on 14 February 2022, pursuant to Regulation 22 of the Local Planning Regulations. This is called the 'Submission' stage and marked the beginning of the independent examination of the Plan.

6. The examination of the Plan

- 6.1 The examination is the final stage in the plan-making process before potential adoption. The legislative requirements for the examination are contained in the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). Some guidance on procedure is also provided in the National Planning Practice Guidance chapter on plan-making. However, many of the detailed procedural aspects of the examination are not prescribed in legislation, allowing Inspectors a degree of flexibility in conducting an examination. This enables Inspectors to adapt the procedures to deal with situations as they arise and to achieve positive outcomes in a range of different circumstances.
- 6.2 Following submission of a plan, the Inspector takes control of the examination process from start to finish. The Inspector's role is to examine whether the submitted plan meets the tests of soundness defined in the National Planning Policy Framework (NPPF)¹ and meets all the relevant legislative requirements, including the duty to co-operate². The examination of Places for

¹ The tests of soundness in paragraph 35 of the NPPF require that the plan is positively prepared, justified, effective and consistent with national policy.

² Paragraph 24 of the NPPF requires that local planning authorities cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries.

Everyone therefore concentrated on the issues that affect the Plan's soundness and legal compliance.

- 6.3 Given the scale of the examination, three Inspectors were appointed by the Planning Inspectorate (PINS) to hold an independent examination of the Plan: William Fieldhouse, Louise Gibbons and Steven Lee. All three are very experienced planning inspectors and conducted the examination in a very thorough and professional way throughout.
- 6.4 The examination of Places for Everyone officially commenced at the point of 'submission' in February 2022 and will remain on-going until the Inspectors issue their final report (i.e. it includes the period before and after the hearing sessions).

Initial assessment of the Plan

- 6.5 In the early stages of the examination, the Inspectors undertook an initial assessment of the Plan which gave rise to a series of Preliminary Questions for the Places for Everyone authorities to respond to. The Preliminary Questions were intended to provide the Inspectors with clarity on various issues and to narrow down the focus of the examination.
- 6.6 The Preliminary Questions were followed by a series of Matters, Issues, and Questions that were intended to help the Inspectors decide if the Plan is sound and, if not, how it could be modified to ensure that it is. The Places for Everyone authorities were required to submit written statements in response to all of the Matters, Issues and Questions and, in doing so, a number of modifications were proposed to address issues raised by the Inspectors. Other stakeholders that had responded to consultation at the Regulation 19 stage were also invited to submit written statements in response to the Matters, Issues and Questions.
- 6.7 The responses to the Inspectors' Preliminary Questions and Matters, Issues and Questions are available on the Examination website.

Hearing sessions

- 6.8 The Inspectors' initial assessment of the Plan was followed by a series of hearing sessions. The main purpose of the hearing sessions was for the Inspectors to probe the evidence further, by asking questions of the participants and hearing their oral contributions on the issues and questions that are critical to the soundness and legal compliance of the Plan. The Inspectors also used these sessions to encourage discussion on how any soundness or legal compliance issues with the Plan could be resolved.
- 6.9 The hearing sessions for the Plan commenced on 1 November 2022. They were held at the former Manchester Fire and Rescue Training and Development Centre in Manchester city centre and sat for a total of 12 weeks,

including a final session at the beginning of July 2023. All hearing sessions were livestreamed and remain available to view via the GMCA website.

- 6.10 In the lead up to Christmas 2022, the hearing sessions considered the Plan's Spatial Strategy and thematic policies and the sessions in 2023 focused on the strategic site allocations, Green Belt additions and monitoring of the Plan.
- 6.11 The additional session in July related to five specific proposed allocations (JPA1.1 Heywood/Pilsworth; JPA28 North of Irlam Station; JPA29 Port Salford Extension; JPA30 Ashton Moss; and JPA33 New Carrington) and had been arranged by the Inspectors to discuss issues around land that has been identified by Natural England as containing deep peaty soils.
- 6.12 The Places for Everyone authorities were represented by Christopher Katkowski KC throughout the hearings, with staff from the Greater Manchester Combined Authority, the nine local authorities, Transport for Greater Manchester and the Greater Manchester Ecology Unit providing expert witnesses.

7. Proposed modifications to the Plan

Main modifications

- 7.1 It is normal practice at examinations for Inspectors to recommend main modifications to a plan where these are considered necessary to make the plan sound and/or legally compliant.
- 7.2 As a matter of law, a 'main modification' can only be made if it is necessary to make the plan 'sound' (as defined by the tests in the NPPF). Therefore, legislation enables the Inspector to recommend a main modification only if the plan would otherwise be unsound or legally non-compliant. The Inspector has no power to recommend other changes, even if they would improve the plan.
- 7.3 Throughout the duration of the hearings, the Inspectors issued a series of 'Action Points' for the Places for Everyone authorities to respond to and these included modifications to policies on the basis that these were considered necessary at that stage of the examination to inform the Inspectors' consideration of whether the Plan is sound and/or how it could be made sound and/or legally compliant as a result of these modifications. The Inspectors made it clear when they published their Action Points that they may decide that other or different main modifications may be required. The responses to the Inspectors' Action Points are available on the Examination website.
- 7.4 As requested by the Inspectors, all the proposed main modifications were compiled into a schedule and this was updated at various times to add further modifications as the hearings progressed. The schedule was first published in July 2022 with subsequent editions being published in October and November

2022 and January, May and June and August 2023. Similarly, a number of composite versions of Places for Everyone were also published to show how the Plan was intended to be modified in a more user-friendly way.

- 7.5 The Inspectors agreed the text of the proposed main modifications with the Places for Everyone authorities based, in most cases, on discussion at the hearing sessions. This was done through the Action Points outlined above and it was the responses to these, the various iterations of the proposed main modifications schedules and composite plan which informed the Inspectors' consideration of whether the Plan is sound and/or how it could be made sound and/or legally compliant by main modifications.
- 7.6 The Inspectors' published their post-hearing letter on the examination web site on 11 August 2023 setting out the next steps in the examination. This stated that, having considered all proposed main modifications in the context of all of the written material in the examination library and everything that was heard at the hearing sessions, they are satisfied at this stage of the examination that all of the proposed main modifications are necessary to make the Plan sound and would be effective in that regard. This conclusion is, however, without prejudice to their final conclusions that they will reach following consideration of responses to the consultation on the main modifications.

Additional modifications

- 7.7 In addition to the main modifications, a separate schedule of additional modifications has been prepared. Additional modifications (sometimes referred to as 'minor modifications') fall outside of the scope of the examination. They are modifications that do not materially affect a plan's policies and are not required to make the plan sound but they may, for example, relate to factual updating, clarification and corrections to grammar and presentation.

Viewing the modifications

- 7.8 The proposed main and additional modifications are set out in respective schedules and these have also been highlighted within a composite version of Places for Everyone so that the modifications can be viewed within the context of the Plan itself. The schedules of main and additional modifications³ and the Composite Plan can be viewed at <https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/modifications/>

³ It should be noted that following publication of the Schedule of Main Modifications, a formatting error has been identified in MM7.2 (replacement Table 7.1) which omits the text from the final column of the table. However, the complete Table 7.1 is available to view in the Composite Plan.

8. What do the modifications mean for the overall aims of the Plan and for Bury?

- 8.1 Whilst there are a significant number of proposed modifications, they do not change the overall Vision, Objectives and Spatial Strategy of the Plan.

Plan period

- 8.2 The submitted Places for Everyone covered a plan period from 2021 to 2037. However, the Inspectors consider that a modification is required to extend this to cover the period 2022 to 2039. This will ensure that, in line with the National Planning Policy Framework⁴, the Places for Everyone's strategic policies look ahead over a minimum 15-year period from adoption and, as a result, provide an adequate policy framework for the more detailed district local plans, which will follow on from the adoption of Places for Everyone.

Spatial strategy

- 8.3 The spatial strategy remains to deliver sustainable, inclusive growth with the following spatial elements:
- **Significant growth in jobs and housing at the core** – continuing development in the 'core growth area' encompassing the city centre and beyond to the Etihad in the east, through to the Quays, Trafford Park and Port Salford in the west. The majority of commercial employment growth is proposed in this area and around 50% of overall housing supply is found here and in the wards immediately surrounding it (inner areas).
 - **Boosting northern competitiveness** – provision of significant new employment opportunities and supporting infrastructure, including JPA1.1 Northern Gateway (Heywood/Pilsworth), and a commitment that, collectively, the northern districts meet their own local housing need, including through JPA1.2 Simister/Bowlee; JPA7 Elton Reservoir, JPA8 Seedfield and JPA9 Walshaw.
 - **Sustaining southern competitiveness** – supporting key economic drivers, for example around Wythenshawe hospital and the Airport, realising the opportunities offered by national infrastructure investment, e.g. HS2, whilst recognising the important green infrastructure assets in the area.

Jobs

- 8.4 Economic prosperity remains central to the overall strategy. It is essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities. Places for

⁴ Paragraph 22.

Everyone continues the approach of attracting investment in our city and town centres alongside recognising the importance of investing in strengthening existing and creating new employment locations, so that all communities are able to contribute to, and benefit from, growth.

- 8.5 To play a major role in contributing towards achieving GM's economic growth potential, Places for Everyone sets a global target for the nine authorities of just over 2 million sq.m. of new office floorspace and just over 3.5 million sq.m. of industrial and warehousing floorspace over the Plan period. These figures have been modified to reflect the revised Plan period and will inform the preparation of district local plans.
- 8.6 JPA1.1 Northern Gateway (Heywood Pilsworth) continues to be identified as a large, nationally significant location for new employment-led development within both Bury and Rochdale. The scale of the opportunity is genuinely transformational and will help to deliver a significant jobs boost to wider northern and eastern parts of the conurbation, increasing the economic output from this area and helping to rebalance the Greater Manchester economy. It will also address Bury's long-standing shortage of high-quality employment land which has undoubtedly held back the Borough's local economy and led to several growing Bury-based businesses relocating outside of the Borough due to a lack of opportunity for expansion.

Modifications to the Northern Gateway (Heywood/Pilsworth) allocation policy JPA1.1

- 8.7 Following discussions at the hearing session regarding the Northern Gateway (Heywood/Pilsworth) site, the Inspectors required several modifications to Policy JPA1.1. These include additional criteria relating to:
- A requirement to make provision for compensatory improvements to remaining Green Belt;
 - Strengthening the boundary of the Green Belt to the north of the site around Pilsworth Cottages, Brightly Brook and Pilsworth Fisheries;
 - Consideration of the extraction of any viable mineral resources within Mineral Safeguarding Areas; and
 - The need to undertake investigations into the extent and quality of peat in the south-west of the site.
- 8.8 A modification is also proposed to include a criterion that signposts the reader to a new Appendix D (which sets out the indicative highways and transport interventions for the site) and refers to Policy JP-C7 which sets out transport requirements of new development. This is to replace specific references to the indicative interventions within the policy itself.

- 8.9 A number of other modifications are required to Policy JPA1.1 to ensure consistency in wording across all of the site allocation policies and to remove generic policy criteria that repeat requirements that are covered elsewhere in the Plan.
- 8.10 The proposed modifications are not considered to substantively change Policy JPA1.1 for the Northern Gateway (Heywood/Pilsworth) site.

Homes

- 8.11 Greater Manchester is facing a housing crisis. Although recent years have seen an increase in house building in Greater Manchester, wages have not been keeping pace with property price increases and affordability issues have intensified.
- 8.12 To ensure that there is an adequate supply of opportunities for housebuilding, the Government's Planning Practice Guidance sets out a standard methodology for calculating local housing needs to provide local authorities with a clear and consistent understanding of the number of new homes needed in an area.
- 8.13 This standard methodology remains Government policy and the Inspectors do not consider there are exceptional circumstances to justify deviating away from using this methodology for Places for Everyone. As such, the Plan still identifies that 10,305 homes are required across the Plan area per annum. However, as a result of the proposed modification to the Plan period, the number of homes to be delivered over the lifetime of the Plan would increase from just under 165,000 to 175,185 new homes.
- 8.14 The Plan also continues to support Greater Manchester's commitment to deliver more affordable housing, including homes for social or affordable rent. Local plans will set targets for the provision of affordable housing based on local evidence of need and viability.
- 8.15 For Bury, Places for Everyone will still identify the same annual average requirement of 452 homes per year. However, because of the modification to increase to the Plan period by one year, the number of homes to be delivered over the lifetime of the Plan in Bury will increase from 7,228 to 7,678.
- 8.16 The Government's standard methodology gives Bury a Local Housing Need (LHN) for 10,047 homes over the Plan period (591 homes per year). However, the strategy that is proposed in Places for Everyone gives Bury a lower requirement of 7,678 homes, which equates to 76% of Bury's LHN.
- 8.17 To help to deliver the Plan's housing requirement for Bury, the following strategic allocations remain in the Plan with the overall quantum of development unchanged from that identified in the submitted version of Places for Everyone:

Table 1 – Places for Everyone housing allocations

Site	No. of homes
JPA1.1 Northern Gateway (Heywood/Pilsworth - Castle Road)	200
JPA1.2 Simister/Bowlee	1,350
JPA7 Elton Reservoir	3,500
JPA8 Seedfield	140
JPA9 Walshaw	1,250

Modifications to Bury's housing allocation policies

- 8.18 In a similar way to the situation with Policy JPA1.1 Northern Gateway (Heywood/Pilsworth) referred to earlier in this report, the Inspectors have required several modifications to Bury's housing allocation policies to ensure consistency in wording across all the site allocation policies and to remove generic policy criteria that repeat requirements that are covered elsewhere in the Plan.
- 8.19 Again, modifications are also proposed for each of the housing allocation policies to include a criterion that signposts the reader to a new Appendix D (which sets out the indicative highways and transport interventions for the site) and refers to Policy JP-C7 which sets out transport requirements of new development. This is to replace specific references to the indicative interventions within the policies themselves.
- 8.20 The Inspectors have also required several other modifications to Bury's housing allocation policies, including the following:

JPA1.2 – Simister/Bowlee

- 8.21 The previous boundary of the Simister/Bowlee site excluded Heywood Old Road which meant that the land to the east and west were shown as two distinct parcels. It is now proposed to amend this to include the stretch of Heywood Old Road between the two to make it clear that this is a single site and that the policy requirements set out under JPA1.2 apply across its entirety.

- 8.22 Furthermore, in terms of the policy for the Simister/Bowlee allocation, additional criteria are proposed in relation to:
- A requirement for compensatory improvements to remaining Green Belt;
 - The definition and strengthening of remaining Green Belt boundaries, where necessary; and
 - Consideration of the extraction of any viable mineral resources within Mineral Safeguarding Areas.

JPA7 - Elton Reservoir

- 8.23 Whilst the overall quantum of development at the Elton Reservoir site remains unchanged, the modification to extend the Plan period to 2039 means that the extent of development on this site within the Plan period is anticipated to increase from 1,900 to 2,100.
- 8.24 In addition, it is proposed to modify the area of retained Green Belt within the Elton Reservoir site to ensure that its boundary is strengthened by following that of the Elton Goyt Site of Biological Importance (SBI). This will also have the added benefit of helping to address concerns raised in respect of the potential impact of development on the southern part of this SBI.
- 8.25 In terms of modifications to the Elton Reservoir policy, additional/amended criteria are also proposed in relation to:
- Specific reference to the replacement of existing recreation space at Warth Fold;
 - A requirement for compensatory improvements to remaining Green Belt within the site;
 - The definition and strengthening of remaining Green Belt boundaries, where necessary;
 - The need to take account of specific Sites of Biological Importance; and
 - Consideration of the extraction of any viable mineral resources within Mineral Safeguarding Areas.

Seedfield

- 8.26 In terms of modifications to the policy for the Seedfield allocation, additional criteria are proposed in relation to:
- A requirement for compensatory improvements to remaining Green Belt within the site; and
 - Consideration of the extraction of any viable mineral resources within Mineral Safeguarding Areas.

Walshaw

- 8.27 Members will recall that on 7 September 2022, Cabinet authorised officers to request a main modification to Places for Everyone involving the removal of the proposed housing allocation at Walshaw (JPA9) in light of updated evidence on housing supply and, specifically, the identification of new opportunities for housing in Bury and Radcliffe town centres that were not confirmed at the time that the Plan was submitted.
- 8.28 The report to Cabinet in September 2022 highlighted that during the examination of the Plan, it was likely that there would be extensive debate regarding the Plan's approach and there were inevitably inherent risks that the Inspectors overseeing the examination may not agree with the Plan's general approach to housing or to Bury's proposed main modification to remove the Walshaw site.
- 8.29 The report also highlighted that the Plan's approach to housing was already facing significant challenge from a wide range of stakeholders, developers, groups and organisations and that these challenges would be considered in depth during the examination of the Plan. It also highlighted that it was highly likely that any request for main modifications will be subject to challenge during the examination in terms of whether the proposed modification is necessary to make the Plan sound and/or legally compliant.
- 8.30 The request for a main modification to remove the site at Walshaw was subsequently set out in both the Council's written statement for the site allocations and in an early version of the schedule of proposed main modifications that was prepared for the opening of the hearing sessions in November 2022.
- 8.31 However, during the opening hearing session, the Inspectors requested that this proposed modification be removed from the schedule on the basis that they would only come to a view on whether the inclusion of Walshaw would render the Plan unsound once they had considered a range of other matters including:
- the spatial strategy;
 - what the housing requirement should be for each district;
 - the available evidence about the existing housing supply, and what it told them about whether exceptional circumstances exist to release Green Belt for site allocations; and
 - whether each of the site allocations is suitable and justified.
- 8.32 As referred to previously, the Inspectors have stated that they are satisfied at this stage of the examination that all of the proposed main modifications are necessary to make the Plan sound and would be effective in that regard.

- 8.33 The Inspectors have recommended modifications to the wording of the Walshaw policy but have made no reference to the proposed modification to remove the Walshaw site. This effectively means that the Inspectors are satisfied that the Walshaw allocation is sound (subject to modifications to the policy wording) and that they will not be recommending that the site be removed from the Plan.
- 8.34 In terms of modifications to the policy for the Walshaw allocation, additional criteria are proposed in relation to:
- A requirement for compensatory improvements to remaining Green Belt;
 - The definition and strengthening of remaining Green Belt boundaries, where necessary; and
 - Consideration of the extraction of any viable mineral resources within Mineral Safeguarding Areas.
- 8.35 The proposed modifications are not considered to substantively change any of Bury's housing allocation policies.

Environment

- 8.36 The Plan is not solely concerned with accommodating development. It also includes a range of policies designed to protect and enhance our many and varied green spaces and features which are used in many different ways and afforded many different values by the people who live, work or visit the city-region.
- 8.37 The Plan supports the important role of our natural assets by:
- Taking a landscape scale approach to nature restoration;
 - Seeking to protect and enhance our network of green and blue infrastructure;
 - Seeking a significant overall enhancement of biodiversity and geodiversity; and
 - Seeking to maintain a new and defensible Green Belt which will endure beyond the Plan period.
- 8.38 Furthermore, the Plan supports wider strategies around clean air, walking and cycling and underpins Greater Manchester's ambition to be a carbon neutral city-region by 2038. A key element of this remains that there is an expectation that all new development to be net zero carbon by 2028.

Brownfield land preference

- 8.39 There remains a strong focus in the Plan on directing new development towards sites within the existing urban area, which are often in sustainable locations, close to facilities and served by existing infrastructure. Maximising the use of land in the urban area enables us to minimise the release of greenfield and Green Belt land for development.
- 8.40 The land supply identified for development in the Plan is largely within the existing urban area, as set out in Table 2.

Table 2 – Percentage of land supply within the existing urban area

Land supply	% in urban area
Offices	98%
Industrial and warehousing	51%
Housing	90%

- 8.41 There are significant viability issues in parts of the conurbation and there is a need to continue to press Government for support to remediate contaminated land, to provide funding for infrastructure and to support alternative models of housing delivery. The Brownfield Housing Fund is targeted at Combined Authorities and begins to help to address viability issues, but it is not enough to enable the full potential of our brownfield land supply to be realised.

Green Belt

- 8.42 Places for Everyone includes a limited release of Green Belt for both housing and employment. Taking into account the proposed modifications to the Plan, the net loss of Green Belt proposed is 2,213 hectares. This compares to a net loss of 1,754 hectares in the submitted Places for Everyone.
- 8.43 The policies in the Plan would result in the overall extent of the nine authorities' Green Belt reducing by 4.1%. The previously adopted Green Belt covers almost 47% of the land covered by the nine authorities. The policies in Places for Everyone Plan would reduce this to just under 45% of the Places for Everyone authorities remaining as designated Green Belt.
- 8.44 Although the net loss of Green Belt is now higher than what was proposed in the submitted Places for Everyone Plan, this is not because of more land being proposed for release by the introduction of additional development allocations or the expansion of proposed allocations. Instead, it is because the Inspectors have concluded that exceptional circumstances⁵ exist to justify

⁵ The test for adding new land to the Green Belt in paragraph 139 of the NPPF.

only 18 of the 49 proposed Green Belt additions and that only these 18 proposed additions should remain in the Plan as new areas of Green Belt.

8.45 The other 31 proposed Green Belt additions are therefore proposed to be removed from the Plan – including one proposed addition that is almost 200 hectares in size.

8.46 14 of the original 49 proposed Green Belt additions were in Bury as shown in Table 3.

Table 3 – Green Belt additions proposed for Bury in the submitted Plan

Green Belt Addition Ref	Proposed Green Belt Addition
GBA03	Pigs Lea Brook 1, Walmersley
GBA04	North of Nuttall Park, Ramsbottom
GBA05	Pigs Lea Brook 2, Walmersley
GBA06	Hollins Brook, Bury
GBA07	New Road, Radcliffe
GBA08	Hollins Brow, Bury
GBA09	Hollybank Street, Radcliffe
GBA10	Crow Lumb Wood, Ramsbottom
GBA11	Nuttall West, Ramsbottom
GBA12	Woolfold
GBA13	Nuttall East, Ramsbottom
GBA14	Chesham, Bury
GBA15	Broad Hey Wood North, Ramsbottom
GBA16	Lower Hinds, Bury

8.47 The Inspectors concluded that there are exceptional circumstances to justify 3 of these proposed additions – Pigs Lea Brook 2, Woolfold and Chesham on the basis that the boundary of the existing Green Belt adjacent to these sites are anomalous as they do not currently follow physical features that are readily recognisable on the ground.

- 8.48 Whilst the remainder will not be designated as Green Belt, it is important to note that these are largely covered by existing policy designations in the Unitary Development Plan and their status will be reviewed in conjunction with Bury's Local Plan.
- 8.49 The reduction in the Green Belt additions as proposed by the Inspectors does not, however, impact on the delivery of the overall Vision, Spatial Strategy and Strategic Objectives of the Plan.

9. Relationship with Bury's Local Plan

- 9.1 Places for Everyone is the strategic spatial plan that sets out a collective planning policy framework for the nine constituent boroughs. All policies within the Plan are 'strategic policies'. It is being prepared as a Joint Development Plan Document of the nine local planning authorities. Once Places for Everyone is adopted, it will form part of Bury's wider development plan. As such, Bury's Local Plan will need to be consistent with it and any neighbourhood plans would need to be in general conformity with the strategic policies within it.
- 9.2 The evidence that underpins Places for Everyone will also inform Bury's Local Plan but, as a strategic plan, it does not cover everything that the Local Plan will need to. The Local Plan will set out more detailed, locally-specific policies including both strategic and non-strategic policies. Appendix A of Places for Everyone sets out the policies in the relevant adopted district local plans (in Bury's case, the Unitary Development Plan) that will be replaced by policies in Places for Everyone.
- 9.3 In line with national policy, Bury's Local Plan will be expected to look ahead a minimum 15-year period from its adoption. In amending the Plan period from 2021 to 2037 to 2022 to 2039, Places for Everyone should provide an appropriate strategic policy framework for the Local Plan which will be produced following its adoption.
- 9.4 However, if the Plan period for Bury's Local Plan extends beyond 2039, the minimum requirement figures for employment floorspace and housing set out in Policies JP-J3, JP-J4 and JP-H1 should be used to inform Local Plan target(s).

10. Integrated Assessment and Habitats Regulations Assessment

- 10.1 As part of the development of Places for Everyone, an Integrated Assessment was undertaken incorporating the requirements of:
- Sustainability Appraisal: mandatory under section 19 (5) of the Planning and Compulsory Purchase Act 2004.

- Strategic Environmental Assessment: mandatory under the Environmental Assessment of Plans and Programmes Regulations 2004 (which transpose the European Directive 2001/42/EC into English law).
 - Equality Impact Assessment: required to be undertaken for plans, policies and strategies by the Equality Act 2010.
 - Health Impact Assessment: there is no statutory requirement to undertake HIA, however it has been included to add value and depth to the assessment process.
- 10.2 The Integrated Assessment contributed to the development of Places for Everyone through an iterative assessment, which reviews the draft policies and the discrete site allocations against the Integrated Assessment framework.
- 10.3 A Habitats Regulations Assessment refers to several distinct stages of assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a habitats site before deciding whether to undertake, permit or authorise it.
- 10.4 All plans and projects (including planning applications) which are not directly connected with, or necessary for, the conservation management of a habitat site, require consideration of whether the plan or project is likely to have significant effects on that site. If a proposed plan or project is considered likely to have a significant effect on a protected habitats site (either individually or in combination with other plans or projects) then an Appropriate Assessment of the implications for the site is required.
- 10.5 The submitted Places for Everyone was assessed as a Plan that was considered likely to have significant effect on one or more European protected site and was therefore informed (and accompanied) by a Habitats Regulations Assessment with mitigation measures identified as appropriate.
- 10.6 The Inspectors have made it clear that the modifications they have decided should be made to the Plan should be subject to Sustainability Appraisal and Habitat Regulations Assessment as appropriate. Furthermore, the Inspectors have made it clear that the Sustainability Appraisal and Habitats Regulations Assessment reports will be subject to public consultation, alongside the modifications, before the end of the examination. Accordingly, addendums have been produced for both the Integrated Appraisal (incorporating the Sustainability Appraisal) and the Habitats Regulations Assessment, assessing the impact of the main modifications.
- 10.7 With regard to the Sustainability Appraisal, where individual policy scores have moved from positive to uncertain or neutral, the Appraisal acknowledges that when the Plan is read as a whole, the topic is covered in other relevant policies and therefore no residual impacts have been identified.

- 10.8 The outcome of the Habitat Regulation Assessment screening assessment is that there are no 'likely significant effects' on European sites, other than those identified in the submission version of the HRA. Therefore, it has not been necessary to amend the Places for Everyone Appropriate Assessment as a result of the proposed main modifications.
- 10.9 The Integrated Appraisal and Habitats Regulations Assessment addendum reports are available alongside this report and will be published alongside the main modifications schedule.

11. Evidence base

- 11.1 A comprehensive evidence base was assembled to support the policies and proposals within Places for Everyone which was made available for consultation in 2021. This evidence was submitted alongside the Plan in February 2022 and has remained available on the GMCA's website since then and throughout the examination. As one of the tests of soundness is whether a plan is justified by proportionate evidence, the Inspectors considered this evidence as part of their Examination into whether or not Places for Everyone is 'sound'.
- 11.2 As detailed above, this evidence base will also be used to inform Bury's Local Plan as this is developed, alongside other supporting evidence prepared as necessary.

12. Proposed changes to the National Planning Policy Framework

- 12.1 In December 2022, the Government consulted on changes to the National Planning Policy Framework (NPPF). The consultation ran from 22 December 2022 to 2 March 2023. The consultation sought views on a proposed approach to updating the NPPF whilst, at the same time, seeking views on proposals to prepare national Development Management policies, how policy could be developed to support levelling up, and how national planning policy is currently accessed by users.
- 12.2 The Inspectors made a statement that, in light of the transitional arrangements (contained within the draft NPPF changes), they would carry on with the examination as programmed in the context of the tests of soundness set out in current National Planning Policy Framework, published in 2021.
- 12.3 The Government is still analysing the consultation responses and, as such, the draft (as proposed to be changed) version of the NPPF cannot be used to determine whether a Plan is sound. Accordingly, it would be unlawful to propose any main modification to Places for Everyone and/or withdraw from the Plan on the basis of the draft proposed changes to the NPPF. This is

especially the case given that Places for Everyone is at such an advanced stage of preparation.

- 12.4 As the Department for Levelling Up, Housing, and Communities is currently analysing the feedback to the consultation and no changes to the National Planning Policy Framework have yet been published, the examination progressed through its scheduled programme of sessions on the basis of the current National Planning Policy Framework. The Inspectors duly issued their post hearing letter with the schedule of proposed main modifications that they consider are necessary to make the Plan sound and/or legally compliant and which should therefore be made available for a period of public consultation.
- 12.5 The schedule of main modifications (which is available alongside this report) represents those changes to the Plan that the Inspectors consider are necessary. They do not include any modifications on the basis of the draft proposed changes to the NPPF. To make further changes to the schedule, e.g. amending overall development targets, removing additional sites which Places for Everyone proposes to take out of the Green Belt and/or amending the Green Belt addition sites, on the basis of the consultation draft National Planning Policy Framework would not be lawful.

13. Previous consultations

- 13.1 Five consultations have taken place in relation to the Plan (as set out in Table 4 below), the first four in relation to the Greater Manchester Spatial Framework and the fifth in relation to Places for Everyone.

Table 4 – Previous consultation on the Plan

Date	Stage
November 2014	Scope and initial evidence base
November 2015	Vision, strategy and strategic growth options
October 2016	Draft Greater Manchester Spatial Framework
January 2019	Revised Draft Greater Manchester Spatial Framework
August 2021	Publication Places for Everyone

- 13.2 Consultation on the revised draft of the Greater Manchester Spatial Framework in 2019 generated over 17,000 responses and these informed the production of what was intended to be the Publication version of the Greater Manchester Spatial Framework. However, the withdrawal of Stockport Council in December 2020 prevented this version of the Plan proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare

Places for Everyone taking account of the consultation responses received in 2019.

14. Consultation on the modifications to Places for Everyone

- 14.1 Whilst anyone can make a representation in response to consultation on the main modifications, the Planning Inspectorate's Procedure Guide for Local Plan Examinations⁶ makes it clear (at section 6) that this consultation **only relates to the proposed main modifications and any consequential changes to the policies map and no other aspect of the Plan.**
- 14.2 Whilst it is only necessary to consult on the main modifications and any related policy map changes, it is also proposed to consult on the additional modifications so that the full extent of proposed changes to the Plan are clear. However, it should be noted that **the Inspectors will only consider comments received in relation to the main modifications. Any responses to consultation on the additional modifications will not be considered by the Inspectors as these do not affect the soundness of the Plan and do not fall within the scope of the examination.** Responses to the additional modifications will be considered by the Places for Everyone authorities.
- 14.3 The consultation will be carried out in line with the requirements of the relevant authority's Statement of Community Involvement and the guidance contained in the abovementioned Planning Inspectorate procedure guide. Paragraph 6.9 of the procedure guide states that *'the nature and duration of the consultation should reflect that of the consultation held at Regulation 19 stage, where appropriate'*.
- 14.4 Whilst there is a statutory requirement to consult for at least six weeks, consultation on Places for Everyone at the Regulation 19 stage ran for eight weeks and it is considered appropriate to replicate this duration for consultation on the modifications.
- 14.5 As part of the consultation on Places for Everyone at the Regulation 19 stage, Bury Council sent out letters to every household in the Borough (around 86,000) to inform them of the Plan and to highlight proposals that were particularly relevant to their Ward. These letters included a paragraph that encouraged people to register their interest with the Greater Manchester Combined Authority if they wished to be kept informed of the Plan.
- 14.6 However, given that paragraph 6.9 of the procedures guide states that consultation on the main modifications should 'reflect' that undertaken at the Regulation 19 stage 'where appropriate', this allows discretion and judgment-

⁶ <https://www.gov.uk/government/publications/examining-local-plans-procedural-practice/procedure-guide-for-local-plan-examinations>

calls about what is appropriate in the very different circumstances of the Plan's main modifications and publication stages.

- 14.7 Because recipients of the previous household letters were given the opportunity to register their interest with the Combined Authority if they wished to be kept informed of the Plan, it is not considered necessary or appropriate to repeat this as part of consultation on the modifications.
- 14.8 It should be noted that the distribution of household letters is not a requirement of Bury's Statement of Community Involvement.
- 14.9 Consultation will be undertaken by the GMCA as well as each of the nine districts. In terms of consultation undertaken by the Council, consultation will be undertaken in accordance with Bury's Statement of Community Involvement (July 2023) and will involve:
- Making copies of the Places for Everyone modifications available for inspection at Bury Town Hall, Ramsbottom, Bury, Radcliffe and Prestwich Libraries and the Tottington Centre;
 - Distributing letters/emails to contacts on our consultation database to inform recipients of the consultation;
 - Making all relevant information available on the Council's web site;
 - Erection of site notices around the proposed site allocations and Green Belt additions;
 - Promoting the consultation through the Council's various social media accounts;
 - Preparing FAQs in relation to the consultation on the modifications;
 - Advertising the consultation on posters and on reception area TVs; and
 - Issuing a press release in relation to the consultation.

15. Next steps

- 15.1 Following the conclusion of consultation on the modifications, the representations received will be forwarded to the Programme Officers along with a report listing all of the representations; a summary of the main issues raised; and a brief response, on behalf of the nine districts, to those main issues.
- 15.2 The Inspectors will consider all the representations made on the proposed main modifications before finalising the examination report and the schedule of recommended main modifications. Further hearing sessions will not usually be held, unless the Inspectors consider them essential to deal with substantial issues raised in the representations, or to ensure fairness.

- 15.3 When deciding whether or not to recommend that the local planning authorities should make the main modifications, the Inspectors will normally consider them in the form in which they were published for consultation. However, in some limited circumstances, the responses to consultation may lead the Inspector to consider that a new main modification, or an amendment to one that has already been consulted on, is also necessary to make the Plan sound or legally compliant; or that a proposed main modification is not in fact necessary for soundness and should not be recommended.
- 15.4 The Inspectors may only recommend such changes to the main modifications without further consultation if they are satisfied that no party would be prejudiced as a result. For example, the consultation already undertaken on the main modifications might have adequately addressed the point, or the amendment might be a very minor one. Should further consultation be necessary a further report will be presented to the nine authorities for approval.
- 15.5 The Inspectors' report will be sent to the GMCA in electronic format for fact-check. The fact-check report will be sent to the Government (Department for Levelling Up Housing and Communities) on a for-information basis at least 48 hours before it is sent to the GMCA.
- 15.6 Once the fact-check has been completed and the Inspector has dealt with any points raised, the final report will be sent to the GMCA. This marks the completion of the examination.
- 15.7 The ultimate decision to adopt Places for Everyone must be taken by each of the Full Councils of the nine participating local authorities. This will be the subject of a further report at the appropriate time.

Links with the Corporate Priorities:

Places for Everyone will form part of Bury's statutory development plan. It will set out statutory policies and strategic site allocations that will guide future growth and development in the Borough. A key part of the Plan is to rebalance the Greater Manchester economy by significantly boosting the economic output from the north through the delivery of new housing and employment that will benefit both Bury and its residents. The 'Let's Do It' strategy specifically refers to Places for Everyone as having a key role to play in the delivery of its objectives and priorities.

Equality Impact and Considerations:

The Places for Everyone Publication Plan is a statutory plan which seeks to contribute to the achievement of sustainable development, delivering economic,

social and environmental benefits together in a mutually reinforcing way. It is informed by an Integrated Appraisal which includes an Equalities assessment.

The attached EqIA also concludes that there are no negative impacts on equality and a positive impact recorded.

Environmental Impact and Considerations:

The Places for Everyone Publication Plan will provide the strategic planning policy framework to support the nine districts in meeting Greater Manchester's ambition to be carbon neutral by 2038.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
<p>There are risks that the adoption of the Plan may be susceptible to challenge if it is not prepared in accordance with the Planning and Compulsory Purchase Act 2004 (as amended) and The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).</p> <p>Not approving the proposed modifications and to withdrawing from Places for Everyone would also present significant risk of the Borough being open to speculative and unplanned development with insufficient supporting infrastructure.</p> <p>Withdrawing from Places for Everyone to pursue an alternative plan could also result in Bury requiring a higher housing target and lead to the need for more Green Belt release.</p>	<p>Ensure that the Plan is prepared in accordance with the relevant statutory requirements and regulations.</p> <p>Places for Everyone forms part of the Borough's statutory development plan and continuing to progress the examination through consultation on the proposed modifications ensures the Council continues to make progress against the need to have an up-to-date plan in place.</p>

Legal Implications:

The legislative and constitutional requirements for the preparation of a joint Development Plan Document (DPD) in the Planning and Compulsory Purchase Act

2004 ("2004 Act") and the Town and Country Planning (Local Planning) (England) Regulations 2012 ("2012 Regulations") have been complied with.

The joint plan was submitted to the Secretary of State for independent examination (s20 of the 2004 Act) along with the documents prescribed by Regulation 22 of the 2012 Regulations. Prior to its submission to the Secretary of State, the joint DPD was published and representations were invited, pursuant to Regulation 19 and Regulation 20 of the 2012 Regulations. The Joint DPD is currently at the independent examination stage, as prescribed by section 20 of the 2004 Act; the modifications consultation stage falls within that stage of the plan preparation process.

If the joint DPD is not prepared in accordance with the 2004 Act and the 2012 Regulations, any subsequent attempt to adopt the Plan would be susceptible to challenge.

Financial Implications:

The original plan has already been subject to a rigorous consultation process. However, the Council must now consult on the modifications to the plan. The methods of consultation are detailed at 14.9 within this report. The bulk of the costs will be covered by GMCA who are producing all of the documentation, there will be a small costs to the Council in terms of communicating with via distributing letters/emails to contacts on our consultation database.

Once the plan is adopted there will be capital receipts generated for the Council and it will be the private sector or registered providers who will deliver the developments.

Appendices:

None.

Background papers:

[Report to AGMA Executive Board \(December 2020\):](#) Greater Manchester's Plan for Homes, Jobs and the Environment: Greater Manchester Spatial Framework Publication Plan 2020 – Next Steps.

[Report to AGMA Executive Board \(February 2021\):](#) Places for Everyone: A Proposed Joint Development Plan Document of Nine GM Districts.

[Report to Places for Everyone Joint Committee \(July, 2021\):](#) Places for Everyone Publication Plan 2021: A Joint Development Plan Document for 9 Greater

Manchester Local Authorities (Bolton, Bury Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, Wigan).

[Report to Bury Cabinet \(July 2021\):](#) Publication of the Places for Everyone Joint Plan.

[Schedule of Proposed Main Modifications.](#)

[Schedule of Proposed Additional Modifications.](#)

[Schedule of Policies Map/Diagrams/Pictures Modifications.](#)

[Composite Plan 2023:](#) Places for Everyone with all modifications highlighted (Main and Additional).

[Integrated Assessment 2023 Addendum.](#)

[Habitats Regulations Assessment Addendum 2023.](#)

[Bury Statement of Community Involvement \(July 2023\)](#)

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

Term	Meaning

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Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 05 October 2023
Subject:	Bury Local Transport Strategy	
Report of	Leader and Cabinet Member for Strategic Growth	

1. Summary

- 1.1 This report details the results of the draft Bury Local Transport Strategy consultation and seeks approval for the final Bury Local Transport Strategy to be adopted and published to guide investment in transport improvements and future funding bids.

2. Recommendation(s)

- 2.1 It is recommended that Cabinet:
- i. Notes the key themes raised in response to the consultation on the draft Bury Local Transport Strategy.
 - ii. Accepts the post-consultation amendments.
 - iii. Approves the revised Bury Local Transport Strategy as the final version to be adopted and published to guide investment in transport improvements over the next 10-15 years, inform future funding bids and make the case for investment in transport infrastructure and services in Bury.
 - iv. Notes the level of funding already secured or available to deliver elements of the Strategy up to March 2027.

3. Reasons for recommendation(s)

- 3.1 The Bury Local Transport Strategy will guide investment in transport improvements over the next 10-15 years, inform future funding bids and make the case for investment in transport infrastructure and services in Bury.

4. Alternative options considered and rejected

- 4.1 No other options were considered/were applicable.

Report Author and Contact Details:

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5. Background

- 5.1 In March 2023, Cabinet members approved a draft Bury Local Transport Strategy for consultation purposes.
- 5.2 This was followed by a three-month period of public consultation between 24th March and 30th June to seek the views and inputs from the wider public, key stakeholders and partners.
- 5.3 The Bury Local Transport Strategy is a non-statutory document that will help to guide investment in transport improvements over the next 10-15 years, inform future funding bids and make the case for investment in transport infrastructure and services in Bury.
- 5.4 Bury Council is already signed up to the ambitions and policies of the Greater Manchester 2040 Transport Strategy, which is due to be updated over next 12 months. GM2040 is Greater Manchester's statutory Local Transport Plan (LTP) for the city-region with the current version being LTP4. Central Government requires an updated LTP, LTP5, to be submitted in summer 2024. Government guidance on LTP5 has been delayed and is still awaited. The Bury Local Transport Strategy will feed into the refresh of the GM2040 Transport Strategy.
- 5.5 This report sets out:
- The methods used in consulting on the draft Bury Local Transport Strategy.
 - Details of the consultation responses received.
 - Recommended changes to the draft Strategy in response to consultation feedback.
- 5.6 The report then considers the next steps for the Strategy, particularly in terms of undertaking further development work and preparing a pipeline of schemes for future delivery.

6. Consultation on the Draft Bury Local Transport Strategy

- 6.1 Consultation on the draft Strategy commenced on 24th March 2023 and closed 14 weeks later, on 30th June 2023. Several approaches were used to raise the profile of the consultation process and to maximise engagement with residents and stakeholders.
- 6.2 The consultation process included:
- A specific draft Bury Local Transport Strategy consultation page on the Council's website which included full and summary versions of the draft Strategy, frequently asked questions and a link to a questionnaire survey which was hosted on One Community, the council's engagement and consultation portal.
 - Hard copies of the questionnaire were made available on request and a dedicated email address was open for emailed comments.
 - Hard copies of the documents were placed in libraries, the Tourist Information Centre and Clarence Park café.

- Face to face public drop-in events were held in June, one in each Township.
- Officers attended several stakeholder engagement events including the Bury Older People's Network Forum (7th June) and a young person's Circles of Influence event organised by Bury Youth Cabinet (6th July).
- Officers were available to discuss the draft Strategy with Members before full Council (May) and an online Member drop-in event was also held.
- Press releases and social media.
- Distribution of weblinks to community contacts and stakeholders.
- Discussions were also held with health sector organisations including the Northern Care Alliance and Bury Care Organisation (BCO). Officers also attended the Bury Care Organisation Directors' meeting to discuss the consultation.
- Discussions are ongoing with key partner organisations including Transport for Greater Manchester and Bury Care Organisation and will continue as implementation of an adopted strategy progresses.

6.3 Promotion continued throughout the consultation period.

6.4 This consultation exercise was designed to seek feedback on a high-level Strategy. There will be further consultation carried out with residents and stakeholders on individual projects such as the active travel proposals for Ramsbottom, Bury and Radcliffe as funding is secured and high-level concepts are developed into more detailed schemes.

7. Overview of Consultation Response and Proposed Strategy Amendments

7.1 The online consultation pages had 591 visits and 243 surveys were completed. A further 10 emails/letters/testimonies were received via the dedicated email address.

7.2 The overarching messages from the consultation are that:

- The public transport offer in the Borough is poor and needs to be much better for existing users and to attract new customers.
- People often feel unsafe when using all forms of transport.

7.3 There were also opposing views as to whether the strategy is doing too much for pedestrians and cyclists and not enough for motorists, or whether we should be bolder in reallocating road space to more sustainable modes such as buses, pedestrians and cyclists.

7.4 Through the Strategy we will work hard to improve the public transport offer, with the introduction of bus franchising being a real game-changer. This will see local buses being brought back under local control in Greater Manchester for the first time since they were de-regulated in 1986. The first franchised services started running in Bolton, Wigan and parts of Bury, Manchester and Salford on 24th September 2023. This is the start of the introduction of the Bee Network, an integrated London-style transport system, across Greater Manchester. *Bee*

Network buses are highly visible with their yellow branding and Bee Network symbol. All buses in Bury will be under local control by March 2024.

- 7.5 Once franchised services are in place, Transport for Greater Manchester (TfGM) will begin a process of Bee Network Reviews which will help to shape the bus network into one that better serves the needs of its customers. The intention is to reverse the decline of the bus network that we have seen over the last four decades and transform it into something people want to use, not have need to complain about, with an ambitious target set in the Greater Manchester Bus Strategy for a 30% increase in bus patronage by 2030.
- 7.6 As each tranche of franchising is implemented, TfGM will have access to improved data, which will help us to plan a better bus network. TfGM will start to undertake Bee Network reviews once franchising has been introduced. These reviews will break the franchised area down into smaller area-based networks or themes for the purpose of network reviews. The new Greater Manchester Bee Network Committee will agree a rolling programme of network reviews and approve changes to the bus network in response to these reviews.
- 7.7 The review process will need to take local community and stakeholder views into account, so in Bury, we will be establishing a Local Bee Network Forum as a means of engaging with the review process and ensuring that the future bus network develops in a way that best meet the needs of Bury's residents, business and visitors. We will announce further details of how this new forum will operate in due course.
- 7.8 The draft Bury Local Transport Strategy has been updated to reflect the significant progress made on bus franchising and bus reform in Greater Manchester in the six months since the draft Bury Local Transport Strategy was published.
- 7.9 It also came across very clearly in the consultation responses that concerns around personal safety and the fear of crime and anti-social behaviour on all forms of public transport and walking and cycling are a major issue and need to be addressed. As we implement the Strategy, making sure that people are safe and feel safe when travelling for whatever reason at whatever time of day or wherever they are going is essential.
- 7.10 In response to the feedback on safety, we have added more throughout the Strategy on both personal safety and road safety, including on the work being done by the Bury Community Safety Partnership, the expanding team of TavelSafe Support and Enforcement Officers (TSEOs) that will be patrolling franchised bus services, interchanges and bus stations from September 2023, and the adoption of the Greater Manchester's Vision Zero target for there to be no deaths or severe injuries on Greater Manchester's roads in the shortest possible time.
- 7.11 The feedback we received through our consultation included some opposing views on the Strategy. Some thought we were not doing enough for motorists and too much for pedestrians and cyclists, and causing more congestion as a

result, while others thought we were not doing enough for pedestrians and cyclists and needed to be bolder in our commitment to reducing over-reliance on the private car.

- 7.12 The fact is, we want to make it easier for everyone to get around and to give people a real choice in how they travel. The shift from private to public transport and active travel will be a very gradual one. These different forms of transport will need to be attractive enough for people to want to use them. They also need to be better for the people who don't have any other option than to walk, cycle or take public transport.
- 7.13 We recognise that balancing the competing demands on road space will be a real challenge, and we have added this to the issues and challenges in the Strategy. We have also included more details of the work we are doing to address congestion and improve journey time reliability for everyone including, the role of buses, co-ordinating roadworks through the GMRAPs scheme and our consultation on taking up moving traffic offence powers.
- 7.14 The transport vision and objectives of the Strategy have been amended to reflect public consultation, stakeholder and partner feedback.

New vision statement:

By 2040, the Borough's Townships will be connected to each other, to Greater Manchester and beyond by an affordable, safe, reliable and well-maintained low carbon transport system. It will be easy to get around by public transport, on foot and by bike. Walking and cycling will be the first choice for short journeys for those who are able to walk or cycle. Investment in transport will help to grow the economy, reduce deprivation and improve the health and well-being of residents.

Revised objectives

- To support sustainable and inclusive economic growth and regeneration.
 - To reduce the impact of transport on the environment.
 - To support healthy and active lifestyles.
 - To improve connectivity.
 - To provide a well-maintained, reliable and resilient transport system.
 - To provide a transport system that is safe, secure and accessible to all.
- 7.15 The objectives have been amended to better reflect issues such as inclusion, air quality, journey time reliability, personal and road safety, accessibility and disabled access.
- 7.16 We have also amended the Strategy in response to issues raised by respondents to give assurance that:
- The Strategy is about enabling more short trips more to be made by cycling and walking by those who are able to walk or cycle.

- The Strategy is about providing a much better public transport offer that gives a real alternative to car travel.
- The Angouleme Way Masterplan proposal to prioritise active travel to the south of the town centre is only a potential proposal and would need further investigation and studies to determine if it is feasible.
- Any schemes involving the reallocation of road space would be modelled to ensure that the impacts on general traffic were fully understood and an informed decision could be made on whether the scheme should go ahead. Schemes will also be designed to meet current national and regional design and safety standards.
- A new Metrolink stop and Travel Hub/Park and Ride at Elton Reservoir will only go ahead if the Places for Everyone Plan is formally adopted and the development goes ahead.

7.17 Appendix 1 contains more detailed information on the responses to all survey questions.

7.18 Appendix 2 provides a full schedule of all proposed changes to the draft Bury Local Transport Strategy.

7.19 The Bury Local Transport Strategy can be found in two parts at Appendix 3, Appendix 3a) is the main strategy document while Appendix 3b) is the Bury Local Transport Strategy Appendices.

8. Funding

8.1 The Council does not have all the funding in place to deliver the Bury Local Transport Strategy but has around £68 million from several different funding streams for the 5-year period that started in April 2022 to March 2027 as detailed below.

City Region Sustainable Transport Fund (CRSTS)

8.2 The first round of Government's City Region Sustainable Transport Settlement (CRSTS) will be the main source of funding. Greater Manchester has secured over £1 billion from this fund to invest in transport infrastructure over the 5-year period up to March 2027. Greater Manchester's CRSTS programme includes several schemes in Bury that amount to £34.408 million of investment:

- £15.4m for cycling and walking improvements in Bury, Radcliffe and Ramsbottom town centres. Initial concept ideas were included in the draft Bury Local Transport Strategy, with public consultation to be held in due course on more developed proposals. An additional contribution of £0.5 million has also been secured from United Utilities Green Recovery Round Phase 2 fund for a Sustainable Urban Drainage Scheme to be implemented as part of the active travel proposals for Radcliffe, taking the total to £15.9 million.
- £13.197m for maintaining roads, bridges and other structures.

- £4.5m to investment in the Key Route Network in Bury. The Key Route Network is made up of some of the busiest roads in Greater Manchester and is overseen by TfGM.
- £1.086m to invest in improvements that will make the road network safer.
- £651,000 to invest in expanding the borough's network of publicly available Electric Vehicle Charging Points, which will be used alongside LEVI funding (see paragraph 8.4) to appoint a supplier to install, operate, and maintain a network of EVCI aimed at supporting residents who do not have access to off-street parking.

Highways Investment Strategy (HIS)

- 8.3 The funding the local authority receives from central government for highway maintenance of approximately £1.2 million per year is now part of the CRSTS settlement. This level of funding has not been enough to stop the condition of the highway network deteriorating further. As such, the Council is investing 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.

Local Electric Vehicle Infrastructure Fund

- 8.4 Greater Manchester has secured £16.158m capital funding from the Office for Zero Emission Vehicle's (OZEV) Local Electric Vehicle Infrastructure Fund (LEVI). Bury has secured a £1.292m share of this fund which will be used alongside the CRSTS funding as detailed in paragraph 8.2 above.

Street Lighting Replacement Programme

- 8.5 The Council is also investing a further £2.805 million on upgrading older street lighting infrastructure with modern, energy saving options.

Walking and Cycling schemes

- 8.6 Bury has been successful in securing funding from several active travel funding streams including the GM Mayor's Cycling and Walking Challenge Fund and several rounds of Government's Active Travel Fund.
- 8.7 The funding available to Bury Council for the five-year period April 2022 – March 2027 is summarised in the table below.

Capital funding committed or available to Bury Council for transport improvements April 2022 – March 2027	Funding source	Committed capital funding ⁽¹⁾
Active travel schemes in Radcliffe town centre	CRSTS & UU	£9.500m
Active travel schemes in Bury town centre	CRSTS	£4.100m
Active travel schemes in Ramsbottom town centre	CRSTS	£2.300m
Capital maintenance – non-KRN roads, bridges & structures, street lighting	CRSTS	£13.197m
Key Route Network Carriageway Maintenance	CRSTS	£4.500m

Highways Investment Strategy (road maintenance) (2023/24-2025/26)	Council	£12.000m
Road safety	Council	£0.530m
Public Rights of Way	Council	£0.080m
Local safety schemes (funding for 2022/23 and 2023/24 only)	CRSTS	£1.086m
Traffic management / traffic calming	Council	£0.216m
Electric vehicle charging infrastructure	CRSTS	£0.651m
Electric vehicle charging infrastructure	LEVI	£1.292m
Street lighting (2023/24 – 2024/25)	Council	£2.805m
Walking and cycling improvements including: <ul style="list-style-type: none"> • Fishpool junctions and crossings • Pimhole junctions and crossings • Radcliffe: Milltown Street Bridge 	MCF	£10.000m
Fishpool and Pimhole Active Neighbourhood	ATF2	£0.750m
Parkhills Road - Heywood Street Junctions Radcliffe Metrolink Active Access Package	ATF4	£1.850m
Total committed funding		£68.414m

(1) Indicative allocations as in some cases funding is subject to business case approval by funder.

- 8.8 Greater Manchester's £1 billion CRSTS programme also includes over £47m for the first phase of the new Bury Interchange (currently estimated to be £84m in total), including a new step-free southern access to the Metrolink platforms. The redevelopment of the Bury Interchange will act as the catalyst for wider investment and development around the town, providing a modern interchange that integrates with its surroundings. Funding will also be needed from the second round of Government CRSTS funding for the Interchange.
- 8.9 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 including:
- Metrolink stop improvements (outside of Bury town centre).
 - Development work on the potential new Elton Metrolink Stop and Travel Hub/Park and Ride.
 - Quality Bus Transit corridors on the A58 Bury–Rochdale corridor and the Bury–Bolton Corridor, including scheme development and potential scheme delivery.
 - Bus Priority and Streets for All scheme development on the A56 corridor into Manchester City Centre.
 - Bus Pinchpoint schemes to address locations where buses experience delays.
 - The Bury-Heywood-Rochdale Tram-Train Pathfinder scheme to 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.
- 8.10 Bury is also working with TfGM on the regeneration proposals for Prestwich, including the development of proposals for a Travel Hub at Fairfax Road.

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.

9. Next steps

9.1 Once we have an adopted Bury Local Transport Strategy in place the next steps are:

- To continue to develop, consult upon where necessary, and deliver the schemes we have already secured funding for.
- To develop a pipeline of unfunded schemes that we can feed into the GM2040 Transport Strategy and Delivery Plan updates, and that we can put forward to future funding opportunities such as a second round of the City Region Sustainable Transport Settlement.
- To keep this Strategy under review and prepare an annual progress report covering progress against our investment priorities.

10. Conclusion

10.1 The recommendations are contained at the front of this report.

Links with the Corporate Priorities:

The Local 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.

It will support the Borough's ambitions for sustainable growth and development over the next 20 years.

Equality Impact and Considerations:

There are no negative impacts on equality and a positive impact recorded. An EIA (Equality Impact Analysis) is appended to this report (Appendix 4).

Environmental Impact and Considerations:

The investment priorities in this Bury 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
---------------------------	-------------------

The post consultation amendments are not accepted.	The amendments are a result of public consultation and having considered the responses received.
The final Strategy is not approved.	A previous Cabinet report approved the draft Strategy. The final Strategy has been amended in response to comments received and updated information which has become available.
Adequate funding is not available and/or secured to deliver the Strategy.	Early funding opportunities have been identified and secured. The Council is committed to sourcing and securing additional sources of funding. Central Government has indicated that there will be a second round of the City Region Sustainable Transport Settlement for the period beyond March 2027.
Funding already secured is not spent and schemes in existing capital programmes are not delivered.	Sufficient staff resource and expertise is available to develop and deliver schemes for which funding has been secured.

Legal Implications:

This strategy has been subject to a full consultation process in line with the Gunning principles. Members are asked to consider and approve the amended strategy, the details of the consultation responses are available for Members to review.

Financial Implications:

As detailed within the report the funding for the schemes included within the transport strategy is complex and spans multi years. Funding is from both Council funds and from a number of external sources. Not all of this funding is yet confirmed and some is still subject to the approval of business cases.

Costs are also subject to change once work packages are procured

In addition to the costs and funding identified within the report the Council also contributes to the GM passenger transport levy every year.

Appendices:

Appendix 1 – Draft Bury Local Transport Strategy Consultation Statement

Appendix 2 – Draft Bury Local Transport Strategy – Proposed post-consultation amendments

Appendix 3a – Bury Local Transport Strategy

Appendix 3b – Bury Local Transport Strategy Appendices

Appendix 4 – Bury Local Transport Strategy Equality Impact Assessment

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: a funding source that will help to transform local and strategic connectivity, making it easier to travel sustainably, affordably and quickly, improving access to employment and enhancing quality of life.
EVCI	Electric Vehicle Charging Infrastructure
LEVI	Local Electric Vehicle Infrastructure Fund
TfGM	Transport for Greater Manchester: a partner organisation
BCO	Bury Care Organisation: a partner organisation
UU	United Utilities
MCF	GM Mayor's Cycling and Walking Fund
ATF2	Active Travel Fund Round 2
ATF4	Active Travel Fund Round 4

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Appendix 1: Draft Bury Local Transport Strategy Consultation Statement

Consultation Approach

Consultation commenced on 24th March 2023 and closed 14 weeks later, on 30th June 2023. The questionnaire was developed and hosted on-line on 'One Community', the council's engagement and consultation portal.

The draft strategy was also available to view online on the Council's website. Hard copies of the questionnaire were made available on request and a dedicated email address was open for emailed comments. There was also the option to submit comments by email. Face to face engagement drop in events were also held as shown below.

Thursday 1 st June 2023	4.30pm-6.30pm	The Tottington Centre
Wednesday 7 th June 2023	5.30pm-7pm	Peel Room, Bury Town Hall
Thursday 8 th June 2023	4.30pm-6.30pm	Ramsbottom Library
Monday 12 th June 2023	4.30pm-6.30pm	Whitfield Methodist Church, Oasis Centre
Thursday 15 th June 2023	4.30pm-6.30pm	Radcliffe Library
Thursday 22 nd June 2023	4.30pm-6.30pm	Prestwich Library

Transport planning officers also attended the Older People's Forum (7th June), Circles of Influence meeting (6th July) and were available to discuss with Members before full Council (24th May). An online drop-in event was also held for Members.

Hard copies of the documents were also placed in the libraries, Tourist Information Centre and Clarence Park café.

Conversations were held with the Northern Care Alliance and transport officers attended the Bury Care Organisation (BCO) Directors' meeting to discuss the consultation. Conversations are on-going with BCO as a partner. Discussions also continue with TfGM as a partner organisation.

243 responses were received on-line via One Community, with a further 10 email/letters/testimonies received to the dedicated inbox. The main issues raised by email responses are summarised later in this statement.

The consultation was promoted via the below throughout the duration of the consultation.

- Council social media accounts
- Hub newsletters (hub newsletters are received by community groups/stakeholders/interested individuals within the hub area that have signed up to receive newsletters each week. The newsletters combined reach over 1000 email contacts. The newsletters can also be forwarded on from participants to other they feel may be interested in some of the content.
- VCFA newsletter (received by voluntary, community, faith and some statutory organisations that have signed up or are a member of the VCFA with in Bury)
- The Bury Directory via the scrolling banner and newsletter (which again reaches over 1000 people/groups/organisations/businesses)

- One Community newsletter (a reach of over 2.5k people registered on One Community)
- Community Safety Partnership
- Transport For Greater Manchester newsletters (to GM local authorities and GM health sector)
- Bury College and Holy Cross newsletters
- Council website
- Active travel groups via mailing lists and Facebook pages (via moving more officer)
- Live Well webpage
- Youth Parliament email to attendees and attendance at a face-to-face meeting
- Ageing well newsletter (via Public Health team)
- East Lancs Railway (direct email with link for forwarding on)
- Women and Girls safety groups (via
- Bury Blind Society e-newsletter
- Internal staff communications
- Live leadership briefing (link shared on screen)
- Children's Partnership newsletter
- Bury BID board and e-newsletter

Online Consultation

The survey received responses across all demographics (see graphs below) but no real differences in opinion were found.

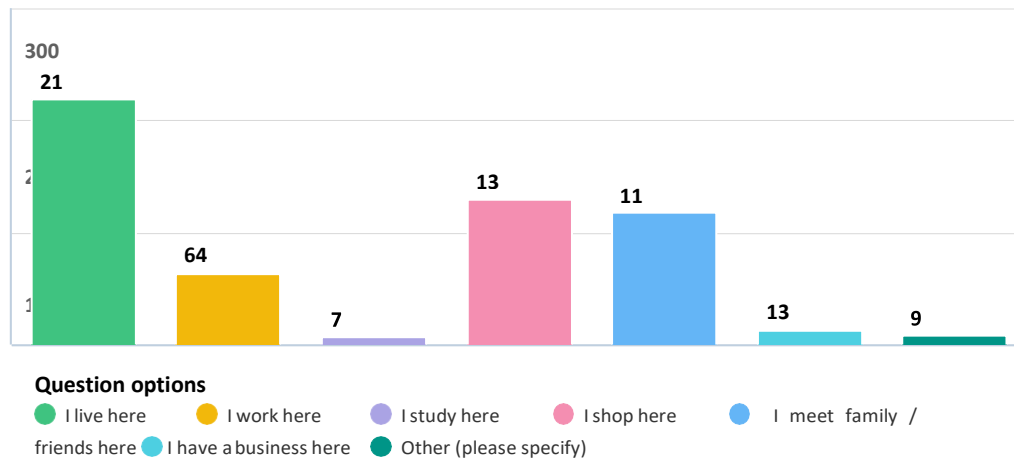
Initial questions related to the travelling habits of consultees, asking their connection to the Borough and how often they travel within the Borough by different modes of transport. Consultees were then asked to what extent they agreed or disagreed that the Strategy reflects the transport challenges within the Borough and whether they support the Vision and Objectives set out within the Transport Strategy.

Each of the Investment Priorities for each mode of transport (Metrolink, Bus, Walking, Wheeling and Cycling and Highways and Parking) was then addressed in turn, and consultees were asked whether they agreed or disagreed with the Investment Priorities set out in each.

Finally, consultees were asked if they disagreed with any of the proposals; whether there is anything missing from the Transport Strategy; and whether they had any further comments. Responses to these questions were open form, allowing respondents to add their own free text.

Survey Responses

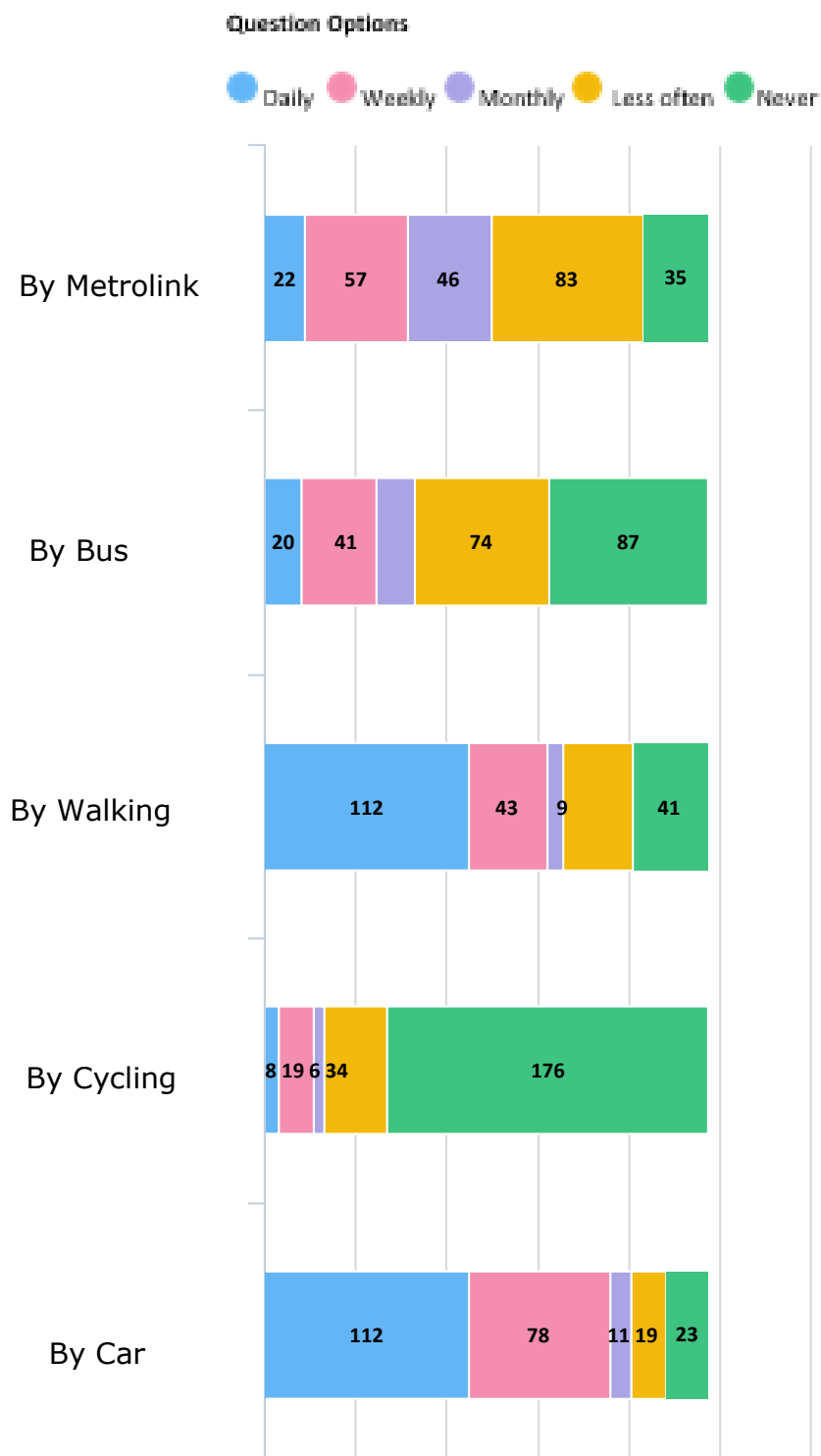
Q1. Which of the following describe your connection to the Borough? (Tick all that apply)



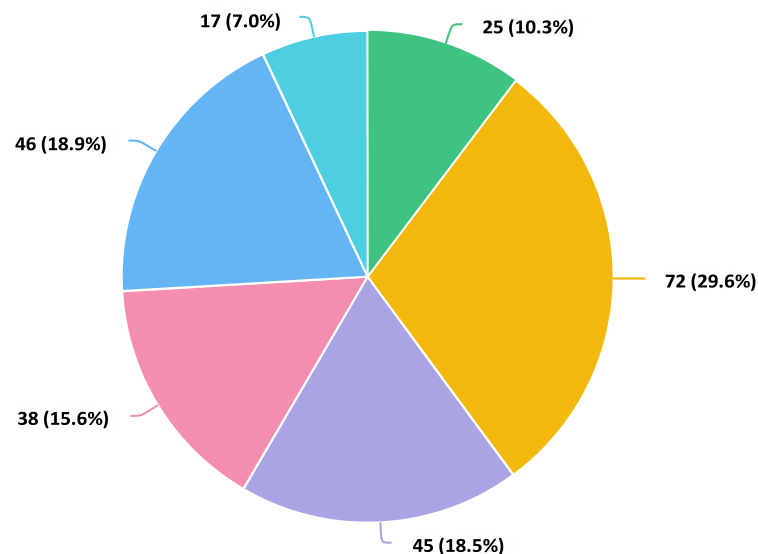
As the above graph shows, the majority of respondents live in the borough (219 respondents) with a further 130 stating that they shop in the borough and 118 responding that they meet friends/family here.

Q2. How often do you travel to or within Bury by the following modes of transport?

The chart below clearly shows that the majority of journeys to or within Bury on a daily basis are completed by car or on foot. However, journeys by Metrolink and bus are taken on a weekly basis by a considerable number of respondents. Cycling is less used than any other form of transport.



Q3. To what extent do you agree or disagree that the strategy reflects the transport challenges faced in the Borough?



Question options

Don't know Strongly disagree Disagree Neither agree nor disagree Agree Strongly agree

This question asked respondents to what extent they agreed or disagreed that the transport strategy reflects the transport challenges faced in the Borough and to provide a reason for their answer. 40% of respondents either 'strongly agreed' or 'agreed', while another 18.5% neither agreed nor disagreed. 35% either strongly that the strategy reflects the transport challenges faced in the Borough, 35% either 'strongly disagreed' or 'disagreed'.

Where reasons were provided the focus was as follows:

- The strategy penalises motorists and places too much emphasis on walking and cycling.
- Restricting motor vehicle provision increases congestion and emissions.
- Public transport doesn't go directly where people need it to go. Services take too long and mainly run to Manchester.
- Personal safety should be a priority. Public transport feels unsafe at various times of the day.
- Many people in the Borough cannot afford to use public transport. Tram and bus tickets to the same location should be the same price.
- Better accessibility on all modes of public transport is required especially for disabled and elderly residents.
- We need to promote safer cycling and walking routes if we are to encourage people to get out of the car.
- A passenger service should run on the existing railway line.
- Reducing Angouleme Way to one lane will cause traffic congestion.

- Bus lanes and cycle lanes add to congestion.
- There is a need for an affordable commuter train link to Rawtenstall.
- NHS community staff should be provided with parking permits and free parking.
- Too much investment being spent on underused cycle lanes and not enough on the roads.
- Highways maintenance needs to be considerably improved. Road conditions within the Borough are below standard.

Vision and Objectives

Q4. To what extent do you agree or disagree with our vision for the Local Transport Strategy? 'By 2040, Bury will be an attractive, well connected and innovative Borough where people aspire to live, work and visit.'

Response	Percentage	Number
Strongly agree	17%	41
Agree	31%	76
Neither agree / disagree	15%	37
Disagree	14%	35
Strongly disagree	19%	47
Don't Know	3%	7

There was broad support for the vision as almost half of respondents (48%) either 'strongly agreed' or 'agreed' with it. Fewer respondents 'disagreed' or 'strongly disagreed' (33%). The remaining respondents did not have a view or didn't know (18%).

Q5a. The Strategy sets out six objectives. To what extent do you agree with the objectives?

There was strong support for all six of the draft strategy's objectives, with significantly more respondents agreeing/strongly agreeing than disagreeing/strongly disagreeing with them.

The table below shows the percentage of respondents who agreed or strongly agreed with each objective compared with those who disagreed or strongly disagreed.

Objective	Agreed or strongly agreed	Disagreed or strongly disagreed
Improve the maintenance and management of the transport network	68%	17%
Support sustainable economic growth and regeneration	67%	11%
Improve connectivity	66%	13%
Improve road safety	61%	14%
Encourage healthy and active lifestyles	59%	12%
Reduce carbon emissions	58%	26%

The most supported objective was 'improving the maintenance and management of the transport network', which 68% of respondents agreed or strongly agreed with, closely followed by 'supporting sustainable economic growth and regeneration', which 67% of all respondents agreed or strongly agreed with.

Q5b. Do you think that there are any important transport related issues that the objectives do not address?

Respondents were then asked if there were any important issues that the objectives did not address. Comments were made by 60% (145) of respondents. The focus of the comments was as follows:

- Bikes being allowed and accommodated for on public transport should be considered.
- The strategy takes no account of topography, weather conditions or demographics.
- It fails to address the lack of public transport to the north of the Borough.
- The strategy does not address anti-social behaviour or personal safety at transport hubs.
- Congestion around Bury Bridge needs to be considered.
- The infrastructure required for fully electric private vehicles needs drastically improving.
- The Strategy doesn't address how the Council are going to address operational carbon or pollution other than carbon emissions.
- Unreliable buses.
- Night services for shift/hospitality workers.
- Potholes.
- The strategy fails to address access on buses for wheelchair users.
- Efficiencies lost in Prestwich High Street area due to poorly timed, non-connected pedestrian crossings.
- It doesn't address improving roads and widening them to get through Bury.
- Improving the situation for car users.
- It doesn't address the issue of too much car use.

Investment Priorities**Q6a. To what extent do you agree or disagree with the proposed investment priorities for the Metrolink?**

Response	Percentage	Number
Don't Know	2%	5
Strongly disagree	10%	25
Disagree	11%	27
Neither	17%	41
Agree	28%	67
Strongly agree	32%	78

As the table above shows, 60% of respondents either 'strongly agree' or 'agree' with the proposed investment priorities for Metrolink with only 21% of respondents 'strongly disagreeing' or 'disagreeing'. However, where comments were received the focus was as follows:

- There is no need for a new station at Elton Reservoir
- Overcrowding on the trams needs to be addressed to encourage more people to use them.
- Existing stops are outdated and need upgrading.
- Accessibility for disabled users across the network needs improving.
- Passenger safety needs to be addressed both at the stops and on the tram.
- Connections to Bolton and Heywood/Rochdale/Oldham should be considered.
- If car parking is reduced at stops and people cannot find a parking space, then they will not use the Metrolink.
- Metrolink is too expensive.
- Metrolink is not frequent or reliable enough.
- If somebody uses a tap-in card and trams are cancelled, they have no proof of purchase to show on buses.
- Need to address people parking in Metrolink car parks when they are not actually using the Metrolink station.
- More frequent services required in the evening and at weekends to ensure more options are given to the public working in shift patterns.

Q6b. To what extent do you agree or disagree with the proposed investment priorities for buses?

Response	Percentage	Number
Don't Know	3%	7
Strongly disagree	10%	25
Disagree	11%	27
Neither	14%	33
Agree	30%	73
Strongly agree	32%	76

The largest number of respondents either 'strongly agree' or 'agree' with the proposed investment priorities for buses (62%) and only 21% either 'strongly disagree' or 'disagree'.

Where comments were received the focus was as follows:

- Reliability - buses are constantly late and often do not turn up at all. There needs to be a reliable service to entice people out of their cars.
- Buses cause congestion and add to pollution levels.
- Buses are not currently accessible for disabled users or passengers with mobility issues.
- There is a need for more night buses for shift workers.
- There is a lack of bus drivers which leads to an unreliable service.
- Services need to reflect the journeys people want to make.
- Buses fares are too expensive. Cheaper fares are needed.
- Bus routes to the north of the Borough need to be improved.
- Personal safety particularly for elderly passengers and women needs to be addressed at both bus stops and on the bus.
- Orbital links need improvement. Not everyone needs/wants to travel into Manchester City Centre.
- Investment is needed in school bus services.
- It is difficult for trades to use the bus for work purposes (you cannot transport tools or bulky goods etc on a bus).
- Trying to force people to use the bus to the detriment of other transport modes only reduces overall transport efficiency.
- Lack of accurate information about bus timetables. Electronic bus information displays at all/most stops is required.

Q6c. To what extent do you agree or disagree with the proposed investment priorities for walking, wheeling and cycling?

Response	Percentage	Number
Don't Know	2%	5
Strongly disagree	21%	52
Disagree	9%	22
Neither	20%	49
Agree	23%	57
Strongly agree	24%	58

The largest number of respondents (47%) either 'strongly agreed' or 'agreed' with the investment proposals priorities for walking, wheeling and cycling. However, 30% of respondents 'strongly disagreed' or 'disagreed' with the investment priorities for walking, wheeling and cycling.

Where comments were received the focus was as follows:

- Active travel proposals shouldn't come at the expense of other road users.
- Existing cycle lanes are underused and cause congestion.

- Many pavements in the Borough are unfit for pedestrians and are a danger- uneven paths, cars parked on pavements, bins left on the pavement etc.
- Poor weather conditions mean people do not want to walk or cycle.
- The two new cyclops junctions are badly designed and are a danger to pedestrians.
- People don't feel safe walking or cycling alone particularly in the evening.
- Dedicated cycle paths and improved canal towpaths with lighting should be installed to encourage more walking and cycling even during the evenings.
- Inadequate cycle parking/storage in accessible locations across the Borough deters people from cycling.
- Not being able to take bikes on the Metrolink often deters cyclists from cycling every day.
- More bike libraries are needed.
- Many pedestrian crossings in Bury town centre do not have rotating cones so sight impaired/blind pedestrians are unable to cross the road safely.
- Future route maintenance needs to be considered. Existing routes and any new routes need to be maintained so that they don't become usable and unsafe.
- Need to support the PROW network and Village Link routes.
- Protected cycle routes separated from the road are required.
- Walking is unattractive particularly in areas such as Whitefield where there are very heavy traffic levels and narrow pavements.
- Need to invest in the Hawes water tunnel under M60.

Q6d. To what extent do you agree or disagree with the proposed investment priorities for highways and parking?

Response	Percentage	Number
Don't Know	4%	9
Strongly disagree	18%	43
Disagree	11%	27
Neither	22%	53
Agree	27%	66
Strongly agree	19%	45

The largest number of respondents either 'strongly agreed' or 'agreed' with the proposed investment priorities for highways and parking.

Where comments were received the focus was as follows:

- More emphasis is required on safe pedestrian crossings.
- Charging points in better locations that don't involve double dipping by charging for the parking as well as the charging should be provided.
- Disabled parking spaces need to be increased across the Borough.
- Existing highways need to be improved across the borough e.g. highway maintenance, road markings, pavements and potholes.

- The two new cyclops junctions are badly designed and are confusing and dangerous for motorists.
- Electric cars are too expensive, and charging is too expensive.
- There should be free car parking across the Borough especially in Bury Town Centre.
- Lack of crossing facilities at junctions.
- Insufficient car parking at Fairfield Hospital.
- EV charging for terraced properties.

Additional Comments

Q7a. If you disagree with any of our proposals, please could you explain why?

Where comments were received to this question the focus was as follows:

- The new junction improvements outside the Town Hall are making traffic worse.
- There is an overemphasis on public transport.
- Angouleme Way needs to remain a dual carriageway.
- The plans for Radcliffe focus on the Metrolink and not the wider regeneration of the town.
- Too much emphasis on cycle routes and high frequency buses instead of a better share of regular bus services in all areas.
- Metrolink investment to improve the stations would be better spent on subsidised tickets for those unable to afford the cost of using the Metrolink system.
- The approach to highway repairs requires further consideration. The patch and patch again approach to potholes is not a long-term solution and many roads in the Borough remain in a dangerous condition.
- The Strategy doesn't go far enough in considering pollution, congestion and high car use.

Q7b. Do you feel there is anything missing from the Local Transport Strategy that should be included?

Where comments were received to this question the focus was as follows:

- Increased parking provision at key public sites such as health centres, schools, council offices and leisure facilities.
- An additional pedestrian crossing on Bolton Street in Ramsbottom between the junction at Nuttall Lane and the proposed junction at Cross Street. It is currently very difficult for pedestrians to cross this road due to the amount of vehicle traffic.
- Reinstallation of Local Link service in Holcombe Village.
- The path at the end of bury canal needs upgrading. It leads to the senior schools and could be used for pupils to walk home.
- Protected bike lanes on busy bee routes, to prevent cars entering the bike lane during congestion should be a priority.

- The rail link between Bury and Lancashire should be reinstated.
- Use of the Canal system as a transport alternative - not everyone needs to rush to be somewhere, a slow boat ride through town centers would also open new economic options.
- Enforcement of pavement parking.
- Enforcement for roads with weight limits and speed limits.
- Says very little about walking for health and the importance of the Borough's footpath network.
- Issues in respect of mobility vehicles and how these are to be accommodated on our highway network.

Q7c. Do you have any other comments on the draft Local Transport Strategy?

Where comments were received to this question the focus was as follows:

- Why forecast to 2040 it's the here and now that needs attention.
- Bring the canal back into use for leisure activities.
- Not local enough and does not do enough to provide a safe environment.
- There is a lot of high visibility, high-cost development which is not all necessary.
- Why are the lighting lanterns being replaced by LED's throughout the Borough on an ad-hoc basis and not on a complete phased programme?

Comments received by Email

In total there were 10 additional responses by email from members of the public, local community groups and local businesses along with responses from TfGM and the Northern Care Alliance.

The main issues raised included: suggestions of additional bus services and routes to the north of the Borough; the use of the Manchester, Bolton and Bury Canal Towpaths as key off road Active Travel Routes; consideration of the use of e-bikes for both personal and business uses and that any measures that are likely to have the opposite effect of generating more vehicle traffic, such as increasing car parking, should be avoided within the Strategy.

Drop-in Session Comments

Drop-in sessions were held within each of the Borough's six Townships (Tottington, Bury, Ramsbottom, Radcliffe, Whitefield and Prestwich) to answer any questions attendees might have and to encourage engagement with the online consultation process.

During the drop-in sessions some concerns were raised by attendees mainly in relation to the reliability of bus services and poor bus connections to the north of the Borough. Personal safety on public transport particularly at night or when travelling alone, a lack of safe pedestrian crossings within the Borough and congestion were also raised.

Stakeholder Comments

Where requested Officers also attended specific Stakeholder events such as the Older People's Forum (7th June 2023) and the Circles of Influence meeting (6th July 2023).

During these sessions several similar concerns were raised by attendees at both events. Concerns raised mainly related to unreliable bus services and personal safety whilst travelling on public transport. Attendees also raised concerns around the cost of public transport and school bus services being withdrawn.

Summary of Issues Raised

Several comments were raised numerous times by many respondents. Some comments were very specific and have been passed to the relevant Department to be considered, such as a request for a replacement bridge at Outwood Road, or to our partner, Transport for Greater Manchester, while others will be taken into consideration as we implement the Strategy.

Several respondents raised issues regarding the two new cyclops junctions in Bury town centre. In addition to causing congestion, several respondents felt that these junctions were badly designed and confusing for all users.

Several comments were also raised with regards to the Bury Town Centre Masterplan proposal to reconfigure Angouleme Way to one lane. Many respondents felt that the proposals to prioritise active travel and bus movement around the south of the town centre with Peel Way being the main traffic route on the north side of Bury town centre, would cause additional congestion and that Angouleme Way should remain as a dual carriageway.

There were also concerns expressed that rather than resolving issues such as air pollution and congestion, a strategy based on providing better public transport, pedestrian and cycle facilities would make these issues worse, particularly for motorists for who would experience more congestion. Others raised the issue of congestion on roads around Bury town centre, in particular on Angouleme Way, at Bury Bridge and on the route out of Bury town centre to the M66, and expressed a view that more road space/capacity was needed for cars, not less.

A small number of respondents also raised concerns that the Ramsbottom Town Plan parking proposals and CRSTS-funded walking and cycling improvements will have a detrimental impact on the town's economy.

Finally, some respondents used the consultation to oppose the Places for Everyone allocation at Elton Reservoir and the associated new Metrolink Stop and Park and Ride/Travel Hub. The allocation of this site for residential development is outside the scope of the Transport Strategy and the new Metrolink Stop and Park and Ride/Travel Hub will only be built if the development goes ahead.

Conclusion

An extensive public consultation process has been undertaken in the preparation of the Local Transport Strategy. Residents, local communities and key stakeholders including Ward Councillors were informed about the online consultation.

The purpose of the online consultation was to provide details of the development proposals and to gather the views of the local community and interested parties. A total of 243 responses were recorded to the online consultation, with over half of all respondents recording that they agree with the vision for the Transport Strategy.

A range of further comments received individually by residents and local community groups were also favourable. Engagement with stakeholders at several in person events to promote the Local Transport Strategy and consultation have also taken place.

Concerns that have been raised have been addressed wherever possible within the final Bury Local Transport Strategy.

Appendix 2

Draft Bury Local Transport Strategy – Schedule of Proposed Amendments

Introduction

Following detailed analysis and full consideration of all the responses received as part of the consultation exercise, it is proposed that a number of amendments are made to the draft Strategy. These are detailed below.

Document-wide changes:

- New branding applied.
- Local examples from consultation included eg Prestwich Circle Volunteer Drivers Service as an example of community transport.
- More content included on personal safety.
- More content included on technology.
- Document updated to reflect where schemes have been delivered.
- Minimal content deleted, mainly out of date content eg on commercial bus operations and the initial proposals for the three CRSTS active travel schemes in view of our intention to consult on more developed ideas later this year.

Main changes by chapter

Executive Summary: updated where necessary to reflect the amendments below.

Foreword: updated to reflect that this is now the final Strategy, not a draft.

1. Introduction:

- Amended paragraph on GM2040 Transport Strategy to clarify that we have already signed up to its ambitions and policies.
- Added new page on the consultation process.

