

# AGENDA FOR OVERVIEW AND SCRUTINY COMMITTEE



*Contact:* Chloe Ashworth  
*Direct Line:* 0161 253 5130  
*E-mail:* C.Ashworth@bury.gov.uk  
*Web Site:* www.bury.gov.uk

**To: All Members of Overview and Scrutiny Committee**

**Councillors :** R Bernstein, C Birchmore, A Arif, N Bayley,  
N Boroda, D Green, T Pilkington, D Vernon (Chair),  
G Marsden, E Moss and M Rubinstein

Dear Member/Colleague

## **Overview and Scrutiny Committee**

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

<b>Date:</b>	Wednesday, 1 November 2023
<b>Place:</b>	Council Chamber, Bury Town Hall
<b>Time:</b>	7.00 pm
<b>Briefing Facilities:</b>	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.
<b>Notes:</b>	

## **AGENDA**

### **1 APOLOGIES**

### **2 DECLARATIONS OF INTEREST**

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

### **3 PUBLIC QUESTION TIME**

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

### **4 MEMBER QUESTION TIME**

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

### **5 MINUTES** *(Pages 3 - 6)*

Minutes from the meeting held on 04<sup>th</sup> October 2023 are attached.

### **6 BURY LOCAL TRANSPORT STRATEGY** *(Pages 7 - 260)*

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

### **7 QUARTER 2 FINANCE REPORT** *(Pages 261 - 310)*

Report from Councillor Gold, Cabinet Member for Finance and Communities is attached.

Appendix 1

Appendix 2

Appendix 3

Appendix 4

### **8 URGENT BUSINESS**

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



**Minutes of:** **OVERVIEW AND SCRUTINY COMMITTEE**

**Date of Meeting:** 4 October 2023

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

**Also in attendance:** Crispian Logue, Assistant Director of Strategy, Planning & Regulation, Philippa Brunson, Senior Planning Officer and Sarah Doherty, Legal Services Jacqui Dennis, Monitoring Officer and Chloe Ashworth, Democratic Services.

**Public Attendance:** 25 members of the public were present at the meeting.

**Apologies for Absence:** None

#### **OSC.1 APOLOGIES**

No apologies were received.

#### **OSC.2 DECLARATIONS OF INTEREST**

The following declarations of interest was made:

1. Councillor Birchmore declared a personal interest as a member of 'Bury Folk Keep It Green' and has attended the places for everyone examinations in Manchester.

#### **OSC.3 PUBLIC QUESTION TIME**

The following questions were received in advance of the meeting and are appended to the agenda.

Questioner	Topic	Responding
Annette Corrigan	Air Quality	Cllr O'Brien
Stephen Cluer	Modifications	Cllr O'Brien
Richard Lucas	The Green Belt	Cllr O'Brien
Phil Smith-Lawrence	biodiversity habitats	Cllr O'Brien
Alan Bayfield	Electioneering	Cllr O'Brien
Marie Holder	PFE Inspection process	Cllr O'Brien

#### **OSC.4 MEMBER QUESTION TIME**

The following question were submitted in advance of the meeting and are appended to the agenda:

Questioner	Topic	Responding
Cllr McBriar	Bespoke Housing Plans	Cllr O'Brien

Cllr Harris	Gunning Principles	Cllr O'Brien
Cllr Gartside	Walshaw	Cllr O'Brien
Cllr Rydeheard	Greenbelt Allocations	Cllr O'Brien
Cllr Booth	Ecology	Cllr O'Brien

**OSC.5 MINUTES**

It was agreed:

1. That the minutes of the meeting held on 05/09/2023 be approved as a correct record and signed by the Chair.

**OSC.6 PLACES FOR EVERYONE MODIFICATIONS**

It was agreed that Crispian Logue Assistant Director of Strategy, Planning & Regulation would provide a presentation on the Places for Everyone Modifications prior to Public and Member Question Time.

Following Public and Member questions members were invited to ask questions.

Members asked questions regarding the impact on biodiversity on land included in the plan. In response Councillor O'Brien, Leader advised if the modifications are approved the law requires that applications will be made in accordance with the development plan. It has been concluded in the plan that they aim to provide protection, to mitigate, or compensate where this is not possible. Where there is an impact there is a requirement for biodiversity net gain of no less than 10%.

Discussions took place regarding the link road proposed and the requirement for a second secondary school. In response, Councillor O'Brien did advise that the link road is essential from the Council's perspective. In addition Councillor O'Brien advised the infrastructure guarantee would commence through the master plan. At this stage it has been determined that two primary schools and a new high school would be required.

A Councillor sought assurances on the total number of homes new homes. In conclusion Councillor O'Brien advised the total number of homes anticipated to be delivered on Bury's allocations by 2039 is 5,040. Members were advised they will receive further information regarding the figures following the meeting.

A member sought assurances regarding an alternative plan. In response Councillor O'Brien advised that December 2023 is currently the expectation for completion of the consultation on the proposed modifications to the plan. . If the plan does not proceed work already done can be used to inform a local plan process. Crispian Logue, advised some existing evidence is in place for a local plan already. Councillor O'Brien agreed that a refresher meeting for an all-party local planning group should take place within the next few weeks.

A member questioned if it is possible to withdraw from the Places for Everyone plan and formulate a local plan that makes the requested provisions in Walshaw. Councillor O'Brien advised it is not an option as a local plan has to go before planning inspectors and the plan would not get a different outcome. Crispian Logue, advised if a local plan

was developed the green belt would still need to be used to meet targets as there is insufficient brownfield land to meet needs.

A member questioned the outcome from other authorities who withdrew from the plan. Members were informed if Bury was to withdraw it would have to be a full council decision then onto the Combined Authority and Housing Minister.

A member questioned if the HS2 withdrawal will impact the places for everyone plan. Members were informed that in principle the plan can be updated to take account for any changes that may impact the plan.

A member questioned if a change in Government could impact the plan. Members were informed that the delivery of any plan can constantly change and has already been changed. The council will continue to stay reactive and flexible.

A member sought assurances on the green belt additions that were removed from the plan in March 2023 and the risk of future development proposals on these areas. Members were informed that the council did not remove the request for areas to be added into the greenbelt. Some of the areas had a stronger case than other areas and were not accepted. The Leader advised the areas are unlikely to be developed on as they do have existing protections in place, the outcome of the Examination does not put them at any greater risk than they were before going into the process, and that all planning applications are determined on their own merits.

At 21:38pm Councillor Rubinstein left the meeting.

In conclusion, Councillor Vernon stated that the Committee has held a reasonable discussion and people have been able to make their views known. Members and the public will be able to have their personal say in the consultation going forward if Cabinet accept to proceed onto consultation.

Following the approval process it was agreed that the Council motion of an all-party group be reconvened.

It was agreed:

1. The Overview and Scrutiny Committee wished to place their thanks on record for the officers and Councillor O'Brien's presentation and attendance.
2. Special thanks be given to Councillor O'Brien, Leader and Crispian Logue, Assistant Director of Strategy, Planning & Regulation for providing a comprehensive update to the Committee.

## **OSC.7 URGENT BUSINESS**

There was no urgent business.

**COUNCILLOR D VERNON**  
**Chair**

**(Note: The meeting started at 7.30 pm and ended at 9.50 pm)**

This page is intentionally left blank



<b>Classification:</b> Open	<b>Decision Type:</b> Key
--------------------------------	------------------------------

<b>Report to:</b>	Cabinet	<b>Date:</b> 05 October 2023
<b>Subject:</b>	Bury Local Transport Strategy	
<b>Report of</b>	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:

*Name: Joanne Betts*

*Position: Strategic Transport Lead*

*Department: BGI*

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

---

## **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.

<b>Capital funding committed or available to Bury Council for transport improvements April 2022 – March 2027</b>	<b>Funding source</b>	<b>Committed capital funding <sup>(1)</sup></b>
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"> <li>• Fishpool junctions and crossings</li> <li>• Pimhole junctions and crossings</li> <li>• Radcliffe: Milltown Street Bridge</li> </ul>	MCF	£10.000m
Fishpool and Pimhole Active Neighbourhood	ATF2	£0.750m
Parkhills Road - Heywood Street Junctions Radcliffe Metrolink Active Access Package	ATF4	£1.850m
<b>Total committed funding</b>		<b>£68.414m</b>

(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:**

<b>Risk / opportunity</b>	<b>Mitigation</b>
---------------------------	-------------------

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

This page is intentionally left blank



## Appendix 1: Draft Bury Local Transport Strategy Consultation Statement

### Consultation Approach

Consultation commenced on 24<sup>th</sup> March 2023 and closed 14 weeks later, on 30<sup>th</sup> 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 <sup>st</sup> June 2023	4.30pm-6.30pm	The Tottington Centre
Wednesday 7 <sup>th</sup> June 2023	5.30pm-7pm	Peel Room, Bury Town Hall
Thursday 8 <sup>th</sup> June 2023	4.30pm-6.30pm	Ramsbottom Library
Monday 12 <sup>th</sup> June 2023	4.30pm-6.30pm	Whitfield Methodist Church, Oasis Centre
Thursday 15 <sup>th</sup> June 2023	4.30pm-6.30pm	Radcliffe Library
Thursday 22 <sup>nd</sup> June 2023	4.30pm-6.30pm	Prestwich Library

Transport planning officers also attended the Older People's Forum (7<sup>th</sup> June), Circles of Influence meeting (6<sup>th</sup> July) and were available to discuss with Members before full Council (24<sup>th</sup> 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.

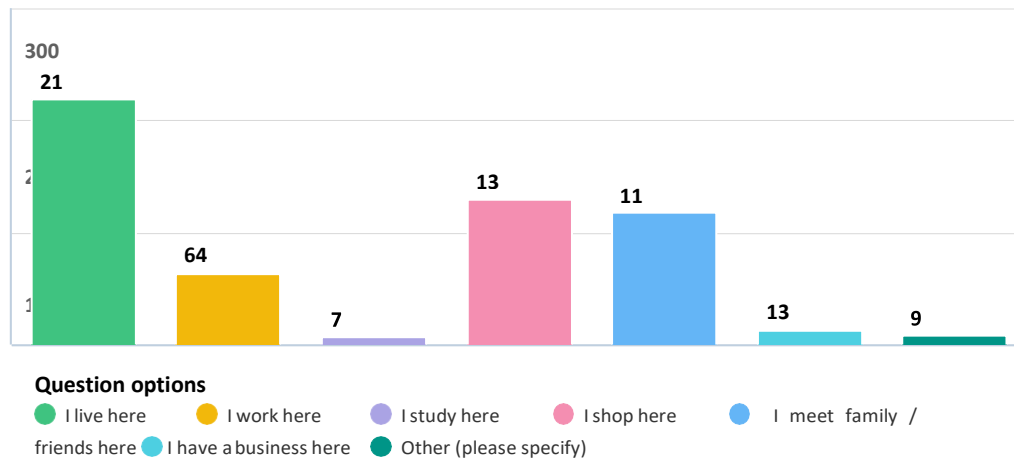
Initial questions related to the travelling habits of consultees, asking their connection to the Borough and how often they travel within the Borough by different modes of transport. Consultees were then asked to what extent they agreed or disagreed that the Strategy reflects the transport challenges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

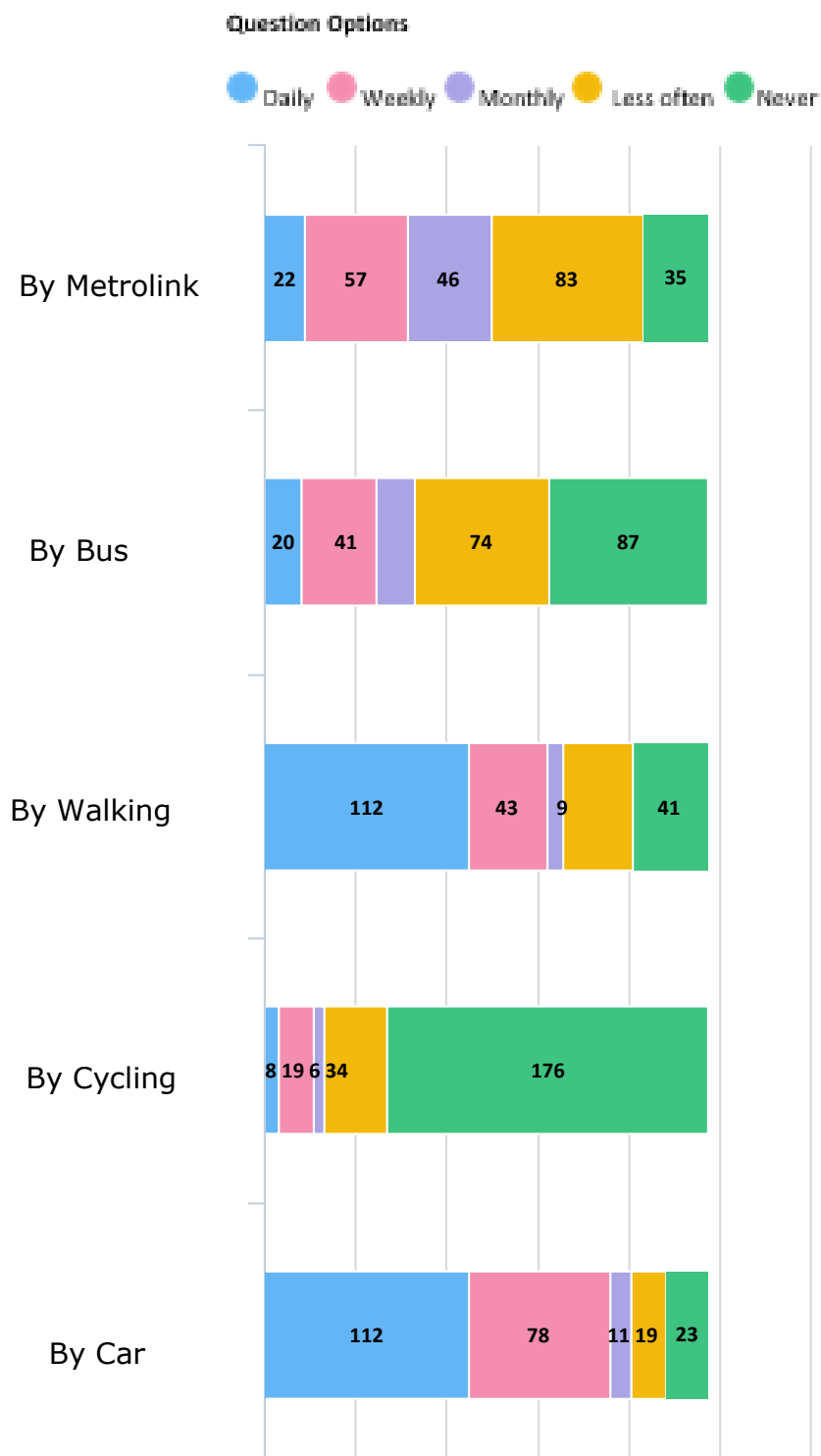
**Q1. Which of the following describe your connection to the Borough? (Tick all that apply)**



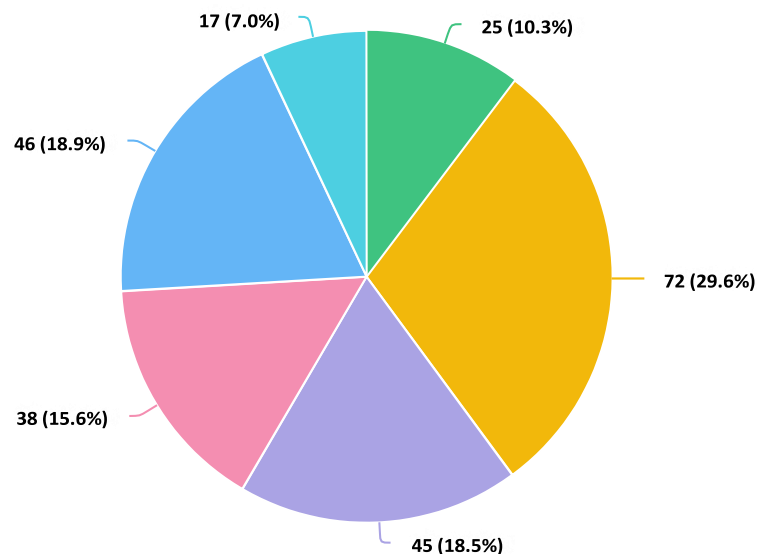
As the above graph shows, the majority of respondents live in the borough (219 respondents) with a further 130 stating that they shop in the borough and 118 responding that they meet friends/family here.

## 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.'**

<b>Response</b>	<b>Percentage</b>	<b>Number</b>
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.

<b>Objective</b>	<b>Agreed or strongly agreed</b>	<b>Disagreed or strongly disagreed</b>
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?**

<b>Response</b>	<b>Percentage</b>	<b>Number</b>
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?**

<b>Response</b>	<b>Percentage</b>	<b>Number</b>
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?**

<b>Response</b>	<b>Percentage</b>	<b>Number</b>
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?**

<b>Response</b>	<b>Percentage</b>	<b>Number</b>
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





# CONTENTS

	Page Number
<b>Foreword</b>	3
<b>Executive Summary</b>	4
Chapter 1: Introduction	9
Chapter 2: Greater Manchester Transport Strategy 2040	12
Chapter 3: Local Issues And Challenges	23
Chapter 4: Transport Vision and Strategic Objectives	40
Chapter 5: Metrolink	44
Chapter 6: Bus	61
Chapter 7: Walking, Wheeling and Cycling	81
Chapter 8: Highways	100
<b>Chapter 9: An Integrated Transport Network</b>	126
<b>Chapter 10: Funding and Delivery</b>	129
<b>Chapter 11: Next Steps</b>	136
<b>Appendix 1: Township Plans</b>	138
A: Ramsbottom and Tottington	139
B: Bury	150
C: Radcliffe	165
D: Whitefield	178
E: Prestwich	189
<b>Appendix 2: Strategic Sites</b>	201
A: Atom Valley - Northern Gateway	202
B: Simister/Bowlee	205
C: Elton Reservoir	206
D: Walshaw	207

# 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.

<b>Objective 1</b> Support sustainable and inclusive economic growth and regeneration	<b>Objective 2</b> Reduce the impact of transport on the environment	<b>Objective 3</b> Support healthy and active lifestyles	<b>Objective 4</b> Improve connectivity	<b>Objective 5</b> Provide a well-maintained, reliable and resilient transport system	<b>Objective 6</b> Provide a transport system that is safe, secure and accessible to all
--	---	---	--	--	---

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.**





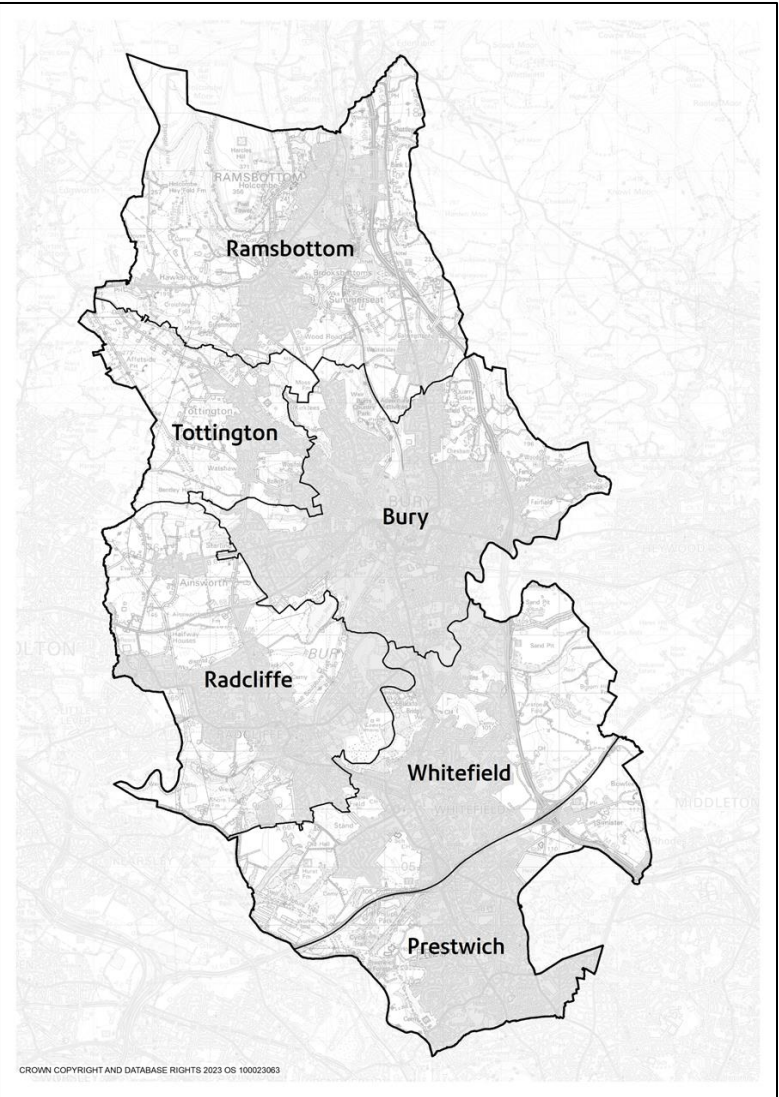
# Executive Summary: Townships

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](http://www.onecommunitybury.co.uk/bury-transport-strategy) or email your  
comments to [engagement@bury.gov.uk](mailto:engagement@bury.gov.uk) or

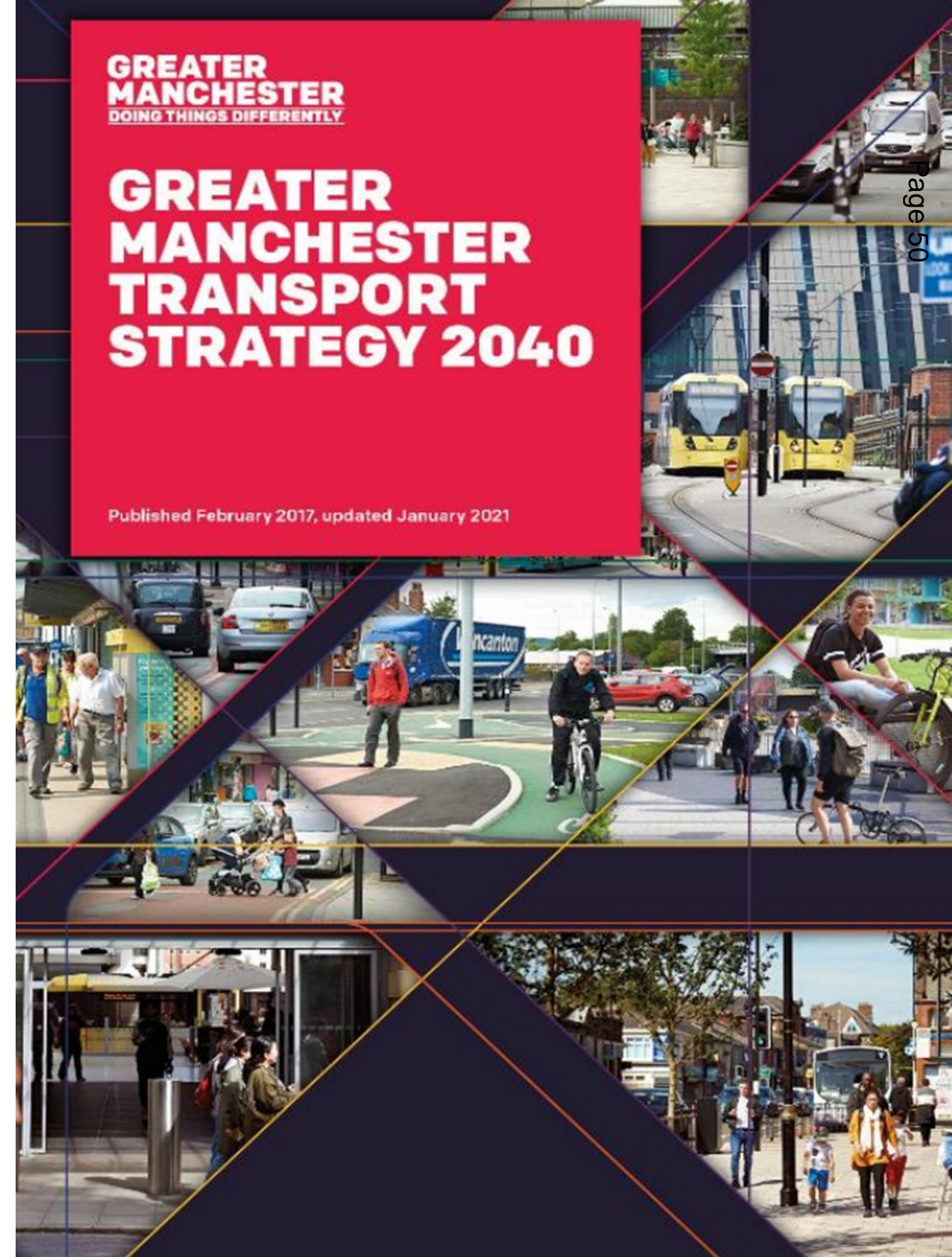
**COME ALONG TO ONE OF OUR DROP-IN SESSIONS**

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](http://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.

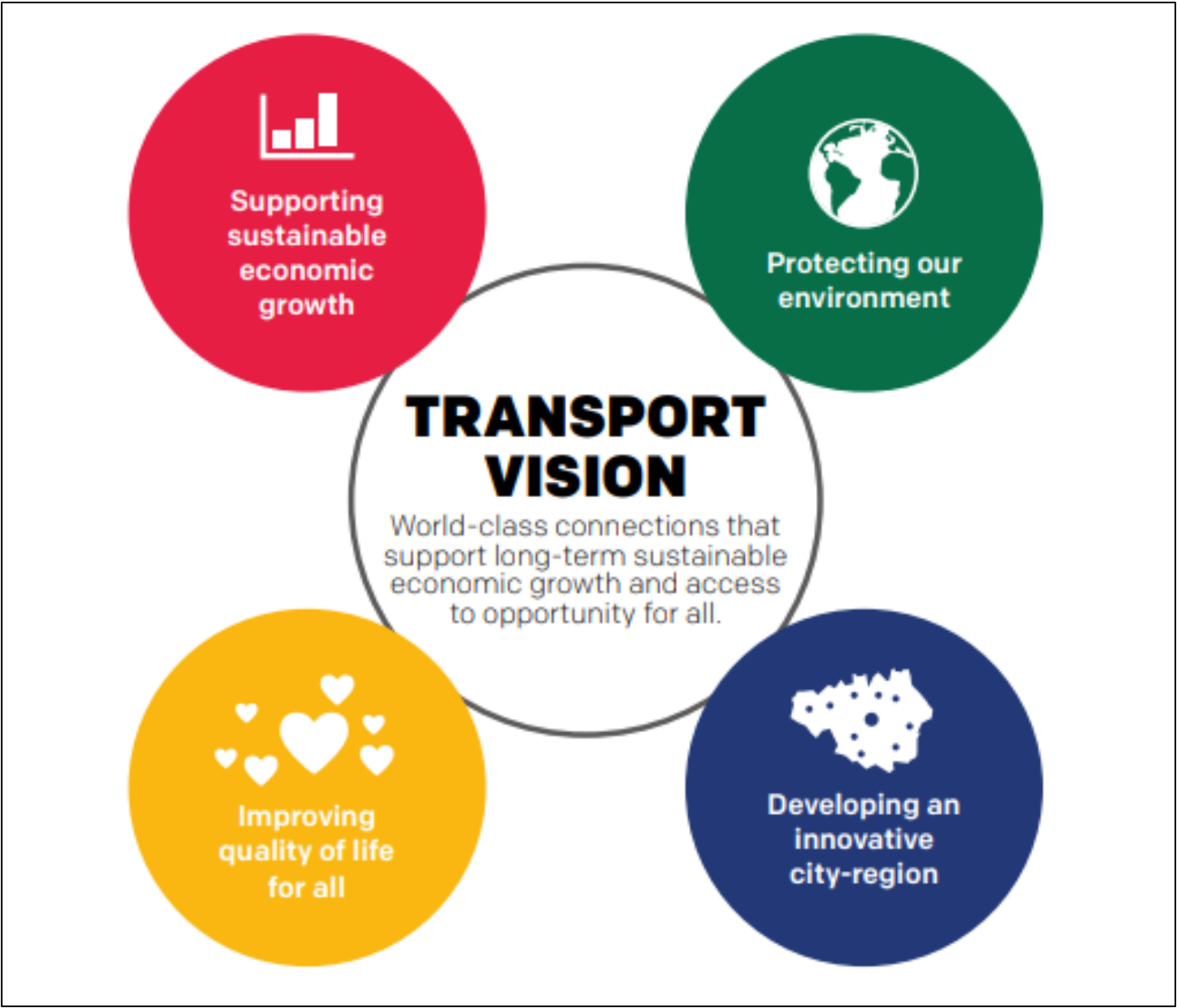
All ten Greater Manchester local authorities and Transport for Greater Manchester, are signed up to GM2040 and all its ambitions, policies and projects.

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.

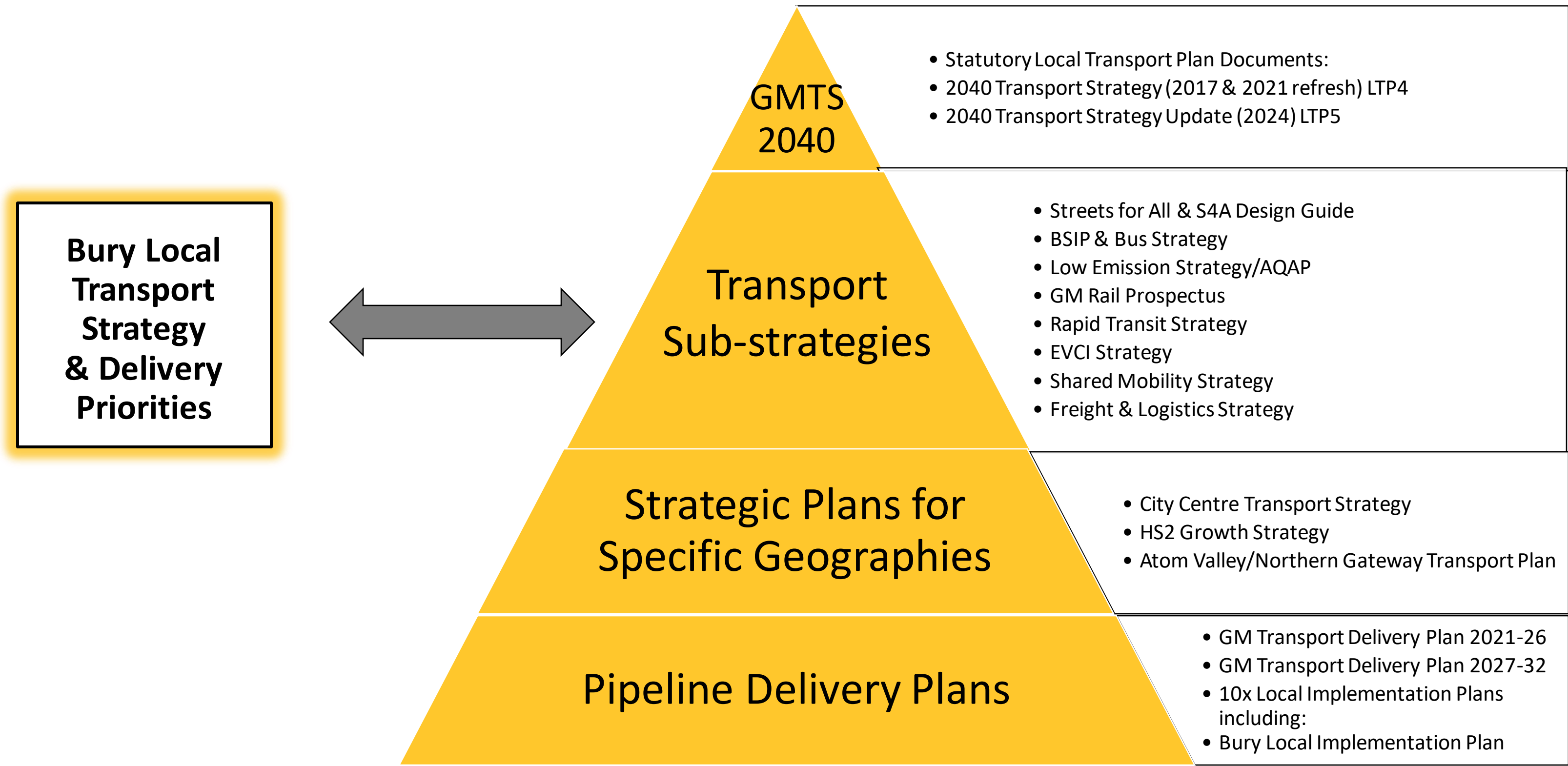
It includes a vision for Greater Manchester to have ‘*World class connections that support long-term, sustainable economic growth and access to opportunity for all*’. The four key ambitions of the GM2040 vision, which are shown in the adjacent diagram, also apply to this Bury Local Transport Strategy.

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.

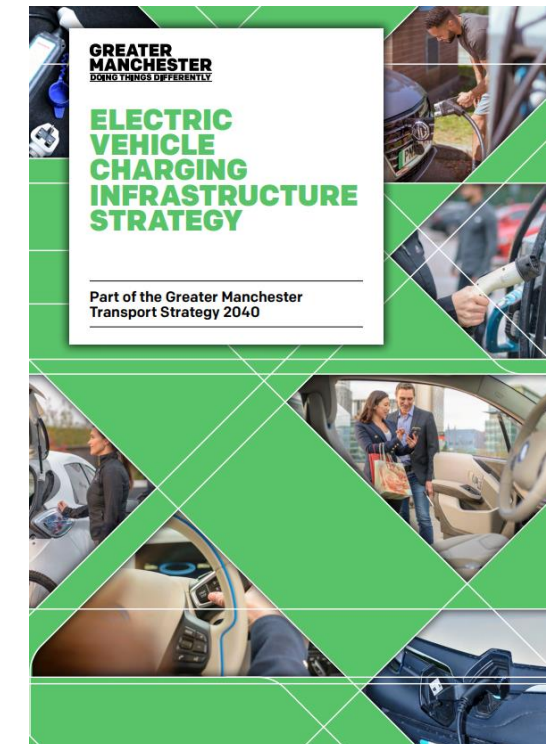
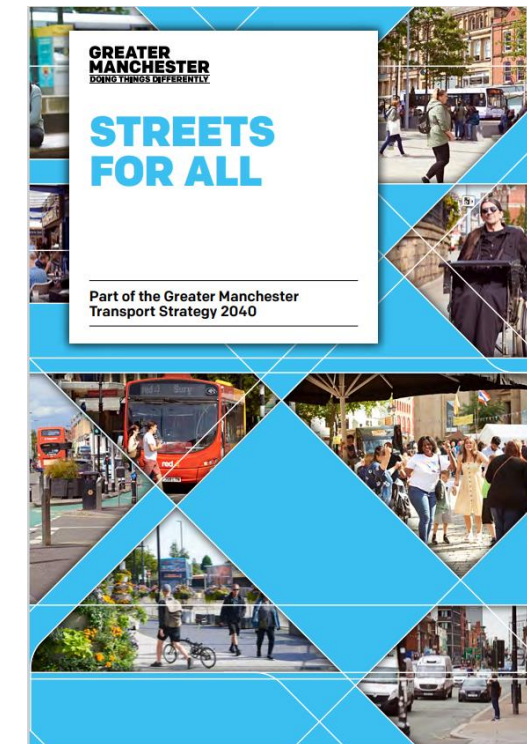
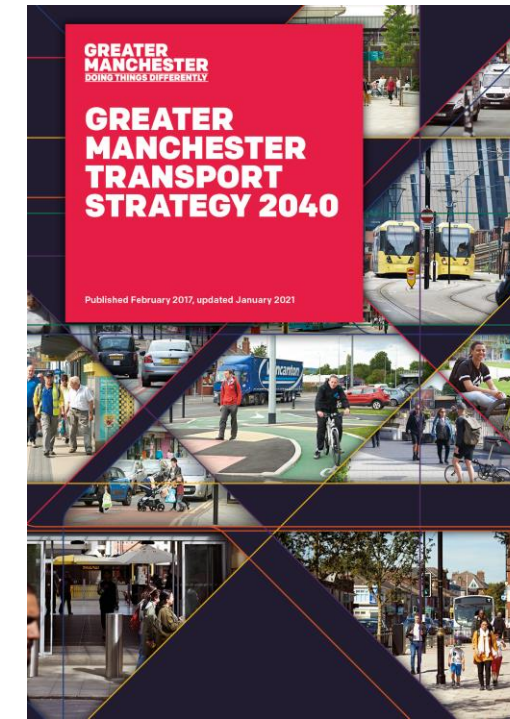
Greater Manchester has produced three previous LTPs that collectively cover the period 2001-2021. The current LTP runs from 2021 until 2040. It is referred to as LTP4 or the GM2040 Transport Strategy.

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.

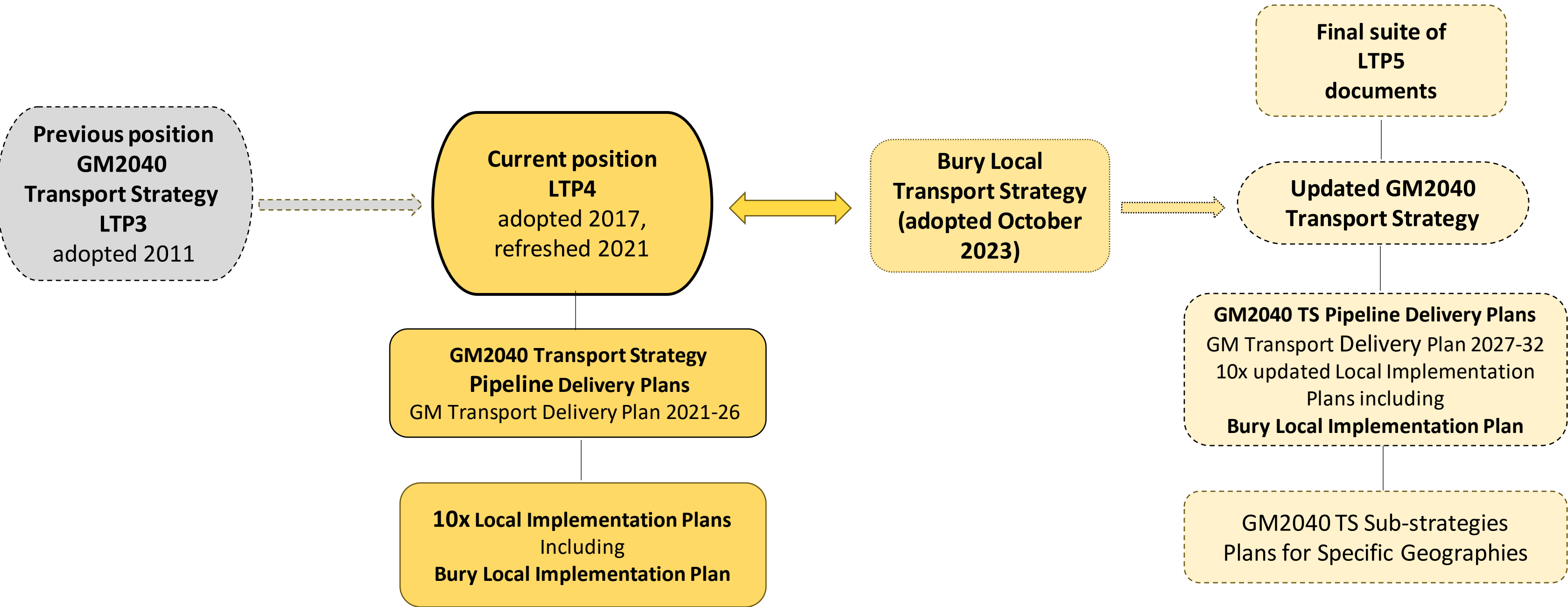
We will use our Bury Local Transport Strategy to influence and inform the preparation of the updated suite of GM Transport Strategy documents, including the updated GM2040 Delivery Plan and the Bury Local Implementation Plan that is part of the GM Delivery Plan.

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.





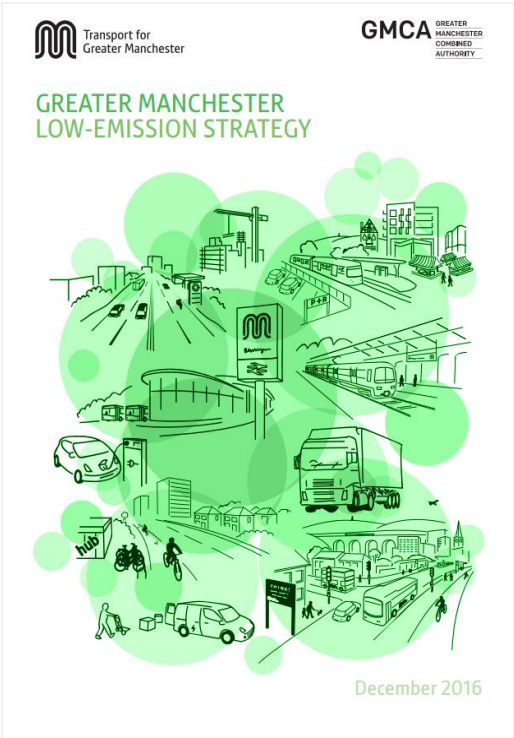
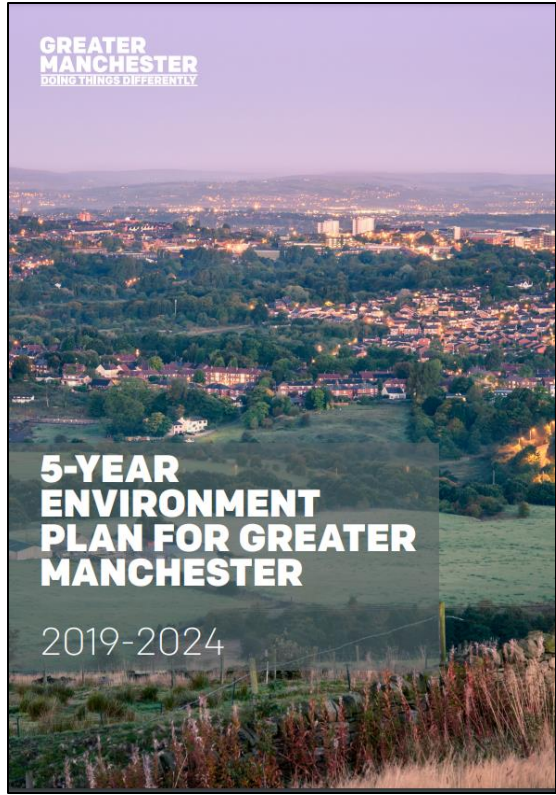
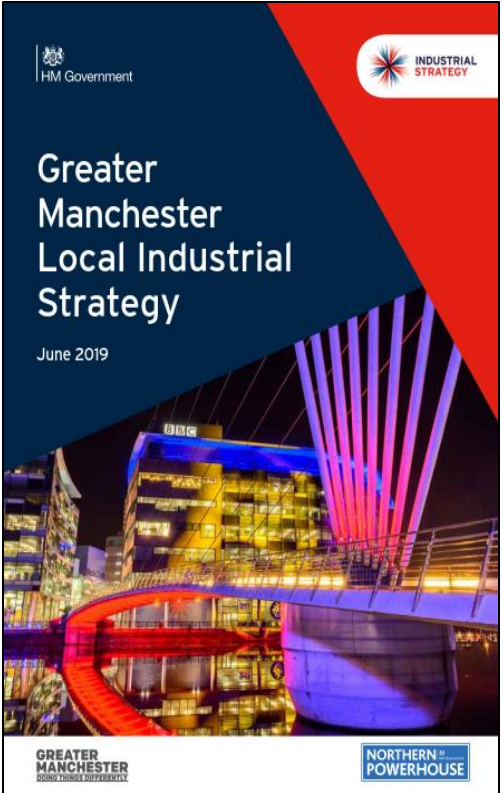
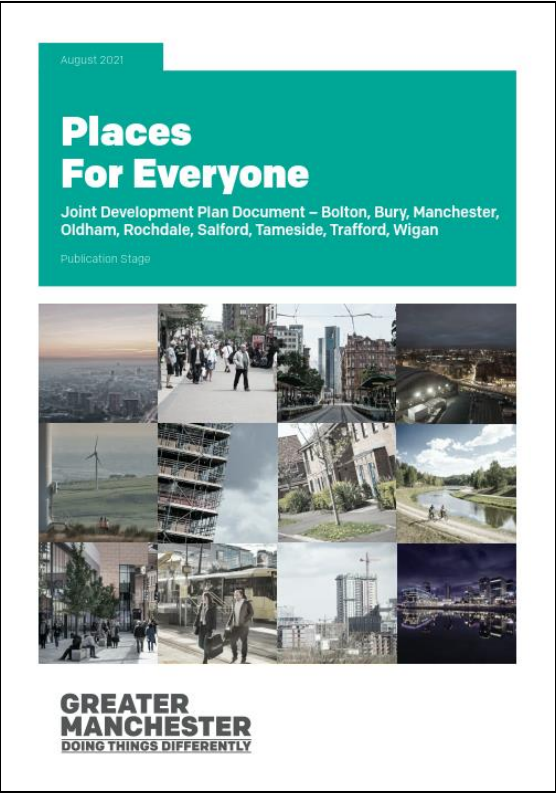
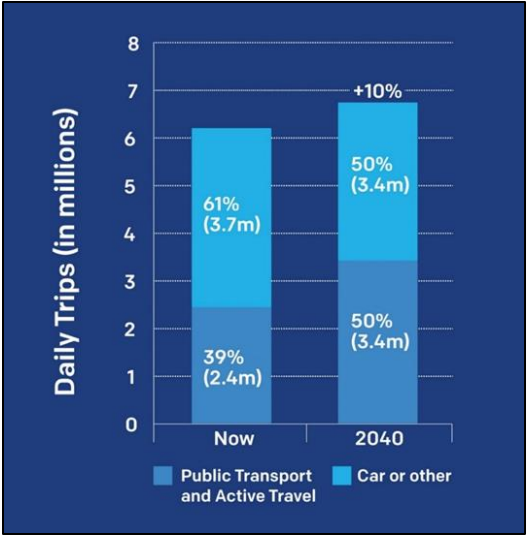
# Greater Manchester Transport Strategy 2040

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.

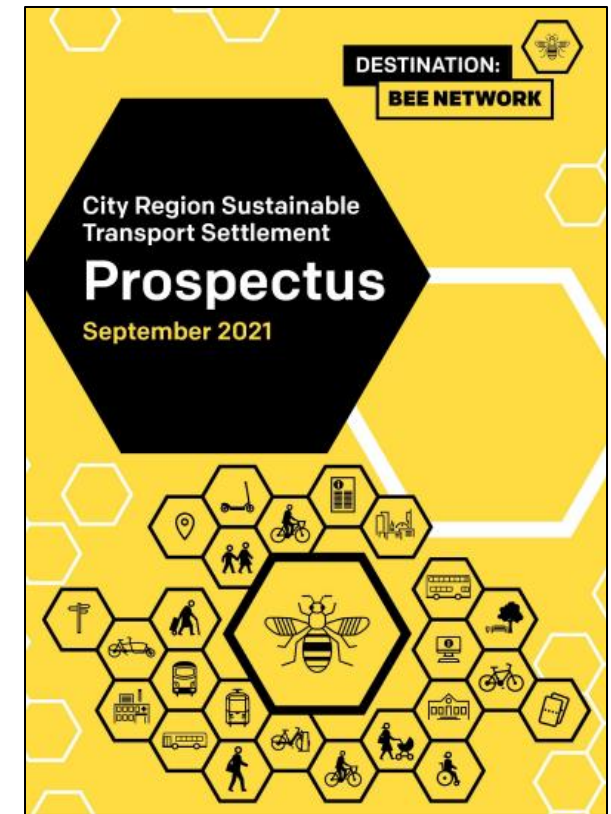
The bus revenue funding is helping to make bus journeys more affordable through the introduction of lower fares.

## 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.

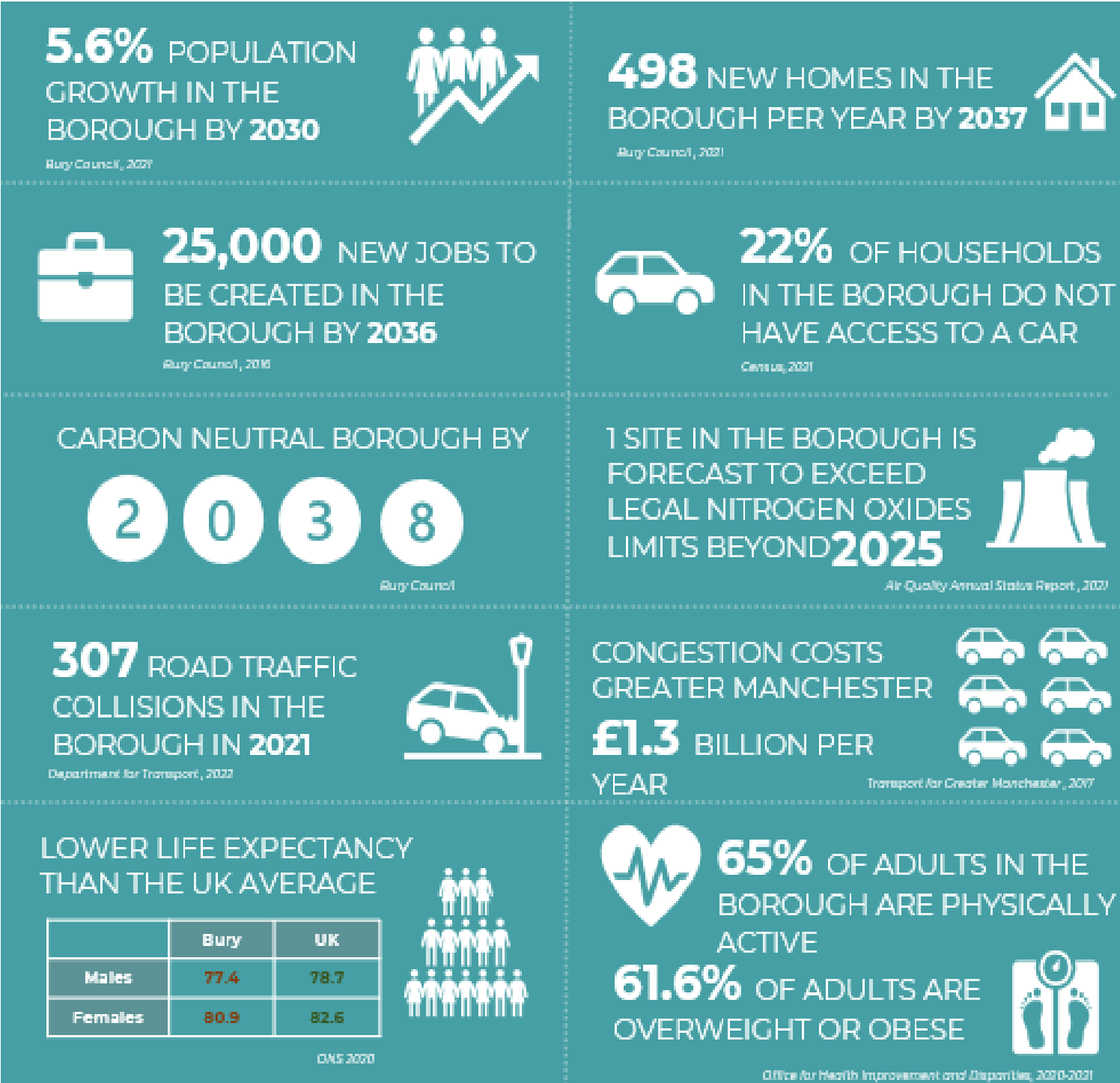
Having our own Local Transport Strategy will complement GM2040 and will set out our own local transport priorities that will sit alongside the more strategic priorities in GM2040.

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

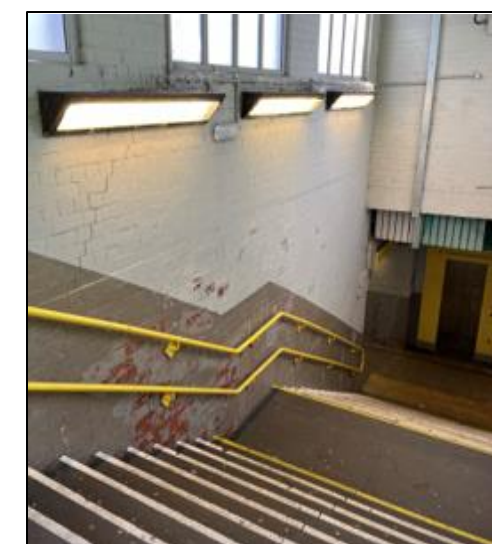
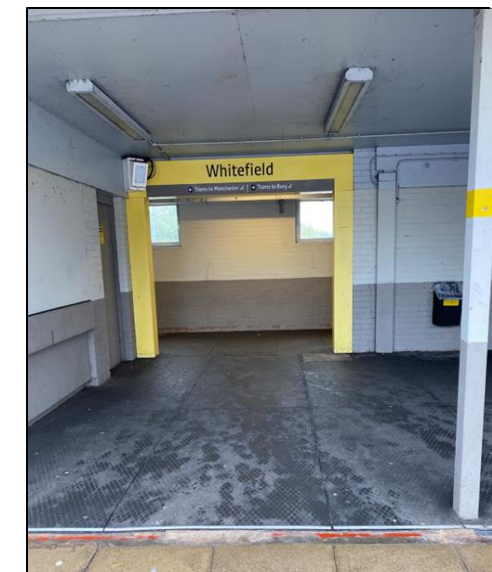
The Bury line has seen significant growth in Metrolink usage and has become an important commuting asset, particularly for those travelling to work in Manchester City Centre. However, there are several issues with the existing Metrolink offer:

- 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.

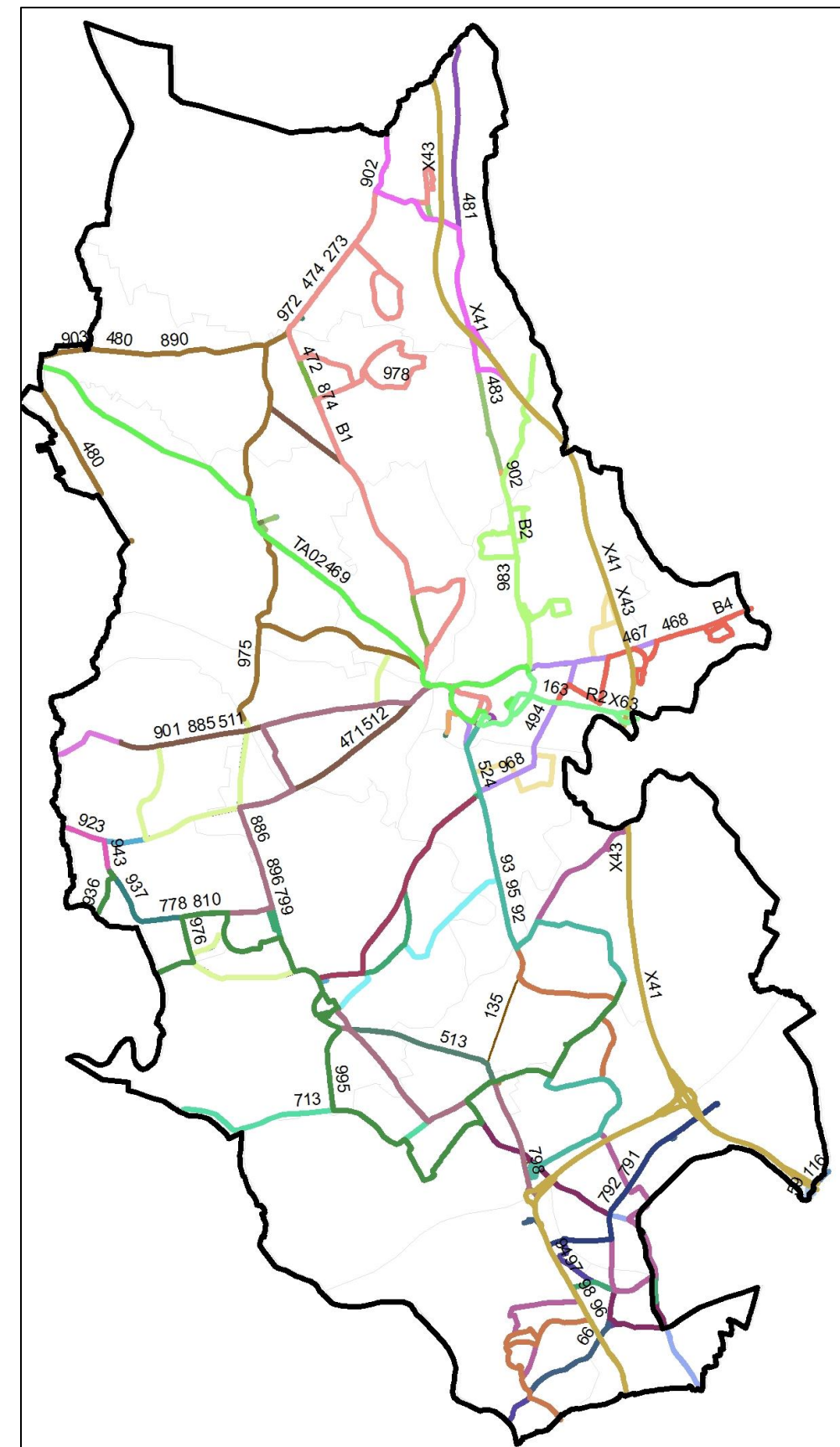
The Metrolink system does not receive any public subsidy and is a premium form of public transport.. This makes it more difficult to reduce the cost of tickets and make it more affordable for users.



## 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:

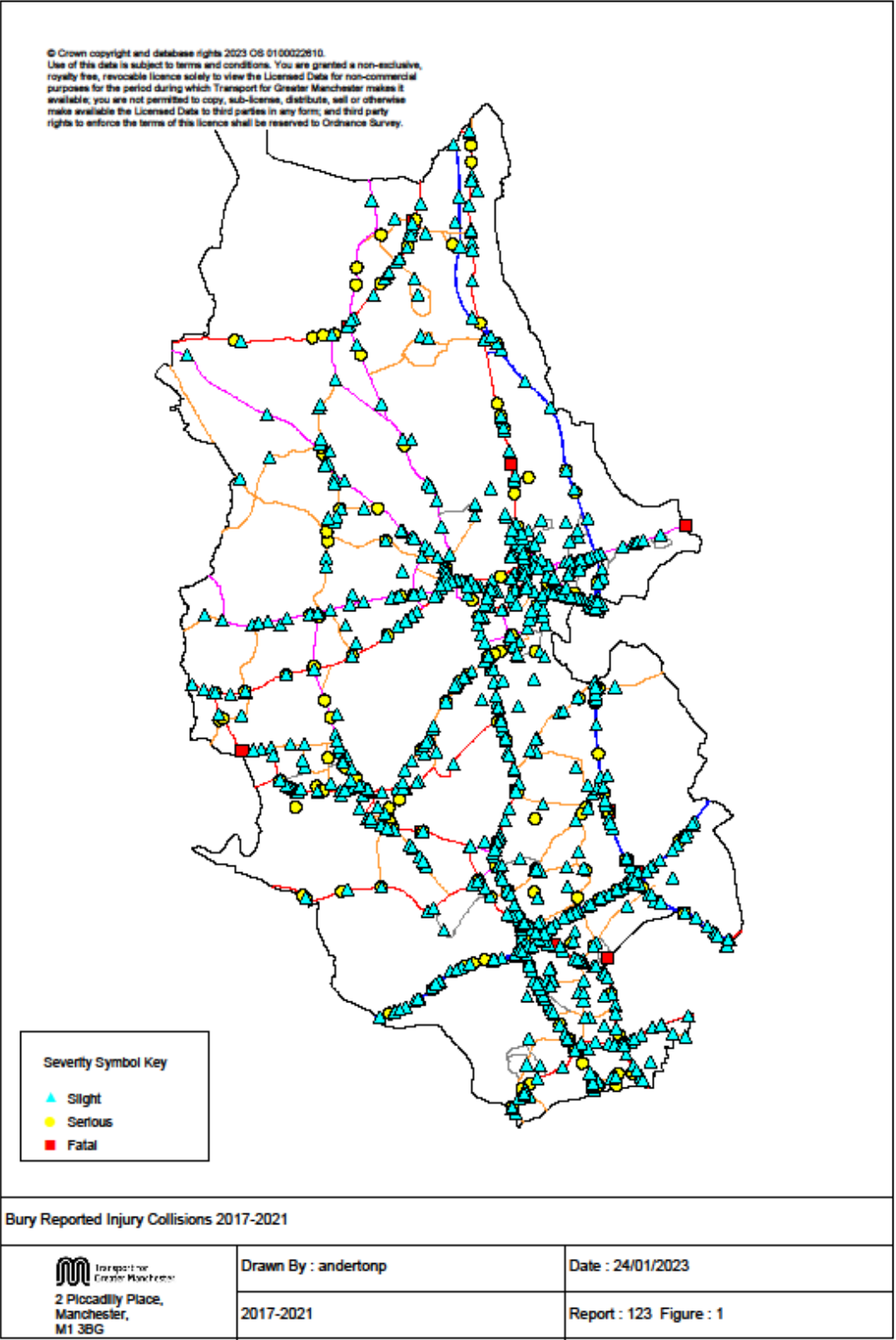
## Road safety

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

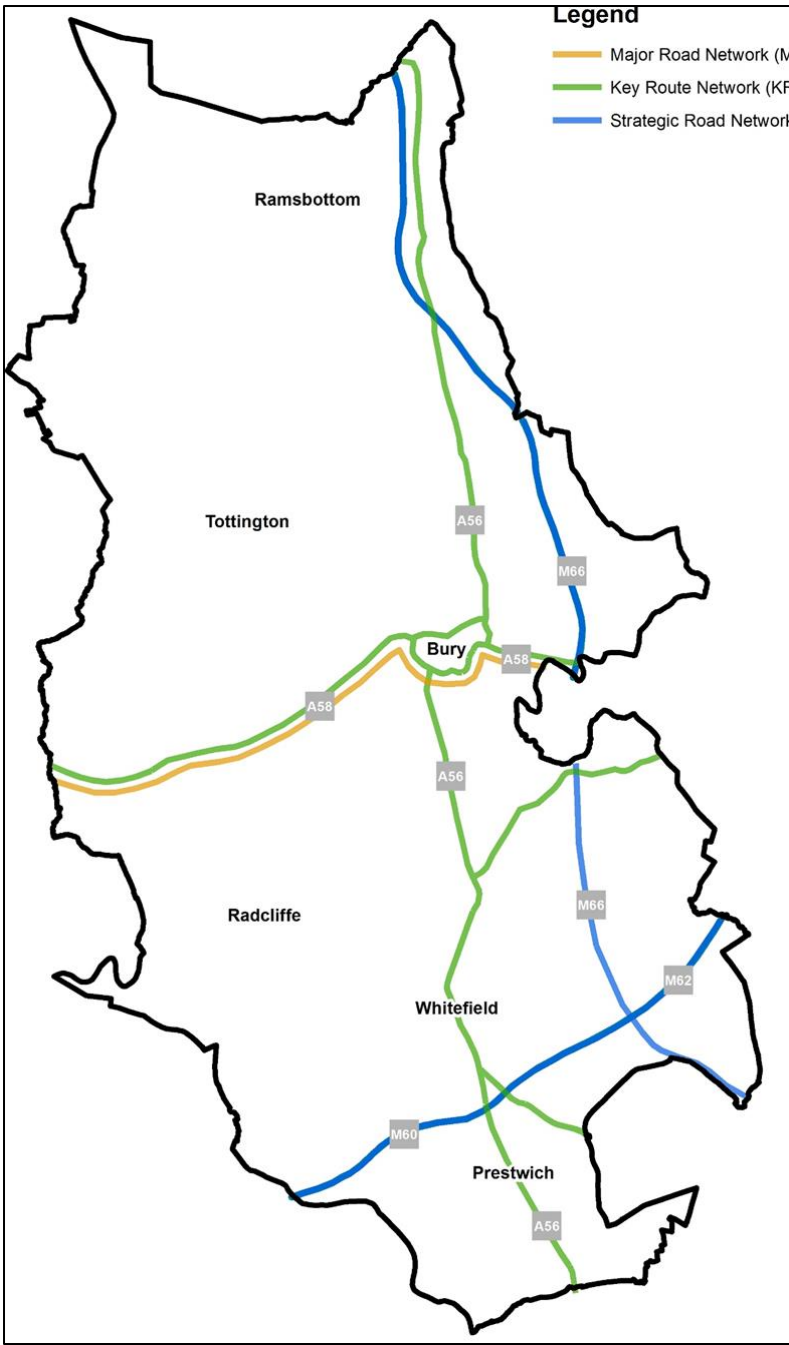
In the last ten years, there has been an increase of 13,400 licensed cars in the Borough, which represents an increase of 15%. As levels of car travel have increased, congestion on Bury's road network has become more prevalent. Congestion has a significant effect on journey times and reliability, which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

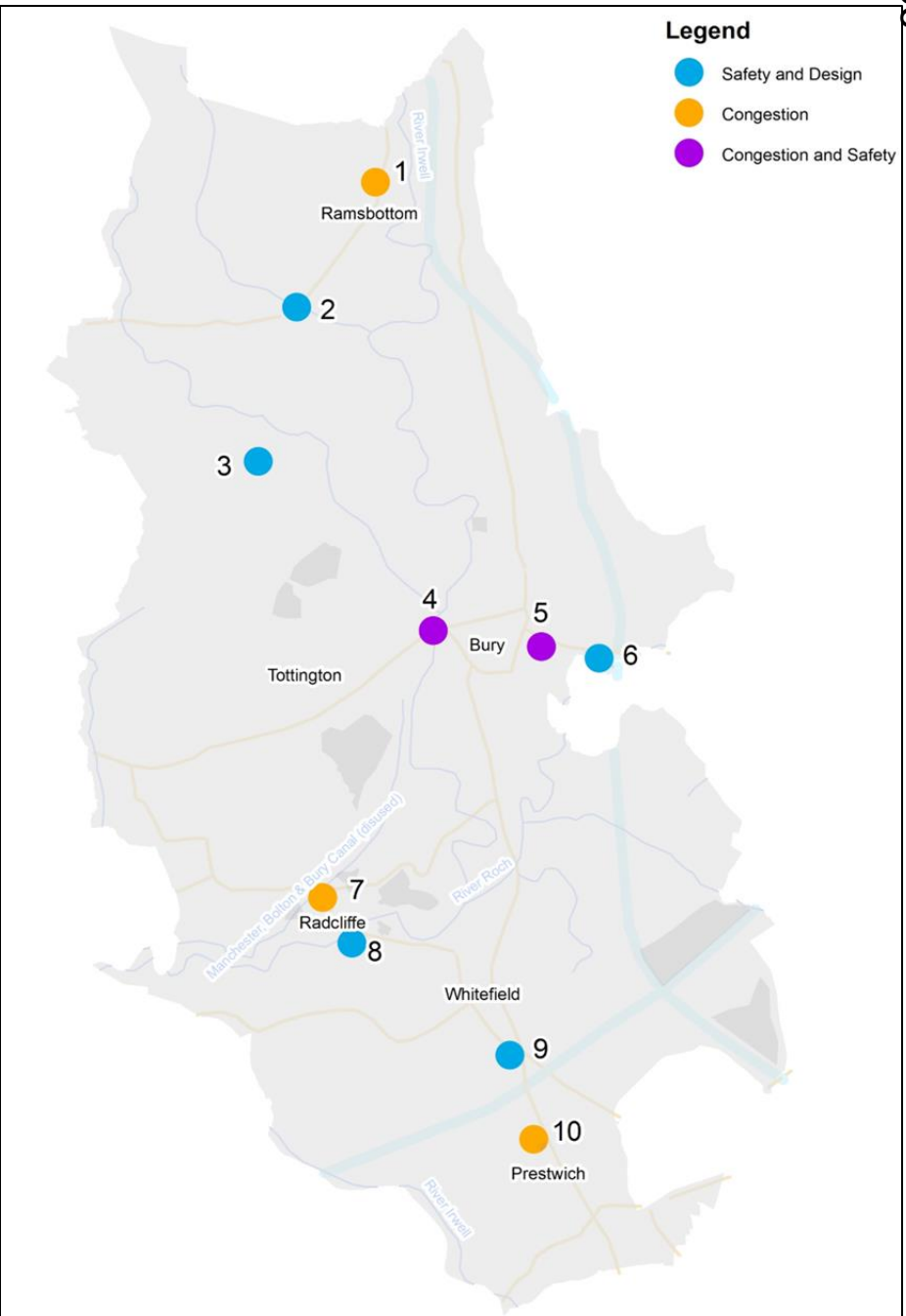
Key areas of traffic delay include the A56 and A58 corridors, around the junctions with the M66 (Heap Bridge and Pilsworth) and M60 (at Simister Island and Whitefield), on other routes around and through the Borough's town centres and connecting routes to the M60 and M66 such as A56 Bury New Road/Manchester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

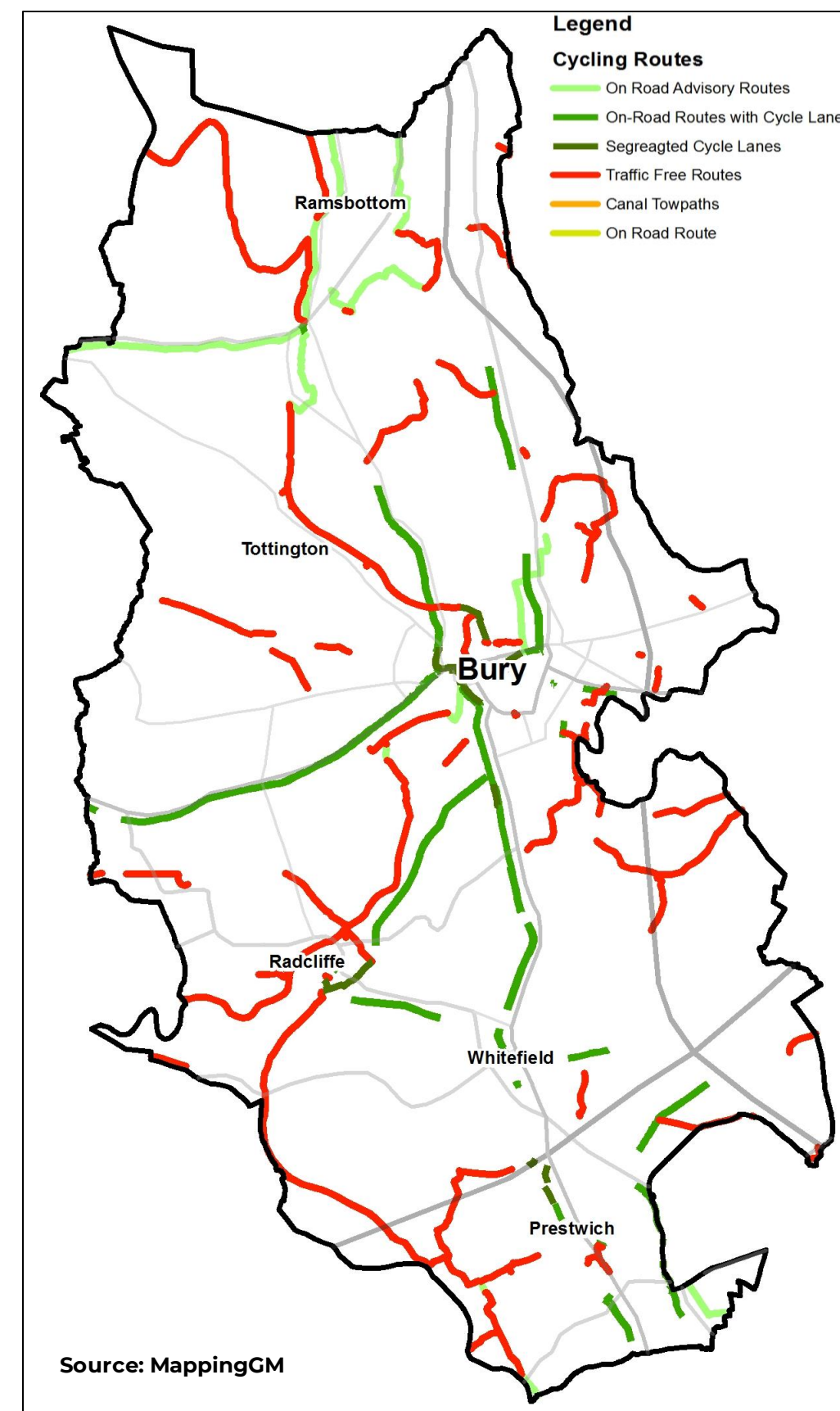


# Local issues and challenges:

## 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

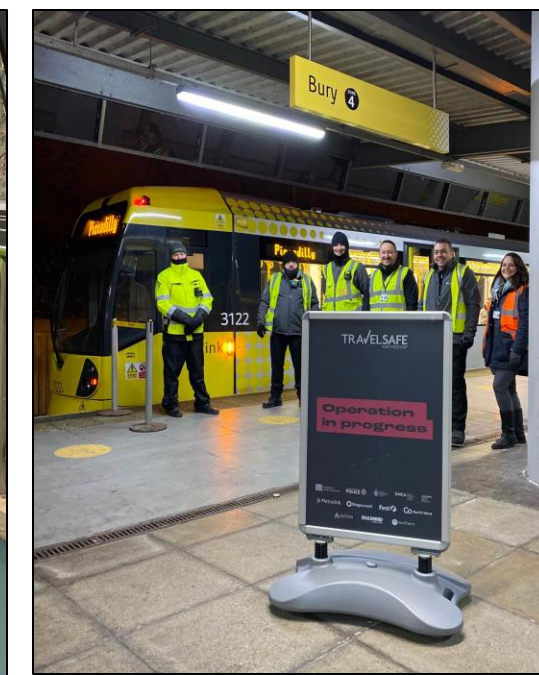
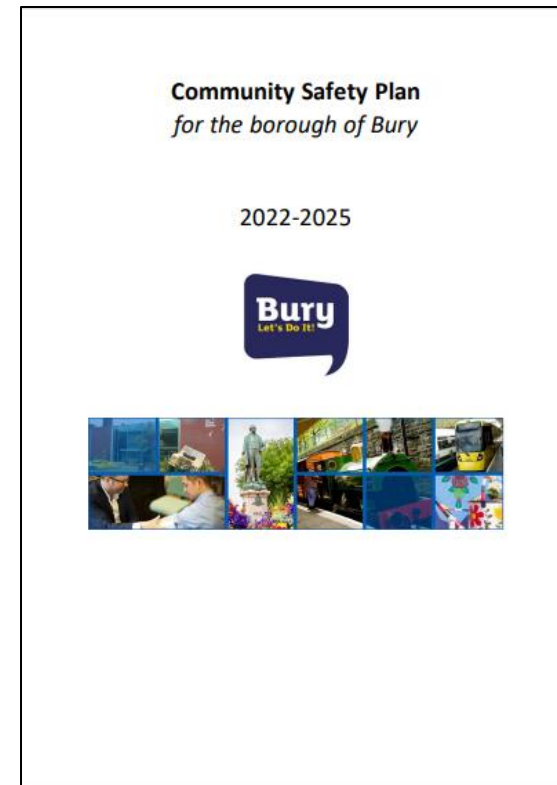
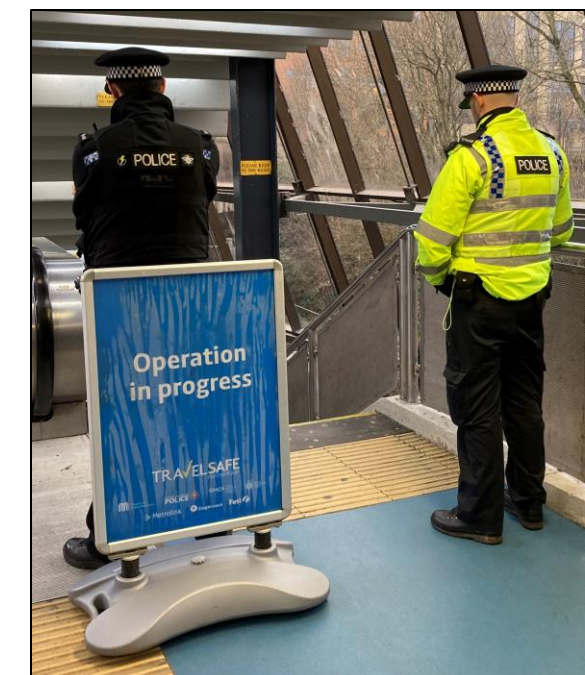
Safety and security are crucial for the use of transport systems, both in terms of preventing casualties or injuries, and in ensuring users feel confident to use transport services and infrastructure for both work and leisure related travel. It is recognised that some groups such as women and girls, 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.

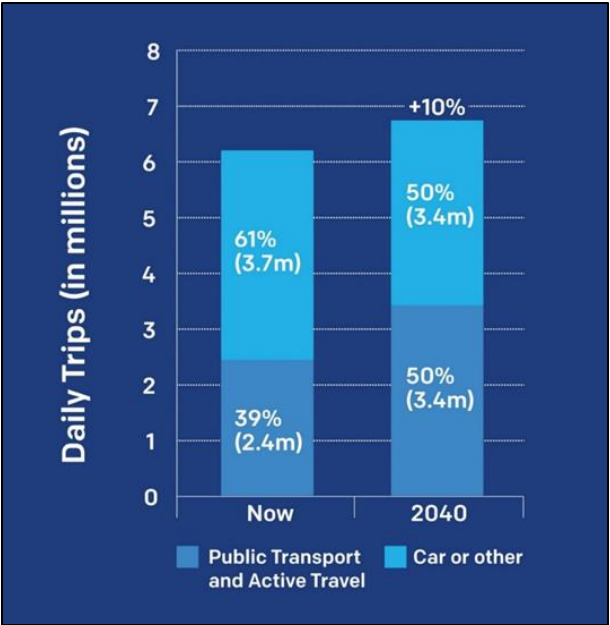


Too many short trips in Greater Manchester are made by car. In Bury, 42% of all trips are under 2km and 48% of these are made by car. Many of these short trips could be made on foot in around 20 minutes or by bike in 8 minutes.

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.