2. GM2040 Transport Strategy

- Updated to better reflect the link between Bury Local Transport Strategy and GM2040 Transport Strategy (LTP4), including a new document hierarchy image.
- Added new content on updating Local Transport Plans and government requirement for new LTP5 by next summer, including a new image on updating GM2040.
- Added new pages:
 - Bury's GM2040 Local Implementation Plan.
 - funding for transport improvements, Government funding and conditions such as promoting sustainable travel and public transport, including reallocating road space to sustainable modes.

3. Issues and challenges

- Metrolink – added more issues raised during consultation including cost, reliability, overcrowding at peak times, anti-social behaviour at stops and enforcement of Metrolink Park and Ride facilities.
- Bus – added anti-social behaviour to the issues and referred to the GM Bus Plan target for bus patronage.
- Congestion page renamed 'Congestion and journey time reliability'.
- Walking, wheeling and cycling – road safety and personal safety added to the issues.
- New issue added: *Balancing competing demands for roadspace*.

- Personal safety – more content added, including on the work of the Bury Community Safety Partnership and the additional enforcement officers to be deployed as part of franchising.
- More content included on inequality issues raised during the consultation such as transport affordability, inclusion and accessibility.
- New issues and challenges added:
 - Physical inactivity.
 - Embracing new technology.

4. Transport Vision & Objectives

- The transport vision has been amended to better reflect the *LET's Do It* Strategy transport vision and consultation / stakeholder feedback, including to provide assurance that the strategy:
 - is about enabling more short trips more to be made by cycling and walking by those who are able to walk or cycle.
 - is about providing a much better public transport offer that offers a real alternative to car travel.
 - is not about forcing people out of their cars.
- '*Attractive and efficient*' has been replaced by what people told us an attractive and efficient public transport system looks like ie '*affordable, safe, reliable and well-maintained and low carbon transport system*'

New vision statement:

By 2040, the Borough's Townships will be connected to each other, to Greater Manchester and beyond by an affordable, safe, reliable and well-maintained low carbon transport system. It will be easy to get around by public transport, on foot and by bike. Walking and cycling will be the first choice for short journeys for those who are able to walk and cycle. Investment in transport will help to grow the economy, reduce deprivation and improve the health and well-being of residents.

Original vision statement:

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 improvements to transport and connectivity will help to grow the economy and reduce deprivation.

- The strategic transport objectives have been amended to incorporate public consultation, stakeholder and partner feedback and better reflect issues such as inclusion, air quality, journey time reliability (congestion), personal and road safety, accessibility and disabled access.

New objectives

- To support sustainable and inclusive economic growth and regeneration.
- To reduce the impact of transport on the environment.
- To support healthy and active lifestyles.
- To improve connectivity.
- To provide a well-maintained, reliable and resilient transport system.
- To provide a transport system that is safe, secure and accessible to all.

Previous objectives

- To support sustainable economic growth and regeneration.
- To reduce carbon emissions.
- To encourage healthy and active lifestyles.
- To improve connectivity.
- To improve the maintenance and management of the transport network.
- To improve road safety.

5. Metrolink

- Investment priority 2: Improvements to stops on the Bury line – added reference to TravelSafe.
- Investment priority 3: Connections to Metrolink stops – added reference to personal safety.
- Investment priority 4: A new Metrolink stop at Elton Reservoir - added statement that the allocation of the site will be determined by the Places for Everyone Plan (PfE) and a new stop and Travel Hub/Park and Ride will only go ahead if the Plan is formally adopted and the development goes ahead.
- Investment priority 5: Travel Hubs – included a paragraph on Prestwich Travel Hub proposal and referred to bikes on trams pilot scheme.

6. Bus

- Out of date pre-franchising content deleted.
- New content added on GM Bus Strategy and adoption of GM target of 30% increase in bus patronage by 2030, including post-franchising Bee Network Reviews, the intention to establish a local Bee Network Forum and all the benefits of franchising.
- Investment priority 2: Better bus services – references added to Digital Demand Responsive Bus Services, Fairfield General Hospital, and Prestwich Circle Volunteer Drivers Service.
- Investment priority 4: Bus priority measures – assurance given that the Angouleme Way Masterplan proposal to prioritise active travel to the south of the town centre is only a potential proposal and would need further investigation and studies to determine if it is feasible.

7. Walking, wheeling and cycling

- Introduction – added content on health and physical activity and the link with active travel.
- Investment priority page – added that the GM2040 target for active travel is for walking trips to increase by a third and cycling trips to double and double again from 2018 levels.
- Investment priority 1:
 - Added reference to GM Active Travel Commissioner's Active Travel Mission, TfGM's intention to publish an updated Bee Active Network vision following recent audit activity, active travel and health, and safe and fully accessible crossing points.
 - Assurance given that any schemes involving the reallocation of road space would be modelled to ensure that the impacts on general traffic were fully understood and an informed decision could be made on whether the scheme should go ahead. Reference also made to current national design and safety standards LTN1/20.

- Included the benefits of the new Cyclops junction at Angouleme Way/Market Street.
- Text added to advise that all CRSTS active travel schemes will subject to a design review/assurance process and public consultation.
- New page added on 'Activation' (behavioural change) activity associated with new infrastructure.
- Investment priority 2: Access to New Development Sites – added that routes will need to be 'well maintained in the future'.
- Investment priority 4: Better access to bikes – added text on e-bikes.
- Investment priority 6: Connecting blue and green infrastructure networks – added more content on the role of the Manchester Bolton & Bury Canal as an active travel route and included the Village Link as an example of a walking route.

8. Highways

- Title changed to 'Highways' but developing a boroughwide parking strategy is still an investment priority.
- Overview of highways: added reference to road freight traffic and included text on the need to balance the often-conflicting parking needs of residents, local businesses, commuters, and visitors across the Borough. Deleted text inferring a link between parking provision and economic growth.
- Investment priorities 2 and 5 reworded:
 - IP2 now '**Provide infrastructure to facilitate new development**' not '*new or improved highways to accommodate new development sites*'
 - IP5 now '**Develop a Boroughwide Parking Strategy**' not '*Development of parking strategies in key locations*'.
- Investment priority 1: addressing congestion and severance:
 - more content added on how we are addressing congestion including the role of buses, GMRAPs and consultation on taking up moving traffic offence powers.
 - Assurance given that the Bury Town Centre Masterplan proposal to prioritise active travel to the south of the town centre is only a potential proposal and would need further investigation and studies to determine if it is feasible.
- Investment priority 3: Deliver road safety improvements:
 - more content included on ensuring that signalised junctions are fully accessible and safe for everyone to use.
 - more content included on the GM Vision Zero road safety target, GM Active Travel Commissioner's refreshed Active Travel Mission and school travel.
- Investment priority 5: Develop a Boroughwide Parking Strategy:
 - content added on the Council's parking responsibilities (including car parks, coach parking, disabled spaces, electric vehicle charging spaces).
 - Added more text on developing different parking strategies for different towns, the Prestwich Travel Hub proposals, and parking issues at Fairfield General Hospital.
- Investment priority 6: Electric Vehicle Charging Points – updated text to reflect progress made in procuring a supplier to install rapid chargers and to reflect additional funding secured, which will be targeted at providing publicly available charge points in residential areas without off-street parking.

9. An integrated network:

- A new chapter added to explain how different modes of transport will be integrated through initiatives such as integrated ticketing, shared mobility and using new technology.

10. Funding and Delivery

- A new chapter added that sets out funding already secured up to March 2027 to deliver some elements of the Strategy and the need for an unfunded pipeline to be developed to inform future bidding opportunities.

11. Next steps

- Chapter updated and intention to prepare an annual progress report added.

APPENDICES

1. TOWNSHIPS

a) Ramsbottom & Tottington

- Included the Village Link as an example of a walking route.
- Lack of public transport to towns and villages including Ramsbottom, Tottington, Greenmount, Holcombe and Walmersley added to the issues table.
- Initial proposals for the CRSTS active travel schemes removed in view of our intention to consult on more developed ideas later this year.

b) Bury

- More content added on Fairfield General Hospital.
- Journey time reliability added as an issue.
- Bury Bike Library included as another bike library example.
- Included reference to the benefits of the new Cyclops junction at Angouleme Way/Market Street.
- Initial proposals for the CRSTS active travel schemes removed in view of our intention to consult on more developed ideas later this year.

c) Radcliffe

- Places for Everyone Elton Reservoir page moved to the strategic sites appendix.
- Added more content on the role of the Manchester Bolton & Bury Canal as an active travel route.
- Initial proposals for the CRSTS active travel schemes removed in view of our intention to consult on more developed ideas later this year.
- Reference added to the CRSTS proposal to provide a new signalised crossing at Water Street to help connect the town's active network to the Manchester Bolton & Bury Canal active travel route.

d) Whitefield

- Added reference to Whitefield community involvement in preparing the Whitefield town centre plan.
- Included more issues identified in the draft Town Plan.
- Added development of a parking strategy to the proposal summary table.

e) Prestwich

- Updated content on regeneration plans and the proposed travel hub at Fairfax Road.

2. STRATEGIC SITES

a) Northern Gateway

- Additional 'fixed track' proposals added to key proposals list.

b) Simister / Bowlee

- New slide added.

c) Elton Reservoir

- Inserted slide removed from Radcliffe Township Chapter.

d) Walshaw

- New slide added.

BURY LOCAL TRANSPORT STRATEGY



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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, with franchising bringing them back under local control for the first time since they were deregulated in 1986. 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 of these 'best in class' buses, which also have more space for wheelchairs, came into service when franchising started in September 2023. 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 that we will consult on.

This Bury 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 shared our draft Local Transport Strategy with you earlier this year and asked for your views on how best we can deliver a clean, reliable, affordable transport network that meets the needs of all our local communities. We would like to thank you for your feedback, which we have taken into account in producing this final Bury Local Transport Strategy.



Councillor Eamonn O'Brien
Leader of the Council



Councillor Alan Quinn
Cabinet Member Environment,
Climate Change and Operations

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, the Borough’s Townships will be connected to each other, to Greater Manchester and beyond by an affordable, safe, reliable and well-maintained low carbon transport system. It will be easy to get around by public transport, on foot and by bike. Walking and cycling will be the first choice for short journeys for those who are able to walk and cycle. Investment in transport will help to grow the economy, reduce deprivation and improve the health and well-being of residents’.

This vision aligns with the Borough’s *Let’s Do It Strategy*, with Greater Manchester’s ambitious plan to deliver the Bee Network, an integrated network composed of bus, tram, cycling and walking routes, by 2030, and with the ambitions 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.

Objective 1 Support sustainable and inclusive economic growth and regeneration	Objective 2 Reduce the impact of transport on the environment	Objective 3 Support healthy and active lifestyles	Objective 4 Improve connectivity	Objective 5 Provide a well-maintained, reliable and resilient transport system	Objective 6 Provide a transport system that is safe, secure and accessible to all
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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. 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. 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 attract the funding needed to deliver schemes that are locally important. It will enable the Council to identify and develop proposals for transport interventions and to competitively bid for funding when it becomes available. A summary of the key investment priorities for each mode is 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 town centre.**
- 2. **Improvements to Metrolink stops on the Bury line.**
- 3. **Strengthened walking, wheeling and cycling connections to Metrolink stops.**
- 4. **A new Metrolink stop, 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.**



Investment priorities for Bus:

Bus travel is central to the delivery of Greater Manchester’s ambitions to provide a sustainable transport network. The GM Bus Strategy is aiming to grow bus patronage by 30% by 2030. 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 for those who are able to do so. The ambition in Bury and across Greater Manchester is to create a comprehensive network of on and off-road routes 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:

This strategy will explore the potential for junction improvements across the Borough that improve road safety 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 are to:

1. **Address congestion and severance.**
2. **Provide access to new developments.**
3. **Deliver road safety improvements.**
4. **Maintain roads and other highway infrastructure.**
5. **Develop a parking strategy for the Borough.**
6. **Expand the network of publicly available electric vehicle charging points.**



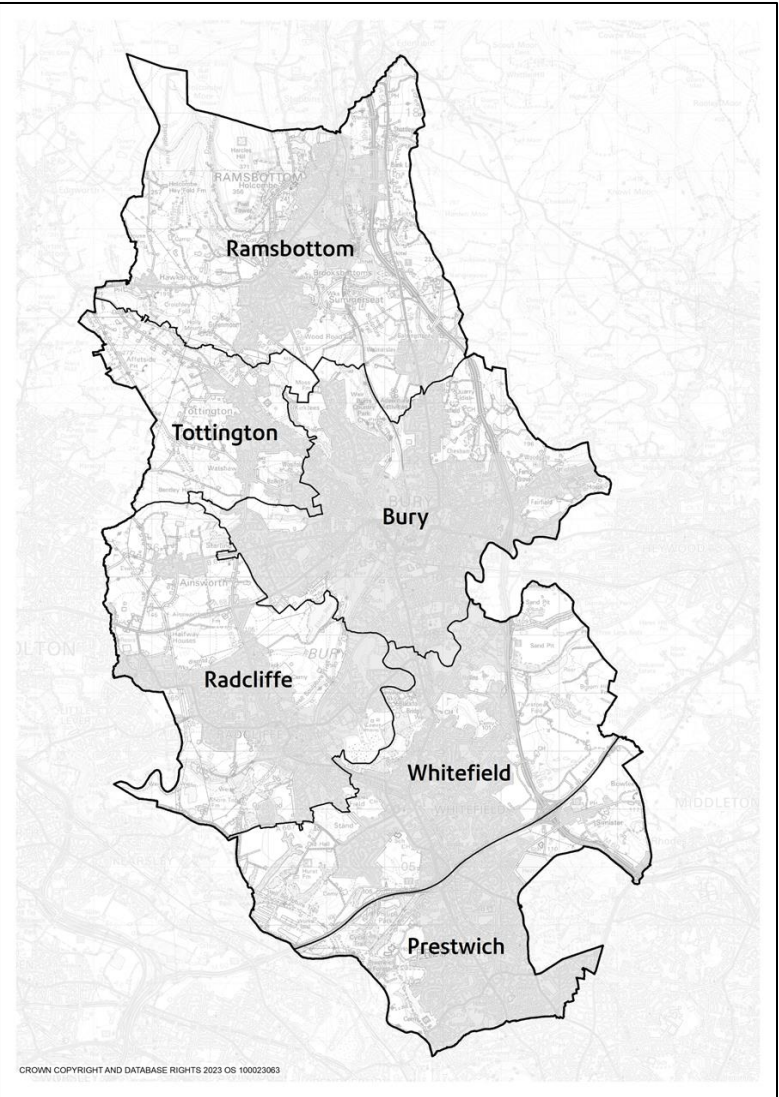
Executive Summary: Townships

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 this Bury Local Transport Strategy. These include:

- The poor quality of public transport, particularly bus services, which are unreliable and infrequent.
- Issues around personal safety on all forms of transport.
- A poor sense of arrival and stop environment at all Metrolink stops along the Bury line, but particularly Bury Interchange.
- 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 this Strategy’s strategic objectives and key investment priorities. Potential measures 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 through the introduction of bus franchising, which will see buses being brought back under local control for the first time since they were deregulated in 1986.
- 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 publicly available electric vehicle charging points.
- 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
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 Bury Local Transport Strategy acknowledges that delivering a Boroughwide integrated transport network will take time. The cost of the interventions required to deliver the 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 Plan 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, walking, wheeling and cycling 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 and Travel Hub/Park and Ride at Elton Reservoir and to investigate new tram-train technology between Bury, Heywood, Rochdale and Oldham. Funding is also available 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 and Bolton and Rochdale town centres. The CRSTS programme also includes funding to improve walking, wheeling 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 for road safety improvements.

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.



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.

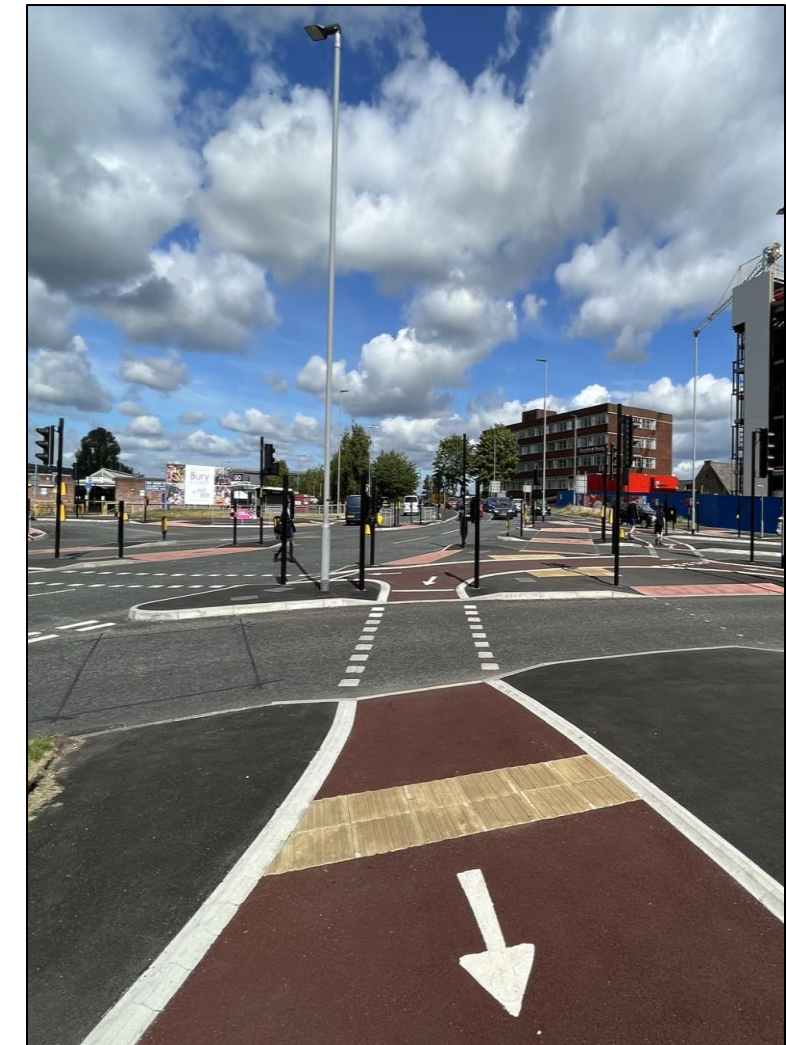
Bury Council is one of the ten Greater Manchester local authorities that have signed up to the ambitions and policies of the Greater Manchester 2040 Transport Strategy and is working towards the 'Right Mix' target for half of all trips to be made by public transport, walking, wheeling or cycling by 2040 and Net Zero Carbon emissions by 2038.

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 **Bury 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 reflects Bury's specific transport needs and ambitions and makes the case for transport investment. It will be used to guide future funding bids and programmes of work and to inform and influence the GM2040 Transport Strategy and Delivery Plan updates, including the Bury Local Implementation Plan within the GM2040 Transport Strategy.

This Bury 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. Chapter 9 looks at how all these forms of transport will be joined together. Funding and delivery comes next (chapter 10) and finally the next steps (chapter 11). Appended to the Strategy are more details on what this means for each of our six townships as well as more details on our strategic development sites.

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 throughout this Strategy.



Consultation

We consulted on the draft version of this Bury Local Transport Strategy, from the 24th March until the end of June. Thank you to everyone who completed the survey, attended one of our public drop-in sessions or other stakeholder events, or submitted their views in a letter or an email.

We got your message loud and clear about the poor quality of the public transport offer, particularly bus services, and how you do not feel safe when travelling due to anti-social behaviour and fear of crime. Our job is to make sure you both **are safe** and **feel safe** when travelling for whatever reason at whatever time of day.

We also got some very differing views on whether we were doing enough for motorists, or whether we were doing enough for pedestrians and cyclists. The fact is we want to make it easier for everyone to get around but we must reduce our carbon emissions. We can't and won't change things overnight, but we will need to make a gradual change in the way we travel. We've added the challenge of balancing competing demands for road space to the '*Local issues and challenges*' chapter.

We have reviewed all your feedback and used it to finalise the Strategy. The outcome of the public consultation was reported to Council Members in October 2023 and a consultation statement was published alongside this final Strategy.

Based on your feedback we have made a number of changes throughout the Strategy, adding in additional information you shared with us on your experience of using the existing transport system. A schedule of amendments was published alongside this final Strategy. Some of the main changes we have made are as follows:

- We have revised our transport vision to make it clear that we want all our residents, businesses and visitors **to have a choice of how they travel**. We can only make this possible by **providing a much better public transport system** and **making it safe for people to make some of their short local journeys on foot and by bike if they are able to walk or cycle**.
- Our vision also includes some of the main features you told us the transport system would need to have to be **attractive**, such as being '**affordable, safe, reliable and well-maintained**'.
- There are also some new issues and challenges in there, such as balancing competing demands for road space and low levels of physical activity, and we've added more on ones such as personal safety.
- We have also revised our transport objectives to better reflect the issues we need to address, such as reliability, air pollution and personal safety.



DRAFT BURY LOCAL TRANSPORT STRATEGY

2040



Get involved and have your say...

Consultation runs from 24th March to Friday 30th June

To take part, submit a questionnaire at www.onecommunitybury.co.uk/bury-transport-strategy or email your comments to engagement@bury.gov.uk or

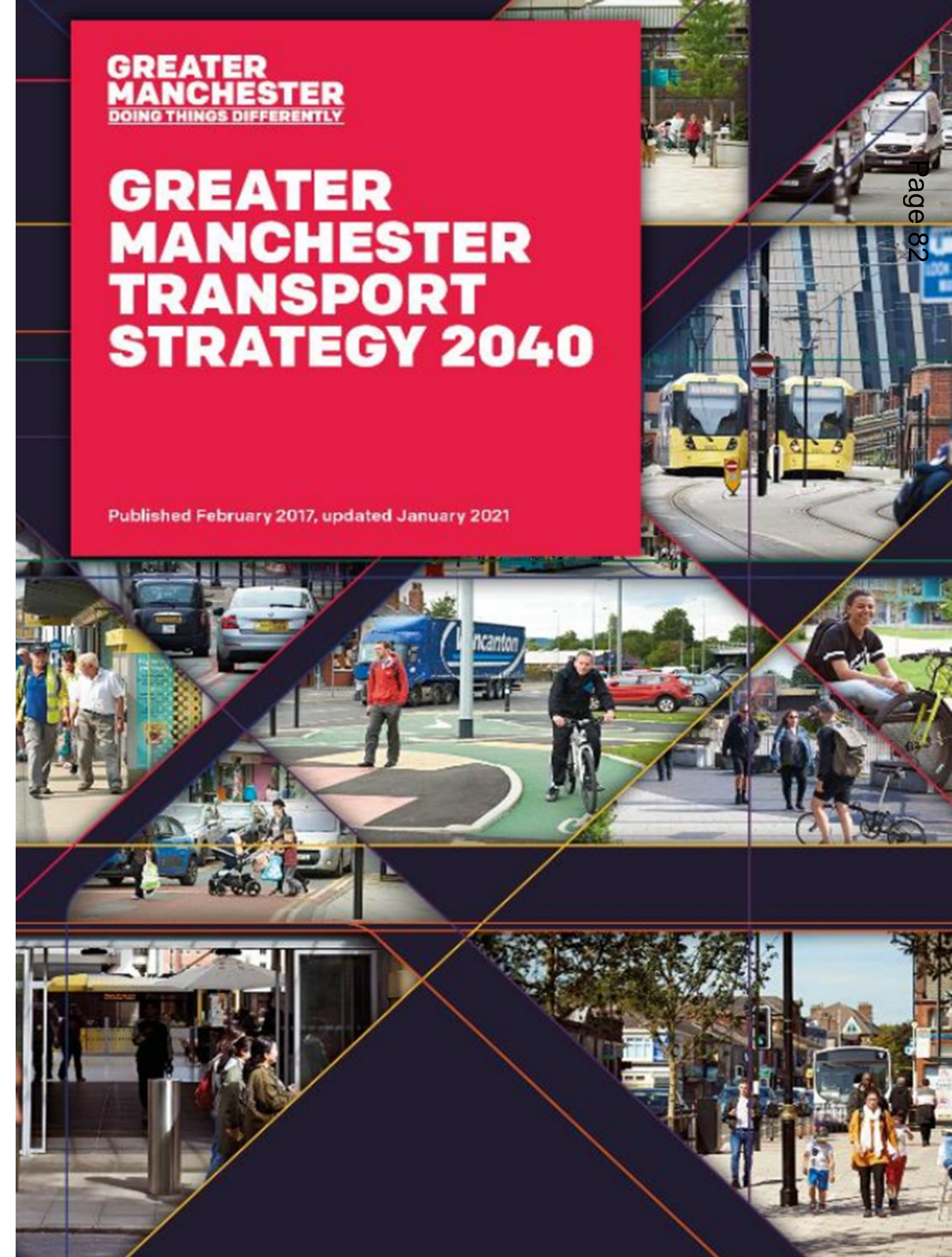
COME ALONG TO ONE OF OUR DROP-IN SESSIONS

Thursday 1st June	The Tottington Centre	4.30pm-6.30pm
Wednesday 7th June	Peel Room, Bury Town Hall	5.30pm-7.00pm
Thursday 8th June	Ramsbottom Library	4.30pm-6.30pm
Monday 12th June	Oasis Centre, Whitefield Methodist Church	4.30pm-6.30pm
Thursday 15th June	Radcliffe Library	4.30pm-6.30pm
Thursday 22nd June	Prestwich Library	4.30pm-6.30pm

Find out more at

www.bury.gov.uk/planning-building-control/regeneration/transport-strategy

2 GREATER MANCHESTER TRANSPORT STRATEGY 2040



Greater Manchester 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.

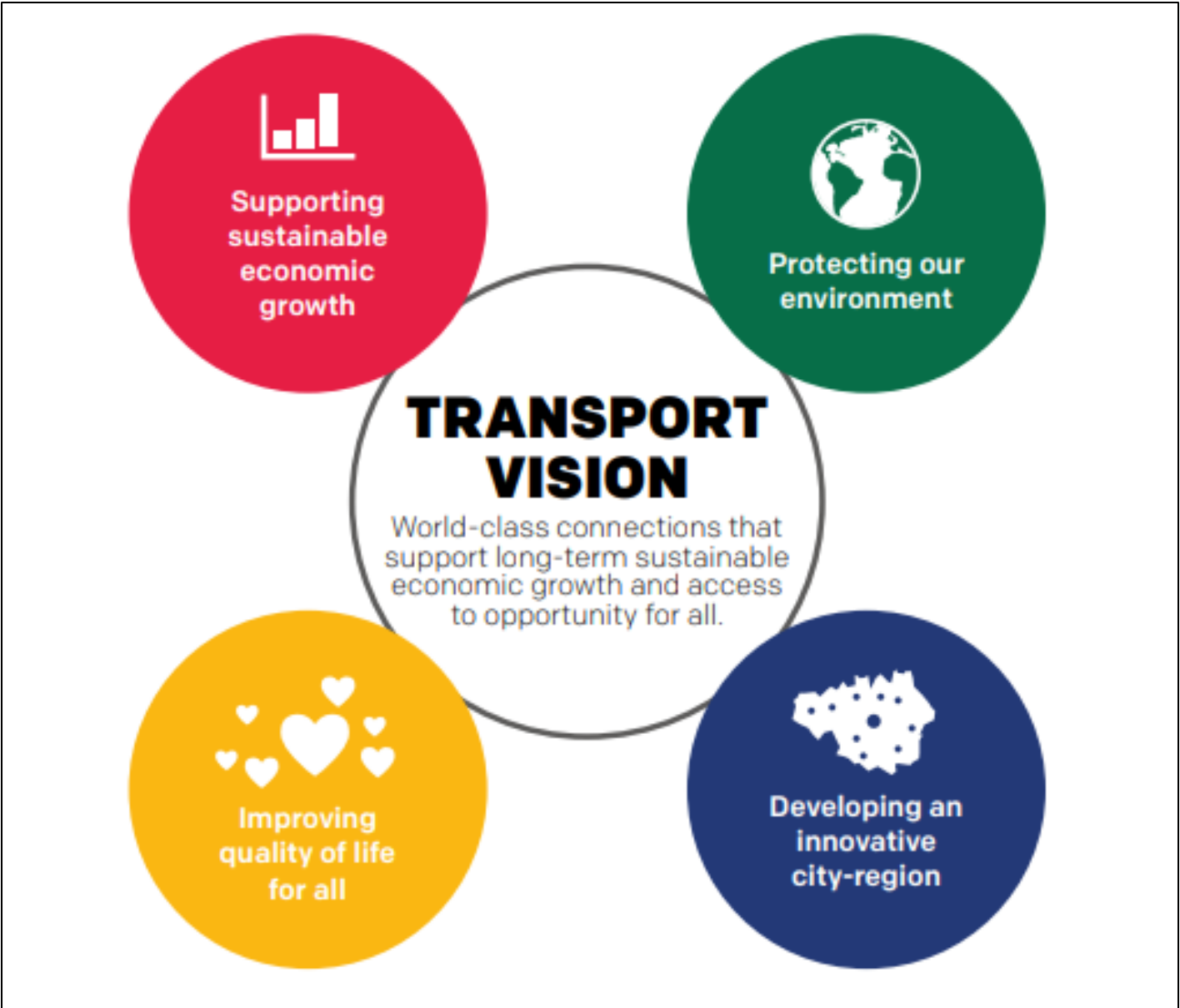
All ten Greater Manchester local authorities and Transport for Greater Manchester, are signed up to GM2040 and all its ambitions, policies and projects.

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.

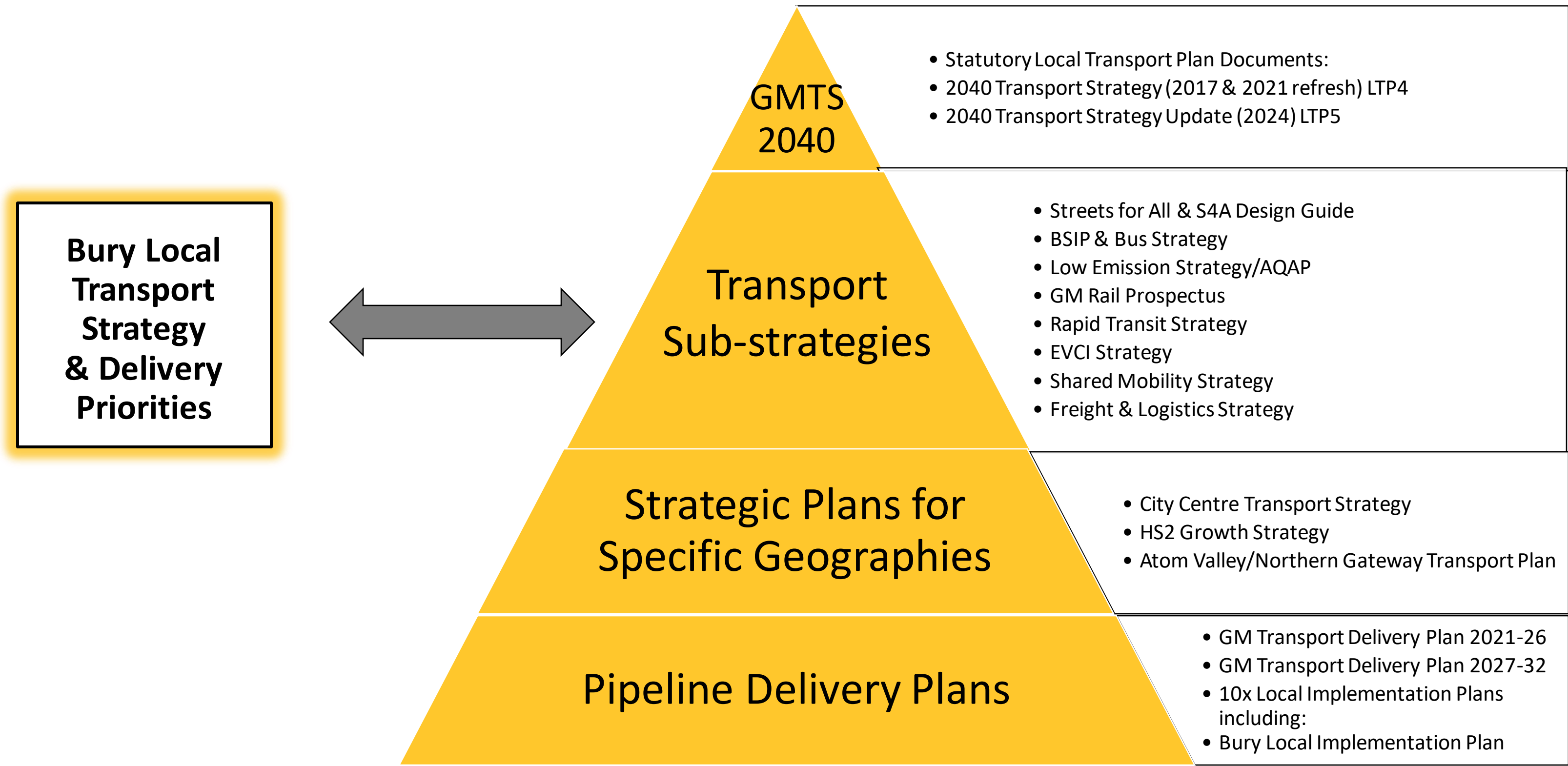
It includes a vision for Greater Manchester to have *‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’*. The four key ambitions of the GM2040 vision, which are shown in the adjacent diagram, also apply to this Bury Local Transport Strategy.

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

GM2040 is supported by a Five-Year Transport Delivery Plan, several transport sub-strategies at various stages of development, such as the Greater Manchester Bus Strategy (published) and a Streets for All Strategy (published) and accompanying Streets for All Design Guide (in development), plans for specific areas, such as an Atom Valley/Northern Gateway Transport Plan (in development) and a Local Implementation Plan for each of the ten Greater Manchester local authorities (published). The diagram on the next page shows how the GM2040 Transport Strategy documents sit together.



GM2040 Transport Strategy Document Hierarchy



Updating Local Transport Plans

Every local authority in England outside London is required by law to produce a Local Transport Plan for their area and submit them to the Department for Transport. A Local Transport Plan (LTP) assesses an area's transport needs and challenges and sets out different ways in which these challenges will be addressed. In Greater Manchester, the ten local Councils and Transport for Greater Manchester must work together to produce a single Local Transport Plan for the city-region.

The GM2040 suite of transport strategy documents is Greater Manchester's Local Transport Plan.

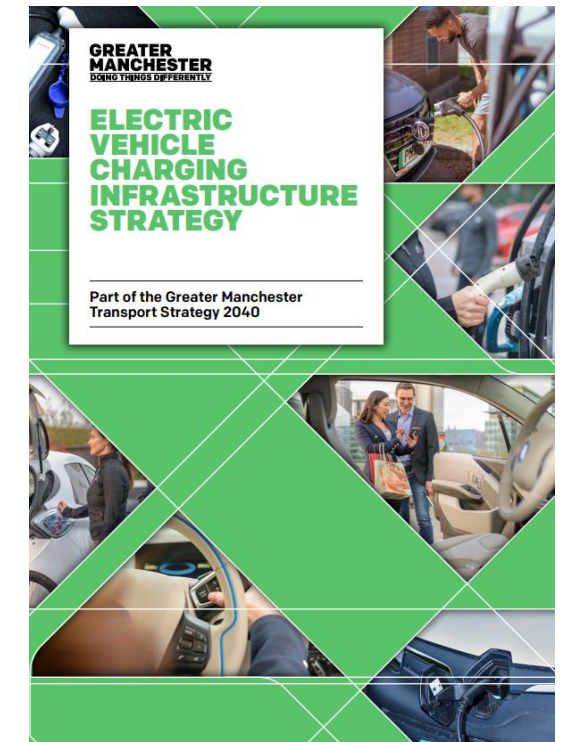
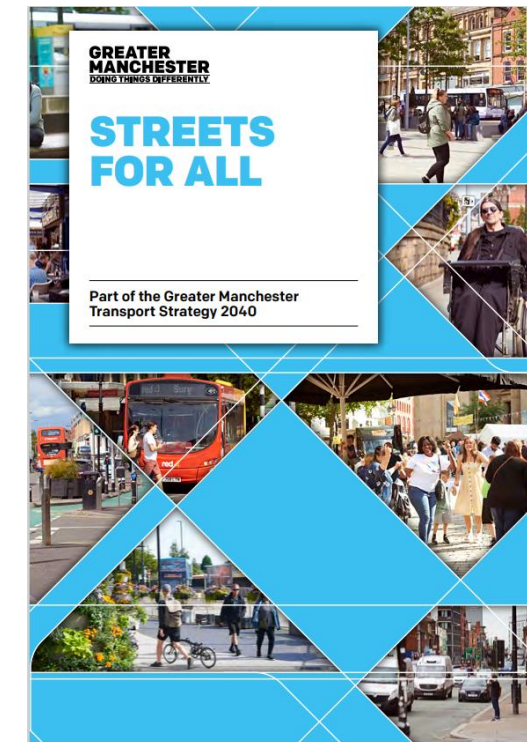
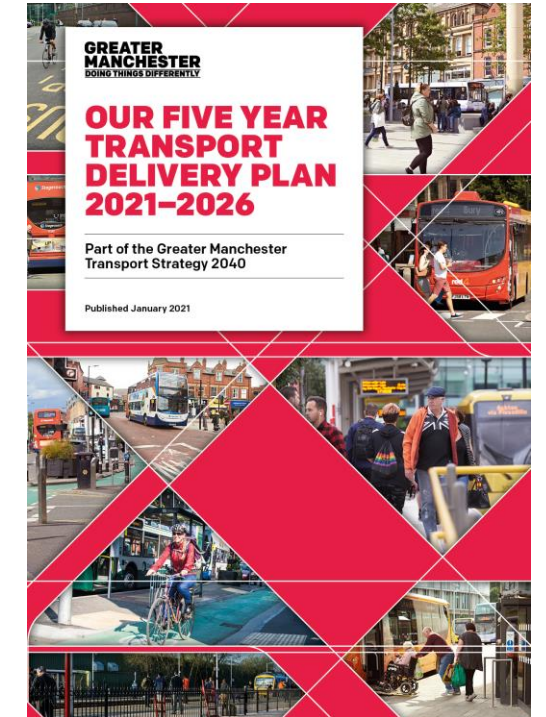
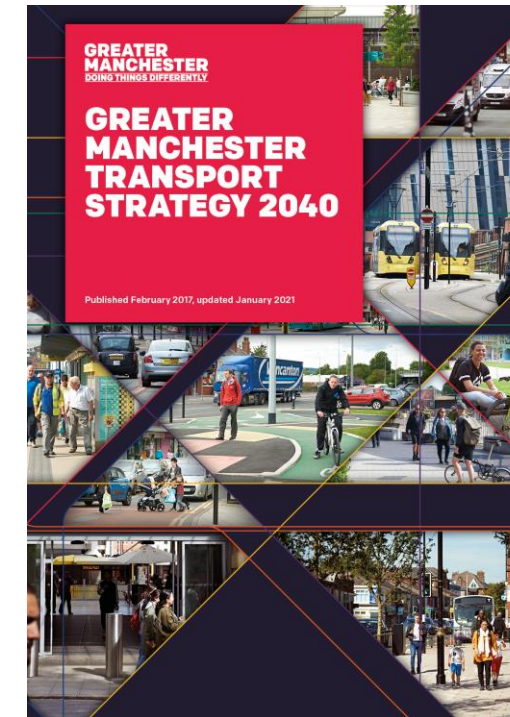
Greater Manchester has produced three previous LTPs that collectively cover the period 2001-2021. The current LTP runs from 2021 until 2040. It is referred to as LTP4 or the GM2040 Transport Strategy.

The government wants new Local Transport Plans to be submitted in 2024. Transport for Greater Manchester will take the lead on updating the GM2040 Transport Strategy and producing LTP5. We are waiting for the publication of new guidance for preparing LTPs from the government, including guidance on how we must estimate the carbon impacts of proposed interventions.

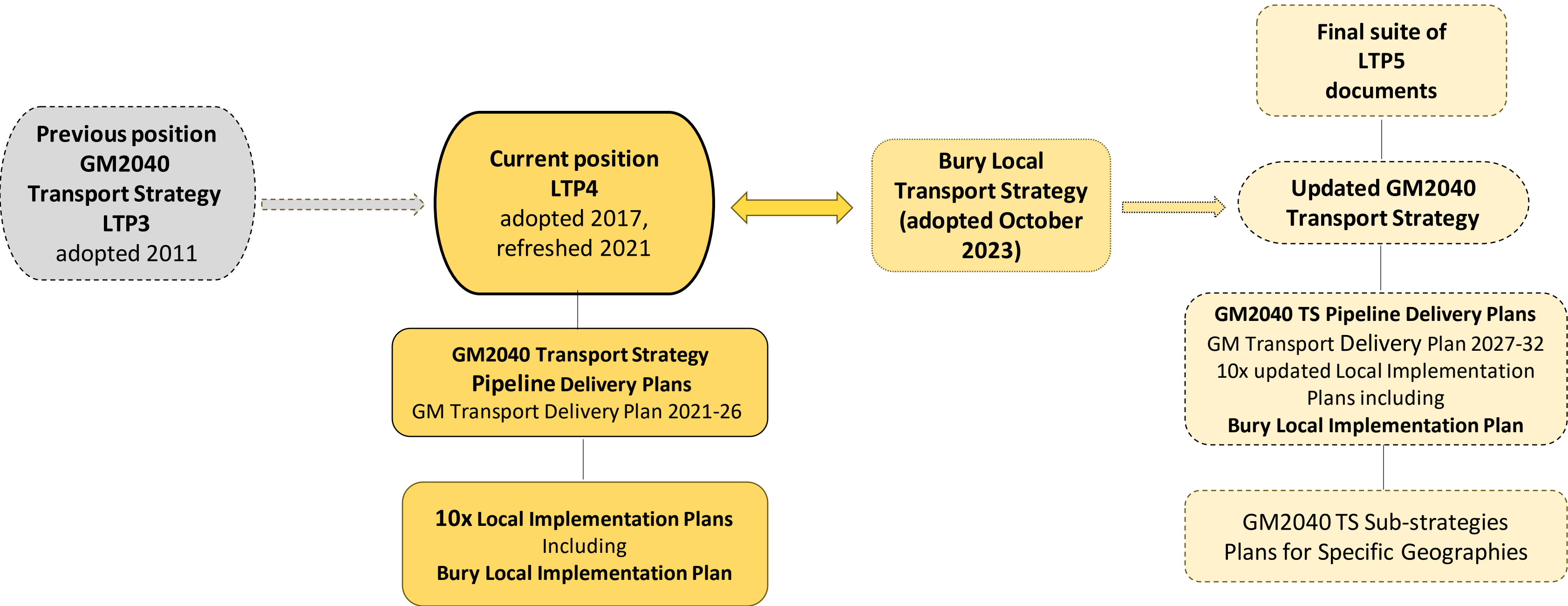
As part of the preparation of LTP5, Transport for Greater Manchester will consult people across Greater Manchester on a draft LTP5.

We will use our Bury Local Transport Strategy to influence and inform the preparation of the updated suite of GM Transport Strategy documents, including the updated GM2040 Delivery Plan and the Bury Local Implementation Plan that is part of the GM Delivery Plan.

The diagram on the next page shows the updating of the current GM2040 Transport Strategy suite of documents (LTP4) into the new Greater Manchester Local Transport Plan, LTP5, over time.



Timeline for updating GM2040 Transport Strategy



GM2040: Bury Local Implementation Plan

The refresh of the GM2040 Transport Strategy and Delivery Plan in 2020/21 saw the introduction of a Local Implementation Plan (LIP) for each of the 10 GM local authorities. These were prepared by the local authorities in partnership with TfGM.

Bury's Local Implementation Plan was approved by Council members in November 2020 and appended to the refreshed GM2040 Delivery Plan. Local Implementation Plans focussed on township and neighbourhood priorities and particularly on active travel. LIPs summarised the key local transport issues and opportunities in each local authority, providing an added layer of local detail that was not provided in the 2040 Transport Strategy document.

Bury's LIP set out four key outcomes that we would work towards by 2026, which were:

- Outcome 1: Increase the number of neighbourhood journeys (under 2km) made by foot and by bike across the borough of Bury.
- Outcome 2: Enhance connections to/from and within the centres of Bury, Prestwich, Radcliffe, Ramsbottom, Tottington and Whitefield by foot, bike, and public transport.
- Outcome 3: Create clean, green streets, and relieve local communities from the impacts of congestion.
- Outcome 4: Improve access to Metrolink for residents, workers and visitors

LIPs were intended to be 'live' documents, to be updated as local authorities developed their own local strategies, or as planned schemes were delivered, and new ones were developed. The Bury LIP 2021-2026 has informed the development of the Bury Local Transport Strategy and the outcomes we had set for 2026 have been reflected in our transport vision, objectives and investment priorities.

We will use the Bury Local Transport Strategy to inform development of the next Bury Local Implementation which will be part of the new GM Transport Delivery Plan 2027-32.



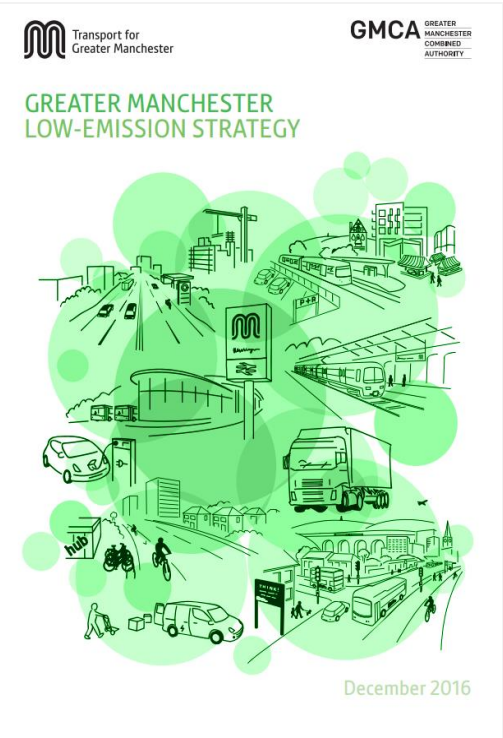
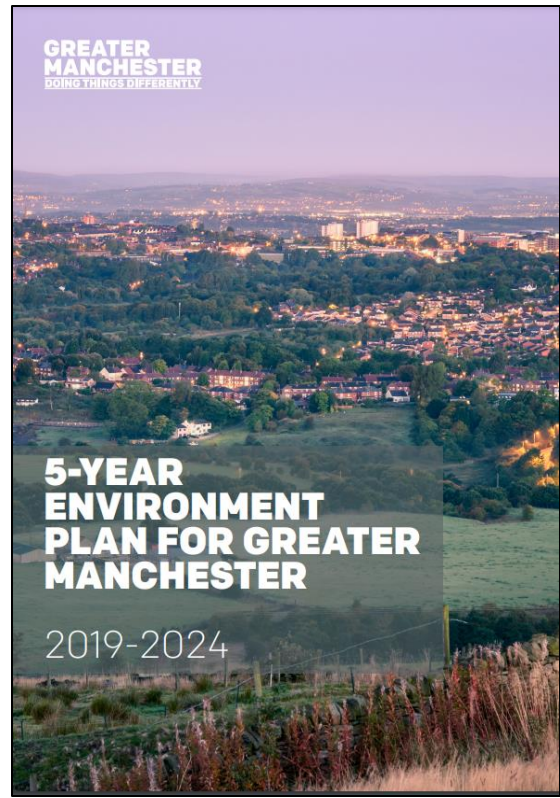
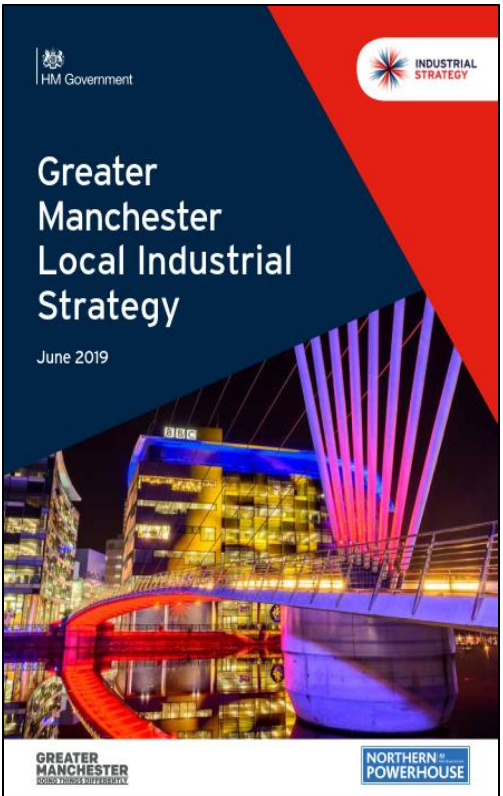
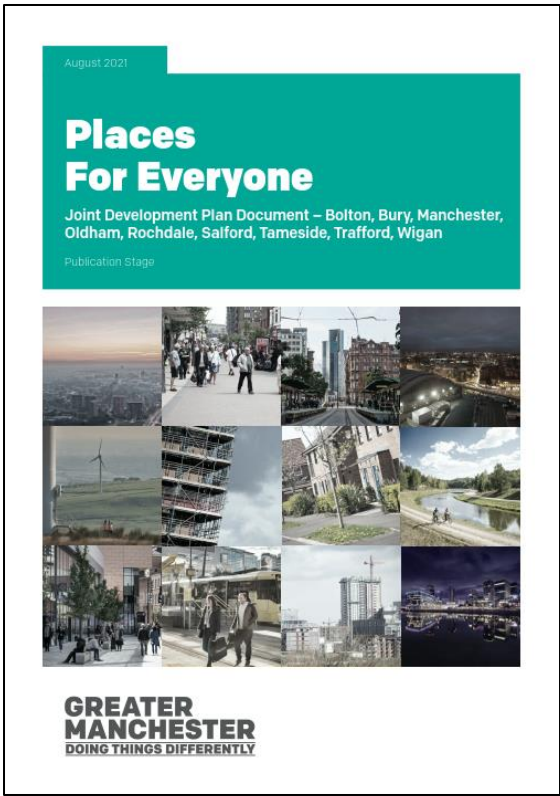
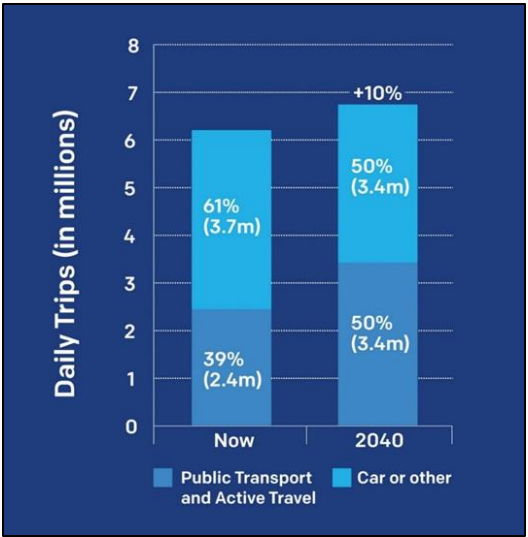
Greater Manchester Transport Strategy 2040

GM2040 supports several other Greater Manchester Strategies and plans including: the Greater Manchester Strategy (2021-2031), Places for Everyone, the GM Clean Air Plan, the Greater Manchester Local Industrial Strategy, the 5-Year Environment Plan, the GM Low Emission Strategy and Growth Locations Plans and Local Investment Frameworks.

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 in Greater Manchester are made by car. In Bury, 42% of all trips are under 2km and 48% of these are made by car. Many of these short trips could be made on foot in around 20 minutes or by bike in 8 minutes.

Over a third (36%) of all the journeys that start in Bury each day are to destinations elsewhere in Greater Manchester such as Rochdale and Bolton. For many Bury residents, particularly in areas to the north of the borough, the public transport offer to these destinations is limited leading to 75% of people making these type of trips by car and only 14% using public transport. If we are to get more people using public transport it will need to serve the Borough better than it does now.



GM2040: The new Streets for All approach

Greater Manchester has adopted a new Streets for All approach which will help to support the ambition for half of all journeys to be made by public transport or by walking, wheeling and cycling. The Streets for All approach will apply to 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 on the adjacent diagram.



GM2040: The Bee Network

The Bee Network is Greater Manchester's bold vision to deliver a joined-up London-style transport system, 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 the 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 got underway in Wigan, Bolton and parts of Salford and Bury in September 2023. All bus services in Greater Manchester will have been franchised by January 2025.

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. New state of the art electric buses are also being introduced to help improve local air quality. The first fifty of these came into service as part of the first phase of franchising in Wigan, Bolton and parts of Bury and Salford in September 2023 and another 170 will follow as franchising is rolled out. These new buses also feature audio-visual announcements and USB-charging provision, as well as accessible ramps and two wheelchair spaces.

The Bee Network also includes ambitious plans for Greater Manchester to have the largest cycling and walking network in the country, the Bee Active Network, 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 aspirational Bee Active Network published in 2018 has been reviewed and updated to whether existing infrastructure meets current standards and what is needed to upgrade them, what parts of the network have been delivered and what new routes are needed to connect everything up. This work will help to identify a pipeline of future schemes.

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. Bury Council would support its expansion into the Borough.



GM2040: Current Funding Programme

The main source of funding for delivering the GM2040 Transport Strategy and the Bee Network is Central Government. To secure Government funding to maintain and improve the transport system our local and Greater Manchester transport strategies must help to deliver Government's transport objectives which are:

- **Delivering growth and productivity:** Improving connections to jobs and homes and improving links between towns and cities by providing investment in high quality public transport, cycling and walking infrastructure.
- **Levelling-up:** Providing better access to jobs, education and services in a fairer way, opening up opportunities for residents living in less-connected areas and for those with lower incomes by improving bus frequency and reliability.
- **Decarbonising transport:** Enhancing public transport services, creating new walking and cycling routes, and improving existing ones to help reduce car dependency. Offering more opportunities for people to travel sustainably and delivering improvements to air quality to improve the health and wellbeing of residents.

The City Region Sustainable Transport Settlement (CRSTS) and funding for bus service improvements are the main Government funding sources for investment in local transport right now. There is also an Active Travel Fund that is administered for Government by Active Travel England which invites funding bids from local authorities.

Greater Manchester submitted a bid to the City Region Sustainable Transport Fund in September 2021 followed by a Bus Service Improvement Plan bid in October 2021. These were both successful and secured money for transport improvements across Greater Manchester, including in Bury.



GM2040: Current Funding Programme

City Region Sustainable Transport Settlement (CRSTS)

In July 2022, the government confirmed a package of 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. 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.

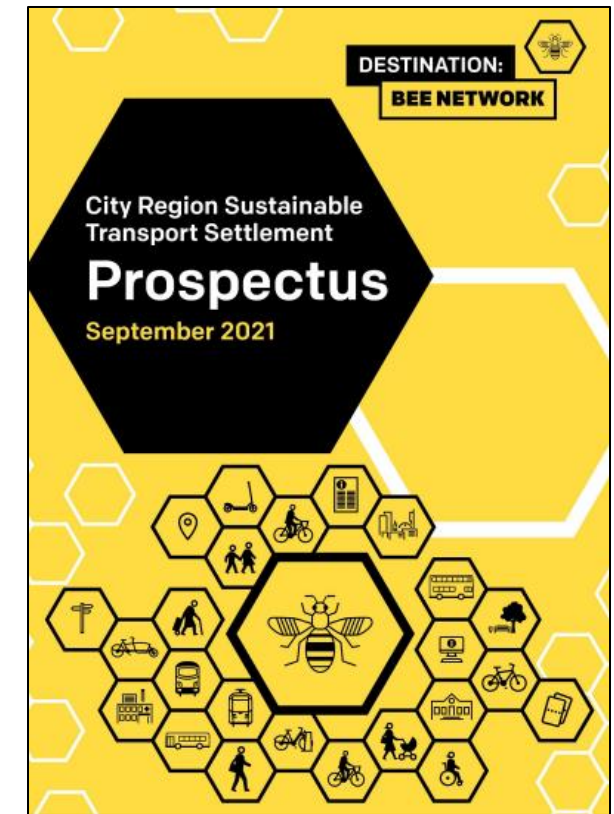
The bus revenue funding is helping to make bus journeys more affordable through the introduction of lower fares.

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 and Park and Ride/Travel Hub at Elton Reservoir.
- investigate new tram-train technology between Bury, Heywood, Rochdale and Oldham, which would allow Metrolink vehicles to travel along heavy rail lines.
- 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.
- 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.
- 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 Transport Strategy.



3

LOCAL ISSUES AND CHALLENGES



Local issues and challenges

Although we are already signed up 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.

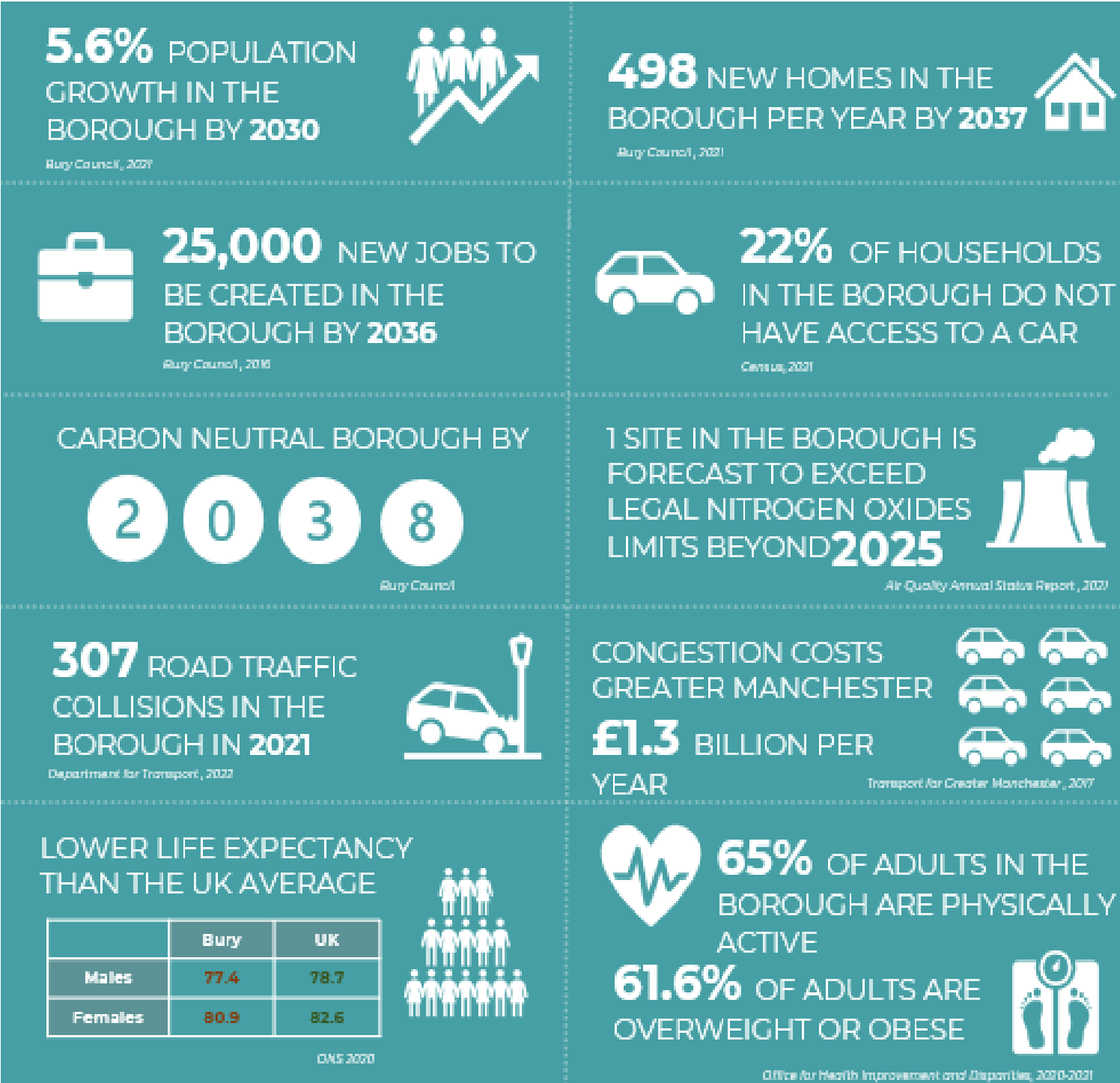
Having our own Local Transport Strategy will complement GM2040 and will set out our own local transport priorities that will sit alongside the more strategic priorities in GM2040.

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 and 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.

The feedback we received during the consultation on our draft Strategy has provided us with more information on the Borough's transport issues and challenges, which has been included.

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

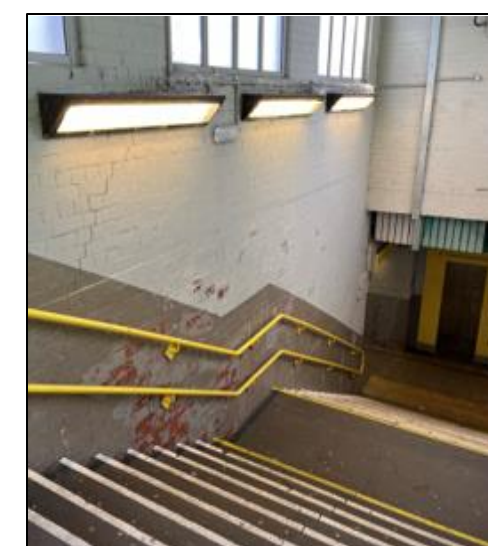
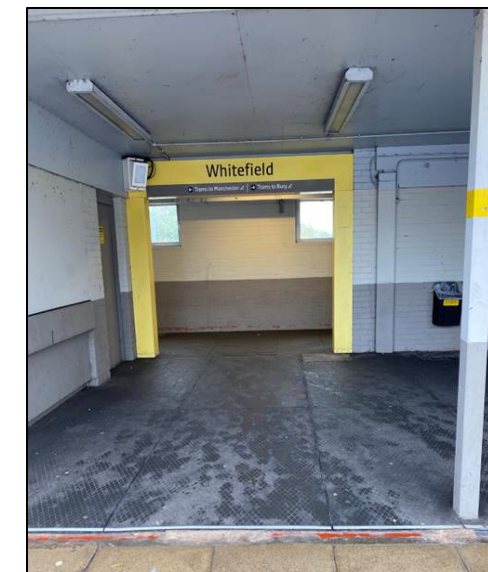
The Bury line has seen significant growth in Metrolink usage and has become an important commuting asset, particularly for those travelling to work in Manchester City Centre. However, there are several issues with the existing Metrolink offer:

- 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 north-south corridor within the Borough resulting in poor east-west connectivity.
- Anti-social behaviour at Metrolink stops across the borough particularly in areas without much youth provision. The stops are seen as an attractive space to socialise in an antisocial manner, with hotspots of robberies and acquisitive crime.
- 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 and do 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..

The cost of travelling by tram, the reliability of the existing Bury Metrolink service, the overcrowding, particularly at peak times, and the use of the Bury town centre Park and Ride by non-Metrolink users. were also raised as issues in the public consultation.

TfGM is currently working on a programme to increase capacity on the network by providing more double trams where they are needed. Additional trams have been added to the fleet and capacity will be matched to predicted demand. This should help improve the reliability of the existing services and resolve overcrowding at peak times.

The Metrolink system does not receive any public subsidy and is a premium form of public transport.. This makes it more difficult to reduce the cost of tickets and make it more affordable for users.

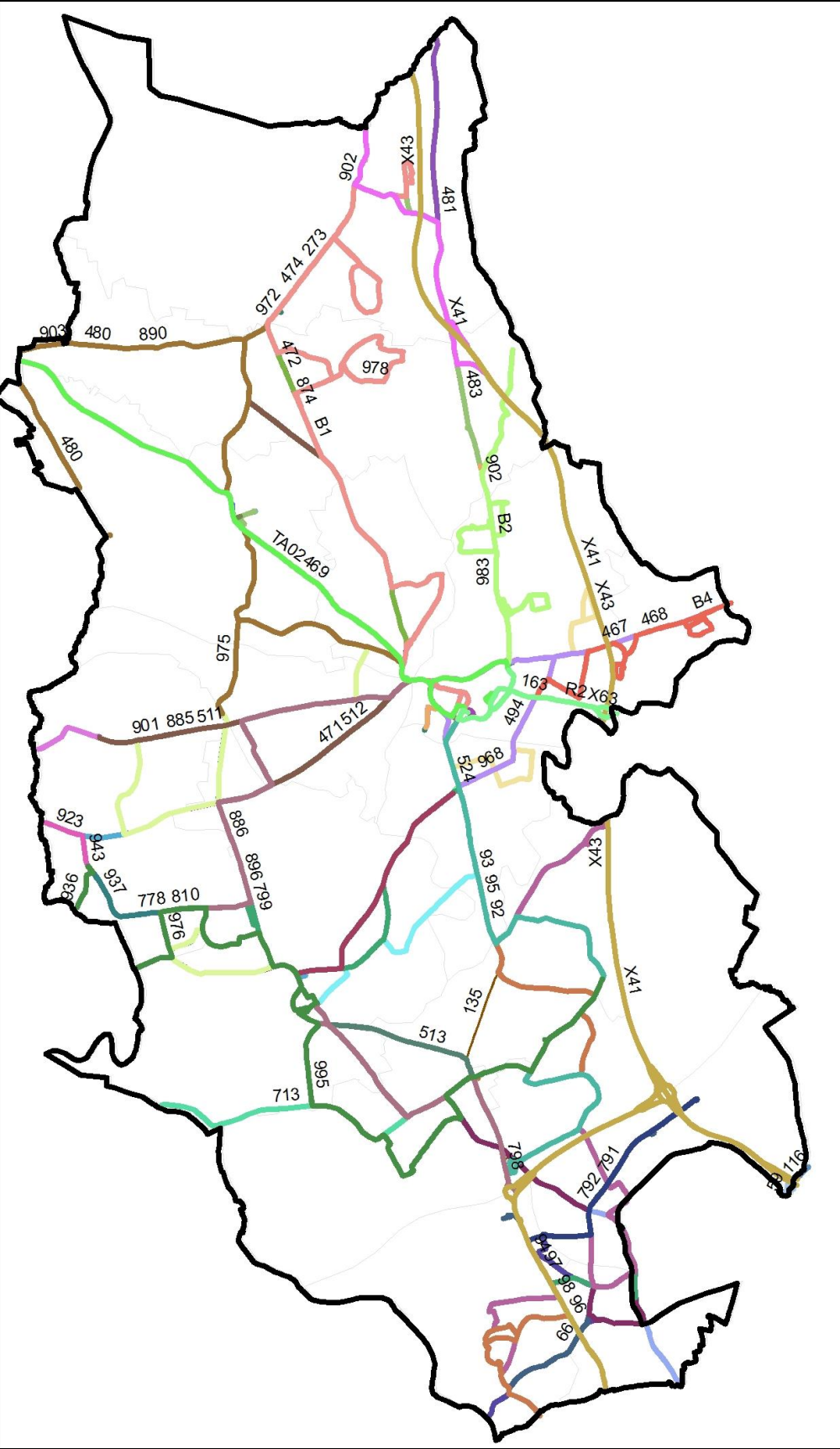


Local issues and challenges:

Bus services

Investment in bus services is needed to strengthen the attractiveness of travelling by bus and connecting to other public transport modes. This will support the Greater Manchester Bus Plan target to increase bus patronage by 30% by 2030 and the GM ‘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).
- Anti-social behaviour at bus stops and on buses and issues with personal safety at bus stops, on routes to bus stops and on the bus.
- 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.



Bury's Current Bus Network

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:

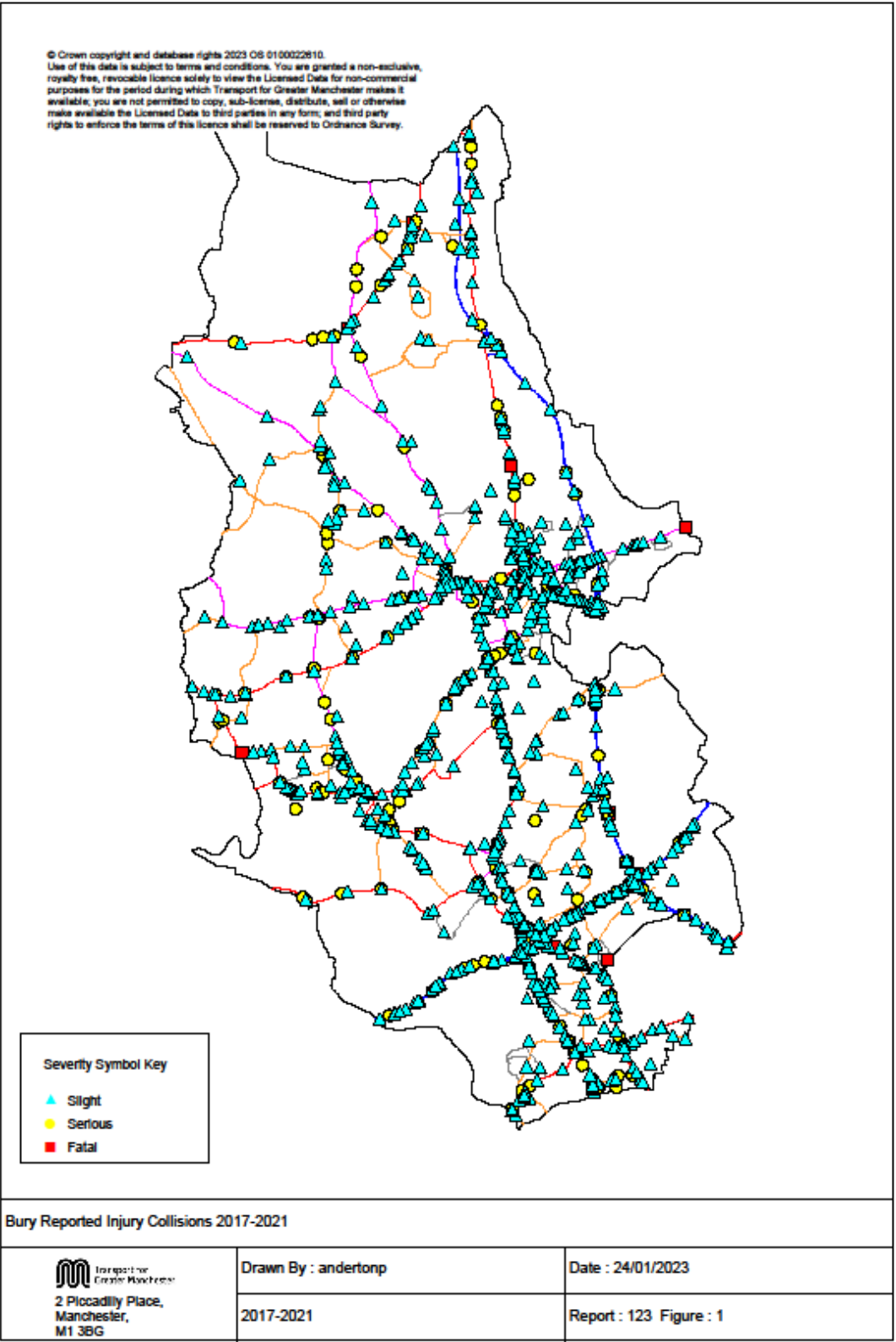
Road safety

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 and serious injuries 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:

Congestion and journey time reliability

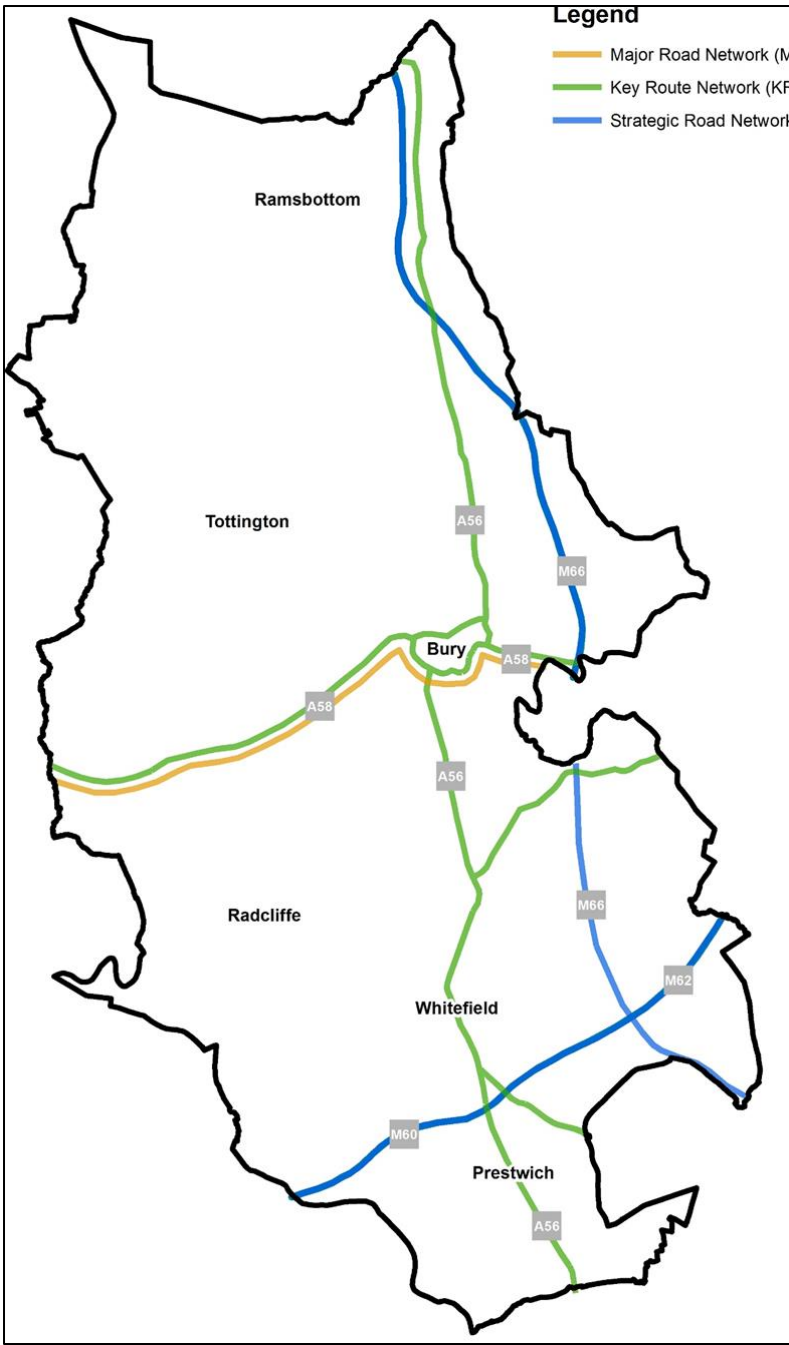
In the last ten years, there has been an increase of 13,400 licensed cars in the Borough, which represents an increase of 15%. As levels of car travel have increased, congestion on Bury's road network has become more prevalent. Congestion has a significant effect on journey times and reliability, which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

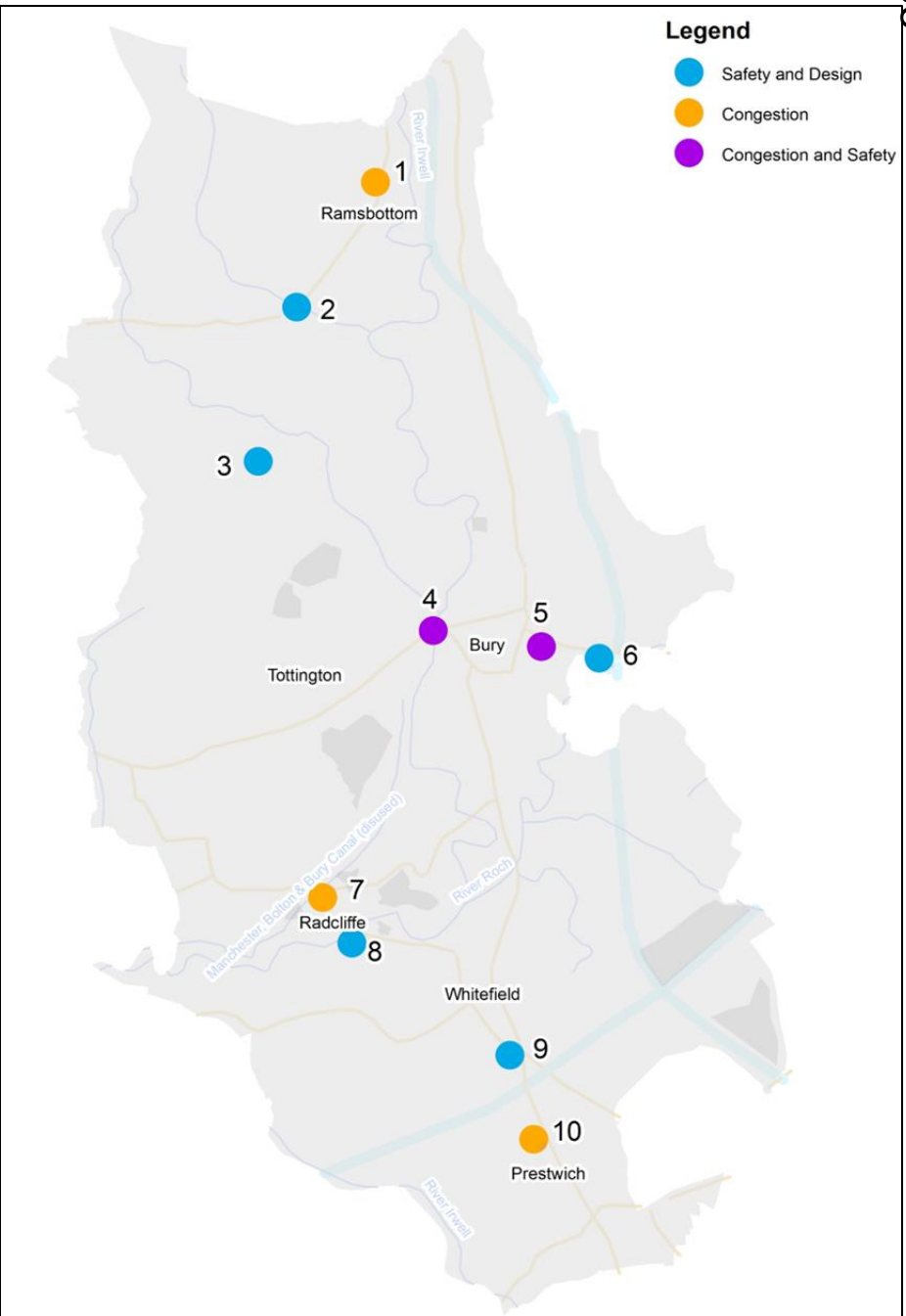
Key areas of traffic delay include the A56 and A58 corridors, around the junctions with the M66 (Heap Bridge and Pilsworth) and M60 (at Simister Island and Whitefield), on other routes around and through the Borough's town centres and connecting routes to the M60 and M66 such as A56 Bury New Road/Manchester 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



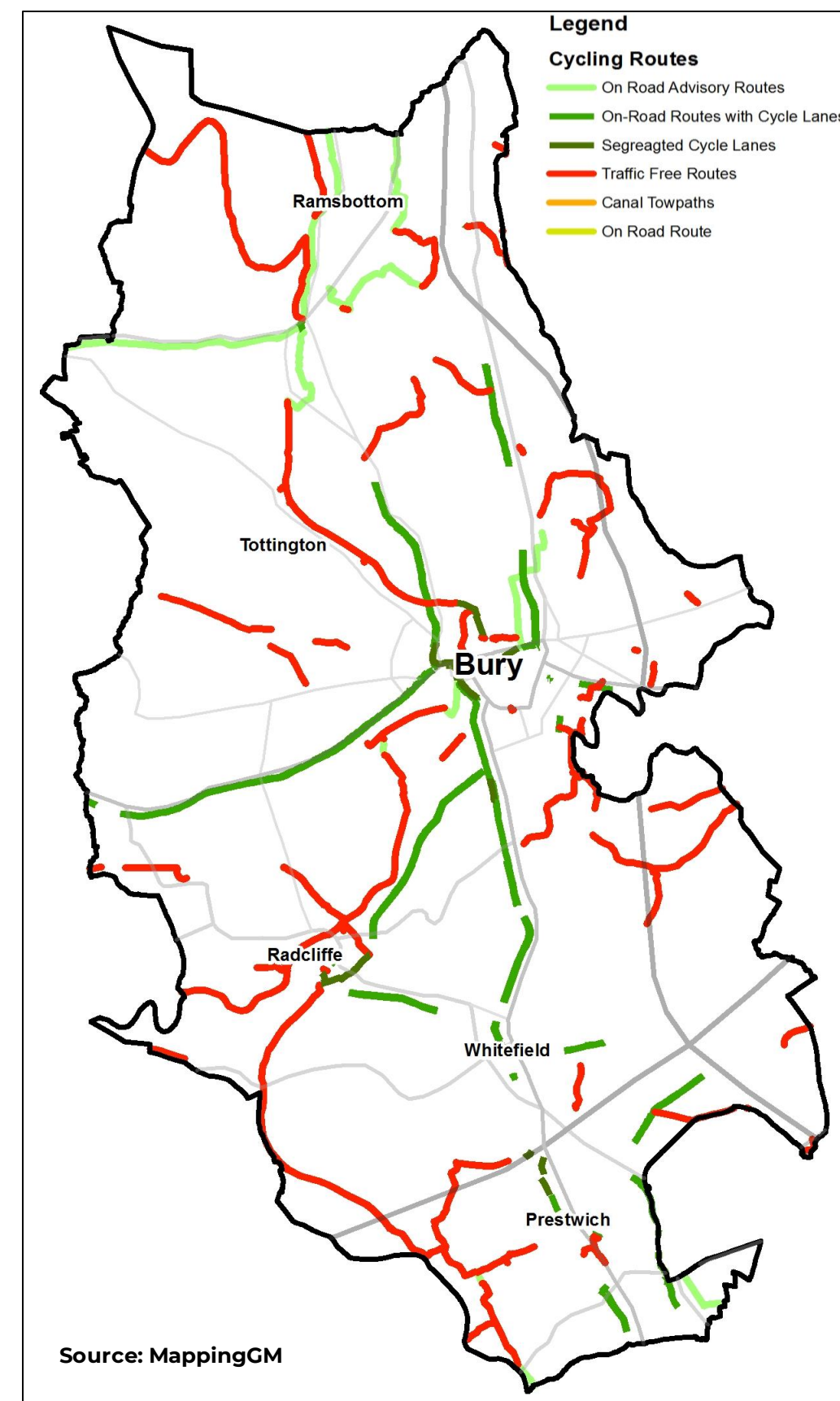
Road Network Congestion

Local issues and challenges:

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 LTNI/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.
- 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; Angoulême 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.
- Making sure people are safe and feel safe when walking, wheeling or cycling, in terms of both road safety and personal security.



Bury's Current Cycle Network

Local issues and challenges:

Balancing competing demands for road space

We recognise that we have a big challenge ahead of us if we are to decarbonise travel and meet our target to be carbon neutral by 2038. Alongside the transition to electric vehicles, more of us will need to use public transport and to walk, wheel or cycle instead of using the car for some of our journeys.

The feedback we received through our consultation included opposing views. Some of you thought we weren't doing enough to support motorists, while others thought we weren't being bold enough and should be doing more for pedestrians and cyclists.

If we are to transform the way we travel, we need to make it much easier for people to switch from the car to sustainable travel for some journeys. We need to give people the choice to leave their car at home. The shift from private cars to more sustainable forms of travel will need to be gradual, and by 2040, we are still expecting that half of all journeys in Greater Manchester will be car trips (it's currently around 61%).

We will need to balancing the often-conflicting needs of visitors, local workers, residents and commuters and the needs of different types of transport.

We need to invest in transport in a way that will help to grow the economy, reduce deprivation and improve health and well-being.

We are also required by Government to make changes to road layouts to give more space to pedestrians, cyclists and buses.

Before we make any changes to road layouts, we will use traffic models to assess the potential impact of schemes on general traffic to help us make an informed decision on what to do. We will also engage with residents and local businesses to help shape our plans.