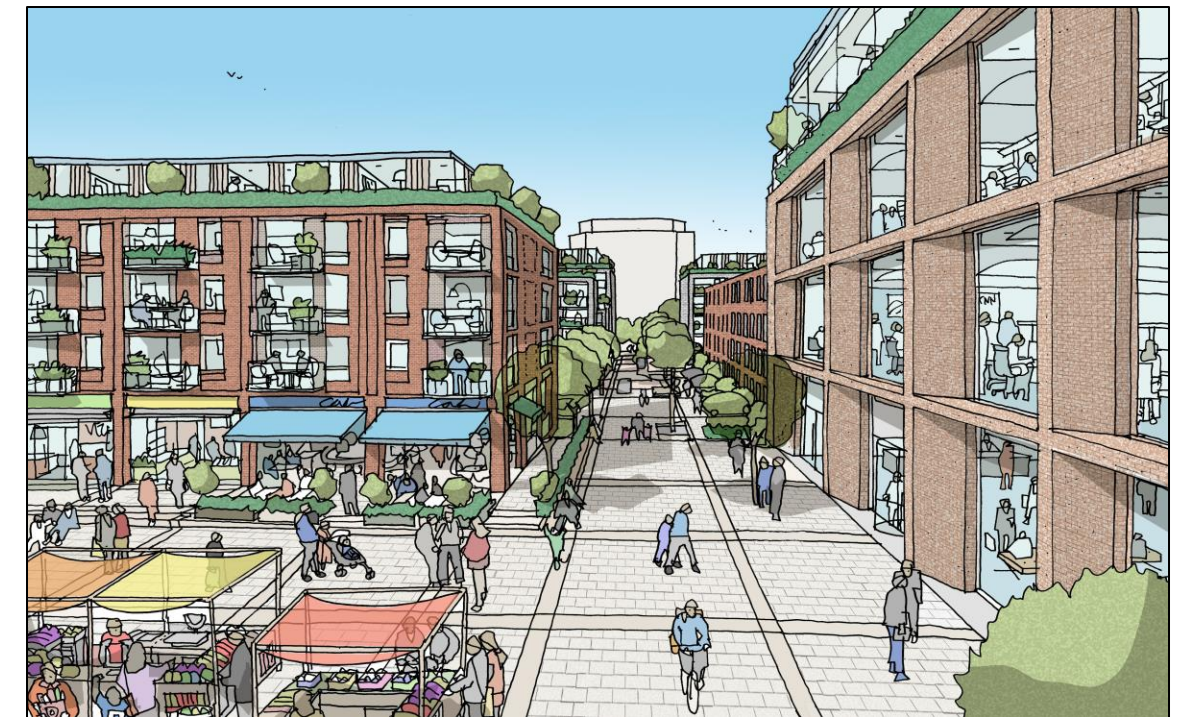
The Council has embarked on significant regeneration and development programmes in its town centres, including Bury, Radcliffe and Prestwich. Transport connectivity is a central part of these aspirations.

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.

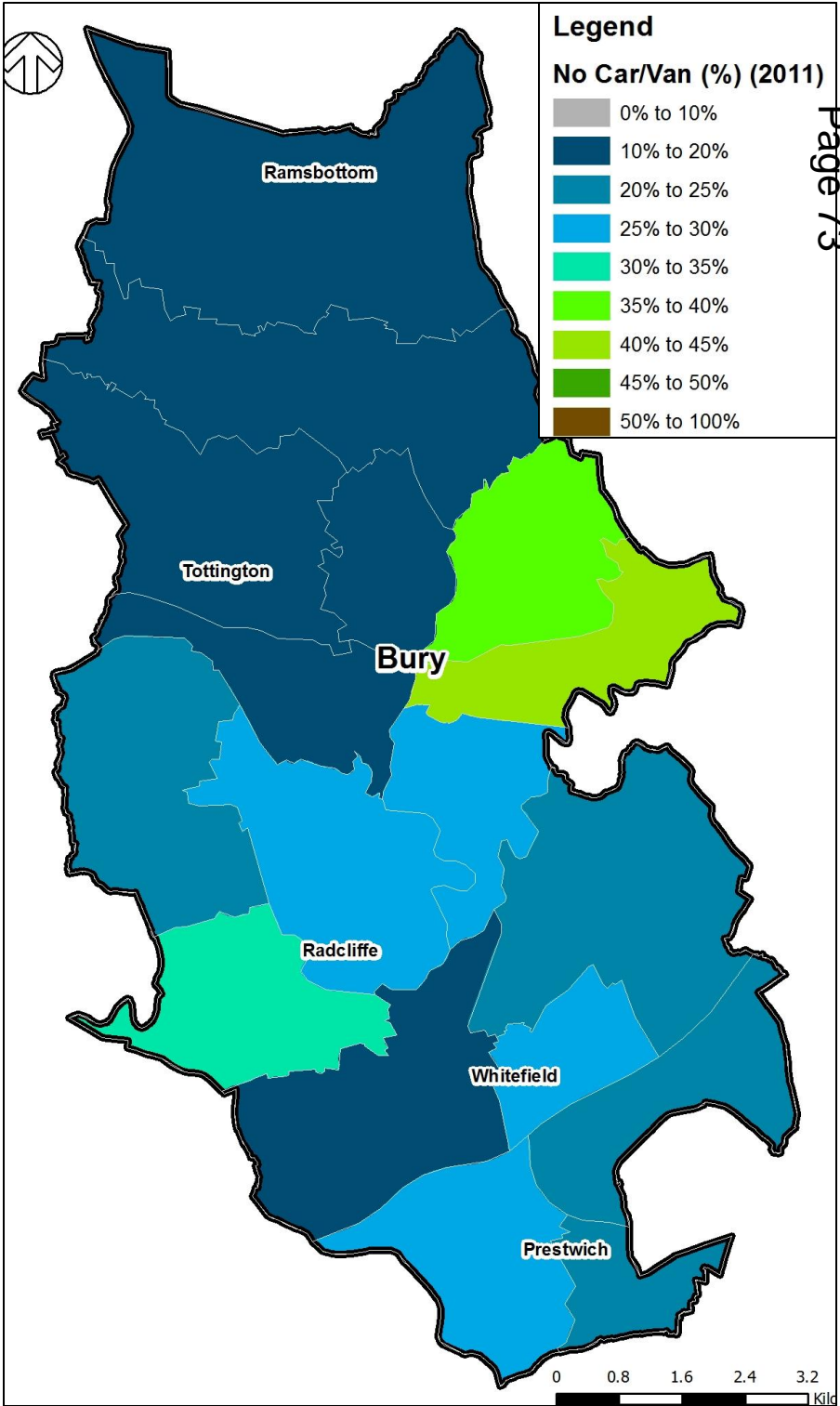
Different transport users have different needs, and it is essential that our transport system is suitable for all, including those with disabilities who may or may not be using mobility aids or vehicles, as well as women, children and those with buggies etc.

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:

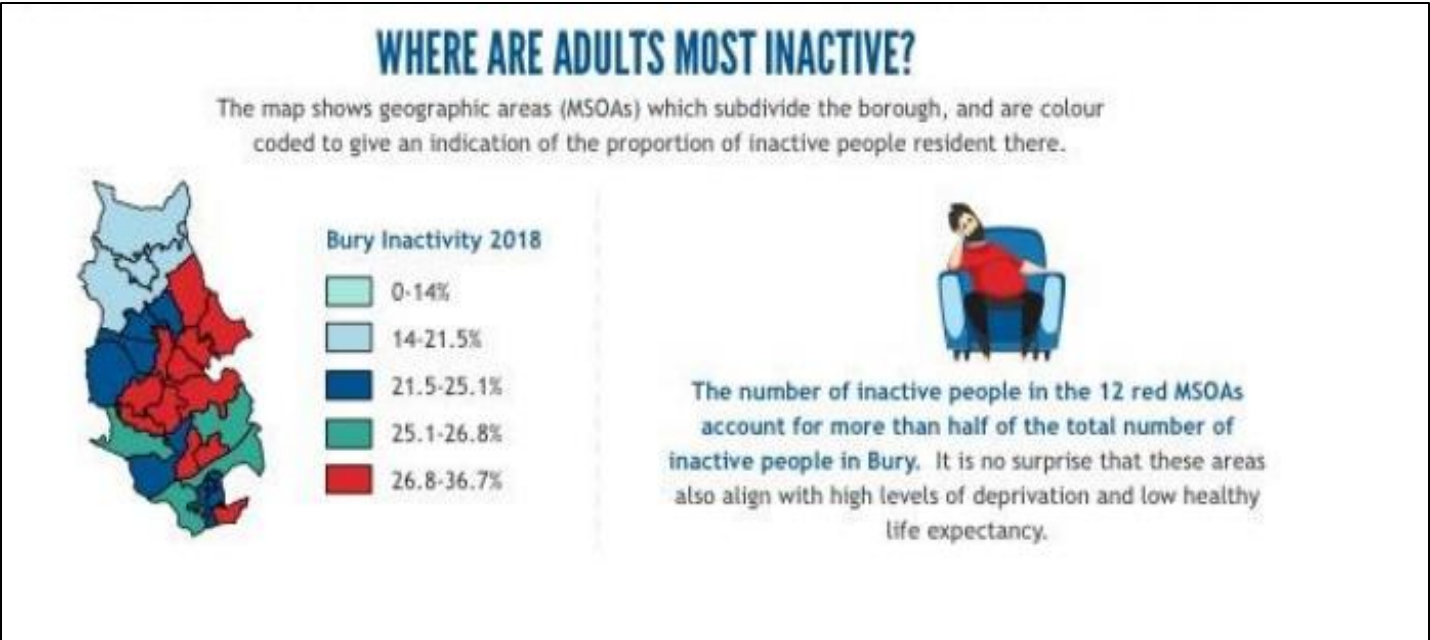
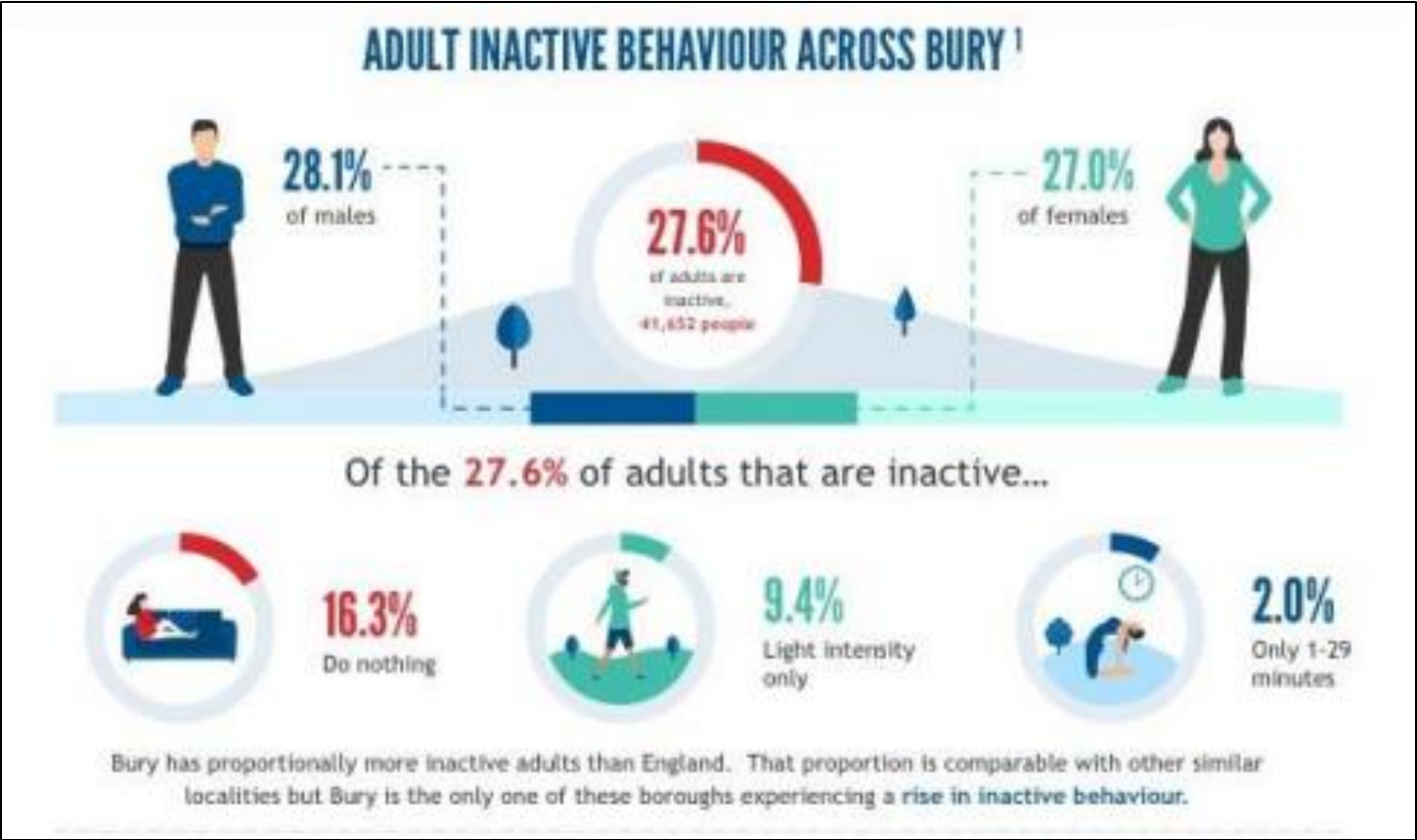
## Increasing physical inactivity

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

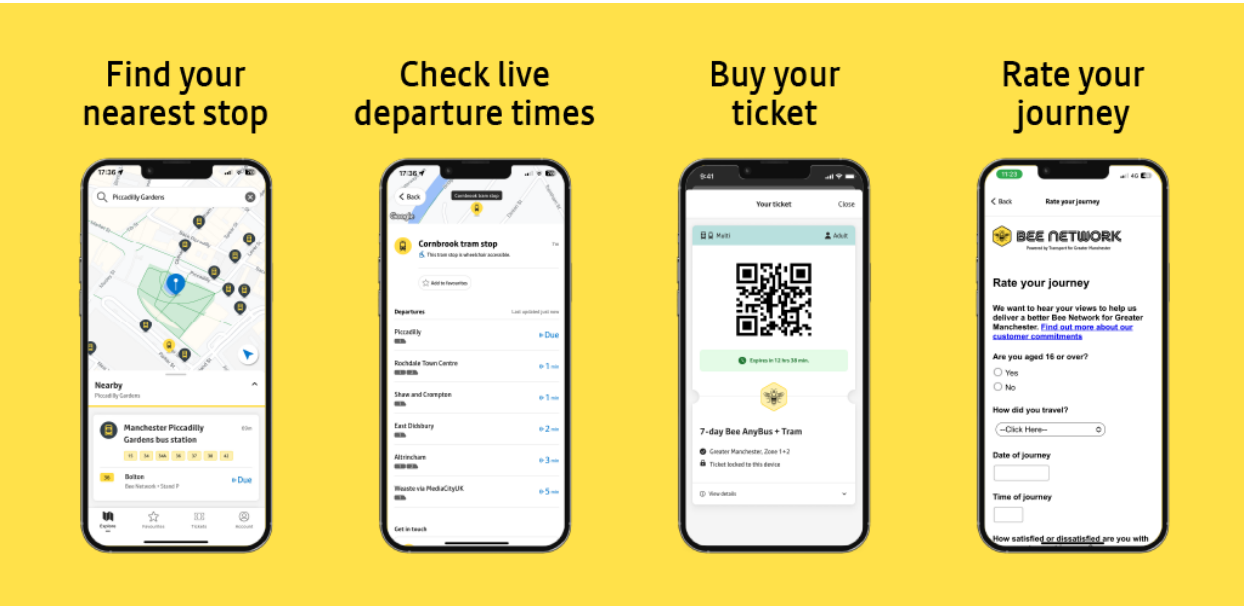
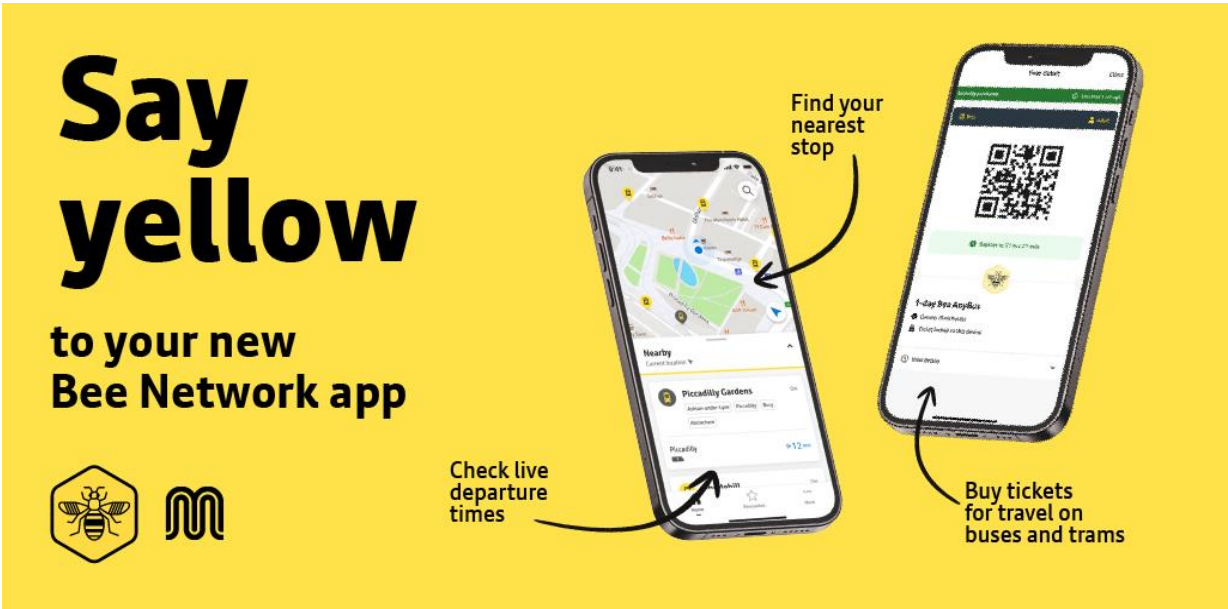
Technology and innovation are becoming more prominent in terms of the role they play in the transport network, and this is likely to increase. Technology enables the facilities that are required in order to develop, expand and link different modes of transport, such as integrated ticketing that will 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

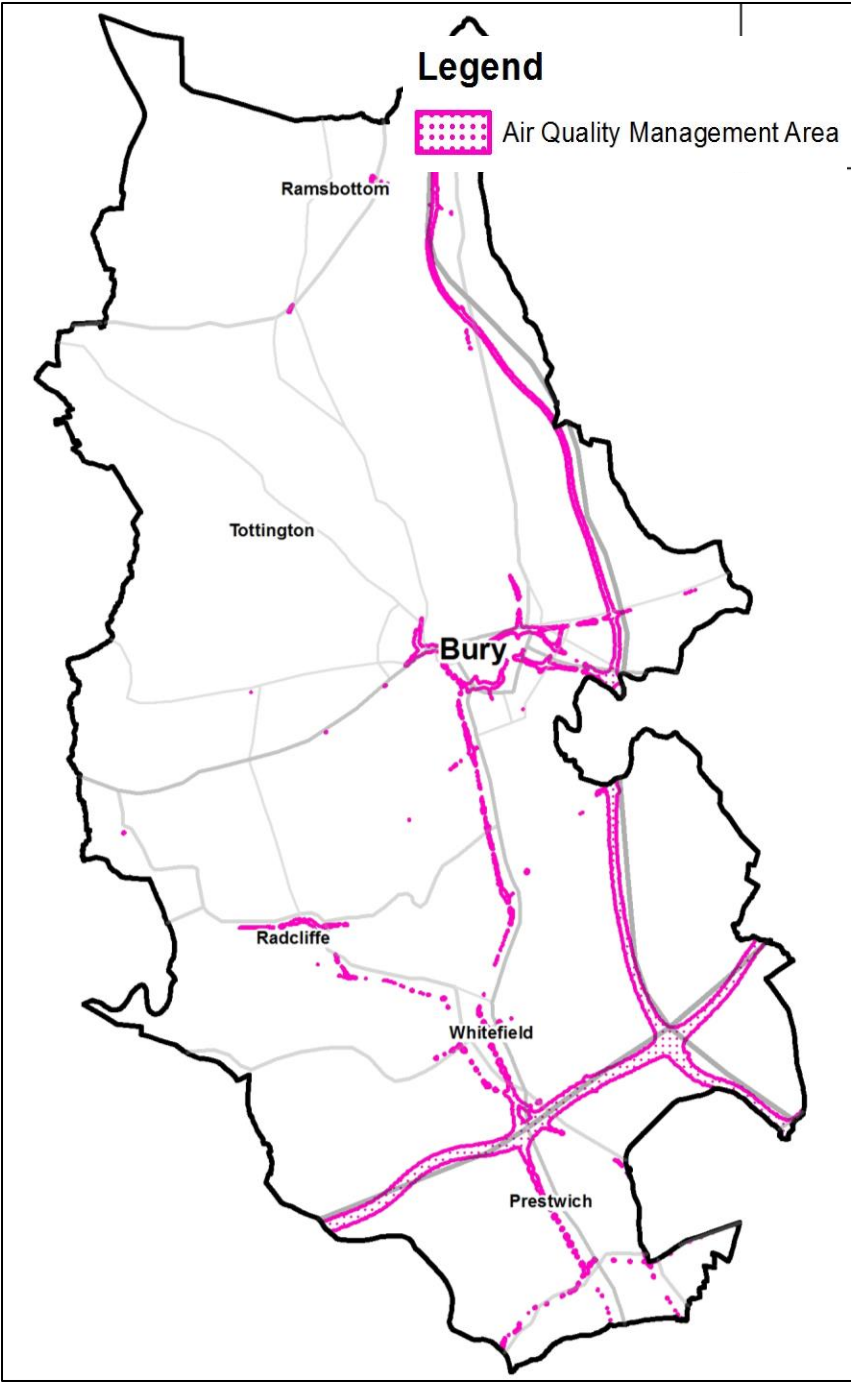
Poor air quality damages everyone’s health, but it can be particularly significant on the most vulnerable in our communities. Long-term exposure to elevated levels of particulates and nitrogen dioxide can contribute to the development of cardiovascular or respiratory diseases and may reduce life expectancy.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



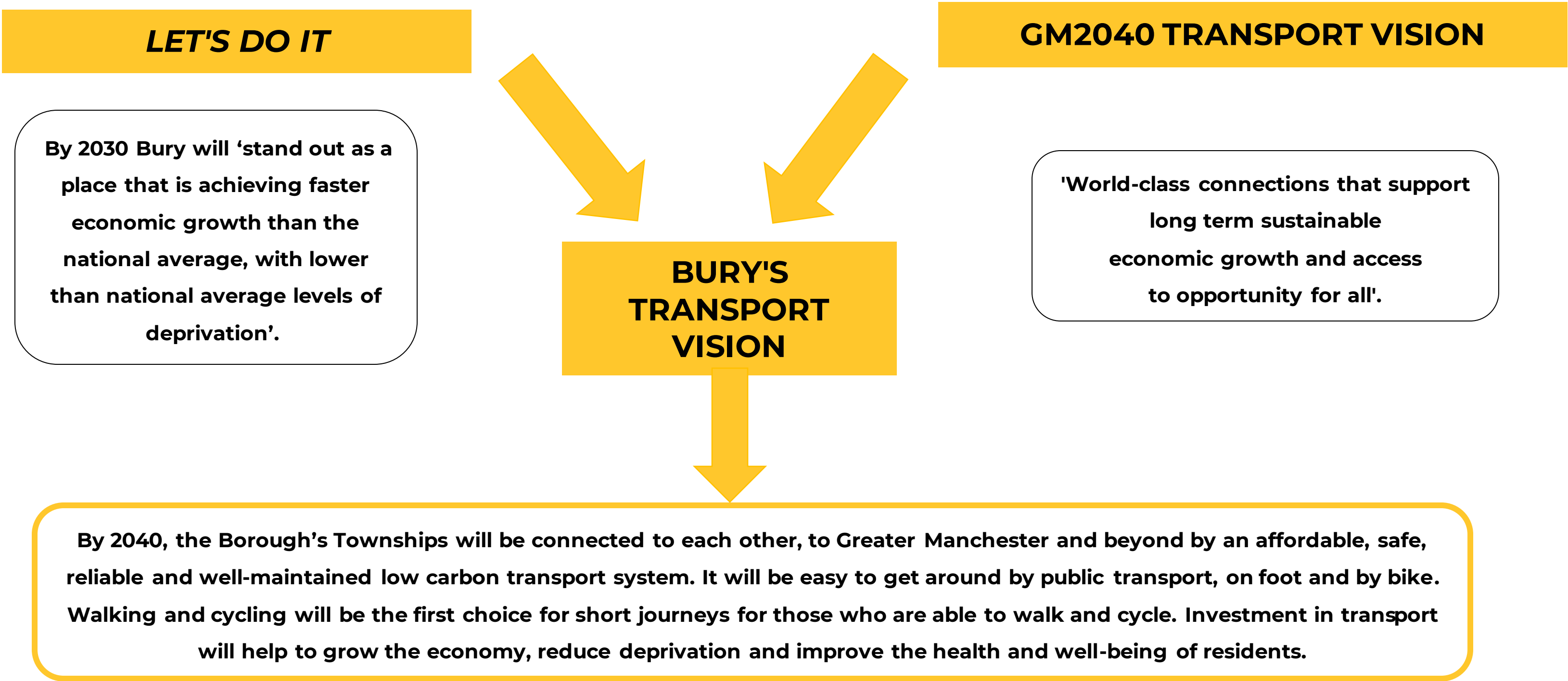
# 4

## TRANSPORT VISION & OBJECTIVES



# Transport Vision

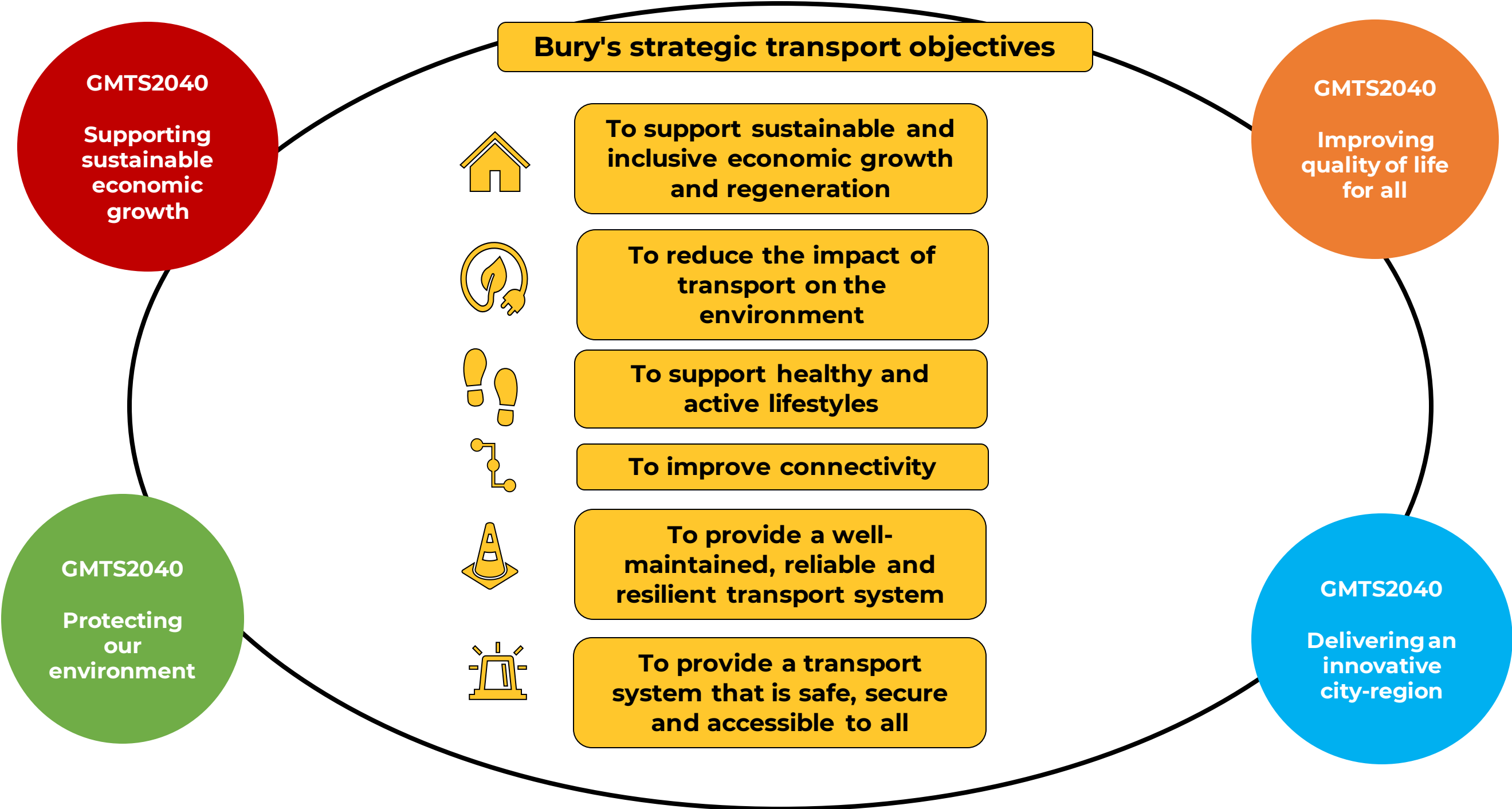
Bury's Vision for transport and movement in the Borough has been informed by our LET's DO IT Strategy vision, the vision set out in the GM2040 Transport Strategy, and the feedback received on the consultation draft Bury Local Transport Strategy.





# 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.

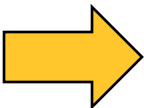


# Bury's strategic transport objectives

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.



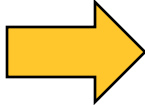
**To support sustainable and inclusive economic growth and regeneration**



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.



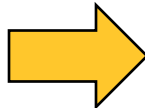
**To reduce the impact of transport on the environment**



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.



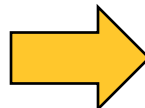
**To support healthy and active lifestyles**



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.



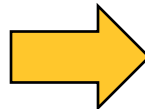
**To improve connectivity**



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.



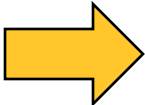
**To provide a well-maintained, reliable and resilient transport system**



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

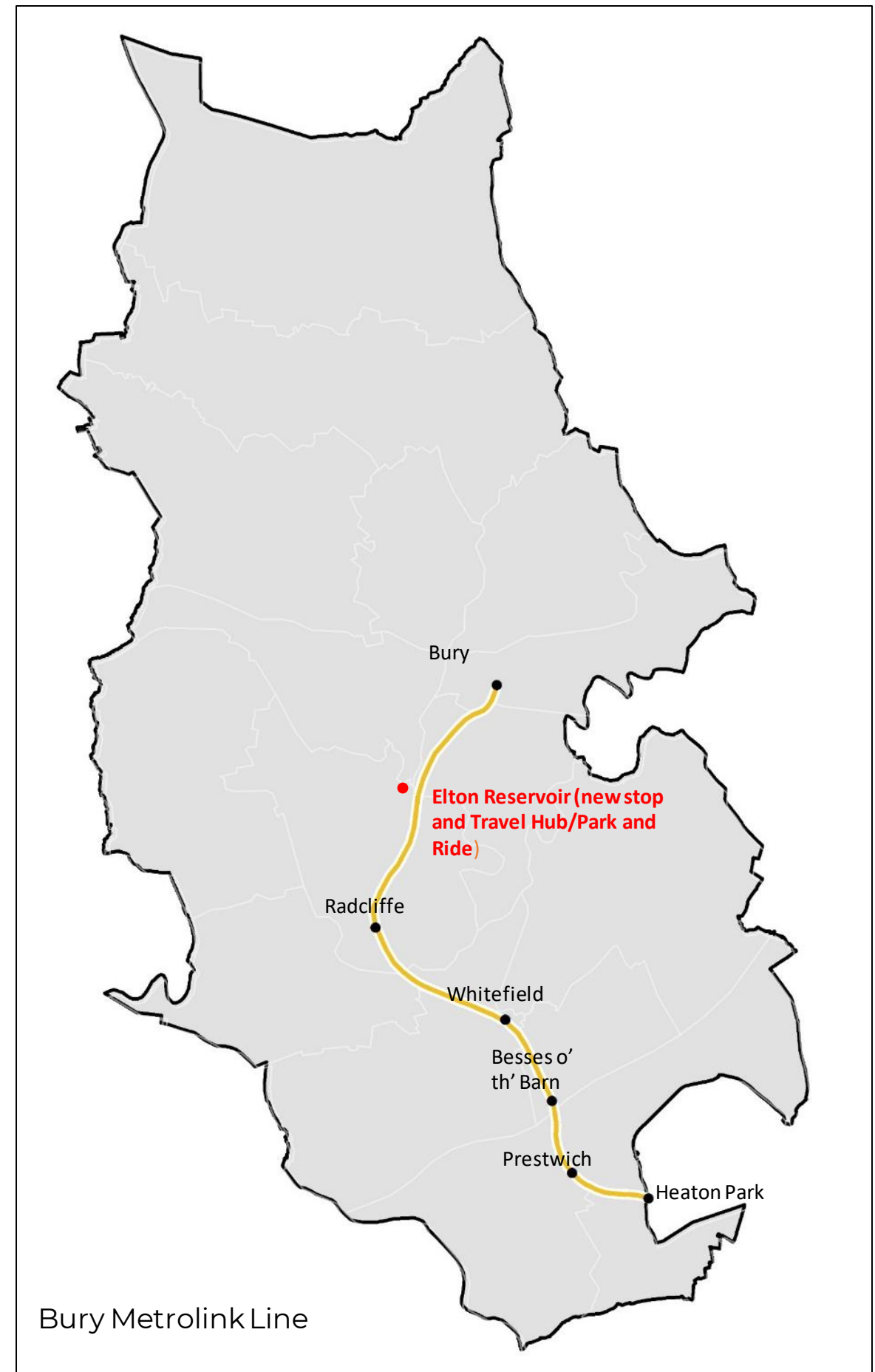
Metrolink services commenced in the Borough as part of the introduction of the initial Metrolink network in 1992. This converted the Altrincham to Bury heavy rail line to light rail operation and largely retained the heavy rail stop infrastructure.

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



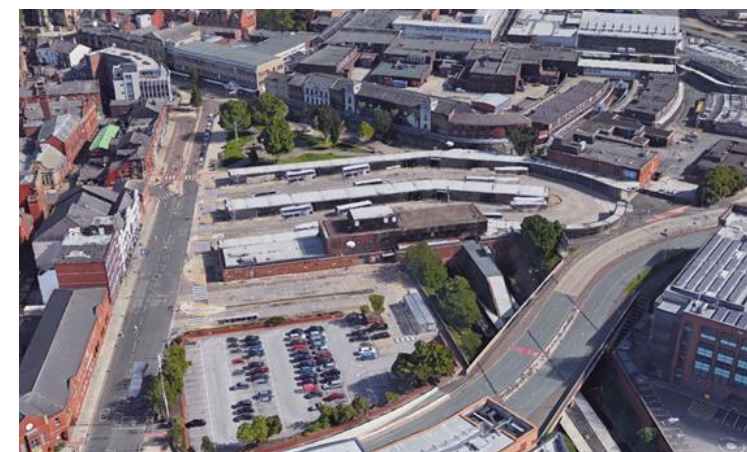
# Metrolink

## 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

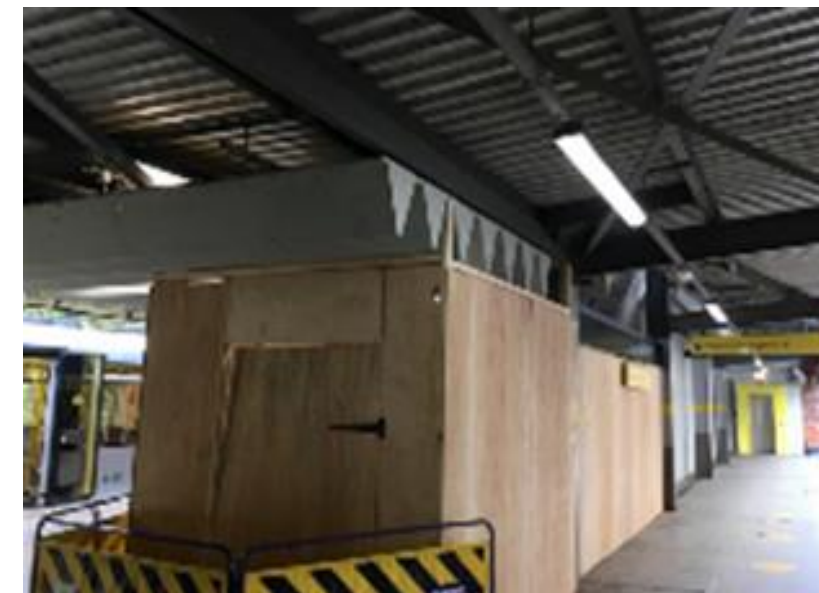
### Key Interchange Issue: Deteriorating condition

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.

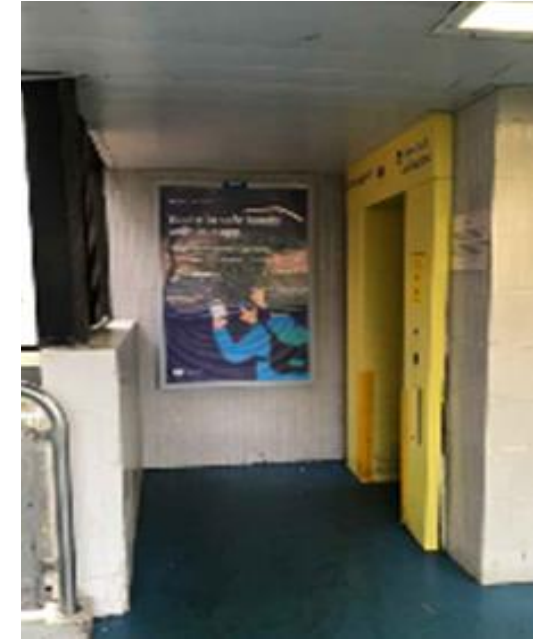
There is a cluttered Metrolink platform which has bottlenecks to passenger movements and capacity constraints on the access route.