Local issues and challenges:

Addressing personal safety

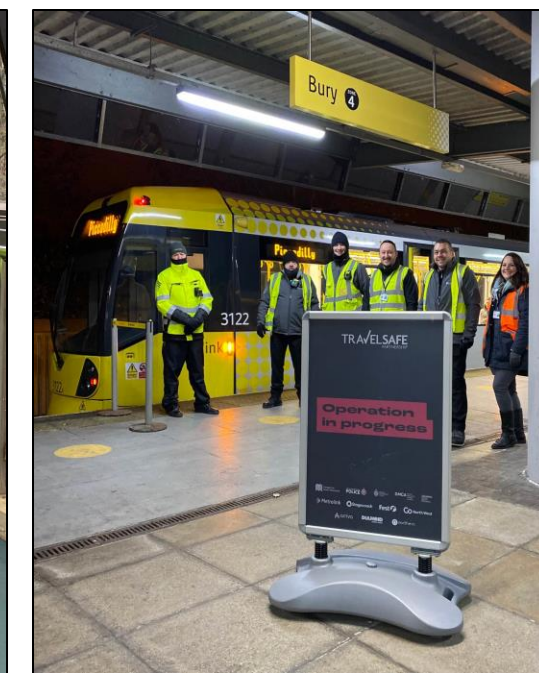
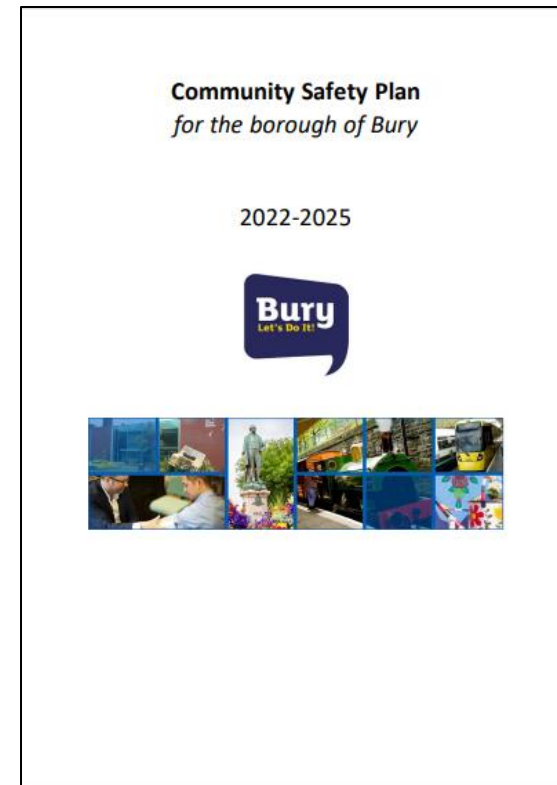
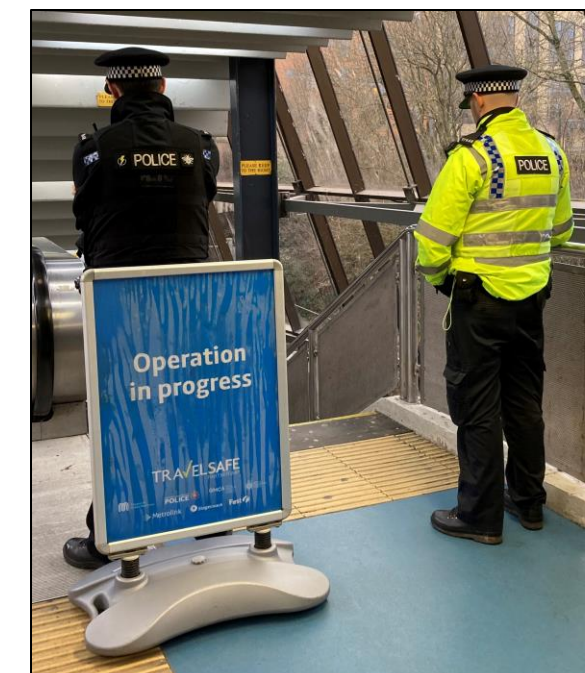
Safety and security are crucial for the use of transport systems, both in terms of preventing casualties or injuries, and in ensuring users feel confident to use transport services and infrastructure for both work and leisure related travel. It is recognised that some groups such as women and girls, black and ethnic minority groups (BAME), the LGBTQI+ community and those with mobility issues can suffer personal security issues on public transport services which can dissuade those groups from travelling in certain ways and at certain times of the day.

Many of the comments we received during our consultation on the draft Transport Strategy were around personal safety.

To ensure that people can use public transport facilities at all times of day, and can walk, wheel or cycle when and where they want to without concern for their safety, the transport system needs to be safer and feel safer.

Bury has a Community Safety Partnership (CSP) which is a multi-agency group set up to deal with community safety issues, including transport related issues around personal safety and road safety. The CSP Community Safety Plan 2022-2025 supports the wider delivery of Bury's Let's Do It ambitions and has six priorities, including to create and maintain safe spaces and to tackle crime and anti-social behaviour. This group co-ordinates delivery of a range of activities across a number of themes. Activities relevant to the transport network include:

- Women and Girls Safety, such as tackling issues at Kay gardens, public transport stops and interchanges, and underpasses.
- Building in Safety within our Town centres, including application of Secure By Design principles to the new Interchange proposals.
- Safer neighbourhoods, including projects such as improvement works to Chesham subways and street scene.
- Road safety including tackling anti-social driving, such as speeding, and implementing traffic calming schemes.



Local issues and challenges:

Addressing personal safety

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

To provide passengers with further reassurance and help tackle anti-social-behaviour, additional TravelSafe Support and Enforcement Officers (TSEOs) will also be patrolling franchised bus services, interchanges and bus stations. The team will expand their operations as franchising rolls out and will be patrolling all bus services, stations and interchanges by 2025.



Local issues and challenges:

Achieving mode shift and meeting GM2040 *Right Mix* Targets

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.

According to 2019 data (the latest available), there were 495,000 journeys starting in Bury every day. 66% of them were made by car or van, that’s over 300,000 journeys every day, with only 32% being made by sustainable modes (24% active travel and 7% by public transport).

If Bury was to meet the ambition of 50% of journeys being made by sustainable modes by 2040 that would mean over 79,000 trips switching from car or van to a more sustainable mode every day. That’s a big challenge and would need better public transport and cycling and walking infrastructure to be in place for it to happen. Our ambitious growth plans will also lead to more trips, which makes the challenge even harder.

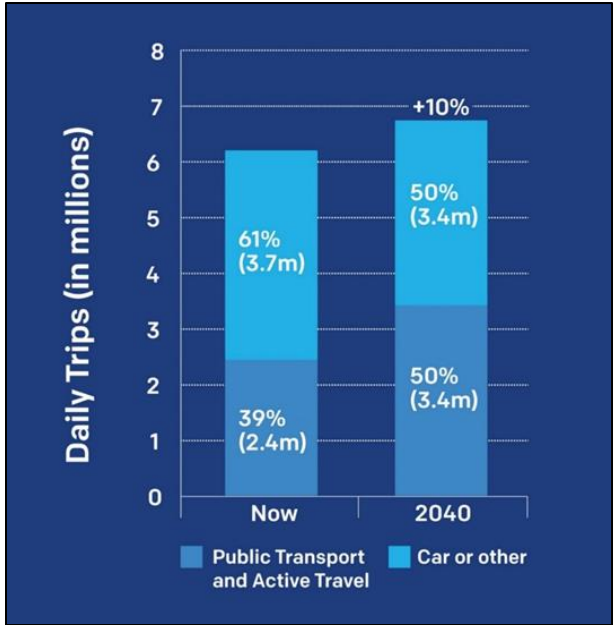


Too many short trips in Greater Manchester are made by car. In Bury, 42% of all trips are under 2km and 48% of these are made by car. Many of these short trips could be made on foot in around 20 minutes or by bike in 8 minutes.

However, many people are discouraged from walking and cycling due to high levels of road traffic; a lack of dedicated cycling infrastructure and signage; concerns around road safety and personal safety; 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.

Over a third (36%) of all the journeys that start in Bury each day are to destinations elsewhere in Greater Manchester such as Rochdale and Bolton. For many Bury residents, particularly in areas to the north of the borough, the public transport offer to these destinations is limited leading to 75% of people making these type of trips by car and only 14% using public transport. If we are to get more people using public transport it will need to serve the Borough better than it does now and people will also need to feel safe when using all forms of public transport.



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 can 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 Hub



Prestwich Town Centre

Local issues and challenges:

Addressing social inequalities

Mobility and accessibility inequalities are highly correlated with social disadvantage. This means that some social groups are more at risk from mobility and accessibility inequalities. Currently households with access to a car face fewer mobility constraints as they can reach more opportunities over longer distances. Lowest income households have lower car ownership levels, primarily due to affordability issues.

The adjacent figure illustrates the percentage of households in Bury Borough that do not own a car or van. 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.

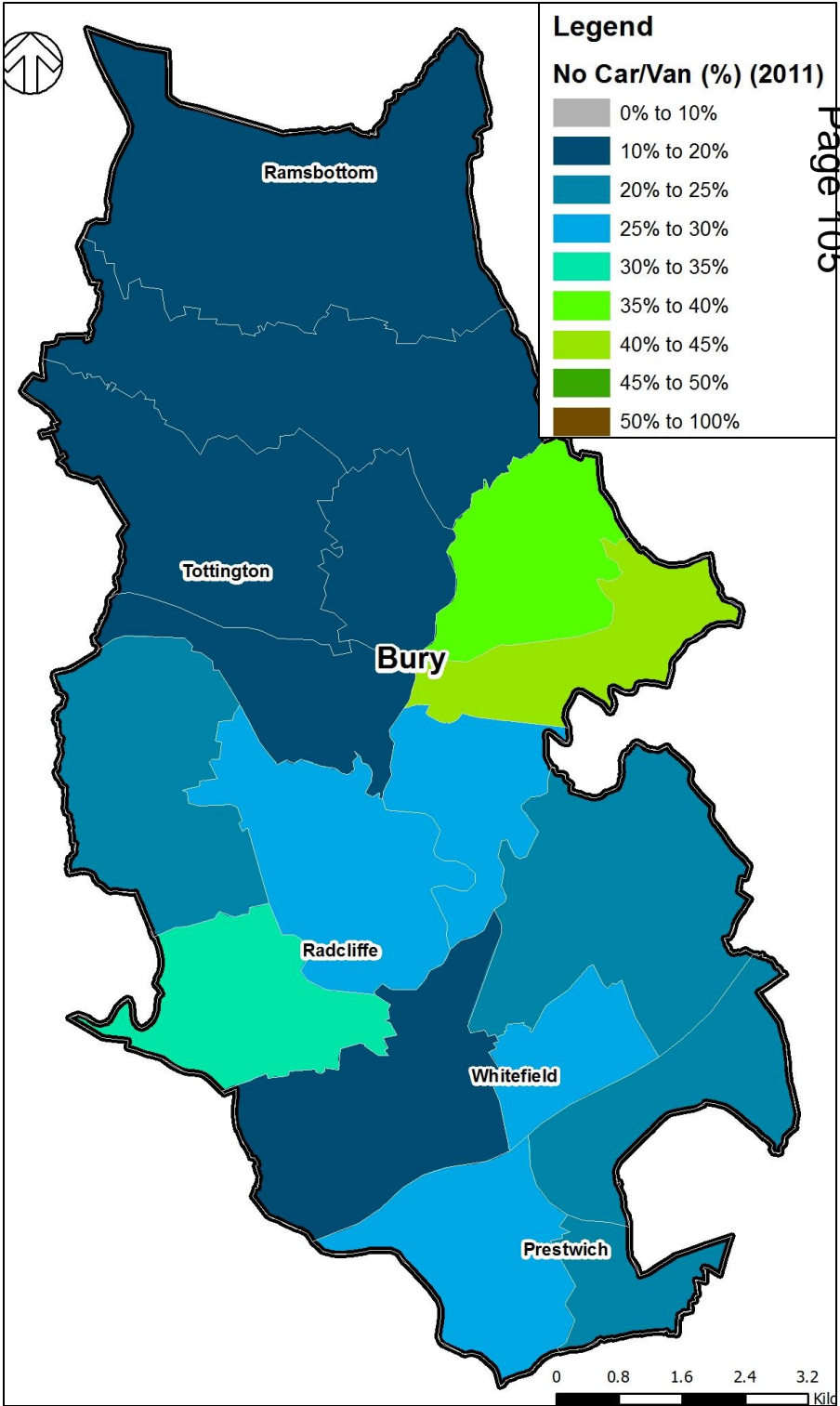
Different transport users have different needs, and it is essential that our transport system is suitable for all, including those with disabilities who may or may not be using mobility aids or vehicles, as well as women, children and those with buggies etc.

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 improve our public transport offer and cycling and walking networks to ensure that everyone has equal access to the same opportunities and that we connect areas of deprivation to employment, education and other key services.

We will continue to work with partners such as Transport for Greater Manchester to ensure all elements of the transport network are designed to be affordable, inclusive and accessible to everyone.



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)

Local issues and challenges:

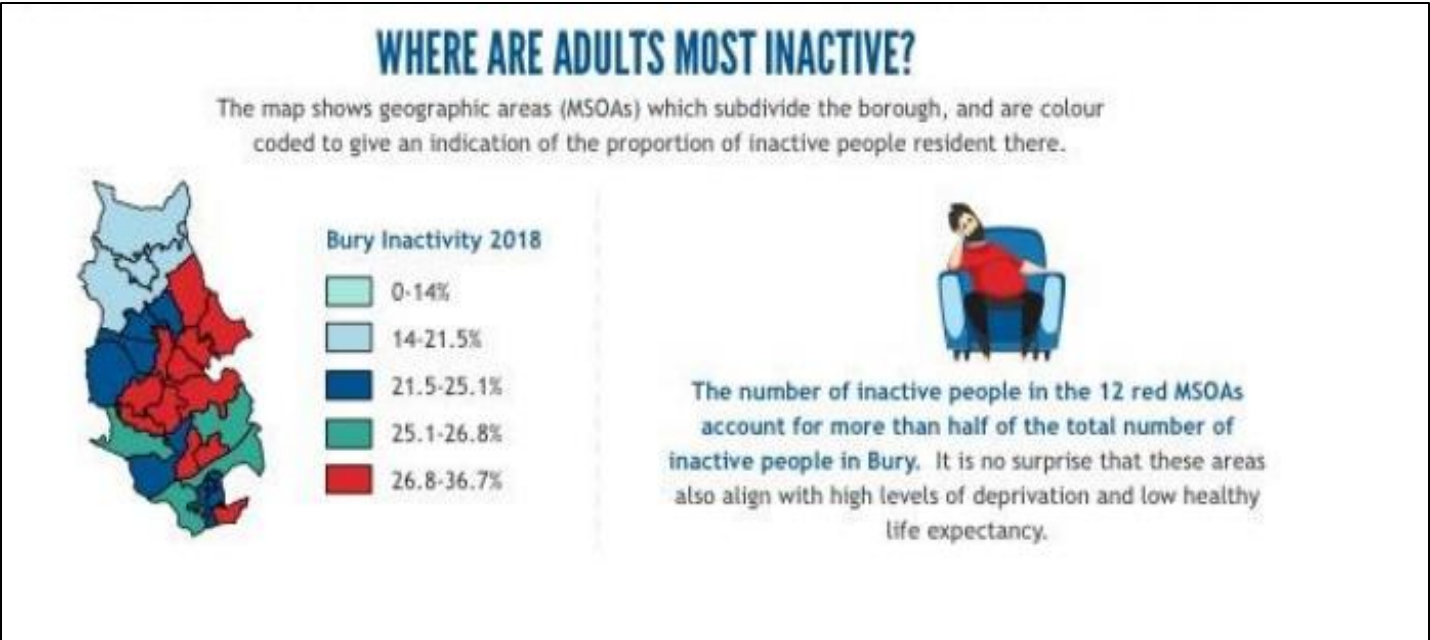
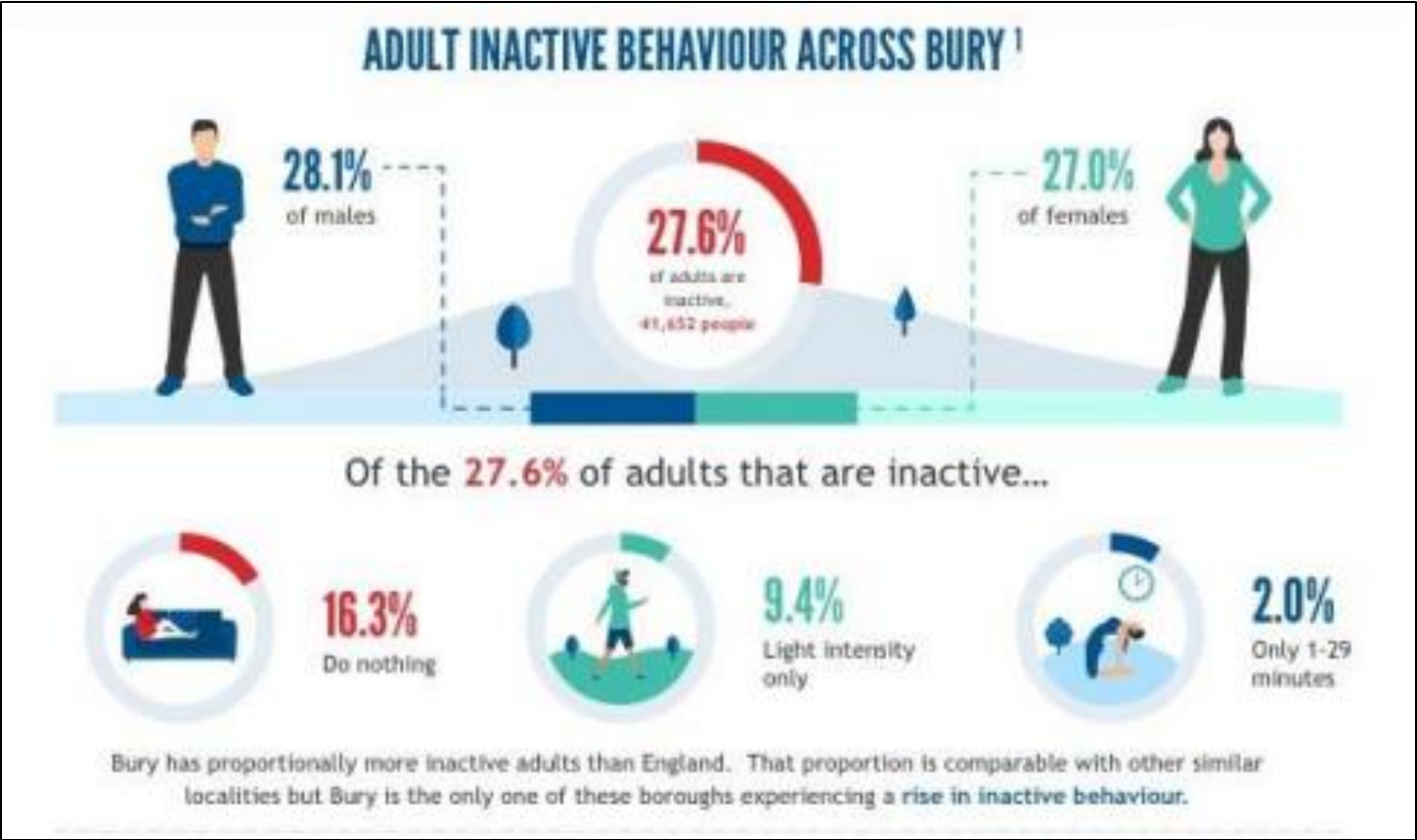
Increasing physical inactivity

Physical inactivity is the fourth leading cause of premature deaths in the UK, causing one in six deaths and contributing to poor rates of healthy life expectancy. In Bury, more than one in four adults are classed as inactive, doing less than 30 minutes of physical activity a week. A similar percentage of young people are not meeting Chief Medical Officer guidelines for physical activity. In addition, too many young people in the Borough are not undertaking active travel to school with 63% of secondary and 41% of primary pupils travelling to school by car or van.

Overreliance on car travel, particularly for short journeys, is a main contributor to physical inactivity which is linked to long term conditions such as heart disease and cancer, the biggest causes of premature death. The impact of over-reliance on private cars has huge and damaging impacts on the lives of people who live and work in Bury as well as those who visit.

It is estimated that physical inactivity in our Borough costs of £4.5 million each year. Being physically active provides a great opportunity to help make Bury a better place to live and work and transport plays an important role in connecting our neighbourhoods and town centres, providing sustainable and active forms of travel.

Bury Moving, the Physical Activity Strategy for Bury has a vision to *increase the number of people (of all ages) walking, cycling and moving more in Bury*, which contributes towards the Bury Moving Vision of getting 75% of the Bury population moving more by 2025 and supports climate targets for improving air quality and reducing CO2 emissions produced by traffic & travel in Bury.



Local issues and challenges:

Embracing new technology

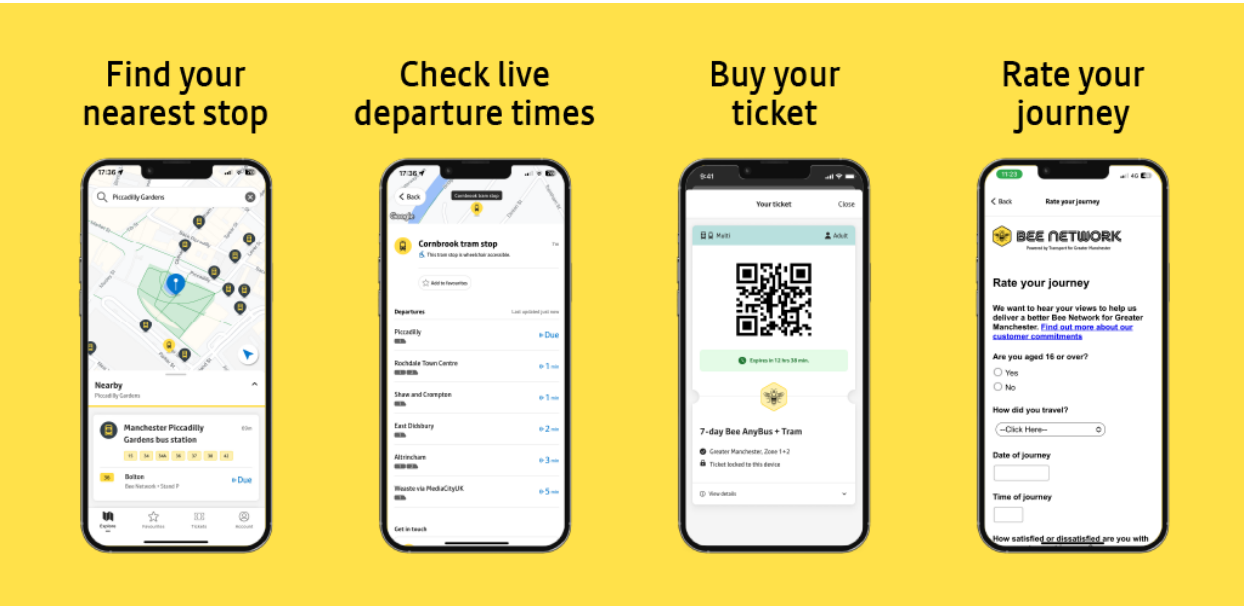
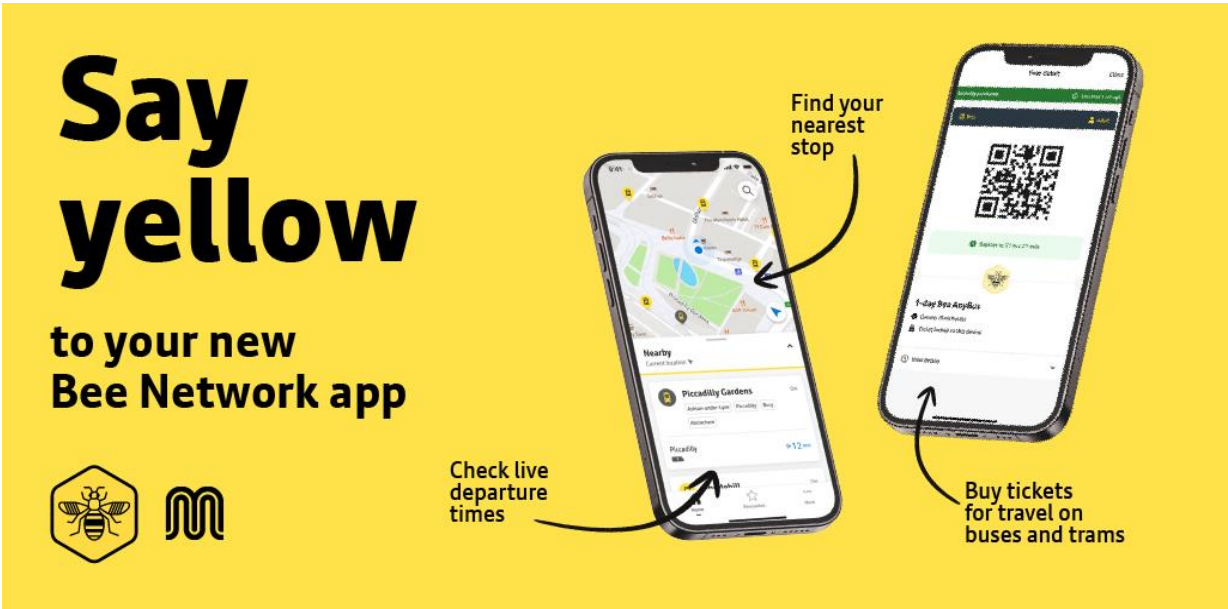
Technology and innovation are becoming more prominent in terms of the role they play in the transport network, and this is likely to increase. Technology enables the facilities that are required in order to develop, expand and link different modes of transport, such as integrated ticketing that will make it easier for passengers to book and pay for transport with a single transaction, ensure best value for money and support journeys that combine several modes.

Improvements in technology will provide opportunities to better manage our transport network and communication with the travelling public. Making best use of digital connections and technological innovations will be important to the continued success of Bury.

Shared mobility services have the potential to complement Bury’s core transport system. Over the next decade, carsharing will become a key alternative to car ownership and will facilitate new patterns of car use, where people can live car-free lives and still have access to a car for essential journeys. In addition, car clubs can be a more affordable way to access a car compared to car ownership.

However, innovative mobility options and their operations need to be safe and secure for everyone and need to allow all Bury residents to benefit from them. Services need to be inclusive to avoid the further exclusion of segments of society with limited or no access to digital services.

Electric vehicles and electromobility options, such as shared electric cars, electric bikes, and electric cargo bikes will also play an important role in the Borough’s transport system and in delivering local and regional transport objectives.



Local issues and challenges:

Reducing 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 Enabling residents and businesses to use The use of zero emission vehicles will help to decarbonise transport. Zero emission buses are being introduced across Greater Manchester. We also have plans to extend Bury's network of publicly accessible 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 also 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 measures to make walking, wheeling and cycling easier, including the Active Bee Network and shared mobility measures such as the Greater Manchester Cycle Hire Scheme in order to facilitate lower carbon journeys.



Local issues and challenges:

Improving air quality

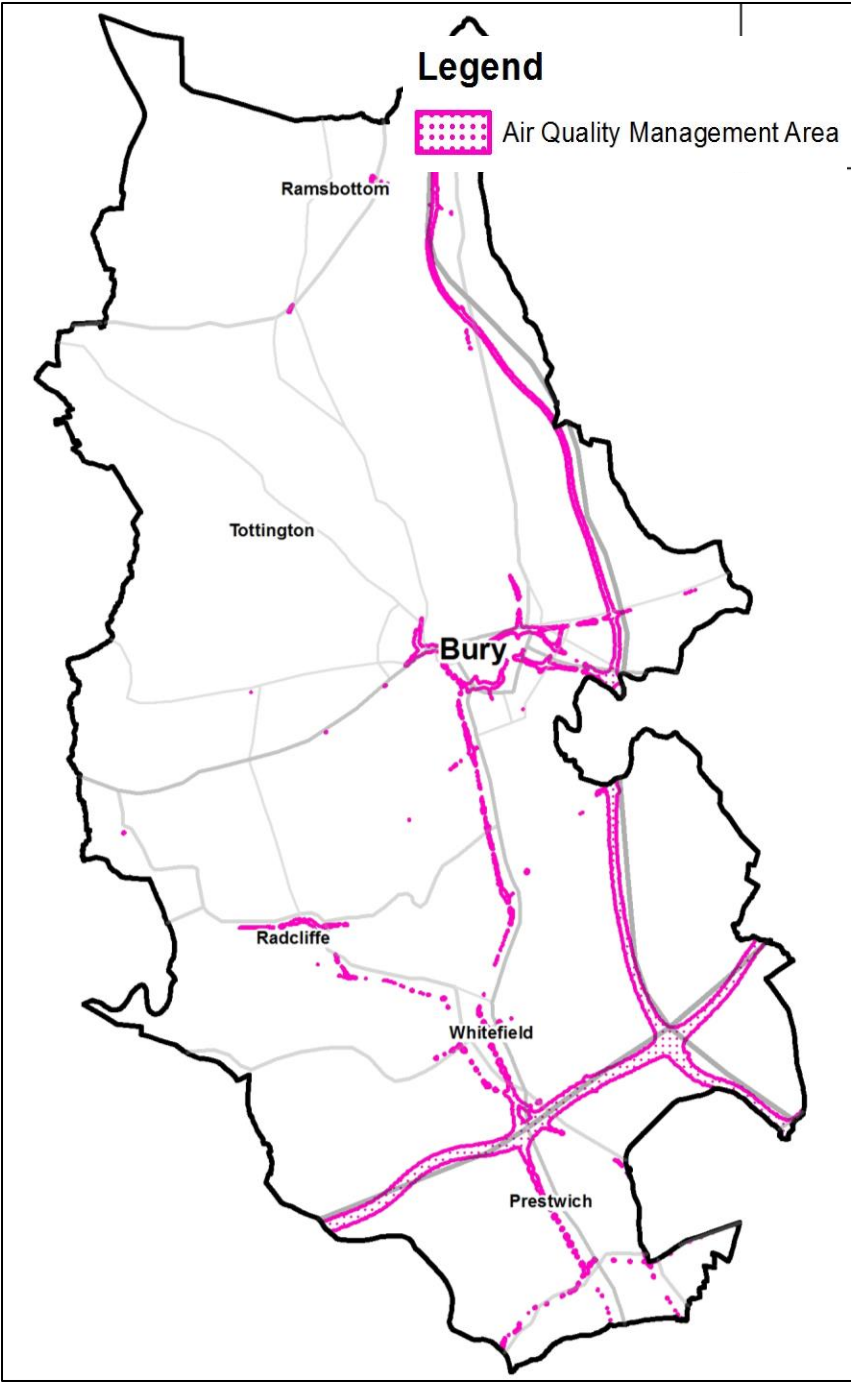
Poor air quality damages everyone’s health, but it can be particularly significant on the most vulnerable in our communities. Long-term exposure to elevated levels of particulates and nitrogen dioxide can contribute to the development of cardiovascular or respiratory diseases and may reduce life expectancy. 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

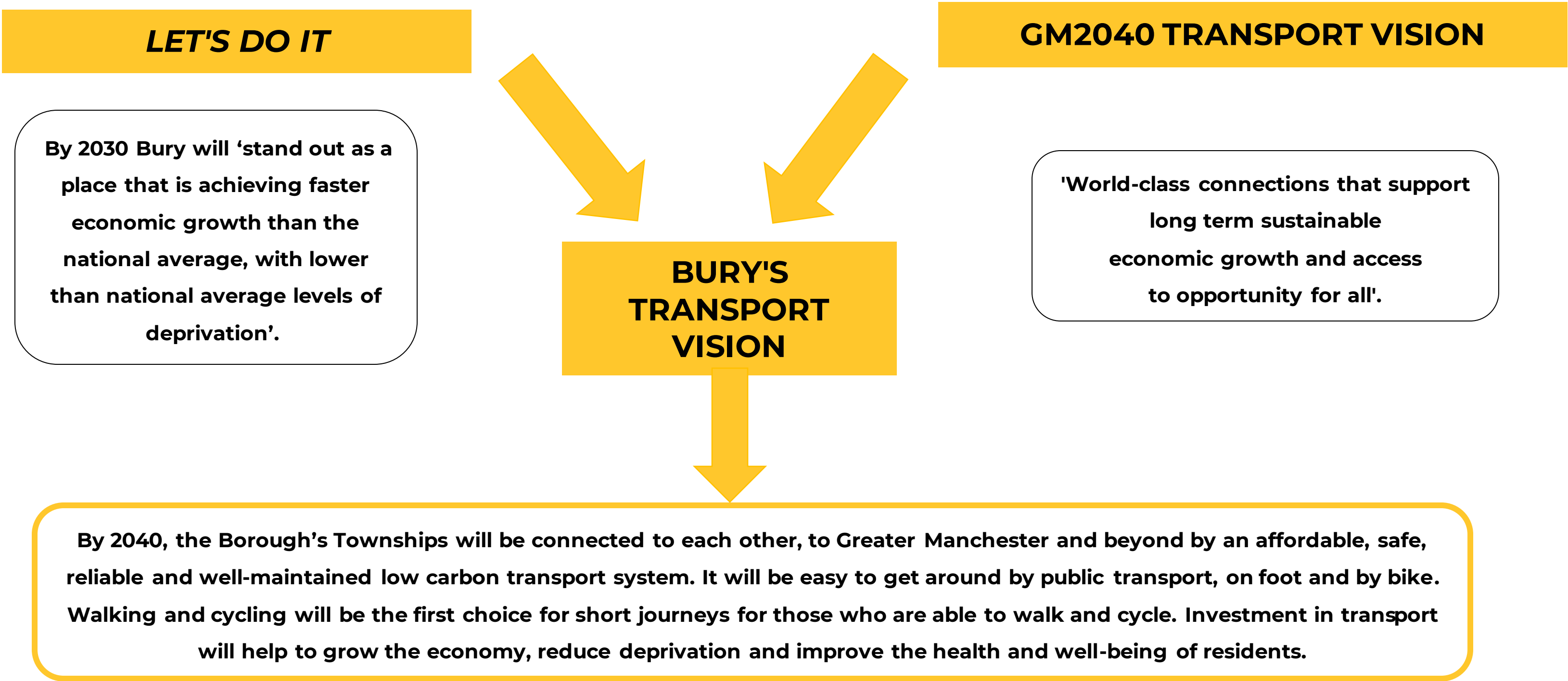
4

TRANSPORT VISION & OBJECTIVES



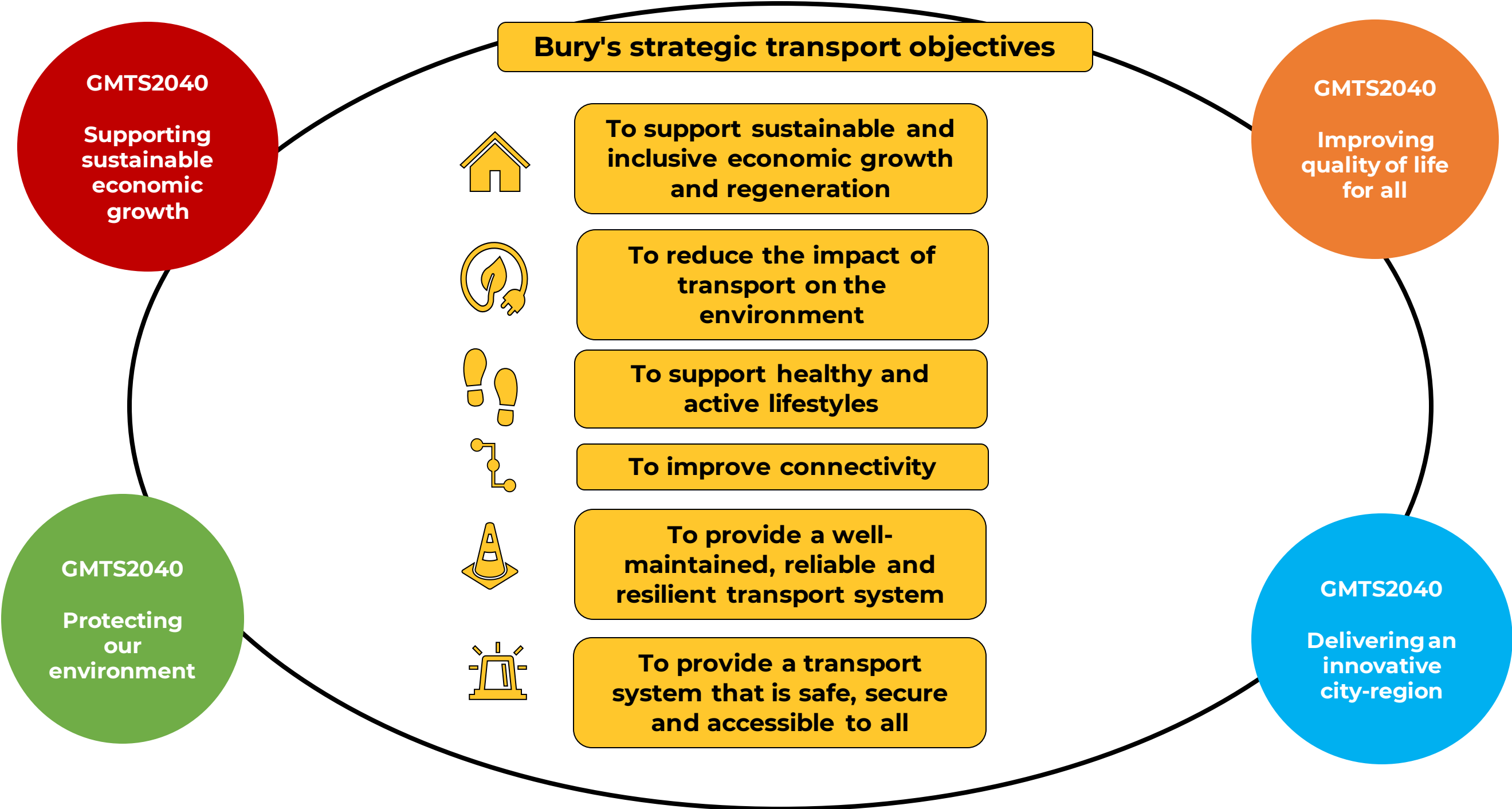
Transport Vision

Bury's Vision for transport and movement in the Borough has been informed by our LET's DO IT Strategy vision, the vision set out in the GM2040 Transport Strategy, and the feedback received on the consultation draft Bury Local Transport Strategy.



Bury's strategic transport 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.

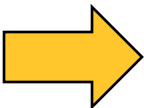


Bury's strategic transport objectives

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.



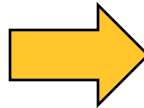
To support sustainable and inclusive economic growth and regeneration



By enabling new jobs and houses in the Borough to be delivered in an inclusive and sustainable manner through targeted transport investment in key growth and development locations.



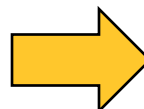
To reduce the impact of transport on the environment



By investing in low carbon travel to support the climate emergency and help Bury be carbon neutral by 2038. By cleaning up our air and reducing pollution from road vehicles that is harmful to health.



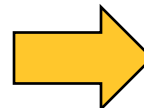
To support healthy and active lifestyles



By creating a comprehensive walking and cycling network to enable more journeys to be made by on foot and by bicycle, particularly short local journeys in support of the Borough's Bury Moving Strategy target of 75% of residents being active or fairly active by 2025.



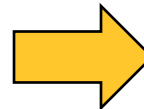
To improve connectivity



By delivering a high quality, modern and integrated multi-modal transport network to connect the Borough's Townships to each other, to Greater Manchester and beyond.



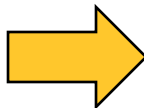
To provide a well-maintained, reliable and resilient transport system



By ensuring the best and most cost-effective use of existing resources to manage and maintain a safe and resilient transport network that can stand up to extreme weather events such as flooding. By reducing congestion and improving journey times for everyone.



To provide a transport system that is safe, secure and accessible to all



By continuing to work with Transport for Greater Manchester and others, such as Greater Manchester Police, to provide a transport system that *is* safe and *feels* safe to use. To reduce the number of casualties on our roads and achieve the GM vision of reducing deaths and serious injuries to close to zero by 2050. To ensure that everyone has equal access to the transport system.

5

TRANSPORT STRATEGY: METROLINK



Introduction

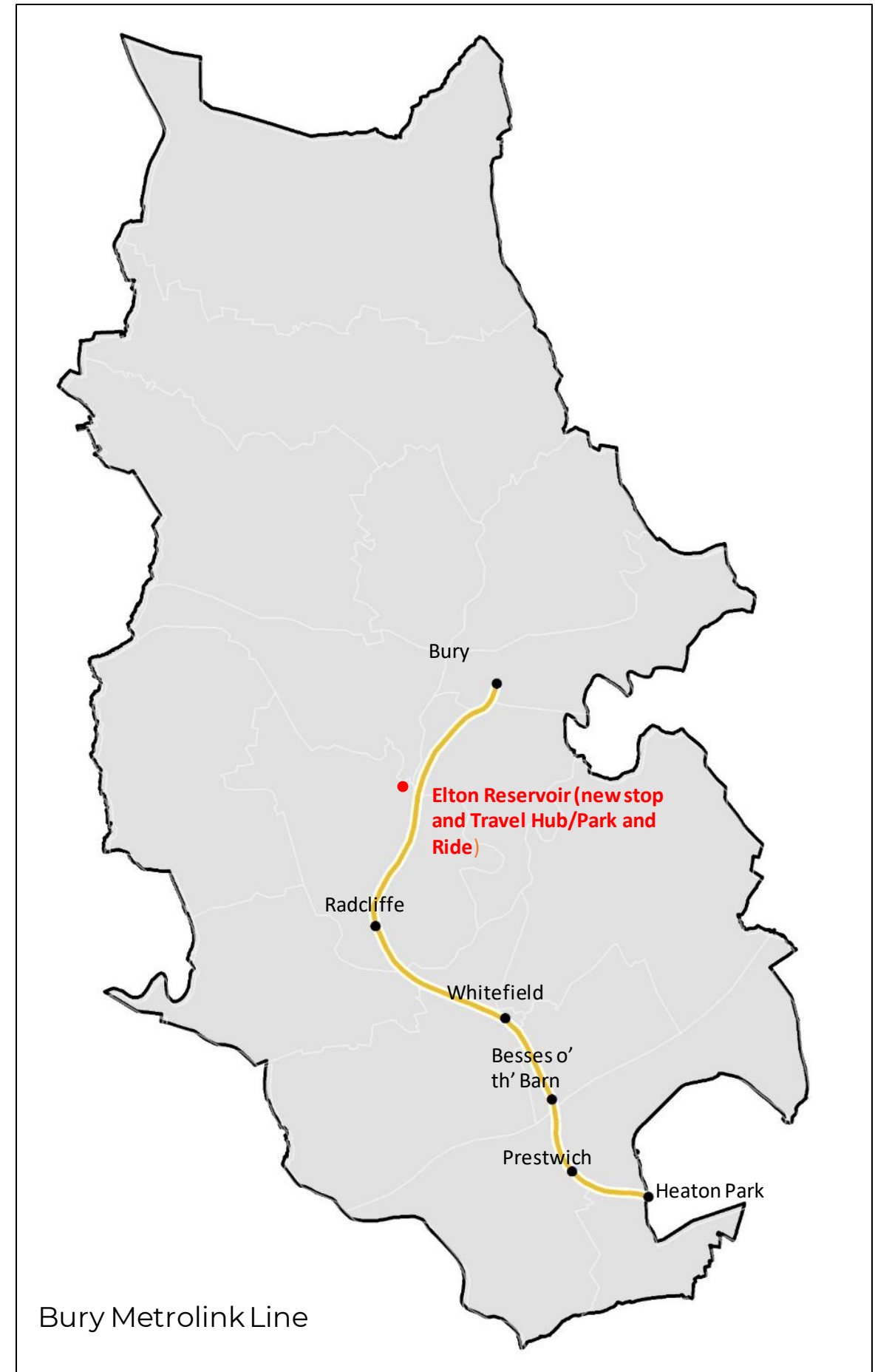
Metrolink services commenced in the Borough as part of the introduction of the initial Metrolink network in 1992. This converted the Altrincham to Bury heavy rail line to light rail operation and largely retained the heavy rail stop infrastructure.

Metrolink services connect Bury and Manchester via Radcliffe, Whitefield and Prestwich, enabling onward journeys into Greater Manchester and the wider northwest region. The Townships 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 anti-social behavior and 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 in 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

With a network of lines across Greater Manchester, and 99 stops, six of which are in Bury, the Metrolink tram system is a key part of the Bee Network. Passengers will benefit from Bee Network improvements like the new Bee Network app and website, and the new Bee AnyBus + Tram tickets. New Bee Network bus services will be planned to link up with Metrolink and with the cycling and walking network to make it easier for people to travel around.

As part of our transport strategy, we have identified a number of Metrolink investment priorities for Bury, which we 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 and personal safety, and which are in need of investment.
- 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

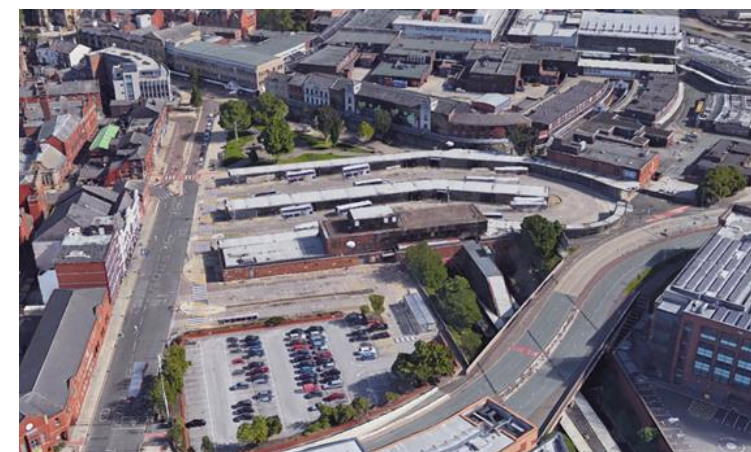
Metrolink

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

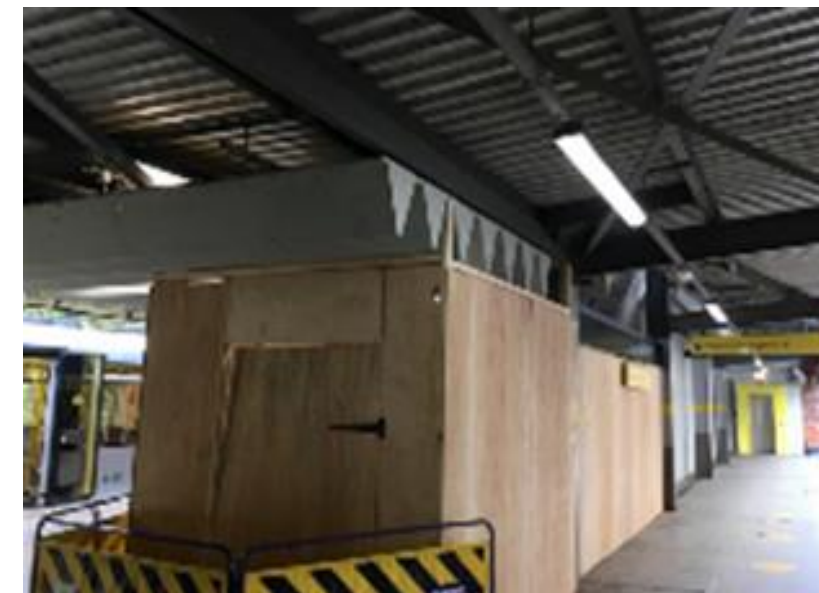
Key Interchange Issue: Deteriorating condition

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

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

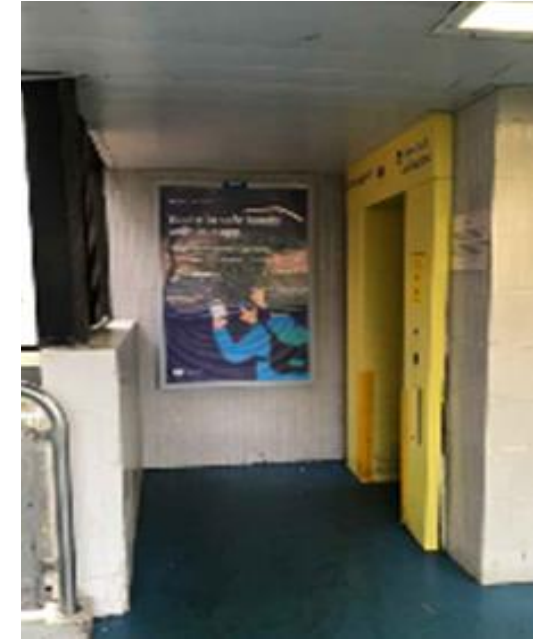
There is a cluttered Metrolink platform which has bottlenecks to passenger movements and capacity constraints on the access route.

The design of the Interchange also causes issues with passenger flows and accessibility:

- 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

- To deliver a new vertical circulation core with an upgraded larger lift provision, escalator and improved stairs to support access for all.
- To refurbish the 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

- To create a new arrangement for bus movement and waiting with significantly fewer conflict points.
- To improve all walking and cycling access routes with a strong sense of arrival and integration with the redevelopment of Bury town centre.
- To close underpasses which often act as hubs for anti-social behaviour.
- To deliver 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.
- To provide a 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 the 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

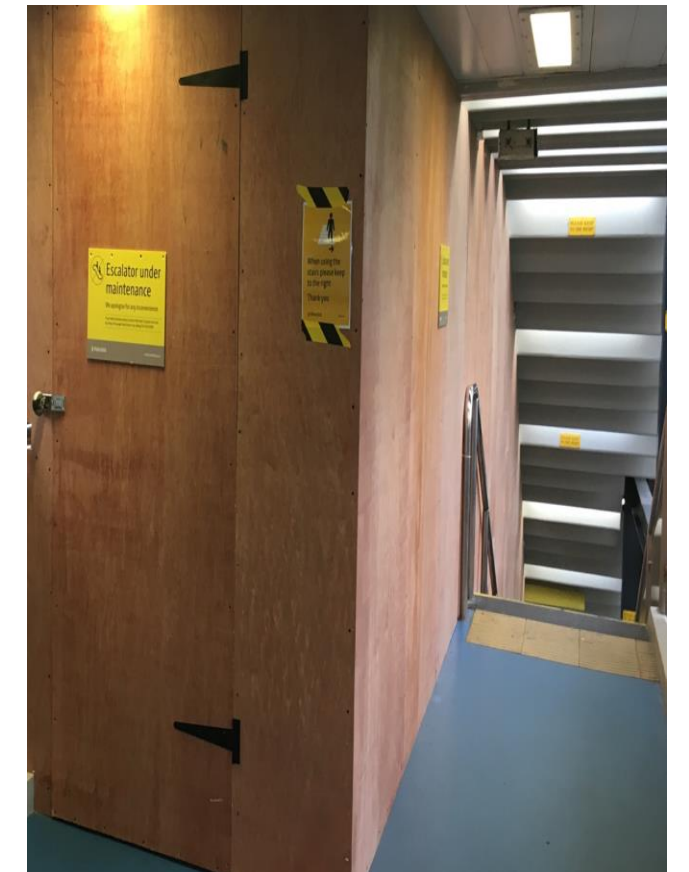
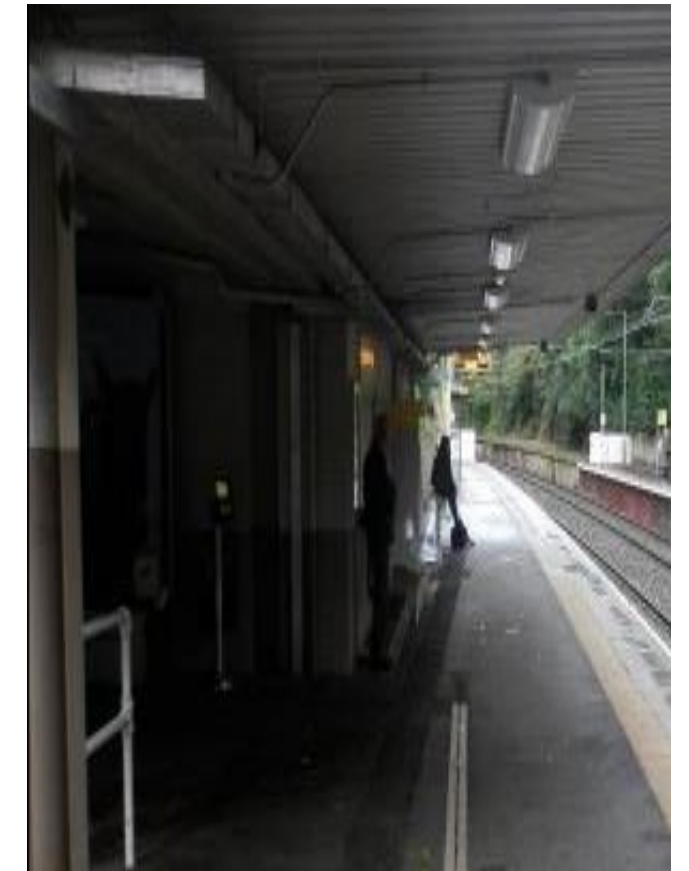
Investment priority 2: Improvements to stops on the Bury line

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 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, with access often via narrow steps with no step-free alternative.
- Stops which are not accessible for all, particularly not for mobility impaired users.
- Some stops having no lifts and where they do exist, they are unreliable and often out of service.
- Singular entrance/egress point from platforms that create crowded funnels and congestion pinch points for passenger movement.
- Dark and uninviting waiting areas and antisocial behaviour areas, leading to the perception of isolation and fear of crime.
- Many stops having 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)				
	✗ = 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	✗	✓	✗	✗	✗
Radcliffe	✗	✓	✓	N/A	✗
Whitefield	✗	✓	✓	N/A	✗
Besses o'th' Barn	✓	✓	✓	✗	✓
Prestwich	✗	✗	✓	N/A	✗
Heaton Park	✗	✓	✗	✗	✗
Bowker Vale*	✗	✓	✗	N/A	✓

* Indicates stop is located in Manchester City Council area

Current Bury Line

Aspiration



Heaton Park - Step access



Firwood Stop - Step access



Bury Metrolink - platform canopy



Firwood Stop - platform canopy



A typical Bury line track with no track crossing



Firwood Stop – step-free track crossing

Investment priority 2: Improvements to stops on the Bury line

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 all 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 so that people are safe and feel safe, particularly when travelling alone, late at night or during the winter months.
- Removing dark enclosed spaces to promote a more open environment and provide more natural light and surveillance.
- Additional TravelSafe Support and Enforcement Officers (TSEOs) to provide passengers with reassurance and help tackle anti-social-behaviour.

Welcoming environment

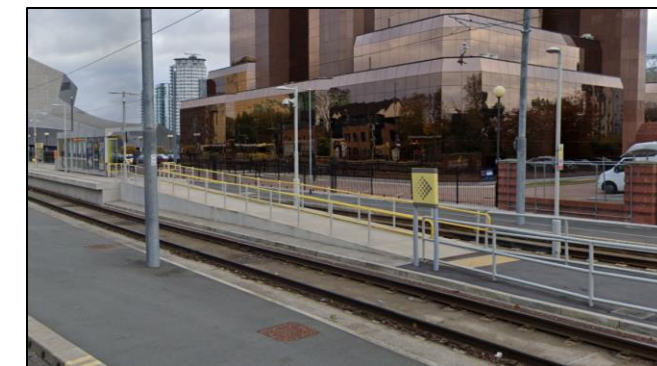
- Repainting of handrails.
- Replacing damaged poster cases.
- Application of coating to platform surfaces to make them brighter and cleaner.
- Installation of flower beds.

Welcoming Metrolink Stops



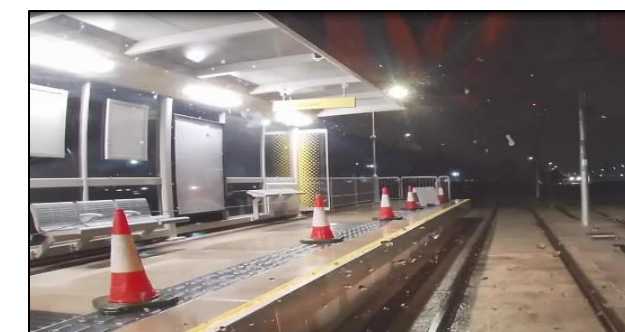
Deansgate and Trafford Centre Metrolink Stops

Accessible Metrolink Stops



Trafford Park Line Accessible Metrolink Stops

Metrolink Stops Lighting



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

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 Bury Local Transport Strategy. Many of the Borough's Metrolink stops are in cuttings hidden from view due to their historic heavy rail design. Visibility and accessibility to key infrastructure must be enhanced and prioritised so that everyone can feel safe on their way to Metrolink stops at all times of the day.

Wayfinding from Metrolink stops to key destinations within our town centres is currently poor and needs to be enhanced to guide users to their destination. 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 Angoulême Way in Bury town centre, which has made it safer for pedestrians and cyclists to access the Metrolink service at Bury Interchange. This cyclops junction allows for the safe crossing of approximately 9,000 students for Bury College and Holy Cross College.

There is limited cycle storage at several stops along the Bury line which restricts 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, wheeling and cycling.

Strengthening walking, wheeling and cycling connections to Metrolink stops should foster modal shift which would lead to air quality improvements whilst supporting individuals' health and wellbeing. Measures that support cleaner

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

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 a new Metrolink Stop and Travel Hub/Park and Ride facilities will be needed. 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 region's 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.

There is funding in the City Region Sustainable Transport Settlement to start to develop the proposed new stop and Travel Hub/Park and Ride. We will work with TfGM and the developer to determine an appropriate funding and delivery strategy for the new stop.

The allocation of this site for residential development falls outside the scope of this Transport Strategy and the new Metrolink Stop and Park and Ride/Travel Hub will only go ahead should the *Places for Everyone* Plan be formally adopted.



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.

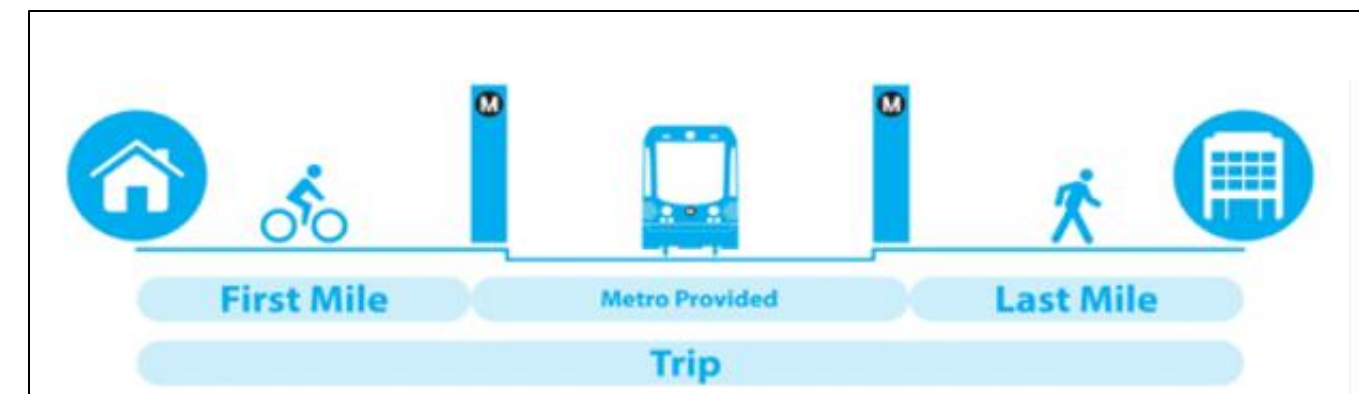
In addition to the measures set out in Priority 2 and Priority 3, the Travel Hubs approach will consider the full range of modal integration – including bus, taxi, park-and-ride, drop-off/pick-up and shared mobility (such as car clubs and bike hire) with active modes.

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 Radcliffe and Whitefield.

In Prestwich, plans are being developed for a Travel Hub as part of the regeneration of the town centre. The Prestwich Travel Hub will be a new multi-story facility located close to the Metrolink stop off Fairfax Road. As well as car parking spaces, the new facility will contain electric vehicle charging points, cycle storage and parcel lockers.

Bury Council will also continue to explore with TfGM the potential for a pilot scheme to allow bikes on board Metrolink trams, including potentially on the Bury Line, as set out in Dame Sarah Storey's Active Travel Mission Statement.



Metrolink

Investment priority 6: Metrolink and tram-train technology

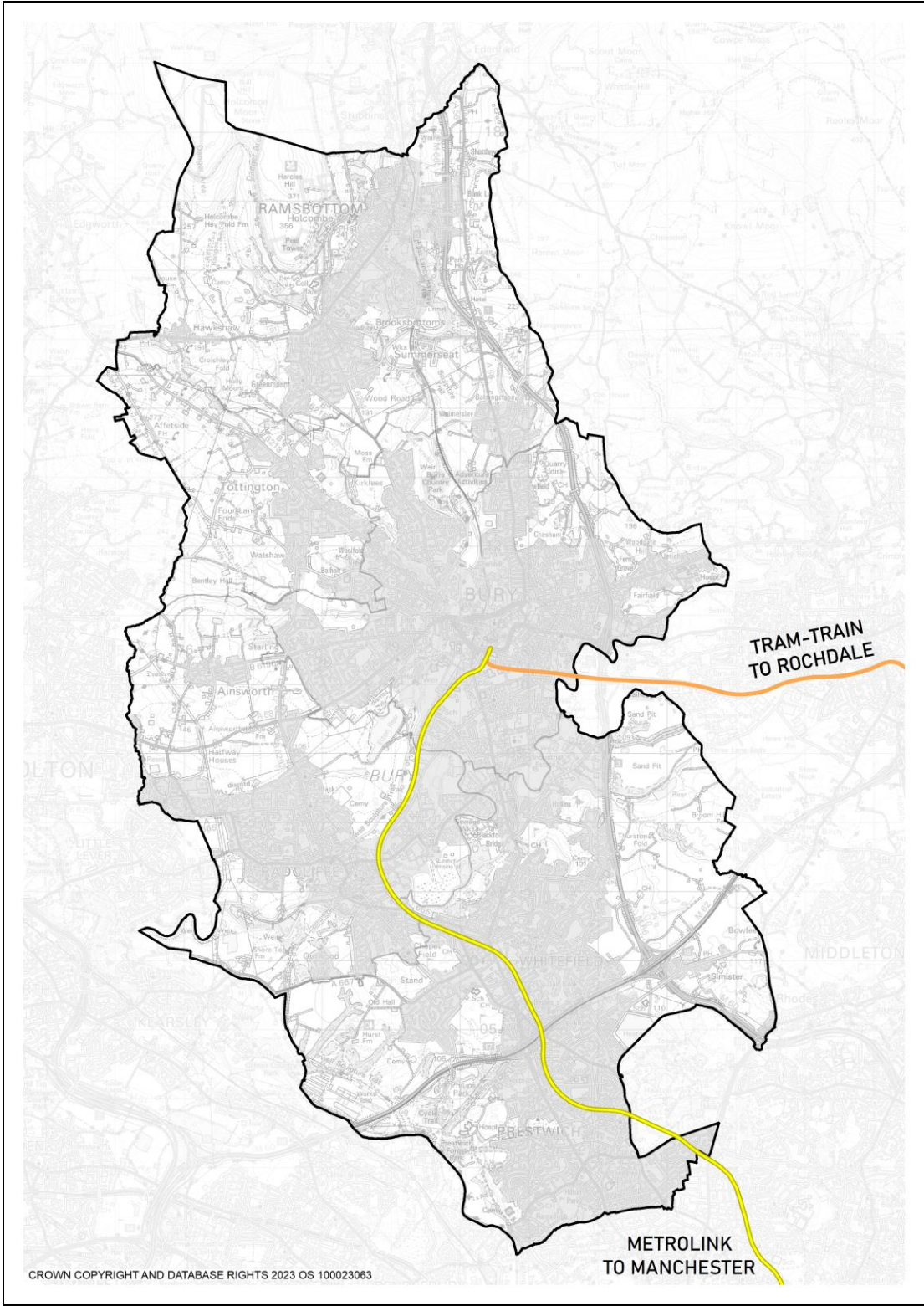
TfGM are developing plans that would see a rail link between Heywood, Rochdale and Oldham using tram-train technology. They are also exploring the potential for a connection between Heywood and Bury, with the longer-term aim of linking to the existing Metrolink networks in the north of Manchester and improving connectivity to the Calder Valley Line.

The focus of the project will be to create the next generation Metrolink vehicle, tram-train infrastructure and to run 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 and 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 and Rochdale, and beyond, the proposals would also help to provide sustainable public transport connections into the proposed Northern Gateway site.



Rossendale City Valley Link

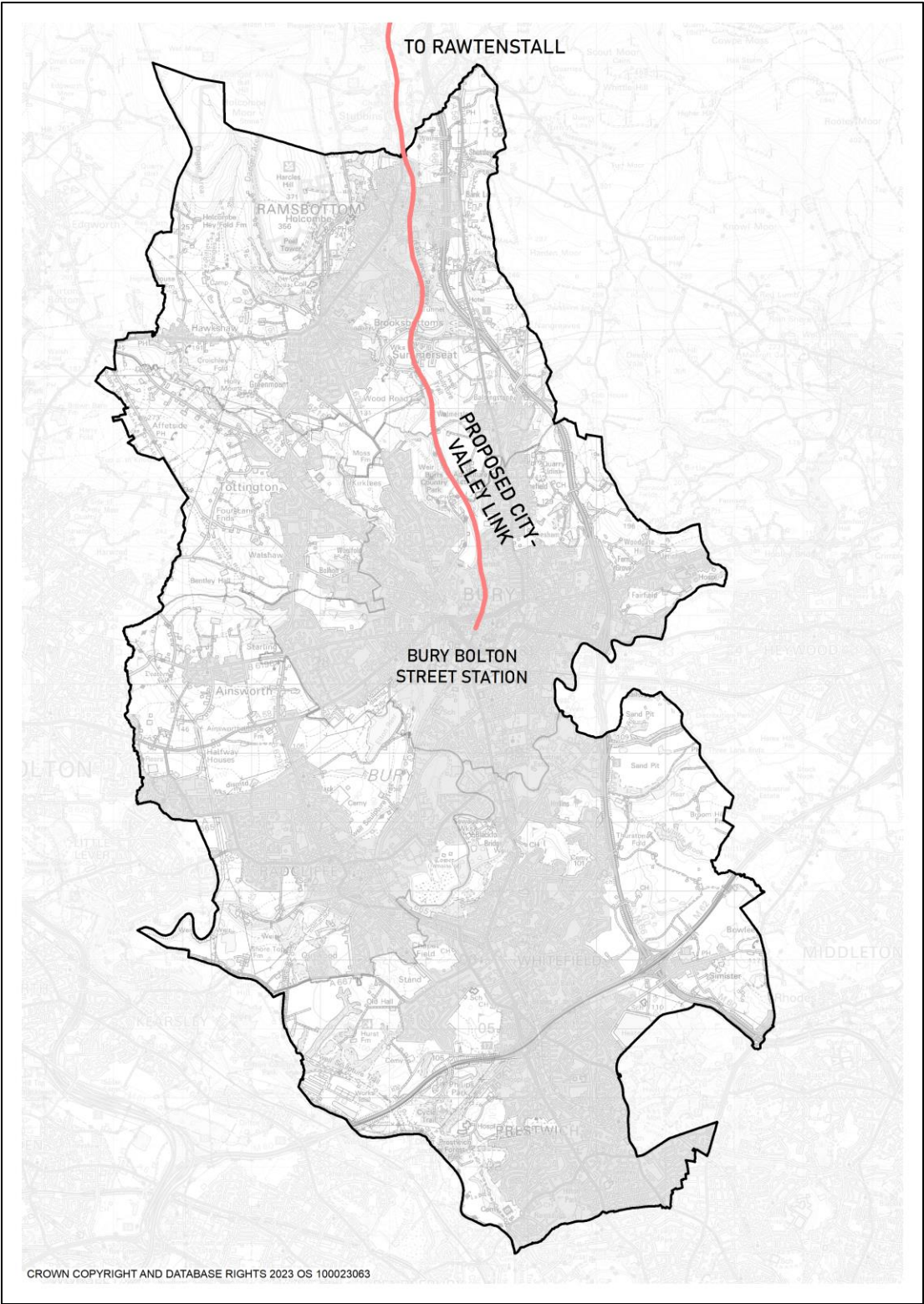
Rossendale Borough Council have long-held aspirations to establish a commuter rail link from Rawtenstall to Manchester.

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 Greater Manchester'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 is the source of 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 included 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 BLTS Objectives

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

BLTS Investment Priorities	GMTS 2040 Objectives				BLTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting sustainable & inclusive growth and regeneration	Reducing the impact of transport on the environment	Supporting healthy and active lifestyles	Improving connectivity	Providing a well-maintained, reliable and resilient transport system	Providing a transport system that is safe, secure and accessible to all
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 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 at this busy junction which has been identified by recent GM Clean Air Plan modelling as a problem area for meeting nitrogen dioxide targets.

Radcliffe also has a busy bus station with 8,030 bus departures in September 2021. 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.

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).



Bury Interchange



Radcliffe Bus Station

National bus policy and ambition

Bus Back Better

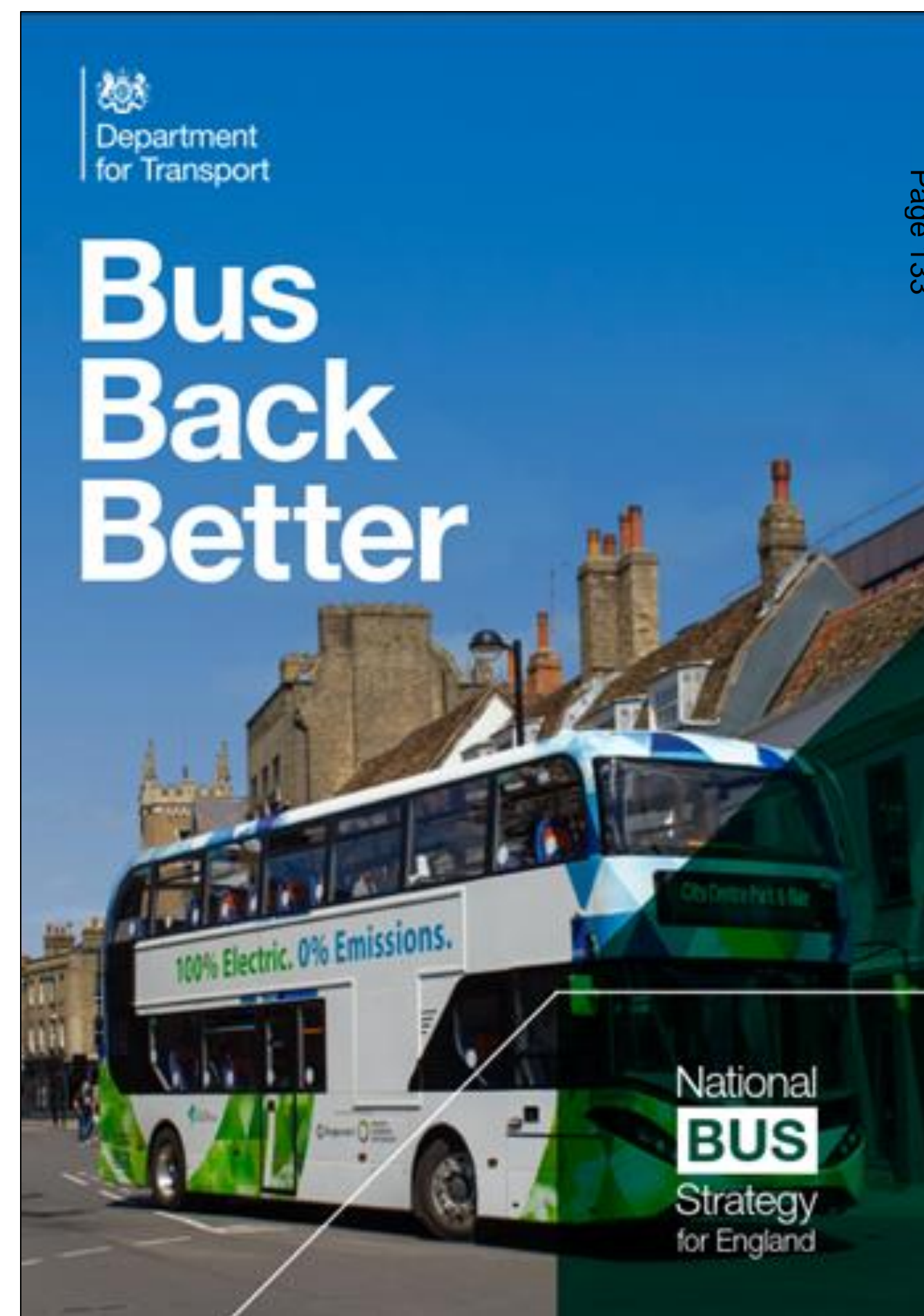
In March 2021 the Department for Transport (DfT) published a new national strategy for buses in England outside of London, the aim of which is to get more people using buses by making them more attractive. This means making buses faster and more reliable.

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 covering all ten local authority areas, including Bury. Government used these plans to allocate £1.4 billion of funding to those it considered ambitious enough.

In *Bus Back Better*, Government also said it 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. It expects these bus lanes to 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.



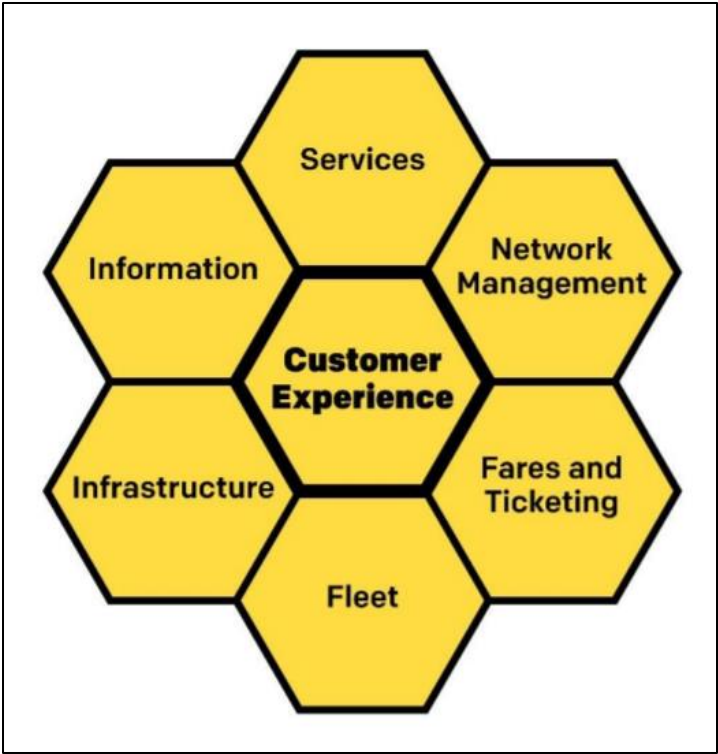
Greater Manchester Bus Service Improvement Plan

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 one of 31 successful plans. There were 48 Plans that received nothing. At £94.8 million, Greater Manchester’s award was the third largest funding allocation. Most of this funding was used to support the introduction of cheaper bus fares.



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 Bus Strategy: Better Buses for the Bee Network

The Greater Manchester Bus Strategy is a sub-strategy of the GM2040 Transport Strategy. Published in July 2023, it sets out Greater Manchester's vision for the future bus network: namely, to make the bus the first choice for more journeys, as part of the Bee Network: the city region's integrated transport system.

The Strategy sets an initial target for a 30% increase in bus patronage by 2030 from 2022/23 levels. This would mean almost 50 million more journeys being taken by bus each year in Greater Manchester.

If buses are to be the first choice for more journeys in Bury, we need to provide:

- More reliable and quicker bus journeys.
- Safe and secure journeys.
- An accessible bus network.
- Comprehensive and frequent bus services.
- An environmentally friendly bus system.
- An affordable and attractively priced bus system.
- A fully integrated public transport system.
- A high-quality passenger experience.
- More travel options in the day and night.

Through franchising and the GM Bus Plan will aim to deliver all these things and more, including a new Bee network app, where customers can get live departure times for nearby bus and tram stops and buy bus and Metrolink tickets, and a new Bee Network website.



Investment priorities for Bus

Bus travel is central to the delivery of Greater Manchester’s ambitions to provide a sustainable transport network which is reliable, 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 Bus Strategy target for a 30% increase in bus patronage by 2030 and the ‘Right Mix’ vision to reduce car trips to no more than half of all journeys by 2040.



Bus

Investment priority 1: Bus reform and franchising

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

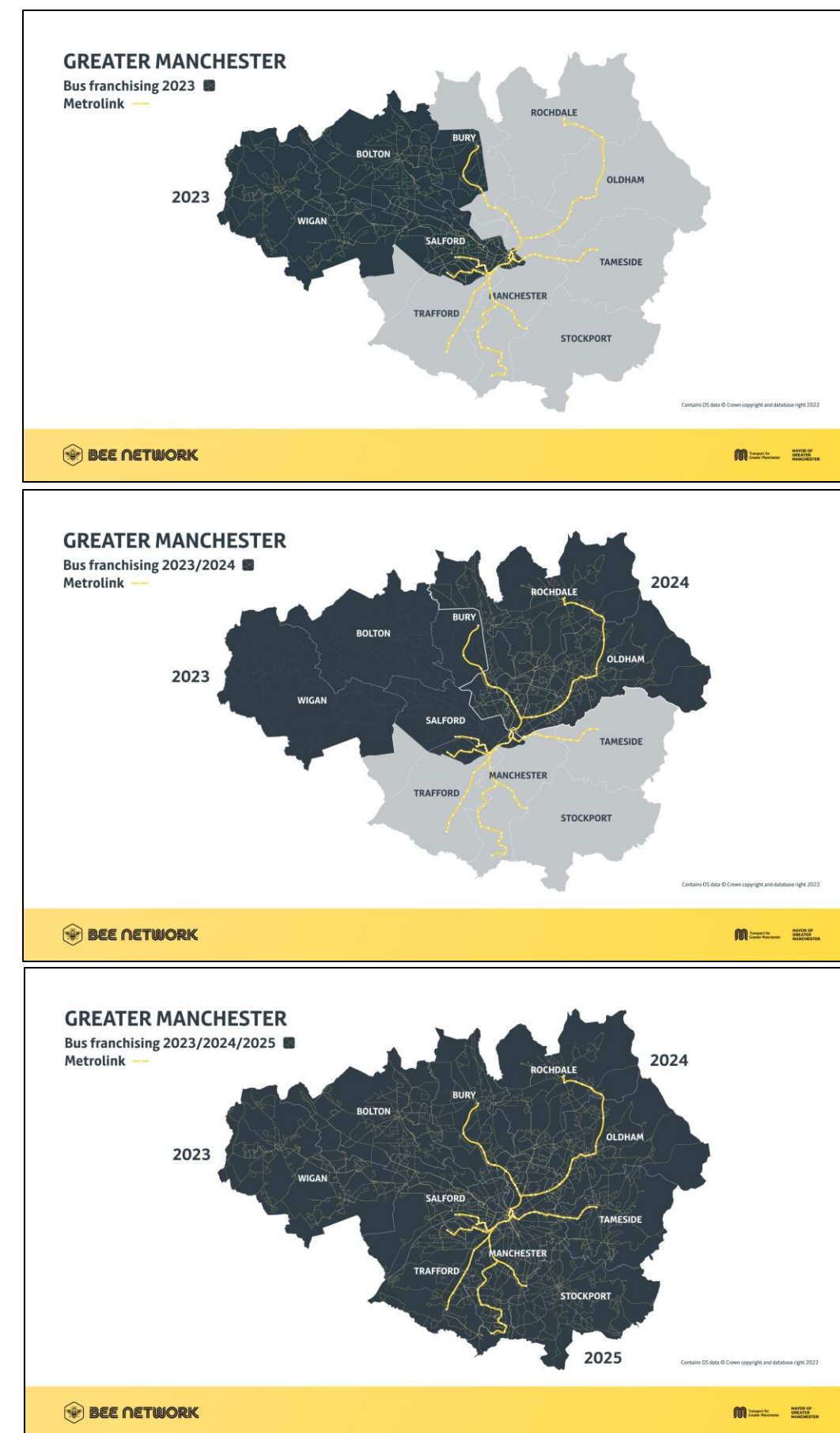
In March 2021, the Greater Manchester Combined Authority (GMCA) announced plans to use new Government powers and bring buses back under local control for the first time since they were deregulated in 1986 under a system called *franchising*. The bus franchising scheme is a key part of Greater Manchester's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

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. School bus services will also join the Bee Network as franchising is rolled out. Some bus services in Bury, including some school services, were franchised 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 2025.

In most cases, Bee Network buses will run on the same routes as existing services, and at the same times but with some improvements such as linking services up to better connect with first and last trams to the Manchester city centre, including on the 471 Bolton-Bury-Rochdale service.

Buses are a vital part of Greater Manchester's public transport system, particularly for those who do not have access to a car. That's the case for almost a quarter (24%) of Bury households.



Investment priority 1: Bus reform and franchising

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 are working with Transport for Greater Manchester to support their bus reform plans and the roll-out of bus franchising in Bury.

As each tranche is implemented, we will have access to improved data, which will help us plan a better bus network. TfGM will start to undertake Bee Network reviews once franchising has been introduced. These reviews will play a key part in achieving the ambitions of the newly approved Bus Strategy and will allow the bus network to run in a coordinated, planned and efficient manner. The franchised area will be broken down into smaller area-based networks or themes for network review purposes. The new Greater Manchester Bee Network Committee will agree a rolling programme of network reviews. The review process will need to take local community and stakeholder views into account. In Bury, we will establish a Local Bee Network Forum as a means of engaging with the review process and ensuring that the future bus network develops in a way that best meet the needs of Bury's residents, business and visitors.

Greater Manchester's bus reform proposals include a better fleet of buses, with over 100 new UK made, electric buses coming into service across the first two franchise areas. Clean buses will support our ambitions for clean air and a carbon neutral transport system by 2038. These new vehicles meet the 'best in class' specification set by TfGM following engagement with the public. Facilities include audio-visual announcements and USB-charging provision, as well as accessible ramps and two wheelchair spaces. They also feature the distinctive yellow and black colours and symbolic logo of the new Bee Network brand – which will eventually be consistent across bus, tram and cycle hire. Over time, the existing bus fleet will also be upgraded to bring them into the Bee Network brand.

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. 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.

To provide passengers with reassurance and help tackle anti-social-behaviour, 30 new TravelSafe Support and Enforcement Officers (TSEOs) will be patrolling franchised bus services, interchanges and bus stations from September 2023.



Buses

Investment priority 2: Better bus services

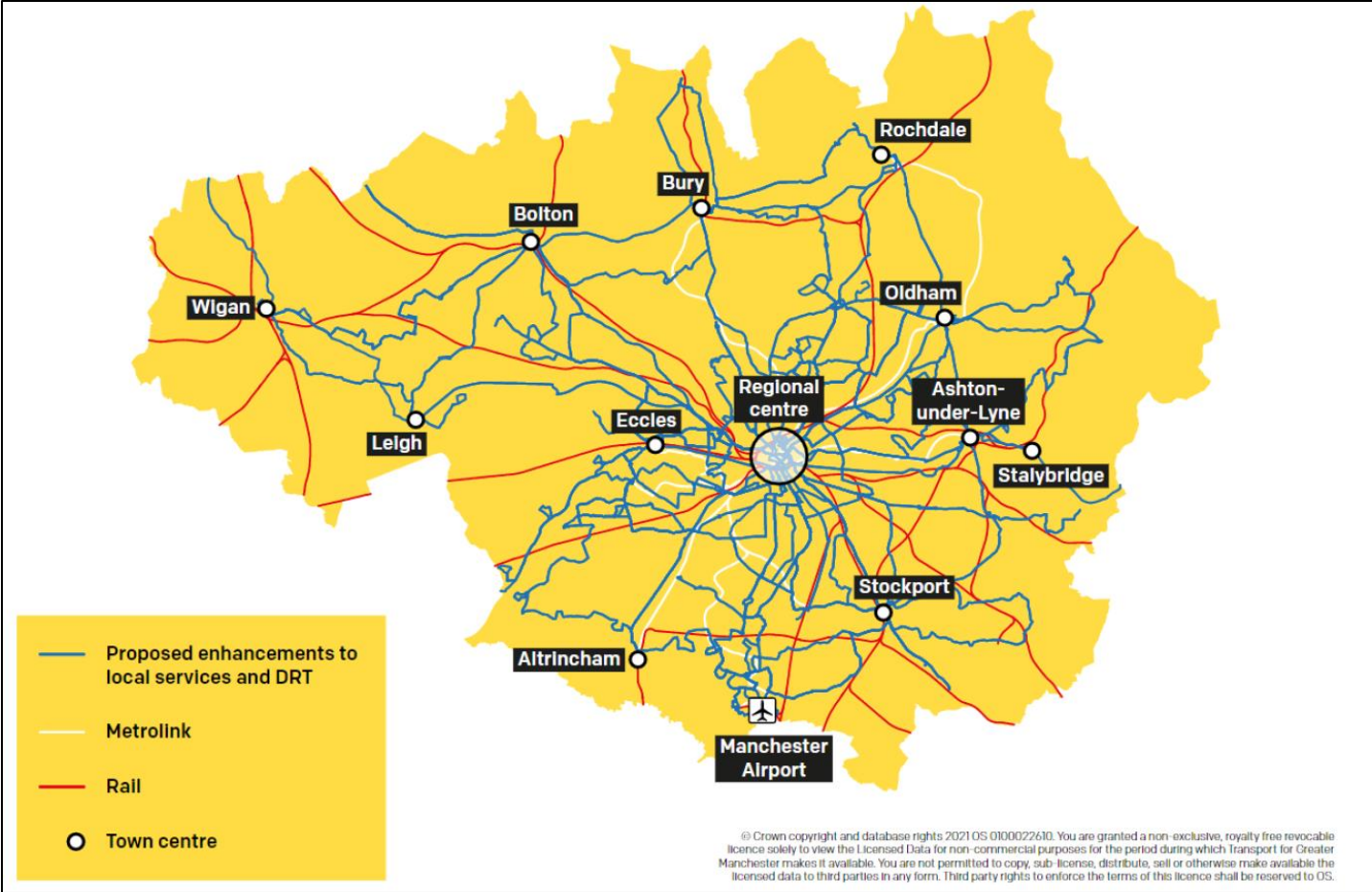
As set out in Greater Manchester's Bus Service Improvement Plan (BSIP), under TfGM's aim is to stabilise and then strengthen services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes to form a 'London-style network'.