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

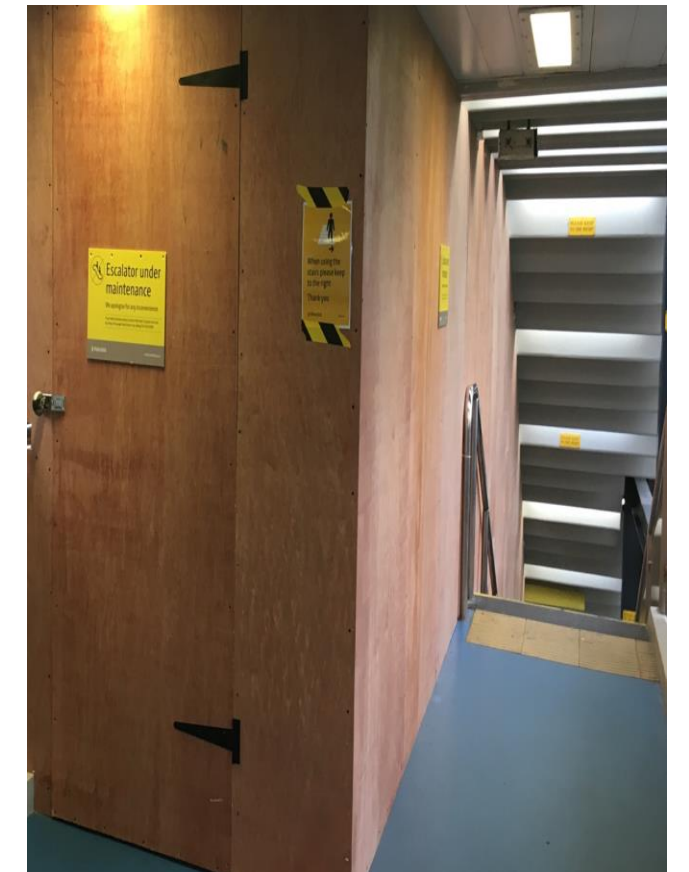
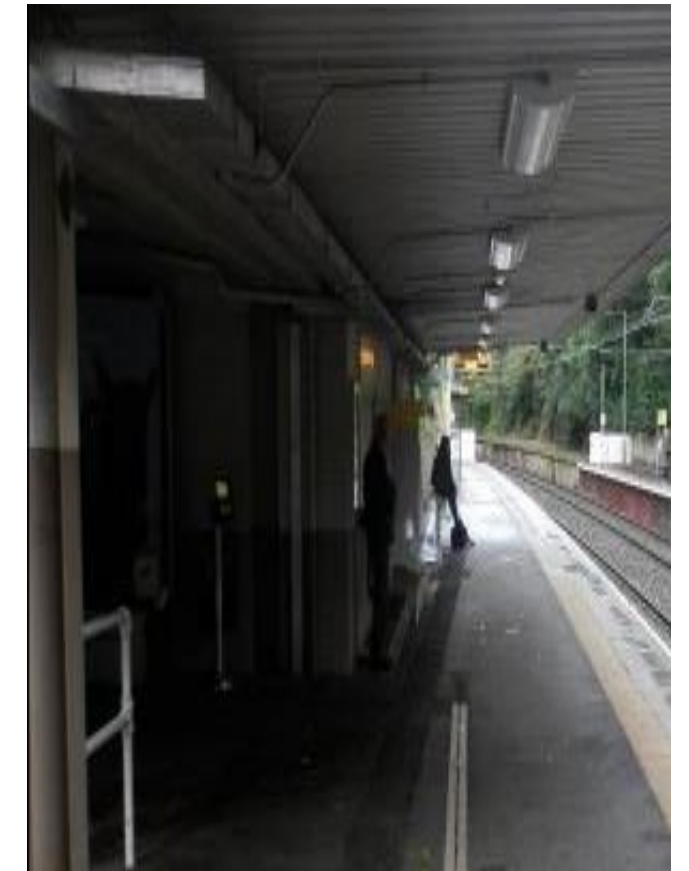
## Investment priority 2: Improvements to stops on the Bury line

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.





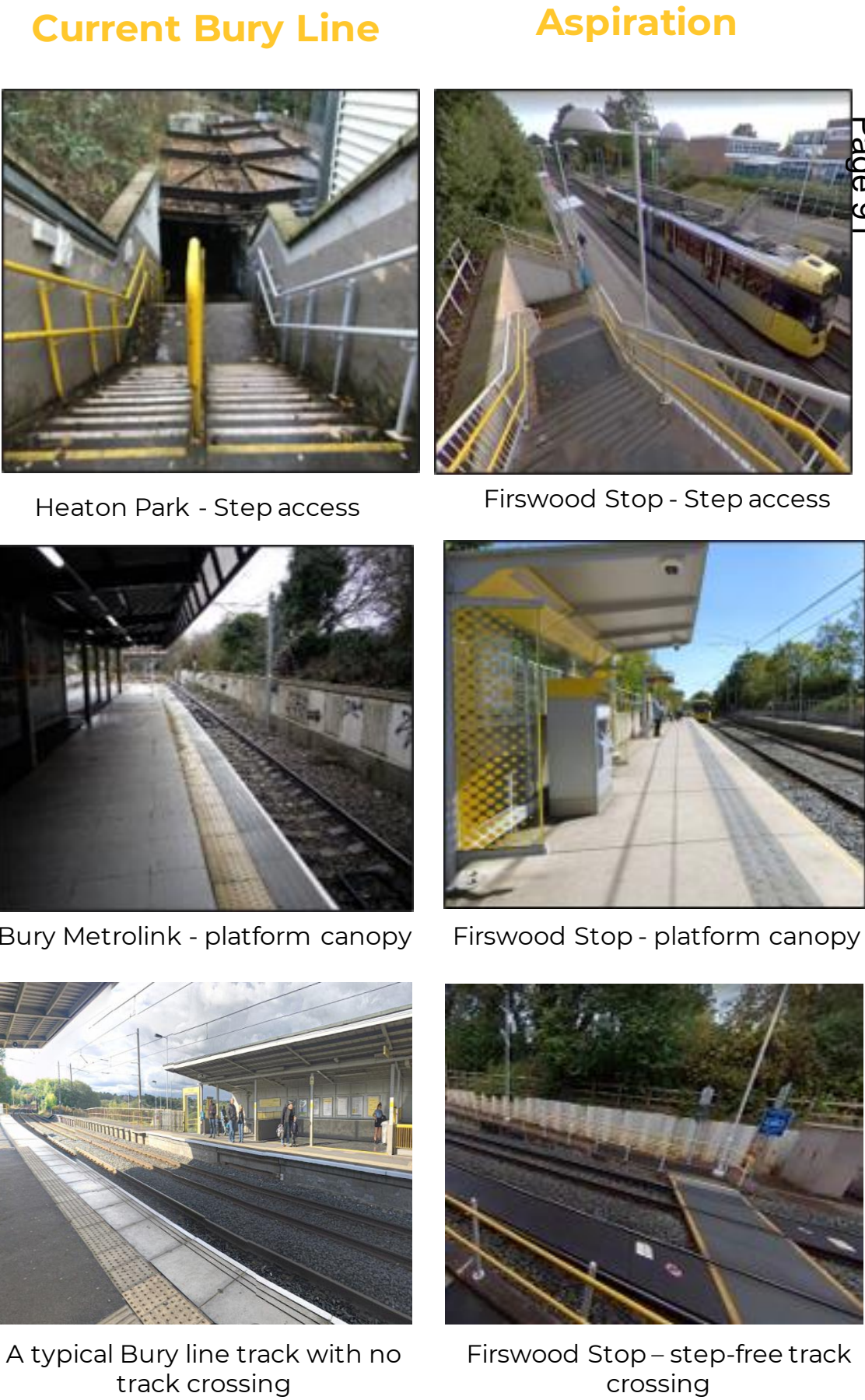
# Metrolink

## 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





## 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

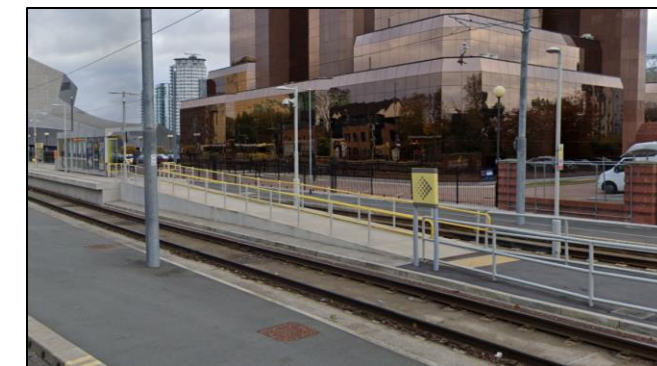
- Repainting of handrails.
- Replacing damaged poster cases.
- Application of coating to platform surfaces to make them brighter and cleaner.
- Installation of flower beds.

### Welcoming Metrolink Stops



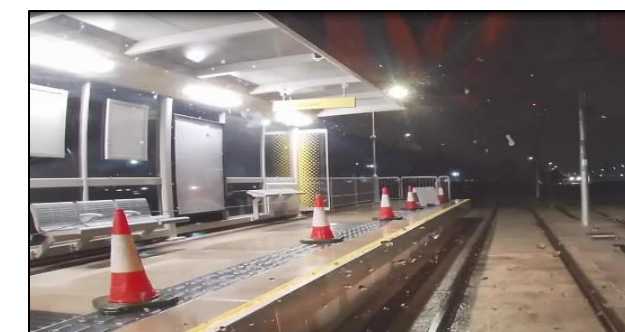
Deansgate and Trafford Centre Metrolink Stops

### 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 Angouleme 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.

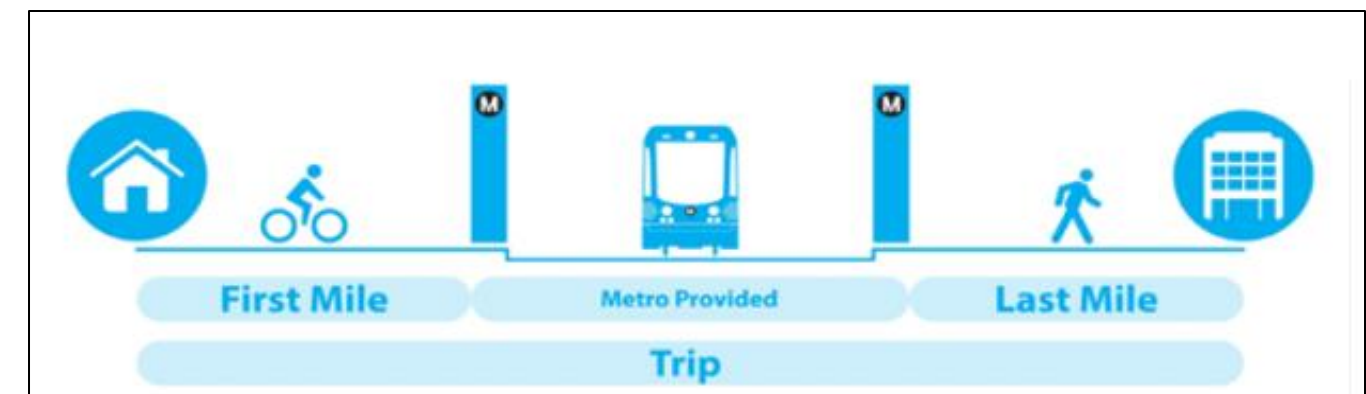
Bury Council will continue working with TfGM to identify potential locations to apply the Travel Hubs approach in Bury. This will include existing Park and Ride sites, such as Radcliffe and Whitefield.

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.



Image credit: CoMo UK





# Metrolink

## Investment priority 6: Metrolink and tram-train technology

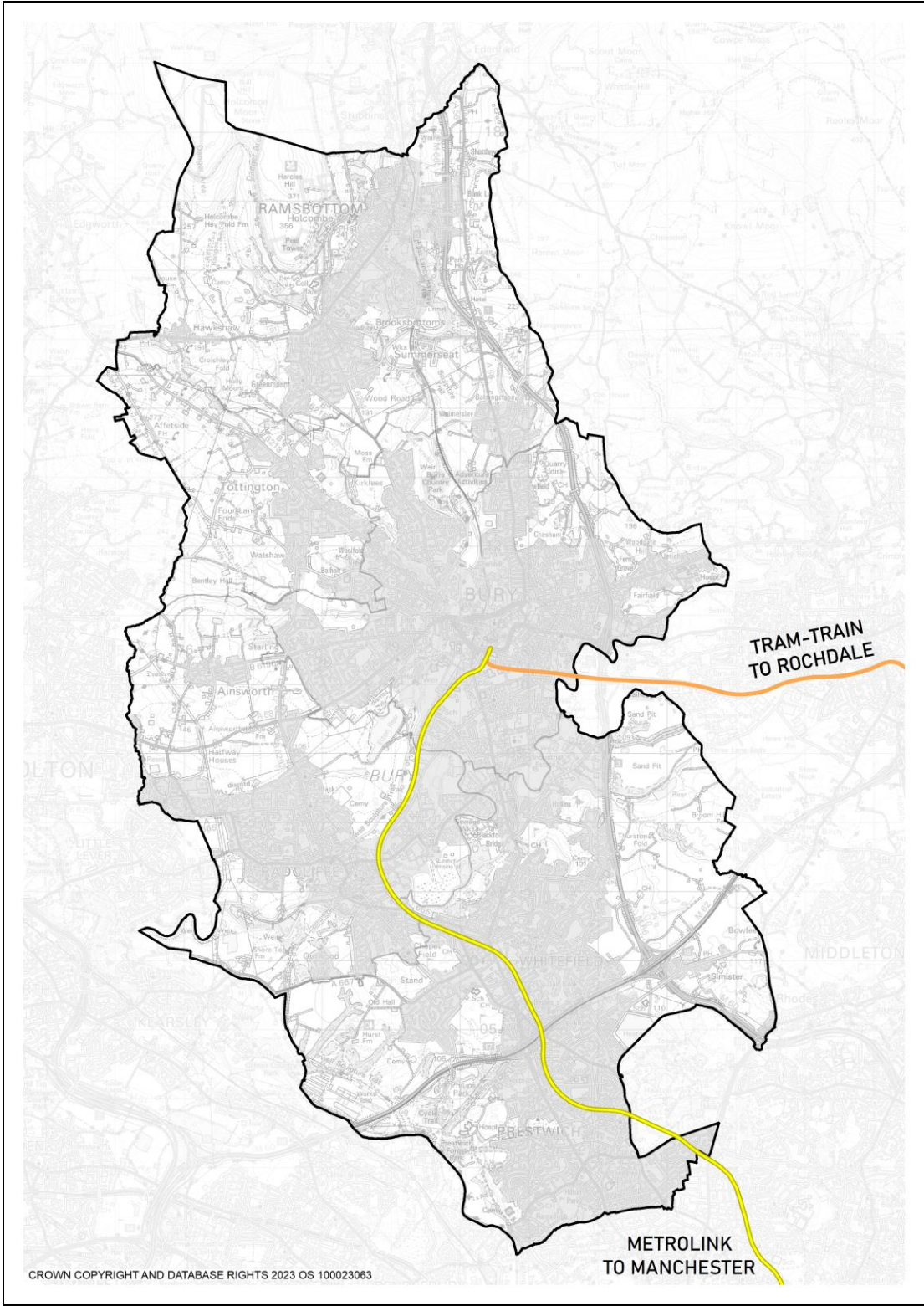
TfGM are developing plans that would see a rail link between Heywood, Rochdale and Oldham using tram-train technology. They are also exploring the potential for a connection between Heywood and Bury, with the longer-term aim of linking to the existing Metrolink networks in the north of Manchester and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

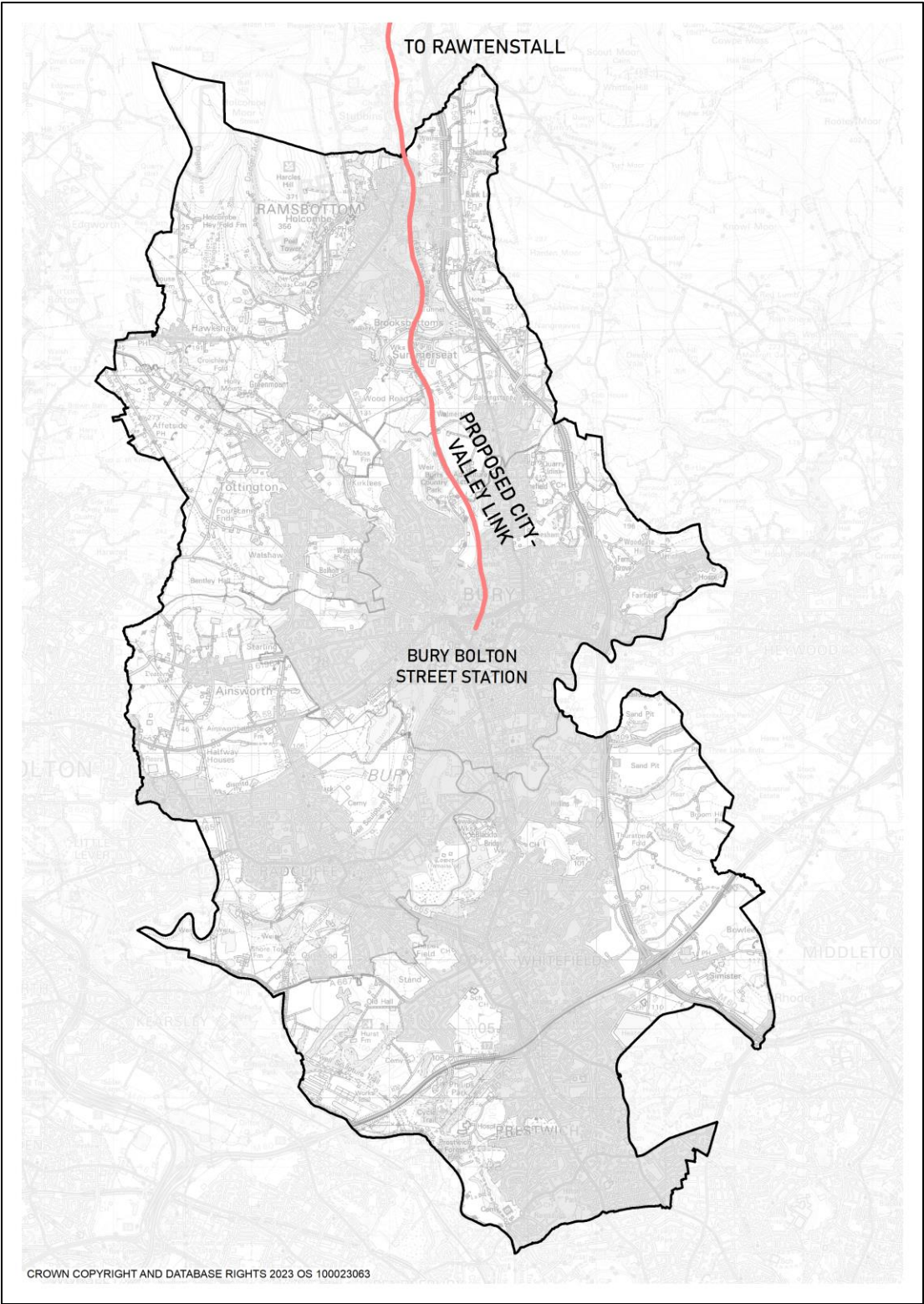
Rossendale Borough Council have long-held aspirations to establish a commuter rail link from Rawtenstall to Manchester.

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

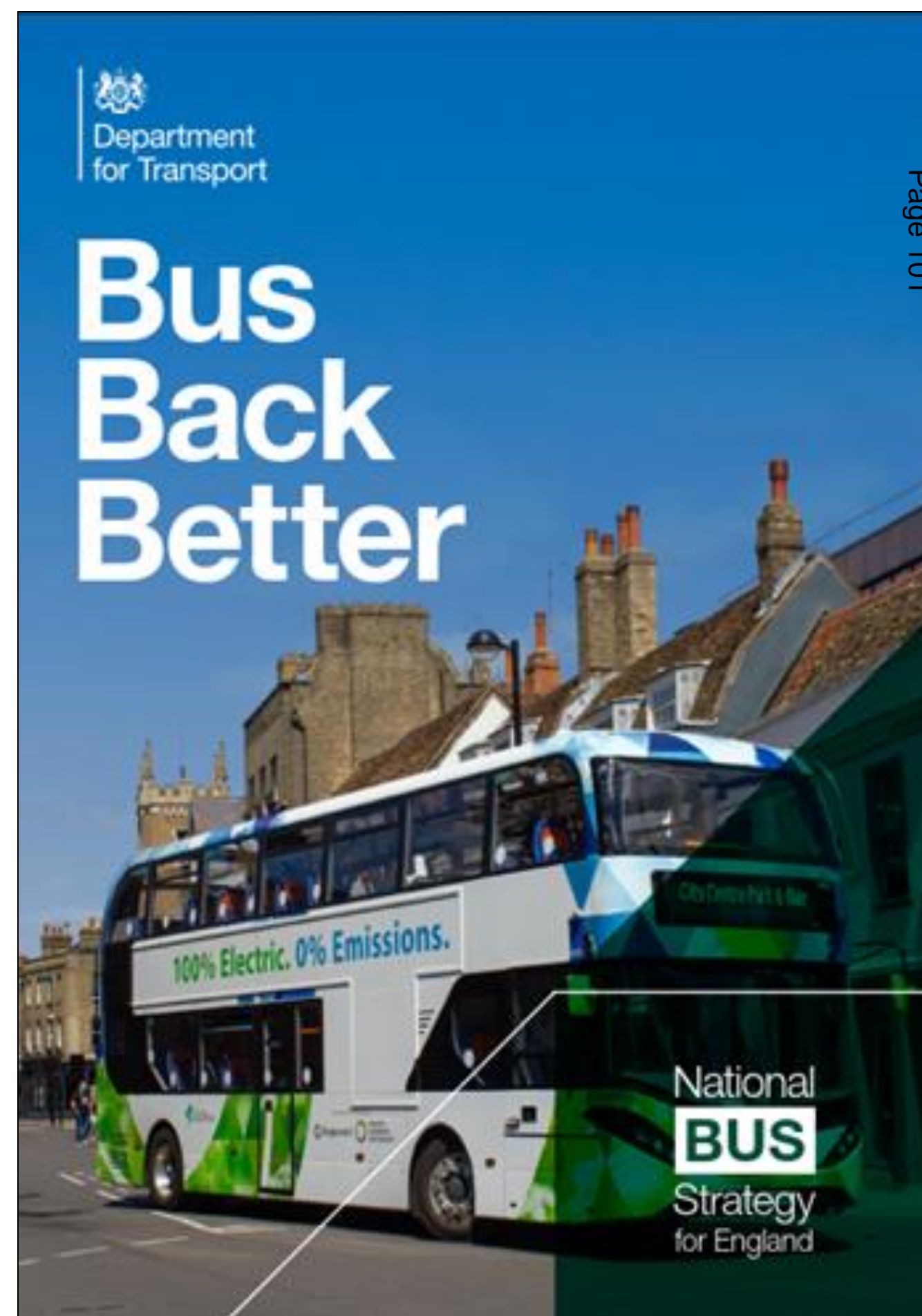
In March 2021 the Department for Transport (DfT) published a new national strategy for buses in England outside of London, the aim of which is to get more people using buses by making them more attractive. This means making buses faster and more reliable.

*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.





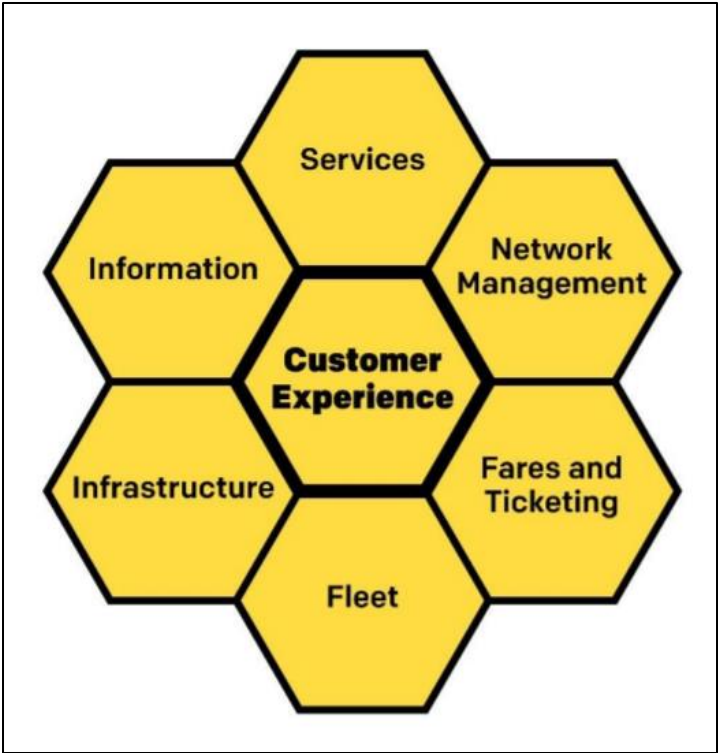
# Greater Manchester Bus Service Improvement Plan

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.

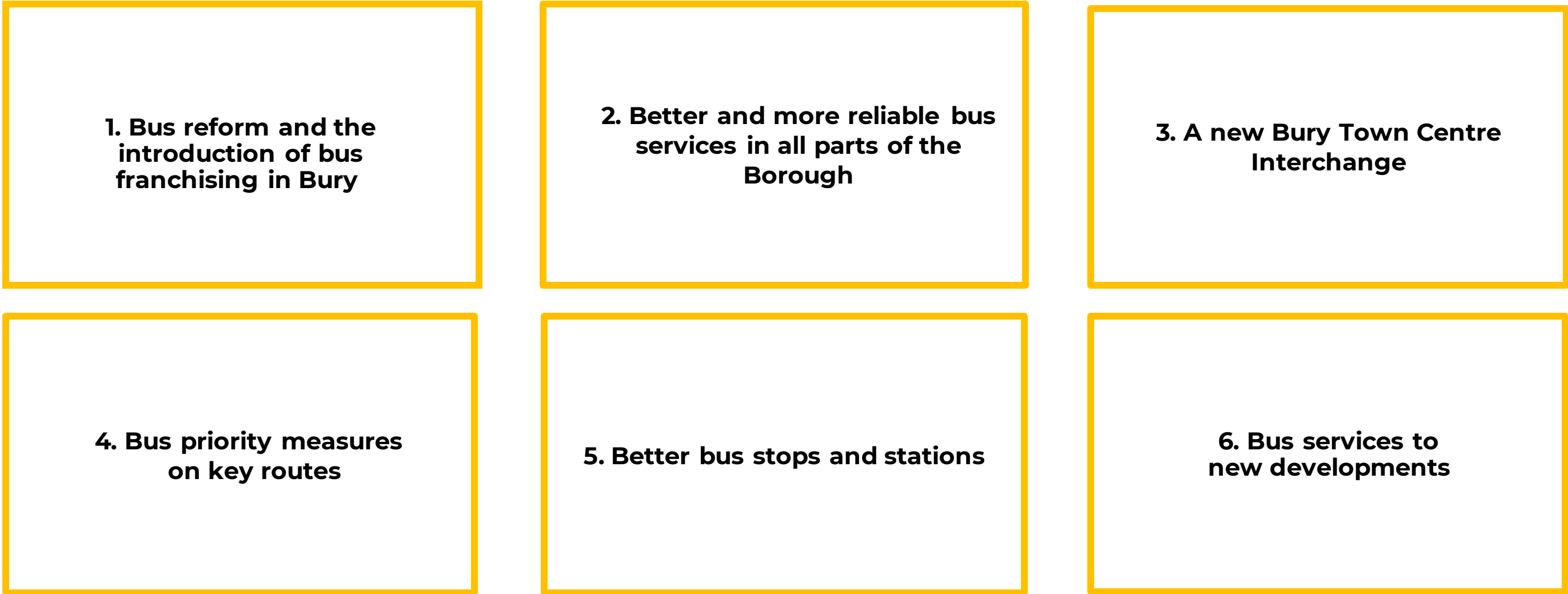
Through franchising and the GM Bus Plan will aim to deliver all these things and more, including a new Bee network app, where customers can get live departure times for nearby bus and tram stops and buy bus and Metrolink tickets, and a new Bee Network website.



# 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.

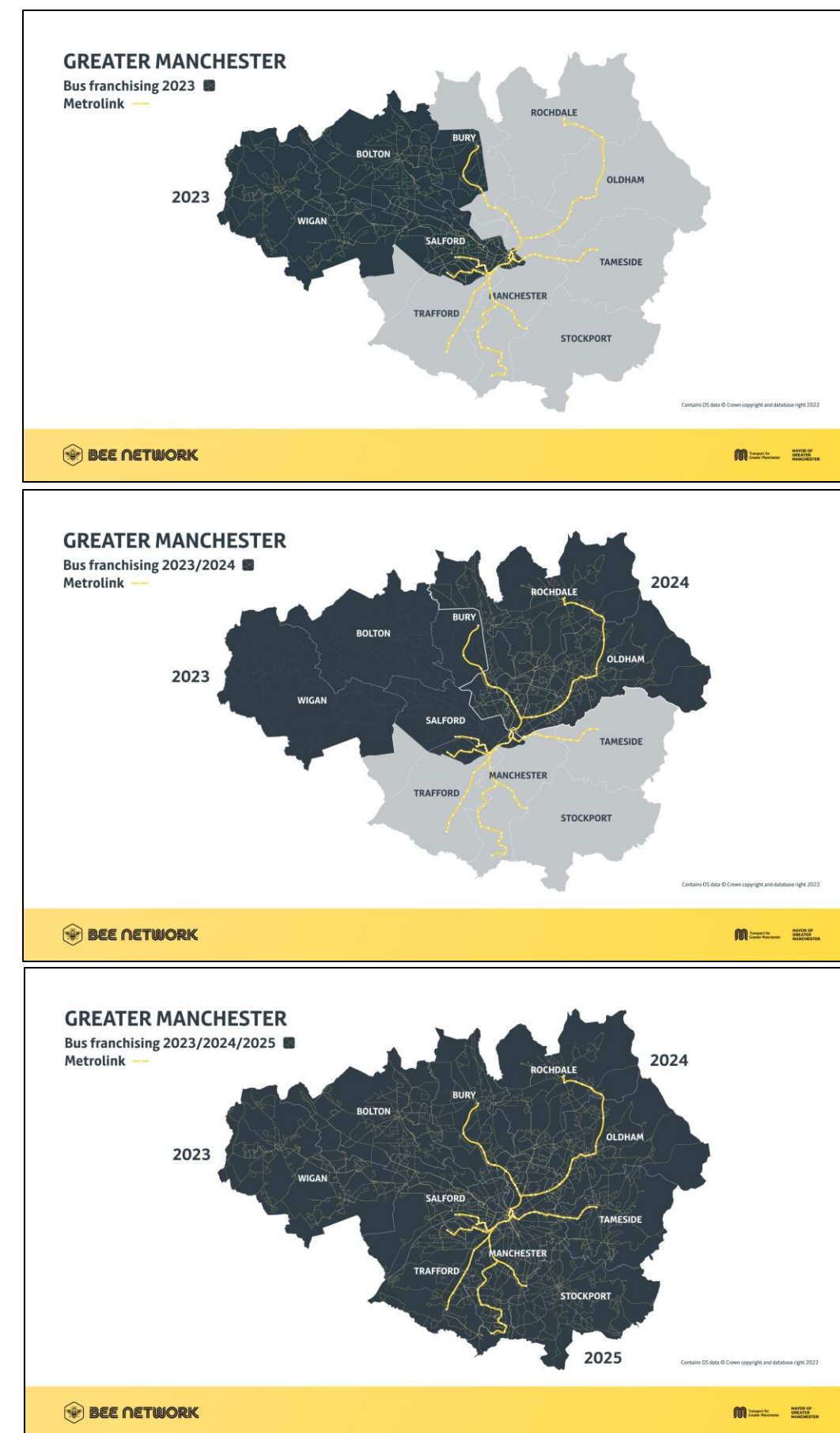
In March 2021, the Greater Manchester Combined Authority (GMCA) announced plans to use new Government powers and bring buses back under local control for the first time since they were deregulated in 1986 under a system called *franchising*. The bus franchising scheme is a key part of Greater Manchester's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

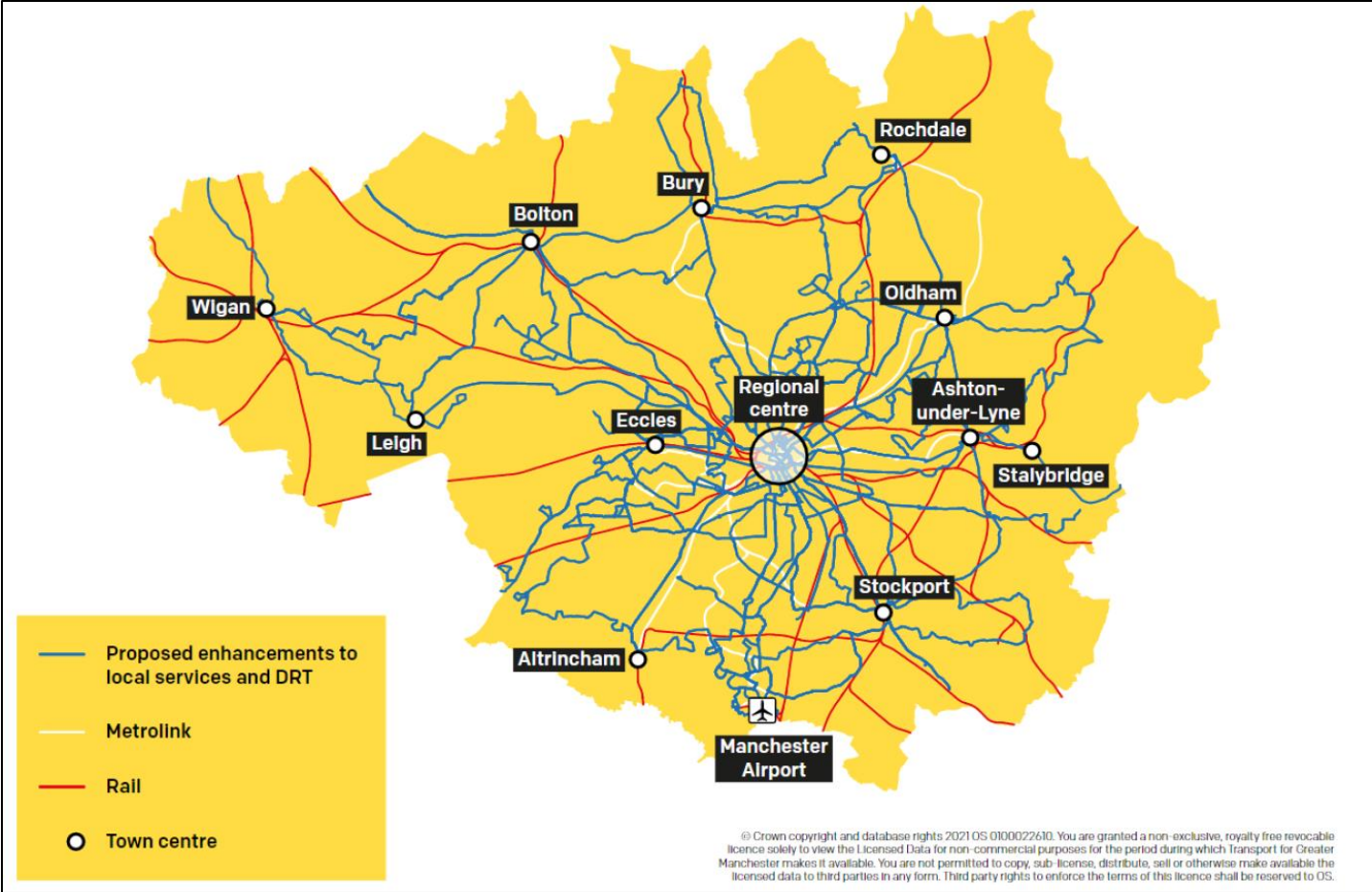
As set out in Greater Manchester's Bus Service Improvement Plan (BSIP), under TfGM's aim is to stabilise and then strengthen services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes to form a 'London-style network'.

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.

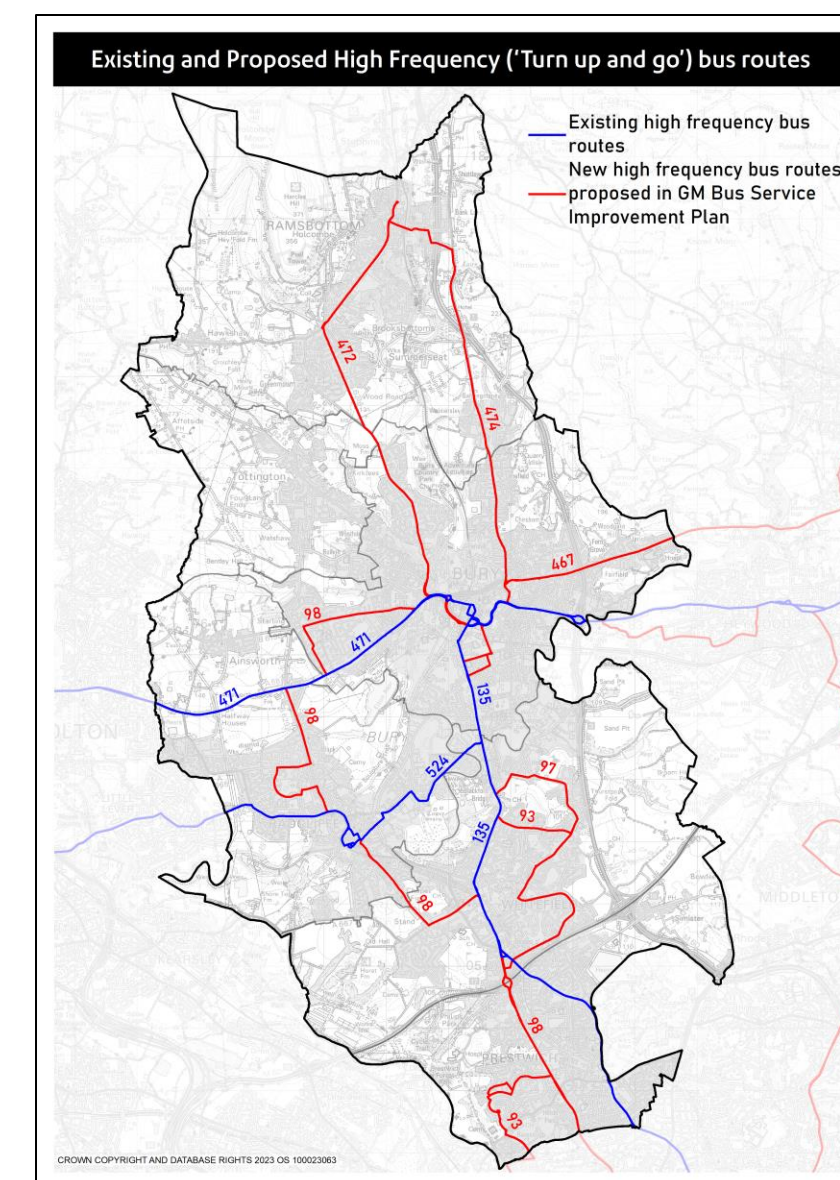
Not all our communities will be served by frequent, regular bus services and there will need to be additional services that complement the high frequency network. This could include Demand Responsive Transport, a form of shared mobility, in more rural parts of the borough where passenger demand doesn't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

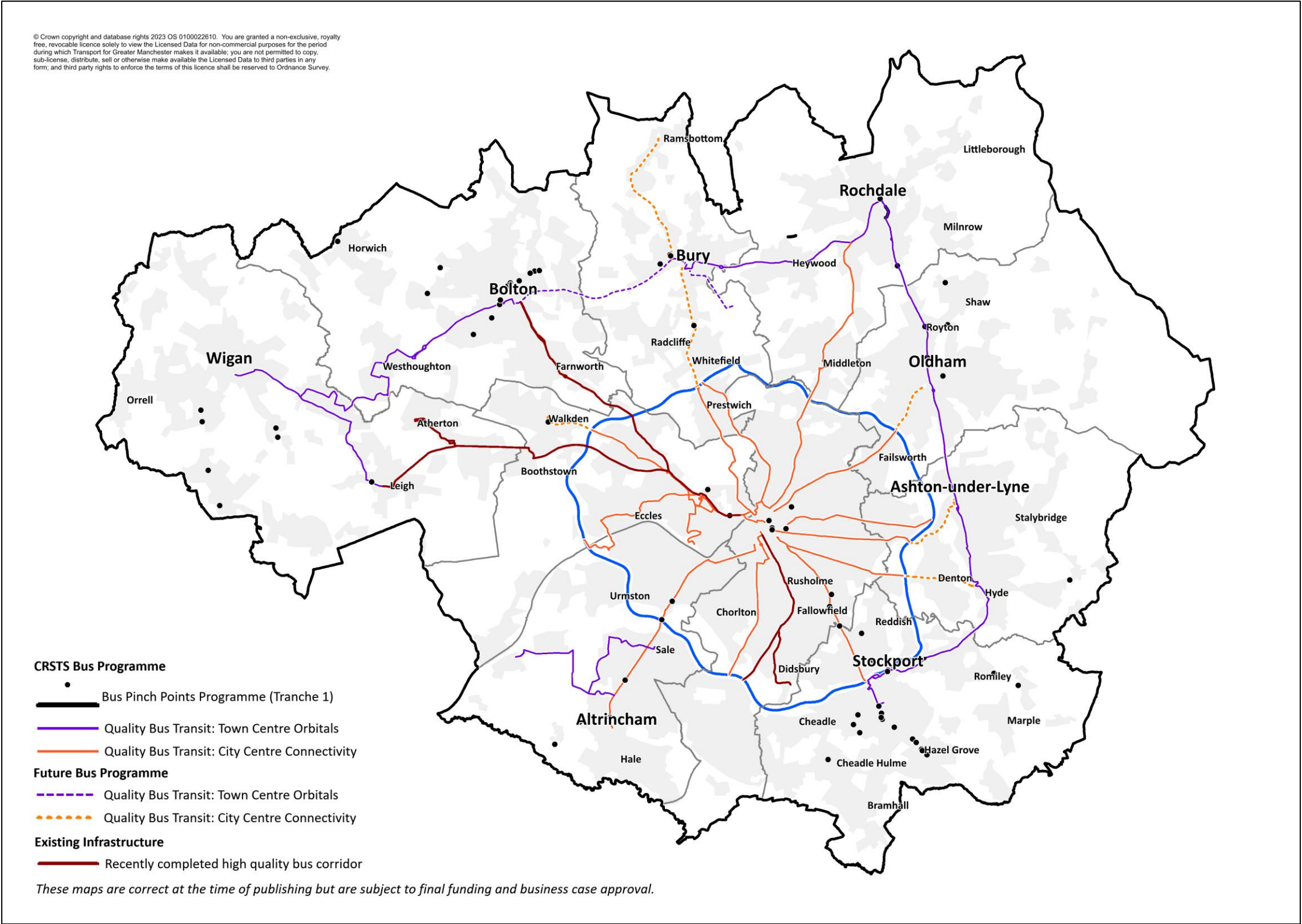


# Investment priority 4: Bus priority measures

## 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:

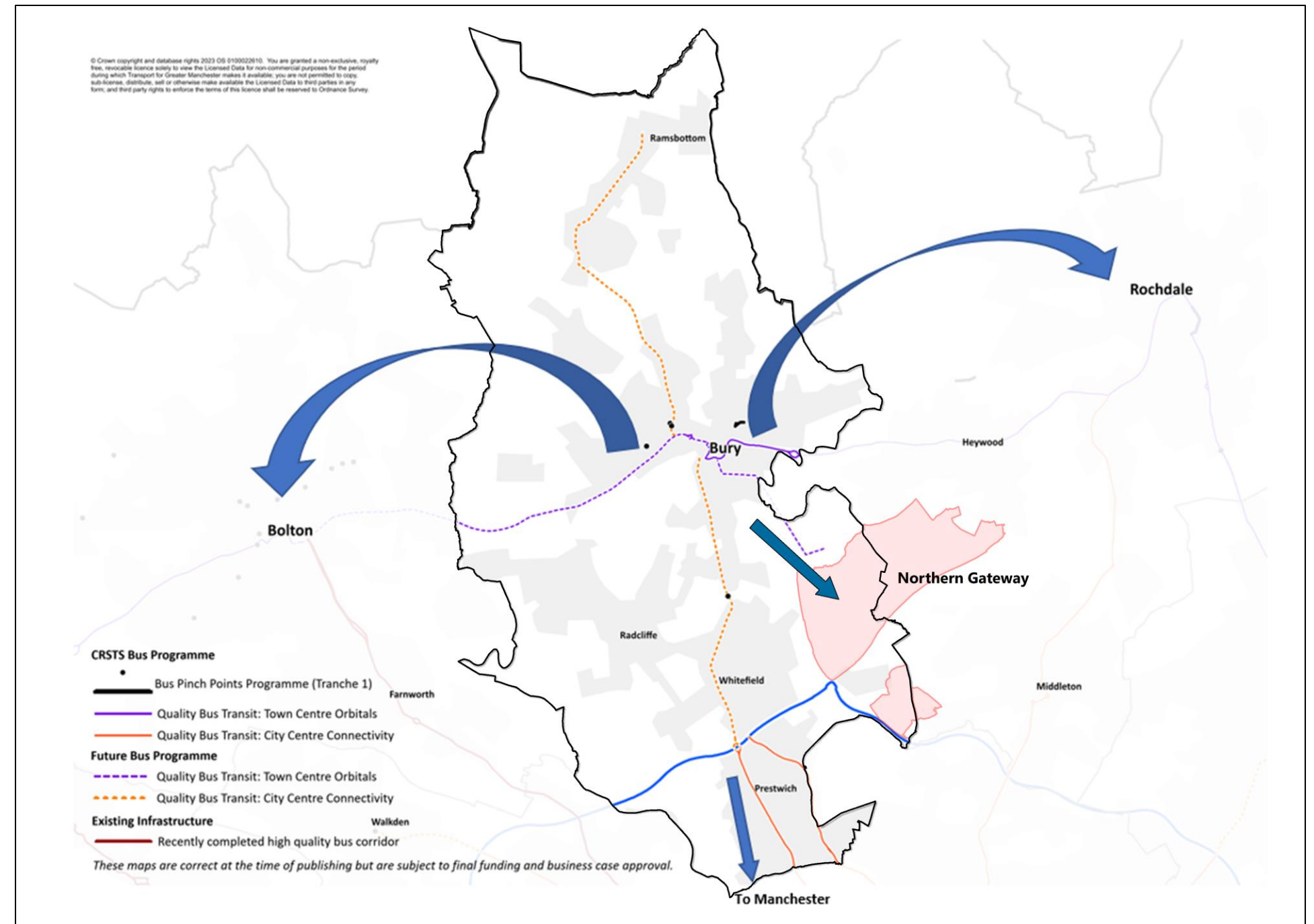
- A56 Bury to Manchester
- A56 Bury to Ramsbottom

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

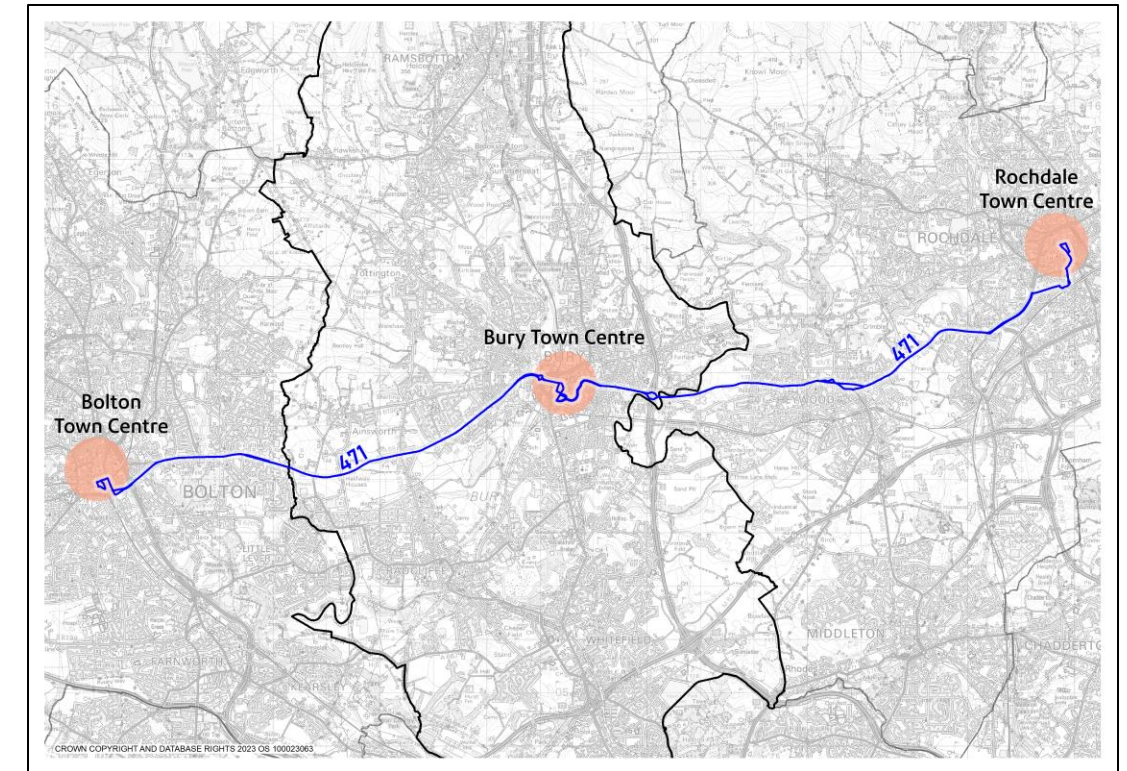
There is funding available in the CRSTS programme for QBT corridor proposals to be developed for some routes, and in some cases for delivery. We will work with TfGM to develop proposals for all Bury's QBT corridors, and to identify and address local pinch points.

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

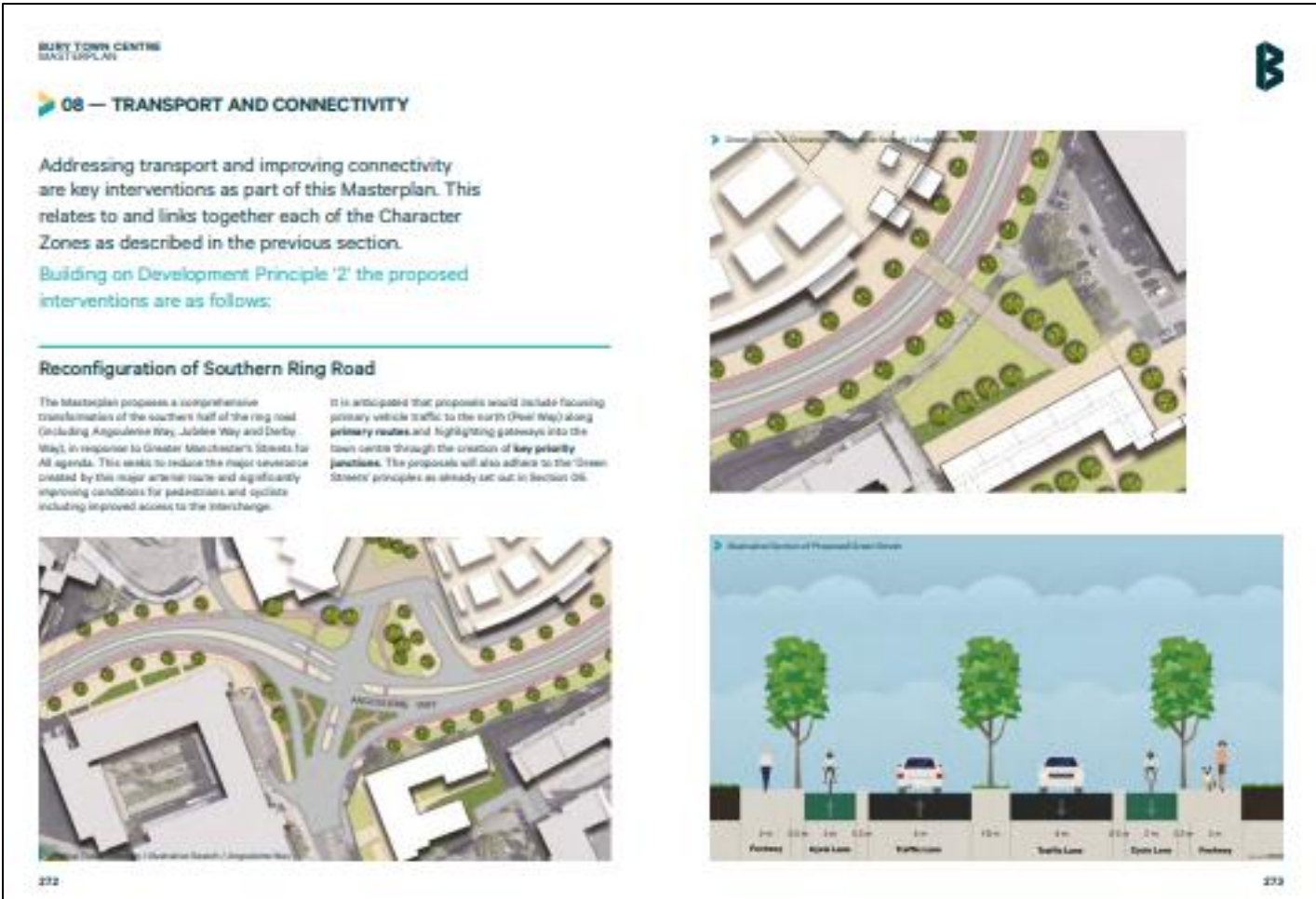
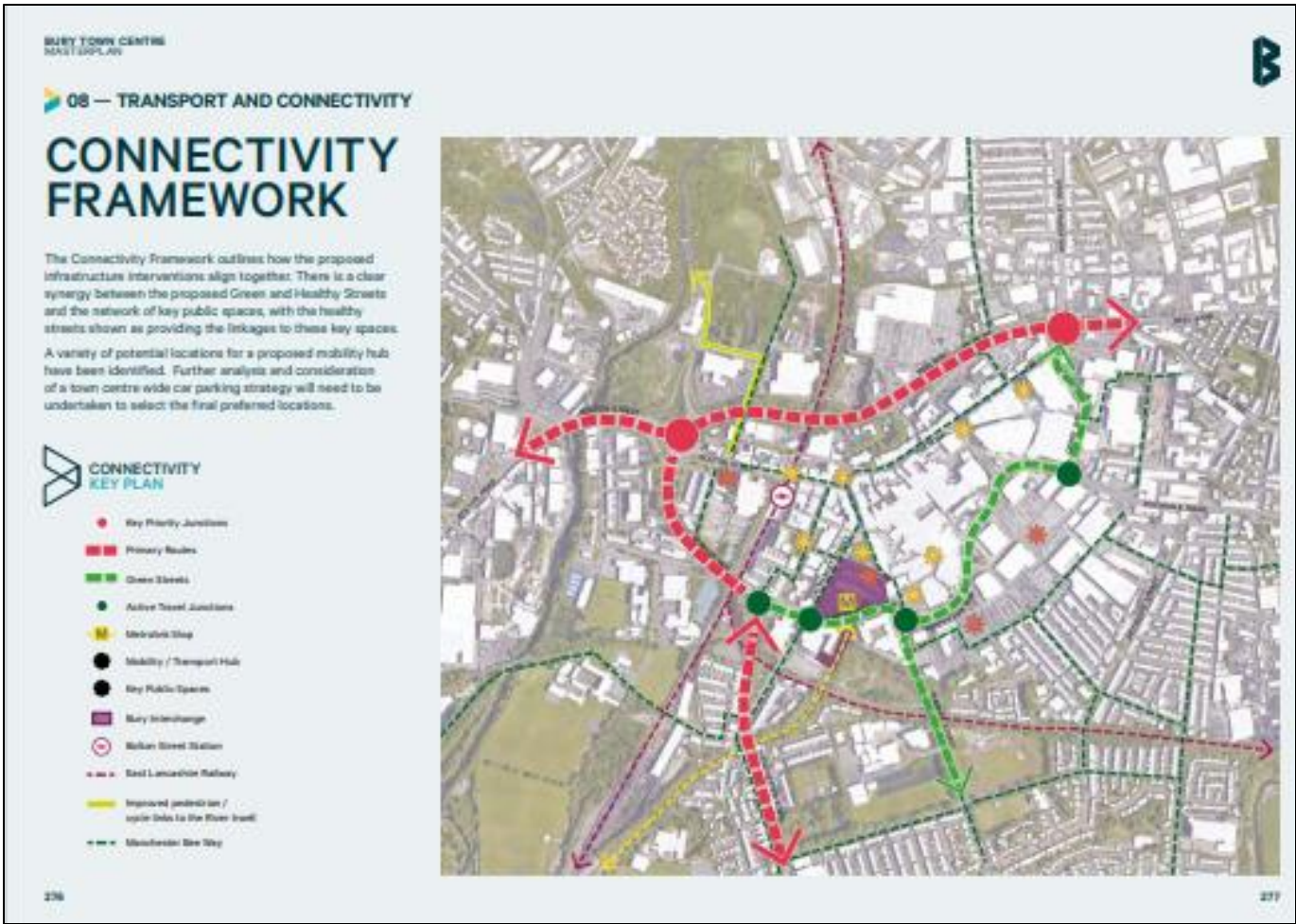


# Investment priority 4: Bus priority measures

## 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

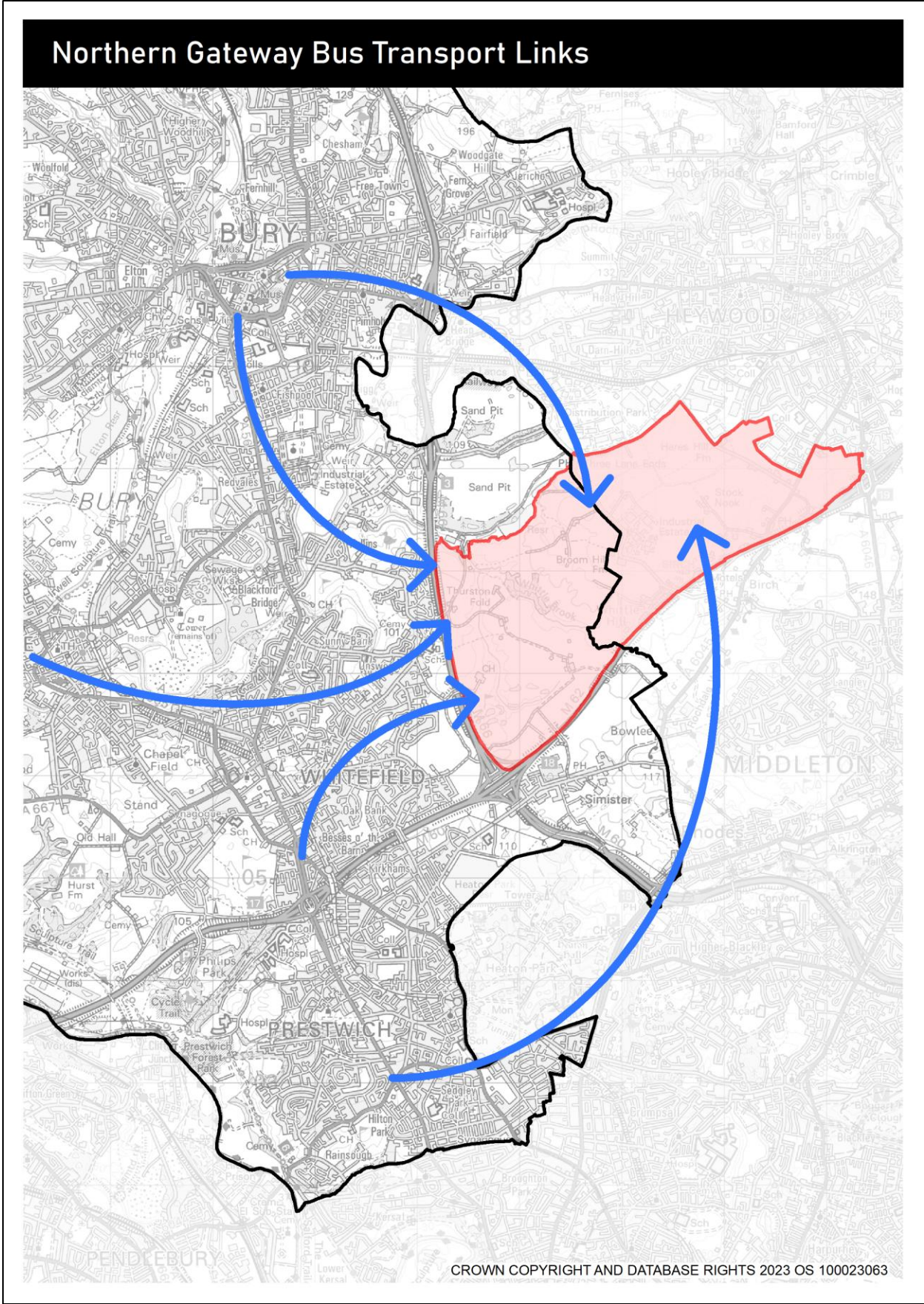
## Investment priority 6: Bus services to new developments

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

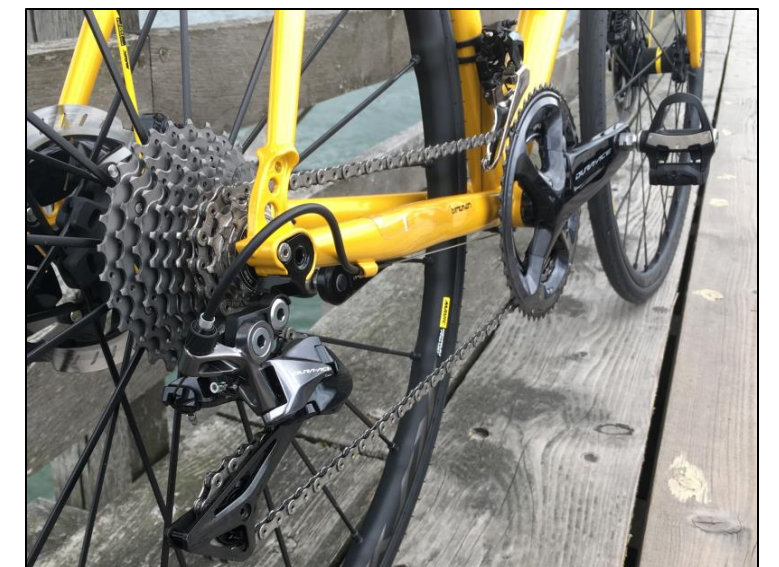
Getting more people to move away from motor vehicles to more active travel modes such as walking, wheeling and cycling is fundamental to achieving Bury's transport vision.

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

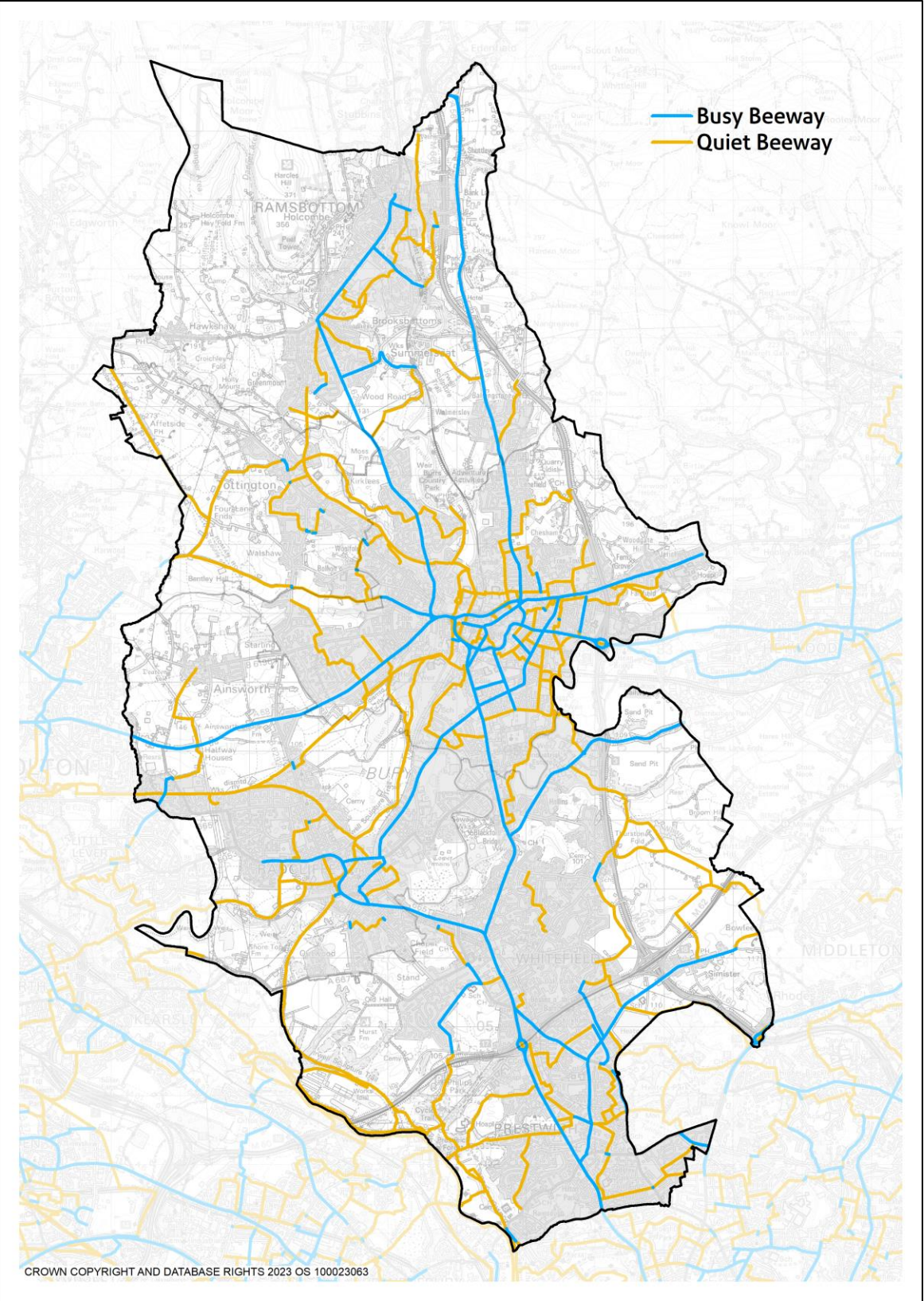
## Investment priority 1: Active Travel Network

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.



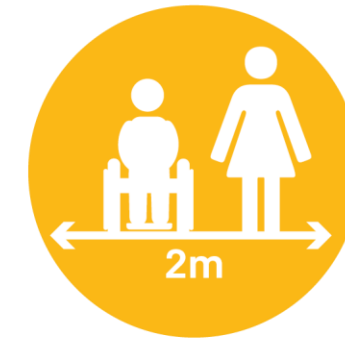
# Walking, Wheeling and Cycling

## 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 8<sup>th</sup> (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.

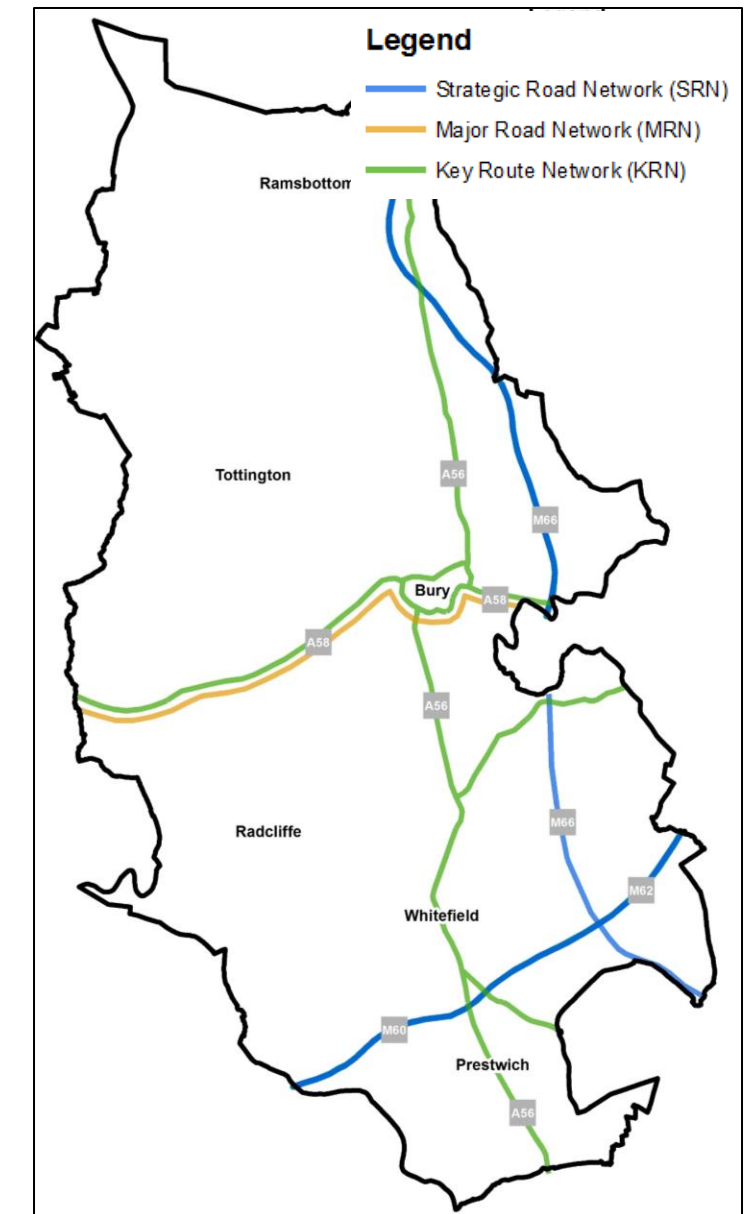
There are issues with congestion and severance. The ring road around Bury town centre, for example, provides strong links to the M66, Rochdale, Bolton and Manchester, however it creates a car dominated environment and severance for pedestrians and cyclists travelling into and out of Bury town centre.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

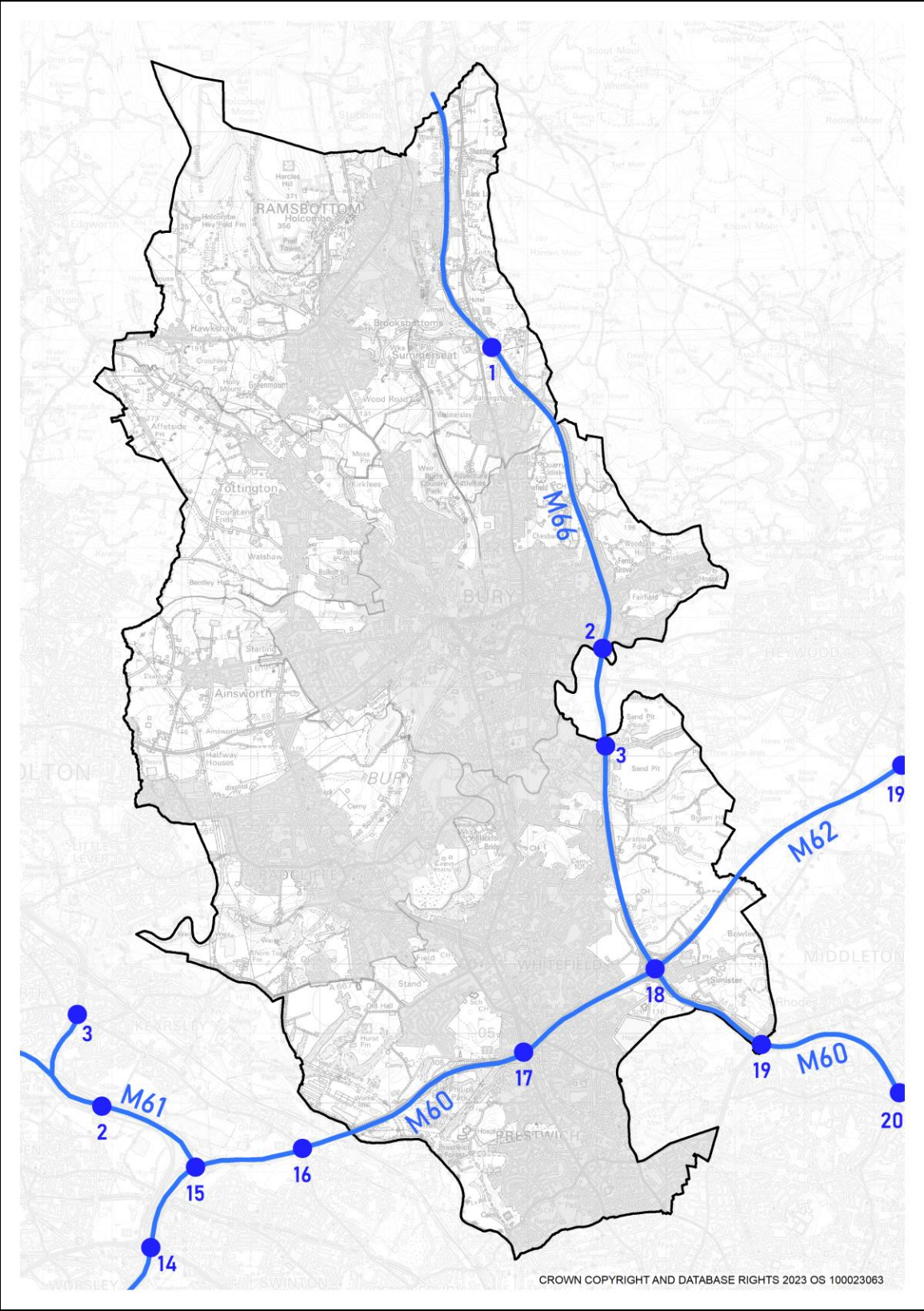
Significant elements of the Motorway network run through Bury. Routes include the M60, M62 and M66. The responsibility for maintaining and operating these routes, which form part of the Strategic Route Network (SRN), rests with National Highways.

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

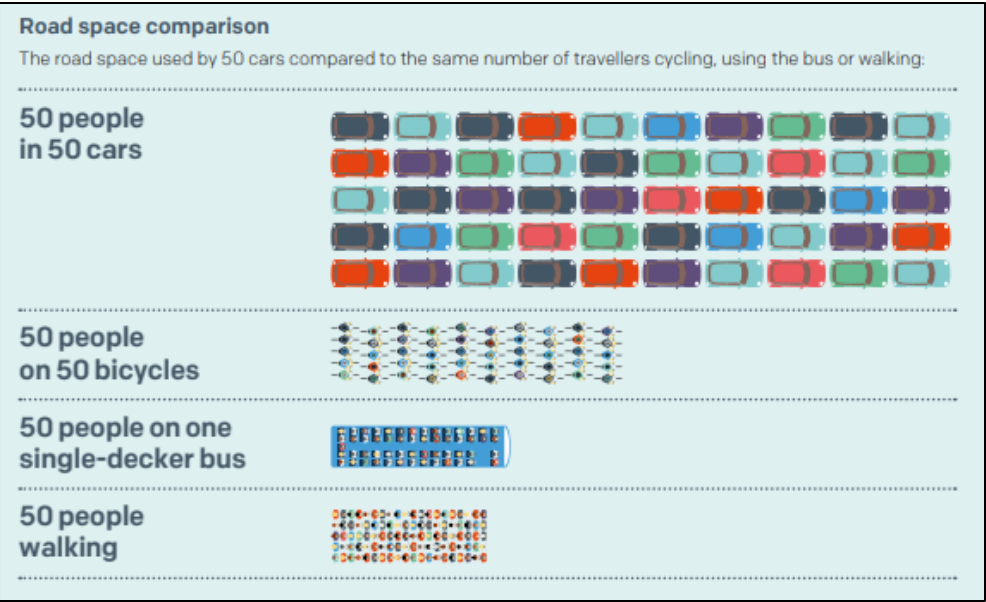
Like all towns across the country, Bury suffers from congestion issues and delays at certain times of the day. Bury has experienced significant increases in traffic volumes in recent years. An increase in private vehicle ownership has led to increased traffic on highways that were not originally designed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

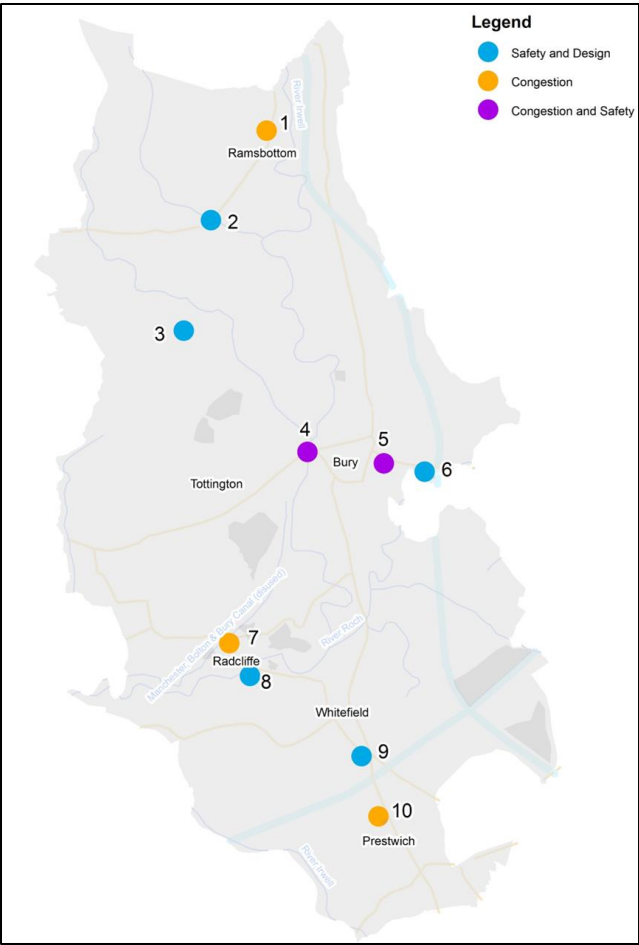
# Highways

## 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.

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

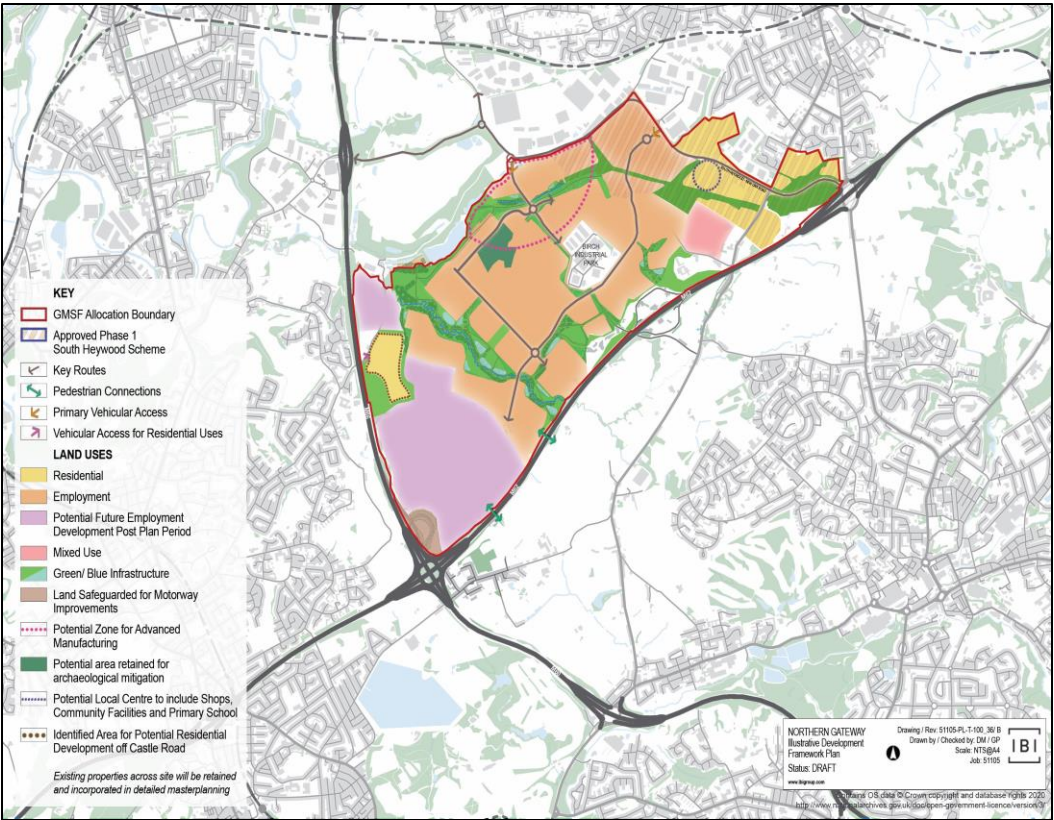
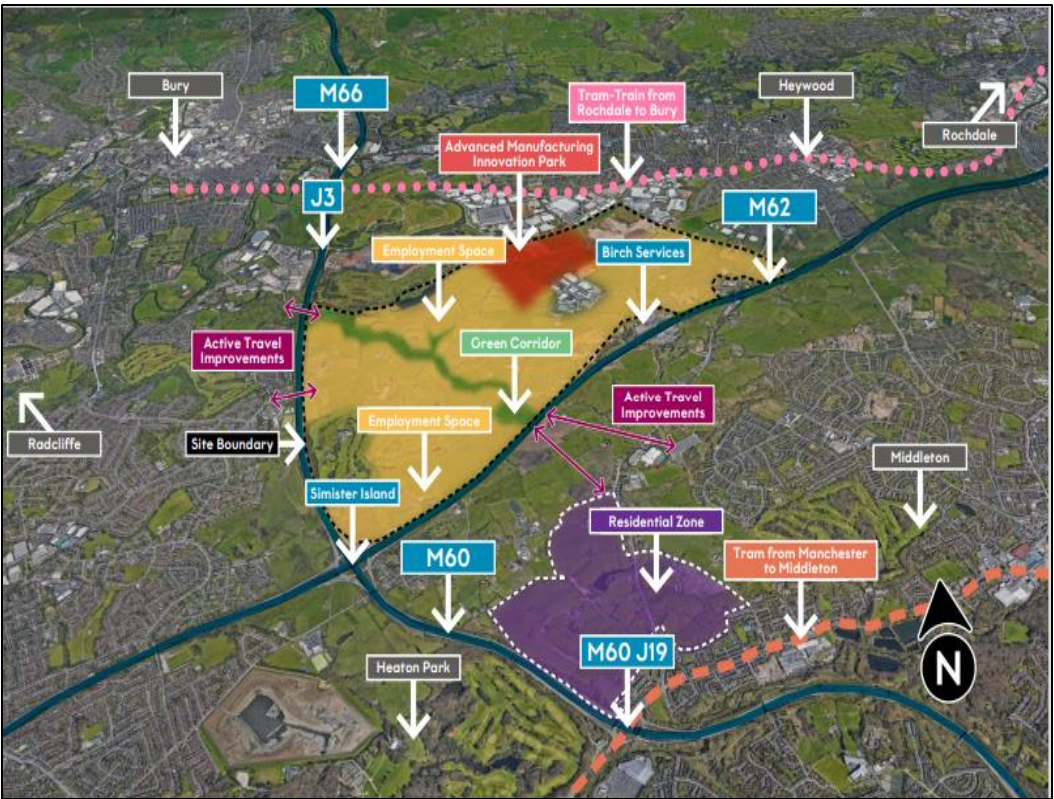
### Places for Everyone

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.