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; and
- 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.



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 to provide a stable and reliable a bus service that serves as much of the community as possible.

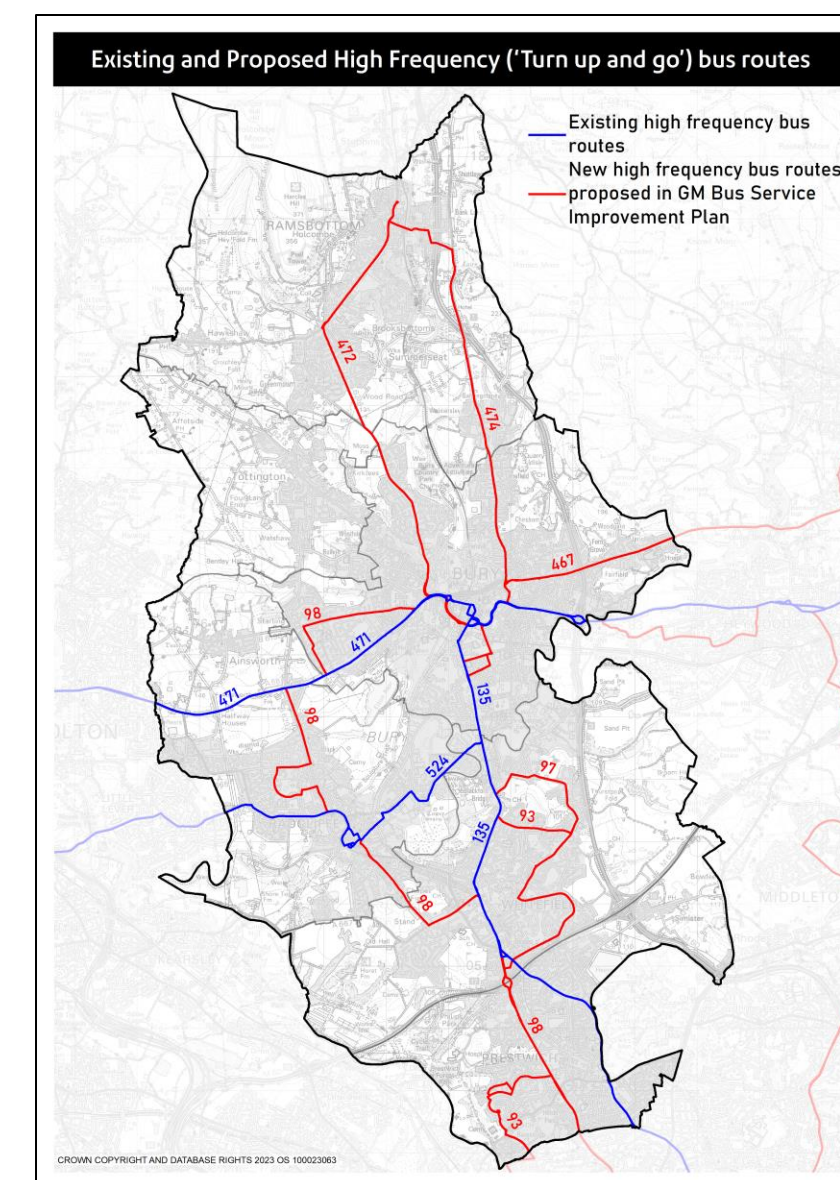
Not all our communities will be served by frequent, regular bus services and there will need to be additional services that complement the high frequency network. This could include Demand Responsive Transport, a form of shared mobility, in more rural parts of the borough where passenger demand doesn't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

In Greater Manchester demand responsive '*Local Link*' services support some communities, including a very limited offer in Bury with the Heywood Local Link providing journeys to/from Fairfield General Hospital from the Pilsworth area. There could be potential for this service to be extended to better serve Fairfield and to connect residents to job opportunities at Pilsworth Industrial Estate, which is not currently well served by bus.

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. This could include expansion of existing services or new ones and could incorporate new technology so that journeys could be booked by a mobile phone app, as well as by telephone (Digital Demand Responsive Transport).

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. There are also community transport services, such as the Prestwich Circle Volunteer Drivers Service, that provide transport to people who are unable or find it difficult to use conventional public transport.

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.



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



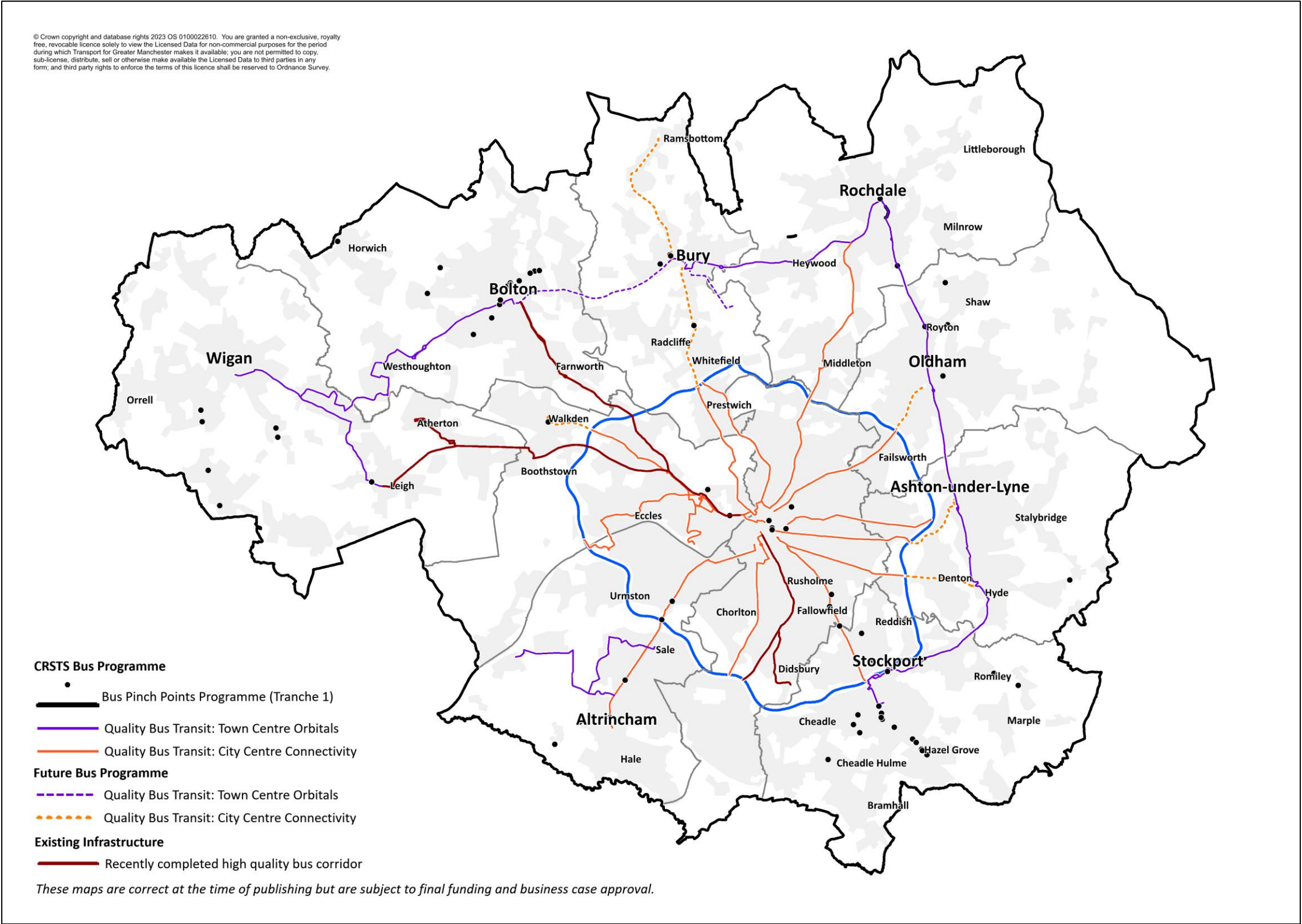
Bus Gate- Oxford Road, Manchester

Investment priority 4: Bus priority measures

Greater Manchester's Bus Corridor Investment Programme

This map shows Greater Manchester's ambition to develop and deliver transformative bus improvements on 15 strategic, high frequency corridors through the Quality Bus Transit and Bus Corridor Upgrade programmes.

CRSTS funding will deliver the first phase of improvements on Quality Bus Transit (QBT) corridors, many of which focus on areas not served by Metrolink.



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:

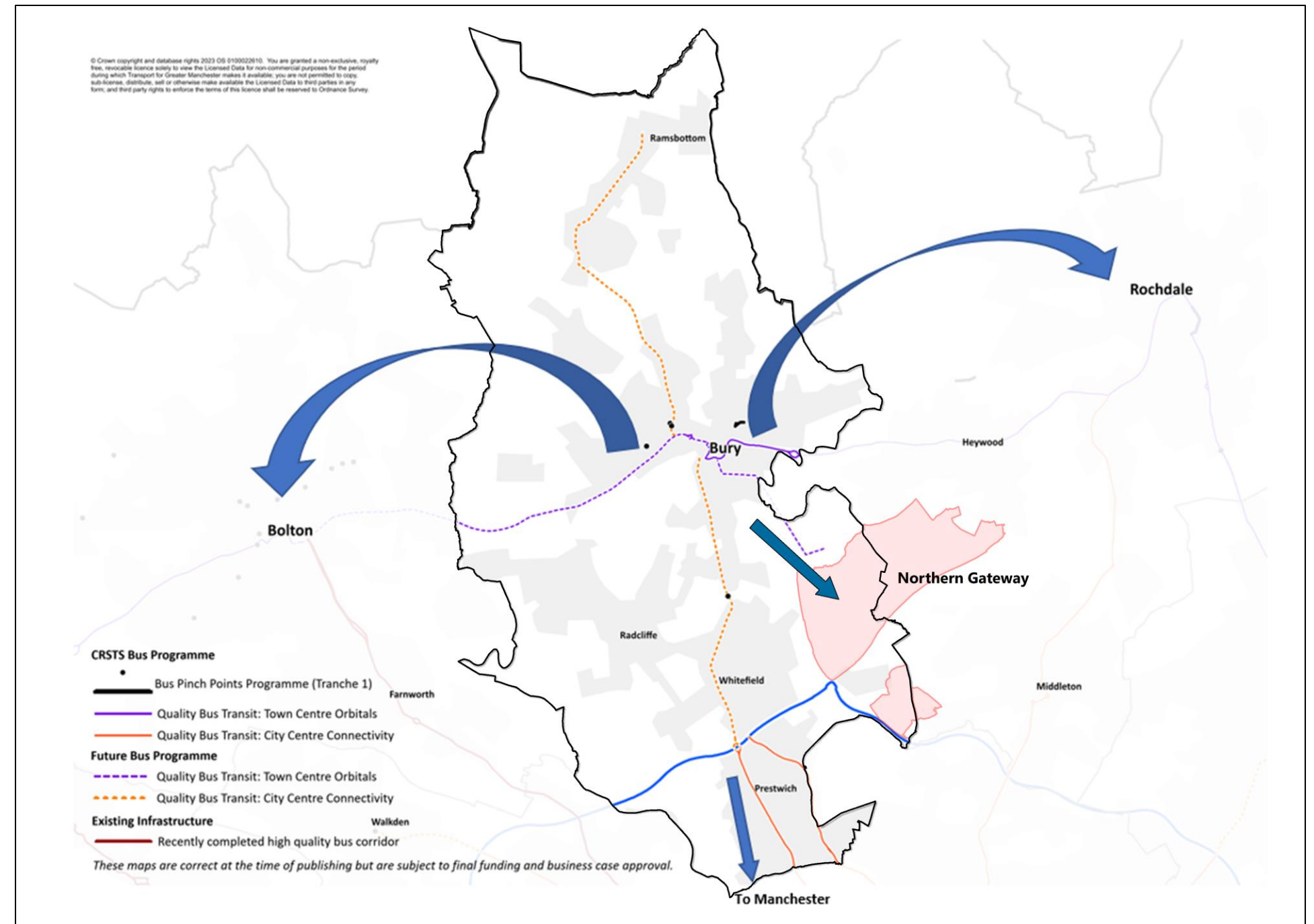
- A56 Bury to Manchester
- A56 Bury to Ramsbottom

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 Atom Valley and Northern Gateway developments.

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.



Investment priority 4: Bus priority measures

Quality Bus Transit Corridors in Bury: The A58 Bury - Rochdale

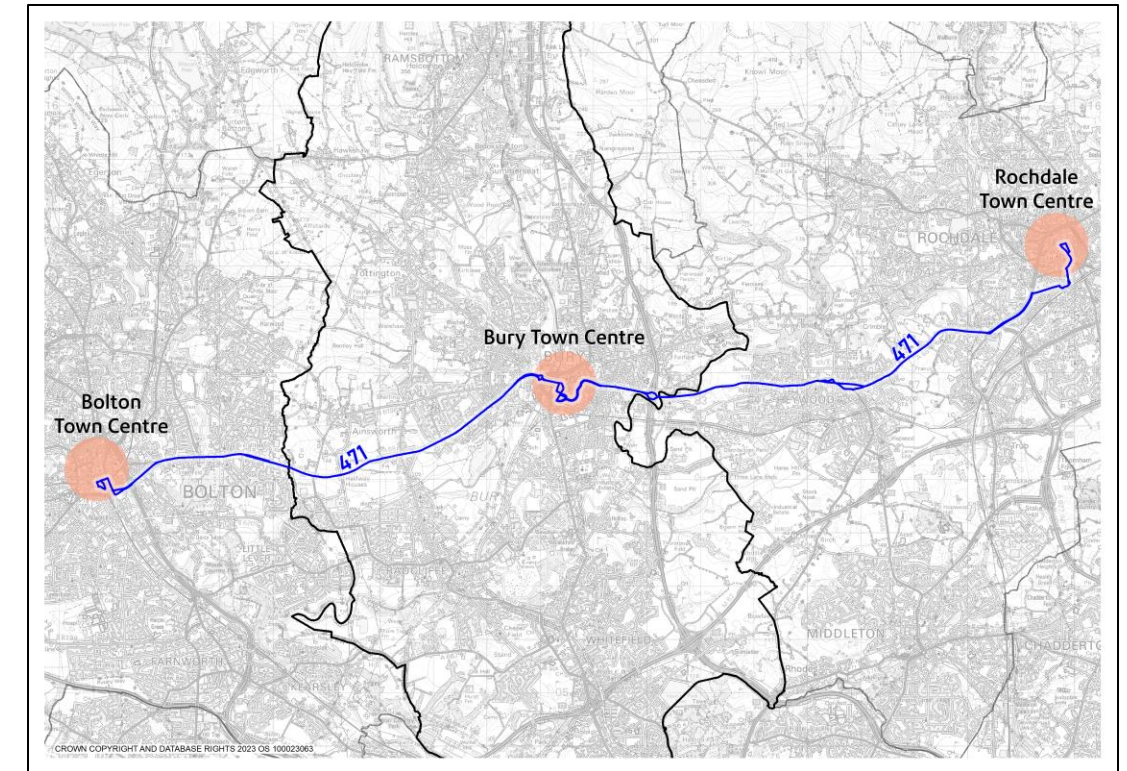
There is funding available in the CRSTS programme for QBT corridor proposals to be developed for some routes, and in some cases for delivery. We will work with TfGM to develop proposals for all Bury's QBT corridors, and to identify and address local pinch points.

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 and future employment opportunities and will also connect to 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 Passenger Information (RTPI) 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



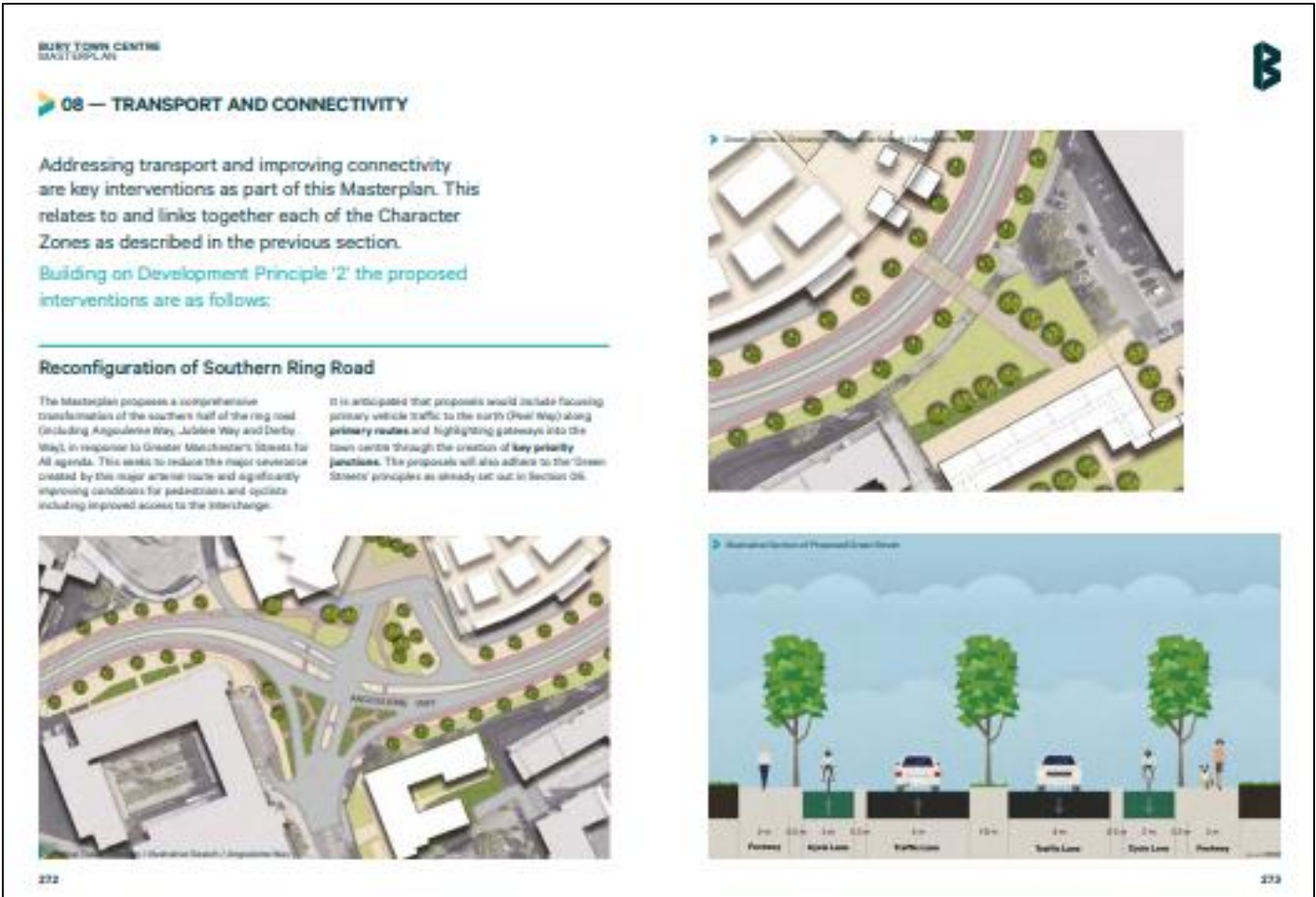
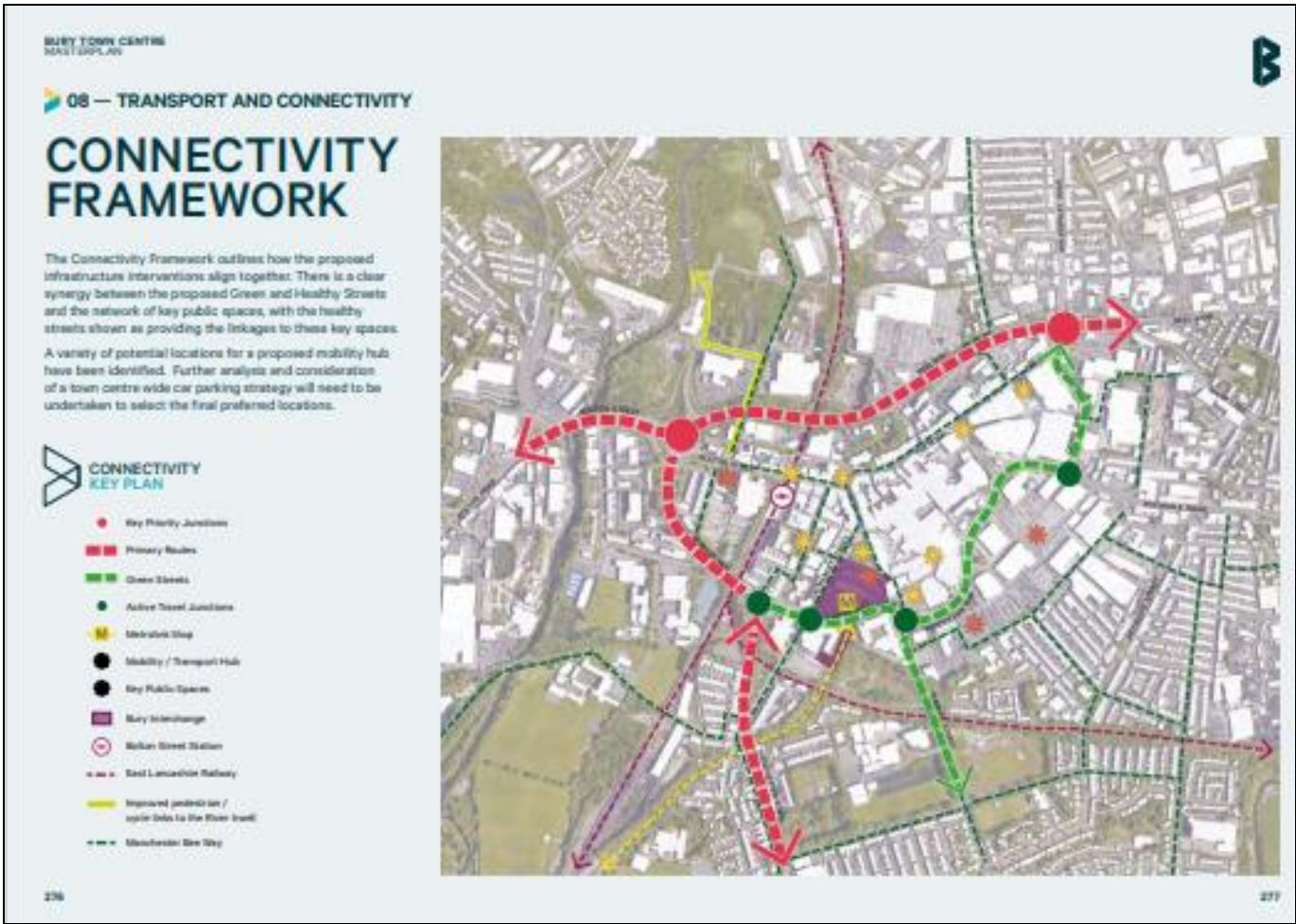
Bus gate – Oxford Road, Manchester

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 potential Masterplan proposal to 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 which would need further investigation and studies to determine if it is feasible. The new Bury Interchange is also part of the Town Centre Masterplan.



The Town Centre Masterplan Connectivity Framework also includes short and medium-term proposals, including new 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.

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. It may be possible, for example, to integrate the bus station with the Radcliffe 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

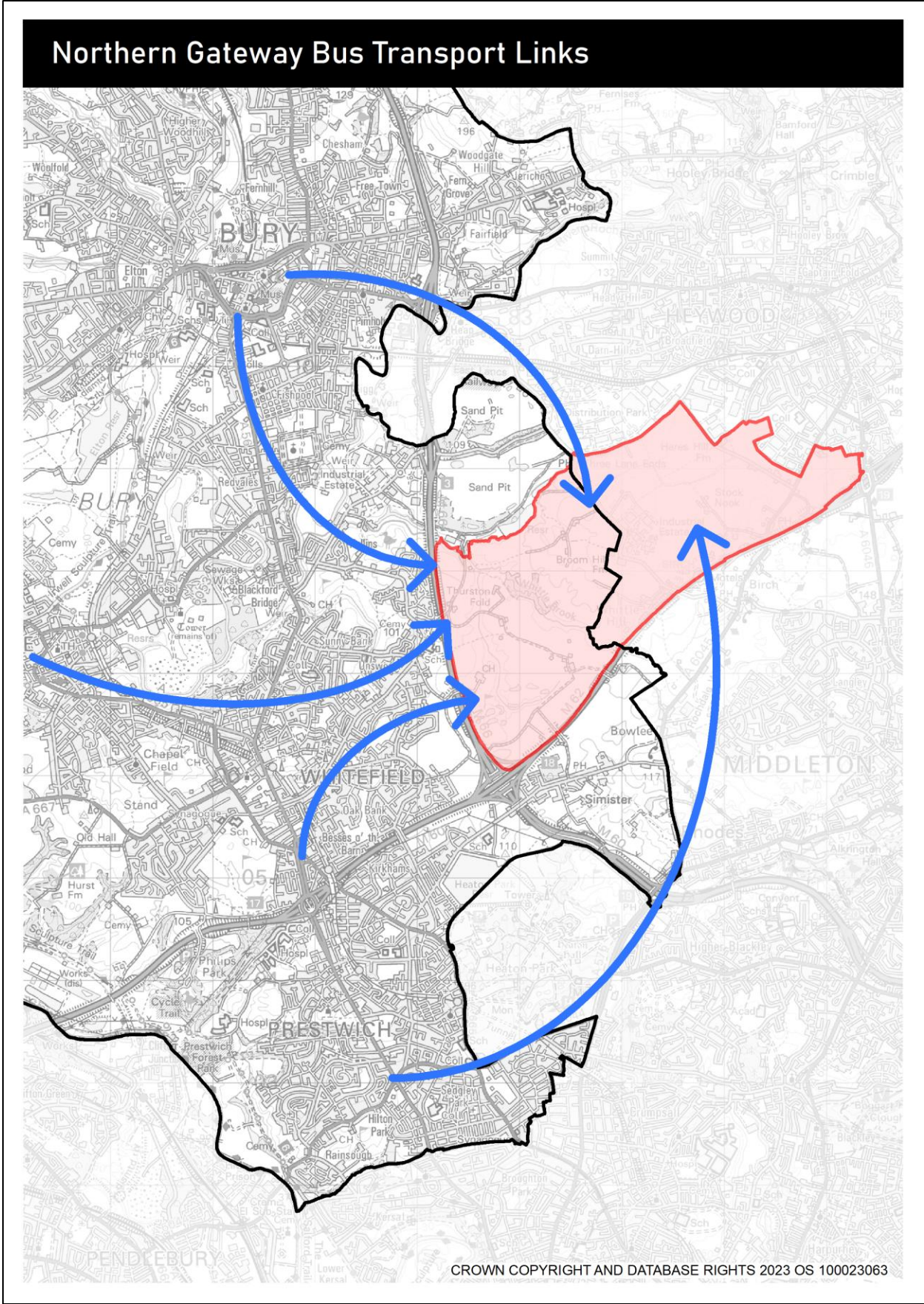
Investment priority 6: Bus services to new developments

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 Places for Everyone allocation 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.

The Greater Manchester bus corridor upgrade programme will also help to better connect people to existing employment opportunities as well as to 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 as many of our communities as possible.

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 BLTS Objectives

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

LTS Investment Priorities	GMTS 2040 Objectives				BLTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting sustainable & inclusive growth and regeneration	Reducing the impact of transport on the environment	Supporting healthy and active lifestyles	Improving connectivity	Providing a well-maintained, reliable and resilient transport system	Providing a transport system that is safe, secure and accessible to all
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

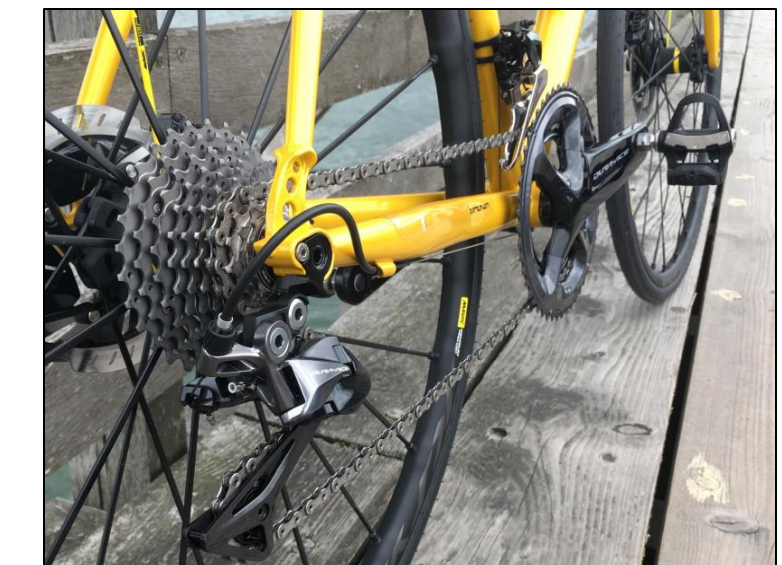
Getting more people to move away from motor vehicles to more active travel modes such as walking, wheeling and cycling is fundamental to achieving Bury's transport vision.

In Bury, more than one in four adults are classed as inactive, doing less than 30 minutes of physical activity a week. Providing people with the opportunity to walk, wheel and cycle is an essential element of the Council's efforts to help Bury residents move around in different ways, particularly for short trips.

Walking, wheeling and cycling are the healthiest ways to travel, either for entire local journeys or as part of longer trips involving other modes of public transport. A key element of improving cycling and pedestrian infrastructure is to ensure connectivity to local access points for other modes of transport such as bus and Metrolink. Promoting active travel will support improvements in individuals' health and help bridge health inequalities between advantaged and disadvantaged communities.

In Greater Manchester, 200 million trips of under 1 km are made by car each year. If a good proportion of these trips were made instead by a 12-minute walk or 4-minute bike ride, it would make a huge contribution to reducing 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 GM2040 ambition for active travel is for walking trips to increase by a third and cycling trips doubling and doubling again from 2018 levels. This means getting a significant number of people doing active travel more than they currently are. The Bee Network will include the UK's largest cycling and walking network connecting every area and community in Greater Manchester with 1,800 miles of safe routes and 2,400 new crossings. The ambition in Bury 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

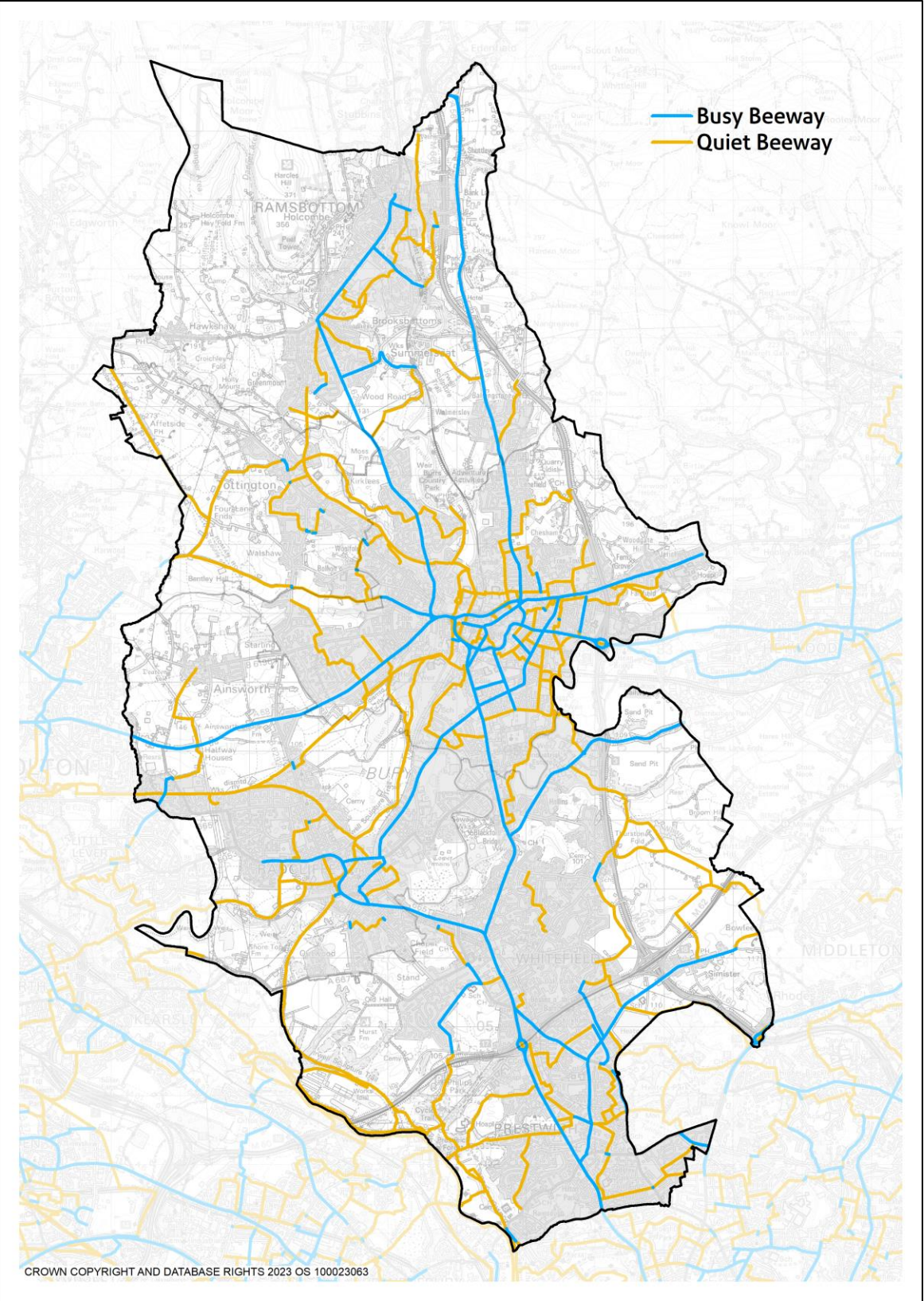
Investment priority 1: Active Travel Network

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 is supported by GM's Active Travel Commissioner's *Active Travel Mission*.

Our vision for active travel supports the GM's Active Travel Commissioner's Active Travel Mission and aims 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 Council has worked closely with TfGM to evolve the Bee Network through the delivery of transformational infrastructure as outlined in the following pages. However, to understand what elements of the existing network meet current standards TfGM has carried out an audit of the original elements of the Bee Network which GMCA adopted in 2018 and will publish an updated GM Bee Network vision in due course. As part of the 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.

Whilst funding is not available to deliver all the connected network immediately, this Local Transport Strategy provides a mechanism from which we can seek to identify funding sources as they become available.



GM vision for active travel network in Bury (version 2)

Walking, Wheeling and Cycling

Investment priority 1: Active Travel Network

To achieve the committed modal shift targets set out in GM2040 and to deliver the Bee Active Network as our core active travel network, we must make our streets more attractive and inclusive places for everyone to spend time in, as well as pass through. We must invest in safe walking, wheeling and cycling routes to ensure all our residents have the opportunity to make healthy choices. Encouraging active lives need to be placed at the heart of everything we do in Bury and we must provide an environment in which active travel is a safe, 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 most daily needs can be met on foot, by wheeling or by 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 and we will target road safety improvements such as safe and fully accessible pedestrian crossing points 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 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. However, any scheme which proposes the reallocation of road space will be subject to detailed transport modelling to ensure that the impacts on general traffic are fully understood and an informed decision can be made on whether or not the scheme should go ahead.

Using Active Travel Capability funding, 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 review sets out a revised route network and proposes interventions to bring the existing network to current national design and safety standards as set out in LTN1/20. The draft network and proposed interventions will be the subject of forthcoming public 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.



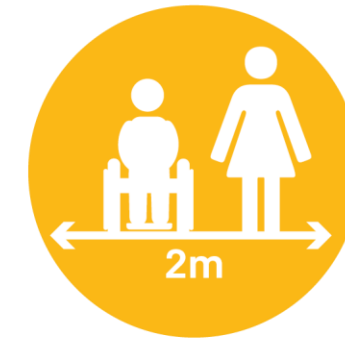
Walking, Wheeling and Cycling

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, for example 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, which has made it safer and easier for residents and visitors to access the market and gives approximately 9,000 college students a more direct route into town.
- 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 Road 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.
- A new bridge and active travel link from Rectory Lane to Milltown Street, Radcliffe.
- A new bridge at Gigg Mills for cyclists and walkers.

Programmed schemes

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

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



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.

Proposals will be prioritised for delivery following a detailed design review process and public consultation 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 1: Active Travel Network: Activation

Alongside the delivery of physical infrastructure, we will carry out a complementary programme of targeted 'activation' work to ensure local communities and potential users are aware of the opportunities offered by new infrastructure. Activation refers to a package of interventions that will encourage people to travel more sustainably by providing them with the opportunity, knowledge and skills to do so.

Activation Plans help to ensure that the benefits of new infrastructure are realised. This work contributes to achieving objectives around public health, active travel and decarbonisation. Activation work is led by public health specialists with support from Bury's Walking and Cycling Forum. The Forum was established in 2020 to champion opportunities for cycling and walking as part of the Bury Moving Strategy.

Activation Plans can include a wide range of measures targeted at schools, businesses and local communities. To date, bespoke activation plans have been developed alongside the delivery of schemes funded through the GM Mayor's Walking and Cycling Fund and have included the following activities:

- Cycle & Stride.
- School Streets.
- Bike Libraries.
- Cycle Parking Grants.
- Cycle Training.



Bury Bike Library opening



The Sunnywood Project: students from St. Gabriel's RC High School visiting the Jubilee Way crossing

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 and well maintained in the future 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 and keep well maintained 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 (i.e. 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.
- 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

TfGM introduced a cycle hire service with provider Beryl in 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 extend the scheme to other Greater Manchester local authority areas 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. 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.

Electrically assisted e-bikes can also offer an appealing car-free travel option for many people including those less confident and those less physically able. Going forward consideration will be given to offering e-bike loans as part of the Bike Library offer.

Travel Hubs

TfGM is planning the rollout of Travel Hubs at Metrolink stops and rail stations across Greater Manchester. 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, bike hire and electrically assisted e-bikes) 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. 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, provides 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.

Development and promotion of safe "off-road" active travel routes for walkers, runners and cyclists along the Manchester Bolton & Bury Canal towpath would help improve links for some of the most deprived areas of the borough to schools, employment and leisure facilities. The Canal provides a continuous pedestrian and cycle link between Moses Gate Country Park and Bury, via Radcliffe and provides a valuable free transport option for those who most need it. Our initial CRSTS proposals for Radcliffe include a new signalised crossing at Water Street which will help to connect the town's active network to the Canal. Consideration will also be given to raising the height of the Water Street Bridge over the canal to allow for walking, running and cycling activities to pass under the street, along with boat navigation.

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 such as the Village Link (a trail around and between six of Bury's most historic villages) and transport hubs and to ensure routes and green spaces are well connected and attractive to use.

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 needs 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 BLTS Objectives

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

BLTS Investment Priorities	GMTS 2040 Objectives				BLTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting sustainable & inclusive growth and regeneration	Reducing the impact of transport on the environment	Supporting healthy and active lifestyles	Improving connectivity	Providing a well-maintained, reliable and resilient transport system	Providing a transport system that is safe, secure and accessible to all
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



Introduction

Overview of Highways

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.

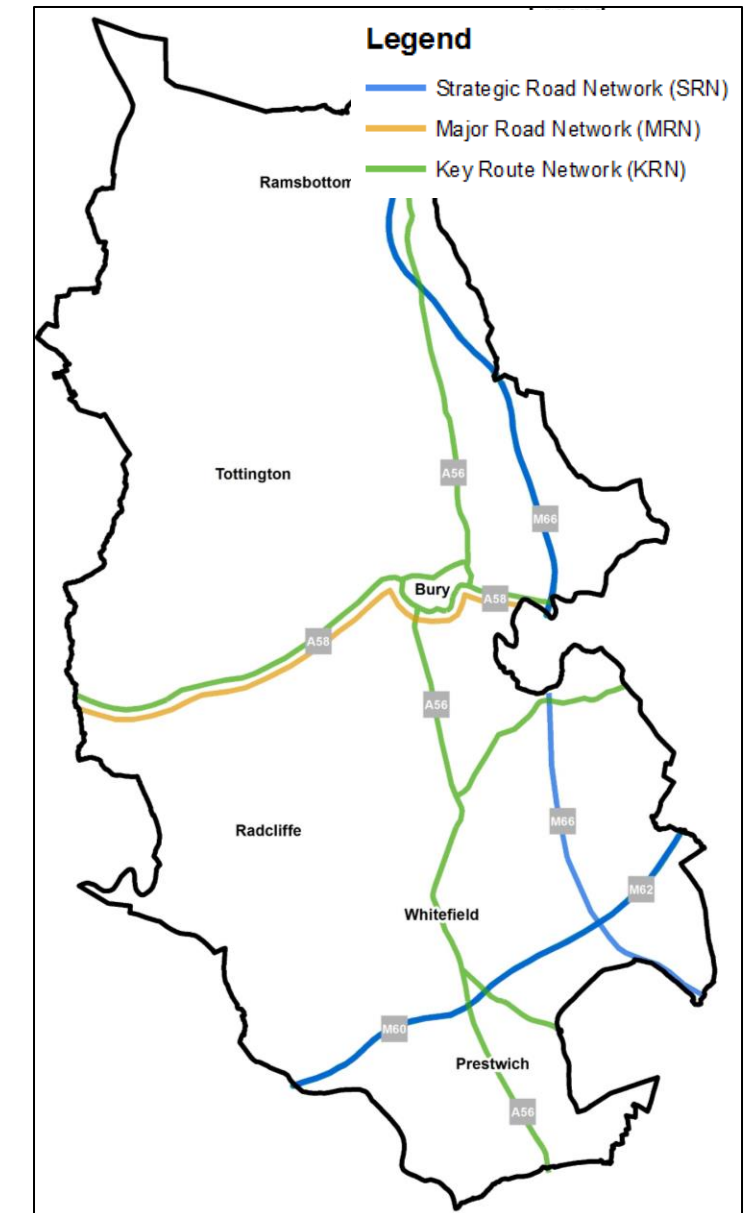
There are issues with congestion and severance. The ring road around Bury town centre, for example, provides strong links to the M66, Rochdale, Bolton and Manchester, however it creates a car dominated environment and severance for pedestrians and cyclists travelling into and out of Bury town centre. 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.

Bury has a number of areas that generate significant freight traffic, such as Pilsworth, and is impacted by major commercial development beyond its boundary including the Heywood Distribution Park. Nearly all freight in Bury is carried by road. This increases the economic impact of congestion, but also results in more vehicles on our roads, carbon emissions, poor air quality, noise pollution and conflict with vulnerable road users.

There are also conflicting demands for parking across the Borough and we need to balance the needs of our residents, local businesses, commuters and visitors across the Borough, which will be a challenge. The scale and nature of this challenge will vary 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. Conversely, some 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 also needed.



Road Network Hierarchy

Strategic Route Network

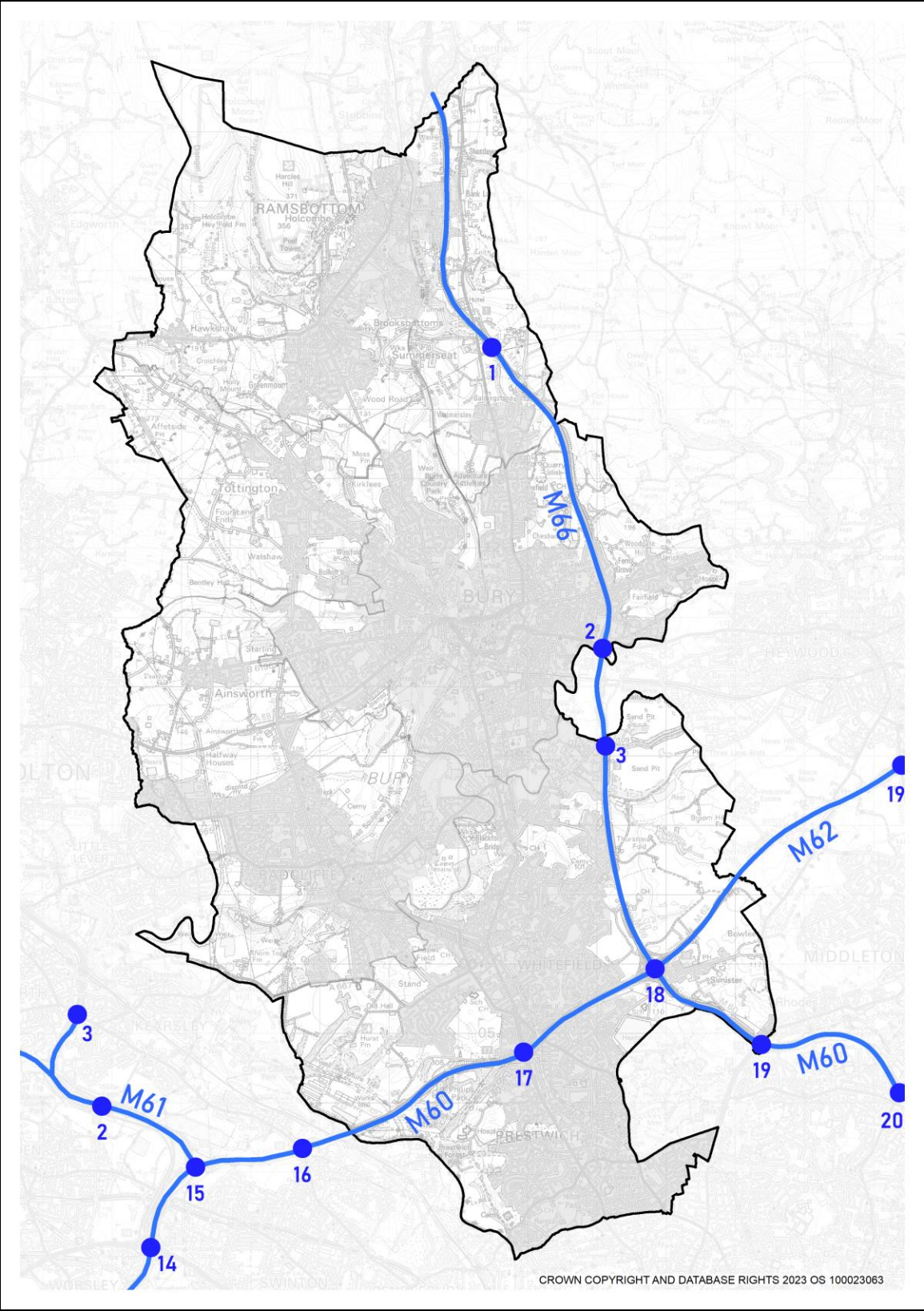
Significant elements of the Motorway network run through Bury. Routes include the M60, M62 and M66. The responsibility for maintaining and operating these routes, which form part of the Strategic Route Network (SRN), rests with National Highways.

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 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, walking, wheeling and cycling by improving existing crossing points and providing additional facilities where these are required.



Bury's Motorway Network

Investment priorities for highways

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



Highways

Investment priority 1: Addressing congestion and severance

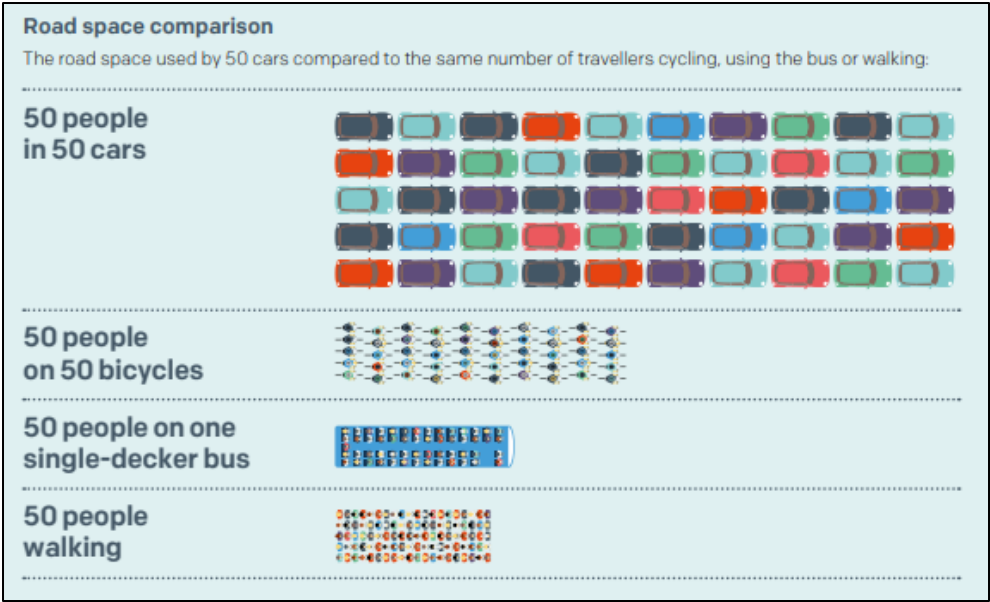
Like all towns across the country, Bury suffers from congestion issues and delays at certain times of the day. Bury has experienced significant increases in traffic volumes in recent years. An increase in private vehicle ownership has led to increased traffic on highways that were not originally designed 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. Congestion currently costs Greater Manchester businesses £1.3bn per year.

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.

The bus system and wider Bee Network can help us tackle the challenge of congestion. Attracting non-bus users to travel by bus and current bus users to use it more is one of the most effective ways to reduce congestion and improve conditions for all road users. On average, each car in Greater Manchester carries just 1.3 people. Buses are able to carry many more people than cars and are a more efficient way to use limited road space. The Greater Manchester Bus Strategy includes many more measures to reduce congestion. These range from better management of road works, to traffic signal improvements.



Road space comparison:
Source: Greater Manchester Congestion Deal

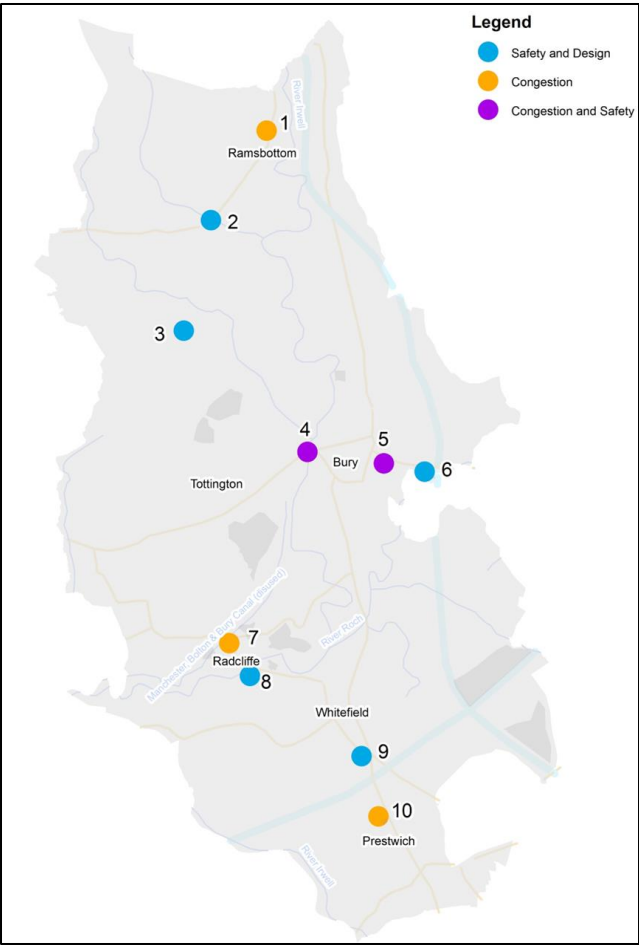
Highways

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 includes a potential proposal to 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, which is potentially one way to address severance issues. This is one of the longer-term Town Centre Masterplan proposals which would need further investigation and studies to determine if it is feasible. Pilkington Way in Radcliffe is another example of a busy road causing severance.

There are many ways we can reduce congestion, ranging from better management of road works, to traffic signal improvements. We are part the Greater Manchester Road Activity Permit Scheme, which covers any person or organisation who wants to carry out work or other activities that may affect a road and its users. The scheme helps us coordinate works to reduce the impact of roadworks and minimise delays and disruptions.



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.

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Road Network Congestion		
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

Investment priority 1: Addressing congestion and severance

A new Intelligent Transport System is planned for Greater Manchester, which will improve network management, which will help to reduce congestion. We will work with the other GM highway authorities and the utility companies to develop a Greater Manchester Roadworks Charter to reduce delays on the network.

We are also planning to apply to the Department for Transport (DfT) for powers to enforce moving traffic offences such as:

- Entering a yellow box junction when the exit is not clear.
- Undertaking banned turns.
- Driving through a 'No entry' sign.

Currently, Greater Manchester Police (GMP) are responsible for enforcing moving traffic offences in the Bury borough. Taking over this responsibility will allow GMP to focus on other policing priorities. GMP will continue to be responsible for enforcing speed limits and weight restrictions.

Congestion and delays regularly occur on the Borough's highway network in several places 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 aim to develop proposals to address these issues and reduce congestion, improve highway safety, reduce severance and improve bus reliability.

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



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

Investment priority 2: Provide infrastructure to facilitate new development

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

Investment priority 2: Provide infrastructure to facilitate new development

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



Dumers Lane before and after with pedestrian crossing facilities

Highways

Investment priority 2: Provide infrastructure to facilitate new development

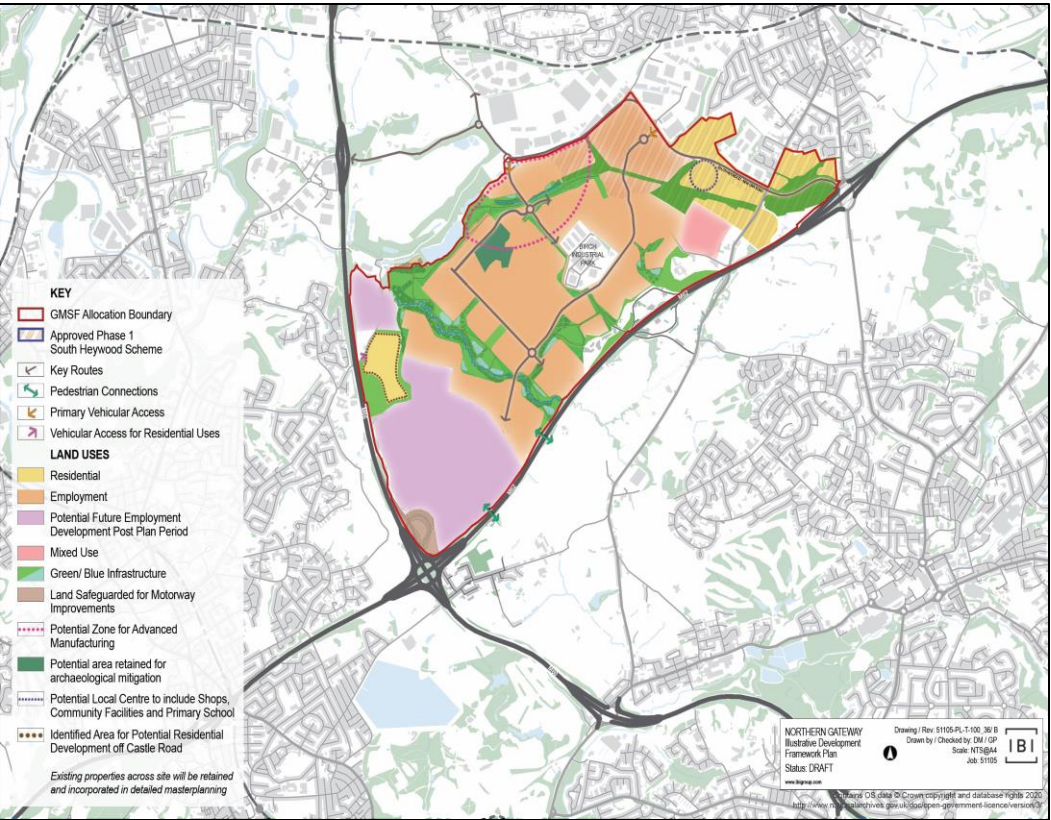
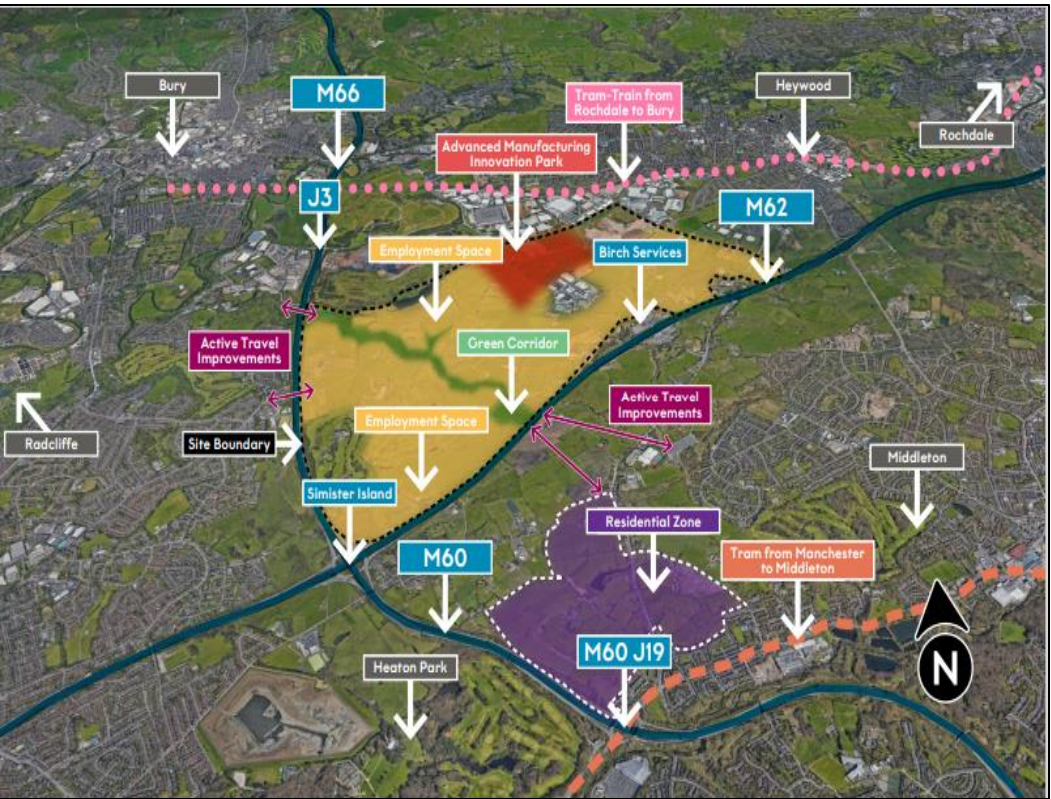
Places for Everyone

Places for Everyone (PfE) is a long-term plan identifying potential development sites for nine Greater Manchester Councils 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 on the M66 and M62 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.



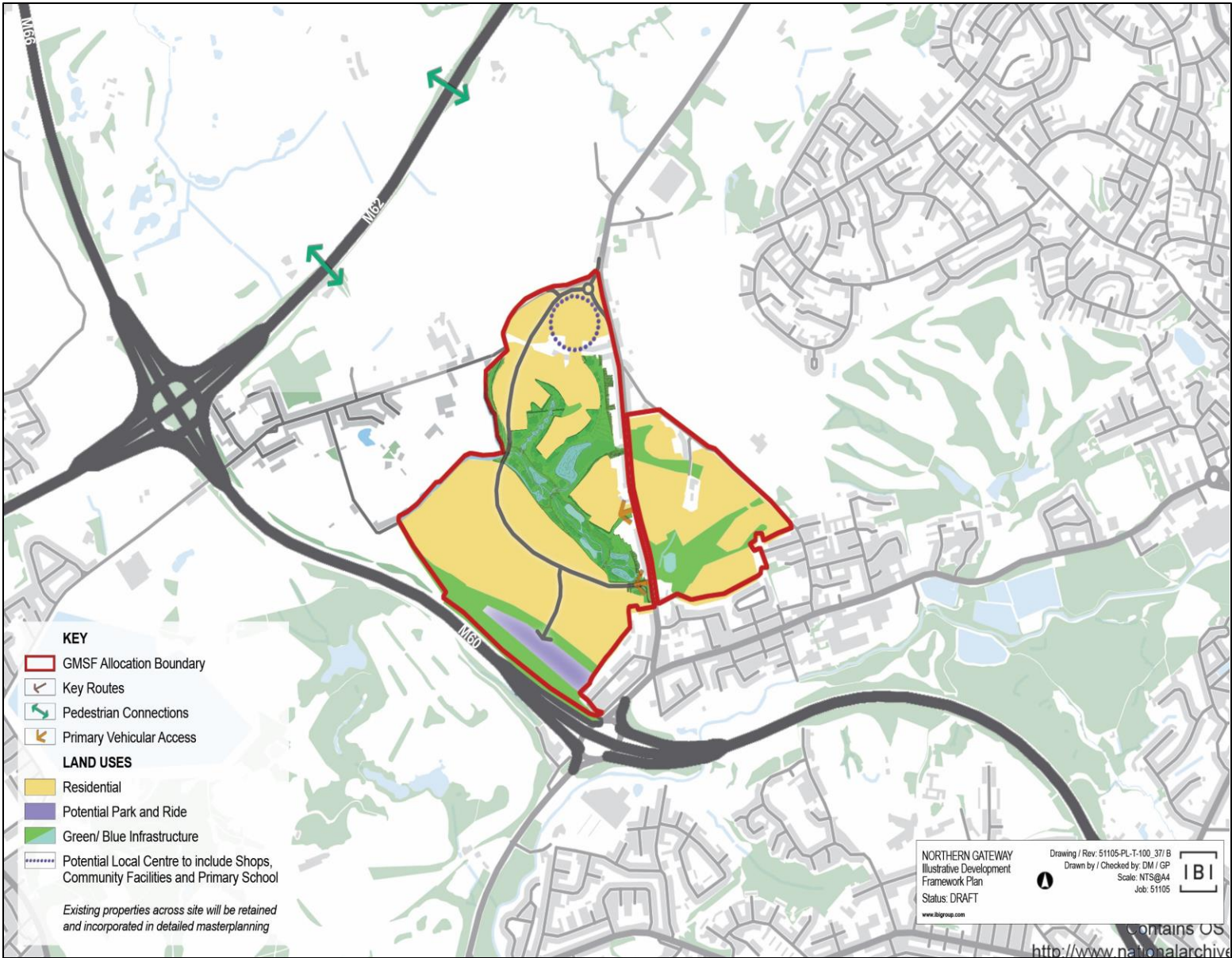
Highways

Investment priority 2: Provide infrastructure to facilitate new development

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

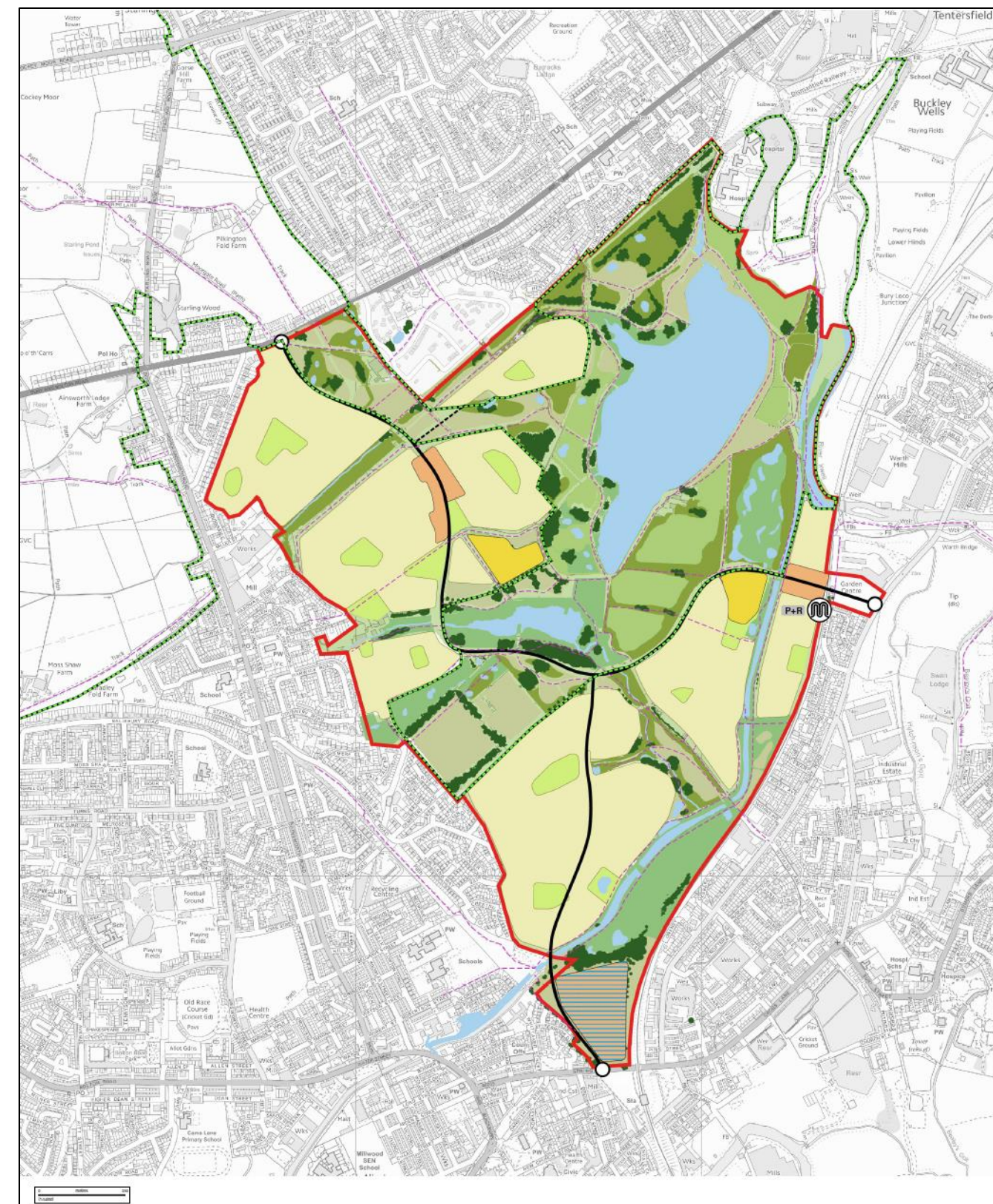
Investment priority 2: Provide infrastructure to facilitate new development

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.
- A58/Ainsworth Road/Starling Road (signal improvements).



Highways

Investment priority 2: Provide infrastructure to facilitate new development

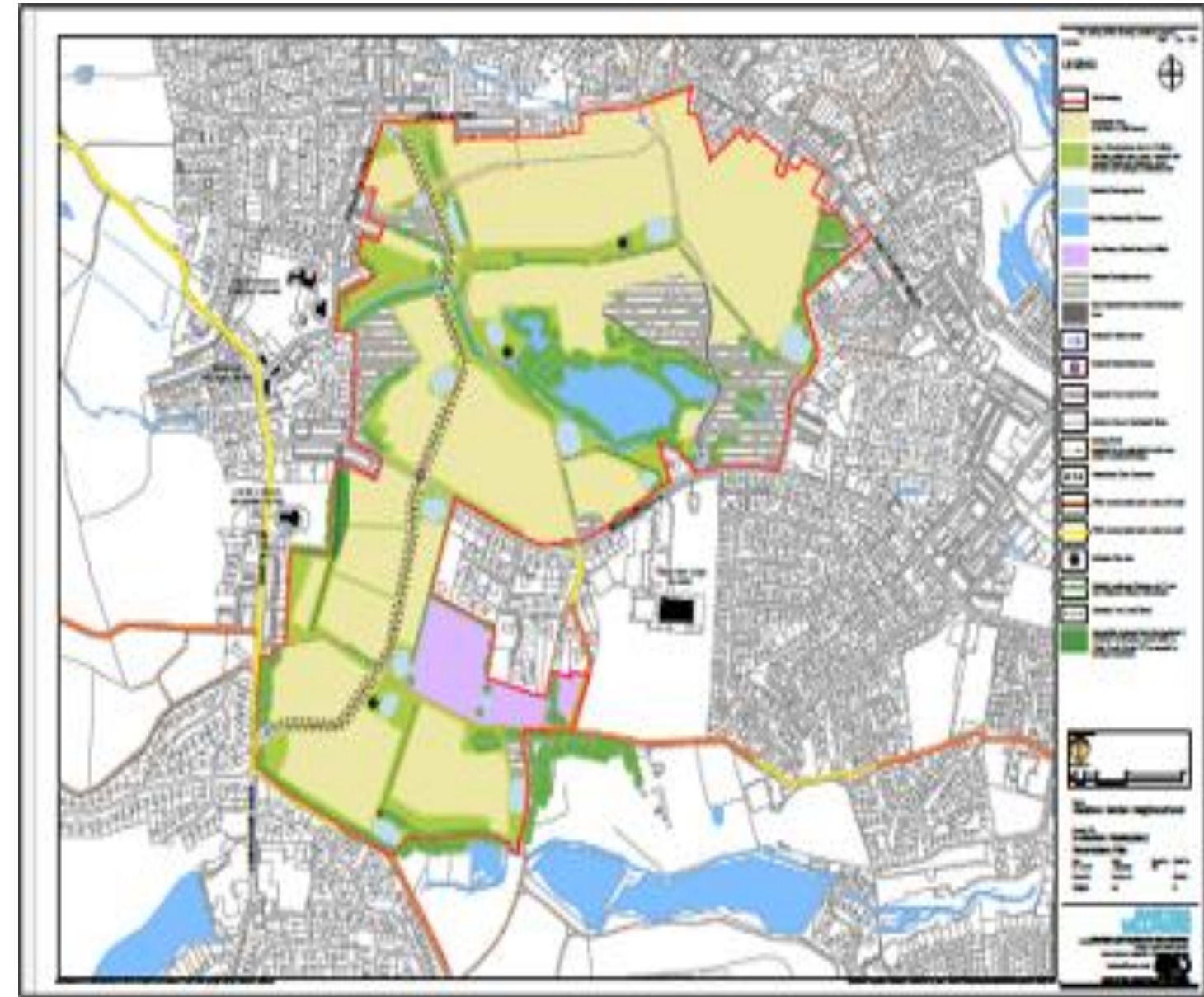
Walshaw

The PfE proposals for Walshaw include the provision of an internal spine road, running north to south between Lowercroft Road and Scobell Street. This will provide for development traffic and existing through traffic, reducing flows of traffic passing through Walshaw. The link road will also permit buses to pass through the site, providing flexibility in terms of service provision and routeing.

A further priority-controlled access would be provided on Scobell Street to the east, near the junction with the B6213 Tottington Road. It is also proposed that a new priority-controlled junction be provided on Tottington Road, to the south of the junction with Scobell Street and near to the junction with Darlington Close.

Local highway improvement works are also proposed and 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:

- Crostons Road/Tottington Road Junction
- Tottington Road/Walshaw Road Priority Junction
- Cockey Moor Road Junction
- A58 Bolton Road/Ainsworth Road
- A58 Bolton & Bury Road/Starling Road



Highways

Investment priority 3: Deliver road safety improvements

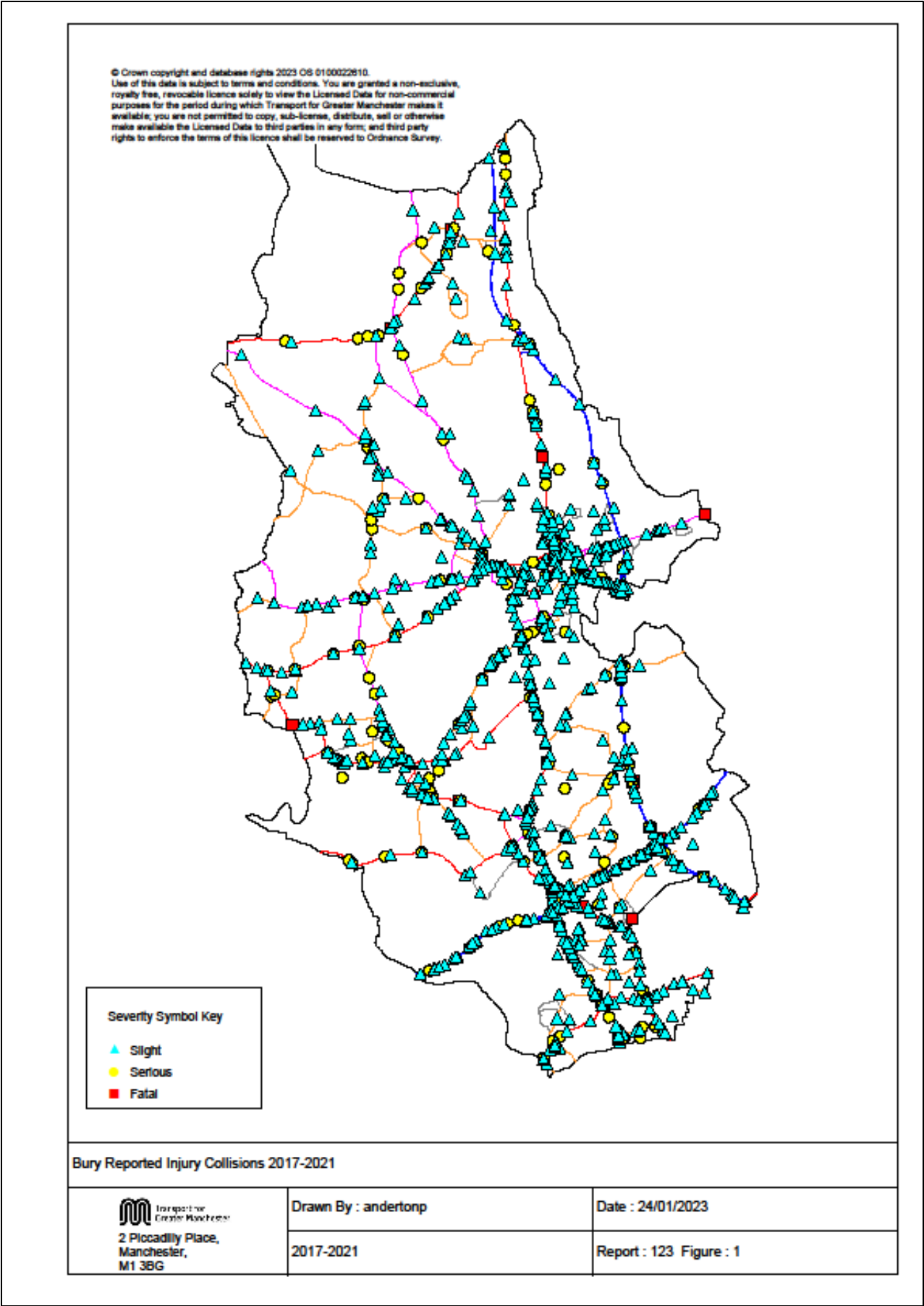
Road safety challenges exist across the borough, with the wards with the highest casualty rate per 1,000 people living in the ward being Bury East ward, Unsworth and Holyrood.

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 £543,000 from GM's 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 and cyclist facilities, at signalised junctions which currently do not have them, and the introduction of new crossings, are our priorities for road safety. We will make our signalised crossing accessible with tactile paving, audible signals and rotating cones. gave us some examples of places where you find it difficult to cross, such as Junction of Wash Lane, Bell Lane, Moorgate, Brook Street and Lomax Street, the Bury New Road/Pinfold Lane junction and Pinfold Lane/Parr Lane/Higher Lane, which we will investigate as part of the implementation of this Strategy.

We will apply the latest government design standards and the GM Streets for All standards to our schemes and carry out road safety audits, all of which will ensure they are safe and feel safe to use.



Bury reported Injury Collisions 2017-2021

Highways

Investment priority 3: Deliver road safety improvements

New infrastructure alone will not ensure 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. Alongside Bury Council’s cycle training offer for secondary schools, Transport for Greater Manchester has teamed up with BikeRight! to deliver a unique cycling experience for secondary school pupils aimed at encouraging cycling to school as well as cycling for leisure and fitness called ‘Own the Ride’.

Bury Council supports Greater Manchester's target for no deaths or severe injuries on Greater Manchester's roads in the shortest possible time. This is known as 'Vision Zero'. This is one of the commitments Greater Manchester's Active Travel Commissioner, Dame Sarah Storey, has included in her refreshed Active Travel Mission. A new Road Danger Reduction Action Plan will be developed to help achieve Vision Zero. We will work with the Commissioner, with Greater Manchester Police, other GM local authorities and the Safer Roads Greater Manchester Partnership.

Tackling the school run is also one of the Active Travel Mission priorities, which includes the developing a new plan for travel between home and school that reduces the number of children being driven less than 2km to their school and helps support Greater Manchester’s ambitions for improved air quality.



Bikeability Training



A56 Bury New Road Sedgley
Park Pedestrian Crossing

Road Danger Reduction

Greater Manchester to adopt Vision Zero where the target is no deaths and severe injuries on Greater Manchester’s roads.

Home to School Travel

Ensure education establishments across the region are provided with the tools to engage with every option available to support our youngest members of society.

Highways

Investment priority 3: Deliver road safety improvements

What we have 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.
- Bolton Road West near Ada Street – Puffin Crossing.
- Market Street, Tottington near Laurel Street Zebra Crossing.

What we have programmed for delivery

- Stand Lane near Clough Street - Zebra Crossing.
- Tottington Road near Walmsley Street – Zebra Crossing.
- Park Road and Windsor Road area – 20mph Zone and traffic calming measures.
- 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

Investment priority 4: Maintain roads and other highway infrastructure

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.

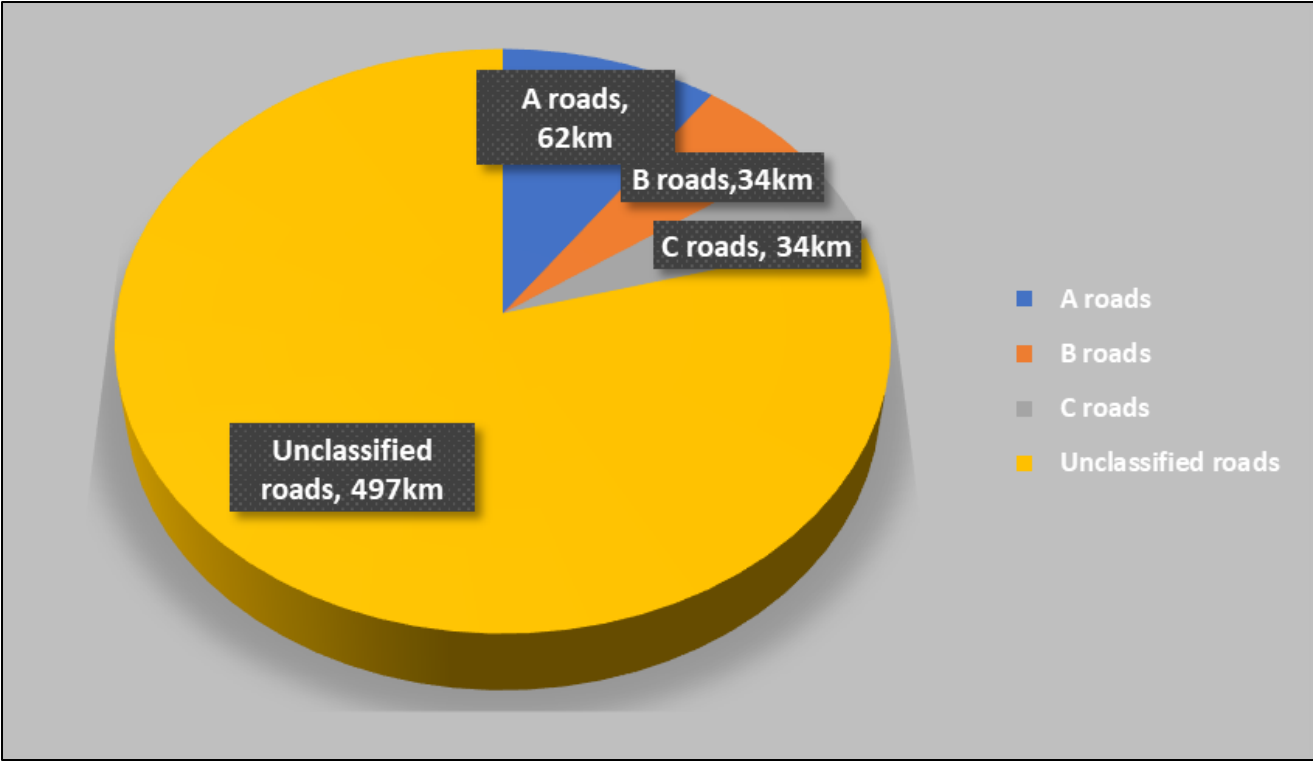
The value of these assets is estimated at over £1 billion.

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 e.g. 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

Investment priority 4: Maintain roads and other highway infrastructure

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

Investment priority 4: Maintain roads and other highway infrastructure

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 Council 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 £22.25 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 £20 million 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

Investment priority 4: Maintain roads and other highway infrastructure

What we have 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 Road, Stand Lane to Higher Lane, Whitefield.



Highways

Investment priority 5: Develop a Boroughwide Parking Strategy

Bury Council's parking responsibilities include on-street parking provision, car parks, civil parking enforcement, residential parking, and managing parking demand. We need to manage parking in a way that meets the often conflicting needs of our residents, local businesses, commuters and visitors across the Borough. There are also parking issues associated with the drop-off and pick-up of children in the vicinity of schools, during term time and at the beginning and end of the school day.

At the same time as managing the demand for parking, we need to reduce the impact of parking on the environment, support our plans for economic growth and regeneration and support the gradual increase in the amount of people walking and cycling for short trips and using public transport. We also need to support the growing demand for electric vehicle charging points and to provide safe and secure bike parking.

The Council owns a wide range of car parks across the Borough. We have introduced PayByPhone technology in Bury town centre to make paying for parking quicker and easier for those who wish to use it.

We also have a number of coach parking bays on Market Street, although these may need to be relocated to accommodate improvements to walking and cycling routes into the town.

We provide parking spaces reserved for disabled drivers throughout the borough for drivers with permits under the Blue Badge scheme. We have also introduced a number of resident parking schemes in the borough and more recently have begun to implement school streets, with our first one at Guardian Angels Primary School.

We know that some of our car parks are in need of maintenance, with issues such as surfacing and drainage needing to be addressed.

There are also several Metrolink-owned Park and Ride sites that support the use of public transport for longer journeys.



Ramsbottom



Radcliffe



Bury

Highways

Investment priority 5: Develop a Boroughwide Parking Strategy

Managing the conflicting demands for car parking across the Borough will be a challenge, particularly with the potential increase in demand for additional movement and travel that is generated by new development.

The scale and nature of this challenge will vary by location and there will be no one-size-fits-all parking strategy for the Borough. Our parking strategy will need to respond to the different demands of each of our town centres.

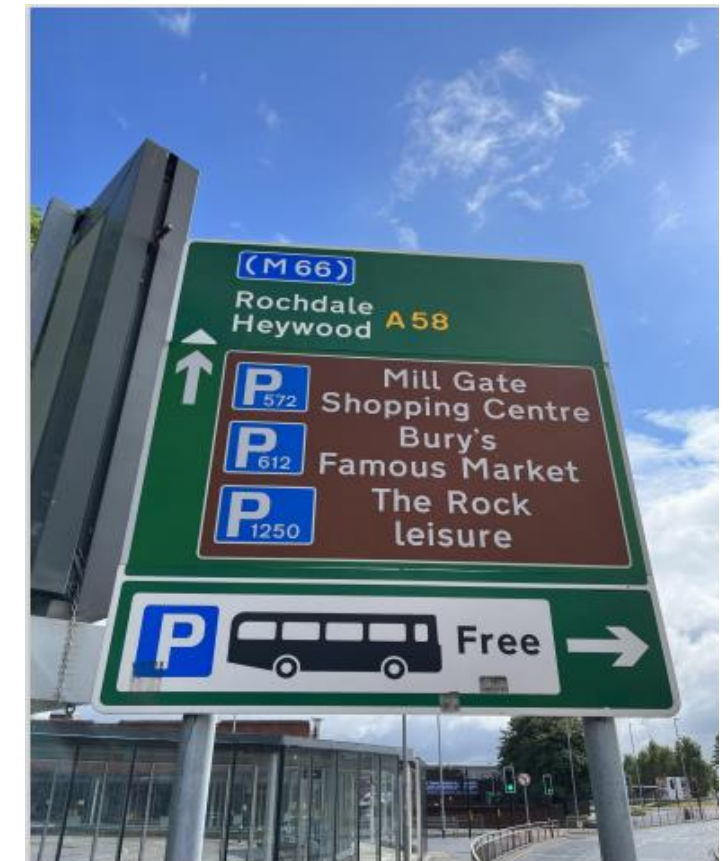
Areas such as Ramsbottom are facing acute car parking capacity challenges and there is a need to secure investment in additional car parking. Conversely, some areas such as Bury town centre have an oversupply of car parking and this presents opportunities to release some spaces for new uses, including new retail or residential developments.

We will need individual parking strategies that support regeneration across the Borough. These strategies could involve providing more parking and could include new travel hubs with car club spaces, electric vehicle charging points and cycle hire featuring alongside conventional parking spaces. These car parking strategies will highlight the characteristics and constraints of the existing 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.

We have started the process of collecting data to inform the development of parking strategies for three of our towns. Parking studies have been carried out in Radcliffe, Bury and Ramsbottom as detailed on the next page. In Prestwich, parking is being considered as part of the regeneration plans and includes the consolidation of parking into a new travel hub on Fairfax Road and in Whitefield it will be considered as part of the emerging Whitefield Town Plan. We are aware that one of our partners, Bury Care Organisation (BCO), has issues with parking capacity for staff and visitors at Fairfield Hospital, which can have an adverse impact on the surrounding community such as parking on residential streets. We will support BCO where we can in resolving this issue.



Millgate Shopping Centre Car Park



Bury town centre

Highways

Investment priority 5: Develop a Boroughwide Parking Strategy

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 parking strategy for Ramsbottom.

RADCLIFFE PARKING



CLIENT: BURY COUNCIL



BURY PARKING



CLIENT: BURY COUNCIL



RAMSBOTTOM PARKING



CLIENT: BURY COUNCIL



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. Electric Vehicles (EVs) can play an important part in the decarbonisation of transport and help the Council achieve its carbon and air quality goals. The Government has announced a ban of sales of new petrol and diesel cars by 2035 (initially 2030, revised to 2035 in September 2023) and electric vehicles are currently the most viable alternative. We need to increase public Electric Vehicle Charging Infrastructure (EVCI) to give people the confidence to make the transition to an EV if they wish. According to government statistics (Electric vehicle charging device statistics: April 2023), there are 15 electric vehicle charging devices per 100,000 population in Bury. This is a quarter of the UK average of 60 devices per 100,000.

To increase the number of publicly available charging points across the Borough, we have appointed a supplier, Be.EV, to install Electric Vehicle Charging Infrastructure (EVCI) under a concessionary contract on Council land. This contract is aimed at rapid charging infrastructure in areas with a good throughput of traffic.

Although this contract will lead to a significant number of rapid chargepoints in areas where residents do not have off street parking (a drive), we will need to do more to address chargepoint availability in many more residential areas where properties do not have off street parking. We also plan to work with a supplier to install, operate, and maintain a network of EVCI aimed at supporting residents who do not have access to off-street parking. We will do this with almost £2m of funding we have secured from the City Region Sustainable Transport Settlement (CRSTS) combined with the Government's Local Electric Vehicle Infrastructure (LEVI) fund. The successful supplier will keep the income from the network and operate it independently, which will mean there are no revenue implications for the Council.



Highways

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.
- 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.

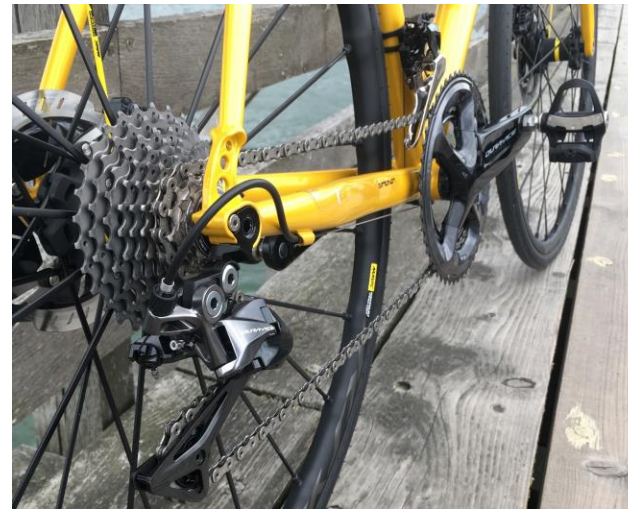


Linkages to the GM2040 Objectives and BLTS Objectives

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

LTS Investment Priorities	GMTS 2040 Objectives				BLTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting sustainable & inclusive growth and regeneration	Reducing the impact of transport on the environment	Supporting healthy and active lifestyles	Improving connectivity	Providing a well-maintained, reliable and resilient transport system	Providing a transport system that is safe, secure and accessible to all
Highways										
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	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

9 AN INTEGRATED TRANSPORT NETWORK



An Integrated Transport Network

Our aim is for other forms of transport such as taxis, private hire vehicles and other demand responsive services to be fully integrated into the Bee Network, along with '*shared mobility*' services such as car clubs and cycle hire and other forms of shared transport. Shared services offer an alternative for people who cannot afford to own, or choose not to own, their own vehicle. They can also offer more sustainable options such as electric cars and e-bikes and help to reduce pollution.

We have already introduced some new forms of shared mobility in Bury, such as the e-car clubs operating in Bury and Prestwich town centres as part of a pilot scheme with TfGM and Enterprise and which allow for hourly rental of an electric car.

Bike sharing is another form of shared mobility on offer in Bury in the form of bike libraries. We have introduced several bike libraries in the Borough, where bikes are available to borrow for free, including in Radcliffe and Bury libraries and other locations such as Clarence Park and Openshaw Park. In time, e-bikes could become available to borrow through the bike library scheme.

We would also welcome the introduction of the GM Bike Hire scheme into Bury, and we support the proposed trial of bikes on trams, which is one of the commitments in Dame Sarah Storey's Active Travel Mission.

The travel hub concept we are looking to introduce at or close to Metrolink stops, such as the travel hub at Prestwich, will help to integrate tram, bus and park-and-ride alongside shared mobility services such as taxis, car clubs and bike hire, including electric cars and e-bikes.

We will also continue to deliver measures, and put in place appropriate management systems, to improve the reliability of the transport network, such as using technology to join up and manage traffic signals.



GM Cycle Hire Scheme



Enterprise Car Club

An Integrated Transport Network

We have set out our investment priorities for Bury for different types or 'modes' of transport, Metrolink, bus, walking, wheeling and cycling and highways. But all these different types of transport need to be joined up or 'integrated' to provide seamless end-to-end journeys. This is what Greater Manchester's ambitious plan to deliver the Bee Network by 2030 will do.

The creation of the Bee Network will bring together buses, trams, trains and the cycling and walking network together, starting in September 2023. We are working with Transport for Greater Manchester and other partners to deliver the Bee Network in Bury.

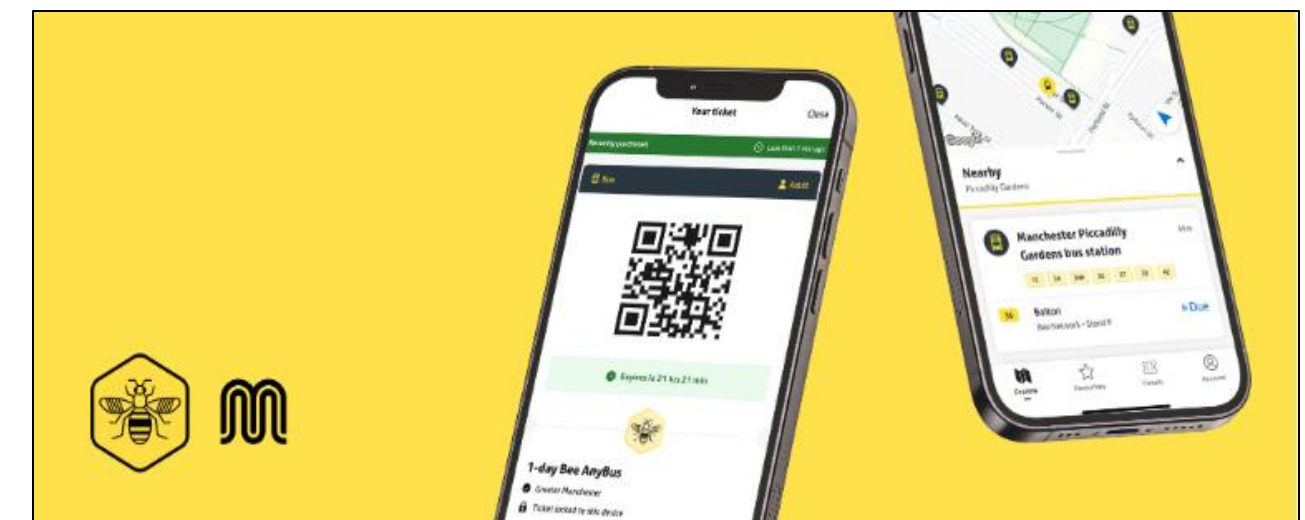
To make the Bee Network happen, Greater Manchester is bringing buses back under local control through bus franchising. This is the biggest change to how buses are run in 40 years. It will mean higher standards for passengers, and buses will be planned to link up with Metrolink, local rail and the cycling and walking network.

Franchised bus services will start running in September 2023 in Bolton, Wigan, and parts of Bury, Salford and Manchester. The rest of Bury's services will follow in March 2024, and by January 2025, all buses in Greater Manchester will be under local control.

Technology will play a role in joining everything together, with a new Bee Network app providing live departure times for nearby bus, tram and train stops and stations, with more features to follow such as journey planning. There will also be a new Bee Network website, which will include timetables, live departure times and travel alerts. Passengers will be able to buy bus and tram tickets on the app or from the website, as well as from Travelshops, a Paypoint outlet, on bus, or from an on-stop tram ticket machine. There will also be real time passenger information (RTPI) at some bus stops. Initially RTPI will be rolled out on some stops on Quality Bus Corridor routes, including on Bury-Rochdale corridor.



Zero emission Bee Network Buses



New Bee Network App

10

FUNDING AND DELIVERY

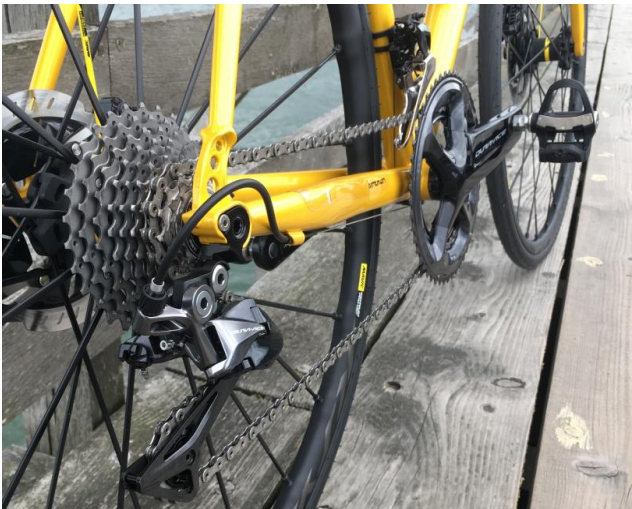


Funding and delivery

The vision and the level of ambition set out in this strategy will take time to deliver. There is scope to deliver some improvements with funding that has already been secured by Bury Council or by Transport for Greater Manchester, but a significant amount of additional funding will be needed. The Council will continue to explore additional funding sources, and 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 funding already secured, or available to Bury Council subject to business case approval by TfGM and GMCA, for the period up to March 2027 is currently around £68 million. This is for a wide range of interventions, from the replacement of old street lighting columns to road safety schemes, from road maintenance to improved walking and cycling routes. The programmes and schemes this funding will deliver can be seen in the summary table on the next page, with more detail provided on each funding stream on the pages that follow.

In addition, Transport for Greater Manchester will be making significant investment in Bury through projects such as the new Bury Interchange, which is being funded through the City Region Sustainable Transport Fund at a cost of over £84 million.



Bury's transport investment programme to April 2022 - March 2027

Capital funding committed or available to Bury Council for transport improvements April 2022 – March 2027	Funding source	Committed capital funding *
Active travel schemes in Radcliffe town centre	CRSTS & UU	£9.500m
Active travel schemes in Bury town centre	CRSTS	£4.100m
Active travel schemes in Ramsbottom town centre	CRSTS	£2.300m
Capital maintenance – non-KRN roads, bridges & structures, street lighting	CRSTS	£13.197m
Key Route Network Carriageway Maintenance	CRSTS	£4.500m
Highways Investment Strategy (road maintenance) (2022/23-2025/26)	Council	£12.000m
Road safety	Council	£0.530m
Public Rights of Way	Council	£0.080m
Local safety schemes (funding for 2022/23 and 2023/24 only)	CRSTS	£1.086m
Traffic management/ traffic calming	Council	£0.216m
Electric vehicle charging infrastructure	CRSTS	£0.651m
Electric vehicle charging infrastructure	LEVI	£1.292m
Street lighting (2023/24 – 2024/25)	Council	£2.805m
Walking and cycling improvements including: Fishpool & Pimhole junctions and crossings and Radcliffe: Milltown Street Bridge	MCF	£10.000m
Fishpool and Pimhole Active Neighbourhood	ATF2	£0.750m
Parkhills Road - Heywood Street Junctions and Radcliffe Metrolink Active Access Package	ATF4	£1.850m
Total committed funding		£68.414m

* Indicative allocations as in some cases funding is subject to business case approval by funder

Committed Funding

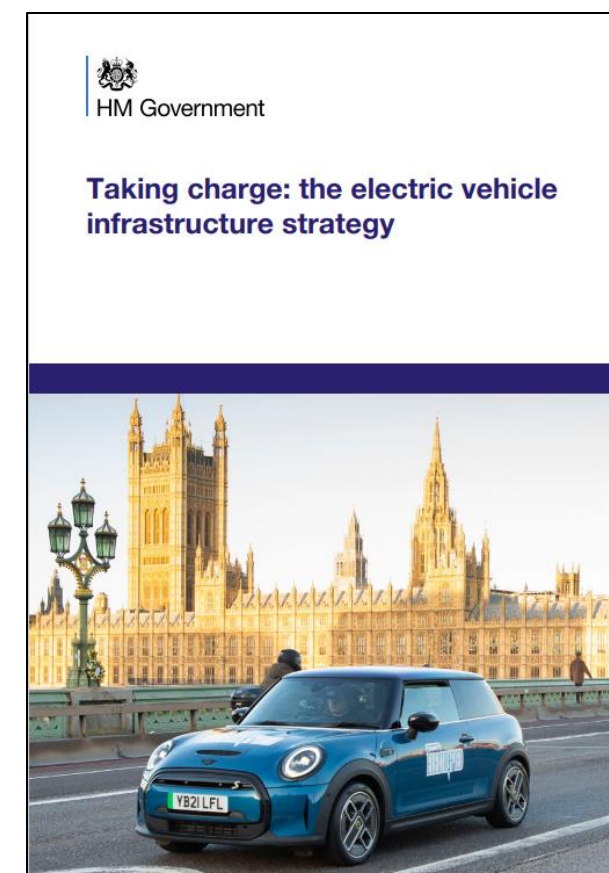
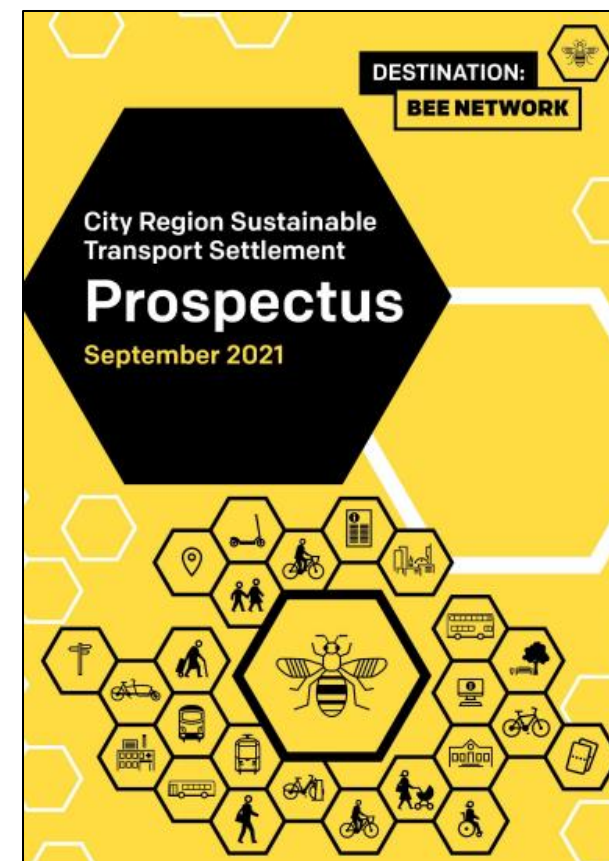
City Region Sustainable Transport Settlement (CRSTS)

The first round of Government's City Region Sustainable Transport Settlement (CRSTS) will be the main source of funding for delivering Bury's transport investment priorities. Greater Manchester has secured over £1 billion from this fund to invest in transport infrastructure over the 5-year period up to March 2027. Greater Manchester's CRSTS programme includes several schemes where Bury Council will be the lead authority. The value of Bury-led schemes in the CRSTS programme is approximately £35 million, the breakdown of which is below. This figure does not include funding for TfGM-led schemes in Bury, such as Bury Interchange, details of which can be found on later pages.

- **£15.4m** for cycling and walking improvements in Bury, Radcliffe and Ramsbottom town centres. Initial concept ideas were included in the draft Bury Local Transport Strategy, with public consultation to be held in due course on more developed proposals. A contribution has also been secured from United Utilities' Green Recovery Round Phase 2 fund for a Sustainable Urban Drainage Scheme to be implemented as part of the active travel proposals for Radcliffe.
- **£13.197m** for maintaining roads, bridges and other structures (including Pothole Funding for 2023/24).
- **£4.5m** to investment in the Key Route Network in Bury. The Key Route Network is made up of some of the busiest roads in Greater Manchester and is overseen by TfGM.
- **£1.086m** to invest in improvements that will make the road network safer.
- **£651,000** to invest in expanding the Borough's network of publicly available Electric Vehicle Charging Points, which will be used alongside *LEVI* funding to appoint a supplier to install, operate, and maintain a network of EVCI aimed at supporting residents who do not have access to off-street parking.

Local Electric Vehicle Infrastructure Fund

Greater Manchester has secured £1.158m capital funding from the Office for Zero Emission Vehicle's (OZEV) Local Electric Vehicle Infrastructure Fund (LEVI). Bury has secured a £1.292m share of this fund which will be used alongside the CRSTS funding as detailed above. This fund was announced as part of the Government's Electric Vehicle Infrastructure Strategy.



Committed Funding

Highways Investment Strategy (HIS)

The funding the local authority receives of approximately £1.2 million per year from central government for highway maintenance is now part of the CRSTS settlement. However, this level of funding has not been enough to stop the condition of the highway network deteriorating further. As such, the Council is investing 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. Details of the road maintenance programme are published on our website each year.

Street Lighting Replacement Programme

The Council is investing a further £2.805 million on upgrading older street lighting infrastructure with modern, energy saving options. This is part of a £5.5 million five-year programme to replace approximately 3,200 lighting columns across the Borough that are coming to the end of their serviceable life. More energy efficient LED street lamps are also being installed at the same time. Details of the programme are published on our website.

Walking and Cycling schemes

Bury has been successful in securing funding of £12.6 million from a number of different active travel funding streams including the GM Mayor's Cycling and Walking Challenge Fund and several rounds of Government's Active Travel Fund.



Committed Funding

Other City Region Sustainable Transport Settlement (CRSTS) investment in Bury

Greater Manchester's £1 billion CRSTS programme also includes over £47m for the first phase of the new Bury Interchange (currently estimated to be £84m in total), including a new step-free southern access to the Metrolink platforms. The redevelopment of the Bury Interchange, which will act as the catalyst for wider investment and development around the town, providing a modern interchange that integrates with its surroundings. Funding will also be needed from the second round of Government CRSTS funding for the Interchange.

Bury Council is also working with Transport for Greater Manchester to secure further CRSTS investment in Bury through TfGM-led Metrolink programmes, cross boundary bus schemes and other programmes including:

- Metrolink stop improvements (in addition to Bury Interchange).
- Development work on the potential new Elton Metrolink Stop and Travel Hub/Park and Ride.
- Quality Bus Transit corridors on the A58 Bury – Rochdale corridor and the Bury – Bolton Corridor, including scheme development and potential delivery.
- Bus Priority and Streets for All scheme development on the A56 corridor into Manchester City Centre.
- Bus Pinchpoint scheme to address locations where buses experience delays.
- The Bury-Heywood-Rochdale Tram-Train Pathfinder scheme to 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.

We are also working with TfGM on the regeneration proposals for Prestwich, including the development of proposals for a Travel Hub at Fairfax Road. Although Prestwich is not currently in line for CRSTS funding from TfGM's Travel Hubs programme, the Council will continue to work with TfGM and be ready to progress the scheme should CRSTS funding become available.



Future Funding

City Region Sustainable Transport Settlement (CRSTS) Round 2

Government has announced that there will be a second round of the CRSTS fund for the five-year period from April 2027, which could see central government make around £8.8 billion of funding available. The amount of funding Greater Manchester could potentially secure from this fund is not yet known, but having this Bury Local Transport Strategy in place will help us to make the case for Bury schemes to be included in the any GM bid for this or any other funding opportunity that comes along.

Once we have this Strategy in place, we will need to do further work to develop a pipeline of unfunded schemes that we can put forward to future funding opportunities such as CRSTS2.

Strategic Road Network funding

Proposed investment in the Strategic Road Network (SRN) is set out in Government's Road Investment Strategy (RIS). RIS2, which was published in March 2020 and runs from 2020/21 to 2024/25, includes a commitment for National Highways to improve Simister Island Interchange between the M62, M60 and M66. This is one of the busiest motorway junctions in the north-west, used by around 90,000 vehicles each day. It was not designed to accommodate this volume of traffic and as a result it suffers from congestion and delay. We will continue to work with National Highways as they develop their proposals for Simister Island. We will also continue working with National Highways and the Department for Transport as they develop the third and subsequent Road Investment Strategies to ensure that the significant investment needed in the SRN to deliver Northern Gateway is included in their pipeline of future schemes.



11

NEXT STEPS



NEXT STEPS

This Bury 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.

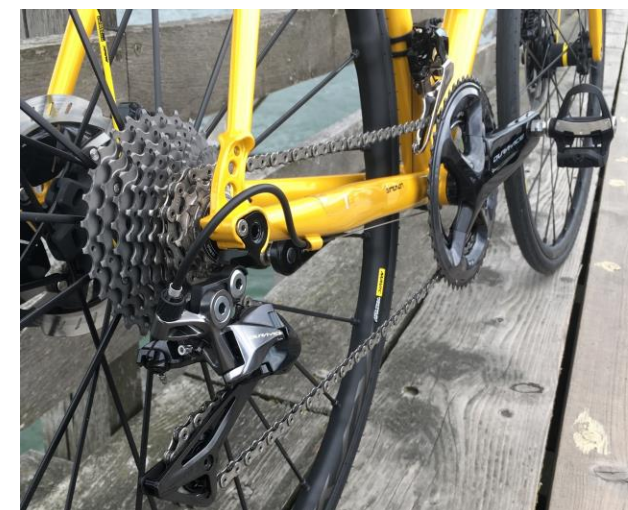
The Bury Local Transport Strategy aligns with the Greater Manchester Transport Strategy 2040, including the aspiration for half of all journeys to be made by active and sustainable transport modes by 2040, and the delivery of a joined-up London-style transport system - *the Bee Network*.

Our vision for transport set out in this Bury Local Transport Strategy is to create an attractive, well-connected Borough that supports economic growth, helps to reduce deprivation and to improve health and well-being. By 2040, the Borough will be connected by a modern and efficient transport network, including comprehensive, affordable, safe, reliable, high quality and 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 have used your feedback to help finalise the Strategy. We will keep this Strategy under review and prepare an annual progress report covering progress against our investment priorities. We will also use this Strategy to inform the work we are doing with Transport for Greater Manchester and the other GM local authorities to update the GM2040 Transport Strategy and meet Government's requirement for a new statutory Local Transport Plan 5 for the city-region to be submitted by next summer.

As well as continuing to develop, consult upon where necessary, and deliver the schemes we have already secured funding for, we will develop a pipeline of unfunded schemes that we can feed into the GM2040 5-year Delivery Plan, which will be updated once the GM2040 Strategy has been updated.

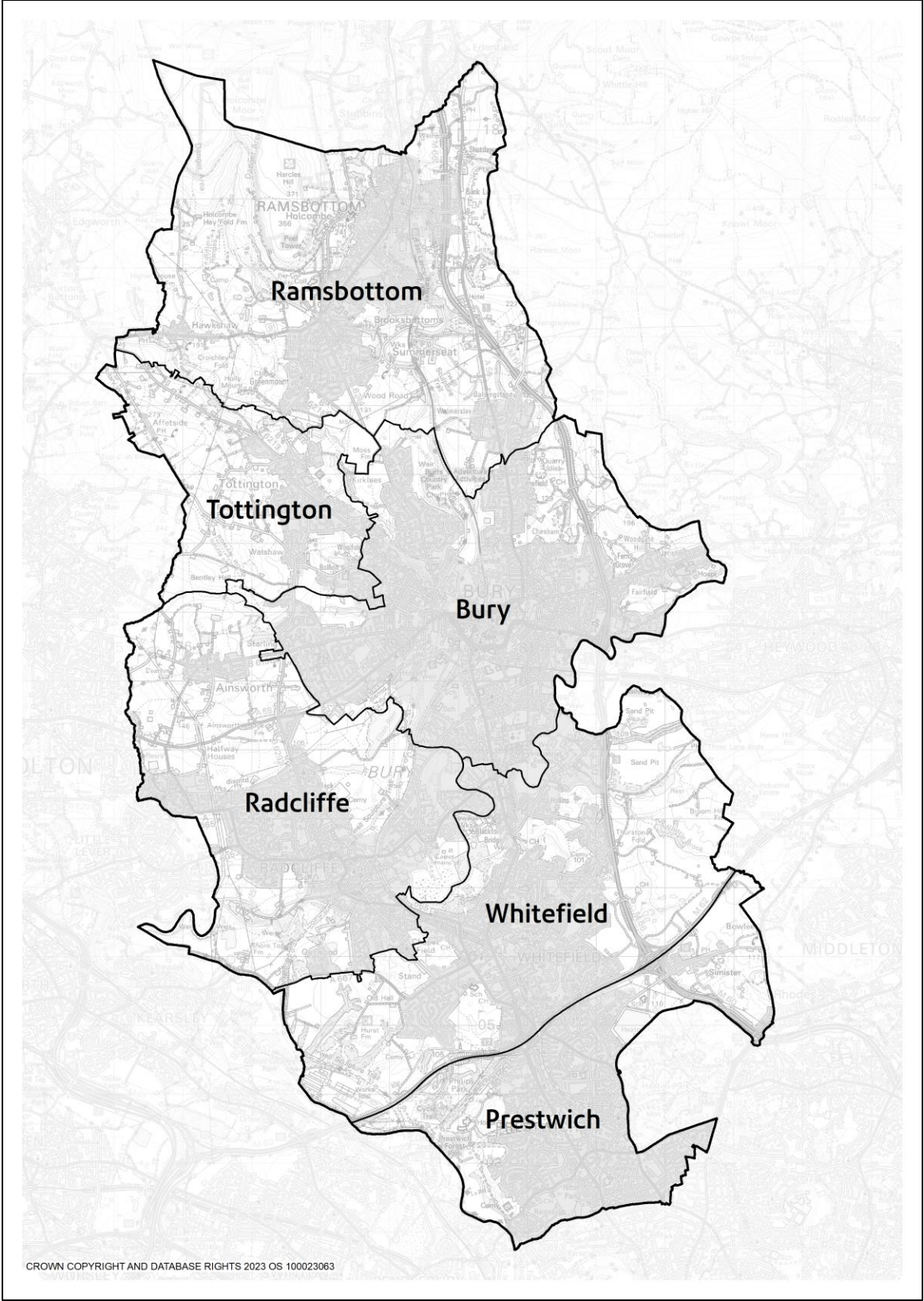


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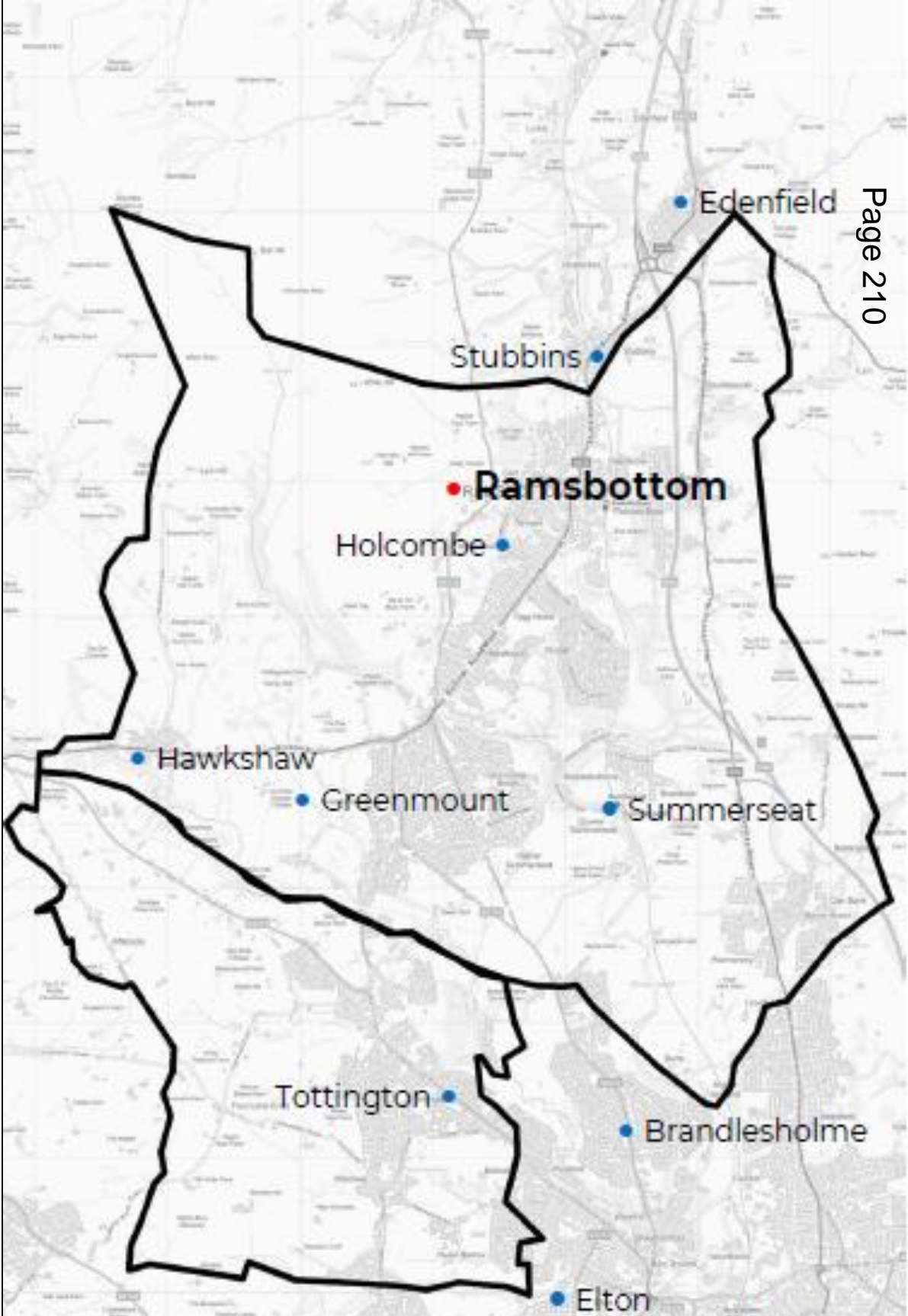
Appendix 1

TOWNSHIP PLANS

Township	Wards
Ramsbottom and Tottington	Ramsbottom, North Manor, 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



Appendix 1A: Ramsbottom and Tottington



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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.

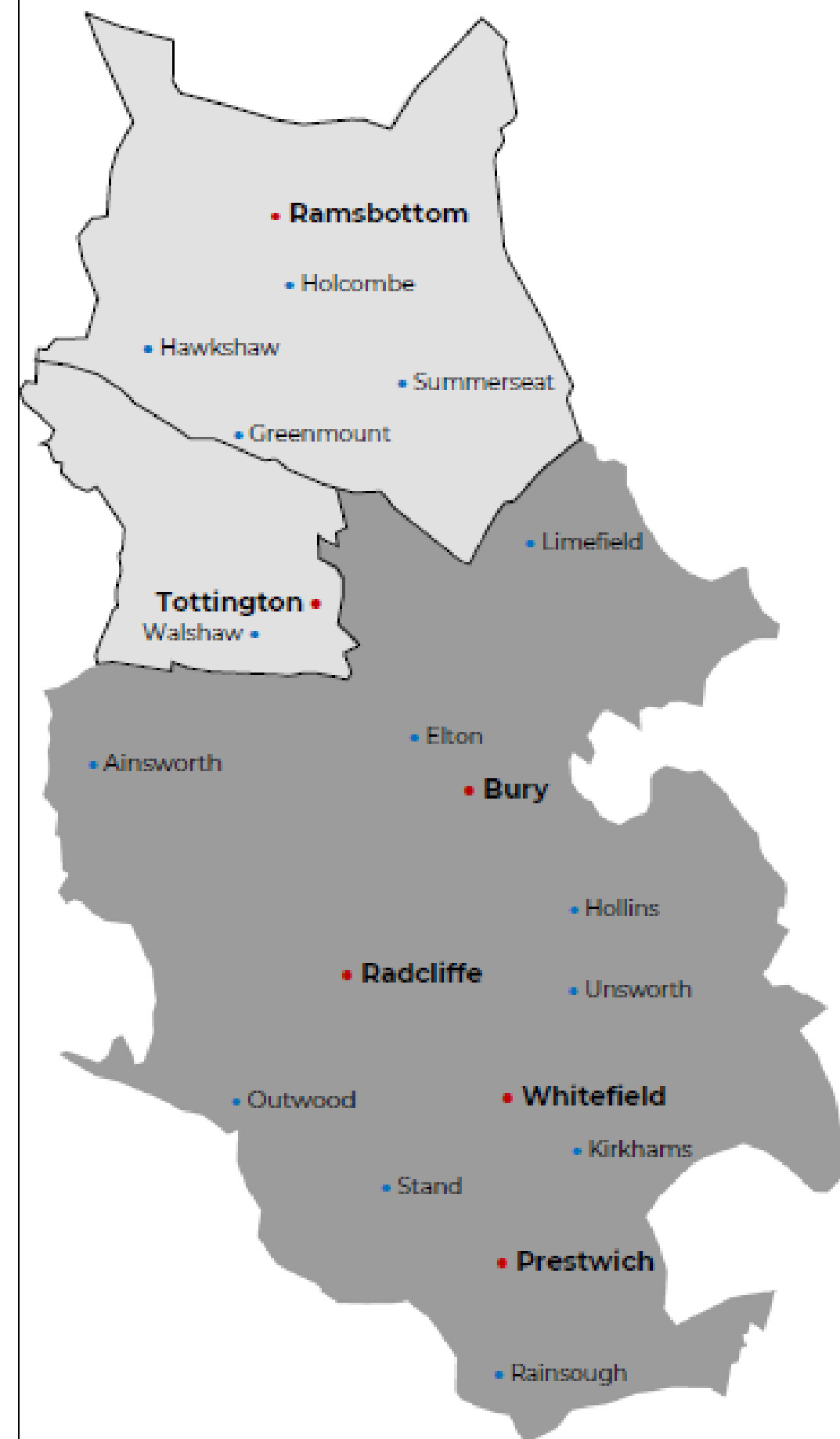
The township also includes other surrounding settlements such as Holcombe, Hawkshaw, Holcombe Brook and Summerseat, which largely comprise distinct residential communities within a semi-rural setting.

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. Most of the Village Link, a unique walking trail of just under 18 miles around and between six of Bury's most historic villages, falls within Ramsbottom and Tottington.

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 could help to address this issue.

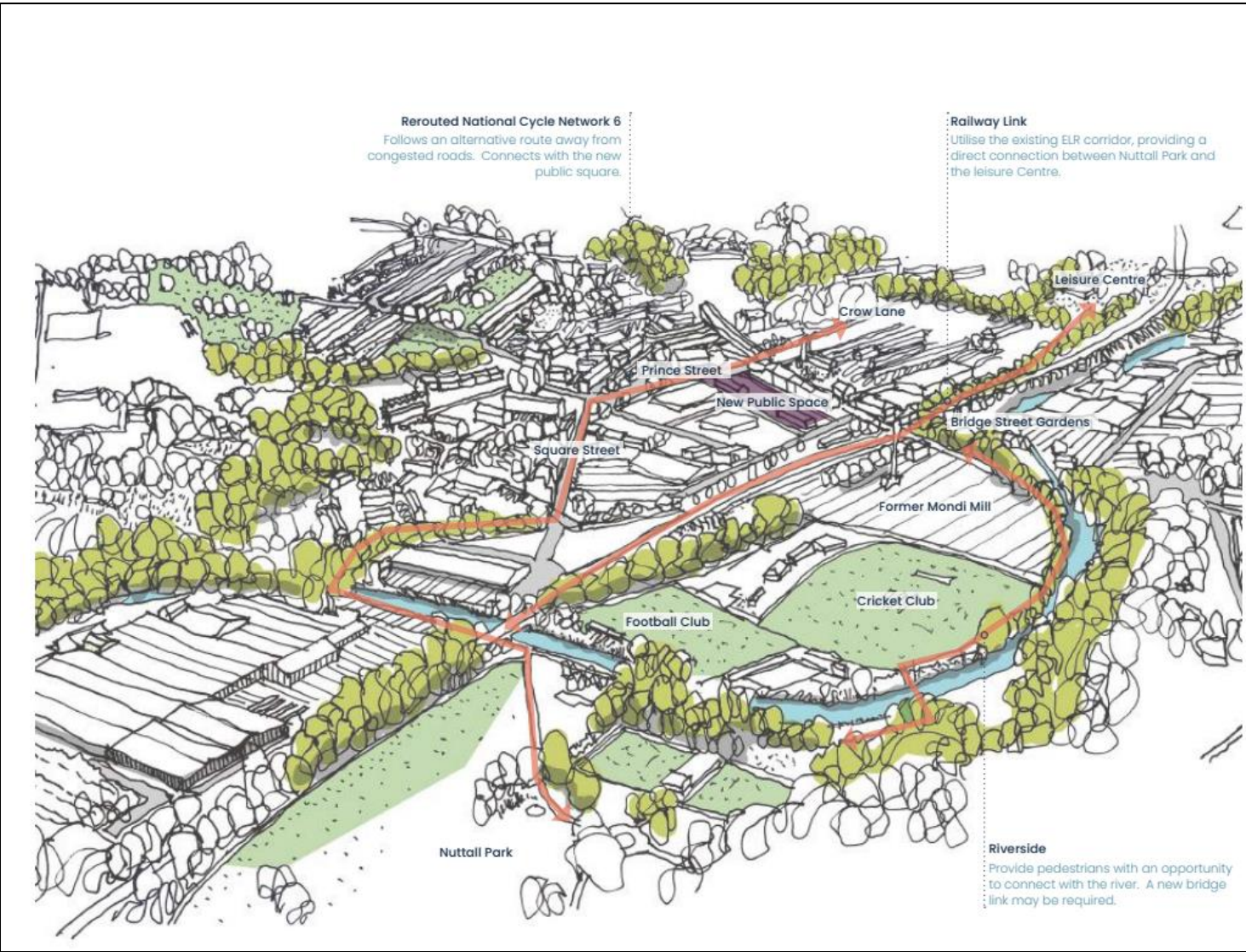
The Plan includes several high-level proposals and longer-term ideas that could help to improve the appearance and function of areas of public realm and improve linkages between town centre assets and the movement and circulation of all town centre users.

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 will take them forward as and when we can secure funding.



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.
- Towns and villages such as Ramsbottom, Tottington, Greenmount, Holcombe and Walmersley are not well-connected to each other by public transport, to other parts of the Borough or to centres such as Bolton and Manchester.
- 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, businesses 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 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 and to competitively bid for funding when it becomes available.

What we and our partners have already done ...

- **On bus:** TfGM has introduced cheaper bus fares and capped them at maximum rates.
- **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. We have also delivered a puffin crossing at Bolton Road West (near Ada Street) in Ramsbottom and a zebra crossing at Market Street, Tottington (near Laurel Street).

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 do we propose:

Bus

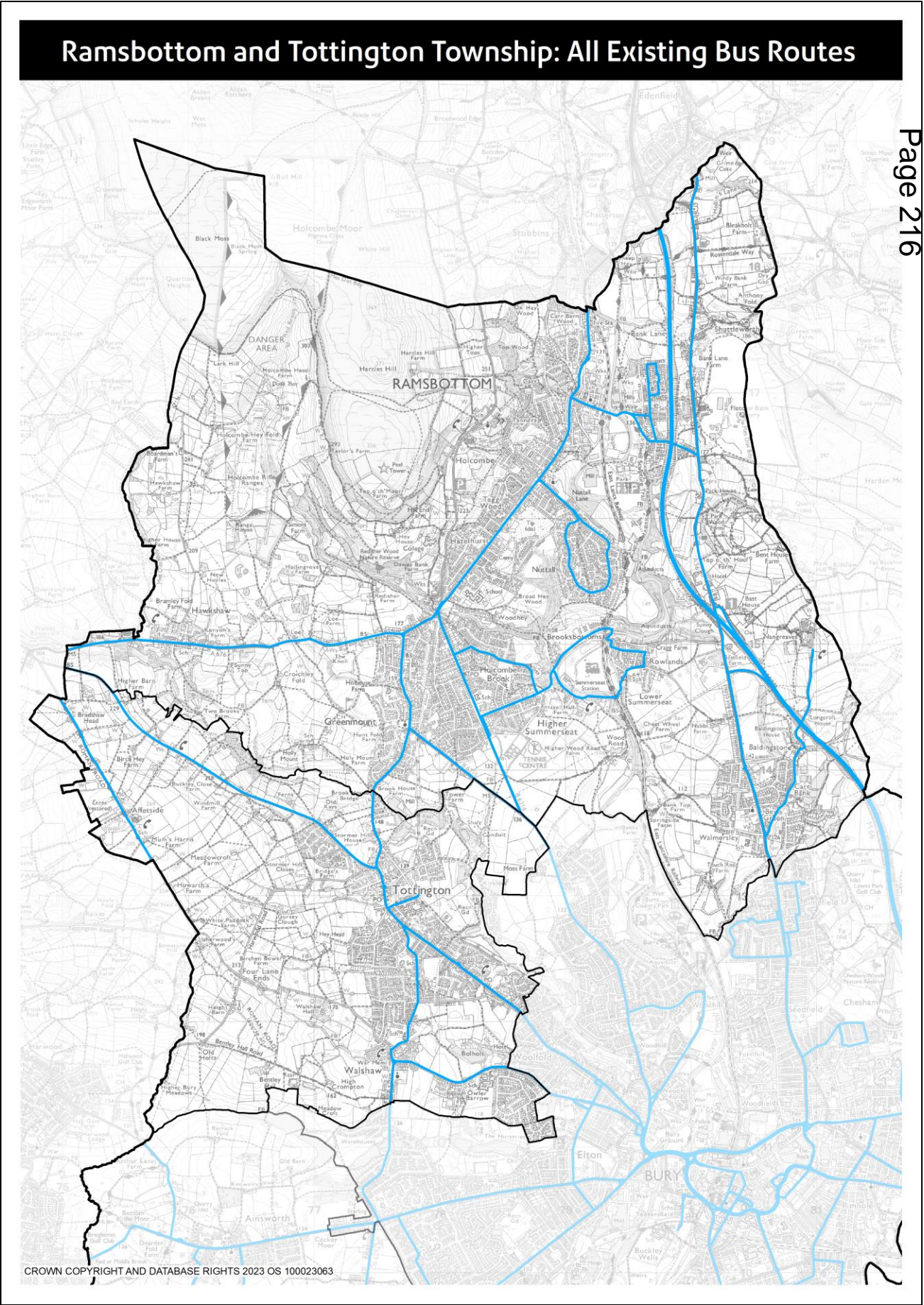
We will work with Transport for Greater Manchester to secure investments to improve bus services and infrastructure in Ramsbottom and Tottington.

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 started running in some parts of the Borough in September 2023. Those in Ramsbottom and Tottington will be franchised by March 2024 along with the rest of the Borough's services.

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 map shows all existing bus routes in Ramsbottom and Tottington.



Ramsbottom and Tottington

What we propose to do:

Bus

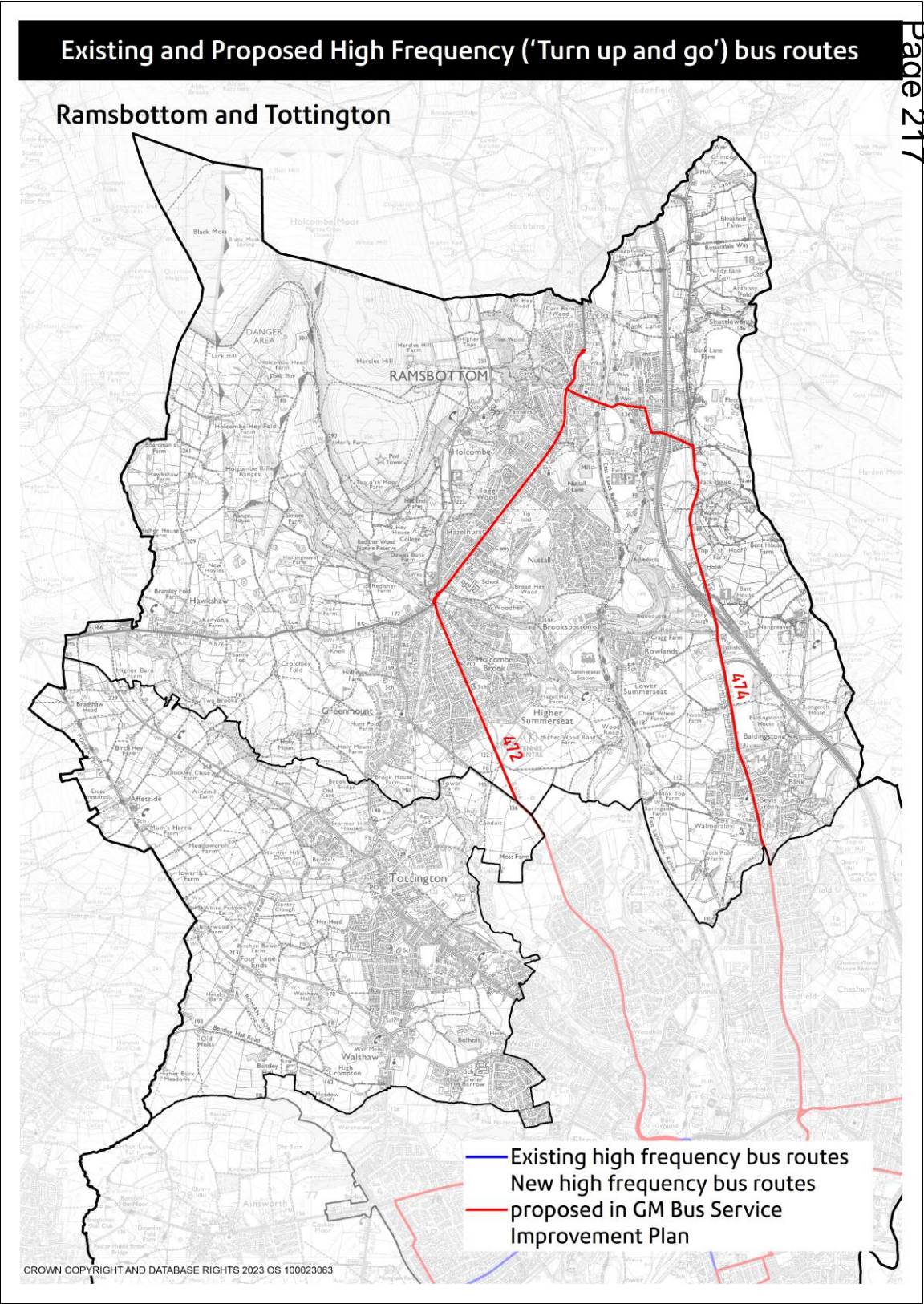
The Greater Manchester Bus Service Improvement Plan (BSIP), submitted to Government in October 2021, set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes 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 472 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 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 have continued to develop the ideas included in the draft Strategy and will be carrying out public consultation in due course.

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 and Tottington

What we propose to do: Highways

On highways, we propose 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.
- 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 installing energy efficient LED lamps.
- Increase the number of publicly available EV chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land.
- Develop and implement a car parking strategy for Ramsbottom that addresses identified parking issues and meets the needs of the town's residents, businesses and visitors.
- 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 and Tottington

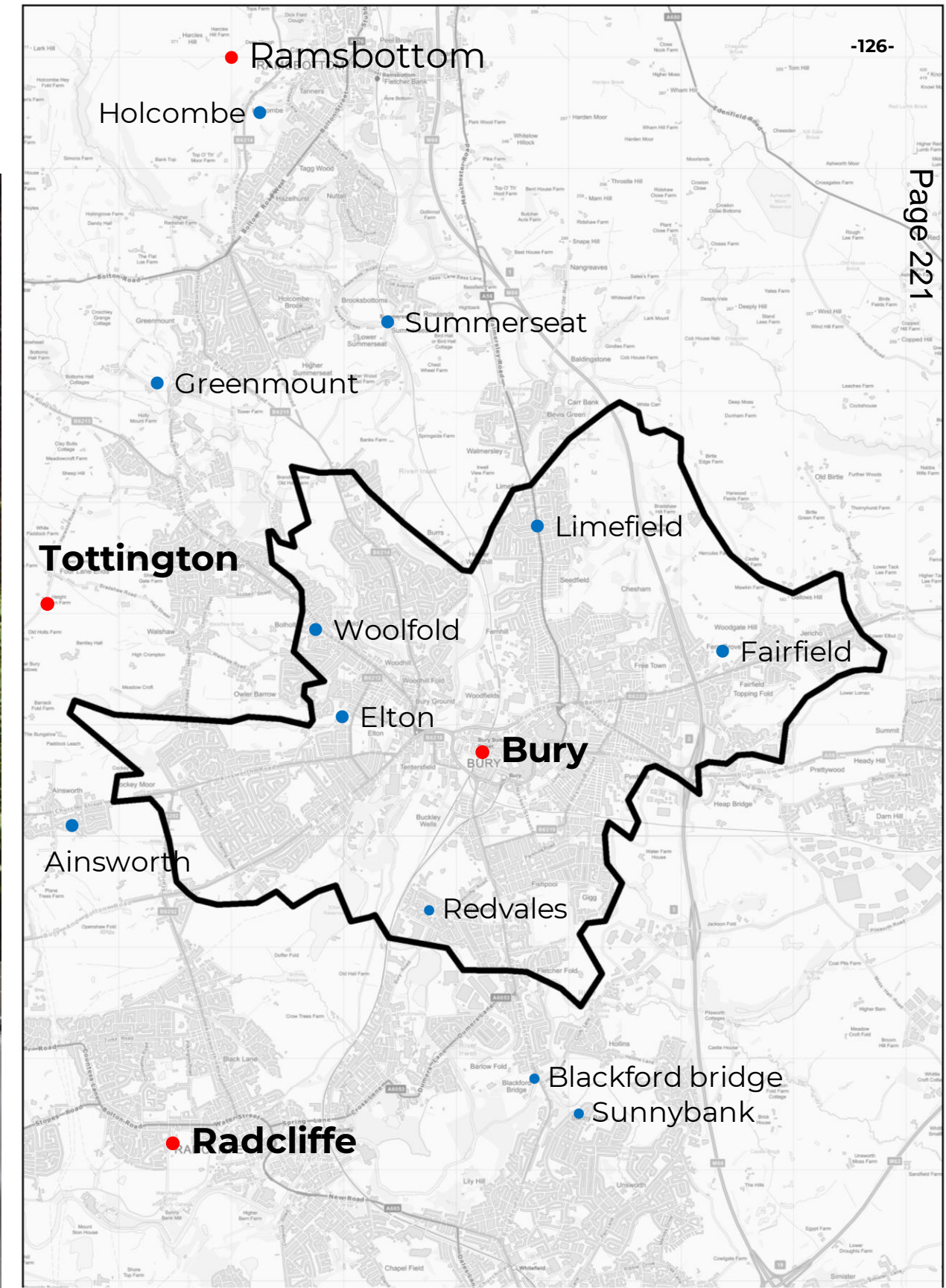
Summary Plan

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.

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 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
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, business 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

Appendix 1B: 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.
- Review of existing car parking in Bury town centre to provide sufficient capacity in the right locations and modernise the facilities so they are 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.



Fairfield General Hospital

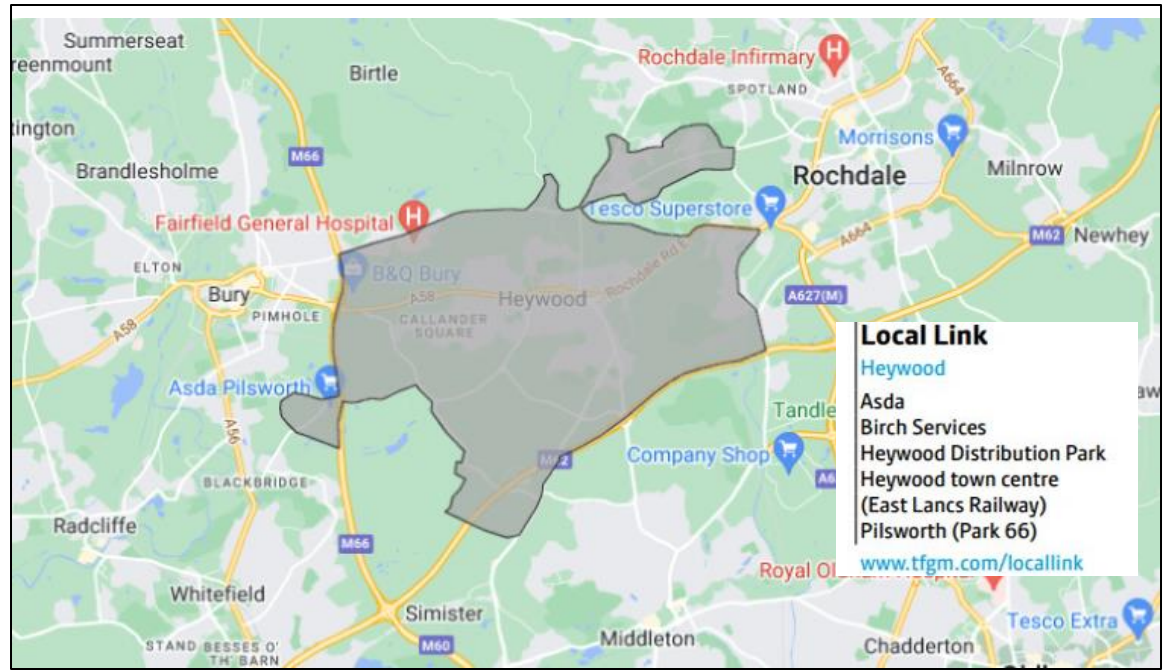
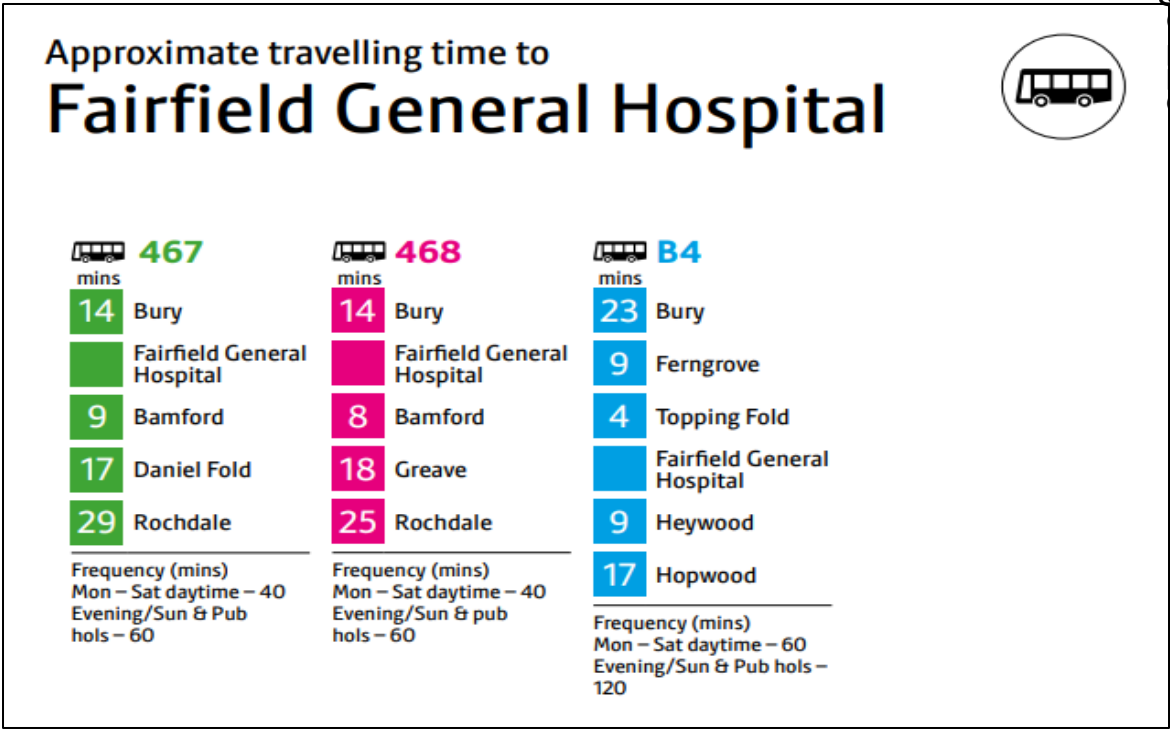
Fairfield General Hospital is located 2 miles from the centre of Bury and is the third largest hospital run by the Northern Care Alliance. The hospital is one of the biggest trip generators in the Borough, with 500 staff and around 2,000 people visiting the site each day. The hospital's facilities generate a considerable amount of traffic on site and on nearby roads.

The volume of traffic visiting the Hospital has continued to rise as patients, staff and visitors become more reliant on the car as the primary mode of transport and this has created acute pressures on the site's car parking facilities. Currently, car parking demand by staff and visitors far exceeds supply. This leads to problems including issues finding a car parking space; illegal or inconsiderate parking both on the hospital site and on the adjacent highway network and increased volume of traffic on approach roads.

A lack of appropriate alternatives such as accessible public transport and active travel solutions further exacerbates these issues. The Hospital is not well served by public transport and active travel routes to the site are poor. The hospital is also around 10 minutes by bus from Bury Interchange.

The hospital is not currently on one of the existing or proposed high frequency bus routes but 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 can also be accessed by some door-to-door demand responsive transport services. The Heywood Local Link service also 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.

To gather information, on the current modes of travel for staff, a travel survey was undertaken in 2021. The findings show that approximately 84% of staff drive to work alone with only 3% of staff using public transport to travel to work. However, respondents indicated that if public transport services were more frequent and reliable with cheaper/subsidised fares then they could potentially be encouraged to use public transport more often to travel to work.



Heywood Local Link Service

Fairfield General Hospital

Similarly with walking and cycling, if routes were safer and if adequate shower and changing facilities were provided then hospital staff could be encouraged to walk or cycle to work. 43% of respondents also felt that they could be encouraged to use car sharing if they could find someone who shared their route or if they could share with someone they knew.

The hospital is committed to improving the health and wellbeing of both its staff and the wider community and to helping to deliver a net zero emissions National Health Service. Tackling demand for car parking, encouraging active ways of travelling and the use of public transport for those who can do so is part of this commitment.

Developing effective alternatives to the car will be the key to delivering the behaviour change sought by the hospital. Improvements to bus and active travel routes to the hospital will help divert car journeys away from the hospital's congested site on Rochdale Road.

A potential park and ride scheme could also play a role in reducing the number of car trips to the site. Opportunities to reduce the number of Single Occupancy Vehicle (SOV) journeys made to the hospital by staff, patients and visitors will also be explored by Bury Care Organisation.

Bury Council will continue to work with and support Bury Care Organisation in addressing travel issues at Fairfield General Hospital.



Bury Transport Issues

A key strength of Bury is its accessibility. It already benefits from excellent links to both public transport and the 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 connections 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 with 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 existing transport and highway infrastructure.
- tackle the huge volumes of vehicle movement through the town (east-west and north-south movements) and improve journey time reliability.
- 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 and journey times can be unreliable.
- Existing cycle infrastructure is of poor quality and does not provide a continuous cycling network.
- Pedestrian and cyclist 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.
- Fairfield General Hospital generates a significant number of journeys each day and is not well-served by public transport, with no direct routes to townships.

Bury

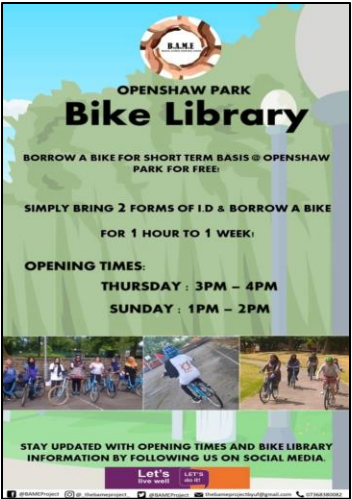
What we have done

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 attract the funding we need to deliver schemes that are locally important. It will enable the Council to develop proposals for transport interventions and to competitively bid for funding when it becomes available.

What we and our partners have already done ...

- **On bus:** TfGM has introduced cheaper bus fares and capped them at maximum rates.
- **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. We have also built a new bridge at Gigg Mills for pedestrian and cyclists and walkers.
- **On walking, wheeling and cycling:** We have installed 'Cyclops' junctions at Market Street / A58 Angouleme Way and A56 Jubilee Way/ A58 Angouleme Way and five new traffic signal-controlled pedestrian and cycle crossings on main roads in Bury at Rochdale Road, Bell Lane (x2), Wash Lane and Parsonage Street. Bike Libraries have also been opened at Clarence Park, Openshaw Park and most recently at Bury Library.
- **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.
- **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 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



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, new green, carbon neutral building, similar to the new interchange buildings found in other towns across Greater Manchester.
- A new concourse and brighter Metrolink platform, which will be more user friendly.
- A new vertical circulation core with an upgraded larger lift, and better escalator and stairs to support access for all.
- 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.
- A new active travel hub integrated into the Interchange building with additional capacity for cycles, accessible bikes and e-bikes.



Bury

What we propose to do: Bus

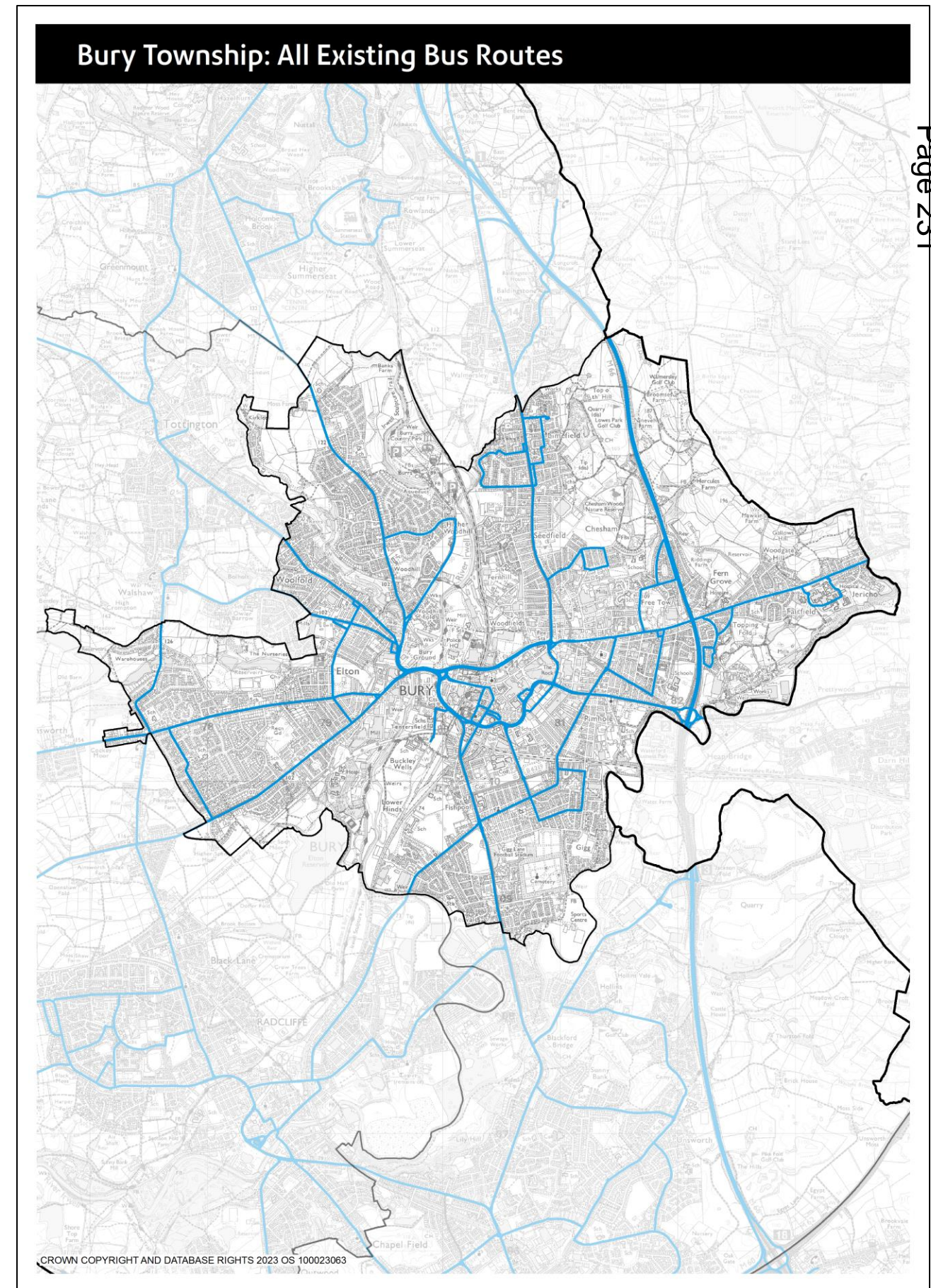
We will work with Transport for Greater Manchester (TfGM) to secure investment to improve bus services and bus infrastructure in Bury.

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 started running in some parts of the Borough in September 2023, including on the 471 route from Bury to Bolton and Rochdale town centres. All services in the Borough will be franchised by March 2024.

The adjacent map shows all the existing bus routes in the Bury township. We will work with TfGM to identify where they need to be strengthened or additional services introduced.

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 along the Bury-Bolton corridor and the Bury-Manchester corridor (the A58 and the A56 respectively).



Bury

What we propose to do:

Bus

Proposed high frequency bus routes

The Greater Manchester's Bus Service Improvement Plan (BSIP, submitted to Government in October 2021, 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'.

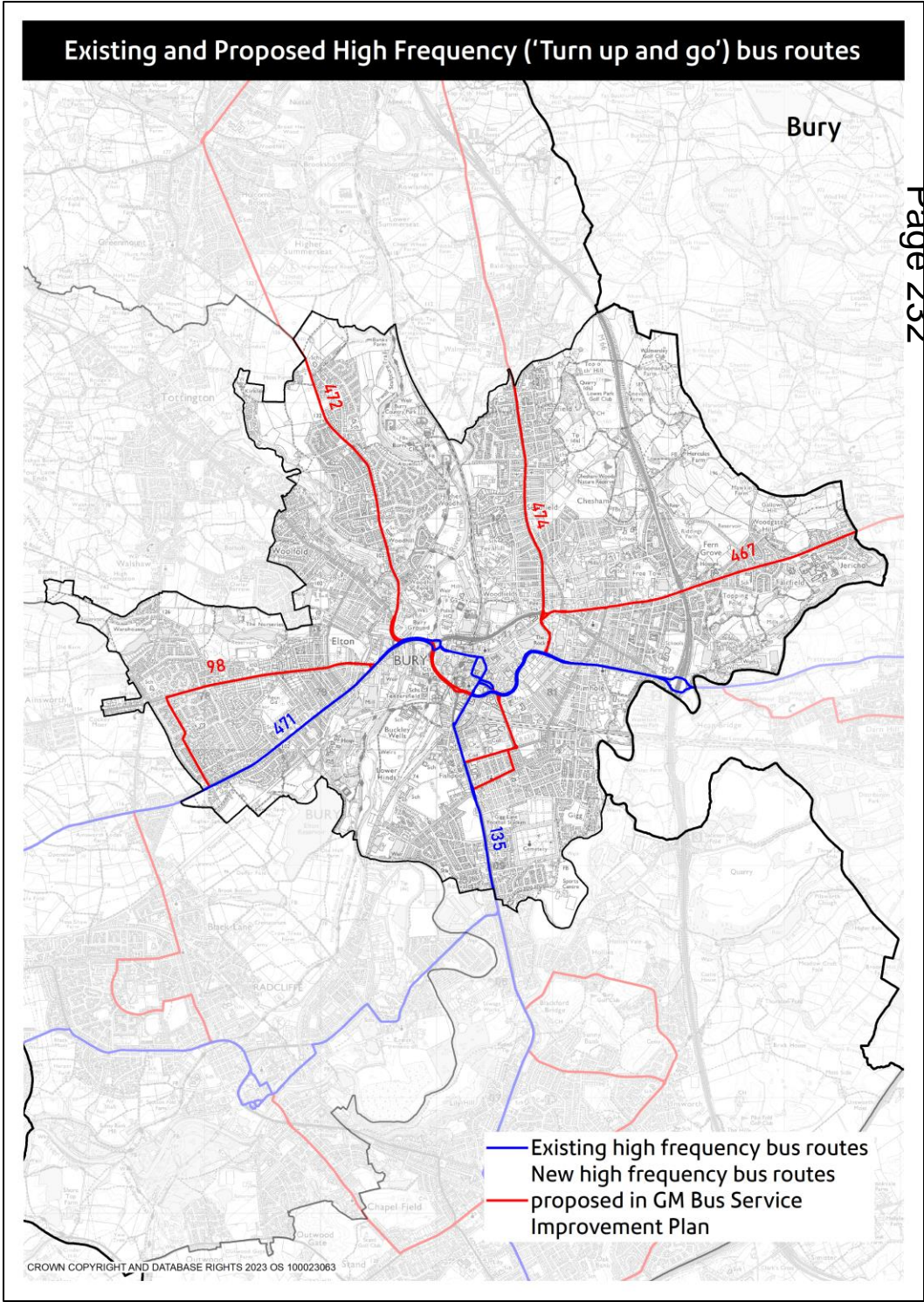
BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency 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 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 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. They would not be the only bus services in Bury 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



Bury

What we propose to do: Walking, Wheeling & Cycling

Fishpool and Pimhole

- We will deliver the Fishpool and Pimhole Active Travel Scheme, which will feature new controlled crossings, cycle facilities, road closures, traffic calming and one-way systems.

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 (such as the Interchange, the new market Flexihall and the Millgate Centre).

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, which has helped residents and visitors better access the market and return to coaches parked up on Market Street and provides a more direct route to the town centre for college students.
- 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 Town Centre

- We have secured £4.1m of City Region Sustainable Transport Settlement money to improve walking and cycling infrastructure in and around Bury town centre. We have until March 2027 to spend this money. We have continued to develop the ideas included in the draft Strategy and will be carrying out public consultation in due course.



What we propose to do: Highways

On highways we will:

- Install a zebra crossing on Tottington Road (near Walmsley Street) and implement further school streets/safer routes to school initiatives at Christ Church, St Joseph and St Bede's, St Thomas', Chesham and Chantlers Primary Schools.
- 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.
- 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.
- Continue to deliver our street lighting replacement programme to replace lighting columns that are coming to the end of their serviceable life and installing energy efficient LED lamps.
- Increase the number of publicly available EV chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCi) on Council land.
- 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.
- We will investigate options to remodel the A56 Walmsley Road/Peel Way/Derby Way junction to improve facilities for pedestrians and cyclists.



Bury

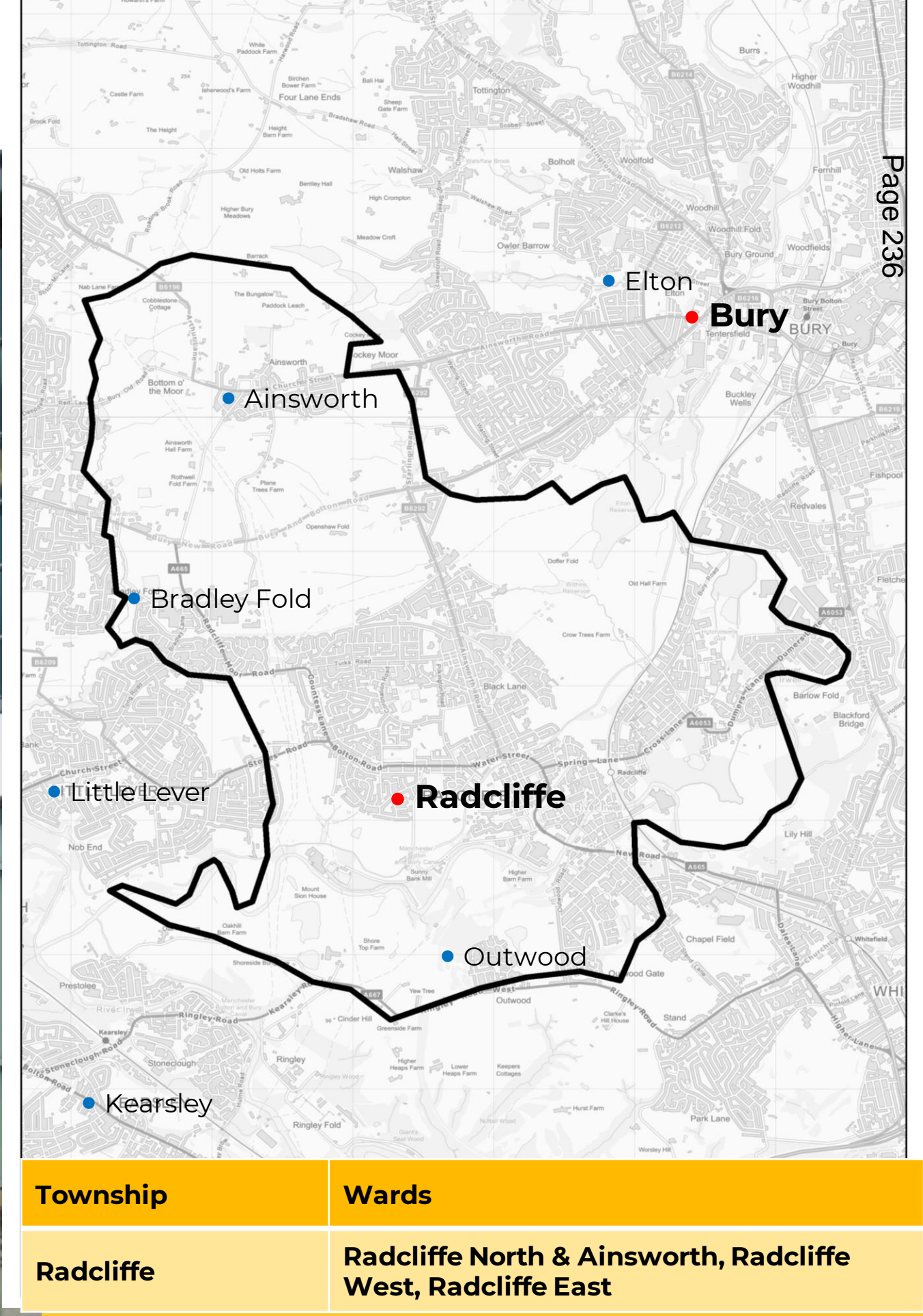
Summary Plan

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 more than the funding currently available. We will therefore explore a range of sources to fund the proposed projects and interventions.

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
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, business and visitor needs
Preventative highway maintenance
Highway Investment Strategy resurfacing programme

Appendix 1C: Radcliffe Township



Radcliffe

Radcliffe town centre is the focal point of the Radcliffe township, which largely comprises 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 and swimming pool, 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.



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. The Manchester, Bury and Bolton Canal provides a continuous pedestrian and cycle link between Moses Gate Country Park and Bury, via Radcliffe.

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.

Radcliffe

What we have done

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 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 and to competitively bid for funding when it becomes 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 and capped them at maximum rates.
- **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:** we have 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



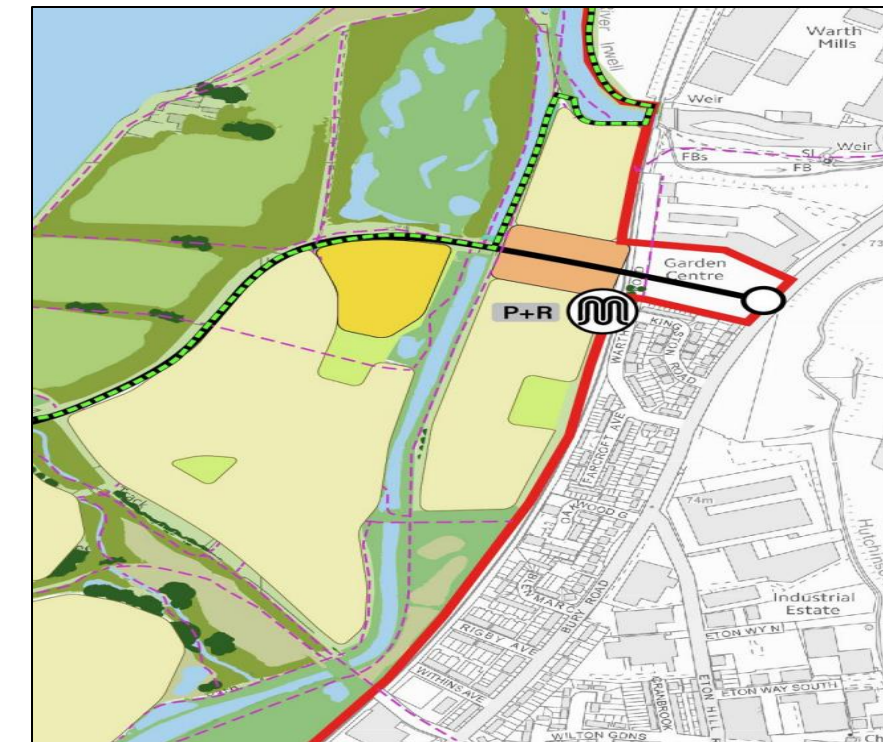
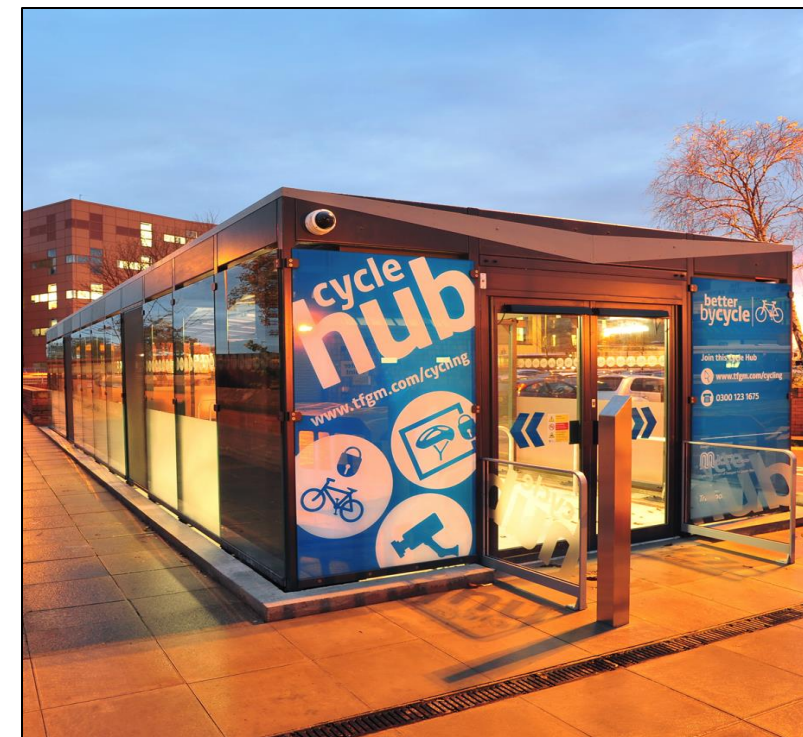
Radcliffe

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 aim 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 facility.