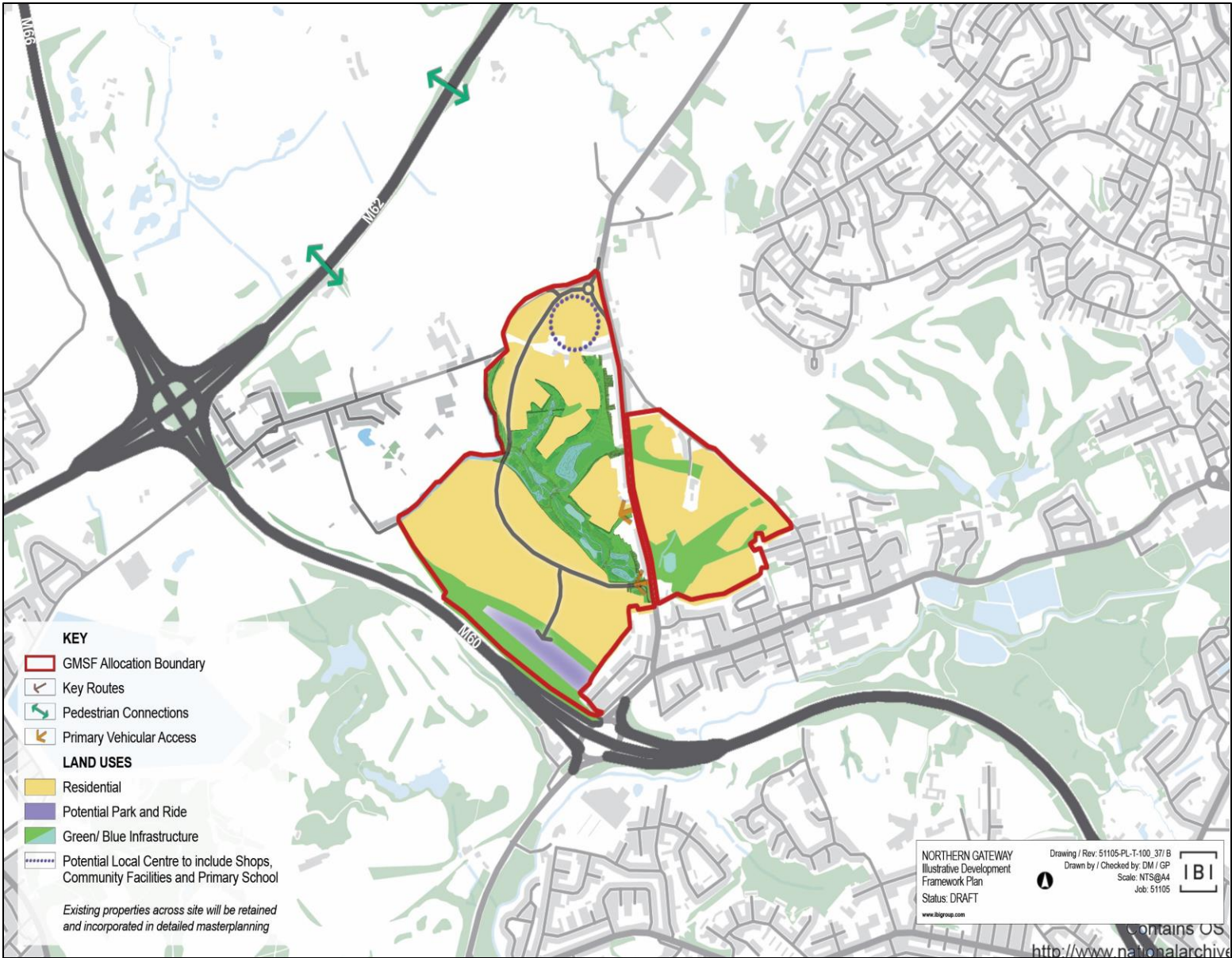
# Highways

## 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

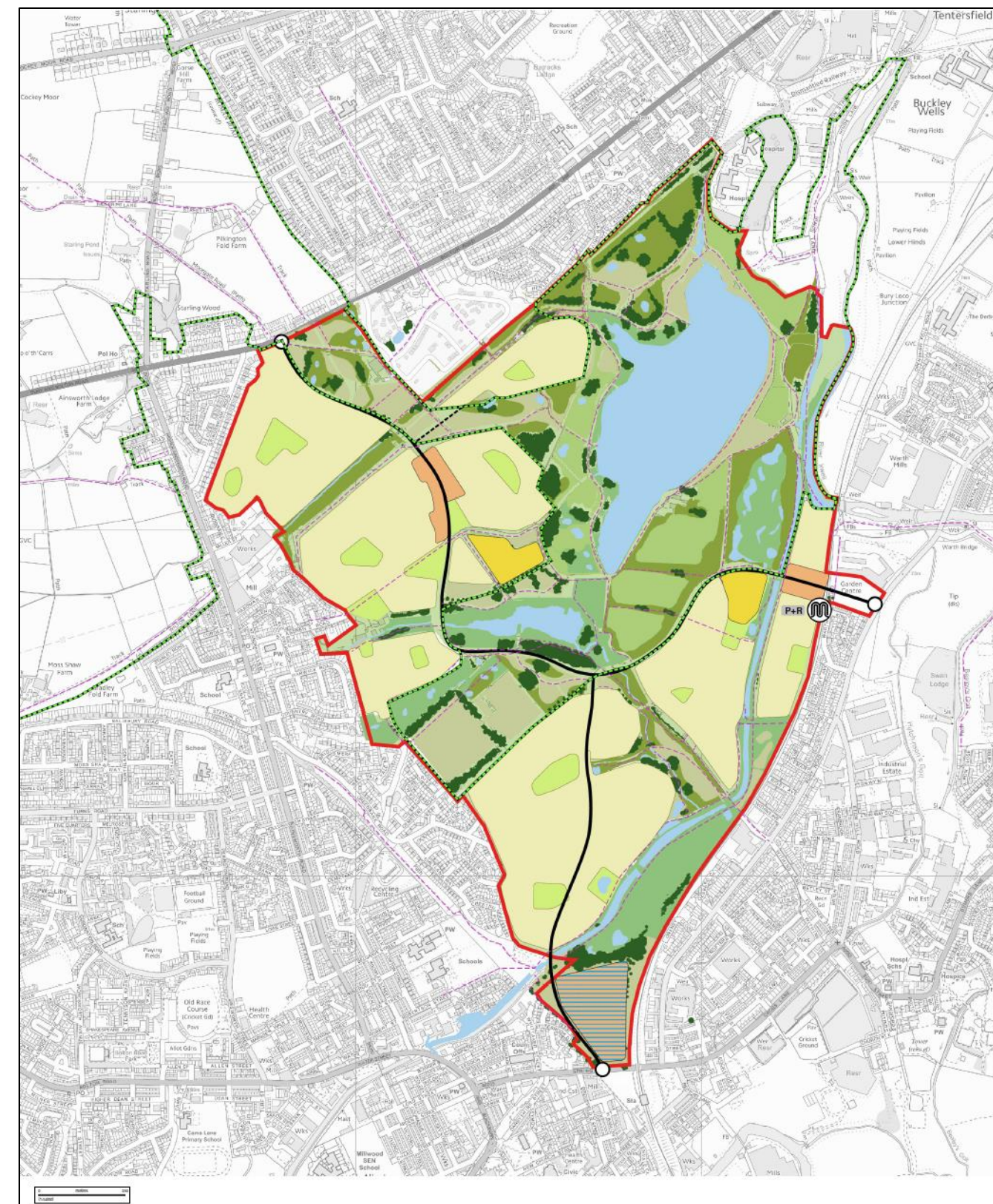
## Investment priority 2: Provide infrastructure to facilitate new development

### 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

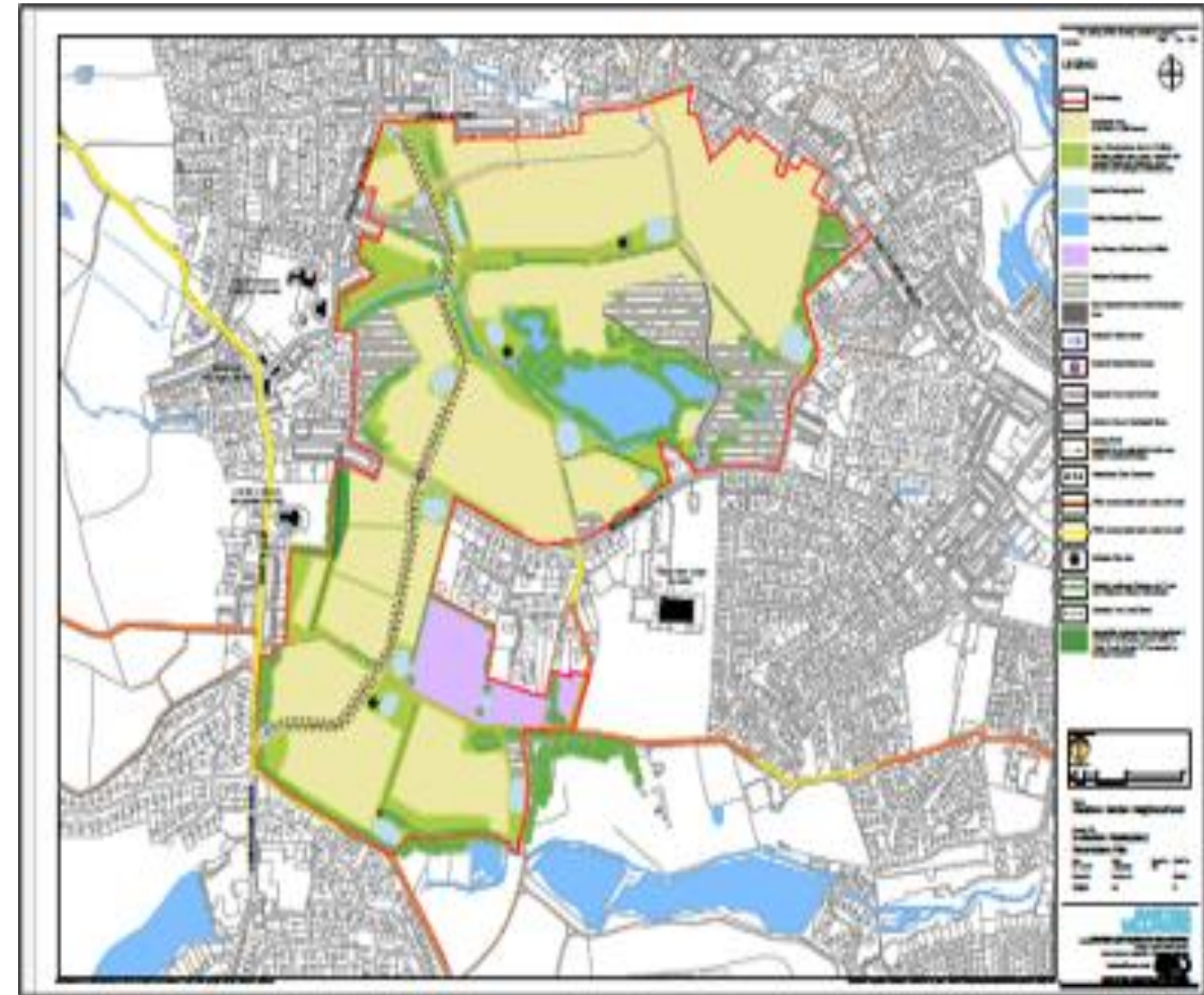
### Walshaw

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

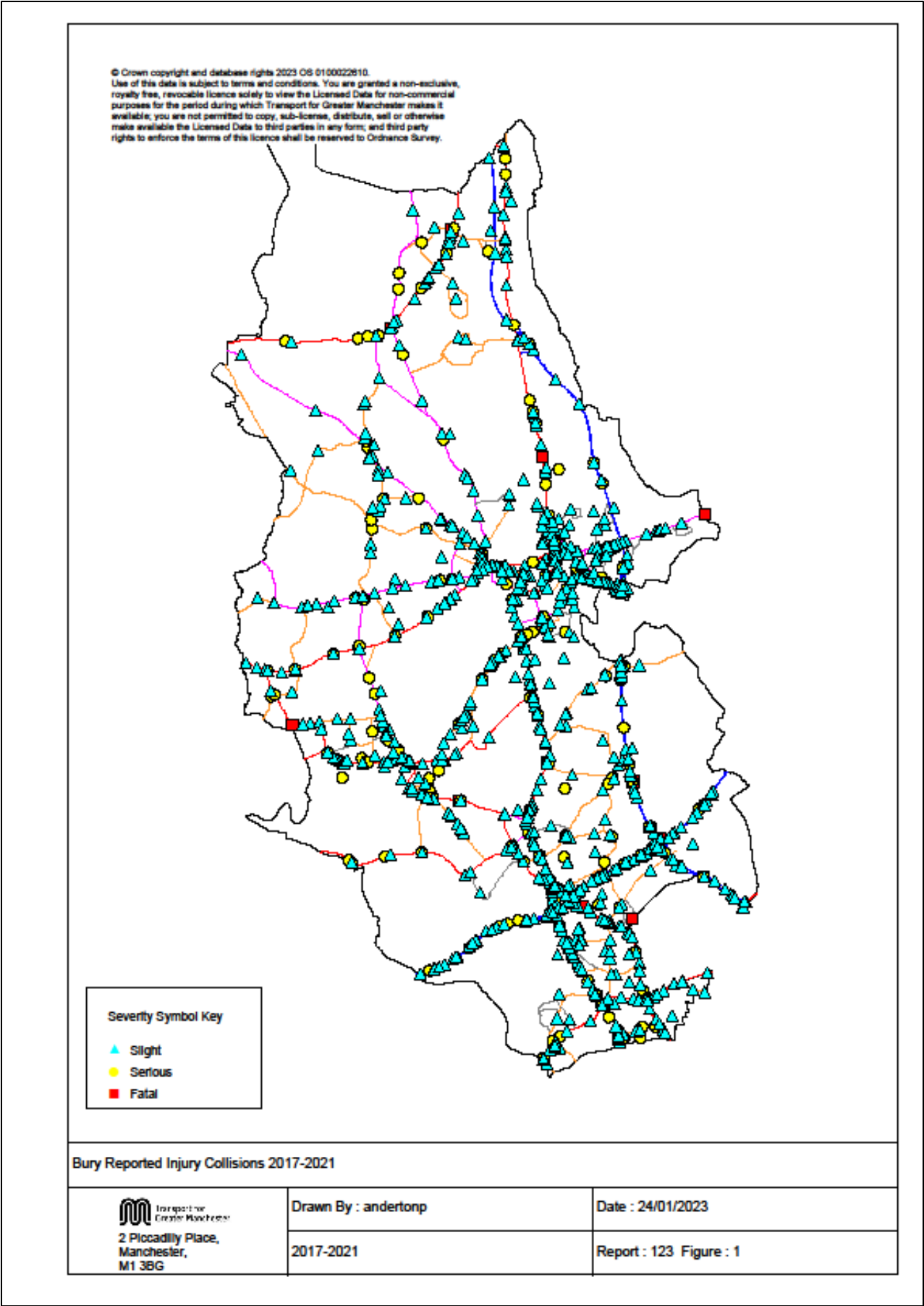
Road safety challenges exist across the borough, with the wards with the highest casualty rate per 1,000 people living in the ward being Bury East ward, Unsworth and Holyrood.

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.

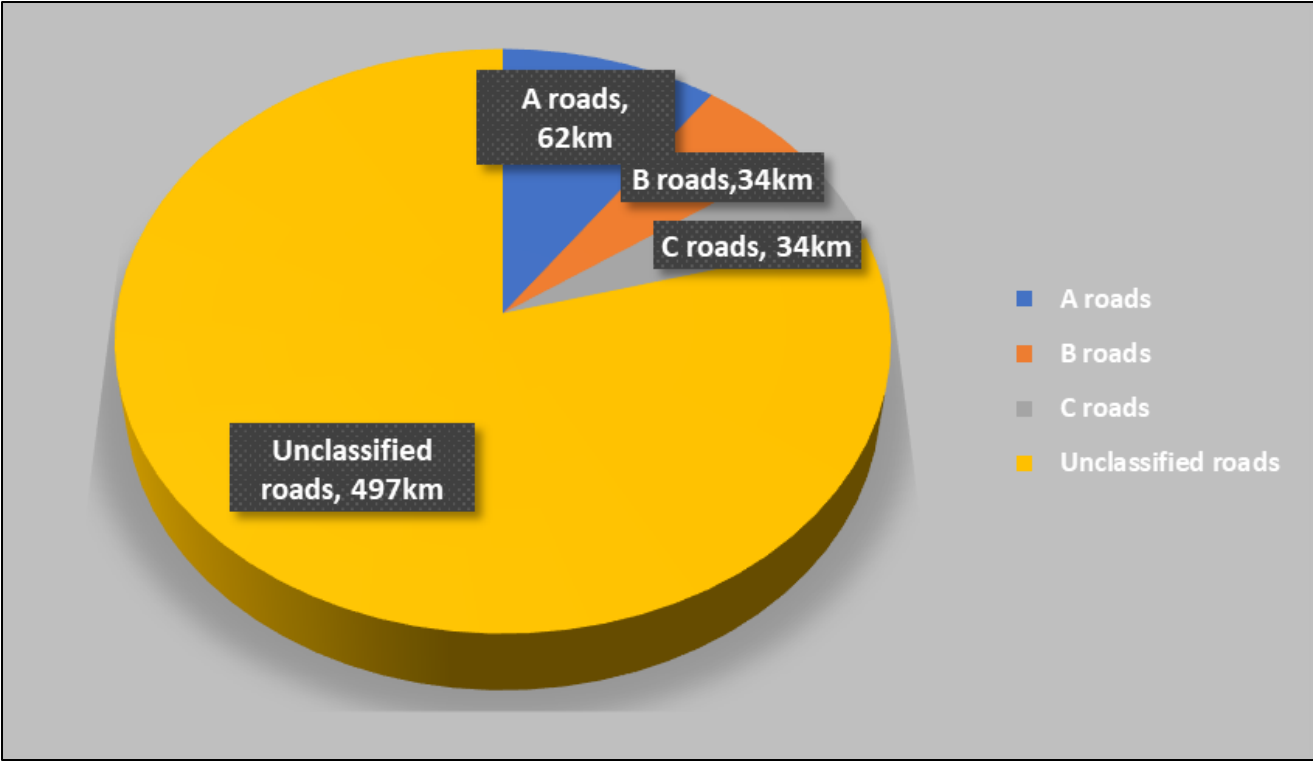
The value of these assets is estimated at over £1 billion.

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.

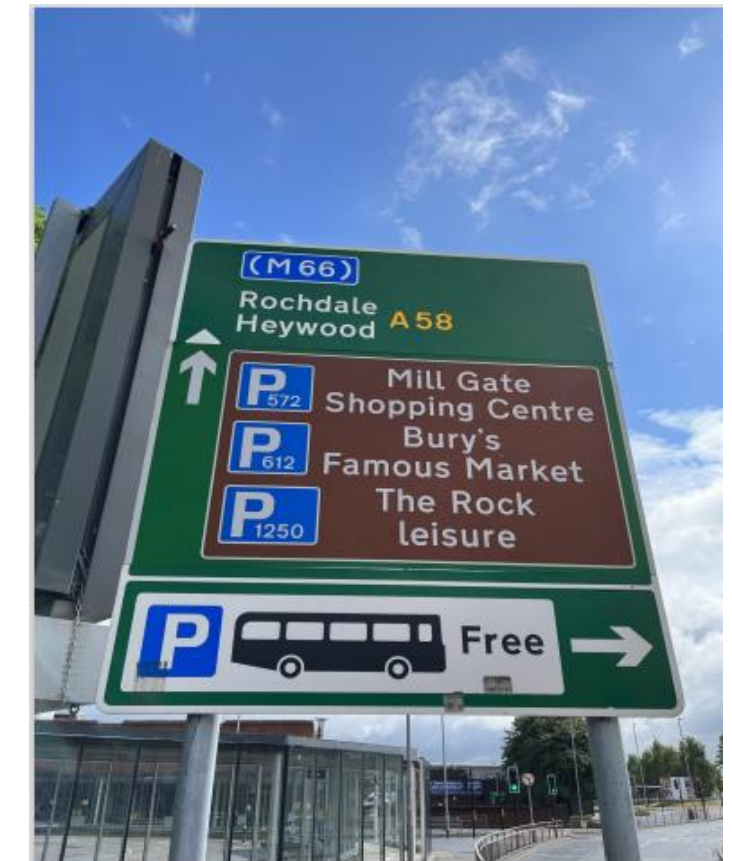
Areas such as Ramsbottom are facing acute car parking capacity challenges and there is a need to secure investment in additional car parking. Conversely, some areas such as Bury town centre have an oversupply of car parking and this presents opportunities to release some spaces for new uses, including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

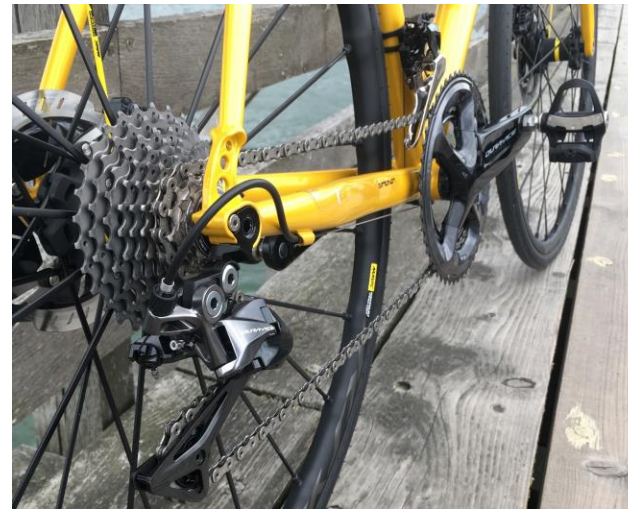
The table below demonstrates how our Investment Priorities for highways contribute to the objectives of both the GM2040 and this Bury Local Transport Strategy.

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.

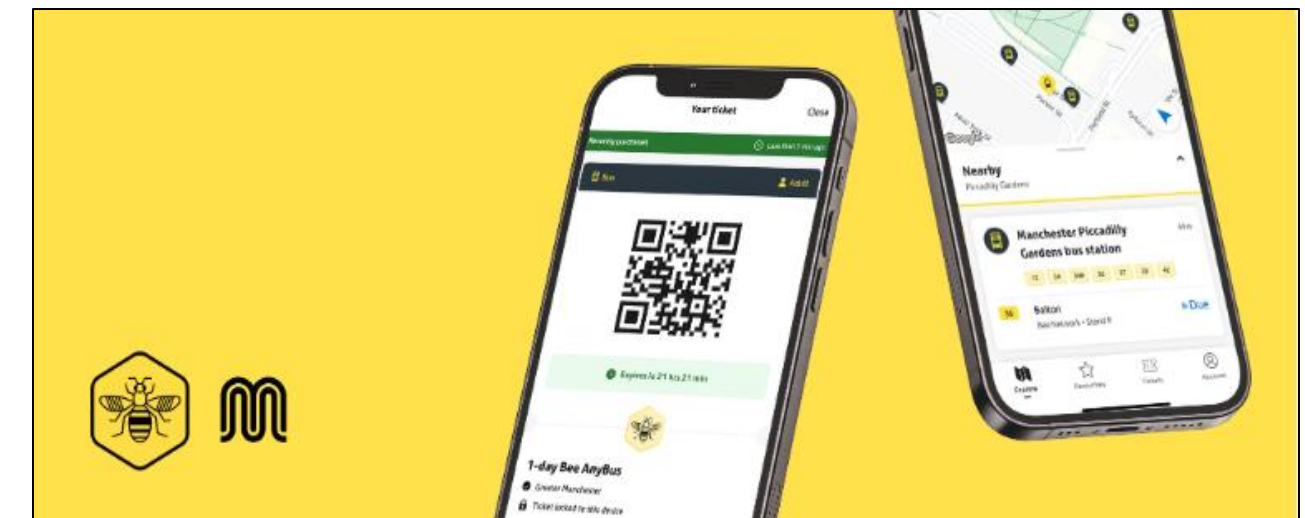
To make the Bee Network happen, Greater Manchester is bringing buses back under local control through bus franchising. This is the biggest change to how buses are run in 40 years. It will mean higher standards for passengers, and buses will be planned to link up with Metrolink, local rail and the cycling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



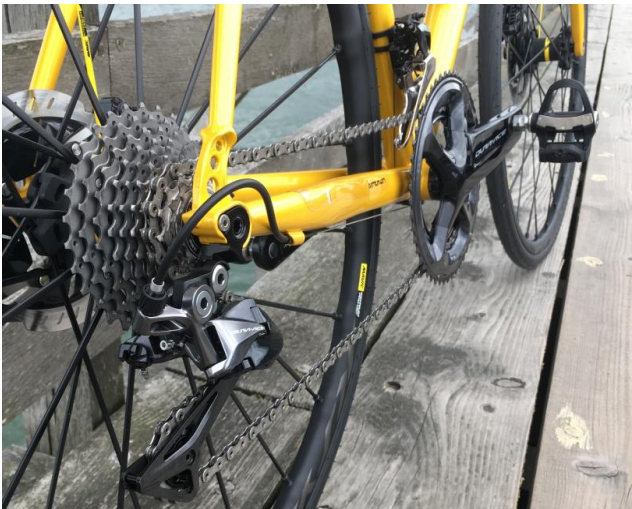


# Funding and delivery

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
<b>Total committed funding</b>		<b>£68.414m</b>

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



# Committed Funding

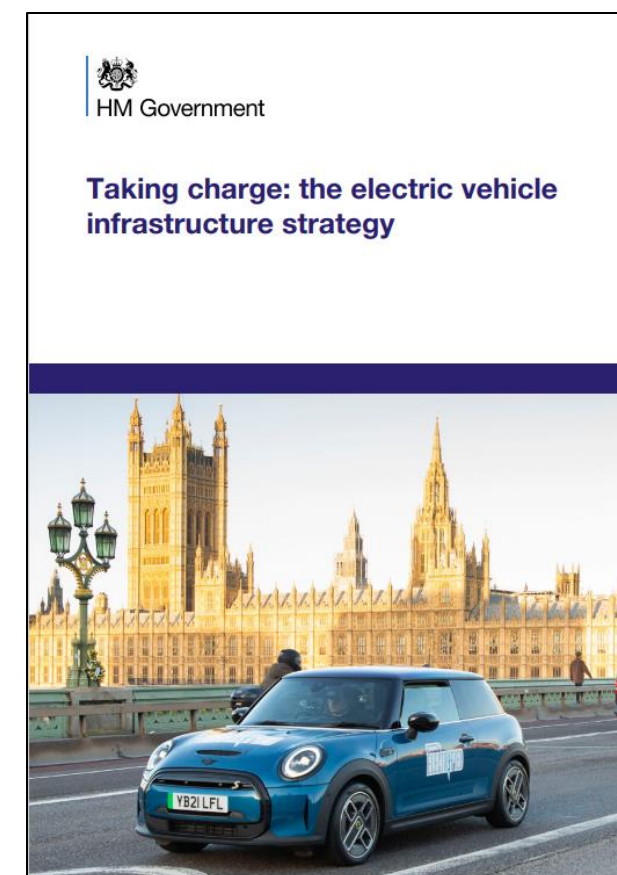
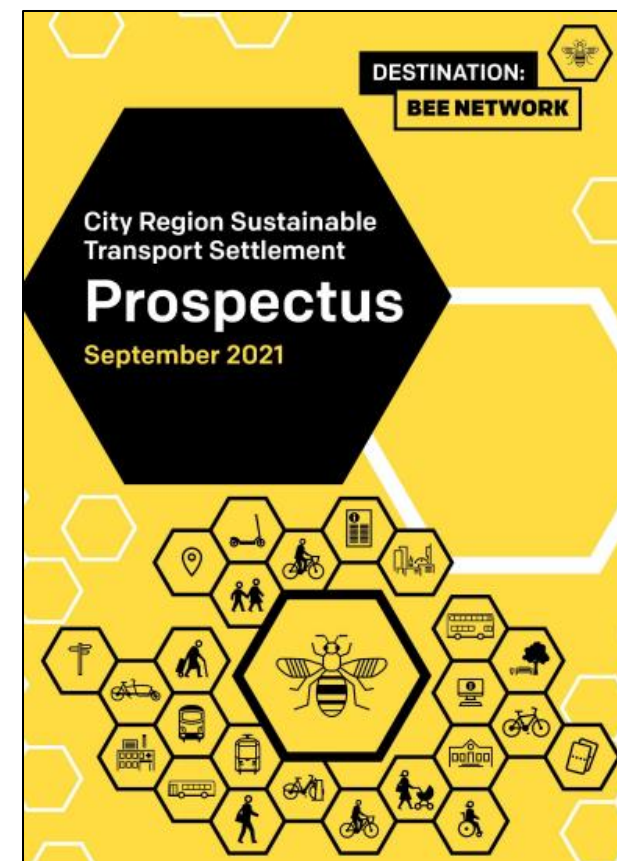
## City Region Sustainable Transport Settlement (CRSTS)

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.



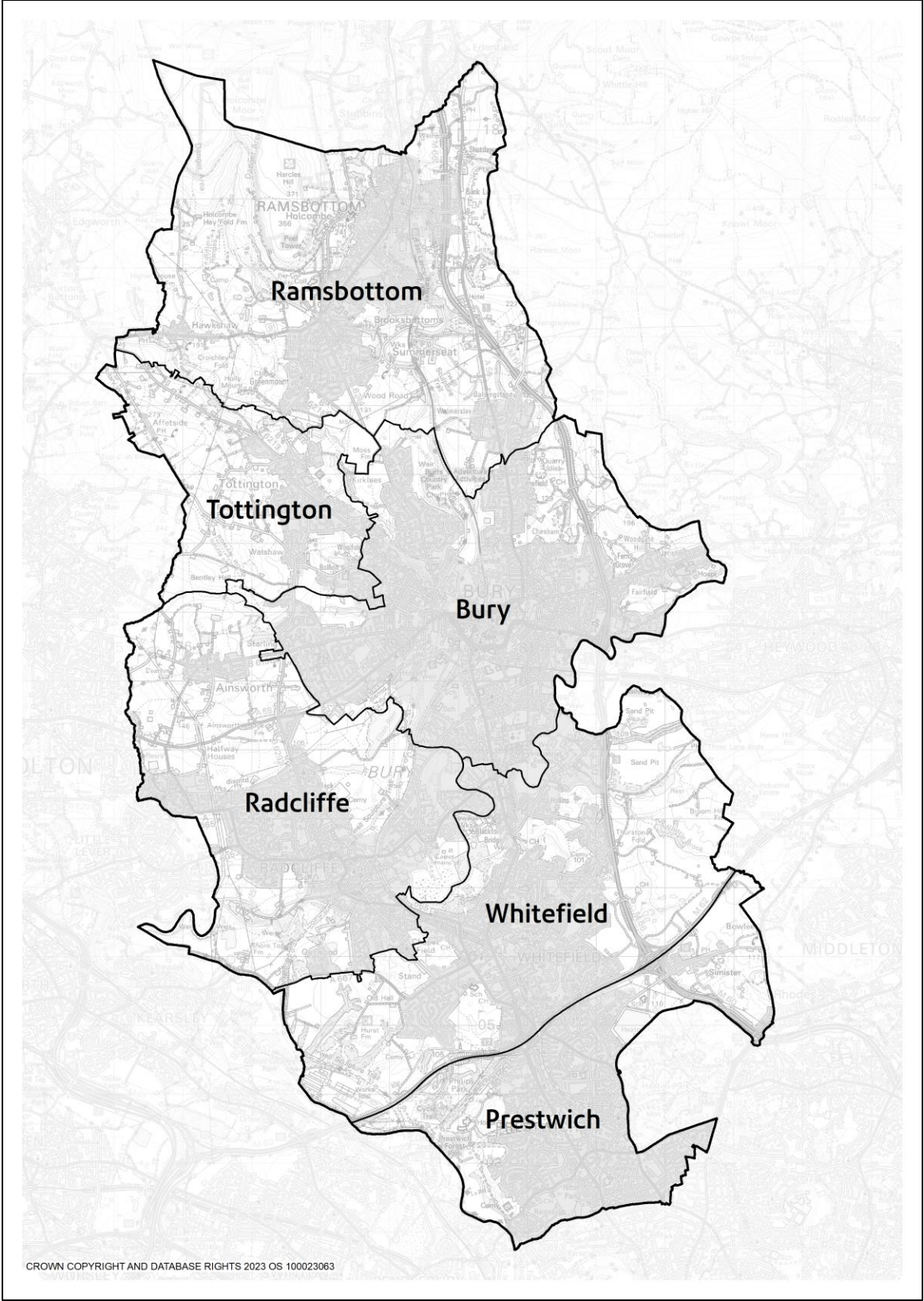


This page is intentionally left blank

# Appendix 1

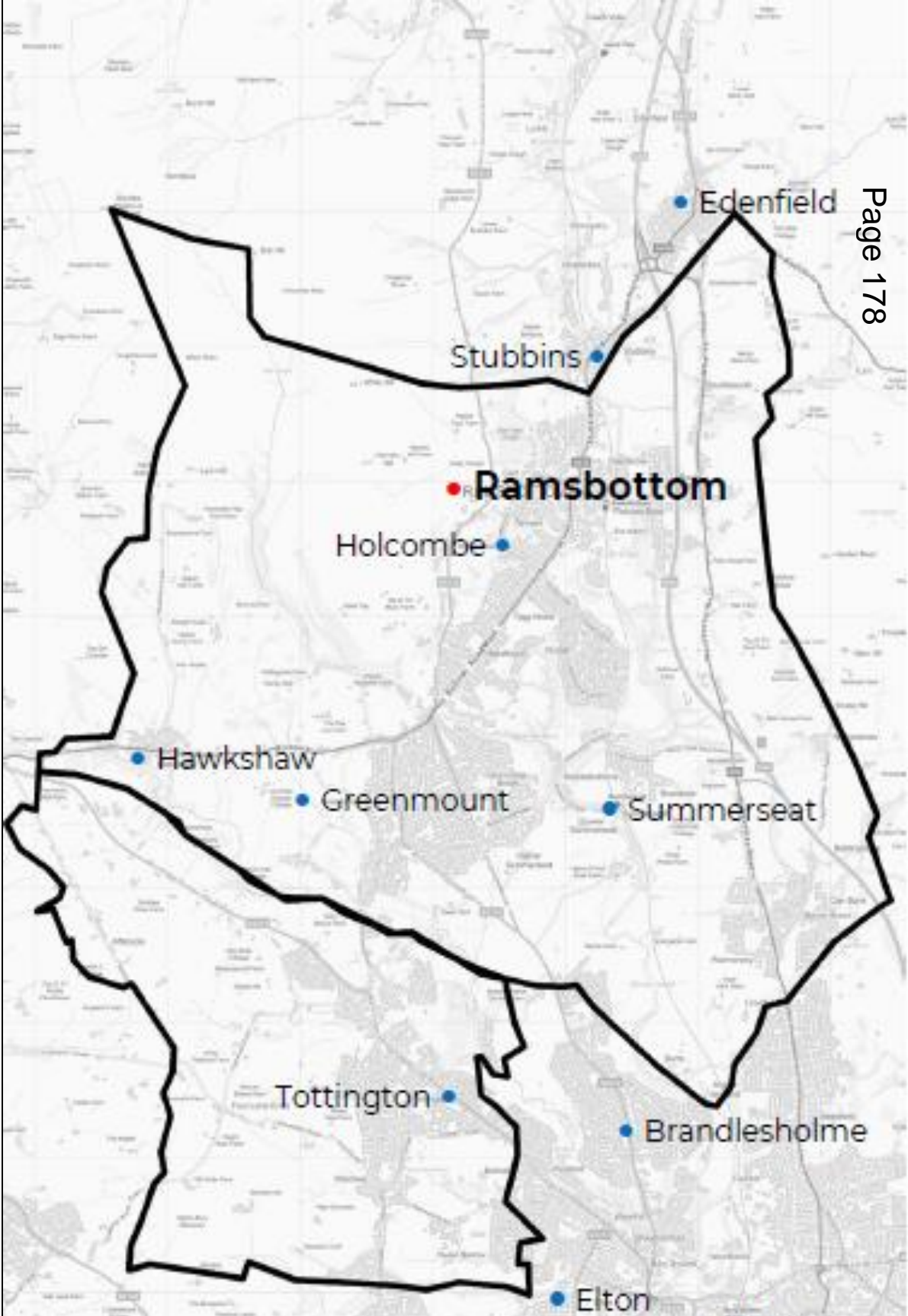
# TOWNSHIP PLANS

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



Page 178

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.

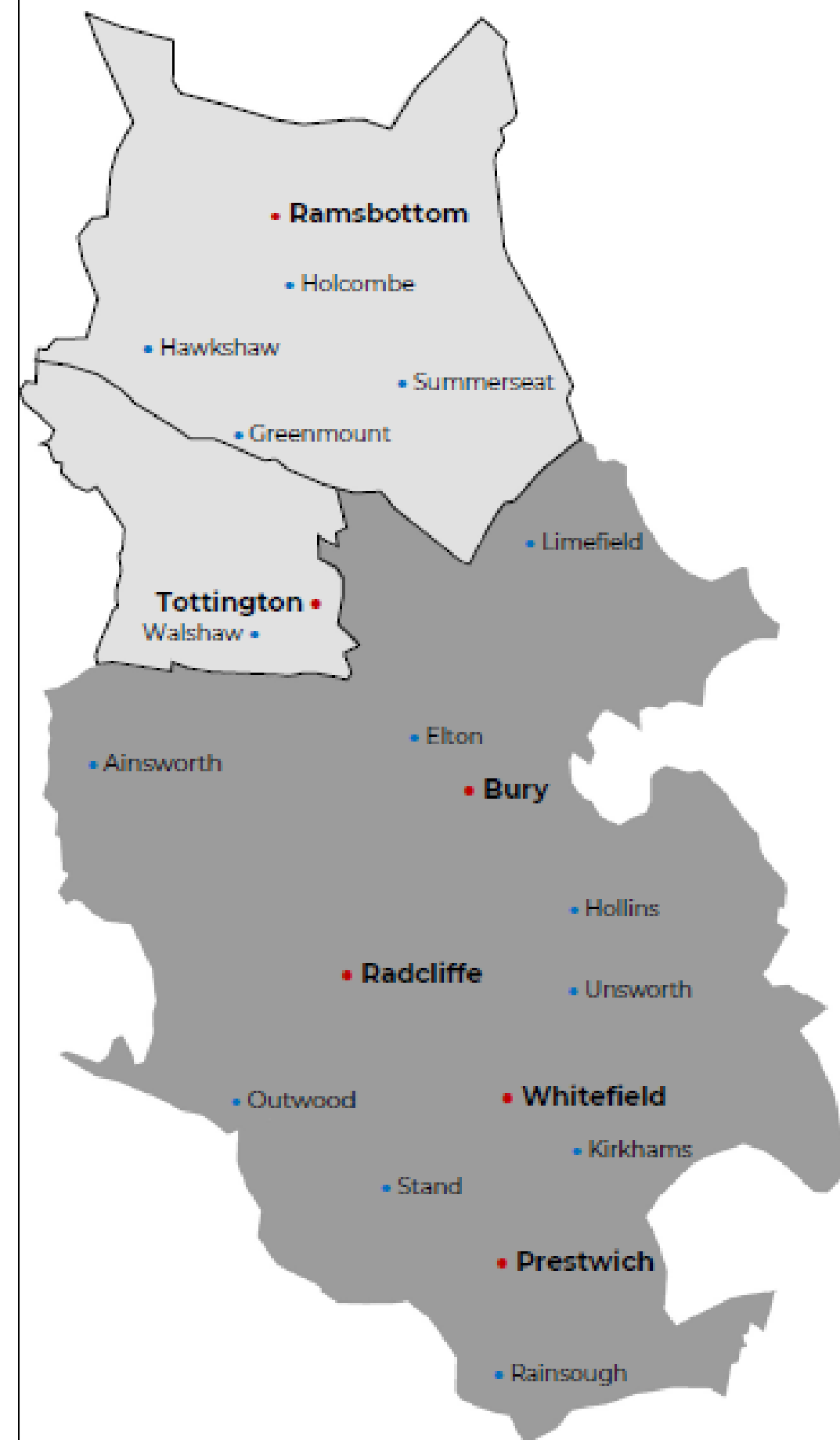
The township also includes other surrounding settlements such as Holcombe, Hawkshaw, Holcombe Brook and Summerseat, which largely comprise distinct residential communities within a semi-rural setting.

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.

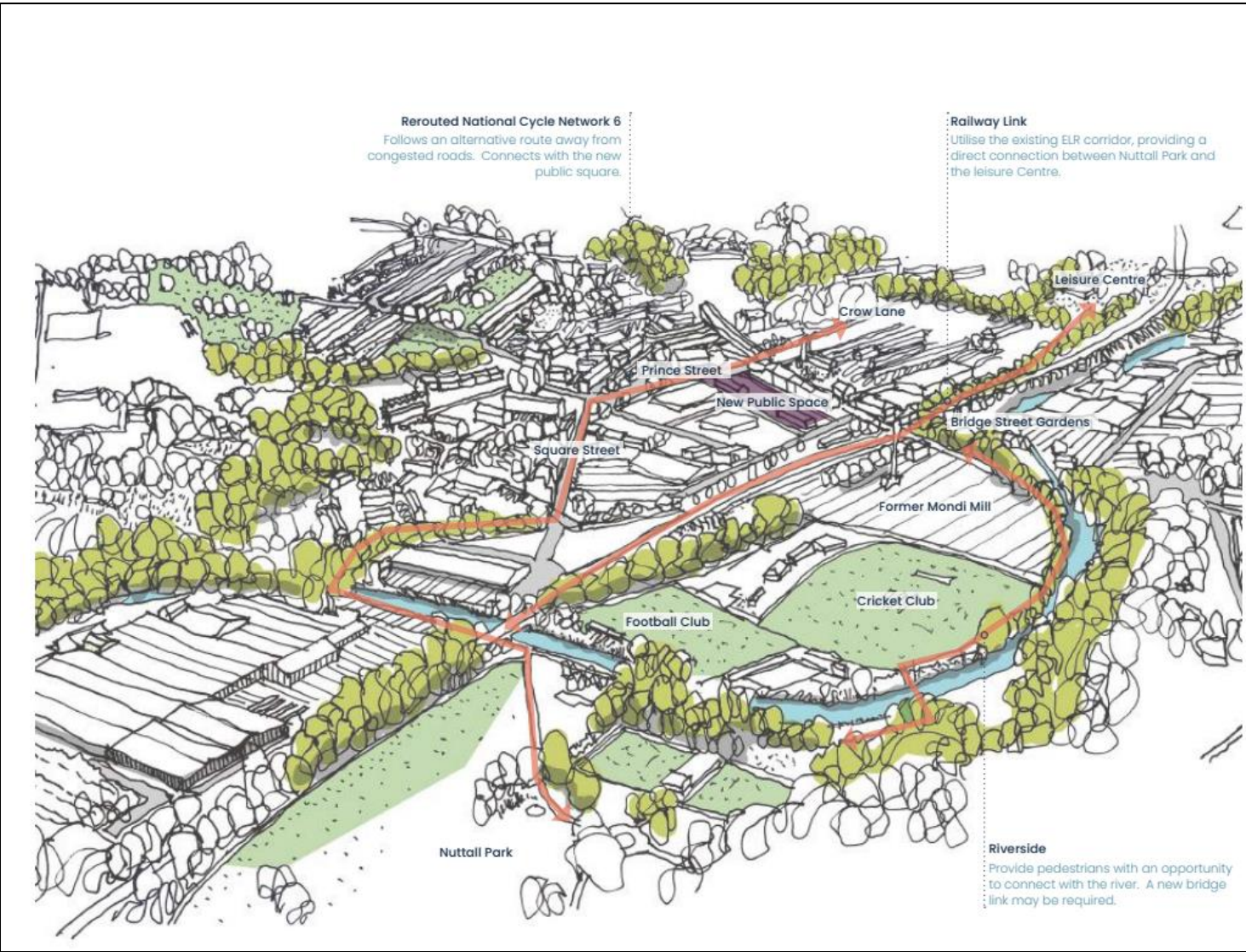
The Plan includes several high-level proposals and longer-term ideas that could help to improve the appearance and function of areas of public realm and improve linkages between town centre assets and the movement and circulation of all town centre users.

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

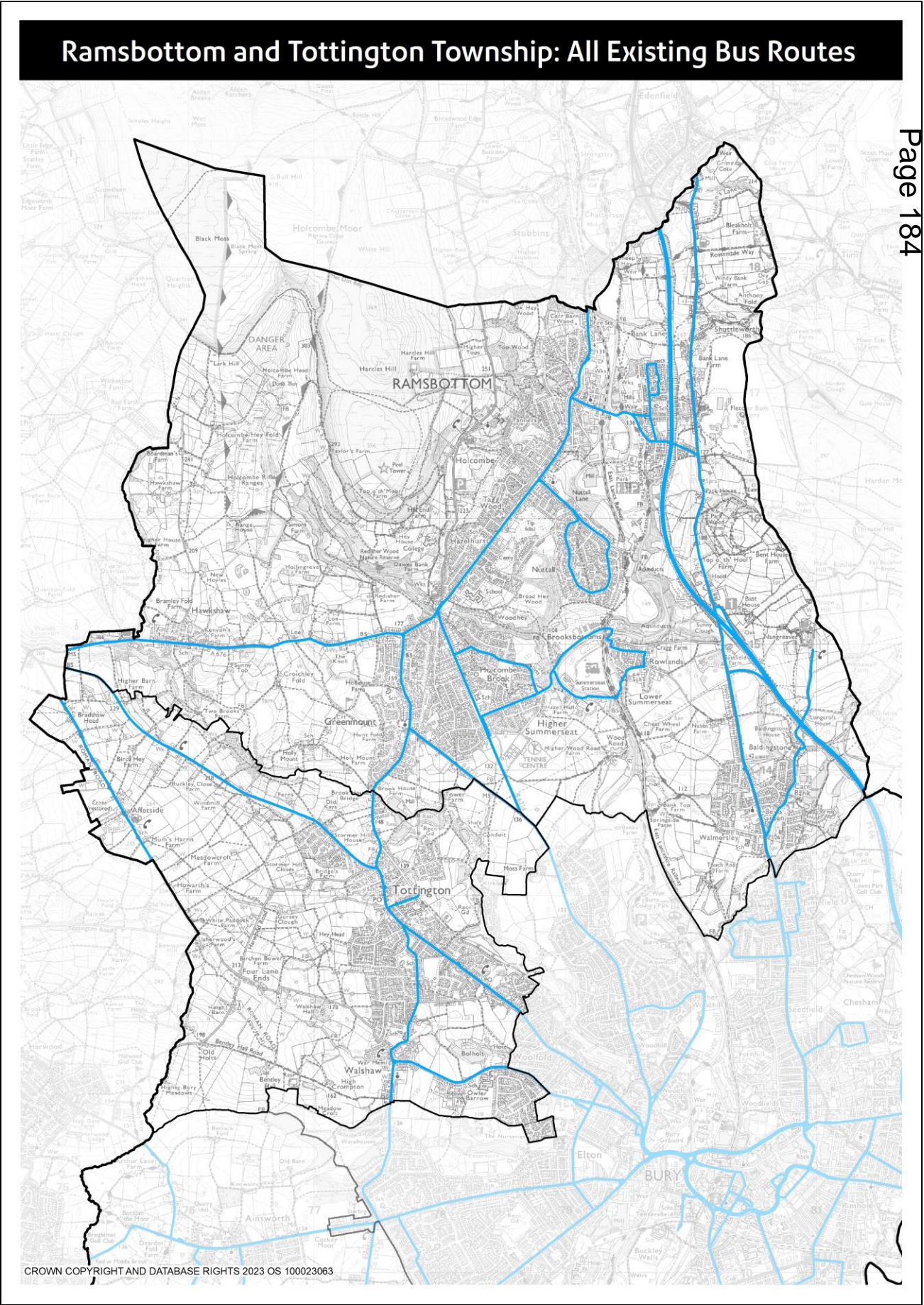
We will work with Transport for Greater Manchester to secure investments to improve bus services and infrastructure in Ramsbottom and Tottington.

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

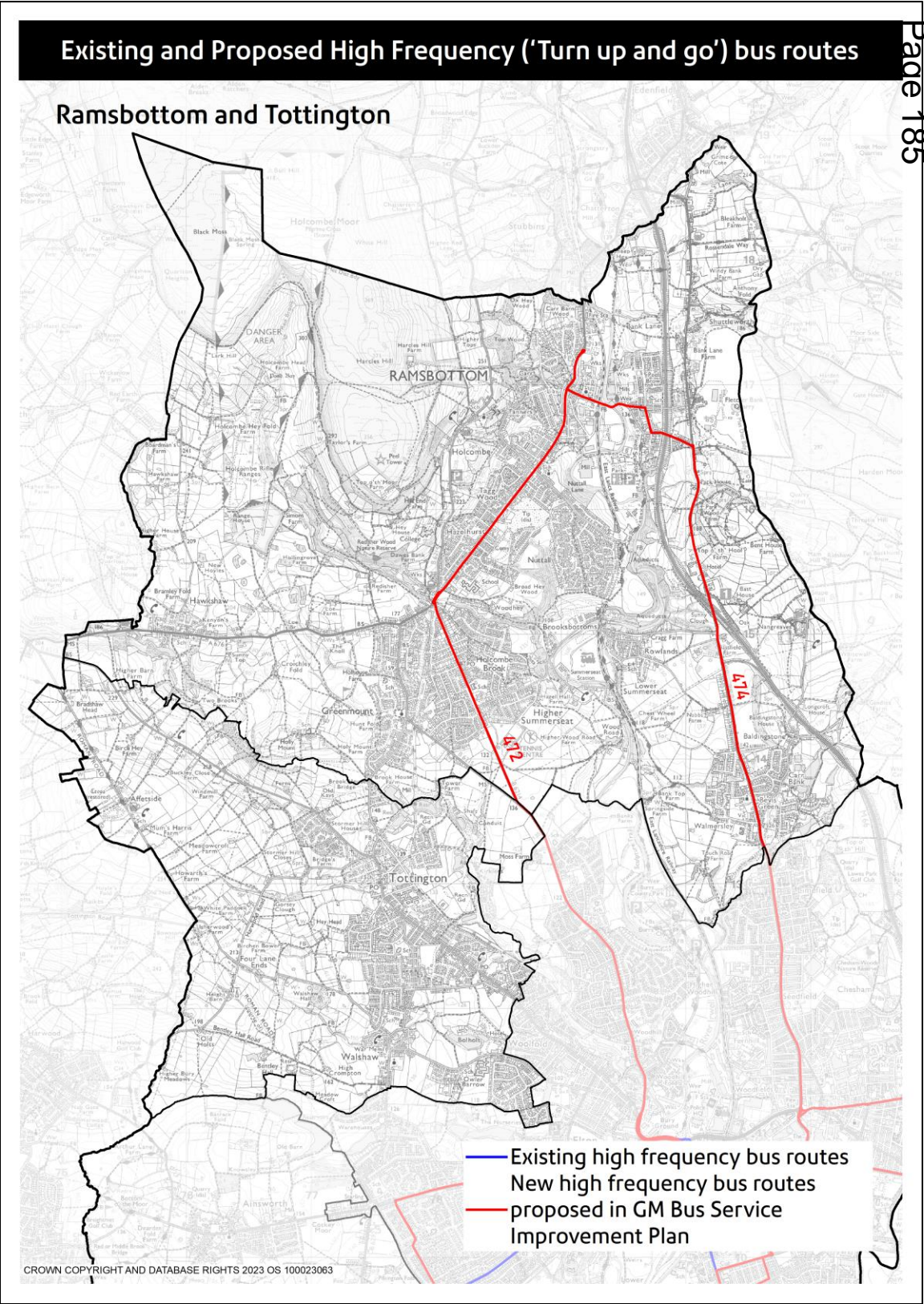
The Greater Manchester Bus Service Improvement Plan (BSIP), submitted to Government in October 2021, set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes 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

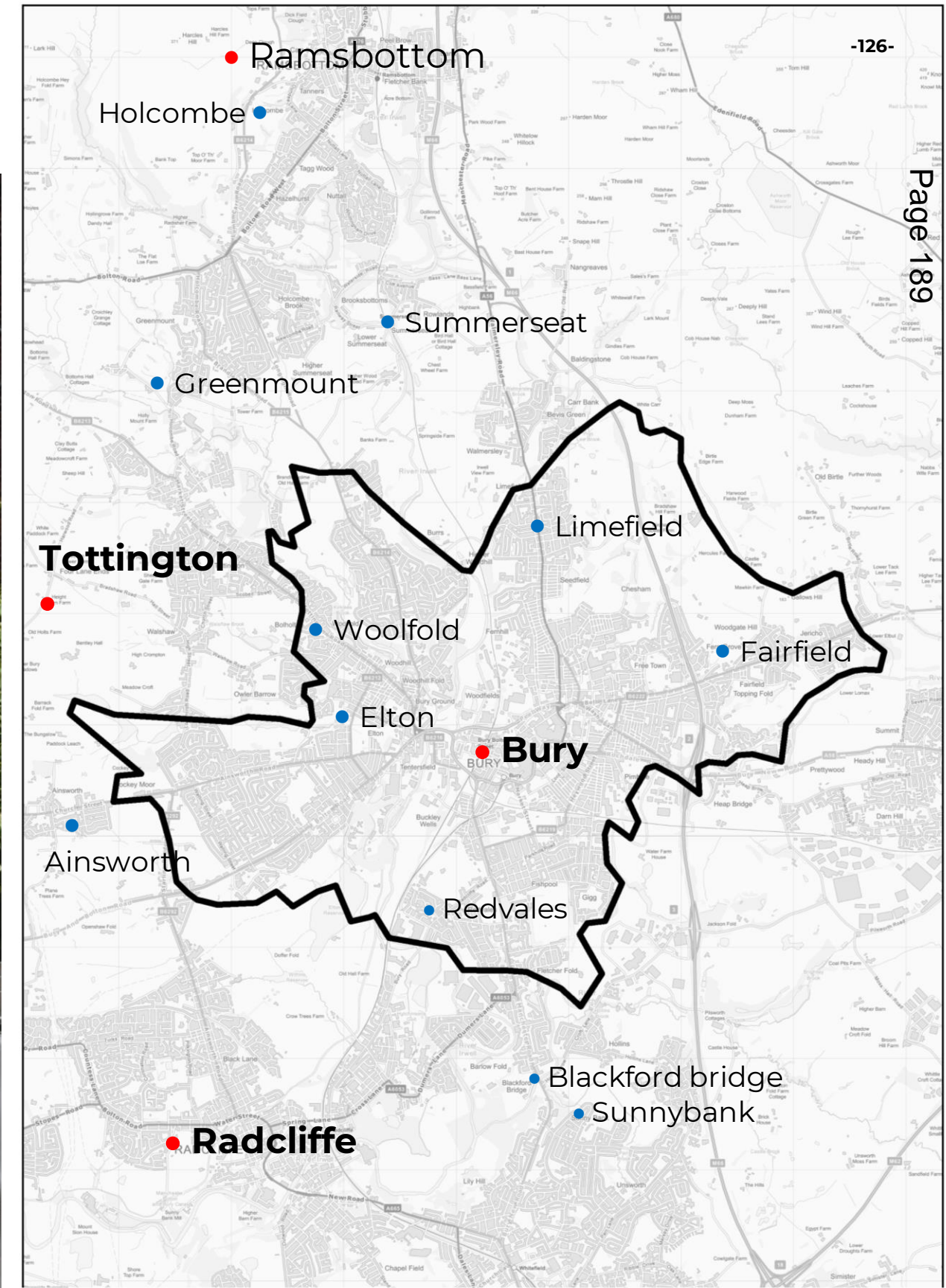
We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Ramsbottom and Tottington. These range from significant new infrastructure 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
<b>Bus</b>
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
<b>Walking, Wheeling and Cycling</b>
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
<b>Highways</b>
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

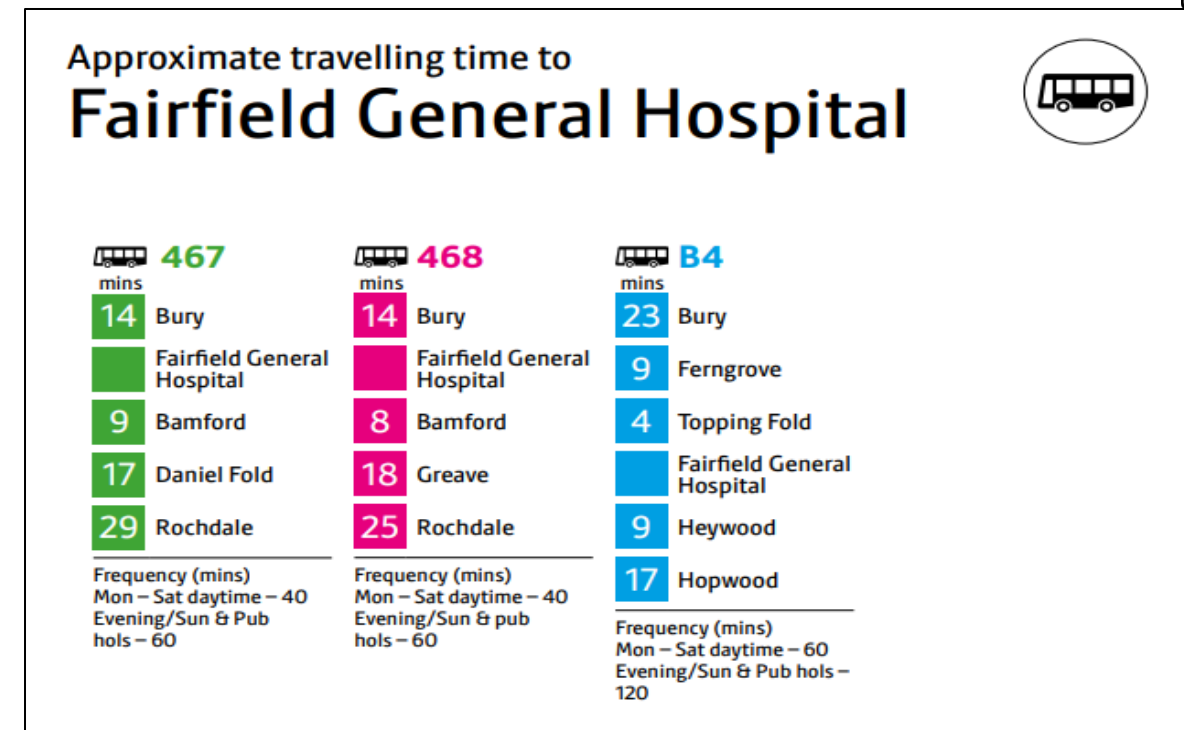
Fairfield General Hospital is located 2 miles from the centre of Bury and is the third largest hospital run by the Northern Care Alliance. The hospital is one of the biggest trip generators in the Borough, with 500 staff and around 2,000 people visiting the site each day. The hospital's facilities generate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

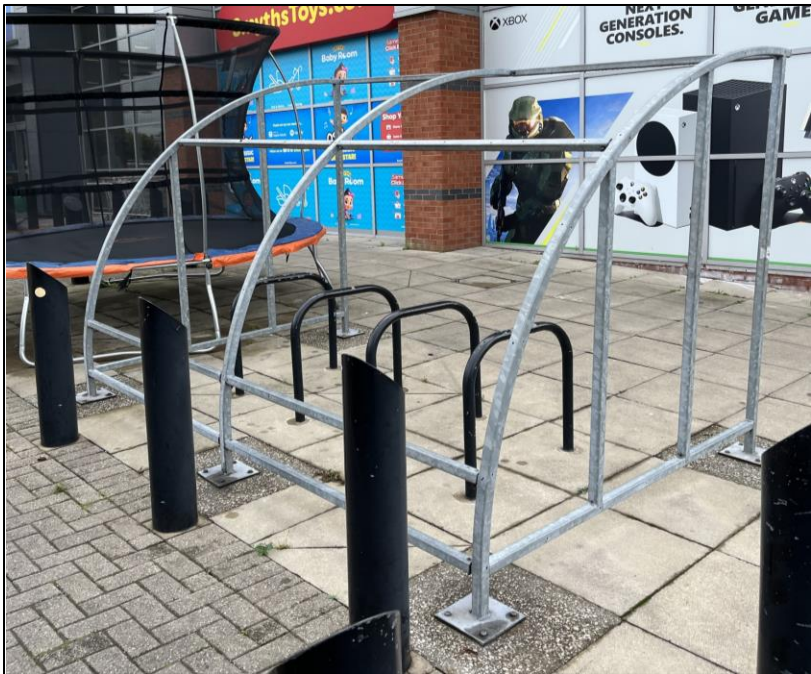
Bury Interchange provides Metrolink and bus services to Bolton, Rochdale and Manchester whilst strategic highway routes provide good links to the M66, M60 and M62 – providing excellent motorway connections around Greater Manchester and beyond.

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

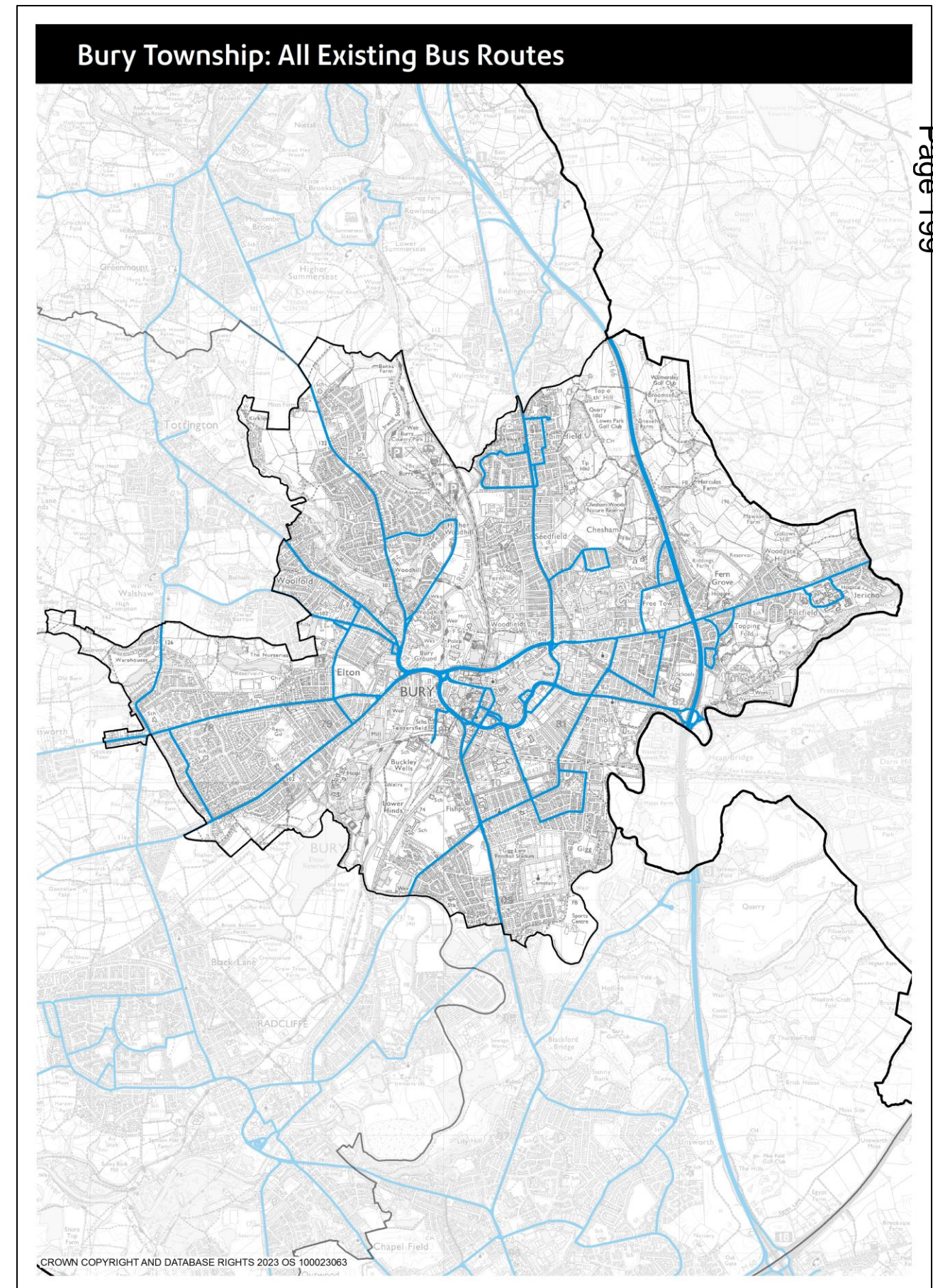
We will work with Transport for Greater Manchester (TfGM) to secure investment to improve bus services and bus infrastructure in Bury.

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'.

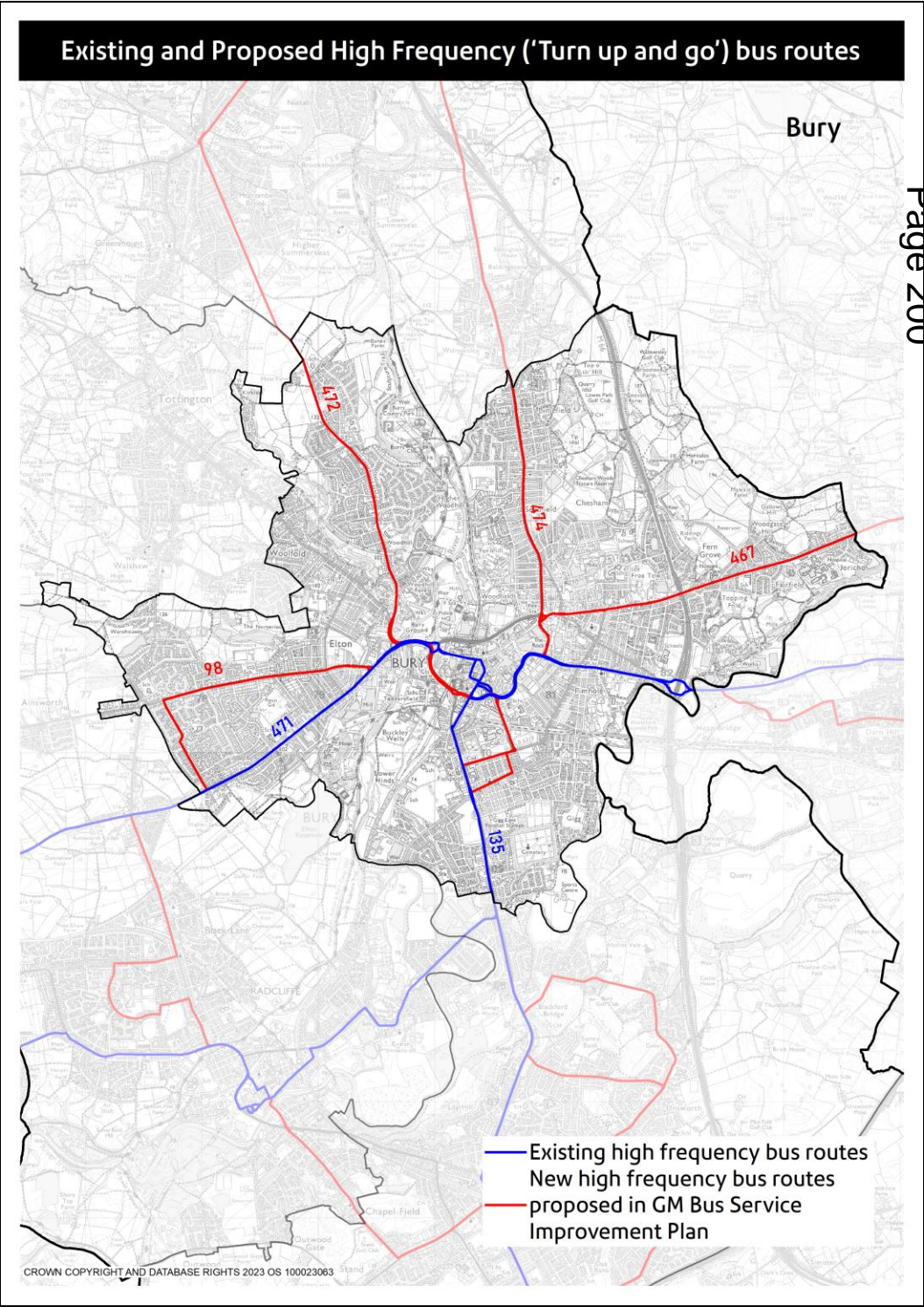
BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency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

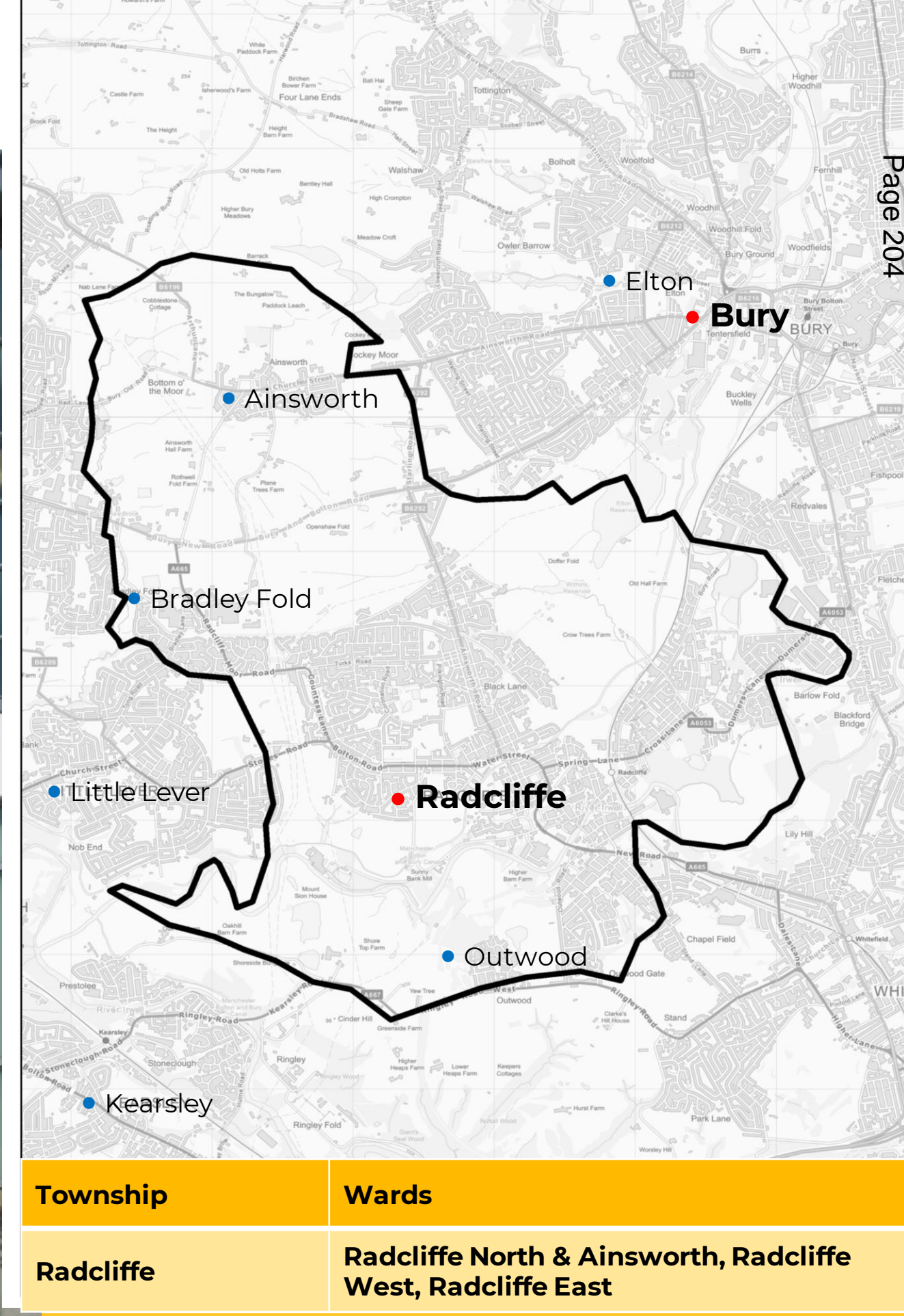
We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Bury township. We will continue to work with our partners Transport 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.