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:

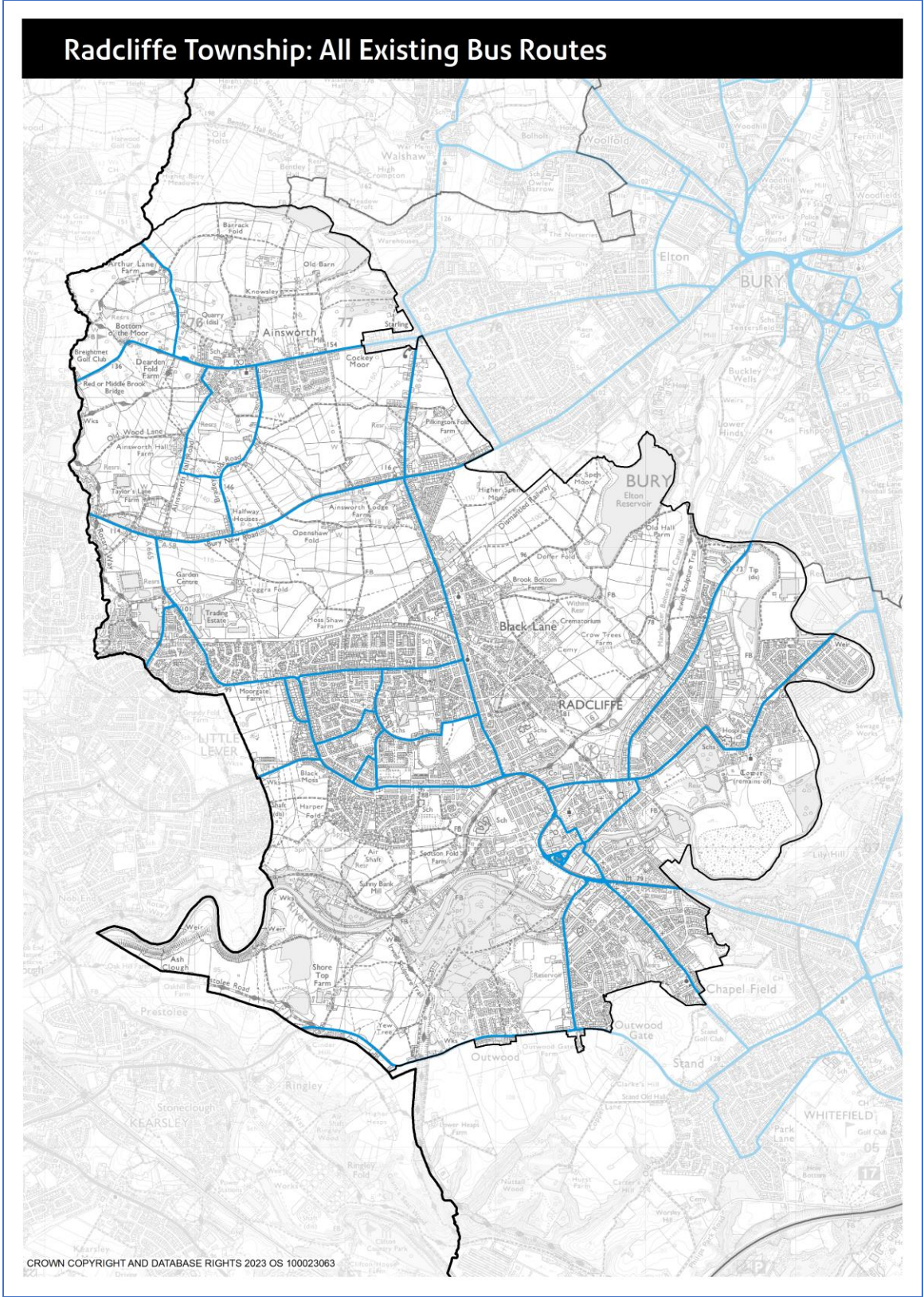
Bus

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 started running in some parts of the Borough in September 2023, including in Radcliffe, and the rest of the Borough's services will be franchised by March 2024.

The adjacent plan shows all existing bus routes in the Radcliffe township. We will work with TfGM to identify where they need to be strengthened or additional services introduced.



Radcliffe

What we propose to do:

Bus

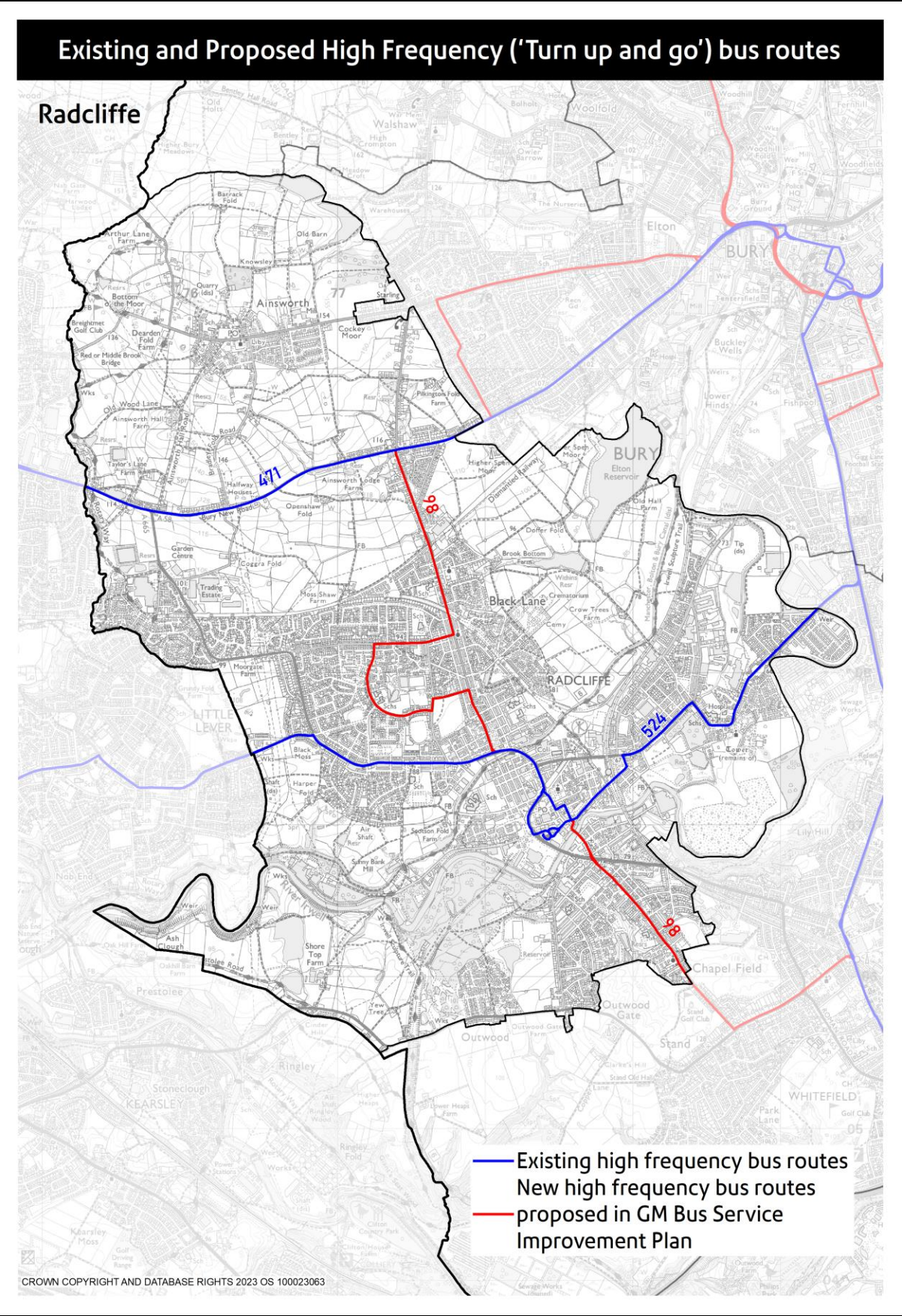
The Greater Manchester's Bus Service Improvement Plan (BSIP), submitted to Government in October 2021, set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes 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. They would not be the only bus services in Radcliffe 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

What we propose to do: Highways

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, for example, at the Spring Lane/Blackburn 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 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 installing 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 residents, businesses and visitors.
- Increase the number of publicly available EV chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land.



RADCLIFFE PARKING



CLIENT: BURY COUNCIL



Radcliffe

What we propose to do: Walking, Wheeling and Cycling

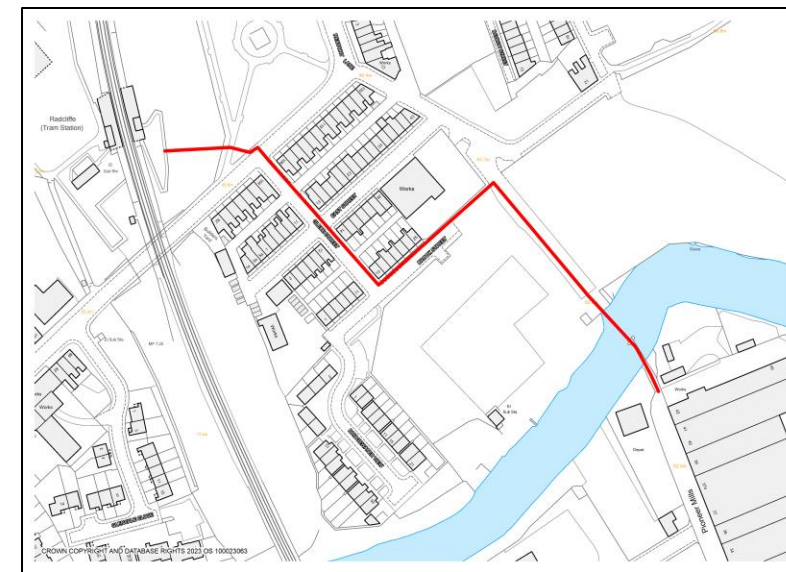
We have secured £9m of City Region Sustainable Transport Settlement funding to improve walking and cycling infrastructure in and around Radcliffe town centre. We have until March 2027 to spend this money. We have continued to develop the ideas included in the draft Strategy and will be carrying out public consultation in due course. Our ideas include a new signalised crossing at Water Street which will help to connect the town's active network to the Canal.

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. We have also secured funding to provide a ramp to the east side of Radcliffe Metrolink stop for pedestrians and cyclists. This will provide a direct route to the East Lancashire Paper Mill housing development.

Radcliffe has also recently benefited from a £40 million flood defence scheme which has seen more than 2.5 kilometres of flood defences put in place to provide flood protection to Radcliffe and Redvales communities for the next 100 years. The scheme features raised flood defences at key locations along the edge of the River Irwell and also includes the creation of new wildlife habitat, increased green spaces and amenity areas including improved sports facilities.



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

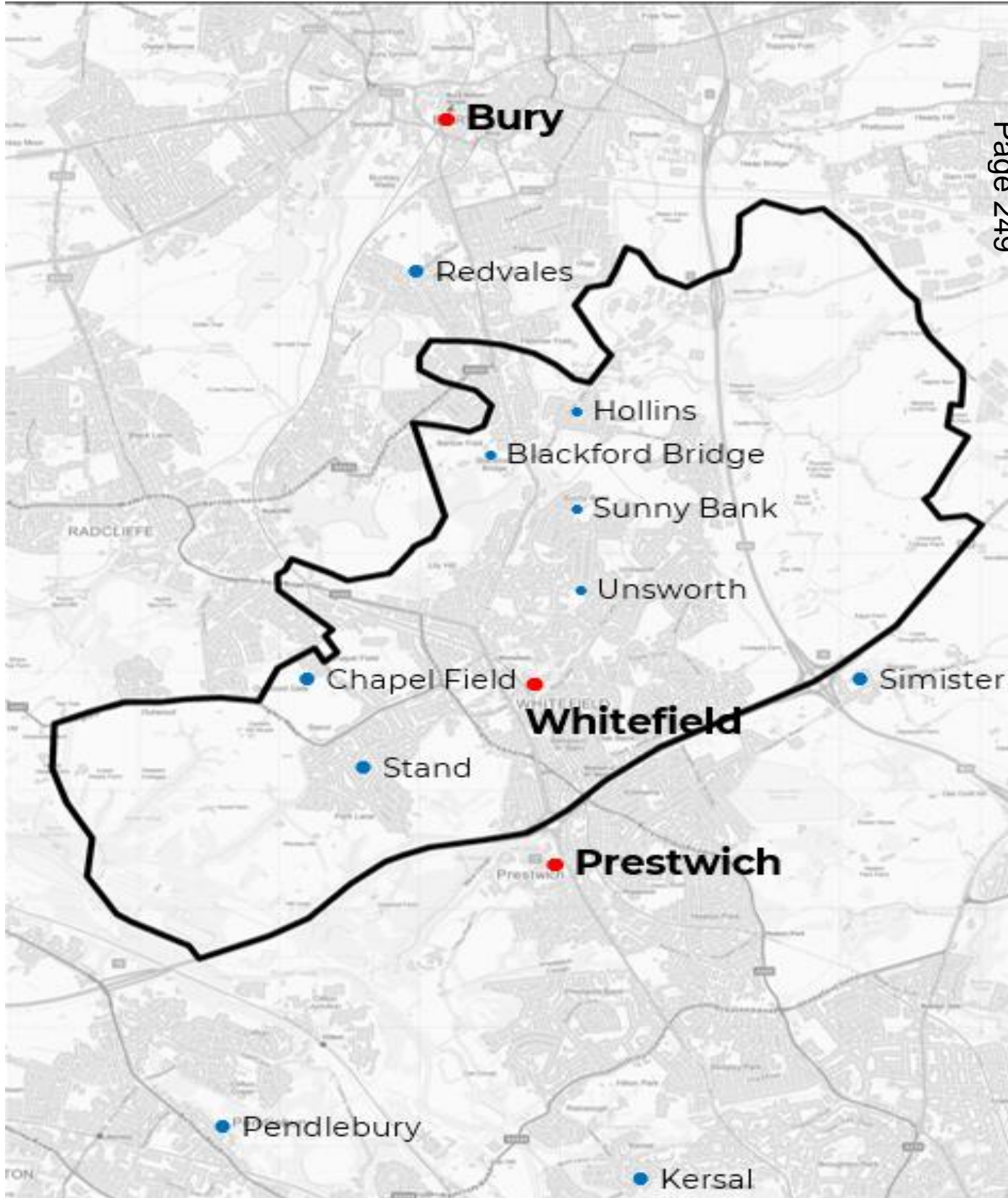
Summary Plan

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.

We will continue to work with our partner 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	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 Radcliffe to meet resident, business and visitor needs
	Road safety improvements: Zebra crossing at Stand Lane
	Preventative highway maintenance
	Highway Investment Strategy resurfacing programme

Appendix 1D: 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 and the Whitefield community, 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. The Whitefield Town Centre Plan will set out Bury Councils and the Whitefield community's vision for their town centre - identifying the short, medium and long-term proposals and priorities.



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.
- There are several bus stops serving the area; however residents consider that the connectivity is poor and bus services deficient
- Bury New Road severs Whitefield town centre from north to south. It carries high volumes of traffic, which makes it feel dominated by vehicles and negatively impacts the sense of place.
- A lack of pedestrian crossings across Bury New Road and Higher Lane prevents permeability from east to west through the town centre. The pedestrian environment along the main corridor is low-quality.
- 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.
- Missing or insufficient cycle infrastructure across the area deters people from using bikes to get around.
- There are issues with a lack of customer parking in the immediate vicinity for local businesses in Whitefield town centre. Short-stay parking along the A56 is poorly integrated. Residential streets are inundated with cars parked along kerbs.
- There is congestion at the A56 Manchester Road/Hollins Brow junction, which causes delays for general traffic and buses.

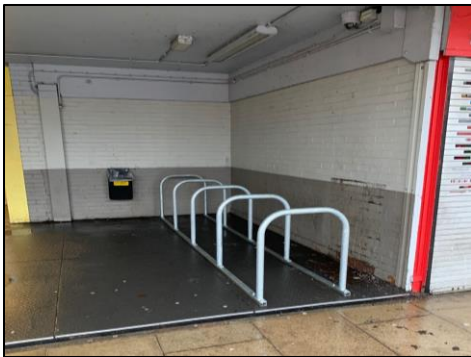
Whitefield

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 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 and to competitively bid for funding when it becomes 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 and capped them at maximum rates.
- **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, 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

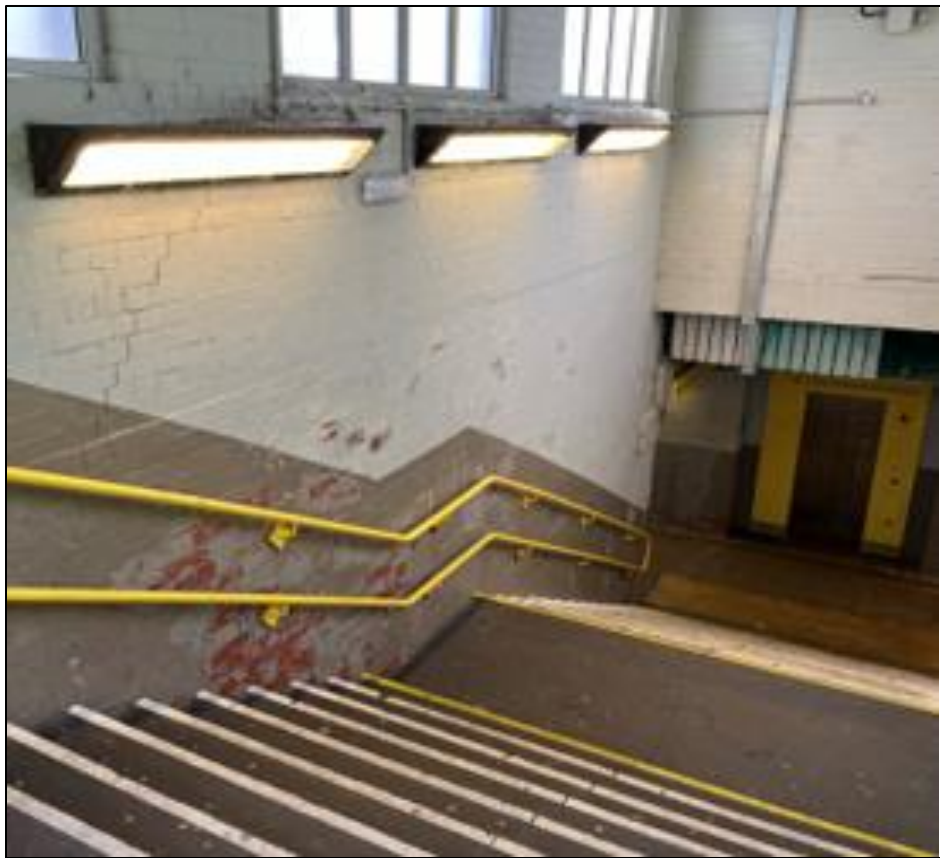
In partnership with TfGM, we will seek to make significant improvements to the existing Metrolink stop in line with the investment priorities contained in this Strategy. As part of this:

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 of 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:

- Identify ways in which Besses o' th' Barn' can be brought up to the modern standards of accessibility and comfort offered at other Metrolink stops on the network.
- Upgrade cycle parking facilities to a travel hub to support sustainable journeys to and from the stop.



Whitefield

What we propose to do:

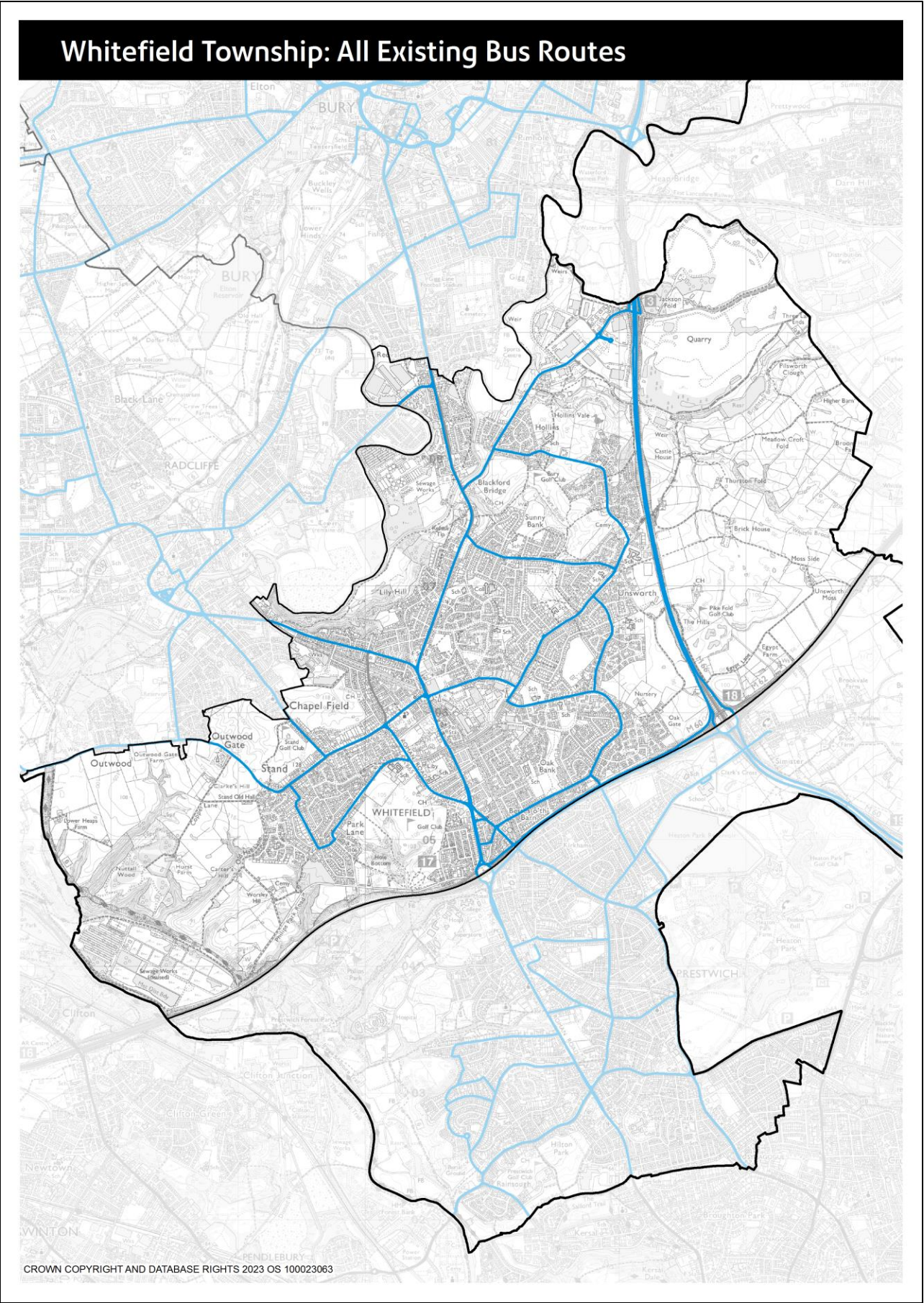
Bus

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 started running in some parts of the Borough in September 2023, including in Whitefield, and the rest of the Borough's services will be franchised by March 2024.

The adjacent plan shows all existing bus routes in the Whitefield township. We will work with TfGM to identify where they need to be strengthened or additional services introduced.



Whitefield

What we propose to do:

Bus

The Greater Manchester's Bus Service Improvement Plan (BSIP),submitted to Government in October 2021,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*’.

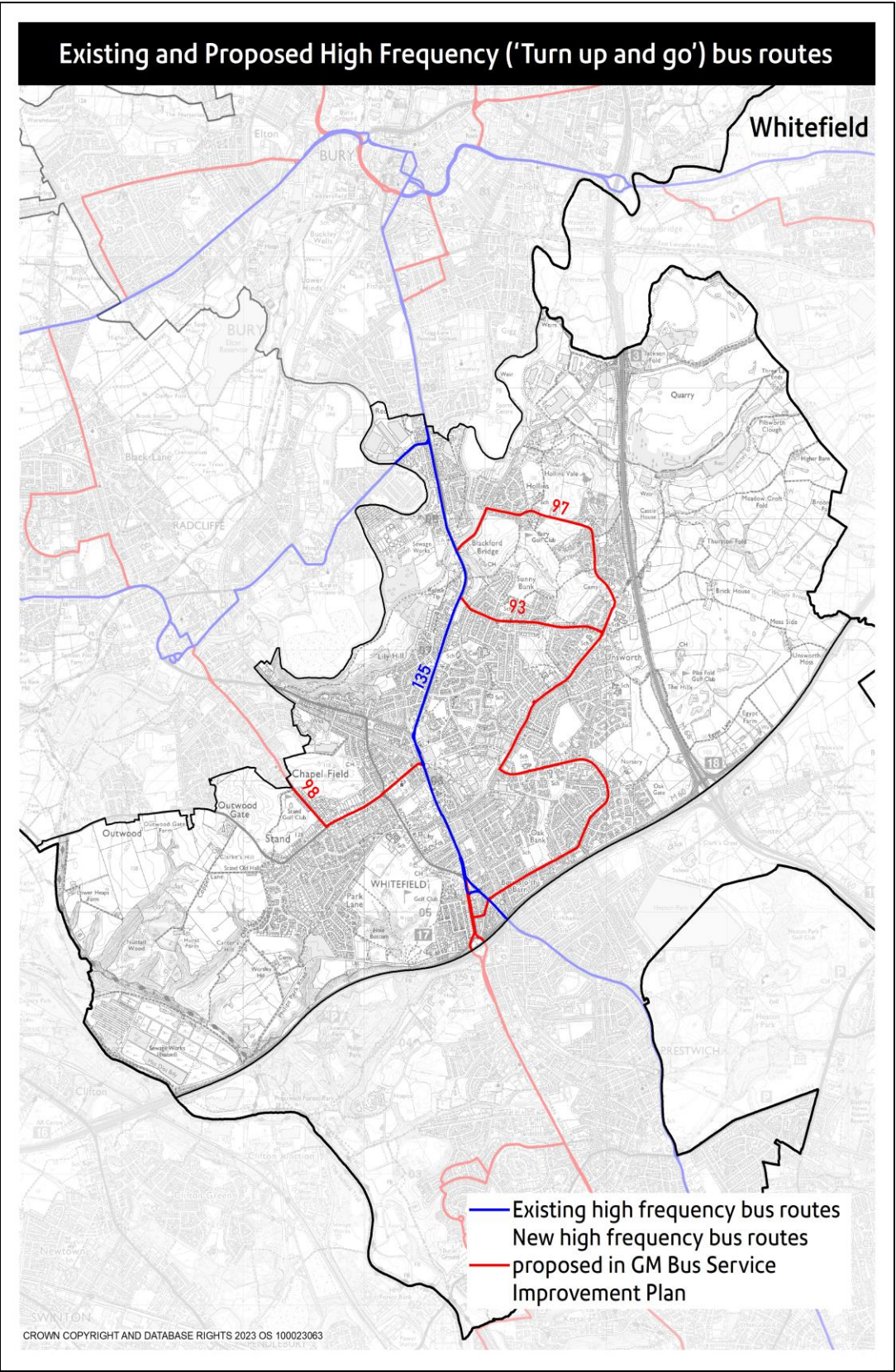
BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency 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. They would not be the only bus services in Whitefield 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 proposed 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 and expand the network with new infrastructure. We 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

On highways, we propose to:

- Continue to work with National Highways to help deliver a £340m scheme for 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 installing energy efficient LED lamps.
- Develop and implement a car parking strategy for Whitefield that addresses identified parking issues and meets the needs of the town's residents, businesses and visitors.
- Increase the number of publicly available EV chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land.



Whitefield

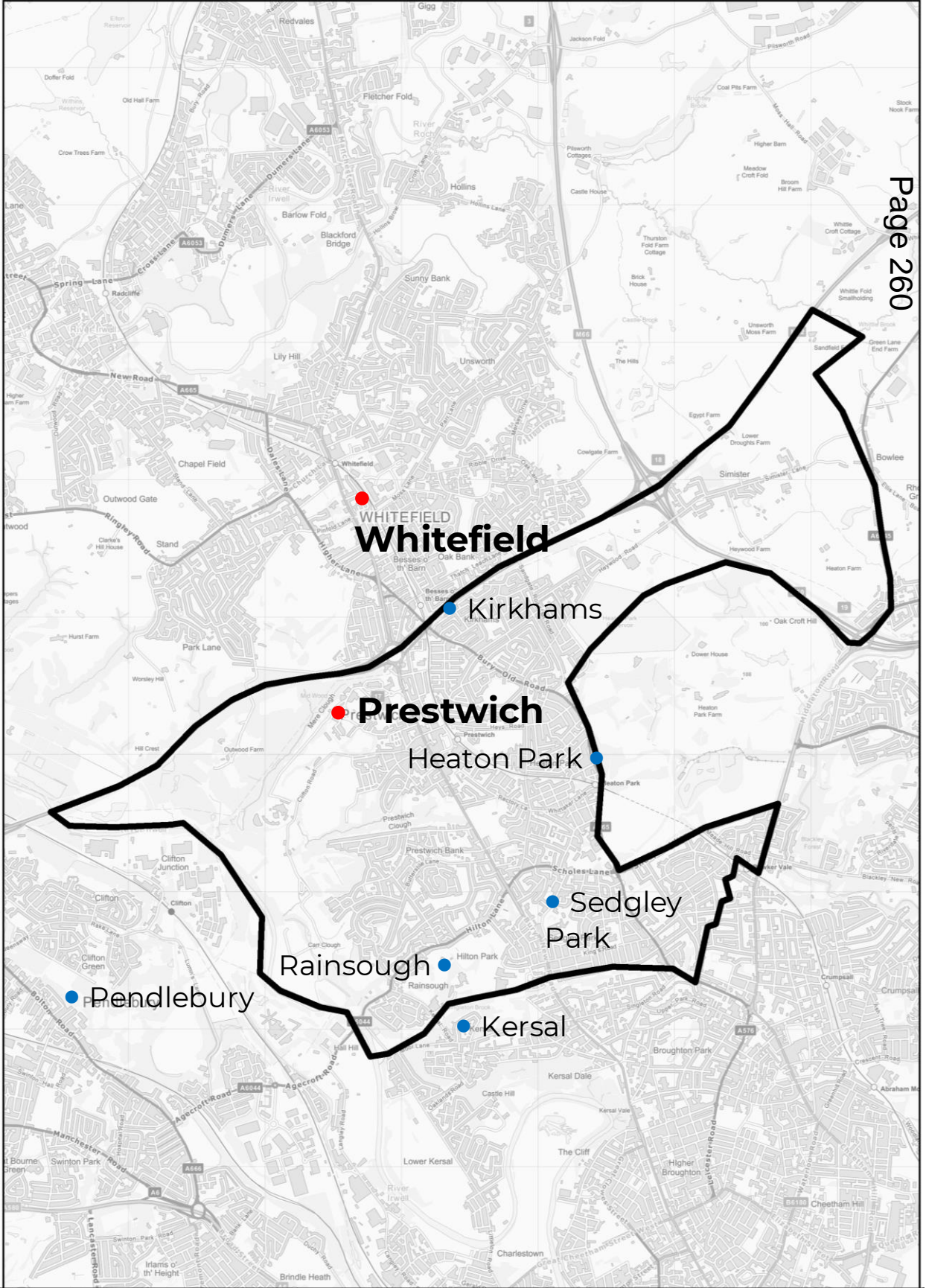
Summary Plan

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.

We will continue to work with our partner 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
Improvements at Besses O Th' Barn 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
Street lighting column replacement & LED lamp programme 2020-2024
Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI)
Develop a parking strategy for Whitefield to meet resident, business and visitor needs
Preventative highway maintenance
Highway Investment Strategy resurfacing programme

Appendix 1E: 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, include provision of electric vehicle chargers 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 affirm 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 travel hub off Fairfax Road, which would include disabled parking spaces, electric vehicle charging points, cycle storage and parcel lockers. The proposed travel hub location is designed to help reduce traffic along Rectory Lane and provide more space for pedestrians and cyclists, supporting wider plans to promote active travel across Prestwich with connections to local walking and cycling routes, and easy access to frequent tram and bus services.
- 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.

A sense of arrival

- An opportunity to introduce landscaping which connects with the green spaces in the village.

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.



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 those on foot or travelling by bike.
- 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 Metrolink 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 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 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 and to competitively bid for funding when it becomes available.

What we and our partners have already done ...

- **On bus:** TfGM has introduced cheaper bus fares and capped them at maximum rates.
- **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 table.
- **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 or choose not to own a 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 existing Metrolink stops 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 the 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.

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 the 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

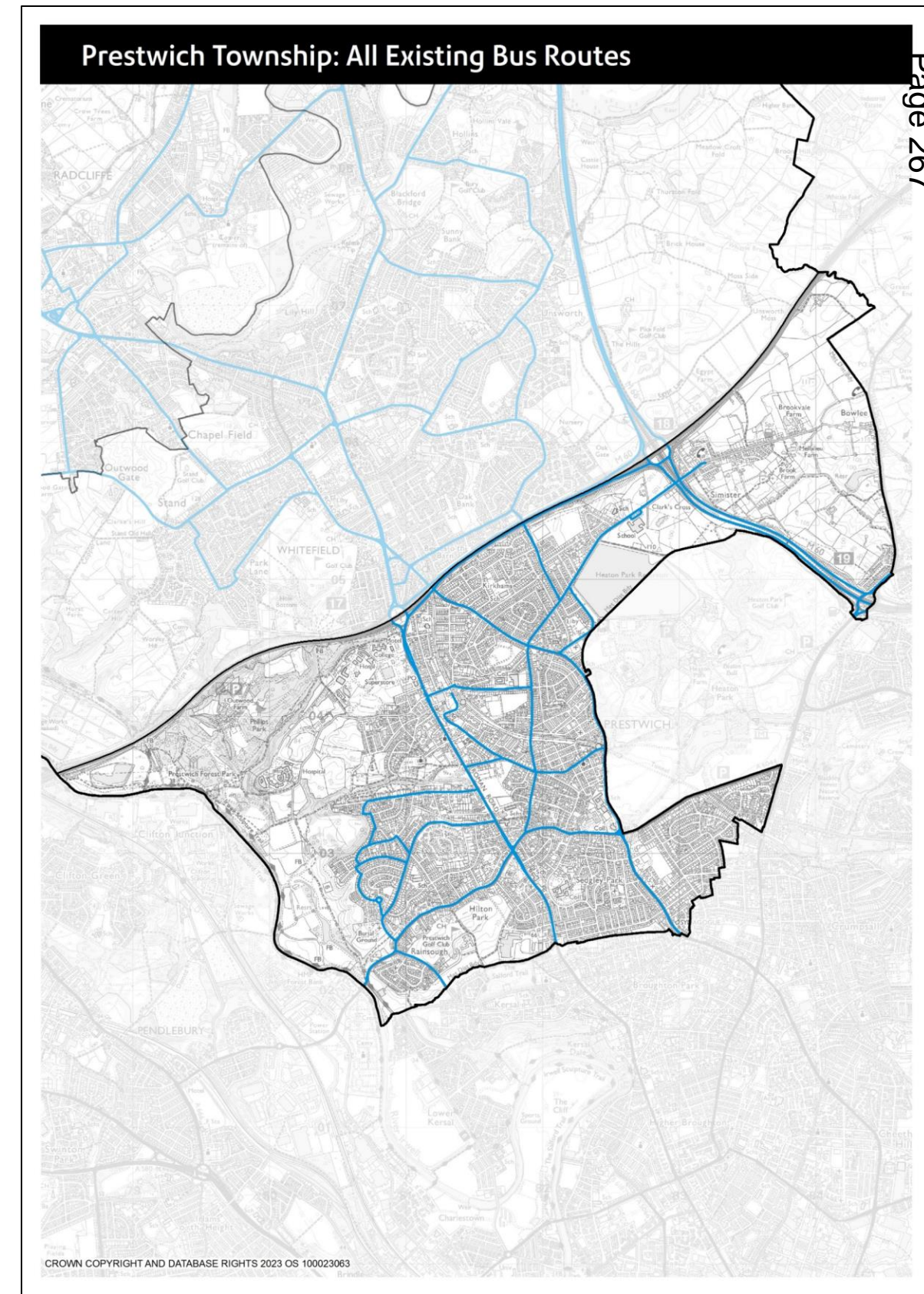
What we proposed to do: Bus

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 started running in some parts of the Borough in September 2023 and the rest of the Borough's services will be franchised by March 2024.

The adjacent plan shows all existing bus routes in the Prestwich township. We will work with TfGM to identify where they need to be strengthened or additional services introduced.



Prestwich

What we propose to do:

Bus

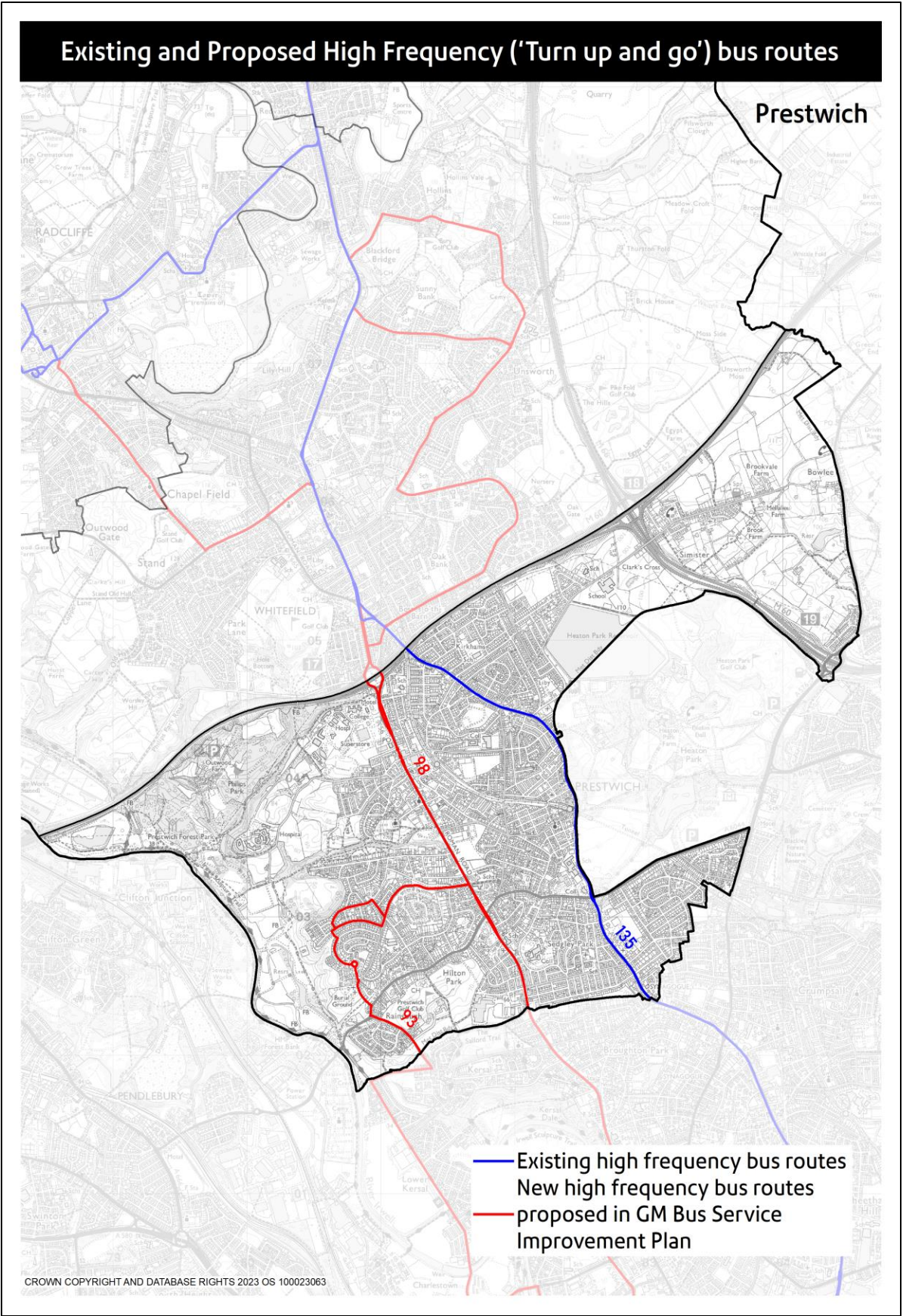
The Greater Manchester's Bus Service Improvement Plan (BSIP), submitted to Government in October 2021, set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes 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 these routes already benefit from a high frequency service (the blue routes on the map). The proposed high frequency routes would be an enhancement of the existing service. They 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 Prestwich 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 will be sought to deliver improvements.

Using funding from our 2021/22 Active Travel Capability funding award, we 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 identify interventions needed to bring the existing network to current design standards as well as new routes.

Proposals are also being developed for a walking and cycling route under the M60 at Parrenthorn, and we will seek funding to deliver them.



What we propose to do: Highways

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 installing 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.



Prestwich

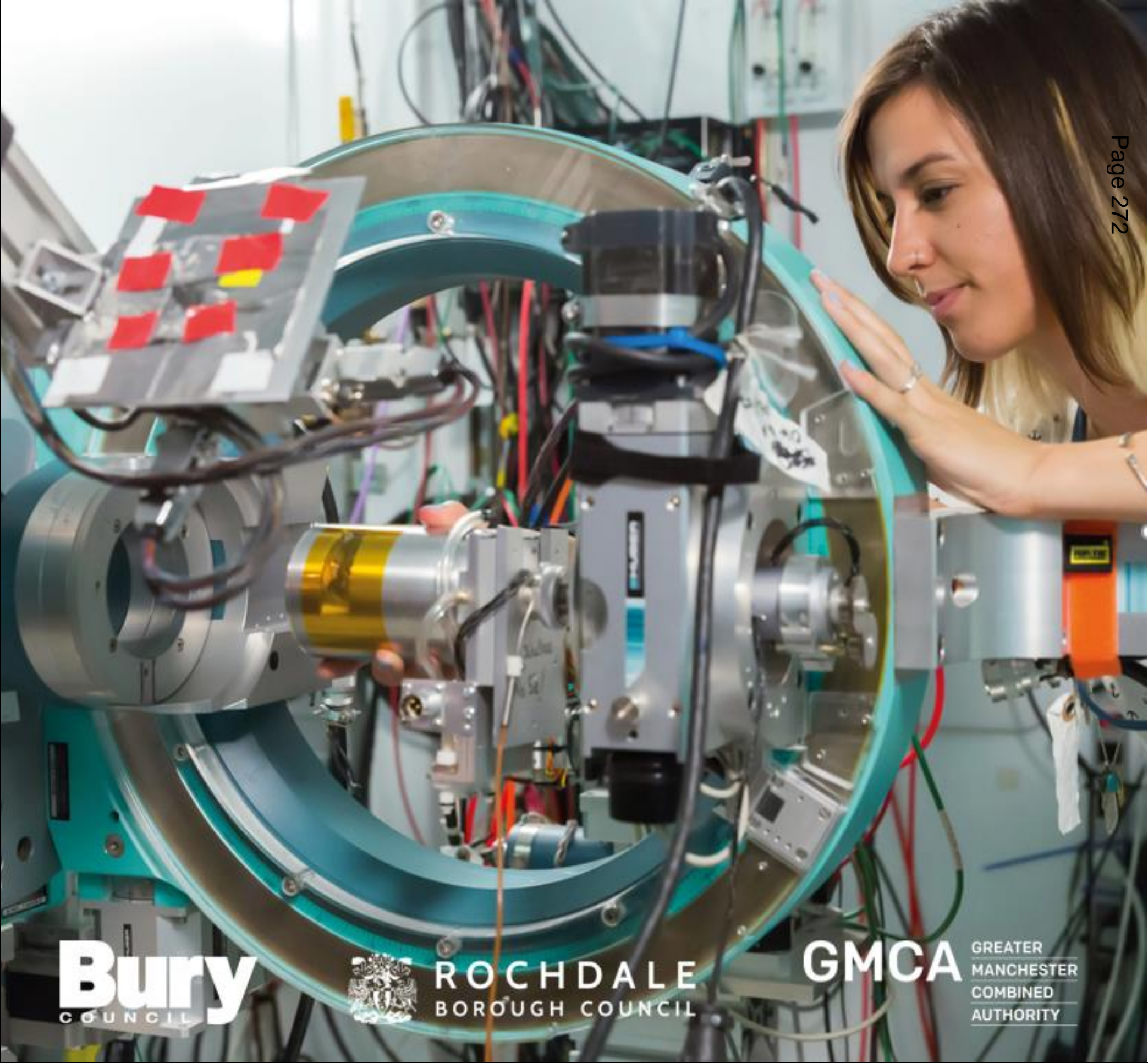
Summary Plan

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.

We will continue to work with our partner 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
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, business and visitor needs

Appendix 2: STRATEGIC SITES



Bury
COUNCIL



ROCHDALE
BOROUGH COUNCIL

GMCA

GREATER
MANCHESTER
COMBINED
AUTHORITY

Appendix 2A:

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.

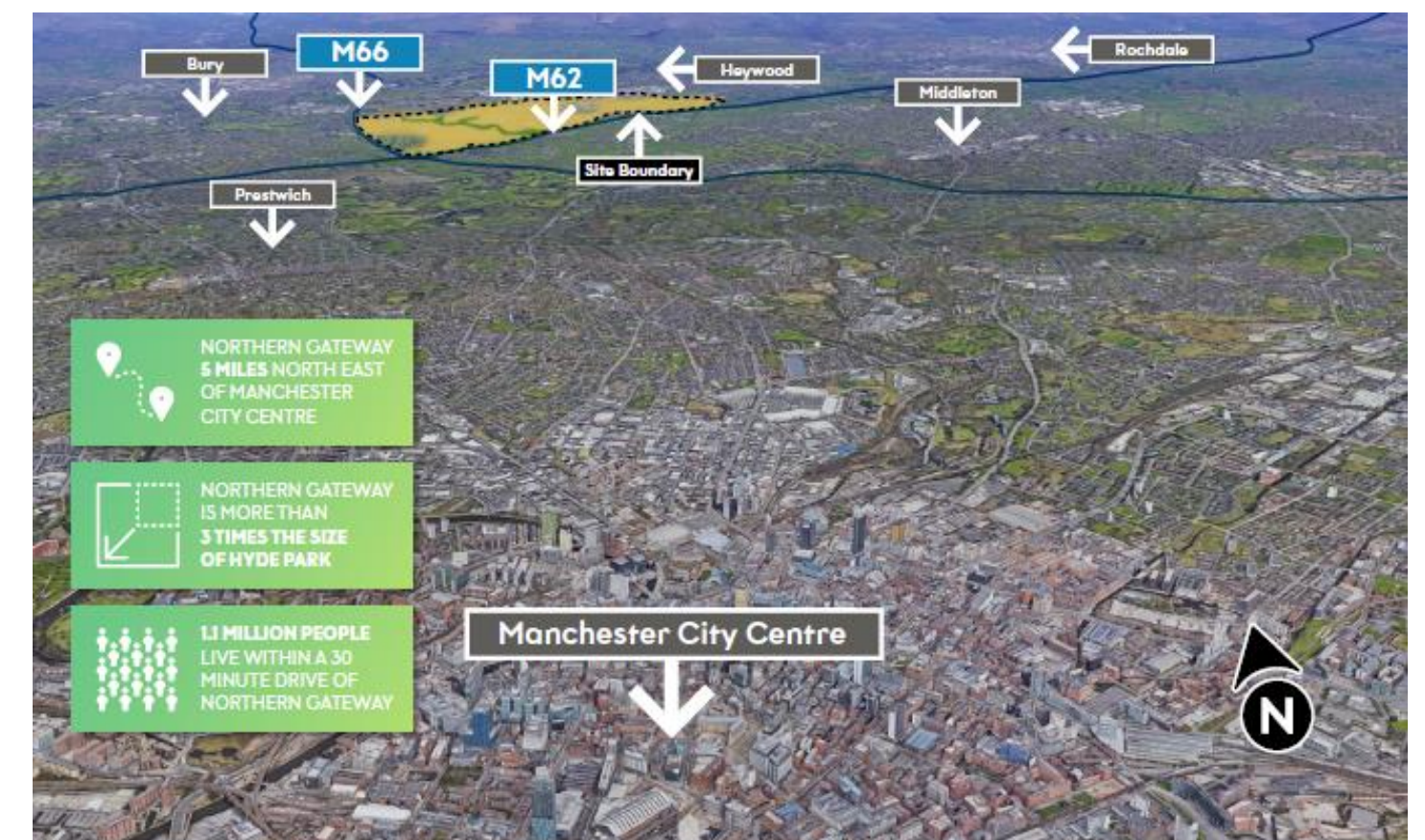
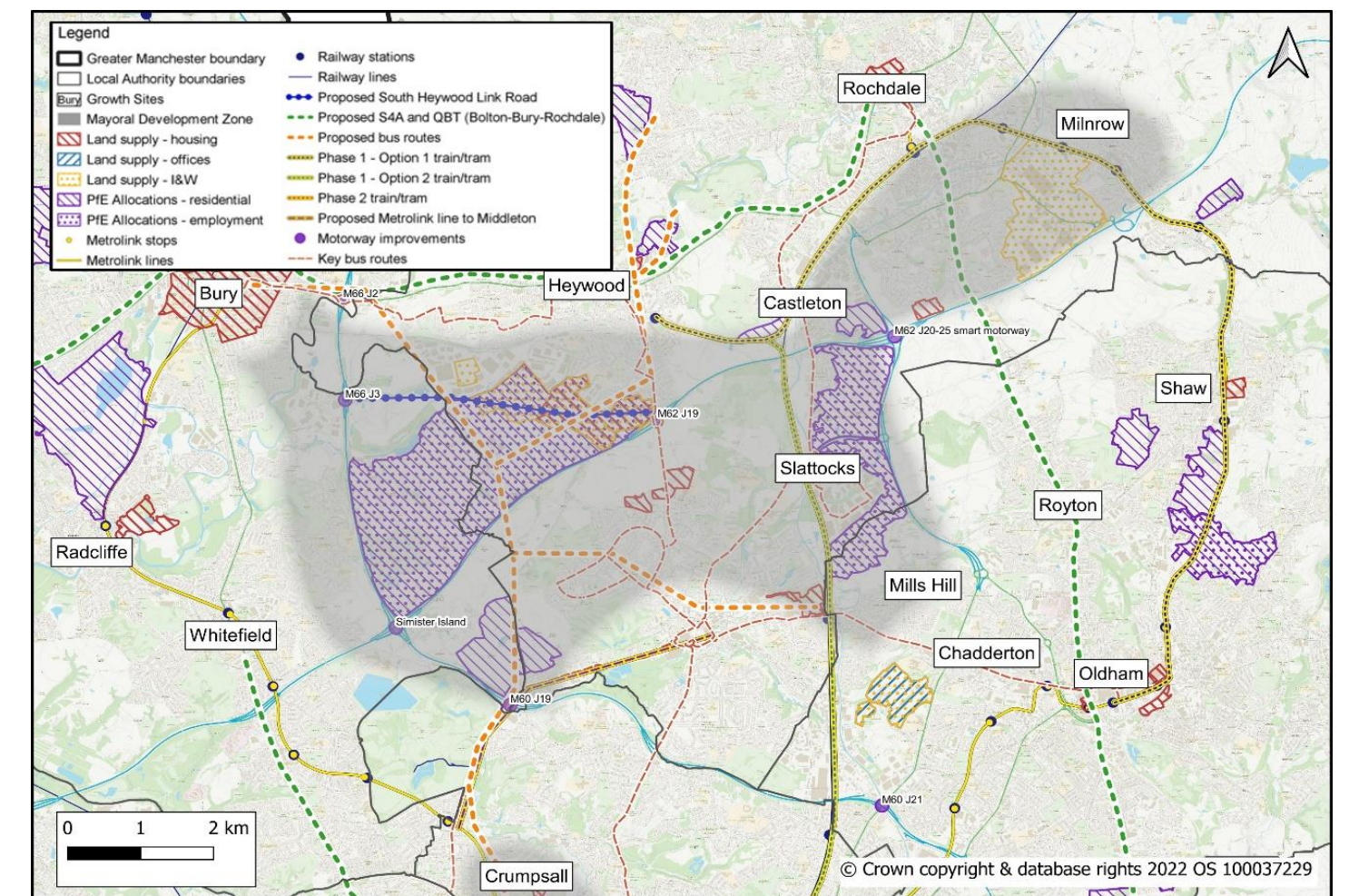
This is a particular issue in the north of the conurbation and there are aspirations to address the economic imbalance that exists within Greater Manchester.

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.



Places for Everyone

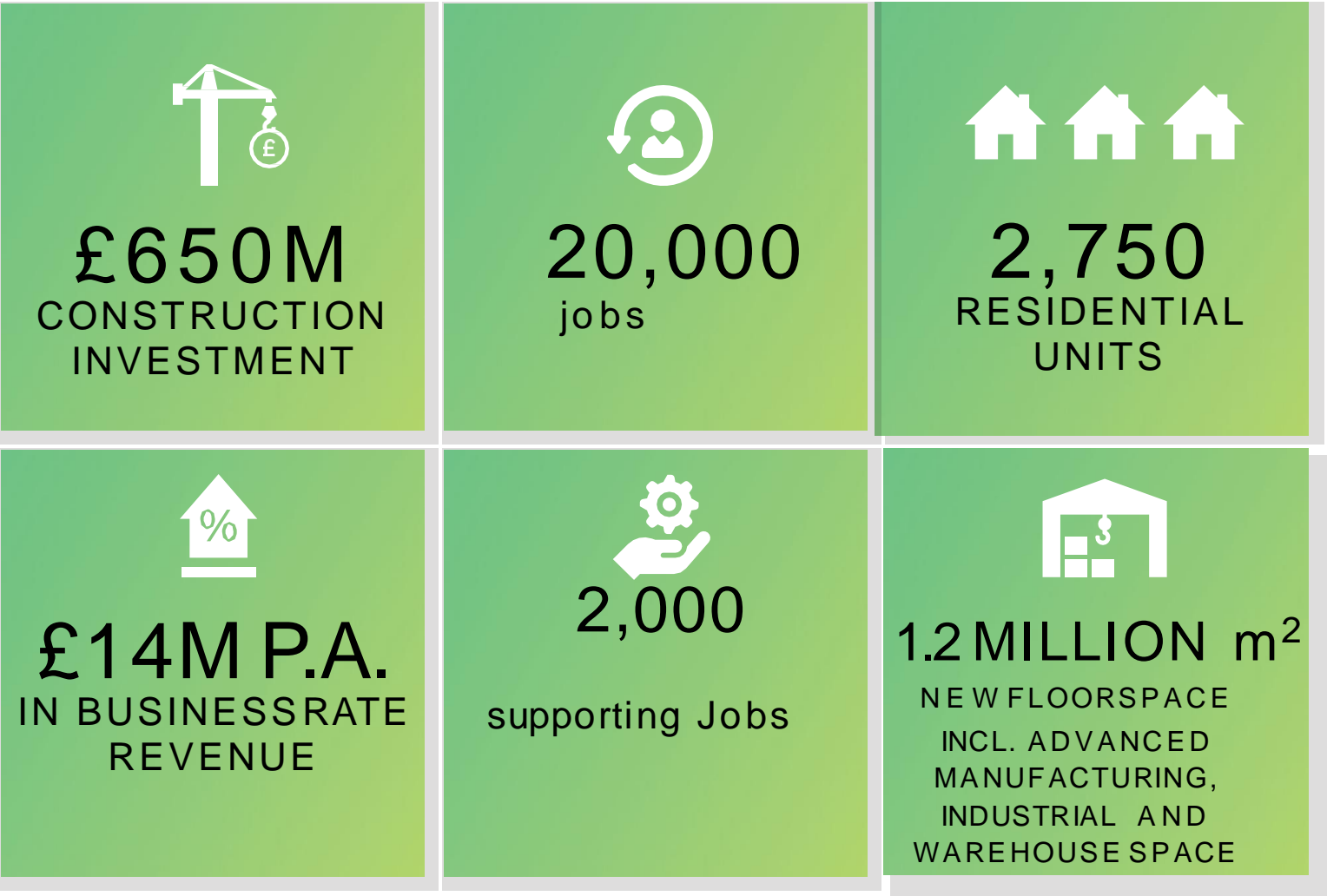
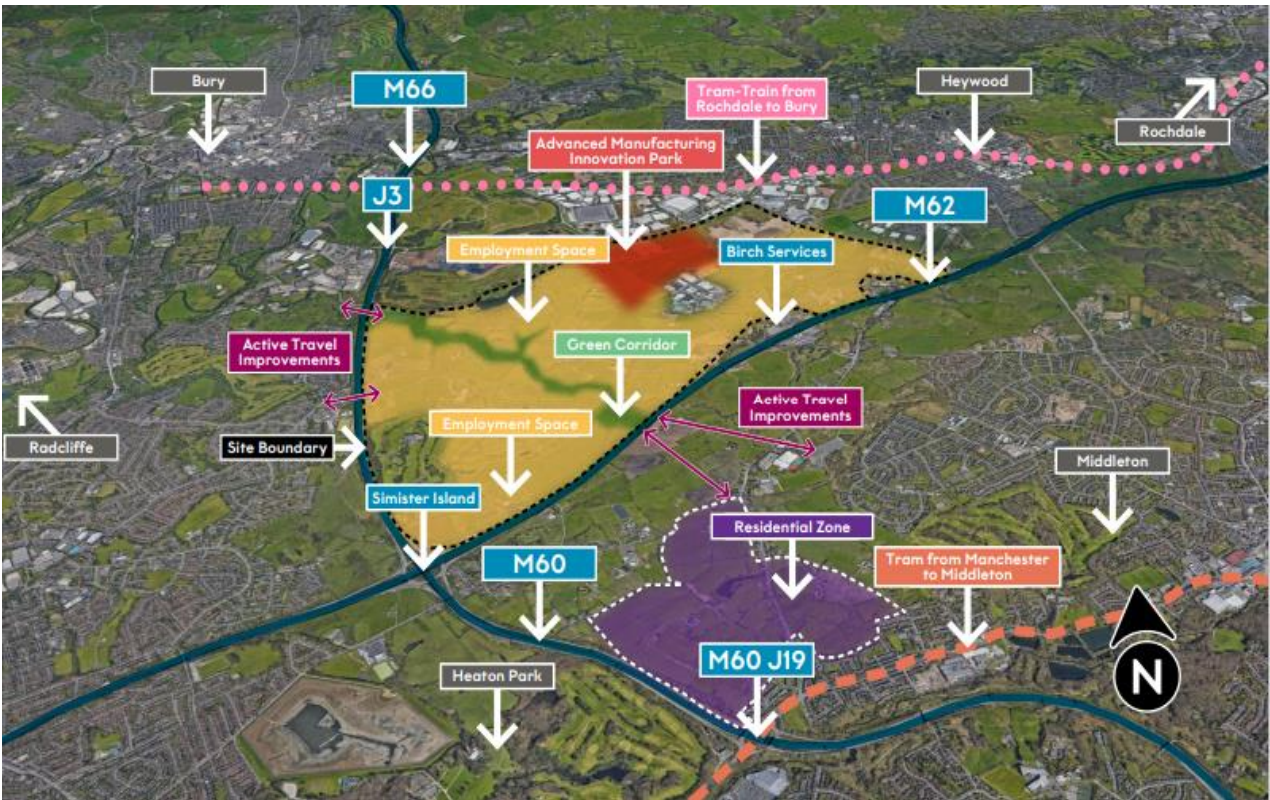
Northern Gateway

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.



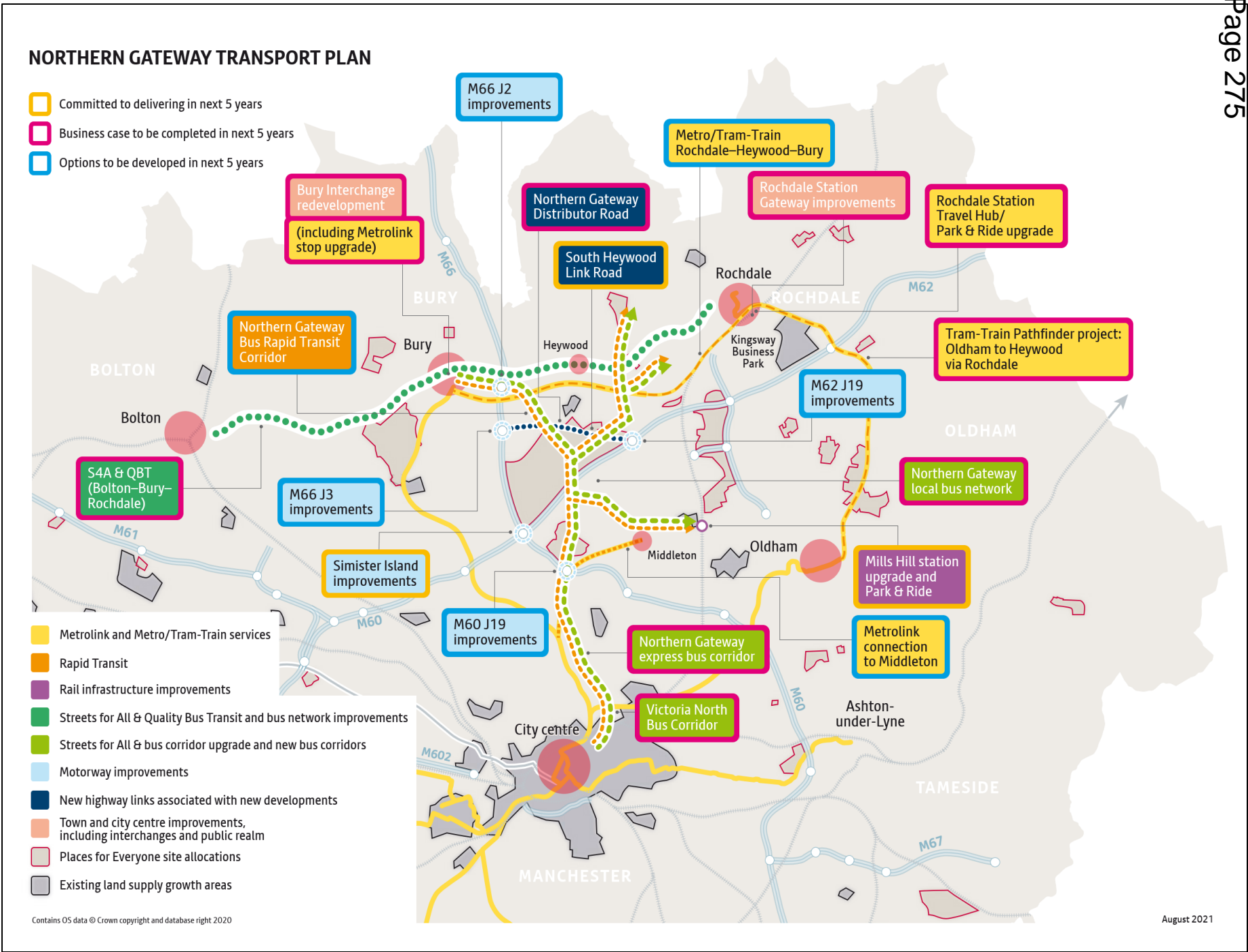
Draft Northern Gateway Transport Plan

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 including potential fixed track options.
- Active travel routes to facilitate cycling and walking to and within the site.
- Improvements to the existing local highway network.
- Potential Tram-Train link tram-train link between Oldham, Kingsway Business Park, Rochdale, Heywood, Northern Gateway and Bury.

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.



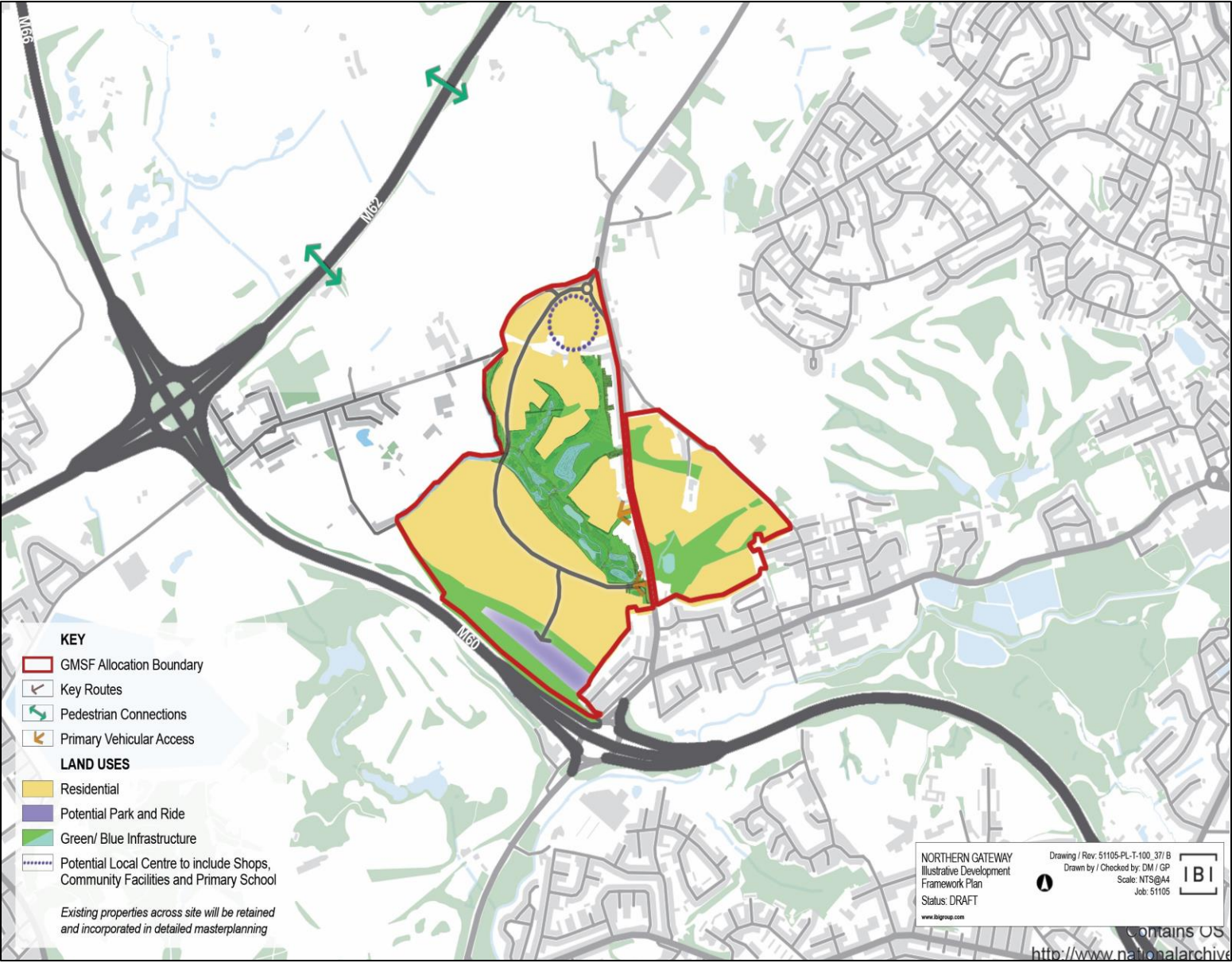
Appendix 2B: Places for Everyone

Simister/Bowlee

Simister/Bowlee has been identified as a significant site for housing delivery in the *Places for Everyone* Plan.

The proposed development at Simister/Bowlee will deliver:

- Approximately 1,550 homes – 1,350 homes will be in Bury and a further 200 will be in Rochdale.
- Provide a range of house types and sizes, including a significant amount of much needed affordable homes and specialist accommodation.
- New transport infrastructure, including highways interventions on both the SRN and the local highway network, public transport and active travel routes.
- A local centre with convenience shopping and health facilities.
- Educational facilities, with a new primary schools incorporated within the development.
- Recreational facilities including new high quality, multifunctional green and blue infrastructure.



Appendix 2C: 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 will 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.
- Recreational facilities, including a country park that will provide improved access in and around the reservoir.



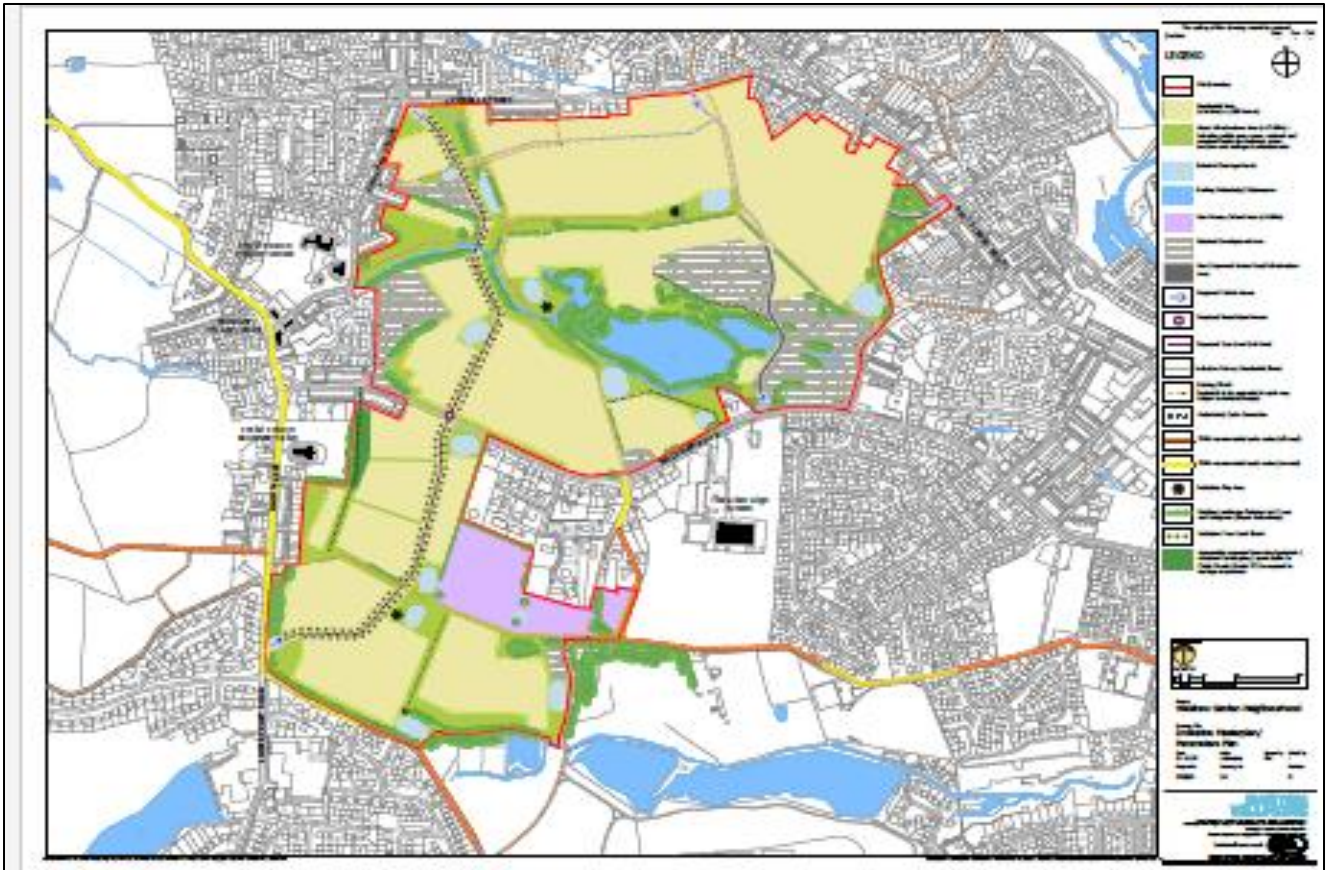
Appendix 2D: Places for Everyone

Walshaw

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

The proposed development at Walshaw will deliver:

- Approximately 1,250 homes – providing a range of house types and sizes, including much needed affordable homes and specialist accommodation.
- New transport infrastructure, including new highways infrastructure, public transport and active travel routes.
- A local centre with convenience shopping and health facilities.
- Educational facilities, with one new primary school incorporated within the development.
- Recreational facilities including new high quality, multifunctional green and blue infrastructure.





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EQUALITY ANALYSIS

This Equality Analysis considers the effect of Bury Council/ Bury CCG activity on different groups protected from discrimination under the Equality Act 2010. This is to consider if there are any unintended consequences for some groups from key changes made by a public body and their contractor partners organisations and to consider if the activity will be fully effective for all protected groups. It involves using equality information and the results of engagement with protected groups and others, to manage risk and to understand the actual or potential effect of activity, including any adverse impacts on those affected by the change under consideration.

For support with completing this Equality Analysis please contact corporate.core@bury.gov.uk / 0161 253 6592

SECTION 1 – RESPONSIBILITY AND ACCOUNTABILITY	
Refer to Equality Analysis guidance page 4	
1.1 Name of policy/ project/ decision	Bury Local Transport Strategy
1.2 Lead for policy/ project/ decision	Joanne Betts
1.3 Committee/Board signing off policy/ project/ decision	Cabinet Decision
1.4 Author of Equality Analysis	<i>Name: Natalie Blackston Role: Planning Policy Officer Contact details: n.blackston@bury.gov.uk</i>
1.5 Date EA completed	18.09.23
1.6 Quality Assurance	<i>Name: Lee Cawley Role: Equality, Diversity and Inclusion (EDI) Manager Contact details: l.cawley@bury.gov.uk Comments:</i>
1.7 Date QA completed	
1.8 Departmental recording	<i>Reference: Date:</i>
1.9 Next review date	

SECTION 2 – AIMS AND OUTCOMES OF POLICY / PROJECT	
Refer to Equality Analysis guidance page 5	
2.1 Detail of policy/ decision being sought	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.
2.2 What are the intended outcomes of this?	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.

SECTION 3 – ESTABLISHING RELEVANCE TO EQUALITY & HUMAN RIGHTS

Refer to Equality Analysis guidance pages 5-8 and 11

Please outline the relevance of the activity/ policy to the Public Sector Equality Duty

General Public Sector Equality Duties	Relevance (Yes/No)	Rationale behind relevance decision
3.1 To eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by Equality Act 2010	Yes	As the proposals set out within the Transport Strategy develop, it is recognised that further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.
3.2 To advance equality of opportunity between people who share a protected characteristic and those who do not.	Yes	We are seeking to create a Transport Strategy that does not detract from the Council's overarching commitment to advance equality of opportunity for people protected by the Equality Act 2010 and Bury Council Inclusion Strategy 2020-2024.
3.3 To foster good relations between people who share a protected characteristic and those who do not	Yes	We are seeking to create a Transport Strategy that does not hinder the relationships with people who share protected characteristics and those who do not.
3.4 Please outline the considerations taken, including any mitigations, to ensure activity is not detrimental to the Human Rights of any individual affected by the decision being sought.		
The proposal does not have a negative implication in relation to Human Rights with reference to the FREDA principles.		

SECTION 4 – EQUALITIES DATA

Refer to Equality Analysis guidance page 8

Protected characteristic	Outcome sought	Base data	Data gaps (to include in Section 8 log)
4.1 Age 4.2 Disability 4.3 Gender 4.4 Pregnancy or Maternity 4.5 Race 4.6 Religion and belief 4.7 Sexual Orientation 4.8 Marriage or Civil Partnership 4.9 Gender Reassignment 4.10 Carers 4.11 Looked After Children and Care Leavers	To avoid negative differential impacts in relation to any of the below protected characteristics as a result of the proposals set out within the Local Transport	A comprehensive baseline assessment was undertaken as part of the development of the Local Transport Strategy. A link to the baseline assessment can be found below: BBTS_BaselineReport_ISSUE_DRAFT_150622.pptx (sharepoint.com)	EIAs in relation to individual proposals will examine specific data as required.

4.12 Armed Forces personnel including veterans	Strategy.		
4.13 Socio-economically vulnerable			

SECTION 5 – STAKEHOLDERS AND ENGAGEMENT		
Refer to Equality Analysis guidance page 8 and 9		
	Internal Stakeholders	External Stakeholders
5.1 Identify stakeholders	Members and Officers	Key partners and Bury residents
5.2 Engagement undertaken	<p>Throughout the preparation of the Local Transport Strategy, regular updates were provided to the Strategic Transport Group which includes both Members and Senior Officers. Feedback from these meetings have helped shape the final Strategy.</p> <p>During the Consultation period, Officers were also available to discuss the draft Transport Strategy with Members before full Council (May) and an online drop-in event was also held for Members.</p> <p>Officers also attended a Directors' meeting to discuss the consultation and several internal communications were sent out.</p>	<p>Consultation on the draft Strategy commenced on 24th March 2023 and closed 14 weeks later, on 30th June 2023.</p> <p>Several approaches were used to raise the profile of the consultation process and to maximise engagement with residents and external stakeholders including:</p> <p>A specific draft Bury Local Transport Strategy consultation page on the Council's website which included full and summary versions of the draft Strategy, frequently asked questions and a link to a questionnaire survey which was hosted on One Community, the council's engagement and consultation portal.</p> <p>Face to face engagement drop in events were also held in June, one in each Township.</p> <p>Officers also attended a number of stakeholder engagement events including the Bury Older People's Network Forum (7th June) and a young person's Circles of Influence event organised by Bury Youth Cabinet (6th July).</p> <p>Hard copies of the documents were placed in libraries, the Tourist Information Centre and Clarence Park café.</p> <p>Discussions were held with health sector organisations including the Northern Care Alliance and Bury Care Organisation (BCO). Officers also</p>

		<p>attended the Bury Care Organisation (BCO).</p> <p>Discussions are ongoing with key partner organisations including Transport for Greater Manchester and Bury Care Organisation and will continue as implementation of an adopted strategy progresses.</p> <p>Press releases and social media and distribution of weblinks to community contacts and stakeholders.</p> <p>A link to the Consultation Statement can be found below: Bury Local Transport Strategy Consultation Statement (Final Version Aug 23).docx (sharepoint.com)</p>
5.3 Outcomes of engagement	Strategic Transport Group Members have been heavily involved in the production of the Local Transport Strategy and have helped shape the content of the final Strategy.	<p>Following detailed analysis and full consideration of all the responses received as part of the consultation exercise, amendments to the draft Strategy have been made where necessary.</p> <p>A link to the list of proposed changes can be found below: Appendix 2 Schedule of Bury Local Transport Strategy Changes.docx (sharepoint.com)</p>
5.4 Outstanding actions following engagement (include in Section 8 log)	To continue involving the Strategic Transport Group as the proposals in the Transport Strategy come forward.	This consultation exercise was designed to seek feedback on a high-level Strategy. There will be further consultation carried out with residents and stakeholders on individual projects, such as the active travel proposals for Ramsbottom, Bury and Radcliffe, as funding is secured, and high-level concepts are developed into more detailed schemes.

SECTION 6 – CONCLUSION OF IMPACT

Refer to Equality Analysis guidance page 9

Please outline whether the activity/ policy has a positive or negative effect on any groups of people with protected inclusion characteristics

Protected Characteristic	Positive/ Neutral Negative/	Impact (include reference to data/ engagement)
--------------------------	-----------------------------	--

6.1 Age	Positive	<p>The Bury Local Transport Strategy recognises that different age groups have different travel needs, which directly impact on how and when they choose to travel.</p> <p>Young people rely very much on public transport and many older people may not be able to drive because health conditions related to their age or find the cost of running a car prohibitive.</p> <p>In principle, the more integrated, accessible and comprehensive Bury's transport networks become, the better they will cater for the diverse travel needs of a wide range of age groups and user types, resulting in a broadly positive outcome overall.</p> <p>Both younger and older people are more at risk of being involved in a road traffic collision and suffer greater consequential effects – initiatives that contribute to road safety, especially of active modes, will have a beneficial impact on these sections of the population.</p> <p>Air pollution affects everyone, but certain age groups are more likely to be adversely affected by poor air quality (e.g. the very old or the very young) so the proposals set out in the Transport Strategy are expected to have a positive impact on these groups in this regard.</p> <p>Proposals that are specifically designed to promote and increase levels walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury's residents. These proposals support the Bury Moving, the Physical Activity Strategy for Bury has a vision to <i>increase the number of people (of all ages) walking, cycling and moving more in Bury</i>, which contributes towards the Bury Moving Vision of getting 75% of the Bury population moving more by 2025.</p> <p>This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.2 Disability	Positive	<p>The Bury Local Transport Strategy recognises that disabled persons have differing travel needs, which directly impact on how and when they choose to travel.</p> <p>Disabled people travel more frequently by bus than others, so public transport plays a vital role in ensuring that they can participate in community life and avoid social exclusion. They also may be affected to a greater extent by issues of reliability of public transport, modal integration (or lack thereof) and interchange and by issues such as overcrowding/ space availability.</p> <p>In principle, the more integrated, accessible and</p>

		<p>comprehensive Bury's transport networks become, the better they will cater for the diverse travel needs of a wide range of disabilities and user types, resulting in a broadly positive outcome overall.</p> <p>Proposals to restrict parking and access by private car may be of concern to people with particular mobility issues. This will be specifically considered as part of focused equality assessments undertaken as part of individual scheme development processes.</p> <p>Poor air quality is likely to impact on people with disabilities, particularly those with respiratory problems. Proposals outlined in the Transport Strategy aim to improve air quality in the Borough, which will positively impact those with long-term health issues.</p> <p>This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.3 Gender	Positive	<p>The Bury Local Transport Strategy recognises that different genders have differing travel needs, which directly impact on how and when they choose to travel. For example, encouraging modal shift towards active travel and public transport may increase the number of people circulating within the public realm and at transport interchanges which may act to improve public safety, particularly for women and girls wishing to use the transport network at different times of the day.</p> <p>In principle, the more integrated, accessible and comprehensive Bury's transport networks become, the better they will cater for the diverse travel needs of a wide range of user types, resulting in a broadly positive outcome overall. Any proposals designed to promote and increase levels of walking, wheeling and cycling will help reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.4 Pregnancy or Maternity	Positive	<p>Poor air quality is likely to impact on pregnant women. However, the core focus of the Local Transport Strategy is to prioritise increased modal share of sustainable modes of transport, including public transport, walking, wheeling, and cycling, to deliver a variety of benefits including improved environmental conditions (improved air quality, reduced transport-related ambient noise etc.), improved public health (as a result of increased physical activity and reduced transport-related pollution) this is likely to have a positive impact on pregnant women.</p> <p>This strategic screening exercise has not identified any adverse</p>

		impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.
6.5 Race	Positive	<p>No specific adverse impacts have been identified for this protected characteristic.</p> <p>However, proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.6 Religion and belief	Positive	<p>The Bury Local Transport Strategy recognises that people of different beliefs and religious affiliations can have differing travel needs, which directly impact on how and when they choose to travel.</p> <p>In principle, the more integrated, accessible and comprehensive Bury's transport networks become, the better they will cater for the diverse travel needs of a wide range of user types, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.7 Sexual Orientation	Positive	<p>No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.8 Marriage or Civil Partnership	Positive	<p>No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport</p>

		<p>network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.9 Gender Reassignment	Positive	<p>No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.10 Carers	Positive	<p>No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.11 Looked After Children and Care Leavers	Positive	<p>No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and</p>

		delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.
6.12 Armed Forces personnel including veterans	Positive	<p>No specific adverse impacts have been identified for this protected characteristic. However, in principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>Proposals that are specifically designed to promote and increase levels of walking, wheeling and cycling will reduce obesity, inactivity and improve public health and quality of life for Bury residents.</p> <p>It is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.13 Socio-economically vulnerable	Positive	<p>In principle, the more integrated, accessible and comprehensive Bury's transport network becomes, the better they will cater for the diverse travel needs of a wide range of users, resulting in a broadly positive outcome overall.</p> <p>A potential beneficial impact for this protected characteristic could be improved access to services, including social opportunities and health services offered in our Town Centres.</p> <p>This strategic screening exercise has not identified any adverse impacts on this protected characteristic; however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.</p>
6.14 Overall impact - What will the likely overall effect of your activity be on equality, including consideration on intersectionality?		There should be no negative impact on any groups of people with protected inclusion characteristics, however, it is recognised that further equality assessments will be required as part of any scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.

SECTION 7 – ACTION LOG

Refer to Equality Analysis guidance page 10

Action Identified	Lead	Due Date	Comments and Sign off (when complete)
7.1 Actions to address gaps identified in section 4			
To continue to review transport data to fill in any data gaps identified.	Joanne Betts/ Natalie Blackston	Ongoing	
7.2 Actions to address gaps identified in section 5			
To continue to engage with internal stakeholders.	Joanne Betts/ Natalie Blackston	Ongoing	
To continue to engage with	Joanne	Ongoing	

external stakeholders and the public.	Betts/ Natalie Blackston		
7.3 Mitigations to address negative impacts identified in section 6			
Further equality assessments will be required as part of scheme design, development and delivery, to identify opportunities to mitigate any adverse impacts and generate additional positive impacts, where realistic and appropriate.	Joanne Betts/ Natalie Blackston	Ongoing	
Individual consultations will be conducted as and when required linked to specific proposals. Consultations will be share widely to ensure meaningful engagement.	Joanne Betts/ Natalie Blackston	Ongoing	
7.4 Opportunities to further inclusion (equality, diversity, and human rights) including to advance opportunities and engagements across protected characteristics			

SECTION 8 - REVIEW

Refer to Equality Analysis guidance page 10

Review Milestone	Lead	Due Date	Comments (and sign off when complete)
Annual Progress Report	JB/NB	October 2024	

Please make sure that every section of the Equality Analysis has been fully completed. The author of the EA should then seek Quality Assurance sign off and departmental recording.

SECTION 9 – QUALITY ASSURANCE

Refer to Equality Analysis guidance page x

Consideration	Yes/ No	Rationale and details of further actions required
Have all section been completed fully?	Y	
Has the duty to eliminate unlawful discrimination, harassment, victimization and other conducted prohibited by the PSED and Equalities Act been considered and acted upon?	Y	
Has the duty to advance equality of opportunity between people who share a protected characteristic and those who do not been considered and acted	Y	

upon		
Has the duty to foster good relations between people who share a protected characteristic and those who do not, been considered and acted upon	Y	
Has the action log fully detailed any required activity to address gaps in data, insight and/or engagement in relation to inclusion impact?	Y	
Have clear and robust reviewing arrangements been set out?	Y	
Are there any further comments to be made in relation to this EA	Y	

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Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 05 October 2023
Subject:	Insurance Tender Process and Award of Contract	
Report of	Cabinet Member for Finance and Communities	

1. Summary

- 1.1 This report seeks endorsement and on the Key Decision to be taken in relation to the award of insurance programme contracts that are due to commence on 1 April 2024.

2. Recommendation(s)

- 2.1 To approve the undertaking of the necessary procurement, via an insurance broker, of the relevant Insurance Programme contracts. .
- 2.2 To delegate authority to the Executive Director of Finance (S151Officer), in consultation with the Cabinet Member for Finance and Communities, to undertake a tender process to ensure that appropriate Insurance arrangements are in place for the activities of the Council.
- 2.3 To request a report back to Cabinet on the results of the procurement exercise seeking authorisation of the award of contracts to the successful bidders and delegation of authority to the Executive Director of Finance and the Council's Monitoring Officer, after consultation with the Cabinet Member for Finance and Communities, to take the necessary actions required to implement that decision.

3. Reasons for recommendation(s)

- 3.1 It is recommended the Council proceeds with a tender exercise to procure a new insurance programme. There is no option for a further extension of the existing arrangement. Proceeding without insurance cover is not recommended as the Council would risk significant claims spend – particularly if a total property loss was to be suffered.
- 3.2 Completing a tender exercise will allow the Council to explore all available market options, which is considered advantageous whilst the insurance market remains unsettled. The market has hardened since Covid-19 due to global uncertainty and limited investment opportunities, making re-insurance more expensive.

4. Alternative options considered and rejected

- 4.1 When the policies expire on 31st March 2024, the Council has only one alternative option –
- To do nothing and self-insure without additional insurance cover.

Report Author and Contact Details:

Name: Janet Spelzini
Position: Head of Fraud, Audit, Insurance and Risk
Department: Corporate Core - Finance
E-mail: j.spelzini@bury.gov.uk

5. Background

- 5.1 The Council's insurance programme is designed to protect its financial position in respect of losses it may suffer when undertaking the diverse nature of activities required to meet statutory duties and general business functions and income generating operations.
- 5.2 The current programme is held under a 5-year Long Term Agreement. This agreement ended on 31st March 2023 and a new programme was due to be tendered for 1st April 2023 onwards however, with Cabinet approval in September 2022, the decision was taken to extend the contract for a further 12 months until 31st March 2024.
- 5.3 This report outlines the tender exercise and a report back will be made to Cabinet on the results of the procurement, seeking approval of the award of contracts to the successful bidders and authorisation of implementation action to be taken by the Executive Director of Finance and the Council's Monitoring Officer, after consultation with the Cabinet Member for Finance and Communities.

6. The Current Programme

- 6.1 The main insurance programme is currently held with Zurich Municipal, who provide Buildings Insurance and QBE UK Limited who provide Combined Liability Insurance including Third party and Employers Liability and Motor Insurance for the vehicle fleet.
- 6.2 In addition, the Council purchases several smaller policies with various other insurers. These include, but are not limited to:-
- Industrial & Commercial Properties – AIG
 - Personal Accident / Business Travel/ Out of School Activities AIG
 - Terrorism – Lloyds Market
 - Hired Plant – Allianz Insurance PLC
- 6.3 The objectives of the programme are to:

- Provide financial certainty in relation to the Council's maximum exposure to individual high value claims and the overall cost of claims in any one year.
- Provide financial certainty for claims that have been incurred but may not be reported for many years in the future.
- Comply with the terms and conditions of contracts / agreements entered into by the Council. It should be noted that in the absence of an appropriate insurance programme, the Council will be at risk of significant financial loss.

7 Value

- 7.1 The overall cost of external premiums currently exceeds £1.7 million. The cost of premiums is met from the Bury Insurance Fund which is financed from the baseline budget and a school recharge programme.
- 7.2 The cost of premiums is controlled by Bury Council retaining the first part of any loss through variable levels of self-insurance (excess). The excess levels vary, dependent on the policy, and they are between £0 and £250k.

8. Tender

- 8.1 The cost of obtaining new insurance arrangements will exceed the current PCR (Public Contract Regulation) thresholds and the Council is therefore required to competitively tender for new policies. The process will ensure the Council purchases the widest ranging cover that meets the varied needs of the organisation and ensures that all services are adequately protected.
- 8.2 Due to the specialist nature of the insurance market sector, the process will be overseen by the Council's Insurance broker – A.J.Gallagher. The Council has traditionally procured its own contracts through a specialist local authority insurance broker and proposes to again follow this model.
- 8.3 With the assistance of the Council's Procurement Team, A.J.Gallagher are developing an 'Invitation To Tender' document. Cover will be divided into lots and insurers will be invited to bid for all or any of the lots.
- 8.5 It is proposed for the 'Invitation To Tender' to be open for a period of 8 weeks. Once this deadline has passed, an evaluation process will consider submissions against agreed selection criteria. The evaluation criteria have yet to be agreed, however it is expected the criteria used will assess aspects such as financial certainty, depth of cover, service delivery, social value and claims handling. A.J. Gallagher will ultimately present a final report setting out the recommendations for cover.

9. Contract Award and Start Date

- 9.1 Contracts will be awarded based on the most advantageous bid, after consideration of all factors in the evaluation matrix.
- 9.2 It is proposed that the Council will agree one or more contract(s) for a period of 3 years, with the option to extend for one further period of two years (i.e. 3+2).
- 9.3 Cover for all policies will commence on 1st April 2024

Links with the Corporate Priorities:

Provision of Insurance Policies minimises the risk of the loss of public funds due to having to fund the repair / replacement costs/ any legal cases for damages following a significant loss / catastrophe, e.g. the loss of a life / building. The control and mitigation of the loss of funds gives the assurance that public money is used in an appropriate manner to deliver the Corporate Priorities.

Equality Impact and Considerations:

An Equalities Impact Assessment has been carried out with no adverse impacts identified. This is available upon request.

Environmental Impact and Considerations:

N/a - no carbon impact

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
There is an opportunity to save the cost of Insurance Premiums by the Council opting to not go out to tender and to self-insure from 1 st April 2024	<p>In a period of financial uncertainty, proceeding without insurance cover is not recommended as the Council would risk significant claims spend – particularly if a total property loss was to be suffered or a catastrophic personal injury claim was to be received.</p> <p>By Cabinet approval of the proposal to tender for new Insurance Policies the Council is able to explore all available market options, which is considered advantageous whilst the insurance market remains unsettled.</p>

Legal Implications:

The proposed procurement route is compliant with both the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules 2022. The Council is utilising the services of its broker A J Gallagher to carry out the evaluation process on its behalf and will therefore have to be satisfied that this is carried out in a compliant manner.

Financial Implications:

There is only one other option available to the Council and this is to do nothing and self insure. The Council would have no insurance cover and would be totally exposed to unpredictable expenditure. The premium spend would be saved but there would be potential for significant claims spend, which would need to be met from the insurance reserve which currently covers off our excess and self-insured elements. The recommended option of proceeding to tender, is considered to carry the least amount of risk in terms of financial impact.

Appendices:

None

Background papers:

None

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

Term	Meaning

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Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 05 October 2023
Subject:	Bury and Rochdale Youth Justice Annual Plan 2023-2024	
Report of	Deputy Leader and Cabinet Member for Children and Young People	

Summary

- 1.0** This report provides a summary of the Bury and Rochdale Youth Justice Service (YJS) Annual Plan 2023-2024 which is presented to cabinet for information (see appendix 1).

Recommendation(s)

- 2.0** The adoption of the Youth Justice Plan is a Council function as set out in the Local Authorities (Functions and Responsibilities) (England) Regulations 2000/2853. Cabinet is asked to commend the policy to Council.

Reasons for recommendation(s)

- 3.0** The YJS annual plan is a statutory requirement to set out the priorities for the year ahead to support young people both to avoid entry into the criminal justice system as well as to work to support young people within the system to achieve improved outcomes and avoid repeat offending

Alternative options considered and rejected

- 4.0** Not applicable

Report Author and Contact Details:

Name: Rachel Meyrick

Position: Head of Service Youth Justice

Department: Childrens Services -Rochdale

E-mail: Rachel.meyrick@rochdale.gov.uk

5.0 Background

- 5.1** The Crime and Disorder Act 1998 requires all Local Authorities to have a Youth Justice Plan to set out how youth justice services will be funded and delivered locally, within the parameters created by available resources. The annual plan sets out the plans and priorities of Bury and Rochdale Youth Justice Service (YJS) for the period 2023-2024.

5.2 Bury and Rochdale Youth Justice Service was formed as a combined service in 2014. Bury and Rochdale YJS is a multi-agency partnership that sits within Children's Social Care (CSC) managed by Rochdale Borough Council. The service is led by the Assistant Director of CSC (Rochdale) and the Head of Youth Justice. The Youth Justice Board is chaired by the Executive Director of Children's Service, Bury

6.0 The plan

The YJS plan sets out a number of recommendations for action for the year ahead, namely:-

6.1 Prevention - Ensuring the holistic needs of our children and young people are met at the earliest opportunity

Reason: To ensure that the children across Bury and Rochdale are receiving the right support as soon as need is identified and that the offer including mental health, social and education needs for young people at risk of escalation through the criminal justice system is robust and reduces the risk of offending behaviour.

Action: Review the pathways to early help support, across both Bury and Rochdale to ensure that children and young people quickly identified and are provided with early support to prevent offending behaviour. Ensure a holistic approach to health (including mental health) social and education needs through a placed-based early help delivery model.

Expected Outcome: Improved offer which identifies and responds to young people at the earliest opportunity which leads to a reduction in young people entering the criminal justice system.

6.2 Disproportionality and diversity

Reason: To better understand the local demographic and the disproportionate representation within the YJ System that can impact on children and young people's life chances.

Action: To develop robust local data sets that provide live information and can evidence disproportionate groups. To develop a Policy and Implementation Plan.

Expected Outcome: To be able to target resources and increase understanding of children who are disproportionately represented within the system.

6.3 Adolescent offer

Reason: To be instrumental in the development of the 'Adolescents' pathways across Greater Manchester and locally, which include all services for children at risk aged 13-19.

Action: To review the range of services that are available for adolescents, including Youth Justice & Targeted Youth Provision, that contribute to this agenda.

Expected Outcome: To ensure services are co-ordinated and joined up with a focus on adolescents. To see a reduction in Child Criminal Exploitation and other factors that place young people at risk.

6.4 Voice of the child

Reason: To ensure that we operate a 'Child First' youth justice system that hears the 'Voice of Children' and is prepared to act upon it to improve service delivery.

Action: To listen to what children and young people are telling us and think of new and innovative ways that make this meaningful.

Expected Outcome: To evidence that the 'Voice of the Child' has informed and shaped services and improved our offer for children at risk of, or involved in, the youth justice system.

6.5 Induction and development – board members

Reason: To ensure that all new and existing member of the Youth Justice Partnership Board understand their roles and responsibilities.

Action: Review the induction procedures and schedule a development session. Ensure thematic areas are reviewed at Board meetings.

Expected Outcome: Improved understanding of the role for Board Members, which ensures that they promote and champion the role of youth justice in their own services.

6.6 Quality assurance – implementation and oversight

Reason: To ensure effective Quality Assurance across a range of service areas that continues to improve outcomes.

Action: Through continual audit and monitoring processes, both locally and across GM.

Expected Outcome: Improved outcomes for children and young people as result of effective service delivery.

7.0 Links with the Corporate Priorities:

- 7.1** National data demonstrates that young people in the criminal justice system are likely to have experienced significant levels of disruption in their education including poor attendance, exclusions and low engagement. A key priority in Let's Do It is to improve levels of school readiness as well as improve education outcomes for our young people. This will have a positive impact on reducing the numbers of young people who are at risk of entry into the criminal justice system.

Increased opportunities through economic regeneration and specifically through our skills strategy will provide the conditions for our young people to have increased life choices through a range of opportunities and reduce the risk of entry into the youth justice system

8.0 Equality Impact and Considerations:

- 8.1** The Youth Justice Annual Plan is a requirement of the Youth Justice Board (YJB) and has been completed in accordance with the YJB guidance and agreed template. The plan has been co-produced with staff, young people, families and the board

9.0 Environmental Impact and Considerations:

N/A

Assessment and Mitigation of Risk:

The report lays out the risks and mitigation in respect of the delivery of the plan and achieving the priorities, in summary

Risk / opportunity	Mitigation
Future budget efficiencies/reductions in partner contributions	<ul style="list-style-type: none"> • Review of Service Level Agreement between Rochdale and Bury • Review all vacancies as they arise in context of service needs • Maximise community resources • Maximise opportunities for partnership working with other agencies and ensure all secondments are in place • YJS Working Plan 2023/2024 • Quality Assurance processes/ quality improvement plans and processes

	<ul style="list-style-type: none"> • Commit to continuous quality improvement regardless of budget situation <p>Robust financial planning within Bury and Rochdale Council and with partners.</p>
Increases in remand bed nights places increased strain on both Bury Council's and Rochdale Council's associated budget	<ul style="list-style-type: none"> • High quality budget monitoring and management • Timely, accurate and relevant information to managers • Brief relevant partners on need for efficient, speedy processes • Constantly review and develop Bury and Rochdale practice in each remand case, including actively considering applications for community bail packages • Provide timely updates to Bury and Rochdale Management Board and other relevant partnerships • Robust bail packages to be presented to court as alternatives to custody
Embedding new practice guidance – all policies, procedures and guidance are currently under review to ensure that practice is current and any gaps are identified.	<ul style="list-style-type: none"> • Staff have been made aware in the Whole Service Meetings that policies are being updated. • Once the policies are updated (plan for end of Summer 23), they will be shared with staff and the YJS Partnership Board for consultation. • Once agreed, all staff and Managers will be allocated at least one Policy each to summarise and then a development session will be facilitated whereby everyone can provide the key points from each policy in the form of a PowerPoint presentation. This will embed key learning and ensure that all key points can be accessed at ease for day to day use.

<p>1. GMP Focus on arrests: There is a current impetus within Greater Manchester Police (GMP) to arrest and hold more people committing offences to account. This increased focus and resource may indeed result in more children being brought to the attention of GM Youth Justice Services through the OOC and Court arena. The number of children currently under investigation (81 Bury/ 116 Rochdale as of 23.05.2023) presents a risk (from a capacity point of view) in the event that a high proportion result in referrals to the YJS or charge</p>	<ul style="list-style-type: none"> • YJS to work closely alongside GMP strategically at the YJS Partnership Board and other relevant forums and operationally to ensure that children are being dealt with proportionately to the seriousness of the offences and the individual circumstances of the child. A balance to be achieved in terms of child first principles and management of risk and public protection. • The weekly Joint Decision Making Panel to scrutinise decisions ensuring that children are diverted from Courts and back to the Police were appropriate. • The quarterly OOC Scrutiny Panel led at GM Head of Service level to further scrutinise decision making. • Ensure timely and improved information sharing between YJS and police to assist with responsive and proactive risk management/ interventions.
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10.0 Legal Implications:

The Youth Justice Plan is drafted in accordance with s 40 of the Crime and Disorder Act 1998. The adoption of the Youth Justice Plan is a Council function as set out in the Local Authorities (Functions and Responsibilities) (England) Regulations 2000/2853. Cabinet is asked to commend the policy to Council.

11.0 Financial Implications:

The youth justice service is funded through a grant received from the Youth Justice Grant. Bury pools a significant proportion of its grant with Rochdale in order to fund the delivery of this plan. The plan is delivered through a multi organisational approach and funding. All monies received via the grant have to be spent on youth offending services.

11.0 Appendices:

Youth Justice Annual Plan 2023-2024

12.0 Background Papers:

None

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

Term	Meaning
YJS	Youth Justice Service
CSC	Children Social Care
GM	Greater Manchester
QA	Quality Assurance
OOC	Out of Court

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Annex A - Youth Justice Plan

Service	Bury and Rochdale Youth Justice Service
Service Manager/ Lead	Rachel Meyrick
Chair of YJS Board	Jeanette Richards, Bury DCS

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1. Introduction vision and strategy

Foreword from the Chair of the YJS Partnership Board Jeanette Richards

On behalf of the Bury and Rochdale Youth Justice Partnership Board I am pleased to share with you Bury and Rochdale Youth Justice Plan 2023-2024. Bury and Rochdale partners have a shared ambition to enable every child and young person across both boroughs to achieve their potential by ensuring our children feel safe, are healthy, have access to good education. Central to this is the need for to listen to our young people so we continually shape services to better meet their needs. We have the same ambition for children who become involved in crime and anti-social behaviour or are at risk of becoming so and this plan sets out our commitment to realising this. This plan responds to what we have learnt in the last year and sets out our priorities for this year including how we will measure the impact of our work for our young people so that we are continually learning and improving and informing our service delivery. We know that working in partnership with families is vital and our plans have a whole family approach, with children at the centre.

We know that all families need support from time to time, and some families need extra help at times, and this is particularly true for children who become involved in criminal and anti-social behaviour. The YJS Partnership Board will focus on getting **‘the right support at the right time’** to children and families to prevent children’s involvement in crime and to ensure that they are managed through the criminal justice system with the focus on preventing further escalation.

Bury and Rochdale Youth Justice Service and the wider Youth Justice Partnership Board believe that all children, young people and their families who are working with us have the right to equal access to all appropriate services from the Youth Justice Service and its partners, and not to feel excluded because of their age, gender, disability, ethnic background, skin colour, language, faith, health, social and economic backgrounds, sexuality or other prejudice.

Introduction

The Crime and Disorder Act 1998 requires Local Authorities to have a Youth Justice Plan to set out how youth justice services will be funded and delivered locally within the parameters created by available resources. This document sets out the plans and priorities of Bury and

Rochdale Youth Justice Service (YJS) for the period 2023-2024. It will be reviewed annually to reflect the impact of changing national and local youth justice priorities and service user feedback. It directly addresses the aim of the Youth Justice System to prevent offending by children and young people (Crime and Disorder Act 1998).

Bury and Rochdale YJS aims to continually improve and to incorporate not only effective practice but also emerging practice and innovation. The service seeks to self-evaluate and be critical through quality assurance techniques, to maintain the delivery of best outcomes and to continually improve performance in relation to first-time entrants, reoffending and the use of custody.

Bury and Rochdale YJS Vision and Mission Statement

During a Service Development Day, a Vision Statement and Mission Statement were co-produced between staff and management.

Vision Statement

To inspire, encourage and empower

Supporting our children's individual needs to achieve a brighter future.

Mission Statement

We are passionate about working in partnership with children, their families and communities to achieve positive outcomes, tailoring interventions to reflect the individual needs of children. We work alongside children and families in an honest, nurturing, holistic and compassionate way to repair harm and to open up opportunities for positive futures.

Key achievements for 2022/ 2023

- At present, all posts within the service structure (see Appendix 1) are filled with the exception of the Seconded Probation Officer, however, efforts are being made to recruit to this and contingency arrangements are in place to support the transition of children from youth to adult services.
- We have recruited and welcomed new members of staff to the team including the new Project Lead post.
- We have increased SALT support, EWO for Rochdale and CAMHS support for Rochdale.
- HSB triage is established and continues to be developed across Rochdale and there is HSB policy and procedure agreed. (19 young people have been discussed at triage Jan – May this year) (60 young people discussed in 2022).
- AIM3 training / AIM3 Intervention training and AIM3 management training delivered across YJS & CSC to enhance the HSB offer in Rochdale and Bury.
- Revised the Youth Justice Prevention Offer across Bury and Rochdale via the Early Intervention and Prevention Grant
- Prevention offers from both Rochdale and Bury have been reviewed and revised and updates are regularly provided at the Youth Justice Partnership Board and the Youth Justice Operational Group.
- A restructure in Bury to align the prevention offer to both early help and the youth service through the creation of new Family Resource Service, strengthening the prevention offer

- The Serious Youth Violence offer has been used to support prevention and diversion work with children through mentoring, collaboration with the Youth Service, Early Break, sports interventions and knife crime interventions.

Local Context

Bury and Rochdale Youth Justice Service

Bury and Rochdale Youth Justice Service was formed in 2014. It is chaired by the Director of Children's Services for Bury. Partnership members are drawn from across Bury and Rochdale. Active links are maintained at both strategic and operational level to Criminal Justice, Community Safety, Safeguarding Boards and Children, Young People and Families boards.

The Service is represented at strategic level in a range of key partnerships (e.g. Children and Families Partnership, Voluntary sector, Bury Community Safety Partnership, Rochdale Community Safety Partnership, Safeguarding Children's Boards) and a number of Greater Manchester Authority partnerships including court users and complex safeguarding.

The Metropolitan Borough of Rochdale is a borough of Greater Manchester. Its largest town is Rochdale and the wider borough covers other outlying towns and villages, including Middleton, Heywood, Milnrow and Littleborough it covers an area of 61.4 sq miles, with a population of 223,773 at the 2021 census. It is the ninth-largest district by population in Greater Manchester.



Bury is a metropolitan borough of Greater Manchester. It is north of Manchester, to the east of Bolton and west of Rochdale, it covers an area of 38.40 sq miles, with a population of 193,851 at the 2021 census. It is the 10th most populous borough in Greater Manchester.



A snapshot of Bury and Rochdale's demographics as of 01.04.2023:

- The **10-17 years population of Bury and Rochdale combined is 44,740** (equates to **10.7%** of total Bury and Rochdale populations: 417,626 ONS 2021)
- **78%** of the Bury and Rochdale population are White British (**21.9%** BAME)
- **49%** of the population in Bury and Rochdale are male with **51%** female
- Bury and Rochdale are ranked in the top **10%** most deprived areas nationally with 26% of children living in low-income families.

Children's Social Care (CSC) information as of 01.04.2023:

- **1422 (Bury), 3129 (Rochdale)** children open to statutory CSC
- **351 (Bury), 600 (Rochdale)** cared for children
- **212 (Bury), 459 (Rochdale)** children with a child protection plan

A snapshot of Bury and Rochdale YJS caseload (excluding Bury prevention work) as of 01.04.2023:

147 children open to the YJS (total of 193 interventions) including:

- 5 prevention (Rochdale)
- 7 school based interventions (Rochdale)
- 16 welfare aim assessment and interventions/ HSB interventions (3 Bury, 13 Rochdale)
- 5 Turnaround (Rochdale)
- 21 Out of Court (OOC) Disposals (6 Bury; 15 Rochdale)
- 58 Court Imposed Disposals (26 Bury; 31 Rochdale, 1 other area)
- 7 remand, DTO, custody (5 Bury, 2 Rochdale)

Excluding prevention, assessment stage and custody, there were 79 active interventions across the OOC and Court Disposals. Of the 193 overall interventions **11% (21 - 6 Bury; 15 Rochdale) were OOC Disposals and 30% (58 - 26 Bury; 31 Rochdale, 1 other area) were Court Disposals.**

Nationally, the trends in Youth Justice cohorts have changed in recent years with more children (typically two-thirds) being dealt with in the OOC arena. Based on the above data, **Bury and Rochdale YJS had 11% of the caseload that were OOC Disposals** which is less than the National picture. This may be a consequence of the serious nature of offending in Bury and Rochdale (resulting in Court Disposals) which is characterised by an increase in serious youth violence and children committing seriously violent offences at a young age with some of them having had no previous youth justice involvement. Of the 11% of the out of court disposals, 30% (6 children) are Bury with the other 70% (15 children) being from Rochdale. However the court ordered interventions are more evenly split between Bury and Rochdale with 26 of the 58 (45%) children being from Bury and 31 of the 58 (53%) children being from Rochdale. This could indicate that the seriousness of offences being committed by children from Bury has increased and this needs to be a focus of this years YJS Partnership Action Plan for 23/24.

Other YJS caseload data for the period March 2022 – April 2023:

The below data is based on all new OOC and Court Disposals during this period:

- **Age – 77% aged between 13 – 17**
- **Gender – 85.9% male**
- **Ethnicity – 32.9% BAME** demonstrating an over-representation in the YJS when compared to the general population which is 14% BAME
- **CSC Status – 42 children were cared for children** (18 Bury; 24 Rochdale), **24 children were subject to a child protection plan** (7 Bury; 17 Rochdale) **and 85 children were being supported under child in need** (36 Bury; 49 Rochdale)

1. Child First

Bury and Rochdale YJS commitment to a child first approach

Bury and Rochdale YJS and its Partnership Board, share the YJB's vision for a youth justice system that treats children as children. In line with the Bury and Rochdale YJS vision, we want to empower children to be the best that they can be and realise their potential.

A Child First approach means putting children at the heart of service provision and seeing the whole child, identifying/tackling the influences on offending and identifying/promoting the influences that help them to move to pro-social, positive behaviour.

The Head of Service recognises that to be truly child first, the workforce must have the relevant skills and personal qualities. As such, all recruitment assesses the applicants understanding of a child first approach and for existing staff, this is regularly assessed and discussed through internal quality assurance and supervision processes.

Two staff members have been booked onto the Child First Effective Practice Award. This additional knowledge will be invaluable for the service and it is hoped that following the course, the two staff members will become 'Child First Champions' to help further develop the child first approach within Bury and Rochdale YJS and across the wider partnership.

Consideration to the four tenets of the child:

The Child First principle is made up of the following four tenets (Youth Justice Board, 2022)

As children	Prioritise the best interests of children and recognising their particular needs, capacities, rights and potential. All work is child-focused, developmentally informed, acknowledges structural barriers and meets responsibilities towards children.
Building pro-social identity	Promote children's individual strengths and capacities to develop their pro-social identity for sustainable desistance, leading to safer communities and fewer victims. All work is constructive and future-focused, built on supportive relationships that empower children to fulfil their potential and make positive contributions to society.
Collaborating with children	Encourage children's active participation, engagement and wider social inclusion. All work is a meaningful collaboration with children and their carers.
Diverting from stigma	Promote a childhood removed from the justice system, using pre-emptive prevention, diversion and minimal intervention. All work minimises criminogenic stigma from contact with the system.

Below are five key examples of how Bury and Rochdale YJS are working towards a child first approach:

Responsive Interventions:

Bury and Rochdale YJS has dedicated youth justice officers, workers and sessional workers who offer individual and responsive interventions within each area of youth justice. Workers are supported and overseen by two experienced practice managers and two experienced advanced practitioners. The management team take a leading role in sourcing, devising and updating new resources and interventions in consultation with children. This ensures that intervention delivery is current, child-centred, developmentally informed and responsive to particular needs and any structural barriers. During the monthly Whole Service Meeting/ Service developmental afternoons, any new interventions are presented to the team so that all staff are made aware to support with intervention delivery. The most recent intervention acquirement was in conjunction with Rochdale Youth Service which is a VR package comprising VR headsets and bespoke VR programmes to support intervention work around knife crime, gangs and exploitation. This intervention is available to all children across the youth justice service and discussions are taking place with Bury Youth Service to develop this wider across Bury prevention and early intervention services.

Assessment and Planning:

All children open to the YJS (with the exception of Diversion) have a full assessment completed which ensures a holistic end-to-end assessment and plan is completed. Children within court receive a full AssetPlus, children subject to Out of Court Disposals, Turnaround and Prevention receive the OOCd assessment. The child and their parent/carer are central within this process particularly in relation to the planning element. Bury and Rochdale YJS have an Intervention Plan which gives equal consideration to areas of concern (factors 'against' desistance) and strengths (factors 'for' desistance) which can support with their pro-social identity and sustainable desistance and thus impacting positively on communities and resulting in fewer victims.

Constructive Resettlement:

In particular reference to children entering and leaving custody, the YJS are developing a Resettlement Policy which will be underpinned by the principles of Constructive Resettlement. In addition the Policy will be developed to give greater consideration to supporting children entering custody with SEND and utilising a more robust planning template to capture the child's voice in their resettlement planning.

Constructive Resettlement is defined as *'...collaborative work with a child in custody and following release that builds upon his or her strengths and goals to help them shift their identity from pro-offending to pro-social. Consequently, within this approach, the clear overall role for all agencies (in policy and in practice) is to facilitate the child's identity shift.'* (YJB, 2018).

Prevention and Diversion:

Promoting a childhood removed from the justice system utilising effective prevention and diversion, Bury and Rochdale YJS have a commitment to driving this to ensure that the right children receive the right support at the right time, whilst ensuring that children that don't require YJS support are signposted to relevant services through locally agreed systems. Bury and Rochdale YJS recognise that sometimes exposing children to a youth justice setting can sometimes create stigma and in some cases do more bad than good.

Bury Council retained responsibility for youth justice prevention work for Bury and therefore this is not carried out by the Bury and Rochdale Youth Justice Service.

The YJS Prevention and Diversion offer in Rochdale has been revised by the Practice Manager leading in this area to ensure that processes are clear and streamlined. This review has included partners from Early Help and aims to ensure that children are accessing the right support at the right time and from the right service. The new Ministry of Justice Turnaround Programme has also been included in this pathway.

Widening the Child First Approach:

The work undertaken by YJS Practitioners and Managers presents various opportunities for the child first approach to be promoted across the partnership. This can range simply from the language we use during multi-agency meetings through to the organisation of partnership arrangements, service delivery and training.

A recent review of the Joint Decision Making Panel for Out of Court Disposals has resulted in a multi-agency approach whereby the Panel has additional representatives from Early Break and Health. The Panel is underpinned by a child first approach and is therefore feeding into a multi-agency mindset shift regarding seeing the child as a child before an offender.

A YJS Partnership Board Development session is planned which will include child first and trauma-informed approaches and the Head of Service jointly with one of the Practice Managers are developing a YJS Partnership Board Induction which promotes the child first approach.

2. Voice of the Child

The Raising Rochdale Children and Young Peoples Strategic Participation Plan is currently in development and identifies that whilst the voices of children from some vulnerable groups are well represented, the participation of young people from youth justice services requires development and this has been included in the plan.

The Youth Justice Partnership and wider services has a strong commitment to hearing the 'voice of the child' and have explored different ways in which we can 'listen' to children to inform and shape service delivery.

Young people play an active role in the work of Bury and Rochdale Youth Justice Service that has been consolidated further with the recruitment of the Youth Justice Participation Apprentice.

Bury and Rochdale YJS have developed an ethos whereby staff pro-actively seek to gain feedback from service users at all stages of their involvement from initial assessment to closure, the service has numerous ways of obtaining young people's views, including;

- Targeted engagement and participation work by the Reparation Officers
- Feedback on each intervention undertaken;
- Ad hoc feedback on specific themes
- Manager reviews of cases with young people;
- Referral Order panel reviews with young people;
- Every assessment includes a self-assessment by the young person;
- Compliance panels and pre-breach re-engagement meetings with young people (for those at risk of breach/non-compliance);
- A number of young people we work with are or have been Cared for Children and we actively encourage participation within Bury and Rochdale's participation arrangements for Cared for Children
- Inclusive of partner agencies who can obtain the voice of children and young people

The active participation of young people in their own assessments and intervention plans is quality assured through our audit tool, which specifically examines children's active involvement and the recording of wishes and feelings. Children and young people's views and feedback are being listened to and recorded to support service developments to inform the Youth Justice Service and the wider Youth Justice Partnership.

Children and young people have been informed of their 'rights to complain' about any services and what the complaints process and procedures are if required.

Areas for development

- Inclusion in the wider Raising Rochdale and Bury Participation Strategy
- The voice of children could be better represented in strategic forums such as the YJS Partnership Board and within the recruitment of new staff. The Bury recruitment pack for young people developed in Bury will be incorporated into this action.
- Considering how digital technology can be used to capture feedback from children i.e., voice recordings, video recordings, Apps etc.

All of the above will be built into the YJS Partnership Action Plan for 23/24.

3. Governance, leadership and partnership arrangements

Bury and Rochdale YJS is a multi-agency partnership that sits within CSC in Rochdale Borough Council. The service is led by the Assistant Director of CSC (Rochdale) and the Head of Youth Justice, the Head of Service also has responsibility for Rochdale Cared for Children Service, Step Ahead Service (care experienced) and Post Order and Permanence Team.

A service level agreement is in place including terms of reference and monthly contractual meetings between leads across Bury and Rochdale to ensure information sharing, exception reporting and service planning is a shared approach which supports the work planning across the boroughs.

Within the YJS Management Structure there are two full-time Practice Managers and two full time Advanced Practitioner (all with agreed Thematic Leads and areas of responsibility) that sit under the Head of Service – see Appendix 1.

Governance of the YJS is provided by the YJS Partnership Board which meets bi-monthly, and this is chaired by the Director of Children's Services (Bury).

The Partnership Board ensures it has appropriate links with other partnerships by requiring members of the Board to report on the work of those partnerships of which they are a member. As members of the Partnership Board are also members of an appropriate range of other partnerships it is an expectation that they promote youth justice as a priority across

the wider partnership arena. The Partnership Board needs to understand the impact of commissioned services, their outcomes and their effectiveness and challenge when needed.

The YJS Head of Service and Chair of the Partnership Board provide quarterly formal reports and updates in relation to performance and impact to a range of partnerships including Rochdale Safer Communities Partnership, Bury Safer Communities Partnership, Bury Safeguarding Children's Board, Rochdale Safeguarding Children's Board, Rochdale Corporate Parenting Board, Bury Corporate Parenting Board and Overview and Scrutiny Committees.

During 2022/2023 in addition to the National Standards for Children and quarterly reports from the YJS and Partners the YJ Partnership Board has considered the following themes and areas:

- YOI Wetherby updates
- Skill Mill
- Bury and Rochdale prevention offers
- Resettlement
- Transitions and Transition Protocol
- Health – Bury and Rochdale
- FTE's multi agency audit report and findings
- SALT GM YJS Annual Report
- Turnaround Programme
- Youth Justice Transformation Delivery Plan
- Victim Liaison/ Voice of the Victim & Restorative Justice
- Engagement and participation

Partnership Arrangements

Bury and Rochdale YJS is one combined board but works across the other nine boards within the GMCA and works collaboratively in the delivery of training and provision of services. Heads of Service from within GMCA meet on a monthly basis to ensure that strategic partnership arrangements remain strong. Heads of Service also oversee the Greater Manchester Transforming Youth Justice Action Plan which was reviewed in 22/23.

In addition to statutory partners from the Police, Health and National Probation Service, Bury and Rochdale YJS benefits from the wider involvement of voluntary organisations including:

- **Rochdale Connections Trust** – providing mentoring to children across Bury and Rochdale involved with the youth justice service
- **Remedi** - delivering mentoring and reparation services to children across Bury and Rochdale involved with the youth justice service
- **Early Break** – working with children and families affected by substance misuse issues across Bury and Rochdale involved with the youth justice service
- **Positive Steps (Rochdale)/ Connexions (Bury)** – working with school leavers to support with suitable EET destinations.
- **Skill Mill** – social enterprise which employs young ex offenders, working on environmental projects across the UK, working with children across Bury and Rochdale involved with the youth justice service

Within the YJS structure, there is a qualified speech and language therapist (Bury and Rochdale), a CAMHS practitioner (Rochdale only) and a dedicated Education, Training, Employment (ETE) Worker (Rochdale only). The ETE Worker has a key focus in ensuring that strong links are established and maintained with mainstream, specialist, alternative and further education providers. A service level agreement is in place to ensure information sharing, exception reporting and service planning is a shared approach which supports the work planning across the boroughs. This forum will also be used to ensure that services are equally available to children from both Bury and Rochdale.

Bury and Rochdale YJS is committed to working in partnership to ensure:

- Children are appropriately diverted from the YJS
- That offending by children is prevented and the use of custody is reduced
- The delivery of quality and effective services to children, parents/carers, victims and the community
- The improvement of practice and achievement of positive outcomes for children and young people
- That children are safeguarded and risk to the public is minimised and managed effectively
- That restorative justice, trauma-informed and child-first approaches underpin our practice
- The unnecessary criminalisation of cared for children and other disproportionality represented group is avoided where at all possible
- Improved Education, Training and Employment opportunities for children within the service
- Improved physical health and wellbeing for all children entering YJS
- That the service provides value for money.

Bury and Rochdale YJS invite partners to relevant meetings including MARMs, the weekly Joint Decision Making Panel (Out of Court Disposals), Resettlement Panels and other relevant professionals/ Team Around the Family meetings regarding children. In addition, YJS staff and Operational Managers attend relevant forums including the Chancel Panel, Strategy Meetings, Missing from Home Meetings, CIN, CP, C4C Reviews and MAPPA meetings as some examples.

The Head of Service and Practice Managers are linked into several strategic meetings as follows:

Strategic Partnership Meetings for Bury and Rochdale:

- Serious Youth Violence
- Adolescent Safeguarding
- Reducing Reoffending Group (Adults)
- SEND Partnership Board
- Corporate Parenting Board
- Community Safety Partnership
- Complex Safeguarding Partnership Group

Regional Meetings:

- GM YJ Strategic Managers Meeting
- GM Adolescent Safeguarding Strategic Group
- NW Head of Service Meetings (YJB)
- GM Out of Court Scrutiny Panel

4. Board Development

As set out in the Youth justice service governance and leadership Guidance, 2021

Management board members should consider the following in terms of their knowledge of the YJS and their role in its oversight:

- Does the YJS have a clear vision for the service and how it can deliver a high quality, personalised and responsive service to all children?
- Are the outcomes described in the standards for children in the youth justice system being achieved?
- Are there any gaps in knowledge about the YJS, how it operates and the needs of the children with whom it is working?
- How can the YJS partnership arrangements actively support effective service delivery? Are there any problems, which need to be addressed?
- Are there any resource issues, which may impact on service delivery?
- How can your individual role (as a management board member) be developed to enhance the effectiveness of the board? What training and support do you need?
- How satisfied are you that the YJS can demonstrate that it works effectively to support desistance and positive outcomes for children?

- Do you understand the characteristics of children coming into the local justice system, and any disparity in groups from the local population?
- Have any HMIP inspection findings, including thematic inspections, been addressed?

Management boards should also consider what they must do to ensure they understand the YJS and its roles, responsibilities and functioning. This includes:

- through management reports prepared for board meetings
- inviting different representatives from the YJS to talk about their work e.g. restorative approaches, reparation, trauma-informed practice, resettlement and transitions and other aspects of working with children
- inviting board members to meet informally with staff to explain their work
- case studies and presentations from children who have experienced the service
- use of data to understand the local cohort
- regular development days for board members

The Partnership Board ensures Bury and Rochdale Youth Justice Service can deliver effective youth justice services and improve outcomes for young people by:

- Providing clear performance oversight, challenge and direction and seek assurances in response to revised national standards;
- Challenge partners, including board attendance
- Receiving regular budget reports;
- Ensuring the service is adequately resourced;
- Providing clear governance and accountability;
- Reviewing the statutory partners' budget contribution to Bury and Rochdale Youth Justice;
- Ensuring links to the various partnerships external to Bury and Rochdale Youth Justice Service.

This is achieved by providing:

- Strategic oversight, challenge and direction;
- Support;

- Partnership working;
- Planning and resource;
- Voice of the young people and their families

A YJS Partnership Board Development session planned for April is being rearranged which will include child first and trauma-informed approaches and the Head of Service jointly with the Practice Managers are developing a YJS Partnership Board Induction which promotes the child first approach and sets out an overview of the YJS, roles and responsibilities of Board Members and HMIP inspection a self assessment of Domain 1 – Organisational Delivery.

5. Progress on Previous Plan 2022-2023

Bury and Rochdale Youth Justice Partnership set 9 Priorities for 2022/23 which were broken down into a detailed partnership action plan.

The priorities for the Youth Justice Partnership are detailed below with an update on progress and areas for development:

Priority 1 - Ensure our young people are children first and offenders second. The Voice of the Child and Family needs to be at the centre of the work that is carried out with our young people.

Bury and Rochdale YJS have worked hard to ensure that the voice of the child is a central theme through all our work from initial assessment to end of intervention. Supporting children and families to have a voice in their assessment, plan and intervention. Individual plans are developed with each child and interventions are tailored to meet their individual needs. The YJS have collaborated with Early Break Voice 2 Voice workers to gain feedback and promote children's inclusion in service development.

Outstanding actions/ Areas for development:

- Exploration of use of digital technology to gather children's views, gain feedback, encourage and support participation

- Further work is needed to embed the child's identity and diversity within the work of the YJS and our assessments
- Two staff members have been booked onto the Child First Effective Practice Award

Priority 2 – Organisational Structure and Partner Agency Responsibility including National Standards.

Performance has been monitored against the National Standards and has been reported to the YJ Partnership Board bi monthly via data reports, progress reports and overview reports from multi agency audits carried out in relation to First Time Entrants, Custody and Out of Court Disposals. The YJS has developed closer working links with the Youth Service and Complex Safeguarding across the two boroughs to improve communication and information sharing. Weekly meetings are held with both Bury and Rochdale Complex Safeguarding Teams and YJ workers regular attend mapping meetings to ensure co-ordinated delivery of identified strategies/ plans relating to children at risk of child criminal exploitation.

The YJS has worked with partners to engage with children and young people at the earliest opportunity to address concerns around anti-social behaviour and offending and the underlying factors. Prevention and Diversion work has developed with the ongoing support of the Early Intervention Prevention Grant, Serious Youth Violence and the introduction of the Turnaround Programme which aims to target children and their families at the earliest opportunity. This work will continue to be developed with the recruitment of a grade 8 project officer who will lead on these areas.

Outstanding actions/ Areas for development:

- Improved use of a re-offending live tracker tool still needs to be developed.
- Partner agency support in Bury for improved Education and CAMHs support directly linked to the YJS

Priority 3 - Ensure Cared for Children are not overrepresented in the Criminal Justice Service. The YJS presents feedback annually at both Corporate Parenting Boards. Practice manager has attended team meetings across Bury and Rochdale CSC/ EDT to ensure social workers understand the role and responsibilities of the YJS, the Youth Courts and the Secure Estate.

Outstanding actions/ Areas for development:

- Development of a psychology offer within the Rochdale C4C service, which will help us to develop an enhanced model of support and intervention - beginning June 2023
- Enhance the relationships between Community Police teams, Local authority Children's Homes and the YJS.
- Quarterly meetings between the Head of Service, Youth Justice and Head of Service, Cared for Children (Bury) to ensure that an enhanced model of support and intervention is available to Bury cared for children.

Priority 4 - Identify and intervene early with young people to address behaviours that could lead a young person into the Criminal Justice System.

Prevention offers from both Rochdale and Bury have been reviewed and revised and updates are regularly provided at the Youth Justice Partnership Board and the Youth Justice Operational Group. The Serious Youth Violence offer is being used to support prevention and diversion work with children through mentoring, collaboration with the Youth Service, Early Break, sports interventions and knife crime interventions.

The Harmful Sexual Behaviour Strategy has been updated and approved by the YJ Partnership Board improving the process and procedure across Bury and Rochdale. Rochdale has introduced a multi agency HSB Triage panel, sitting weekly to ensure children either as victims or perpetrators are getting the best multi-agency support in relation to safeguarding, intervention and rehabilitation.

The introduction of the Turnaround programme has also provided enhancement to the prevention offer available for both localities and will provide much needed support over the next 2 years.

Outstanding actions/ Areas for development:

- Recruitment of staff into the Turnaround Programme to deliver the programme.

Priority 5 - Ensure the work of the Youth Justice teams aligns with the work and processes of the education team and both Services work effectively together to meet the needs of young people within the criminal justice system.

Bury and Rochdale YJS have recognised the significant contribution of the speech and language therapist and have increased their hours to ensure that all identified children have the opportunity to be reviewed by the speech and language therapist to support their assessment and intervention. A full time CAMHs practitioner has been seconded into the YJS to support with children's emotional and mental well-being and provide support and consultation to staff to provide interventions that meet the child's needs, this is however only available to Rochdale children.

Rochdale has a dedicated education worker 2.5 days a week to ensure timely information sharing and access to education support. Bury has also appointed an education lead due to join in September 23 who will sit in the MASH but will be available to support on building stronger links with schools in response to children's vulnerabilities. Positive Steps (Rochdale) and Connexions (Bury) provide post 16 support to children involved in the YJS.

Outstanding actions/ Areas for development:

- Partner agency support in Bury for improved Education and CAMHs support directly linked to the YJS
- Better working relationships with SEND Teams needed to ensure young people's needs are identified, fully understood and met.
- Need to complete deep dive education sample audits twice a year to be able to monitor and evaluate the progress children and young people, actively engaging with YJS, are making.

Priority 6 - Promote the health and wellbeing of young people in the Youth Justice System. Every child/ young person open to the YJS has an initial health needs assessment by the YJS nurses.

A full time CAMHs practitioner has been seconded into the YJS to support with children's emotional and mental well being and provide support and consultation to staff to provide

interventions that meet the child's needs, this is however only available to Rochdale children.

Dedicated nurses for both Bury and Rochdale continue to provide health assessments and ongoing support to all children open to the YJS, this is reported on quarterly to the YJ Partnership Board. It is recognised that the Rochdale Nurse is part time and increased hours have been requested this has been refused by Pennine Care and options are being explored by the YJS.

Relationship between the YJS and Early Break continues to be strong ensuring a robust package of support in relation to substance misuse and mental health can be provided to children involved in the YJS.

Outstanding actions/ Areas for development:

- Partner agency support in Bury for improved CAMHs support directly linked to the YJS
- Rochdale nurse is part time and funding needs to be secured to increase hours to ensure that service is provided to all children

Priority 7 - Support young people transitioning between Children's and Adults Services.

The Bury and Rochdale YJS and Bury and Rochdale Probation Service reviewed and updated the Case Transfer Protocol 2022. This local protocol has been developed to specifically address custody cases subject to OMIC and also out of area transitions as they are not covered in the National Protocol for Transitions in England (2021) document.

YJS based Probation Officers and Transition Panel between YJS and Probation Service supports the transition arrangements to ensure that young people have a plan put in place to ensure effective transition, compliance with probation orders and reduce re-offending. There are a minimum of 3 transition meetings held, when the young person turns 17 and 9 months, following their 18th birthday and 6 weeks after transition. The 6 week post transition check with the young person provides the opportunity for the young person to share their experiences of transitioning to probation and provides compliance and

reoffending data that is used to identify improvements that can be made to the transition process to support better outcomes.

Outstanding actions/ Areas for development:

- Recruitment to current vacant 0.3 probation worker role into the YJS

Priority 8 - Understand Serious Youth Violence in Bury and Rochdale and what can be done to reduce harm to the public and manage the risk.

YJ Practice Manager (Rochdale) and Early Help Service Manager (Bury) have worked closely with the respective Community Safety Partnerships to support and contribute to the Serious Youth Violence and Violence Reduction Unit sub groups to better understand the nature of violence in Bury and Rochdale and ensure that the YJS is effectively engaged in prevention, intervention and policy development in relation to tackling/ preventing serious violence involving children. A Grade 8 Project Officer has now been recruited into post to work alongside the YJS and CSP to deliver prevention programmes including SYV.

Bury and Rochdale YJS have collaborated with the Youth Service to train staff in the use of VR for interventions including gangs, knife crime and violent crime. This intervention will initially be used for OOC and Court interventions but it is hoped that this offer can be widened to prevention and diversion through the use of Turnaround and EIPG funding.

Outstanding actions/ Areas for development:

- Rochdale Borough Safeguarding Children Partnership and Schools are currently reviewing the Knife and Weapons Protocol for Schools – YJ role in this will be to advise and details of the GM Knife Crime and Youth Violence Protocol for Education has been shared as a guidance document for Schools and PRUs.
- Bury has reviewed the knife and weapons protocol for schools, and has structures in place for schools to gain advice and access support and are now working on a substance misuse protocol for schools, co-producing with young people
- Bury and Rochdale have redeveloped pathways to identify young people in need of prevention support (including PPIED and Turnaround) and created data sharing protocols to ensure young people access appropriate support and information is

shared between 3rd sector partners and case holding professionals. This work is in its infancy and needs to be embedded however relationships have improved and relevant information is being shared to better inform plans and meet need.

- In Bury joint detached work is ongoing regularly with collaboration between TfGM, 3rd sector orgs, Youth services, GMP, and CST to provide a presence in all boroughs of Bury on set evenings to form relationships with young people, reduce community anxiety around young people, and create safe spaces. Where this work has longitudinal presence, it has seen a reduction in ASB and community complaints.

Priority 9 - Build our understanding of the specific problems faced by young people in Bury and Rochdale.

A local review of Court outcomes in relation to ethnicity and gender has been completed and an overview report prepared for the YJ Partnership Board and YJ Operational group. It is the responsibility for all members of the board to be aware of disproportionality issues within the boroughs and work being completed to address these issues across their respective services.

Outstanding actions/ Areas for development:

- Deeper understanding of the issues across the partnership and not just within the Youth Justice Service. Partner agencies to carry out their own reviews of disproportionality for the children they work with and report back to the board.

All outstanding actions/ areas for development will be incorporated into the Youth Justice Partnership Board Plan 2023-2024.

6. Resources and Services

At the time of writing this plan, the YJB Core Grant for 2023/24 has not yet been confirmed, however, an email received from the YJB on 20.05.22 confirmed an extra £300m of investment into the youth justice sector over the next 3 years. This plan has been based on receiving the same YJB Core Grant as in 22/23 and known funding from Bury Local Authority, Rochdale Local Authority and GMCA.

In addition to using the YJB Core Grant to support the delivery of the YJS Training Plan and developments around innovative practice and service development, any enhancement would be used to further improve services for children, families, victims and communities in Bury and Rochdale with a focus on prevention and diversion.

The funding provided to the YJS by all partners and grant-funding bodies is utilised to support the delivery of services to reduce or prevent young people from coming into the criminal justice system.

Youth Justice Budget 2023/2024:

The YJB provides a Youth Justice (YOT) Grant (England) separately to both Bury and Rochdale which form part of the Bury and Rochdale YJS pooled budget. For 2022/23 grant allocations were Bury £329,378 and Rochdale £593,437, both grants are ring-fenced to youth justice services. The entire Rochdale Grant is passported to the Youth Justice Service and Bury provide an agreed configuration currently set at £150,000 (See Appendix 2 for table).

Section 39 (1) of the Crime and Disorder Act 1998 requires the co-operation of the named statutory partners to form a YOT. Section 38 (1,2) identifies the statutory partners and places a duty on them to co-operate to secure youth justice services appropriate to their area. These statutory partners are:

- The Local Authority (this includes CSC and Education)
- The Police
- The National Probation Service (NPS)
- Health

Currently within Bury and Rochdale YJS there is a vacant Probation Worker post (0.3 FTE) and no dedicated education link for Bury. With the exception of these roles Bury and Rochdale YJS are fully compliant with these requirements. Providing dedicated staff with knowledge of their host agencies to the service helps to support the ethos of integration and supports multi-agency working.

The Probation Worker role to work alongside the seconded Probation Officer has been vacant since September 2022. The Head of Service has liaised with the Probation Service, given the small number of young people in the YJS cohort presently that require a transition to the PS, this is manageable with the Probation Officer overseeing any transitions however, as soon as a suitable candidate becomes available plans will be made to ensure the Secondment arrangement is fulfilled.

7. Performance and priorities

The Youth Justice Board and the YJS Partnership Board oversee performance of the service. The Head of Service produces a quarterly Performance Report to the Board with Quarter 4 providing end of year comparisons.

Managers meet weekly to review data and weekly priorities, in addition to weekly performance data, a YJS Profile is produced monthly to support managers in understanding the data within their teams and to support reporting for the bi monthly performance clinic chaired by the Head of Service to review performance data. The data in relation to Rochdale is managed through the Rochdale governance systems and data is also provided to Bury on a weekly and monthly basis to ensure this can be provided through Burys governance systems. A service level agreement is in place and monthly contractual meetings are now held to ensure analysis of the data and exceptions which support the development of the forward plan and agenda setting for the board. The template for reporting at the performance clinic has been reviewed in May 2023 and will be amended to take into account the introduction of the new KPI's alongside the existing 3 national KPI's already in place. The new template will be reviewed and revised as the reporting year progresses and the new case management recording system is implemented. This report is available to both Rochdale and Bury children's services quality assurance meetings.

The Head of Service presents key highlights from performance data to the Children's Social Care Senior Management Team Performance Clinic on a quarterly basis and attends the equivalent meeting in Bury quarterly .

Going forward the Head of Service/ Practice Managers will be presenting a summary of key findings and quarterly report to the whole service across Rochdale and at a children's event for Bury to ensure that all staff are aware of local trends and priorities.

NATIONAL KEY PERFORMANCE INDICATORS

The below provides an overview of Bury and Rochdale YJS performance against the 3 National Key Performance Indicators.

5-year performance data against the existing 3 National Key Performance Indicators:

Reporting Period	First Time Entrants	Reoffending Rate	Custodial Sentences
April 16 – March 17	97 PNC data: 209 (rate per 100,000 of 10-17 population)	43.6% No in cohort 218 Reoffenders 95 No of offences 387	17
April 17 – March 18	70 PNC data: 214 (rate per 100,000 of 10-17 population)	39.3% No in cohort 168 Reoffenders 66 No of offences 281	21
April 18 - March 19	97 PNC data: 231 (rate per 100,000 of 10-17 population)	36.0% No in cohort 186 Reoffenders 67 No of offences 272	19
April 19 - March 20	84 PNC data: 201 (rate per 100,000 of 10-17 population)	29.3% No in cohort 147 Reoffenders 43 No of offences 155	12
April 20 – March 21	67	29.3%	4

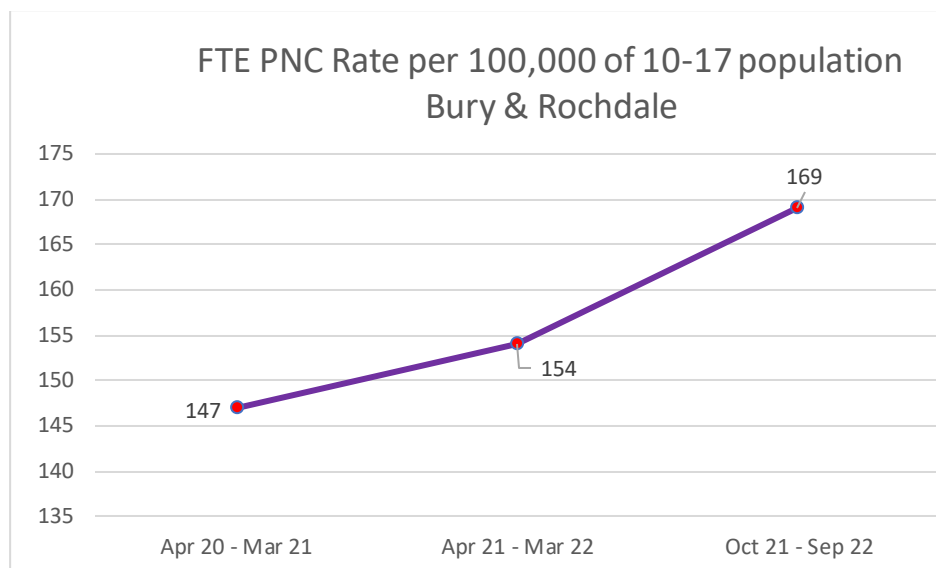
	PNC data: 147 (rate per 100,000 of 10-17 population)	No in cohort 113 Reoffenders 36 No of offences 141	
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First Time Entrants (FTE's):

The tables show First Time Entrants (FTE) rates for the last 3 reporting periods and numbers behind the most recent figures. First Time Entrants are young people who receive a youth caution or court conviction for the first time within the period. The data for this indicator comes from the Police National Computer and is published by the MoJ. The data is shown in rolling full-years for the 12 months to March, July, September, and December of each year.

FTE PNC Rate per 100,000 of 10-17 population	Bury & Rochdale	North West	Greater Manchester	YOT Family	England
Oct 21 - Sep 22	169	151	180	151	148
Apr 21 - Mar 22	154	139	171	148	143
Apr 20 - Mar 21	147	140	150	163	159

Between October 2021 - September 2022, the rate of FTEs per 100,000 10-17 years population across Bury and Rochdale was 169, whilst this is lower than the 2019/20 figure of 201 per 100,000 it is higher than the 2020/21 figure of 147 per 100,000. Our current figure is slightly higher than the national average rate of 148. The Bury and Rochdale rate is also higher than the North West average at 151, but less than the GM rate of 180. Our lowest figure of 147 was during the global pandemic and our current rate of 169 is significantly lower than the pre-pandemic rate of 224 which would indicate that whilst FTE's have increased since we came out of lockdown, the pre-pandemic work completed on OOC's remains effective. Not becoming a first time entrant means a child not having a criminal record that can hamper their future life chances.



FTEs will continue to be a key priority for Bury and Rochdale YJS with a vision to bring this below the England and Wales and YOT Family averages.

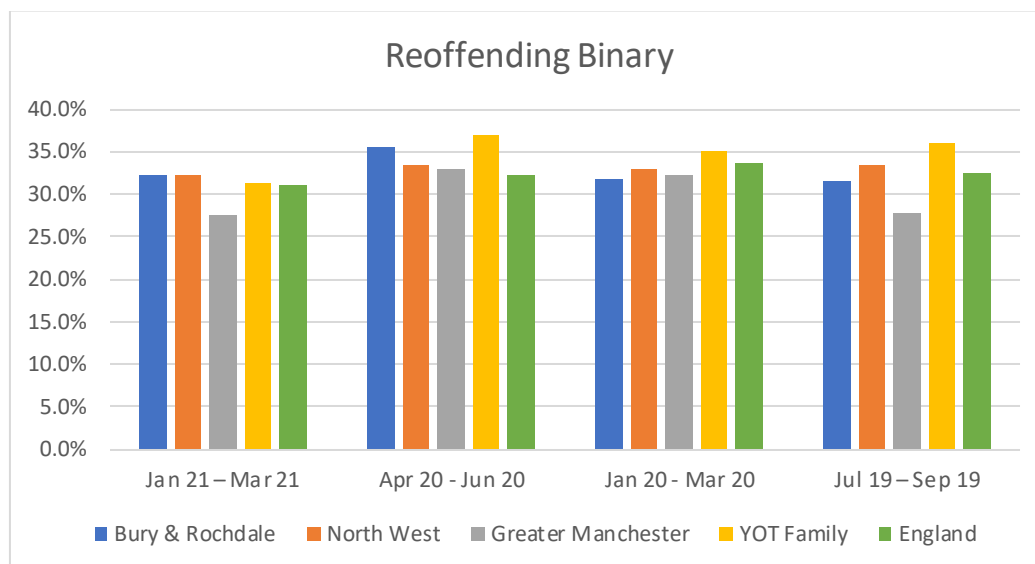
Youth Re-Offending:

The tables show reoffending rates for the last 4 available quarters. The data for this indicator comes from the Police National Computer and is published by the Ministry of Justice. Reoffending rates for the Jan 21 to Mar 21 cohort are the latest currently available. Each cohort consists of all young people who received a pre-court or court disposal or were released from custody during a 3-month period and were then tracked for reoffending over the following 12-months.

Reoffending Binary	Bury & Rochdale	North West	Greater Manchester	YOT Family	England
Jan 21 – Mar 21	32.3%	32.2%	27.5%	31.3%	31.0%
Apr 20 – Jun 20	35.7%	33.5%	33.0%	37.1%	32.3%
Jan 20 – Mar 20	31.8%	33.0%	32.4%	35.2%	33.8%
Jul 19 – Sep 19	31.7%	33.5%	27.8%	36.0%	32.6%

Ministry of Justice (MoJ) data (Jan 21 – Mar 21) shows a re-offending rate of 32.3% which is a 0.5% increase compared to the previous year (Jan 20-Mar 20) which was 31.8%. This is now higher than the national average rate of 31.0% and slightly higher than the North

West average rate of 32.2%. Given the consistently changing size of the cohort of young people entering the youth justice system, the reoffending figure can vary considerably when compared to previous years.



The binary rate of reoffending in the national data has decreased in the last reporting quarter and is slightly higher than the NW, GM and England averages and the YOT family.

It is a priority for Bury and Rochdale YJS to reduce the reoffending rate and return to being below the England and Wales and YOT Family averages.

Use of Custody

The tables show custodial rates for the last 4 quarters. Custody rates use case level data from the YJ Application Framework and is the number of custodial sentences in the period given to young people with a local residence aged under 18 years on the date of their first hearing related to the outcome. If a young person was given the same type of custodial sentence on the same day to be served concurrently or consecutively, they will only be counted once.

Custody rate per 1,000 per 10-17 population. Good performance is low percentage	Bury & Rochdale	North West	Greater Manchester	YOT Family	England
Jan 22 - Dec 22	0.20	0.16	0.18	0.12	0.11
Jul 21 - Jun 22	0.24	0.16	0.24	0.14	0.14
Apr 21 - Mar 22	0.21	0.15	0.20	0.13	0.12
Jan 21 – Dec 21	0.19	0.12	0.16	0.11	0.12

The Bury and Rochdale YJS performance has decreased slightly compared to July 21 to June 22 with a rate per 1,000 10-17 years of 0.20 during January 2022 - December 2022. This is higher than the National, North West and GM averages with rates of 0.11, 0.16 and 0.18 respectively. On each occasion that a young person is sentenced to custody, the work of Bury and Rochdale YJS is reviewed to ensure all appropriate work was undertaken to offer robust community alternatives and to develop learning.

A recent thematic audit into Custody was completed to review the quality of practice on custody cases and the care and support being received by our children and young people in custody. This report is due to be presented to the YJ Partnership Board in June 2023 and an action plan will be presented to the YJ Operational Group and incorporated into the YJ Partnership Plan 2023-2024.

NEW KEY PERFORMANCE INDICATORS

It is a requirement of the service to report on the following new key performance indicators from April 2023, with the first submission due July 2023. Whilst the new case management system is not yet in place to support with this plans are underway to ensure that reporting can begin as planned. At present a number of the new key performance indicators are readily available via the AssetPlus assessment already completed for Court cases, the data is not as readily available for OOC interventions and prevention cases but systems are being developed for the YJS and partner agencies to manually collate the data until the new case management system is in place. Data currently available is detailed below.

Suitable accommodation – for the year 2022-2023 accommodation for all young people leaving custody was recorded at the end of their intervention. The graph below shows that consistently over 96% of children leaving custody have been in suitable accommodation when their intervention with the YJS ends. Going forward this will be reported on for all children involved with the YJS.

% YP within YJS in Suitable Accom at the end of the intervention	Outcome	2021/22 DATA
Q4 2022 -23	96.4%	91.7%
Q3 2022 -23	96.0%	100%
Q2 2022 -23	100.0%	100%
Q1 2022 -23	100.0%	91.3%

Education, training and employment – Page 42 of this report sets out yearly data for ETE/ NEET/ EHCP and SEND and improvements required, particularly for Bury children to ensure that all children open to the YJS are supported to access appropriate education opportunities and support. Quarterly data is already provided to the YJ Partnership board by Positive Steps (Rochdale) and Connexions (Bury) in relation to our post 16 children.

Special educational needs and disabilities/additional learning needs – As above EHCP/ SEND are discussed elsewhere in this report and data is provided. Bury and Rochdale YJS has the support of a SLT and have recognised the significant contribution of the speech and language therapist and have increased their hours to ensure that all identified children have the opportunity to be reviewed by the speech and language therapist to support their assessment and intervention.

Mental health care and emotional wellbeing - A full time CAMHs practitioner has been seconded into the YJS to support with children's emotional and mental well being and provide support and consultation to staff to provide interventions that meet the child's needs, this is however only available to Rochdale children. Work is still required with Bury

to ensure that children in Bury open to the YJS are able to access mental health care in a timely manner that supports their YJ intervention.

Substance misuse – Bury and Rochdale YJS work closely with Early Break who are based in both areas and provide substance misuse and low level mental health support to children open to the YJS. Quarterly data is already provided to the YJ Partnership board by Early break in relation to:

- Number of YOT referrals into service
- Number of YOT referrals into Tier 2 and Tier 3 treatment during quarter
- 65% of cases to be closed as successful completions. Across Tier 2 ad Tier 3 treatment.
- Number of Crime Prevention Referrals into service
- Number of Crime Prevention
- Referrals In Tier 2 and Tier 3 treatment during quarter

Practice managers for the YJS are meeting regularly with Early Break to information available meets the requirements of the new key performance indicator.

Out-of-court disposals – This report details the number of OOC interventions being offered and these are reported to the YJ Partnership Board on a quarterly basis.

Management board attendance – Attendance is monitored and recorded by the YJ Partnership Board minute taker. The Chair of the board, The Director of Children’s Services (Bury) is proactive in monitoring senior partner representation at the YJ Partnership boards, and partners contribute data from their individual services.

Wider services – Data in relation to cared for children involved with the youth justice service is reported on at each YJ Partnership Board. Data in relation to CSC status for all interventions within the YJS is detailed at page 39.

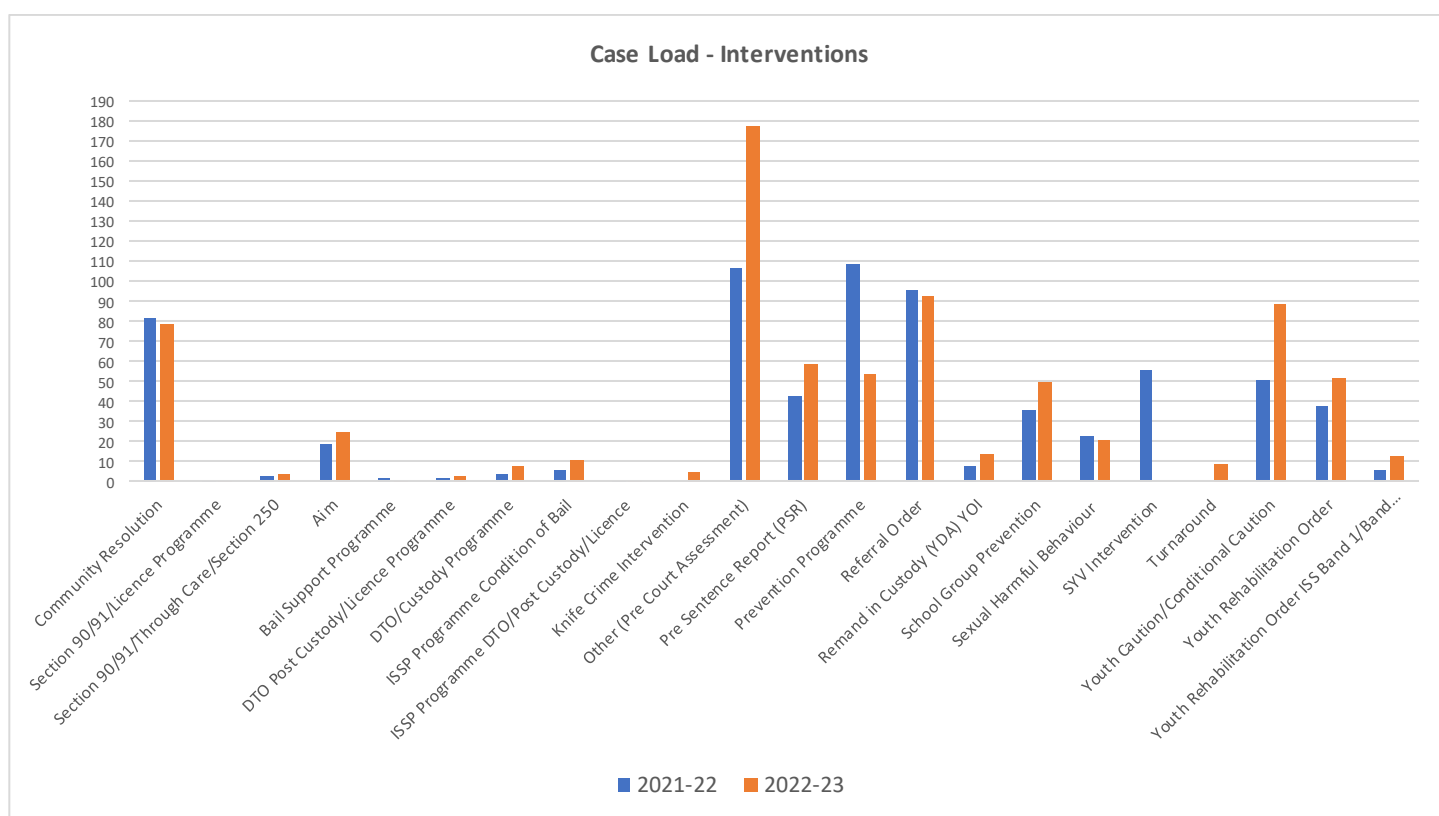
Serious violence – The rates of children convicted for a serious violent offence are detailed at page 33 and are reported to the YJ Partnership board on a quarterly basis.

Victims – Page 28 sets out the percentage of victims who consent to be contacted by the YJS, and of those, the percentage of victims who are engaged with about restorative justice opportunities, asked their view prior to out-of-court disposal decision-making and planning for statutory court orders, provided information about the progress of the child's case (when requested) and provided with information on appropriate services that support victims (when requested).

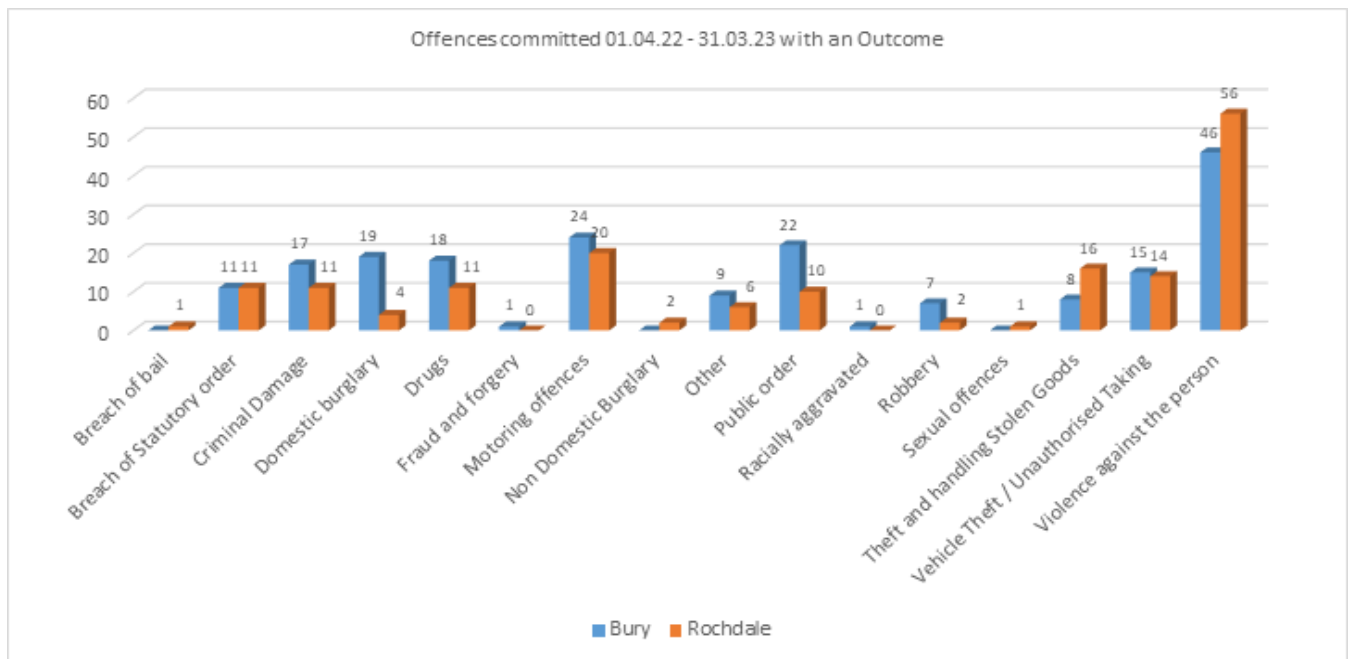
LOCAL PERFORMANCE

Case Profiles April 2022 – March 2023

The graph below provides an overview of all interventions by type delivered between 01.04.2022 and 31.03.2023. The graph also shows interventions delivered for the previous year April 2021 – March 2022 for comparison.



Interventions by linked main offence



The most commonly committed main offences are Violence against the person following by motoring offences. The priority going forward will be to look more closely at the violence against the person offences to see if these involve weapons.

An action to ensure data related to weapons is more easily recorded will be included in the YJ Partnership Action Plan 2023/ 2024.

Out of Court Disposals

Overall the number of Out of Court (OOC) interventions has increased from 133 to 168 this year when compared to the previous year evidencing an increase of 20%. The number of Community Resolutions (CR) remains similar with 82 last year and 79 this year. However the number of Youth Cautions (YC) and Youth Conditional Cautions (YCC) has increased significantly from 51 to 89.

There are a number of factors that we are looking at to better understand the increase in OOC which include:

- Increase in arrest rates across GMP

- Highest offence rates are violence against the person within the age range 16/17, this has included an increase in knife crime and the starting point for those offences for over 16's is YCC
- Review and refresh of the Joint Decision Making Panel and the Gravity Matrix – increasing understanding and awareness of outcomes

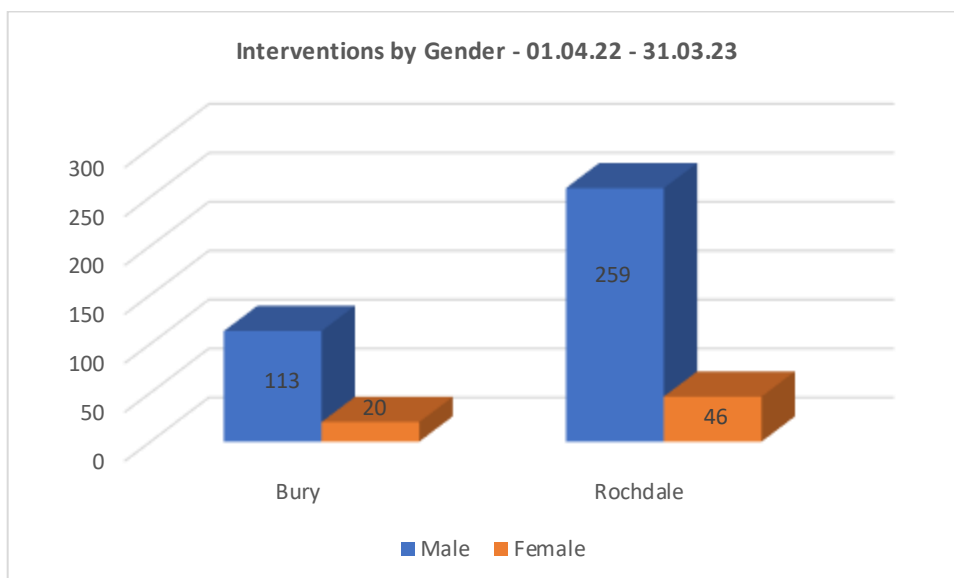
An action to review our OOC outcomes will be included in the YJ Partnership Action Plan 2023/ 2024.

Court and Custody

Overall the number of court disposals has increased from 140 to 158 evidencing an increase of 11%. In addition the number of children remanded or receiving custodial sentences has also increased from 18 (10 in custody, 8 remanded) in 2021/2022 to 30 (16 in custody, 14 remanded) in 2022/2023.

8. Priorities

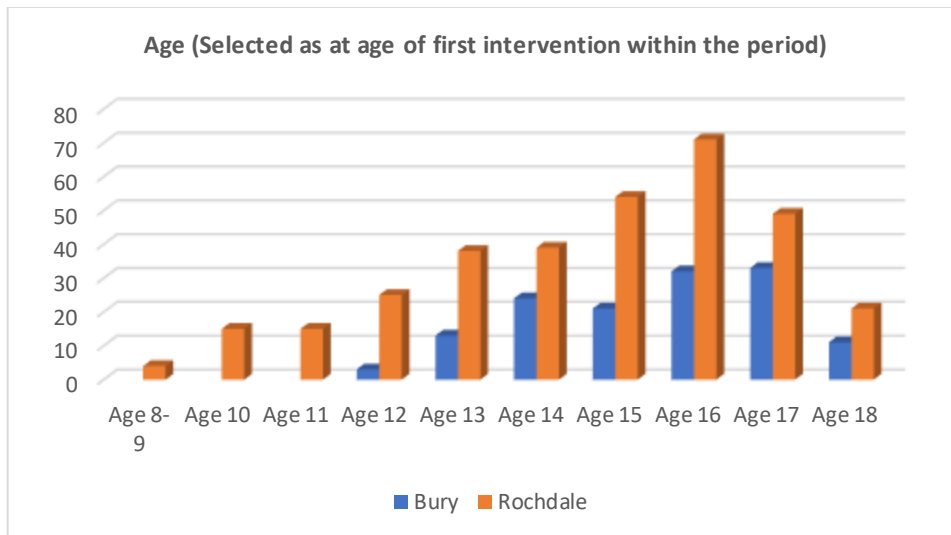
Interventions by Gender



The above graph represents interventions provided by gender, a child can have more than one open intervention at a time. Rochdale's figure includes prevention and diversion cases. Of the 438 interventions provided in 2022/2023 66 were provided to females, representing approximately 15% of the overall YJ cohort.

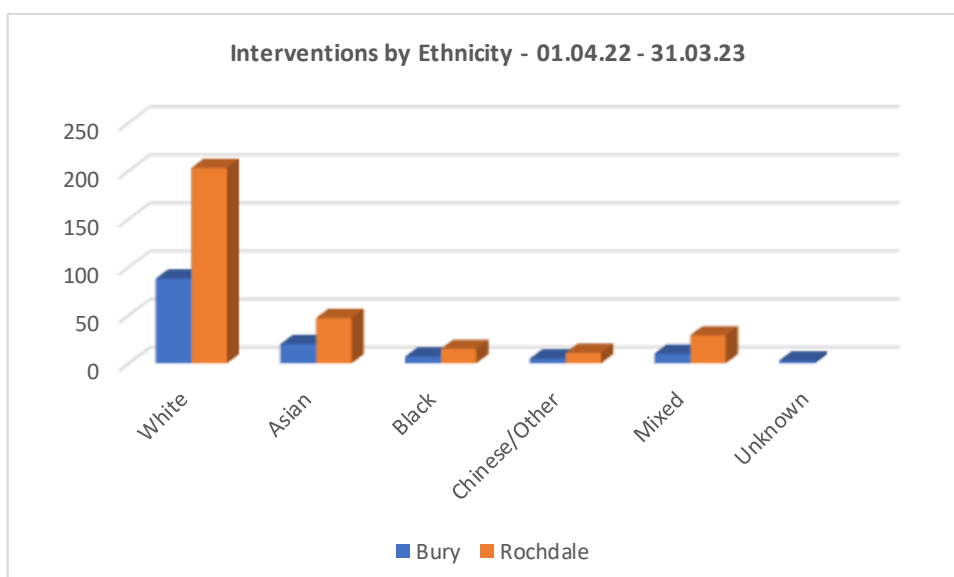
Bury and Rochdale YJS has a number of female workers and the management team and staff have devised, adapted and developed a range of interventions and resources with children to ensure that they give consideration to different needs including gender.

Interventions by Age



Most children open to the YJS are aged between 13 – 17 with the majority of the children in the Court cohort aged 15 and 16. This is very much reflective of previous data and the National picture in terms of more children within the Court cohort being on the older side of youth justice age range.

Interventions by Ethnicity

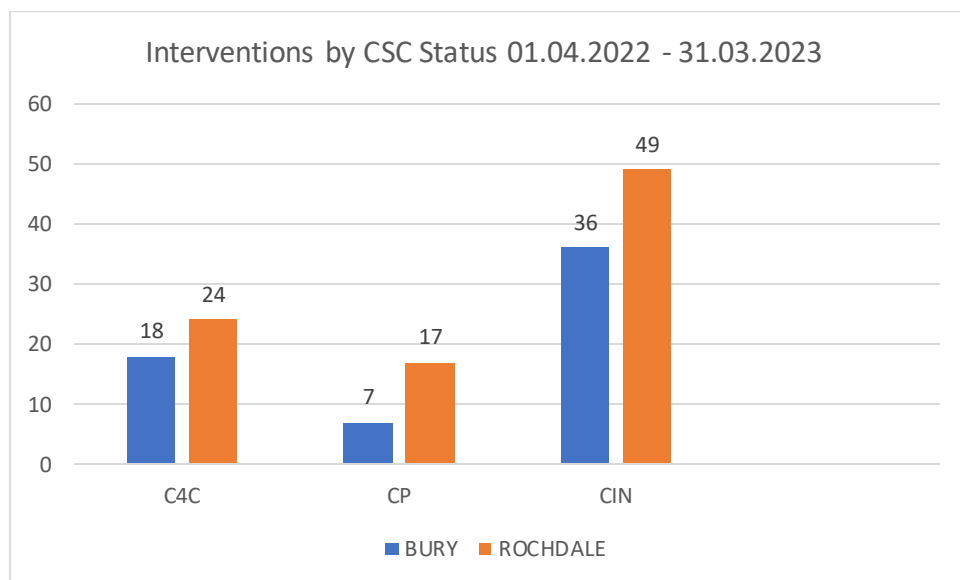


Our data tells us that on average just under one-third (32%) of the children open to Bury and Rochdale YJS are from an ethnic minority background. When considering the general population of Bury and Rochdale which is just over 78% White British (so 22% other/non-White British), children and young people from the BAME community are disproportionally represented in the Youth Justice System.

It is also of note that more children from the BAME community are within the Court cohort suggesting that children from an ethnic minority background maybe subject to more punitive approaches and outcomes by the Police, Crown Prosecution Service and Courts. It is particularly important that agencies pay attention to the Lammy Review (2017) and Understanding Racial Disparity (YJB, 2021) which have both previously been shared with partners across Bury and Rochdale via the YJS Partnership Board.

Bury and Rochdale YJS are developing a 'Diversity Policy' to provide further detail on how we address diverse needs (including ethnicity) to address disproportionality.

Interventions by CSC Status



Paying particular attention to cared for children (C4C), the YJS are keen to ensure that they are not over-represented in the youth justice system. Over the past year, cared for children have represented 6% of all interventions within the YJS.

The YJS have Joint Working Protocols in place with the relevant services across the wider CSC Department and this ensures that the joint working of cases is effective. The YJS Practice Managers are also present in relevant forums and likewise partners are invited to YJS meetings such as MARMMS to ensure that plans are coordinated.

Nevertheless, given cared for children only make up 2% of the 10 – 17 population in Bury and Rochdale, there is clear evidence that they are over-represented within the YJS cohort. This needs addressing and the YJS is keen to consider how it can further reduce the unnecessary criminalisation of cared for children through contribution towards the Corporate Parenting Strategy and by identifying a cared for children champion in the team.

The over-representation of cared for children will remain as an action on the YJ Partnership Board Action Plan 2023/2024.

Prevention and Diversion – including AIM/ SHB

Rochdale

The number of children being referred for prevention and diversion has reduced in 2022/2023 from 151 to 100. However, we have seen an increase in school group prevention work from 36 to 50 and an increase in welfare AIM assessments, interventions and SHB work overall.

The reason for the decrease will be explored further within the YJ Partnership Action Plan 2023/ 2024.

The Rochdale YJS prevention offer has been refreshed which has included increased schools work, positive activity fund and mentoring provision. Early intervention/ prevention continues to be delivered by YJS for Rochdale children as part of the Think Early and Serious Youth Violence Plan (which is governed by the Community Safety Partnership). Group work delivery in schools has fully resumed. The YJS rolling programme has resumed and includes sessions for prevention/ OOC cases.

The 2022/23 Serious Youth Violence Action Plans for Bury and Rochdale developed via GMCA funding (£300k per borough) contributed to an improved partnership prevention

offer. A further £150k per borough has been allocated for 2023/24 plans, which is funding interventions that will be delivered via a range of statutory and voluntary agencies, as part of a 'public health' response to youth violence. These plans are subject to quarterly performance reporting to monitor delivery reach and impact.

Increased use of sessional staff to support with Early Intervention and preventative work including prevention in schools work. A particular focus will be in preventing serious youth violence, including weapon possession and anti-social behaviour.

The introduction of the Ministry of Justice Turnaround Programme will see Rochdale work with an additional 51 children during 2023/2024 under this programme.

Rochdale has been provided with PPIED as part of GMP's roll out of PPIED across GM. This is in its infancy and no data is yet available. Pathways are being developed to ensure that this model is effective in identifying children at risk of entering the youth justice arena and ensuring that an appropriate intervention can be provided.

Bury

A strategic partnership group meets quarterly to review agreed actions. The group supports the commissioning approach for any new grant monies which we link into our prevention agenda.

We have also moved our three prevention officers into our youth service as part of our vision to build a stronger adolescent offer. We take a whole family approach to any offer and will support through a team around plan.

The current prevention Action Plan includes different strands that include our strategic approach alongside our direct prevention offer carried out by the Bury YJ prevention workers;

- strategic approaches
- training
- awareness raising
- Wider Prevention

- targeted support/direct work

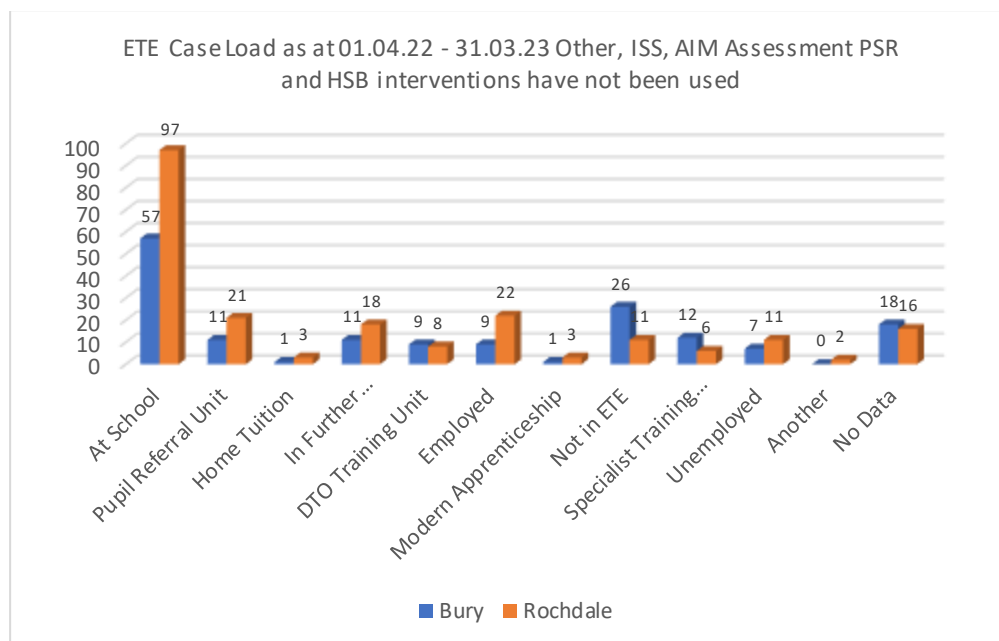
Related Action plans are based on shared data and follow a model of consultation and co-production. Some of the work this year includes

- A specific piece of consultation around approaches to reduce knife crime carried out with over 1000 responses from young people.
- L3 trauma training delivered to school staff and internal council staff.
- ACES training rolled out to partners and foster carers
- Direct work with parents identifying themes and approaches to support young people
- Increase in the youth offer across Bury through a 5 week training course for third sector partners
- Bsafe agenda delivered a cross schools now includes knife crime to raise awareness and response
- Over the last year 1100 children have been supported to access positive diversionary activity
- 102 young people have received weekly mentoring to prevent and an additional 27 children received support in relation to diversionary work and were supported back into school.

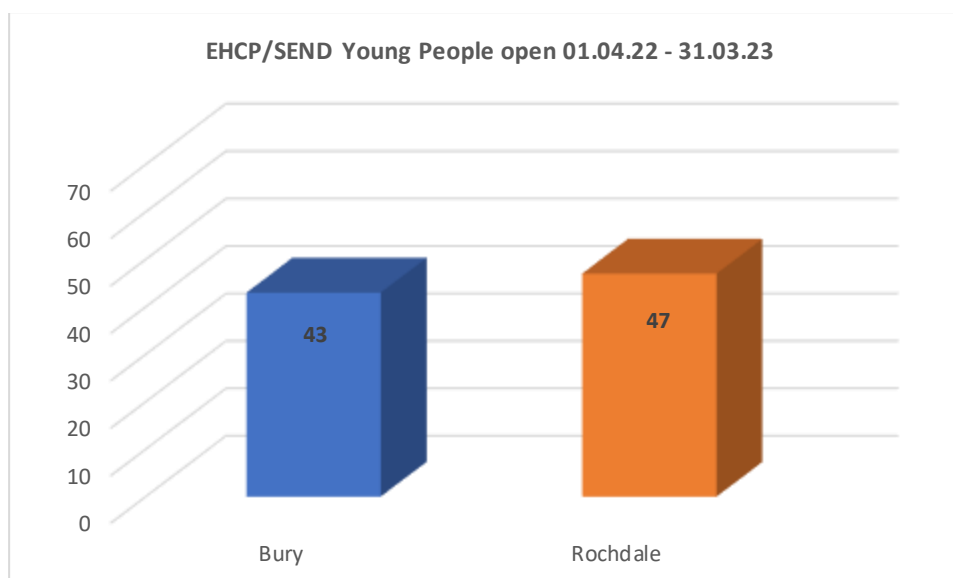
With the introduction of the Turnaround project (Dec 22) all young people are now referred through to the MASH where they are triaged and referred through to the prevention team.

Education, Training, and Employment (ETE)

Bury and Rochdale Youth Justice Partnership are committed to working with partner agencies to ensure that all our children and young people have opportunities to succeed in ETE and this is not hindered by their offending behaviour.



The above graph shows the ETE destinations of all children in 2022/ 2023 at the time that their intervention ended. 76% of young people involved in Youth Justice were engaged in suitable ETE at the end of their intervention, this is a significant increase on the 2022/2023 figure of 59.25%.



Of all our children open to YJS almost a quarter are identified as having an EHC or SEN. There is still work to be done in ensuring that our education data is correct and as identified elsewhere in this report a dedicated education link for Bury children to ensure information

is correct and children are supported into ETE is a priority. The new education lead in MASH will support this work and will be included in the YJ Partnership Board Action Plan 2023/2024.

Restorative approaches and victims

Bury and Rochdale YJS place a significant importance on restorative justice (RJ) and victim liaison as one of its underpinning approaches and priorities. Within the YJS structure there are 1.5 FTE dedicated Victim Liaison Officers (VLO) who oversees all aspects of victim contact and RJ.

The Referral Co-Ordinator is also responsible for overseeing reparation and sessional workers are also utilised to support with this during evenings and weekends.

Bury and Rochdale YJS recognise the importance of capturing the victim's views and wishes. In Pre court cases all victims contacted and are involved in the decision making of the outcome for the young person. As part of the RJ process they also get involved in setting areas to be included in the Intervention plan. Victims are notified at the end of the process to advise the outcome and conclusion. In Post court cases VLOs keep victims informed about key stages or events in the offenders' sentence if received a custodial sentence e.g. change of Prison location, ROTL (Release on Temporary License), impending release or input on early releases, license conditions and possible location after release. The VLO Can provide updates throughout as requested to the victim and the voice of the victim is used within initial panel meeting reports and pre sentence reports, from feedback given to both the Police and the VLO's. Both pre and post court offer all Restorative Justice (RJ) options.

In 2022/2023 pre-court 125 victims were contacted by the VLO's and received 100% response from victims. For post court 288 victims were contacted with a 61% response rate. Where the VLO's have not been able to successfully gain contact with victims post court due to phone number changes, wrong information, change of address or just no response they will use the victim impact statement from within the CPS documents to inform assessment, plans and interventions.

Challenges faced by the VLO's include, VLO working on pre court is only 0.5. Time in sentencing on post court cases often results in victims being past the stage of wanting to engage resulting in lower response rates to pre-court cases. Finding the balance between our contact helping the victim without re-victimising the victim.

Challenges will be included in the YJ Partnership Board Action Plan 2023/2024.

Serious Violence and Exploitation

Safeguarding of children and young people is integral to the work of the Youth Justice and evidenced in assessments, programmes and interventions. Strong links are in place with our Bury and Rochdale Partners, particularly Children's Social Care (CSC) and Bury and Rochdale Complex Safeguarding Teams.

At a strategic level the Youth Justice Management Team are represented on Bury and Rochdale Safeguarding Children's Partnership arrangements and the associated safeguarding sub-groups where they make an active contribution. At a GM level, protocols are in place across authorities regarding the movement, transfer, and caretaking of cases within the youth justice system and Bury and Rochdale Youth Justice are part of the GM Training Partnership, which ensures safeguarding is embedded within its training programmes.

Partnership information sharing protocols/ agreements are in-place and ensure holistic assessment, intervention and outcomes for young people who offend. Staff have access to a range of case management systems/databases in Bury and Rochdale Youth Justice Service, including:

- All Police intelligence systems including PNC and IOPS (Police);
- SystemOne (Health) and all other health databases relevant to the home agency of the staff within Bury and Rochdale ;
- Liquid Logic (Rochdale Safeguarding/ Children's social care);
- Liquid Logic (Bury Safeguarding/ Children's social care);
- Capita ONE (Education);
- Integrated Youth Support System (Youth Justice case management system).

The range of case management systems/ databases in the YJS allows staff and secondees to access critical, real time information regarding the young person/ family to support management of risk and vulnerability. This ensures holistic assessment and information sharing to improve outcomes for young people in the Youth Justice System.

SYV offence breakdown

The Serious Youth Violence (SYV) data has shown a slight increase in the number of SYV offences for this latest reporting period compared to the same time last year. SYV offences make up a lesser proportion of offences now committed by young people, however overall caseloads across the youth justice service have increased, which highlights the greater complexity of the current YJ caseload. At the end of April 2023 there had been 27 SYV offences, this is an increase of 1 on the same time the previous year. The rate of SYV per 10,000 of the general 10-17 population was 6% an increase of 0.2% on the previous year. This equated to 5% of all offences committed by children being SYV offences, a decrease of 2% on the previous year.

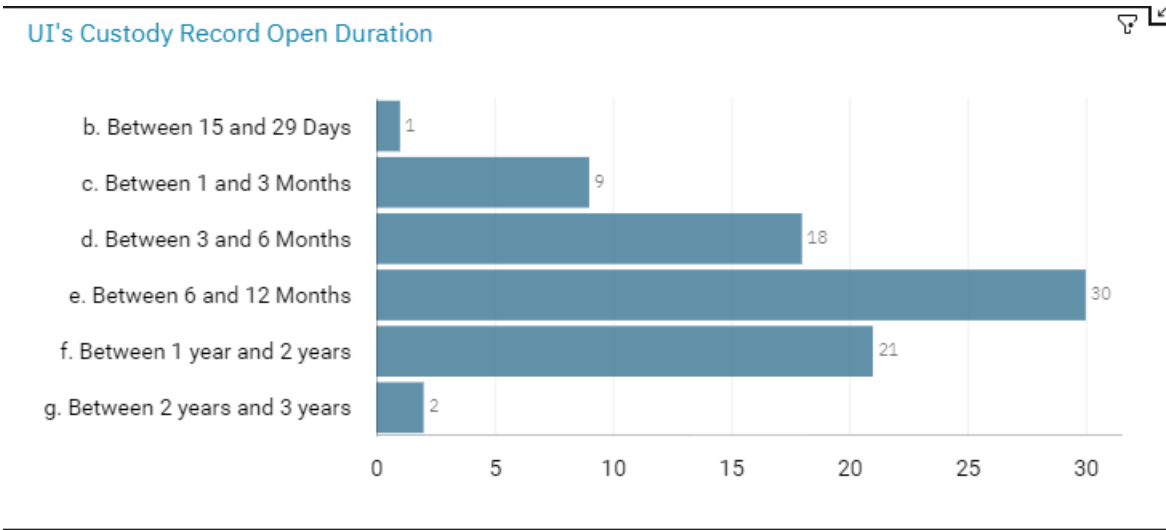
From April 2022 – March 2023 27 serious youth violence offences (scoring 5 or more) were committed by 19 children from Bury and Rochdale YOT (16 offences were Bury children, 11 offences were Rochdale children). Offences included robbery, Section 18 wounding with intent, Possess knife blade, possess an offensive weapon in a public place, possession of an imitation firearm with intent to cause fear of violence and false imprisonment. 2 children received custodial sentences for 7 offences, 4 children received Detention and Training Orders for 5 offences and 13 children received Youth Rehabilitation or Referral Orders for 15 offences.

24 offences were committed by males and 3 offences were committed by females. 6 of the 19 children were under the age of 16 at the time of conviction. The youngest child was 14 years and 8 months. Ten of the children were recorded as being of white British ethnicity, the remaining nine children were of Arab, Pakistani, Asian (UK) and Bangladeshi ethnicity. Resulting in 47% of those convicted for serious youth violence being of black, Asian, mixed or other heritage.

Release under Investigation

Bury

In May 2023, 81 young people were Released Under Investigation. This is an improvement on May 2022 where the figure was 124. The table below shows that 37% have been RUI for between 6 and 12 months and 22% are between 6 and 12 months. Significantly though a quarter have been RUI for between 1 and 2 years.

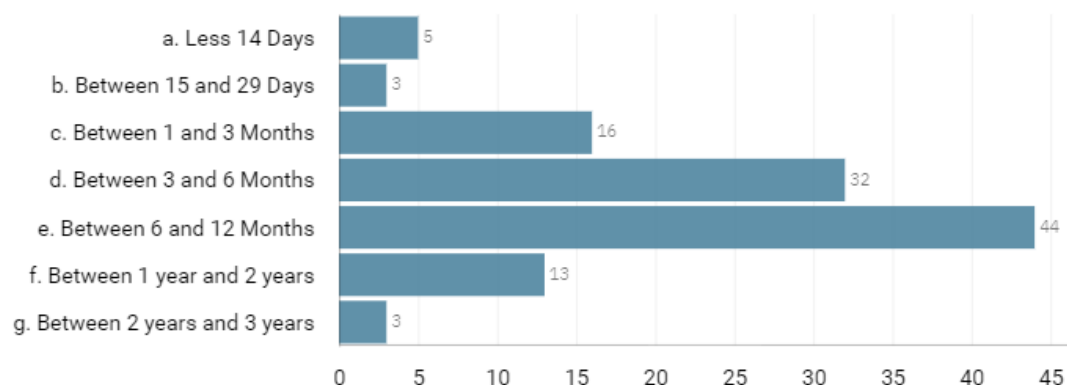


Rochdale

In May 2023, 116 young people were Released Under Investigation. This is an increase on May 2022 where the figure was 95.

The table below shows that 37% have been RUI for between 6 and 12 months and 13% are between 6 and 12 months. 11% have been RUI for between 1 and 2 years.

UI's Custody Record Open Duration



A number of these investigations relate to serious violence and have been ongoing for over 2 years. Work needs to be completed across the partnership in relation to children subject to RUI to ensure that the partnership has a good understanding of those released under investigation and to ensure that appropriate preventative support can be offered to children and their families. Children released under investigation can now be considered for the Turnaround Programme.

Detention in police custody

From April 2022 to March 2023 16 children from Bury and Rochdale were detained overnight in police custody. Despite a 'safe' bed run by De Paul and commissioned by the 10 GM local authorities being available and a 'secure' bed being an option, when available at Barton Moss Secure Unit, no children were transferred to these provisions and were instead detained at police stations overnight until presented at court the following morning.

A monthly report is received by GMP in relation to all children held in custody and this is shared with Heads of Service across the 10 GM YJS. The relevant information is shared with EDT teams to try and understand why transfer to the Safe or Secure provision are not being used. A number of issues have arisen from these discussions including, time of arrest, time of LA being notified of arrest, availability of the provisions, police rationale for requiring Safe or Secure accommodation as opposed to family or foster care.

Detaining children in police custody poses several challenges in the context of youth justice. These challenges are related to ensuring the welfare and rights of children while complying

with the provisions of the Police and Criminal Evidence Act 1984 (PACE). Some key challenges and considerations:

1. **Safeguarding and welfare:** When detaining children, the primary concern is their safety and well-being. They may be vulnerable and require special attention to their physical and mental health needs. Maintaining a safe and supportive environment is crucial, including providing appropriate supervision, access to healthcare, and ensuring their basic needs are met. It is evident from the monthly report that not all children are being referred for Liaison and Diversion and too many are remaining in police stations overnight.
2. **Age-appropriate treatment:** Children have specific developmental needs that should be considered during their time in custody. It is important to provide them with age-appropriate information, communication, and understanding of their rights, procedures, and any charges or allegations. Efforts should be made to minimize the stress and trauma associated with custody, considering the child's emotional and cognitive capacity.
3. **Legal rights and entitlements:** PACE sets out the rights and entitlements of individuals held in police custody, including children. It is essential to ensure that these rights are fully respected and implemented for young detainees. This includes the right to legal representation, the right to have a parent or guardian informed and present, and the right to be treated fairly and with respect throughout the process.
4. **Support and communication:** Children in police custody may require additional support and advocacy to effectively communicate their needs and understand the proceedings. Police officers should receive specialized training on working with children, including communication techniques that facilitate understanding and encourage participation.
5. **Length of detention:** PACE provides guidance on the permissible duration of detention without charge, emphasizing the need for timely decision-making. It is important to avoid unnecessary and prolonged periods of detention for children, as it can be detrimental to their well-being and development. Consideration should be given to

alternatives to custody, such as diversionary programs or community-based interventions, wherever appropriate.

In addressing detention in police custody multi-agency collaboration between various agencies, including the police, social services, legal professionals, and youth support services is essential. Addressing the challenges of youth justice in police custody requires collaboration. Effective coordination and information sharing among these agencies helps ensure that the child's needs are adequately addressed and that appropriate interventions are in place.

Regular monitoring and oversight mechanisms are essential to ensure compliance with PACE and safeguard the rights of children in police custody. The Head of Service has attended the EDT team meeting to discuss children detained in police custody, recording and use of Safe/ Secure provision and is meeting monthly with the managers of Bury and Rochdale EDT to look at children who have been detained and understand the circumstances, the length of detention, whether the right agencies were informed and whether safe/ secure provisions were considered and utilised appropriately.

The challenges associated with youth justice in police custody require a child-centered approach, where the welfare, rights, and best interests of the child are at the forefront of decision-making. Striking a balance between compliance with PACE and the unique needs of children is crucial to ensure fair treatment and positive outcomes for young detainees.

Remands

Between April 2022 – March 2023 there were 456 remand bed nights for Bury and Rochdale. This is an 18% decrease on the previous year. There has been a reduction in both the number of young people being remanded to youth detention accommodation and the number of episodes when compared to the previous year. Bury and Rochdale YJS will proactively offer suitable bail packages, including ISS bail, wherever appropriate.

Use of custody

In the period April 22 – March 23 Bury and Rochdale had 14 remands across both boroughs up 6 from the previous year. A custody thematic audit has been recently completed and is due to be presented at the next YJ Partnership Board. Whilst a number of strengths were identified which included:

- In all cases the YOS sent relevant post court information to the secure estate in a timely fashion.
- Initial Planning Meetings in custody were timely and the YOS were always in attendance. A parent/carer also attended. The majority of review meetings were also timely.
- There were positive examples of YOS case workers transporting parents/carers to custody meetings where they did not have their own means of travel.
- Efforts are made by Case Managers to support contact with family and friends.
- Significant safeguarding behavioural incidents in custody, including where and restraint had been used, were communicated quickly with YOS case workers.
- Records indicate communication with Wetherby YOI health team is evident as a response to safeguarding concerns, particularly with 2 cases.
- Some Case managers are using the custody proforma as a guide for sentence and remand planning meetings.

A number of areas for improvement were identified:

- Written communications and information should be exchanged between the custodial estate and YOS via the on-line Youth Justice Application Framework (YJAF). Case Managers on the whole are not accessing and using this facility. This usage is not evident in case recordings and was apparent via discussions in the focus group.
- Upon sentence/ remand, there is little evidence of communication with health/sending of relevant health information from YJS to the custodial establishment outside of details in Assetplus. YJS Nurses are not involved in any custodial planning meetings.
- Whilst initial custodial planning meetings were timely they tended to cover the same issues – education, behaviour in custody, family contact. They did not

seem to be person-centred and the child's views were not sufficiently sought. If they were, this was insufficiently recorded/evidenced. The plan that was developed from this meeting did not appear to be signed by the child on the whole. Proformas are not consistently being used. Resettlement planning is not focused on and often not evidenced on IYSS and in plans.

- Custody plans were not received from the custodial establishment in a timely manner. Targets often read quite generic and did not on the whole appear child specific. Assetplus post sentence are not generally reviewed within 20 working days of the child being placed in custody.
- Recommendations made at planning meetings around offending behaviour work, when discussed, were generic within HMPYOI Wetherby interventions. There is little evidence of offending behaviour work completed by Case Managers where possible/needed.
- There was little evidence of safety and risk of harm planning relating to the individual. Children placed on specialist units should have enhanced risk management planning. One particular case had no records/plans from Wetherby YOI saved on multimedia. This is particularly concerning.
- Incidents in custody were notified but it was unclear how this impacted on assessment and planning. Follow up from incidents varied – Case managers appear to request further information however limited information given at times or had a delay in sharing – in 1 particular case, it took a number of weeks to receive specific information relating to MMPR incident.
- There appears to be a gap in roles and responsibilities between YJS Case Managers and the custodial establishments Resettlement Practitioners (RPs). Wetherby RPs report that they do not complete Asset pluses and do not access/upload pertinent information relating to the child to YJAF – there appears to be conflicting information relating to this varying from practitioners.
- When issues have arisen with Wetherby YOI, Case Managers have not appropriately escalated issues – if they have, these do not appear to be evident in contacts. Escalation process is unclear.

- Children who are to be supported to transition to Probation are identified timely and discussed at the monthly transition meeting.

A detailed action plan has been completed and will be incorporated into the YJ Partnership Action Plan 2023/ 2024.

Constructive Resettlement

Page 4 of this plan introduces the work being undertaken by Bury and Rochdale YJS and the partnership in relation to Constructive Resettlement. This is a priority for Bury and Rochdale particularly given its challenges around increasing custody numbers. Bury and Rochdale YJS take the view that Constructive Resettlement is everyone's responsibility however, it is overseen by one of the YJS Advanced Practitioners who has a thematic lead for resettlement and who presents updates to the YJ Partnership Board regarding resettlement developments.

The challenges of sourcing timely and suitable accommodation for children leaving custody is not unique to Bury and Rochdale however, we recognise that this is a priority and underpins the resettlement plan. Resettlement is a key area within the YJ Partnership Board Action Plan and board agenda and updates and reports in relation to constructive resettlement are provided to the board. In July 2022 a thematic audit was completed in relation to resettlement and the outcome and action plan was shared with the board and staff .

Custody and resettlement planning needs to take place as per National Standards guidance, a recent custody thematic audit highlighted that the custody proforma is not being routinely used by staff and Resettlement planning is not focused on and often not evidenced on IYSS and in children's plans. Children in the youth justice system who make a transition should have tailored plans created at the first opportunity (during planning meetings upon being placed in custody) with involvement of relevant agencies and family. Training is being delivered across the youth justice service to ensure that resettlement planning is prioritised focusing on:

- being shared with relevant professionals and the child.

- focus on ETE, health, substance use work, interventions, behaviour and expectations, resettlement and opportunities.
- Plans are based on updated assessments and shared with the secure establishment who should also be completing A+ whilst the child is in custody.
- Review planning meetings are scheduled ahead of time, at the last meeting, to avoid drift.
- Planning meetings should also consider bail applications (although responsibility for this ultimately sits with the child's legal representative). YJS must work with agencies and services to ensure appropriate plans are in place in the case of bail applications being made.
- Representatives from the Local Authority responsible for the accommodation needs of the child are invited and play a key role in the child's resettlement plan.

9. Standards for children in the justice system

The revised standards for children in the youth justice system 2019 are embedded within Bury and Rochdale YJS practice. The latest YJB National Standards Audit was submitted in 2020 based on the following National Standard areas;

- Out of Court Disposals
- Court
- In the Community
- In Secure Settings
- Transition and Resettlement.

Youth Justice Partnership Board members were identified to act as Champions against each area and the YJB guidance for 2021 was to embed these actions.

The self-assessment results were:

Standard	Strategic self assessed result	Operational self assessed result
NS1	Good	Good
NS2	Good	Good
NS3	Good	Good
NS4	Requires Improvement	Requires Improvement
NS5	Good	Good

In the next YJS Partnership Board (June 23), members will be assigned a standard as closely linked to their role as possible and together with the designated YJS Practice Manager/ Head of Service, they will be required to undertake a self-assessment of the YJS against that particular standard. There will be a requirement that one standard will be self-assessed every quarter (using a RAG rating system and narrative to support each area assessed) and that feedback will be presented to the Head of Service and YJS Partnership Board along with agreed actions and updates. Any key actions will be aligned with the YJ Partnership Board Action Plan to avoid the service overseeing multiple plans. This new process is to be rolled out throughout 23/24.

Aside from the National Standards audits, Bury and Rochdale YJS have agreed a new audit cycle for 23/24. Bi-monthly the two advanced practitioners will complete thematic areas agreed within the service performance clinic and monthly the two practice managers will complete 1 case file audit each to be moderated by the Head of Service. The first of these was completed in May 23. A quarterly summary of the findings and key learning from the audits will be presented to the YJ Partnership Board and actions incorporated into the YJ Partnership Board Action Plan 2023/2024.

10. Workforce development

Bury and Rochdale YJS have a Service Staff Progression Model in line with Children's Services. This sets out the various progression routes for staff across all areas of the service. One example is that, annually all staff have the opportunity to apply for the Social Work apprenticeship scheme led by CSC if they meet the essential criteria.

We provide a number of training opportunities for staff through in house training but also via external commissioned training. Training provided in 22/23 included:

- AIM3 Assessment – YJS/ CSC
- AIM3 Intervention – YJS/ CSC
- AIM3 Management training – YJS/ CSC
- VR training in collaboration with the Youth Service
- AssestPlus
- SHB
- CSC Practice fortnight
- Effective Case Recording

Staff receive monthly supervision which includes reflective case supervision. The practice managers and advanced practitioners facilitate a monthly meeting which alternates between a service meeting and a development afternoon for all staff.

All staff have an annual appraisal (Delve Conversation) in line with Corporate and Children's Services policy. These address any professional development needs, and these have all been completed for 22/23.

A dedicated YJS Training Plan for 23/2 has been created in consultation with staff and is reviewed monthly in the Managers Meeting. Rochdale Workforce Development have recruited 2 experienced social workers into the Practice Improvement Team, they are providing a full programme of training in core skills and knowledge, one to one reflective sessions and bespoke training offer for each service based on the needs of staff.

11. Evidence practice and innovation

As evidenced within this plan, evidenced-based practice and innovation is at the heart of service delivery at Bury and Rochdale YJS. The multi-agency service provision is strong and is tailored to meet the needs of children, families and victims in Bury and Rochdale.

Bury and Rochdale YJS are constantly adapting to ensure that service delivery is responsive. Enhanced data analysis will strengthen this further in the next 12 months. A recent example of responsiveness is through the collaboration with the Youth Service to develop a VR based programme to support YJ intervention and the work carried out by the Youth Service. Utilising funding through the EIPG and the Turnaround Programme it is our intention to widen this programme to support prevention and early intervention.

Rochdale Children's Services is working hard to become a Trauma Informed service and all training and support includes Bury and Rochdale YJS.

A key focus over the next 12 months is to develop the Diversity Policy (which includes a menu of services and resources for identified disproportionate groups in the YJS) to ensure that over-represented children i.e. cared for children, receive access to appropriate support to aid sustainable desistance.

Evaluation

Practice at Bury and Rochdale YJS is underpinned by a strong evidence base. Strengths-based, trauma-informed and child first approaches are central to this alongside the use of restorative approaches. All our interventions are evaluated against the YEF Toolkit to ensure that the most effective interventions are being utilised across the service.

Examples of some evidence based approaches and interventions being used within Bury and Rochdale YJS:

- Child First, Offender Second Approach
- Relational Practice
- Trauma Informed Practice
- Co-developed intervention plans
- Young person participation and engagement

- Restorative Approaches
- AIM interventions
- Reflective supervision

Case studies to support evaluation of interventions being used

Case Study 1 - K

Reason for referral:

Children's social care received a referral for the family in April 2022. This was due to K mental health declining and this resulted in him picking up a knife and threatening to stab his mum. In June K has threatened to stab his mum as well as making threats to harm himself and people in the community. Police attended the address at this time and K was taken to custody. K spent the night in custody. During visits, K shared that he doesn't feel knives have any dangers he stated 'they are just a piece of metal'. K also shared that he would stab someone 'if it came down to it'.

Brief information of intervention:

Engagement with K was good throughout the intervention plan and offered a good clarity of understanding regarding the issues identified. K was preparing for a court hearing (as victim) throughout the intervention period and although initially he stated he would not engage he was very engaging throughout and did not miss a session.

- **Knife Crime/ Knives takes lives** - Went through the you tube video which gave the impact of knife crime and completed the work book which K engaged well he has had no reports of knife incidents at the family home since the YJS intervention which represents a positive change.
- **Consequences to actions** – Covered work completed around understanding of the different types of consequences. Also included the offending ladder to help gain clarity of the impact of potential police involvement. K has improved considerably during this intervention period his relationship with his mum and this has proved to be a positive consequences in K's life.

- **Victim Awareness** - completed work around the ripple effect of knife crime and how this impacts on all people involved. K was able to provide clarity of understanding of how his actions could have had very serious outcomes and the victim work helped him to gain understanding of how this might have looked. Also completed work around different forms of abusive behaviours linked to his behaviours in the home.

Outcome:

K re-engaged with CAMHS , family have gone from a CIN plan to a TAF plan which is seen has positive progress. Mum reported in her closing questionnaire that she felt K was a lot calmer and he understood the consequences of his actions more. Mum also reported that YJS involvement has been the most beneficial K has ever received.

No reported police involvement throughout the intervention period and K spending more time at home with his mum and sister, this is seen has a really big change in Ks mind set has he would only stay at his grandmothers and visit occasionally to his mum. K is settled with school and this is also seen a real progress for K and school now lead on the TAF. Referral to mentoring was made after discussion with both K and mum in which they believed it would be beneficial for his ongoing progress.

Case study 2 - L

Reason for referral:

L was caught sneaking into the Cinema without paying and throwing stones at trams. He reported to the Police for ASB on the trams, climbing on the roof of the Leisure Centre and on one occasion found by the Police walking the streets in Manchester with a friend in the late hours.

Parents consented to the referral and wanted the best package of support for L. They are worried and both recognize his behaviours are escalating which could potentially result in a criminal conviction. No previous police/ intervention involvement.

Brief information of intervention:

L engaged in the process but at times was difficult to engage within the direct work sessions

Intervention plan completed

- **Consequences to actions** L has worked through the ladder of offending and worked on positive and negative consequences to his actions. This included how he behaved out in the community and school. L was able to provide clarity of understanding but this took several sessions to establish true understanding by L.
- **Education** - School Relationship throughout the plan has been poor and this has resulted in work being undertaken with school by YJ worker and EWO YJS. The outcome was that L was moved to alternative provision and the youth service to improve attendance and engagement.
- **Victim Awareness** work completed with L regards his clarity of understanding regards the impact of his actions on others in the form of anti-social behaviour in the community.
- **Positive activity** outside of school, L was reluctant to join any groups outside of his friendship circles and meeting up with them out in the community. L was provided with a local leisure centre pass which he could attend in his own time and not undertaken on specific times and dates which would suit his current life.

Progress made:

L started successfully at the alternative provision which was in place for an initial 12 week period and then reviewed. L has not been in trouble with the police throughout this intervention period and definite progress has been made. L and has been offered a mentor and this has been taken. A family worker remains in place supporting the family at the time of YJS closure.

Case Study 3 – A

Reason for referral

A was initially referred in for Schools Based Intervention and when this took place was very open about involvement in ASB/ risky behaviours. A agreed to engage with a Prevention Intervention.

Actions completed:

- **Joint work with YJS SALT** – A had signed an ABC but didn't understand what was expected of him regarding this. Tailored work designed with SALT to make this accessible for him. Completed ABC workbook then copied and shared with mum and A so they could revisit if needed.

- **Regular liaison with Community Safety re A's ABC** (further/wider discussions with Comm. Safety re how we can work together when YPs are given ABCs to support them more effectively through this process)
- **Referral made to YJS CAMHS Link** who supported A and School re his anxiety and enabled him to go back into mainstream classes.

Progress Made

No complaints made to YJS or Community Safety re ASB following work. A's behaviour at School much improved and he has gone back into mainstream lessons. Gym Pass obtained for A to support positive leisure time.

12. SERVICE DEVELOPMENT PLAN

Service development

As already detailed within this plan, Bury and Rochdale YJS have devised a YJ Partnership Action Plan 2023/2024 which will be updated by the management team monthly and scrutinised by the YJS Partnership Board on a quarterly basis. Bury and Rochdale YJS believe their vision and focus on future planning is strongly aligned to the YJB Strategic Plan 2021 – 2024. The vision for a child first youth justice system is strongly embedded within our culture as detailed in section 2 of this plan. We believe in strong and resilient leadership that leads by example and invests in its staff to ensure that joined-up, innovative and evidence-based practice is at the heart of what we do.

Following a management development session and a whole service development day Bury and Rochdale YJS developed our 6 priorities for 2023/2024:

1. Prevention - Ensuring the holistic needs of our children and young people are met at the earliest opportunity

Reason: To ensure that the children across Bury and Rochdale are receiving the right support as soon as need is identified and that the offer including mental health, social and education needs for young people at risk of escalation through the criminal justice system is robust and reduces the risk of offending behaviour.

Action: Review the pathways to early help support, across both Bury and Rochdale to ensure that children and young people quickly identified and are provided with early support to

prevent offending behaviour. Ensure a holistic approach to health (including mental health) social and education needs through a placed-based early help delivery model.

Expected Outcome: Improved offer which identifies and responds to young people at the earliest opportunity which leads to a reduction in young people entering the criminal justice system.

2. Disproportionality and diversity

Reason: To better understand the local demographic and the disproportionate representation within the YJ System that can impact on children and young people's life chances.

Action: To develop robust local data sets that provide live information and can evidence disproportionate groups. To develop a Policy and Implementation Plan.

Expected Outcome: To be able to target resources and increase understanding of children who are disproportionately represented within the system.

3. Adolescent offer

Reason: To be instrumental in the development of the 'Adolescents' pathways across GM and locally; which include all services for children at risk aged 13-19.

Action: To review the range of services that are available for adolescents, including Youth Justice & Targeted Youth Provision, that contribute to this agenda.

Expected Outcome: To ensure services are co-ordinated and joined up with a focus on adolescents. To see a reduction in CCE and other factors that place young people at risk.

4. Voice of the child

Reason: To ensure that we operate a 'Child First' youth justice system that hears the 'Voice of Children' and is prepared to act upon it to improve service delivery.

Action: To listen to what children and young people are telling us and think of new and innovative ways that make this meaningful.

Expected Outcome: To evidence that the 'Voice of the Child' has informed and shaped services and improved our offer for children at risk of, or involved in, the youth justice system.

5. Induction and development – board members

Reason: To ensure that all new and existing member of the Youth Justice Partnership Board understand their roles and responsibilities.

Action: Review the induction procedures and schedule a development session. Ensure thematic areas are reviewed at Board meetings.

Expected Outcome: Improved understanding of the role for Board Members, which ensures that they promote and champion the role of youth justice in their own services.

6. Quality assurance – implementation and oversight

Reason: To ensure effective QA across a range of service areas that continues to improve outcomes.

Action: Through continual audit and monitoring processes, both locally and across GM.

Expected Outcome: Improved outcomes for children and young people as result of effective service delivery.

Defining Success:

Bury and Rochdale YJS define success as being able **to inspire, encourage and empower – supporting our children’s individual needs to achieve a brighter future** (the YJS Vision). Furthermore Section 4 of this plan sets out Bury and Rochdale YJS commitment to working in partnership to ensure:

- Children are appropriately diverted from the YJS
- That offending by children is prevented and the use of custody is reduced
- The delivery of quality and effective services to children, parents/carers, victims and the community
- The improvement of practice and achievement of positive outcomes for children and young people
- That children are safeguarded and risk to the public is minimised and managed effectively
- That restorative justice, trauma-informed and child-first approaches underpin our practice
- The unnecessary criminalisation of cared for children and other disproportionality represented group is avoided where at all possible
- Improved Education, Training and Employment opportunities for children within the service
- Improved physical health and wellbeing for all children entering YJS
- That the service provides value for money.

Learning from Previous inspections

The most recent inspect of Bury and Rochdale YJS was in June 2020 as part of HMIP four year programme of youth offending service inspections. The overall rating of the inspection was Good.

Key Strengths:

- There is a clear 'Child First' vision guiding the work of the YJS, established and promoted by the Board and management, and providing staff and partners with a clear purpose.
- There are very strong partnership arrangements to support the work of the service, linking children to resources to address educational, substance misuse and mental wellbeing concerns.
- Staff are well trained and there is good access to career development opportunities.
- Staff are very positive about their experience of working in the Bury and Rochdale YJS.

- In relation to court disposals there is impressive engagement with children, and their parents/carers.
- The YJS is well served with partnership arrangements to support children. Partners share the sense of mission and 'Child First' vision.
- There is a strong commitment to the safety and wellbeing of children, and this was clear in the high-quality work throughout the management of cases.
- The process of transition to adult services is well managed and well resourced.
- The YJS had reviewed and revised out-of-court disposal work, in line with identified 'best practice'.
- Assessment work was of high quality in almost all cases.
- Work undertaken was based on good levels of engagement with children and their parents/carers.
- The work of the case manager was supported by very strong partnerships, particularly with police colleagues.

Recommendations

As a result of the inspection findings, HMIP made six recommendations that would have a positive impact on the quality of the YJS in Bury and Rochdale.

1. provide refresher training to all staff in the assessment and management of risk of harm
2. review all cases where risk of harm to the public is identified, using the increased capacity for direct line management, and adopt a clear approach to the management of those risks
3. develop an approach whereby children and their parents/carers have a clear means of expressing their interests within the governance arrangements of the service
4. involve staff members more in the development of policy and strategy
5. improve access to police information, for the purposes of risk management
6. improve interrogation of the Integrated Youth Support Services case management system, to understand better the needs of children so that interventions are targeted more effectively.

The recommendations above were actioned in the 21/22 and 22/23 YJ Partnership Action Plans and remain relevant to ensure that we improve the lives of the children in contact with youth offending services, and better protect the public.

Challenges, risks and issues


6 key service challenges, risks and issues have been identified. Below is an outline of these with actions that are being implemented to mitigate such risk.

Risk	Action to Mitigate Risk
1. Future budget efficiencies/reductions in partner contributions	<ul style="list-style-type: none"> • Review of Service Level Agreement between Rochdale and Bury • Review all vacancies as they arise in context of service needs • Maximise community resources • Maximise opportunities for partnership working with other agencies and ensure all secondments are in place • YJS Working Plan 2023/2024 • Quality Assurance processes/ quality improvement plans and processes • Commit to continuous quality improvement regardless of budget situation • Robust financial planning within Bury and Rochdale Council and with partners.
2. Increases in remand bed nights places increased strain on both Bury Council's and Rochdale Council's associated budget	<ul style="list-style-type: none"> • High quality budget monitoring and management • Timely, accurate and relevant information to managers • Brief relevant partners on need for efficient, speedy processes • Constantly review and develop Bury and Rochdale practice in each remand case, including actively considering applications for community bail packages

	<ul style="list-style-type: none"> • Provide timely updates to Bury and Rochdale Management Board and other relevant partnerships • Robust bail packages to be presented to court as alternatives to custody
3. Embedding new practice guidance – all policies, procedures and guidance are currently under review to ensure that practice is current and any gaps are identified.	<ul style="list-style-type: none"> • Staff have been made aware in the Whole Service Meetings that policies are being updated. • Once the policies are updated (plan for end of Summer 23), they will be shared with staff and the YJS Partnership Board for consultation. • Once agreed, all staff and Managers will be allocated at least one Policy each to summarise and then a development session will be facilitated whereby everyone can provide the key points from each policy in the form of a PowerPoint presentation. This will embed key learning and ensure that all key points can be accessed at ease for day to day use.
4. Ensuring young people/ parents and cares have a voice	<ul style="list-style-type: none"> • Systematically seeking and capturing views of children, young people, parents and carers including conversational audits • Development of a YJS parent forum to provide additional opportunity to understand what is going well and what we can do better • Presentations to the YJ Board to increase awareness and support with regard to requests for additional support or alternative partnership resources to respond to unmet needs of children and young people in the YJS

<p>5. GMP Focus on arrests: There is a current impetus within Greater Manchester Police (GMP) to arrest and hold more people committing offences to account. This increased focus and resource may indeed result in more children being brought to the attention of GM Youth Justice Services through the OOC and Court arena. The number of children currently under investigation (81 Bury/ 116 Rochdale as of 23.05.2023) presents a risk (from a capacity point of view) in the event that a high proportion result in referrals to the YJS or charge</p>	<ul style="list-style-type: none"> • YJS to work closely alongside GMP strategically at the YJS Partnership Board and other relevant forums and operationally to ensure that children are being dealt with proportionately to the seriousness of the offences and the individual circumstances of the child. A balance to be achieved in terms of child first principles and management of risk and public protection. • The weekly Joint Decision Making Panel to scrutinise decisions ensuring that children are diverted from Courts and back to the Police were appropriate. • The quarterly OOC Scrutiny Panel led at GM Head of Service level to further scrutinise decision making. • Ensure timely and improved information sharing between YJS and police to assist with responsive and proactive risk management/ interventions.
<p>6. Lack of dedicated Data Analysts</p>	<ul style="list-style-type: none"> • HoS working with the ICT service to increase data analyst capacity and provide more training to other members of the ICT team so that the responsibility does not lie with one person.

13. SIGN OFF, SUBMISSION AND APPROVAL

Chair of YJS Board - name	Jeanette Richards, DCS Bury
Signature	
Date	

14. Appendices - Appendix 1: Staffing Structure

Rachel Meyrick Head of Service	
Alison Hudson Practice Manager Team One	Sara Hallam Practice Manager Team two
Advanced Practitioner – David Bostock YJS OFFICERS <ul style="list-style-type: none"> • Dave Hattersley • Jayne Lord • Sue Lees • Stephen Hart • Mark Burrows – SYV/ project officer role 	Advanced Practitioner – Rucksana Begum YJS OFFICERS <ul style="list-style-type: none"> • Martin Jennings • Andrea Llywelyn-Jones • Craig Wood • Sam Wakefield • Muhammed Omar
YJ WORKERS <ul style="list-style-type: none"> • Dave Earnshaw • Liz Bailey • Pete Leyland • Joanna Lawlor • Joanne Garner • Matthew Jones (Skill Mill) 	YJ WORKERS <ul style="list-style-type: none"> • Claire Clark • Michelle Iqbal • Lauren Mungroo • Zulakha Khan • Olivia Bradley
PARTNERSHIP ROLES <ul style="list-style-type: none"> • Karen Wellens - Education (Rochdale) • Jenna Harrison - Rochdale Nurse • Jemma Flowitt - SALT • Kathy Ince - Bury Nurse • Lee CAMHs Practitioner 	PARTNERSHIP ROLES <ul style="list-style-type: none"> • Kirsty Coutts - Rochdale police • Bob Smith - Bury police • Joanne Brennan - RO co-ordinator • Vacant Post – Probation officer • Francesca Jones - Probation officer

Youth Justice Service Staff Information

GENDER	No
Male	10
Female	18
Other	
Not answered	3
ETHNICITY	
White	26
Asian	3
Black	
Mixed	1
Other	
Not answered	1
Disability	
Yes	
No	19
Not answered	11

Appendix 2: Budget Costs and contributions based on 2022/2023 figures

Expenditure	Salaries	Activity costs	Overheads	Total Expenditure
YJB Grant – Rochdale	593,437			593,437
Bury contribution to Rochdale from YJB Grant	150,000			150,000
LA – Rochdale	612,241	242,696	318,363	1,173,300
Police	35,000			35,000
Probation	3,500			3,500
Health	15,000			15,000
TOTAL	1,409,178	242,696	318,363	1,970,237

APPENDIX 3 - Common Youth Justice Terms

ACE	Adverse childhood experience. Events in the child's life that can have negative, long lasting impact on the child's health, and life choices
AIM 2 and 3	Assessment, intervention and moving on, an assessment tool and framework for children who have instigated harmful sexual behaviour
ASB	Anti social behaviour
AssetPlus	Assessment tool to be used for children who have been involved in offending behaviour
CAMHS	Child and adolescent mental health services
CCE	Child Criminal exploitation, where a child is forced, through threats of violence, or manipulated to take part in criminal activity
Children	We define a child as anyone who has not yet reached their 18th birthday. This is in line with the United Nations Convention on the Rights of the Child and civil legislation in England and Wales. The fact that a child has reached 16 years of age, is living independently or is in further education, is a member of the armed forces, is in hospital or in custody in the secure estate, does not change their status or entitlements to services or protection.
Child First	A system wide approach to working with children in the youth justice system. There are four tenants to this approach, it should be: developmentally informed, strength

	based, promote participation, and encourage diversion
Cared for Child	Child who is cared for by the local authority – this is the term used in Rochdale
Child looked-after	Child Looked After, where a child is looked after by the local authority
CME	Child Missing Education
Constructive resettlement	The principle of encouraging and supporting a child's positive identity development from pro-offending to pro-social
Contextual safeguarding	An approach to safeguarding children which considers the wider community and peer influences on a child's safety
Community resolution	Community resolution, an informal disposal, administered by the police, for low level offending where there has been an admission of guilt
EHCP	Education and health care plan, a plan outlining the education, health and social care needs of a child with additional needs
ETE	Education, training or employment
EHE	Electively home educated, children who are formally recorded as being educated at home and do not attend school
EOTAS	Education other than at school, children who receive their education away from a mainstream school setting
FTE	First Time Entrant. A child who receives a statutory criminal justice outcome for the first time (youth caution, youth conditional caution, or court disposal)

HMIP	Her Majesty Inspectorate of Probation. An independent arms-length body who inspect Youth Justice services and probation services
HSB	Harmful sexual behaviour, developmentally inappropriate sexual behaviour by children, which is harmful to another child or adult, or themselves
JAC	Junior Attendance Centre
MAPPA	Multi agency public protection arrangements
MFH	Missing from Home
NRM	National Referral Mechanism. The national framework for identifying and referring potential victims of modern slavery in order to gain help to support and protect them
OOCD	Out-of-court disposal. All recorded disposals where a crime is recorded, an outcome delivered but the matter is not sent to court
Outcome 22/21	An informal disposal, available where the child does not admit the offence, but they undertake intervention to build strengths to minimise the possibility of further offending
Over-represented children	Appearing in higher numbers than the local or national average
RHI	Return home Interviews. These are interviews completed after a child has been reported missing
SLCN	Speech, Language and communication needs
STC	Secure training centre
SCH	Secure children's home

Young adult	We define a young adult as someone who is 18 or over. For example, when a young adult is transferring to the adult probation service.
YJS	Youth Justice Service. This is now the preferred title for services working with children in the youth justice system. This reflects the move to a child first approach
YOI	Young offender institution



Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 05 October 2023
Subject:	Awarding of Frozen Food Contract to a supplier on behalf of Catering Services	
Report of	Cabinet Member for Corporate Affairs and HR	

Summary

1. Bury Council's Schools Catering team serve over 10,000 meals per day across 55 Schools within the borough of Bury.

To ensure that the meals provided are of the best value and of a high quality to ensure school food compliance, food suppliers must be procured under strict regulations.

YPO (Yorkshire Purchasing Organisation) offer food supply frameworks to support local authorities which need to get best value for money and a consistent quality.

The catering team have used the 001114 Food Deal 2 Framework, procured by YPO in compliance with the Public Contracts Regulations 2015 plus a further price benchmark.

This Price Benchmark invited Tenders from all Suppliers who were successfully awarded onto the relevant Lot(s) of the Food Deal 2 Framework as a Call-Off Contract for the supply of Frozen food. Suppliers from the following Lots were therefore invited to take part:

Frozen lot 1

The Call-Off Contract covers the period from 06/10/23 to 03/09/25 with 2 options to extend for an additional 12 months (2+1+1). The first decision to extend the contract period will be taken by the end of June 2025 and will be dependent on satisfactory completion of all aspects of the contract to date, the current market conditions for this Lot and Bury Council's contracting structures. The maximum contract period will therefore be 4 years from 06/10/23 to 03/09/2027 subject to an annual review, incorporating price negotiations and Key Performance Indicators.

The Call-Off Contract has an estimated value of £2,200,000 for the maximum life of the contract (4 years). The supply will be to 55 school kitchens. The core service is currently provided 38 weeks a year and is fully paid for by schools through their SLA (Service Level Agreement) charge.

There are also meals provided as part of HAF (Holiday Activity Fund) which is an initiative to provide meals to children entitled to free school meals who take part in organised activities during school holidays.

A "Shopping Basket" for the price evaluation was used. This shopping basket contained the most frequently purchased items, although it will not have been an exhaustive list. The service reserve the right to buy any additional products from the awarded supplier where these products fall within the same product lot/lots.

This is at the winning supplier's best delivered price.

The following highlights the breakdown of how the suppliers were scored to ensure cost, quality, and social value / sustainability.

PRICE BENCHMARK AWARD CRITERIA	
CRITERION	PERCENTAGE WEIGHTINGS
Cost – 60%	A score was determined following evaluation of the shopping basket in this benchmarking exercise.
Quality – 30%	The full score was carried forwards from the initial tender evaluation. This section was not re-opened during the benchmark.
Social Value/Sustainability – 10%	The full score was carried forwards from the initial tender evaluation. This section will not re-opened during the benchmark.

The scores for each supplier who chose to bid were:

Scores

Suppliers	% Quality - Out of 30	% Social Value - Out of 10	Price	Total
Dunsters Farm	21.3	7.4	40	68.7
Harlech Foodservice	15	6.7	50	71.7
Hopwells Limited	25.5	8	57	90.5
JJ Food Service	24.6	7	60	91.6
Trevor's Warehouses	23.7	7.8	54	85.5

Following the agreed score mechanism and weightings JJ Food Service scored the highest.

Social Value

Social value of the tender exercise equates to 10% of the scoring. Social value in all tender submissions included the environmental improvement and protection with support around food waste reduction, use of sustainable food production and the reduction of carbon emissions through all their delivery vehicles.

All submissions were clear with human rights as well as equality and diversity commitments.

Hopwells scored the highest in social value as they were able to demonstrate excellent skills development in conjunction with the training and development of the catering team's priorities and included food demonstrations and extensive support. Trevor's Warehouses were also able to demonstrate good social value but were not as specific as Hopwells.

Harlech Food Services scored the lowest as their social value was not as specific as the other suppliers.

Dunster's Farms were able to demonstrate good skills development but were not as specific as Hopwells with their offer.

JJ Foods were able to offer skills development, training and development of the teams for allergens and hygiene. They demonstrated the use of sustainable packaging and the move to electric vehicles.

Although Hopwells were able to demonstrate the highest social value, the quality and cost of their products did not bring them to the highest score overall.

Volumes of orders

As schools academise, some schools may decide to either take their catering service inhouse or explore using another operator. Due to this uncertainty all suppliers have ensured that there is no restriction or commitment to order agreed volumes. Volumes and ordering levels are planned to be reviewed annually as part of the contract management.

Recommendation(s)

2. It is requested that Cabinet authorises the award of the frozen food supply contract to JJ Food Services for the period stated.

Reasons for recommendation(s)

3. JJ Food Service achieved the highest scores across the three criteria as to cost, quality, and social value/ sustainability . It is therefore best placed to meet the needs of the catering provision as well as supporting the Council's strategic priorities and meeting the relevant governance and legal requirements.

Alternative options considered and rejected.

4. The Schools Catering team could revert to the AGMA (Association of Greater Manchester Authorities) preferred supplier, to which Bury Council can access; Dunster's Farms, however using Dunster's would not represent best value or quality as they achieved the lowest overall score of the five bidders who submitted bids in the Council's tendering exercise.
-

Report Author and Contact Details:

Name: David Catterall

Position: Head of Commercial Services

Department: Operations

E-mail: d.catterall@bury.gov.uk

Links with the Corporate Priorities:

5. Awarding JJ Food Service supports lower cost food but meets the compliant school meal standards and therefore supports the Catering Service to provide quality school meals. Quality school meals support better learning and provides better meals for those entitled to free school meals which supports better health and wellbeing.

Continued cost control within the catering service through sustainable procurement whilst awarding local suppliers supports economic growth in the borough.

Continued viability of the catering service through diligent cost control supports employment of over 280 staff, who are predominantly female, in lower paid employment. Through viability of the service, they can access improved learning and development which support skills improvement, and links to economic growth and supports improved health and wellbeing outcomes.

Equality Impact and Considerations:

A full EIA has been conducted with mostly neutral and some positive impacts identified. There are no negative impacts arising from this activity. This is available upon request.

Environmental Impact and Considerations:

6. Awarding JJ Food Service, who is a local supplier will support decarbonisation as distance travelled to deliver will be low.

Improved food quality supports less food waste which also supports improved cost control.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
Not awarding to JJ Food Services would result in the catering service having to use AGMA awarded Dunster's Farm for frozen food, this would create increased food costs.	Award the contract based on 2+1+1 years will full reviews of the contract annually.

Legal Implications:

The tender exercise carried out by the Council's Commercial Services department utilising the YPO Food Deal 2 Framework is compliant with both the Council's Contract Procedure Rules 2022 and the Public Contracts Regulations 2015.

Financial Implications:

Costs are fully recovered through the catering SLA. JJ Food Service not only scored highest overall but also on price. Whilst there is an indicative cost within the report actual costs will be determined based upon products and quantities bought. The catering service is also reviewing its stock control and ordering system to ensure that food wastage is minimised and tight stock control is maintained.

Appendices:

None.

Background papers:

None.

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

Term	Meaning
YPO	Yorkshire Purchasing Organisation
HAF	Holiday Activity Fund

SLA	Service Level Agreement
AGMA	Associated Greater Manchester Authorities
Shopping Basket	List of most used food items that are compared during the tender process
EIA	Equality Impact Assessment
Call Off Contract	Contract based on a period of time and of a forecasted value

**MINUTES OF THE MEETING OF THE GREATER MANCHESTER COMBINED
AUTHORITY HELD ON FRIDAY 28TH JULY 2023 AT ROCHDALE COUNCIL, NO.1
RIVERSIDE, ROCHDALE, OL16 1XU**

PRESENT

Mayor of Greater Manchester	Andy Burnham (in the Chair)
Deputy Mayor (Police, Crime & Fire)	Kate Green
Bury	Councillor Eamonn O'Brien
Bolton	Councillor Akhtar Zaman
Oldham	Councillor Arooj Shah
Rochdale	Councillor Neil Emmott
Salford	City Mayor Paul Dennett
Stockport	Councillor Mark Hunter
Tameside	Councillor Ged Cooney
Wigan	Councillor David Molyneux

ALSO IN ATTENDANCE:

Manchester	Councillor Luthfur Rahman
Rochdale	Councillor Janet Emsley

OFFICERS IN ATTENDANCE:

Chief Executive Officer, GMCA & TfGM	Eamonn Boylan
GMCA Deputy Chief Executive	Andrew Lightfoot
GMCA Monitoring Officer	Gillian Duckworth
GMCA Treasurer	Steve Wilson
Bolton	Lee Fallows
Bury	Lynne Ridsdale
Manchester	Carol Culley
Oldham	Harry Catherall
Rochdale	Steve Rumbelow

Salford	John Searle
Stockport	Caroline Simpson
Tameside	Sandra Stewart
Trafford	Sara Todd
Wigan	Alison McKenzie-Folan
Office of the GM Mayor	Kevin Lee
GMCA	Sylvia Welsh
GMCA	Lee Teasdale
TfGM	Helen Humble

GMCA 134/23 APOLOGIES

That apologies be received from Councillor Nicholas Peel (Bolton), Councillor Bev Craig (Manchester), Councillor Tom Ross (Trafford), Sue Johnson (Bolton), Joanne Roney (Manchester) & Tom Stannard (Salford).

GMCA 135/23 CHAIRS ANNOUNCEMENTS AND URGENT BUSINESS

The Mayor of Greater Manchester, Andy Burnham, invited Deputy Mayor Kate Green to provide an update following some recent high profile news stories in relation to Greater Manchester Police.

Firstly, reference was made to Andrew Malkinson, who had recently been released from prison after close to 20 years for a conviction of rape that he had now been found innocent of. This was an appalling miscarriage of justice and there were a number of concerns about how this case had been handled and a detailed review being undertaken of what had happened within GMP that had resulted in this failure of justice.

Secondly, news had broken in relation to three separate strip searches of women in police custody, in one particular case there had been an accusation of rape by custody officers – this case has now been referred directly to the IOPC (Independent Office for Police Conduct) and a response was being awaited on whether the IOPC

would take the case. The other two reported cases would continue to progress through the standard complaints process.

The Mayor and Deputy Mayor had met with one of the women and following this meeting the Mayor had invited Dame Vera Baird KC to conduct an independent review of custody processes and the care of detainees within GMP. This review would take place swiftly and the outcomes would be made transparently available to provide the three women and the wider public assurance that there had been a full and independent review of the circumstances and conditions within GMP's custody suites.

It was requested that Chief Constable Stephen Watson be asked to attend a forthcoming meeting of the GMCA to provide his personal views on the news stories highlighted above.

The Mayor of Greater Manchester raised concerns about the proposals raised by Government to close all ticket offices within rail stations and he, alongside the other Metro Mayors were part of a group reviewing the legality of the process, particularly the three-week consultation process and the inordinate impact that the closures would have on users with disabilities. The GMCA was requested to agree a motion that the current process be halted and replaced with a full consultation process in accordance with the requirements of the Railways Act 2005.

RESOLVED /-

1. That the update following recent high profile news stories in relation to Greater Manchester Police be received.
2. That updates on the Dame Vera Baird KC led review be submitted to the GMCA as and when appropriate.
3. That Chief Constable Stephen Watson be invited to a forthcoming GMCA meeting to provide his own view on the matters.
4. That the following motion be agreed:

This Committee resolves to support the action of the Mayor of Greater Manchester and other Mayors in opposing the current proposal to close ticket offices in rail stations.

We call on the Rail Delivery Group to halt the current process and undertake a full consultation in accordance with the requirements of the Railways Act 2005.

GMCA 136/23 DECLARATIONS OF INTEREST

RESOLVED /-

That there were no declarations of interest made in relation to any item on the agenda.

GMCA 137/23 MINUTES OF THE GMCA MEETING HELD ON 30 JUNE 2023

RESOLVED /-

That the minutes of the GMCA meeting held on 30 June 2023 be approved as a correct record.

**GMCA 138/23 MINUTES OF THE GMCA OVERVIEW AND SCRUTINY
COMMITTEE MEETING HELD ON 7 JUNE 2023**

RESOLVED /-

That the minutes of the GMCA Overview & Scrutiny Committee meeting held on 7 June 2023 be noted.

**GMCA 139/23 MINUTES OF THE GMCA WASTE AND RECYCLING
COMMITTEE HELD ON 13 JULY 2023**

RESOLVED /-

1. That the minutes of the GMCA Waste and Recycling Committee meeting held on 13 July 2023 be noted.

2. That the appointment of Councillor Alan Quinn as the Chair of the Waste & Recycling Committee for this municipal year be approved.

**GMCA 140/23 MINUTES OF THE GREATER MANCHESTER AIR QUALITY
ADMINISTRATION COMMITTEE HELD ON 13 JULY 2023**

RESOLVED /-

That the minutes of the Greater Manchester Air Quality Administration Committee meeting held on 13 July 2023 be noted.

**GMCA 141/23 MINUTES OF THE GMCA AUDIT COMMITTEE HELD ON 21
JULY 2023.**

Item withdrawn.

GMCA 142/23 GREATER MANCHESTER APPOINTMENTS

RESOLVED /-

1. That Councillor Elizabeth Patel (Trafford) (Labour) be appointed to the Growth Company Board.
2. That Councillor Sean Ennis (Trafford) (Liberal Democrat) be appointed to the GMCA Overview & Scrutiny Committee.
3. That Councillor Christine Roberts (Wigan) (Labour) be appointed as a substitute member of the GMCA Audit Committee.

**GMCA 143/23 EVALUATION OF THE GMCA SCRUTINY FUNCTION AND
ANNUAL REPORT**

Gillian Duckworth, GMCA Solicitor & Monitoring Officer, introduced a report outlining the work of the GMCA Overview and Scrutiny Committee over the past municipal year

in support of the independent evaluation undertaken by the Centre for Governance and Scrutiny.

The evaluation of the first year had found that good progress had been made in the implementation of the recommendations and helpfully highlighted some further areas for consideration during 2023/24, including providing further training and knowledge sessions for members, continued regular attendance by the Mayor and relevant portfolio Leaders, and the continued development of the work programme and task & finish groups.

RESOLVED /-

1. That the draft of the annual report in conjunction with the independent evaluation, as set out in Annex A, be noted.
2. That it be noted that the GMCA Overview & Scrutiny Committee will submit a report on their activities to the GMCA on an annual basis.

**GMCA 144/23 GREATER MANCHESTER INTEGRATED TECHNICAL
EDUCATION CITY REGION**

Councillor Eammon O'Brien, Portfolio Leader for Technical Education, Skills & Work, presented a report which provided an update on the ambition for Greater Manchester as an integrated technical education, skills and work city-region in the context of the Trailblazer Devolution Deal and Local Skills Improvement Plan development.

The approach being developed had received the endorsement of GM's business community & employers, as well as training & skills providers and education establishments. There had been national concern expressed about the proposed approach, particularly from Secretary of State about different offers in different regions, however it was felt that the purpose of devolution was to allow each area to

develop its offer to capitalise upon the strengths and ambitions of that place. It was hoped as well that this would provide a model for other areas to successfully emulate.

RESOLVED /-

1. That the update be welcomed and that the next steps over the coming months, as set out in paragraph 4, be noted as follow:
 - Analysis of the stakeholder consultation and public poll responses will be completed and will inform the further development of the technical education/MBacc proposals.
 - Framing of the seven Employer Boards (one per career gateway) to help employers shape clear pathways for young people into the jobs of the future and understanding the areas of study needed for these pathways. In this way it will create the same clarity around the technical education route as already exists around the university route. These Employer Boards will sit within the wider governance and accountability landscape linked to the Devolution Deal, including arrangements for implementing the LSIP recommendations. These Boards will be established in the early Autumn.
2. That it be noted that that developmental work will continue over the summer and further details will follow with the intention to submit proposals for the new governance arrangements to the GMCA in September 2023 for consideration and approval.
3. That feedback from public polling be submitted to a future meeting of the GMCA.

**GMCA 145/23 LOCAL AREA ENERGY PROGRAMME – STRATEGIC
OUTLINE BUSINESS CASE**

Harry Catherall, Portfolio Lead Chief Executive for Green City Region, presented a report which provided an update on the Strategic Outline Business Case completed since the GM Local Area Energy Plan was approved in September 2022. The report

included proposals to leverage significant investment into the region and set out the strategic imperative and proposed approach to deliver the outcomes from the Greater Manchester Local Area Energy Plan.

RESOLVED /-

1. That the report and the proposed approach to delivering the outcomes from the GM Local Area Energy Plan be noted.
2. That the investigation and development of outline business cases to accelerate inward investment and delivery be noted.
3. That the development of regional delivery structure, operating model and required capacity be endorsed.
4. That the need for additional dedicated resource to support development of new commercial and finance solutions, the approach to which will be set out in a further report in relation to further work following agreement to the Strategic Outline Business Case, be endorsed.
5. That the submission of a circa £5m bid to Innovate UK Net Zero Living: Pathfinder Places, to support delivery of the above, with the GMCA to act as the accountable body, be approved.
6. That authority be delegated to the Chief Executive Officer, GMCA and TfGM and GMCA Treasurer, in consultation with the Portfolio Leader, Green City Region, to finalise the bid, receive and defray funding if successful.

GMCA 146/23 DOMESTIC ENERGY ADVICE DEMONSTRATOR PROJECT

Harry Catherall, Portfolio Lead Chief Executive for Green City Region, presented a report which provided background information on the national £20m Domestic Local Energy Advice Demonstrator Projects funding, provided via the Northwest Net Zero Hub, and the opportunity that this would present to the city region.

The report sought approval for the signing of a Grant Funding Agreement with the Department of Energy Security and Net Zero to receive grant funding of up to £2.1m for a Domestic Local Energy Advice Demonstrator (LEAD) project which would provide the opportunity for ~24,000 GM residents to be provided with in-person energy saving advice.

RESOLVED -/-

1. That the forthcoming opportunity presented by the LEAD funding be noted.
2. That the proposed approach, with the GMCA acting as the accountable body for the LEAD programme, be approved.
3. That authority be delegated to GMCA Treasurer and GMCA Solicitor & Monitoring Officer, in consultation with the Lead Portfolio Lead for Green City Region to
 - Sign a grant funding agreement with the DESNZ to receive grant funding for a GM LEAD project up to £2.14m.
 - Expend the awarded grant funds by defrayed agreements via the funding partners i.e., 3 Local Authorities, 2 Social Enterprises, 2 private business and a cooperative.

GMCA 147/23 ATOM VALLEY BUSINESS PLAN

Mayor of Greater Manchester, Andy Burnham, introduced a report seeking the GMCA's approval for the Atom Valley MDZ Business Plan 2023/24.

The Business Plan detailed the workstreams currently underway and the huge amount of work already taking place in relation to each of the separate sites including work on skills, innovation and transport.

RESOLVED -/-

That the Atom Valley MDZ Business Plan 2023 - 2024 (Appendix A) be approved.

**GMCA 148/23 UKSPF: COMMUNITIES AND PLACE WIGAN COUNCIL
PHASE 2**

Councillor David Molyneux, Portfolio Lead for Resources & Investment, presented a report setting out a proposal from Wigan Council on the second phase of UKSPF investment in the district and the recommendations of the GM UKSPF Local Partnership Board to the GMCA, as the Lead Authority, in relation to the investment proposal. The proposal was related to the UKSPF Communities and Place investment priorities E1, E3 and E6.

RESOLVED -/-

1. That Wigan Council be granted up to £1,958,294 of GM's UKSPF allocation over 2 years to deliver the activity, expenditure, outcomes and outputs set out in their UKSPF Communities and Place Phase 2 proposal by March 2025, taking the Wigan Council Communities and Place UKSPF investment across Phases 1 and 2 to a maximum of £3,008,294.
2. That the additional impact of the Wigan Council Phase 2 proposal to the collective impact of the currently approved ten Local Authority proposals, in exceeding the majority of outcomes and outputs for the Communities and Place Investment Priority as set out in the GM UKSPF Investment Plan, be noted.

**GMCA 149/23 PROPOSAL FOR THE COMMISSIONING OF SUPPORT FOR
THE SOCIAL ECONOMY**

Councillor David Molyneux, Portfolio Lead for Resources & Investment, presented a report that offered context and outlined a proposition for a two-year programme of support for the social economy in Greater Manchester. This would include the commissioning of £460,000 specialist business support activities and £365,000 for the creation of an Inclusive Ownership Platform and associated provision to support community wealth building in Greater Manchester.

RESOLVED -/-

1. That the recommendations of the GM UKSPF Local Partnership Board on the strategic fit and deliverability of the UKSPF proposal for the creation of an Inclusive Ownership Platform and associated business support activity be approved.
2. That authority be delegated to the GMCA Treasurer, in consultation with the Portfolio Lead for the Economy, Business and International and Portfolio Lead for Resources and Investment, to approve the procurement method and subsequent award of contract(s) worth £825,000 across the following indicative allocations:
 - £460,000 for specialist support activities which address gaps or weaknesses in the current support available to inclusively owned businesses: and
 - £365,000 for the creation and management of the GM Inclusive Ownership Platform, delivering the UKSPF outputs and outcomes described in this report.

GMCA 150/23 GMCA REVENUE UPDATE QUARTER 1 2023/24

Councillor David Molyneux, Portfolio Lead for Resources & Investment, presented a report informing of the GMCA's financial position at the end of June 2023 (Quarter 1) and forecast revenue outturn position for the 2023/24 financial year.

The report showed a forecast deficit of £15.3m for TfGM for 2023/24, but this would be fully mitigated by the actions proposed within the report including the reallocation of Bus Service Improvement Plan funding.

RESOLVED /-

1. That an increase to the Mayoral budget of £500k funded from Mayoral reserves towards the cost of additional extended rough sleeper provision provided through Manchester City Council (para 3.2) be approved.
2. That an increase to the revenue grant to Transport for Greater Manchester of £7.8m funded from the Capital Programme Reserve to fund capital financing

costs that are unable to be met from Metrolink revenues (para. 6.14) be approved.

3. That the intention to re-allocate £15m of Bus Service Improvement Programme (BSIP) grant funding previously awarded by Department for Transport to support bus services, with £7.5m of this re-allocation to be utilised in 2023/24 and £7.5m in 2024/25 (para 6.14) be noted.

GMCA 151/23 GMCA CAPITAL UPDATE QUARTER 1 2023/24

Councillor David Molyneux, Portfolio Lead for Resources & Investment, presented a report which provided an update in relation to the GMCA's 2023/24 capital expenditure programme.

RESOLVED -/

1. That the current 2023/24 forecast of £681.3m compared to the 2023/24 budget of £591.8m be noted and changes to the capital programme, as set out in the report, be approved.
2. That an increase in the Transport capital budget, approved by GMCA in June 2023 as part of the Transport Capital Programme report for the City Region Sustainable Transport schemes of £41.4m, as outlined in section 2.9, be noted. That the inclusion within this figure of Greater Manchester's (GM's) share of the national Additional Maintenance (Pothole) Funding of £6.2m within the 2023/24 forecast, as outlined in section 2.9.4 of this report, also be noted.
3. That other increases in capital budget over £500k be approved as follows:
 - Active Travel Fund 4 (ATF4) capital funding of £3.6m as outlined in section 2.5;
 - Access for All of £2.8m as outlined at section 2.7;
 - GM One Network of £1.8m as outlined at section 2.14;

- Regional Growth Fund Loans of £3.9m outlined at section 3.1;
- Growing Places of £9.3m for outlined at section 3.2;
- Housing Investment Loans Fund of £9.6m outlined at section 3.3;
- Brownfield Land Fund of £16.4m outlined at section 3.7;
- Public Sector Decarbonisation Scheme funding of £1.8m outlined at section 3.9;
- UK Share Prosperity Fund carry forward of £1m unspent approvals from 2022/23 outlined at section 3.10;
- Social Housing Decarbonisation funding of £26.7m outlined at section 3.11;
- Social Housing Quality Fund of £15.0m outlined at section 3.12;
- Homeless Rough Sleeper Accommodation Programme of £2.1m outlined at section 3.13 and
- Fire and Rescue Services of £4.0m outlined as section 4.

**GMCA 152/23 GREATER MANCHESTER INVESTMENT FRAMEWORK
ANNUAL REPORT**

Councillor David Molyneux, Portfolio Lead for Resources & Investment, presented a report which provided an overview of GMCA's achievements in managing investment in commercial property, residential development and business within Greater Manchester.

RESOLVED /-

That the contents of the report be noted.

**GMCA 153/23 GREATER MANCHESTER INVESTMENT FRAMEWORK –
REQUEST FOR DELEGATION**

Councillor David Molyneux, Portfolio Lead for Resources & Investment, presented a report seeking approval to delegate authority to the Chief Executive Officer, GMCA & TfGM and the GMCA Treasurer, in consultation with the Portfolio Lead for Investment

and Resources, to approve projects for funding and agree urgent variations to the terms of funding previously approved by the Combined Authority, for the period 29th July 2023 to 28th September 2023.

RESOLVED /-

1. That authority be delegated to the Chief Executive Officer, GMCA & TfGM and the GMCA Treasurer, in consultation with the Portfolio Lead for Investment and Resources, to approve projects for funding and approve urgent variations to the terms of funding in the period 29 July 2023 to 28th September 2023
2. That it be noted that any recommendations that are approved under the delegation will be reported to the next available meeting of the GMCA.

**GMCA 154/23 GREATER MANCHESTER HOUSING INVESTMENT LOANS /
CITY DEAL RECEIPTS / GREATER MANCHESTER
BROWNFIELD PROGRAMME**

Councillor Ged Cooney, Portfolio Lead for Housing, presented a report seeking approval to delegate authority to the Chief Executive Officer, GMCA & TfGM, acting in conjunction with the Portfolio Lead for Housing, to approve investments from the Greater Manchester Housing Investment Loans Fund (GMHILF) and/or investments using City Deal Receipts, and to agree urgent variations to the terms of GMHILF and City Deal Receipts funding previously approved by the Combined Authority.

Additionally, approval was also sought to delegate authority to the Chief Executive Officer, GMCA & TfGM, acting in conjunction with the Portfolio Lead for Housing, to approve further allocations of brownfield funding that has been devolved to GMCA.

RESOLVED /-

1. That authority be delegated to the Chief Executive Officer, GMCA & TfGM, in consultation with the Portfolio Lead for Housing, to approve projects for GMHILF and/or City Deal Receipts funding, and agree urgent variations to the terms of GMHILF and/or City Deal Receipts funding, in the period 29 July 2023 to 28 September 2023.

2. That authority be delegated to the Chief Executive Officer, GMCA & TfGM, in consultation with the Portfolio Lead for Housing, to approve further allocations of brownfield funding, that has been devolved to GMCA, in the period 29 July 2023 to 28 September 2023.
3. That authority be delegated to the GMCA Treasurer and the GMCA Solicitor and Monitoring Officer, to prepare and effect the necessary legal agreements.
4. That it be noted that any recommendations that are approved under the delegation will be reported to the next available meeting of the Combined Authority.

GMCA 155/23 DELIVERING THE BEE NETWORK: FARES AND PRODUCTS

The Mayor of Greater Manchester, Andy Burnham, presented a report setting out the proposed introduction of fares and products that would be available to customers travelling on franchised bus services from 24th September 2023.

The report, in addition to the broad fare structures, included some of the more discreet products on offer that lived outside of the multimodal core offers. These included offers for students, discounted routes and cross-boundary services that would continue to exist.

The Mayor acknowledged comments raised by the GM Overview and Scrutiny Committee and the Bee Network Committee. These comments had included an ask that concessionary support continues for all groups, and that no groups be left at a disadvantage, with a particular emphasis on support carers. It was asked that the compensation process be made as simple as possible with bureaucracy minimised, that relations be improved with trade unions to mitigate risk of strike action, and that pathways to careers be improved to increase driver availability.

RESOLVED -/

1. That the proposed range of fares and products that will be available to customers travelling on franchised bus services from 24th September 2023 be approved.

2. That the recommendations and feedback from the GM Overview and Scrutiny Committee and the Bee Network Committee be noted.

**GMCA 156/23 GREATER MANCHESTER BUS STRATEGY: BETTER BUSES
FOR THE BEE NETWORK**

The Mayor of Greater Manchester, Andy Burnham, introduced a report seeking approval of the draft Greater Manchester Bus Strategy, a sub-strategy of the 2040 Transport Strategy. A summary was provided of its contents, including how the bus network would support the creation of the integrated Bee Network.

One of the key targets within this was to increase bus patronage in Greater Manchester by 30% by the year 2030. An ambitious target that would be achieved through lower fares and better integration, which studies showed would account for 15% of this. 8% of the increase would come through improved services, and the remaining 7% sought via improved reliability. Realising this ambition would also however, require proper investment from Government on a fair and consistent basis as seen with Transport for London.

The Mayor advised of the suggestion raised by the Bee Network Committee, that its model be replicated at the district level to allow for better control and coordination when deploying bus services.

RESOLVED /-

1. That the draft Greater Manchester Bus Strategy be approved.
2. That the recommendations and feedback from the Bee Network Committee be noted.
3. That the principle of the replication of the Bee Network Committee model at a district level to better control and coordinate the deployment of Bus Services be endorsed.

GMCA 157/23 METROLINK CONTRACT EXTENSION

The Mayor of Greater Manchester, Andy Burnham, presented a report seeking approval to trigger the extension option within the Metrolink Operations and Maintenance Agreement (MOMA) with Keolis Amey Metrolink Ltd (KAM) to extend the contract until 25 July 2027.

It was advised that a large-scale review would take place on the vision for the future of Metrolink as the service now passed the 30 years mark. This review would potentially commence in late 2024 stretching into 2025 and would include consideration of any potential network expansion and the current financial compensatory arrangements in place for those authorities that did not currently have a Metrolink service.

RESOLVED -/

1. That the contents of the report be noted.
2. That the recommendations and feedback from the Bee Network Committee be noted.
3. That the proposed terms of an extension to the MOMA with KAM from 21 July 2024 to 25 July 2027 be approved.
4. That it be noted that a large-scale review of the vision for Metrolink will be undertaken late 2024/ 2025, noting the review will include any potential Metrolink network expansion and the current financial compensatory arrangements in place for those authorities who do not currently have a Metrolink service.

GMCA 158/23 EXCLUSION OF THE PRESS AND PUBLIC

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

GMCA 159/23 METROLINK CONTRACT EXTENSION

Clerk's Note: This item was considered in support of the report considered in Part A of the agenda (minute 157/23)

RESOLVED -/

1. That the contents of the report be noted.
2. That the recommendations and feedback from the Bee Network Committee be noted.



Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 05 October 2023
Subject:	Strategic Housing Review – Future Management and Maintenance of Council Housing	
Report of	Cabinet Member for Housing Services	

Summary

To update Members on the results of the Tenant's test of opinion and progress following an earlier Cabinet report received in June 2023.

Recommendation(s)

1. Note the outcome of the Tenants test of opinion.
2. Note the service improvement plan activity to date.

Reasons for recommendation(s)

This is an updating report to Cabinet.

Alternative options considered and rejected.

Not applicable

Report Author and Contact Details:

Name: Paul Lakin

Position: Director Business Growth & Infrastructure

Department: BGI

E-mail: Paul.Lakin@bury.gov.uk

1.0 Background

The Strategic Housing Review outcomes were reported to Cabinet 7th June 2023. Cabinet agreed that the views of Tenants should be obtained and that further updating reports will be provided to Cabinet by December 2023. This report updates Cabinet on the outcome of the tenant's opinion, further work continues in relation to the improvement work as set out in the earlier report.

1.1 Engagement & Tenant's Test of Opinion

Following approval from Cabinet in June 2023 the customer offer documentation was prepared to inform the tenant and stakeholder test of opinion.

The Tenant engagement commenced on the 31st July 2023 and closed on the 4th September 2023. Every Tenant and leaseholder was written to outlining the Council's proposals with a reply form to express their view. It was supplemented with

information on the Council and Six Town Housing website in the form of Frequently Asked Questions (FAQ's) tenants' newsletters, social media messages and text message reminders.

The test of opinion was conducted by an independent agency (UK Engage) who have extensive experience of operating tenant ballots. It was important for the Council and Six Town Housing to ensure the widest possible engagement with tenants and lease holders.

The views of the Six Town Housing Customer Review Group were sought and tenants were engaged through the Tenant & Residents Associations. Campbell Tickell was appointed as the Independent Tenant Advisor to support Tenants and Residents through the proposal and to support tenants and Residents to express their views, through in- person and on-line sessions.

A 9.89% response rate was achieved, with 771 returns from our 7,700 tenants, of which 90.5% support the proposal for the Council to deliver the housing management and maintenance service directly, as follows:

- 90.8% support the proposal to bring the direct management of services into the direct management of the Council
- 94.2% of tenants reported the information received regarding the ballot was useful
- 87.3% of tenants reported the information provided was sufficient
- 91.4% of tenants reported that they understood the proposal and how we plan to integrate services & save money to reinvest in their homes
- 95.7% of tenants reported they understood the proposed change and that it does not change their tenancy / services or rent.

The response rate has been confirmed to provide a statistically sound result. Positively the feedback also identified 300 residents who indicated they are interested in getting more involved in activity on their estate.

1.2 Service Improvement progress to date

The June 2023 Cabinet report also made a series of commitments to immediately improve services to tenants, including progressing refreshed policy and operating models which are consistent with the requirements of The Regulator of Social Housing. Inspections under new regulatory standards will commence from April 2024 so the Council must be able to demonstrate compliance with this standard by this time.

Accordingly, the June Cabinet report approved the development of :

- a robust **Communications Plan** to ensure clear, consistent information is provided in a timely manner to all Stakeholders. June 2023
- **A Performance Improvement Plan** June – December 2023 to include
 - Review customer access arrangements
 - Tenant Satisfaction Measures introduced April 2023

- Income maximisation action plan
 - Review Housing Capital Programme establish 3–5-year investment plan.
 - Compliance review
 - Day to day Repairs establish service targets and cost and performance data.
 - Finalise Housing Revenue Account – 30 Year Business Plan
- Preparation of detailed **staff offer**
- Preparation of detailed **Customer Offer**, service specification and transition plan, by July 2023. To include the priorities identified in the Strategic Housing Review
 - Access to services
 - Repairs
 - Environmental Management
 - Community Safety and ASB connectivity

All actions have been progressed in accordance with these commitments with particular improvements now made including:

- A Joint reception point for housing enquiries opened in August 2023 in the Town Hall, to offer face to face support. The new arrangements have been welcomed by tenants and received positive feedback.
- Tenant Satisfaction Measures which are compliant with The Regulator of Social Housing requirements have been introduced April 2023 are monitored monthly with improvement plans in place for areas not on target.
- A Neighbourhood Policy which is compliant with regulatory standards was approved by Board on 20 September 2023. Work is underway in partnership with Council colleagues to align neighbourhood working with the LET'S do it public service reform model.
- Complaints processes have been reviewed and new processes implemented, which are again compliant with the expectations of the Regulator of Social Housing.
- housing management services have been reviewed and a process is underway to align activity to the 5 neighbourhoods, the caretaking team are now aligned with Housing Management to improve responsiveness in relation to environmental issues.
- A programme of Estate walkabouts with Ward Members has commenced.
- A review of Six Town Housing governance has been undertaken to streamline decision-making and focus activity on improvement and preparation for Regulation.
- A review of the Equality, Diversity and Inclusion Framework has been completed and was considered by the STH Board 20 September 2023.

Ongoing activity includes:

- A review of the Housing Capital Programme to establish 3–5-year investment plan is in progress.

- The development of a balanced robust 30-year HRA Business Plan, which sets investment plans to management and maintain council housing stock in the context of capital funding levels, treasury management and borrowing capacity
- An income maximisation action plan to improve rent collection rates and support to tenants.
- A service review of day-to-day Repairs is in progress to establish service targets and cost and performance data. Work on the assets and liabilities register has been completed to ensure a comprehensive understanding
- A Service Review is in progress to assess the performance of the day-to-day repairs delivery to tenants and to establish service targets and cost and performance data

Members are also asked to consider the Part B report on this agenda which related to contracting and compliance matters.

2.0 Next Steps

A further Cabinet report will be submitted to Cabinet in November setting out recommendations for next steps.

Links with the Corporate Priorities:

An integrated approach to the management of council housing for tenants will help realise the Let's do it Strategy of public service reform and the Housing Strategy objectives of safe, high quality and mixed tenure housing offer

Successful delivery of these strategies relies upon new localised arrangements which draw upon the strengths of local communities and reflect the distinct identities of the six towns which make up the borough.

Equality Impact and Considerations:

Inclusion and equity must be at the heart of the Council's approach to the management and maintenance of its housing. An EIA was provided to support the recommendation to return the housing stock to direct Council control.

Environmental Impact and Considerations:

The model for management and maintenance of council housing contributes to the achievement of a carbon neutral Borough by 2038. STH has made progress in establishing approaches and pilot schemes. Investment through the Housing Capital Programme to modernise and refurbish council housing provides the opportunity to enhance delivery and be cost effective within a fully scaled Council-wide programme.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
---------------------------	-------------------

Implementation of the agreed vision and service models	Communications Plan, Stakeholder engagement
Financial sustainability of the Housing Revenue Account – PEST environment – within the context of the Council’s Financial pressures	Financial capacity Inflation, cost controls Development of a robust HRA Business Plan
Operating within the Regulatory environment	Effective regulatory preparation. Performance management & continuation of the improvement journey

Legal Implications:

Members are asked to note this update setting out the outcome of the Tenant ballot and activity undertaken to date, there is a separate part B report on this agenda for Members consideration.

Financial Implications:

The report updates on the progress since the earlier Cabinet report in June of this year. Within the previous report reference was made to savings that could be delivered through removing duplication and enabling the best use of resources. These savings are yet to be quantified.

Costs incurred to date as part of this process have been charged to the Housing revenue account which is a separate ringfenced account and not part of the Councils general fund.

Background papers:

Cabinet report – Strategic Housing Review June 2023

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

Term	Meaning
Six Town Housing	Bury Council’s Arm’s Length Management Organisation
Housing Revenue Account (HRA)	Ring fenced Account for the provision of housing management and maintenance of council housing

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of the Local Government Act 1972.

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