<b>Metrolink</b>
Redevelopment of Bury Interchange
<b>Bus</b>
Roll out of bus franchising
Potential Quality Bus Transit route between Bury and Rochdale
<b>Walking, Wheeling &amp; Cycling</b>
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
<b>Highways and Parking</b>
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





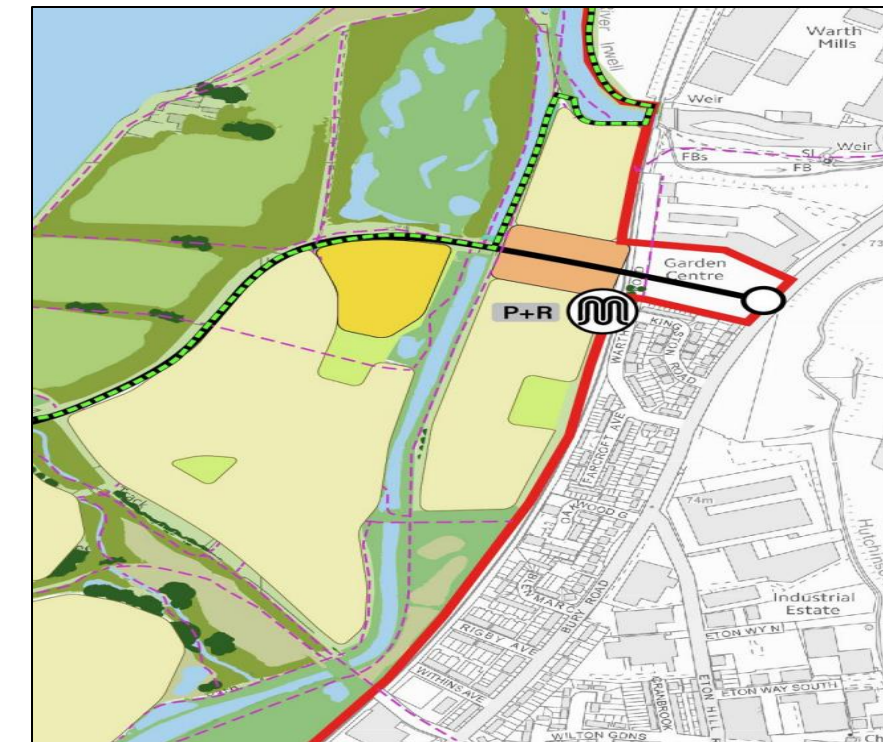
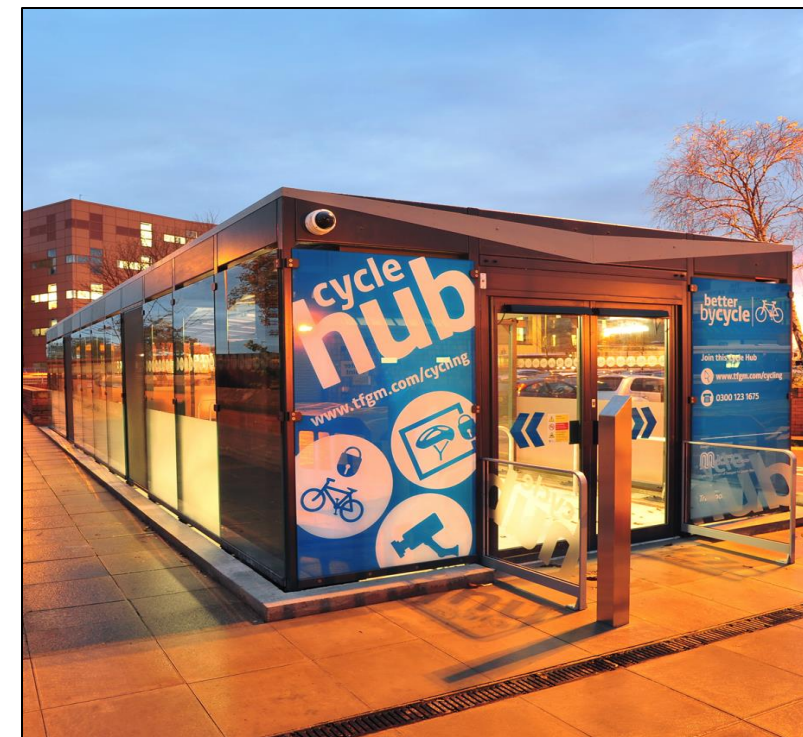
# Radcliffe

## 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:

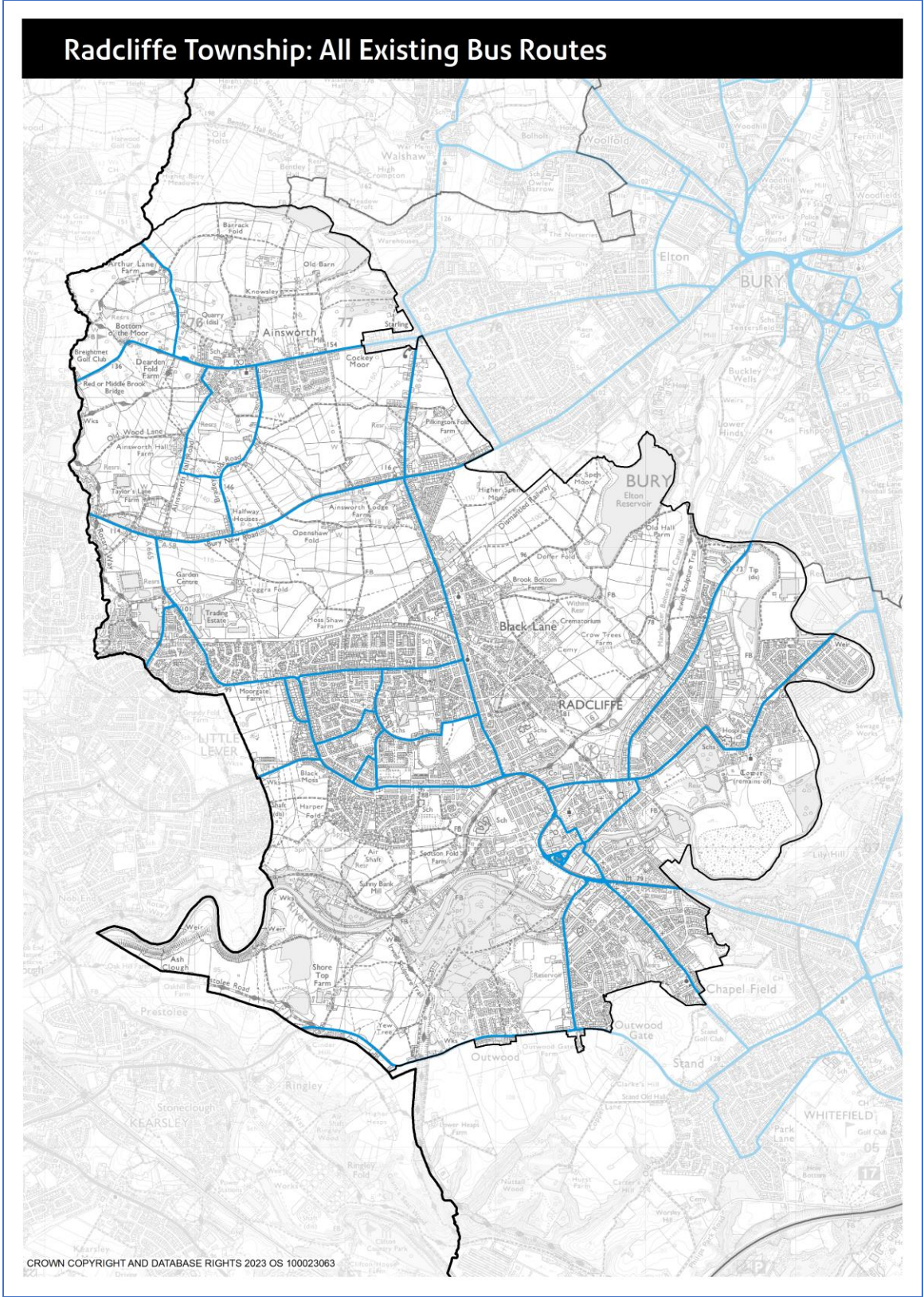
### Bus

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

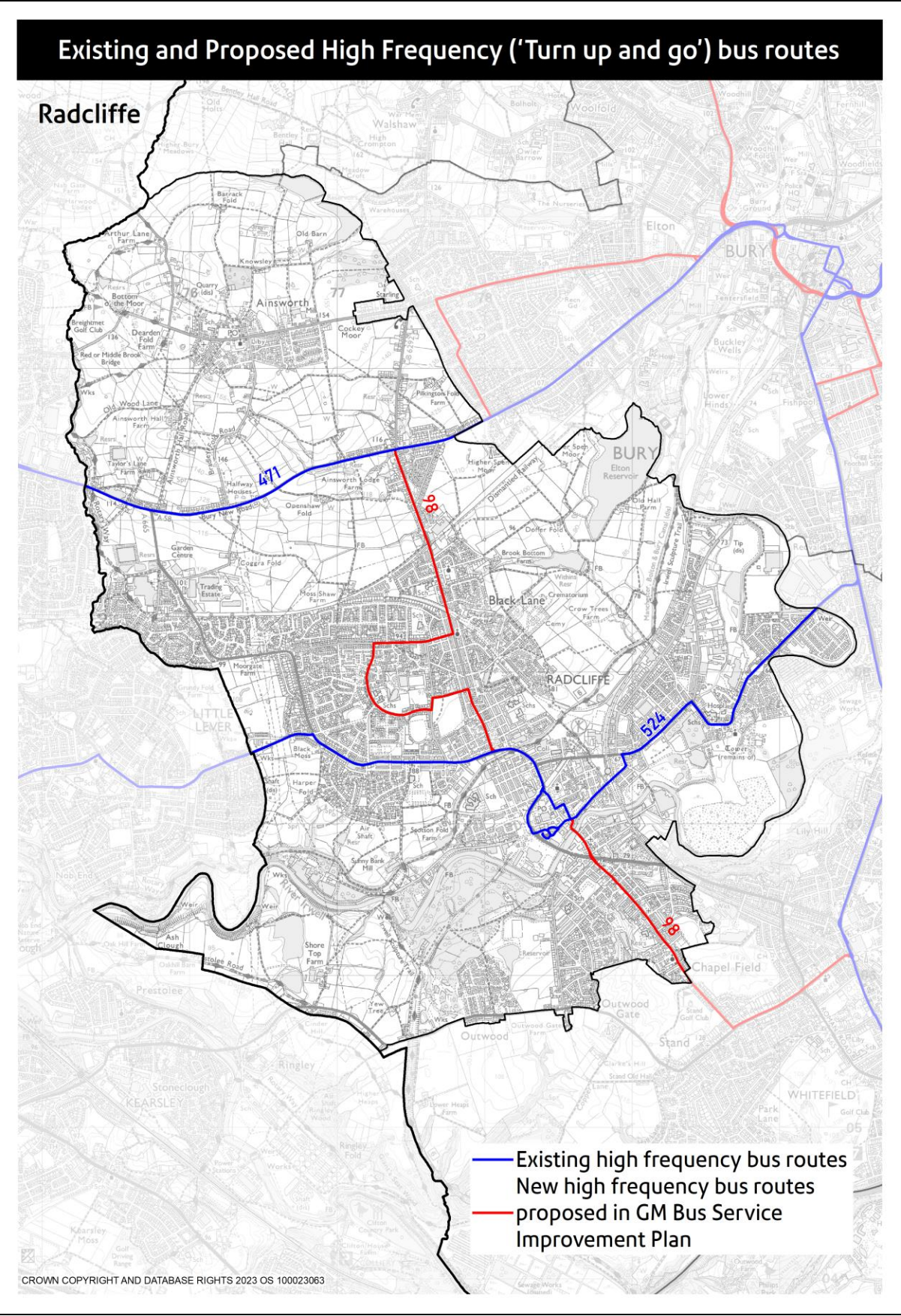
The Greater Manchester's Bus Service Improvement Plan (BSIP), submitted to Government in October 2021, set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes 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





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

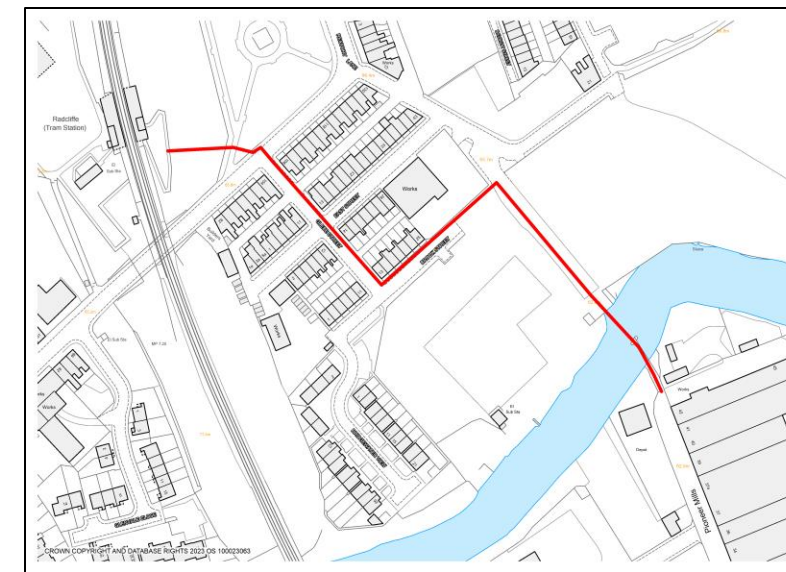
We have secured £9m of City Region Sustainable Transport Settlement funding to improve walking and cycling infrastructure in and around Radcliffe town centre. We have until March 2027 to spend this money. We have continued to develop the ideas included in the draft Strategy and will be carrying out public 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

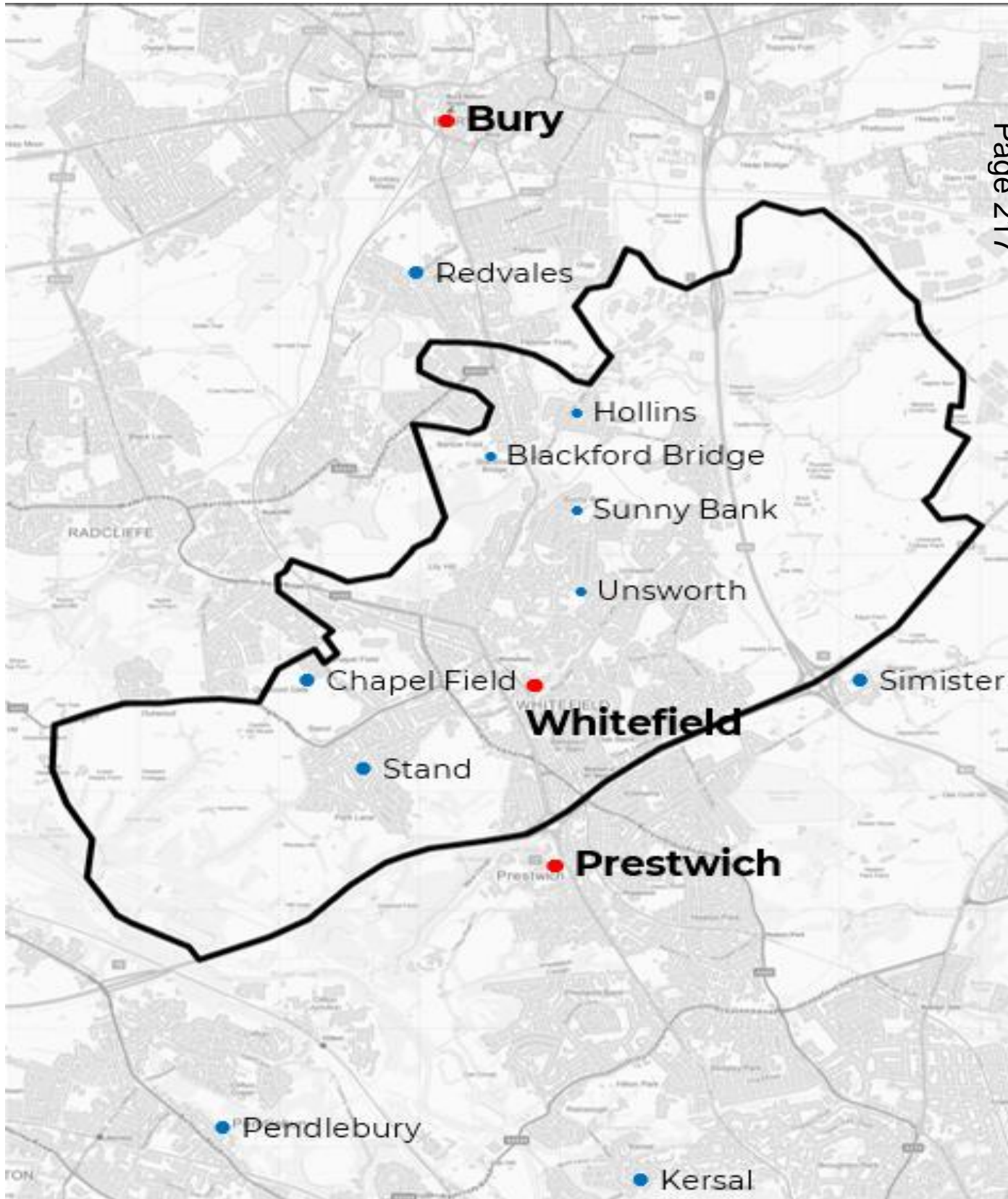
We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Radcliffe. These range from significant new infrastructure projects 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	
<b>Metrolink</b>	Metrolink Stop Improvements at Radcliffe Metrolink Stop
	Development of proposals for a new Metrolink Stop, travel Hub/Park and Ride at Elton Reservoir
<b>Bus</b>	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
<b>Walking, Wheeling and Cycling</b>	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
<b>Highways</b>	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

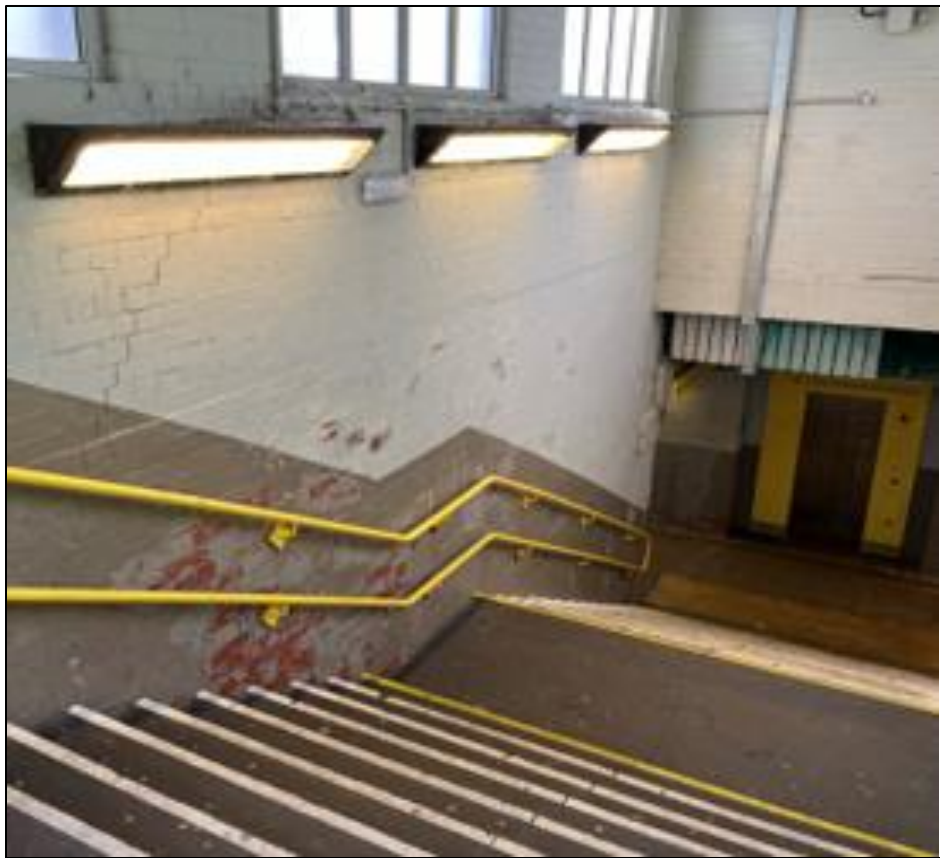
In partnership with TfGM, we will seek to make significant improvements to the existing Metrolink stop in line with the investment priorities contained in this Strategy. As part of this:

### 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:

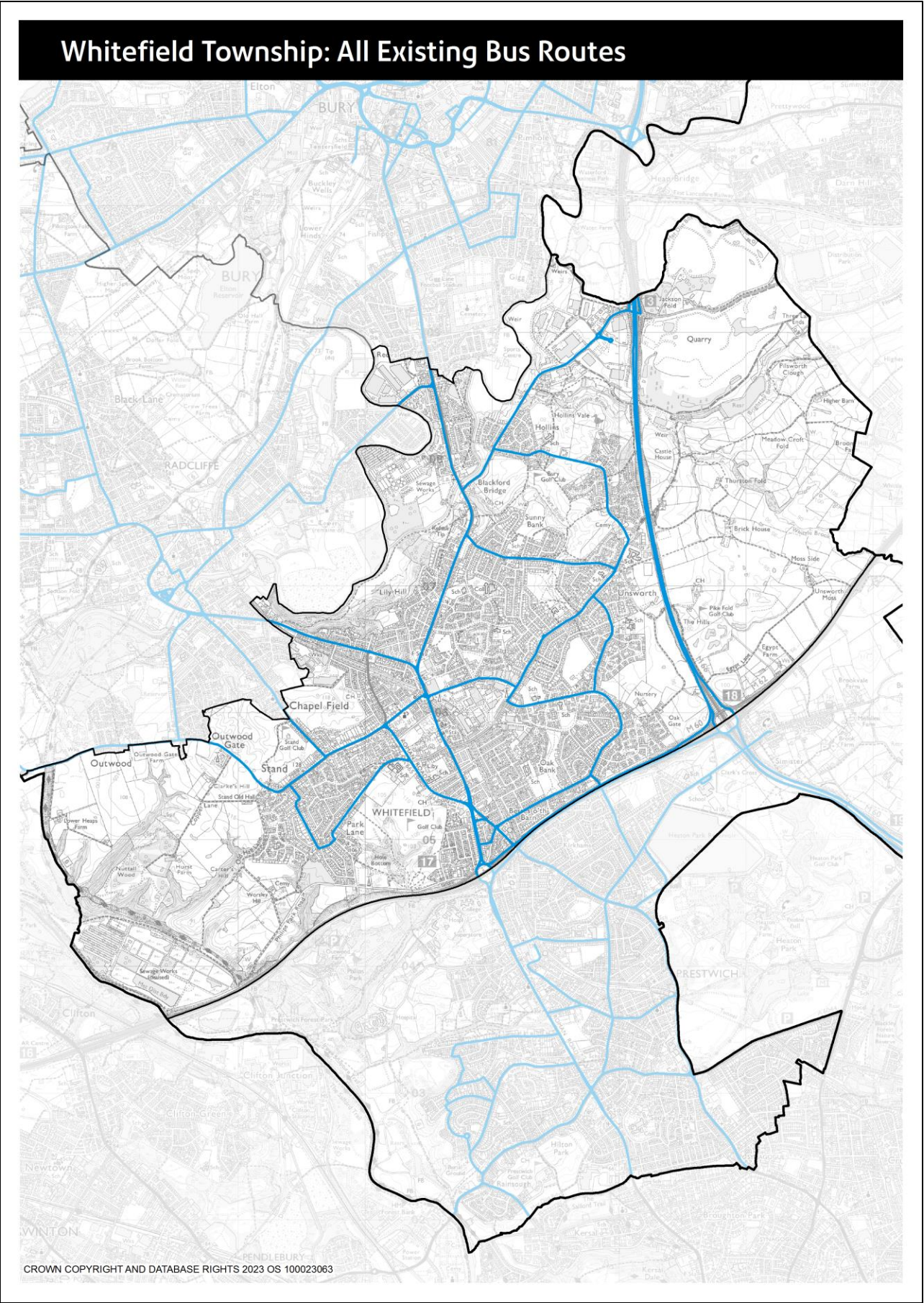
### Bus

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*’.

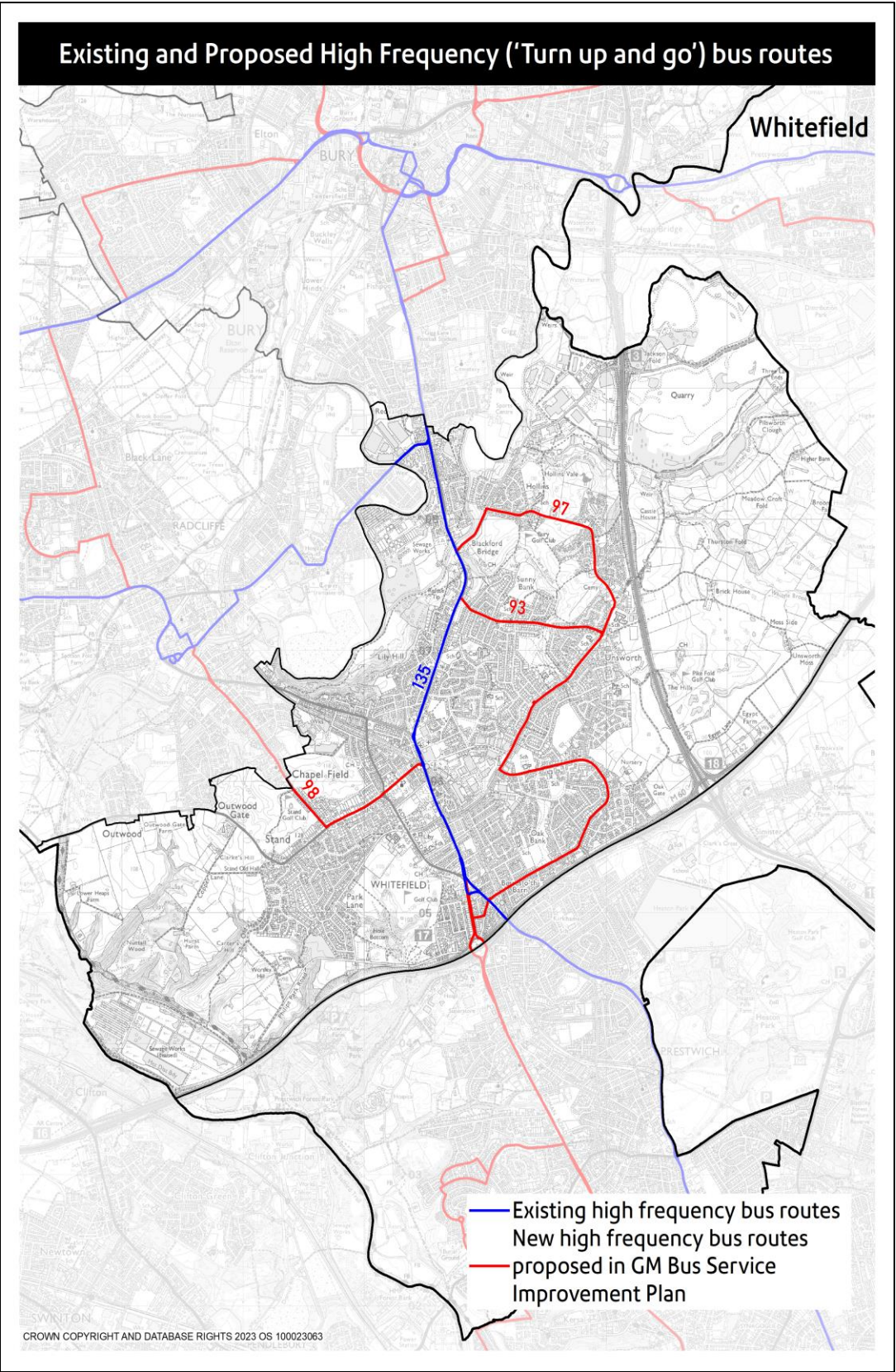
BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency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

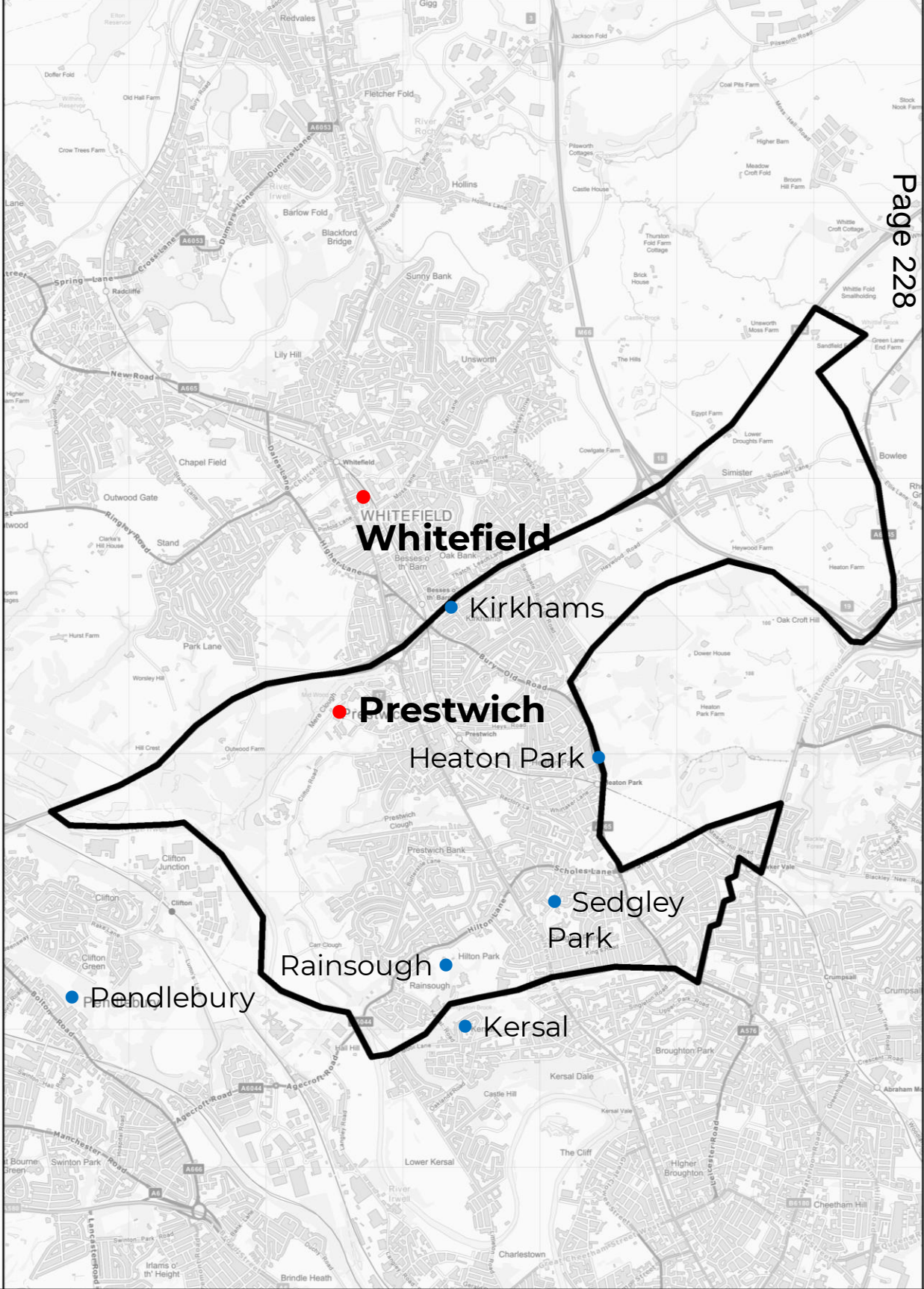
We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Whitefield. These range from significant new infrastructure projects 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
<b>Metrolink</b>
Improvements at Whitefield Metrolink Stop
Improvements at Besses O Th' Barn Metrolink Stop
<b>Bus</b>
Roll out of bus franchising
More high frequency bus routes including on the 135 (Bury to Manchester via Whitefield)
<b>Walking, Wheeling and Cycling</b>
Active travel improvements in Whitefield Town Centre
Bikeability cycle training
Implementation of School Streets where appropriate
<b>Highways</b>
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.

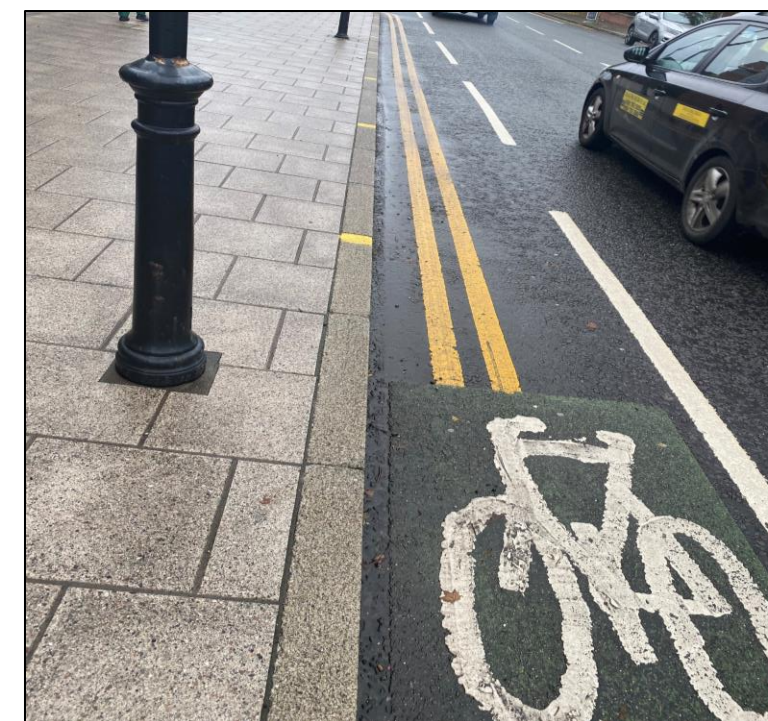
A56 Bury New Road performs the important strategic role of allowing vehicular access between Manchester city centre, the M60 orbital motorway and the north of Greater Manchester.

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

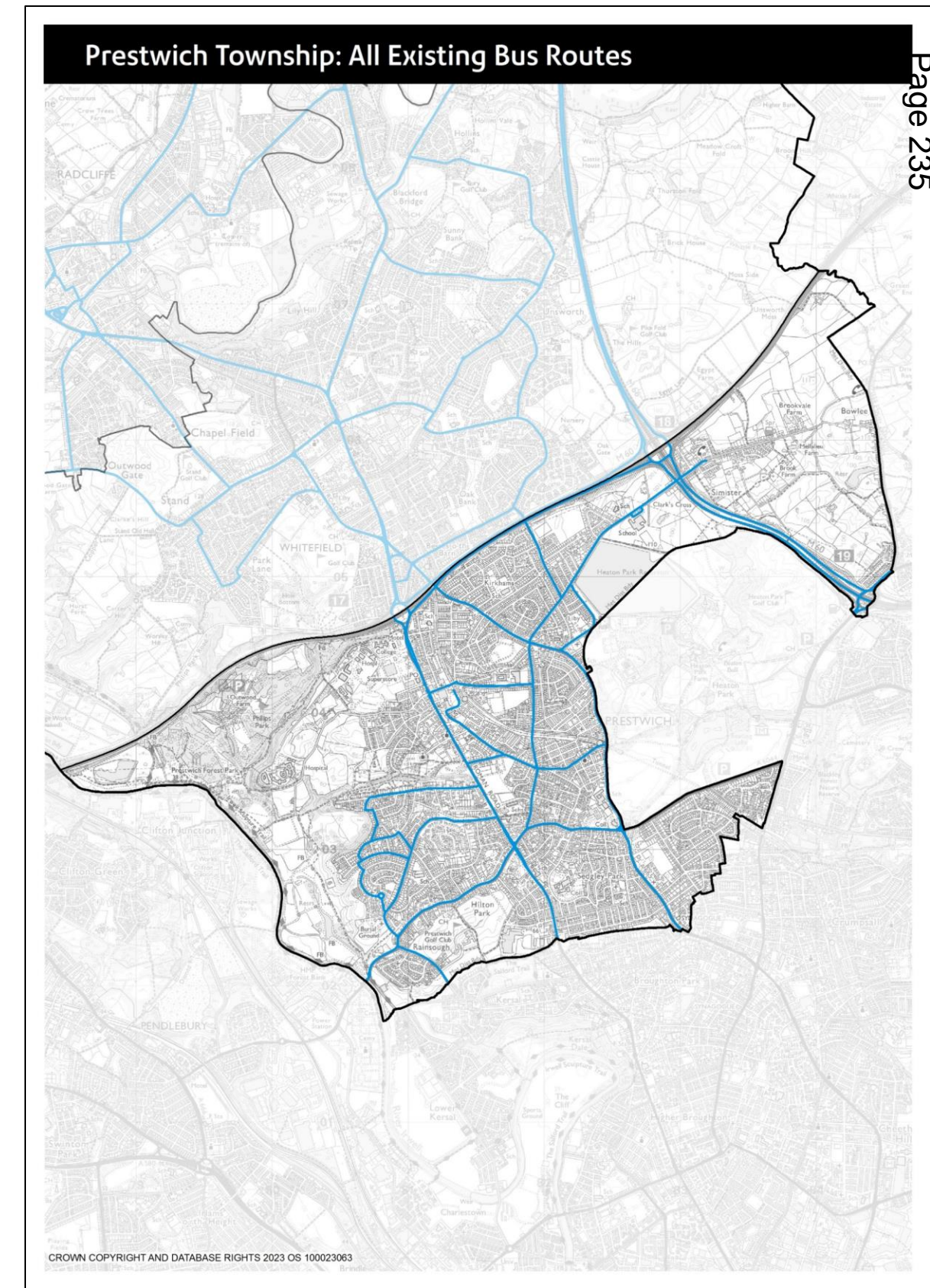
## What we proposed to do: Bus

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

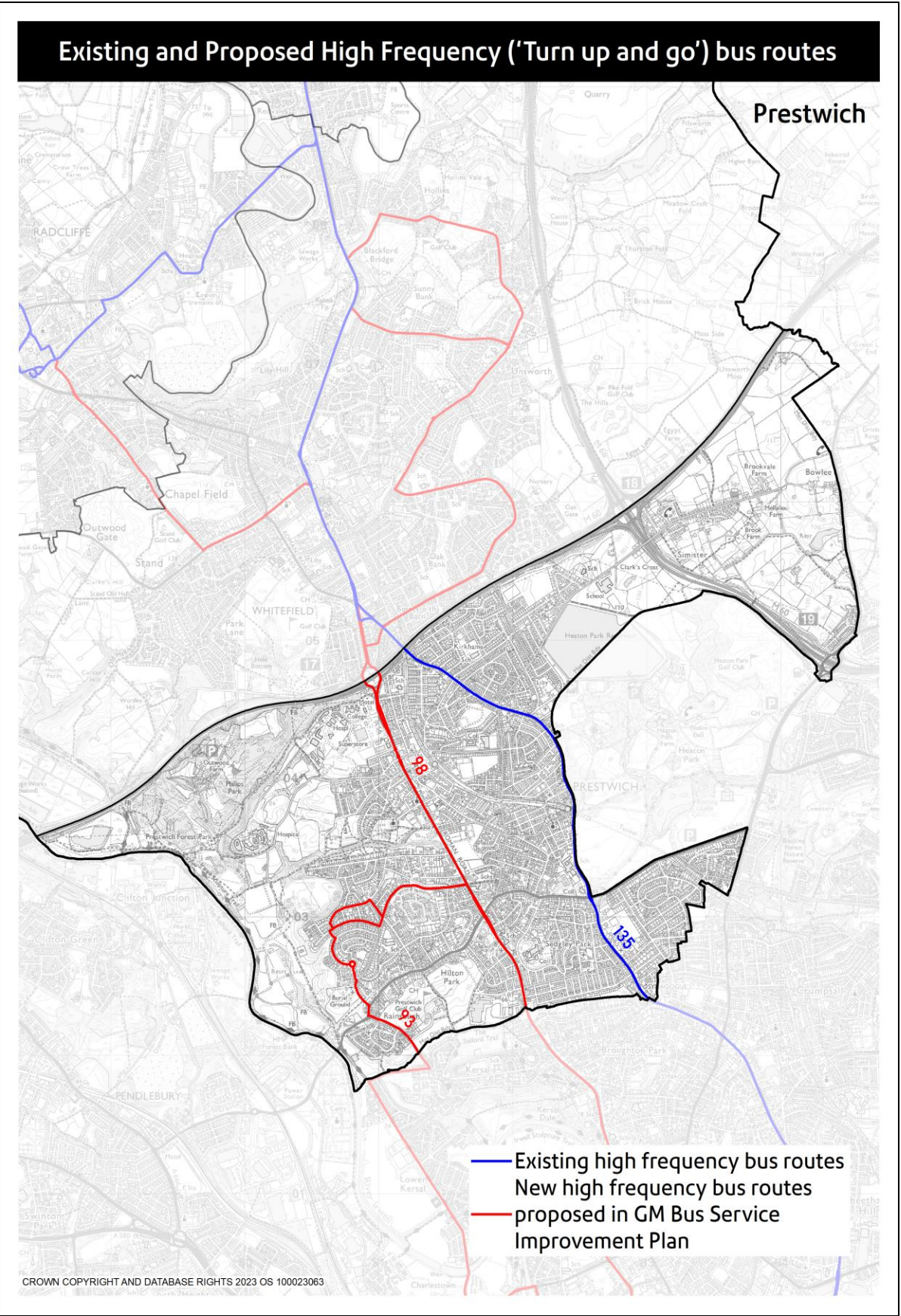
The Greater Manchester's Bus Service Improvement Plan (BSIP), submitted to Government in October 2021, set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes 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

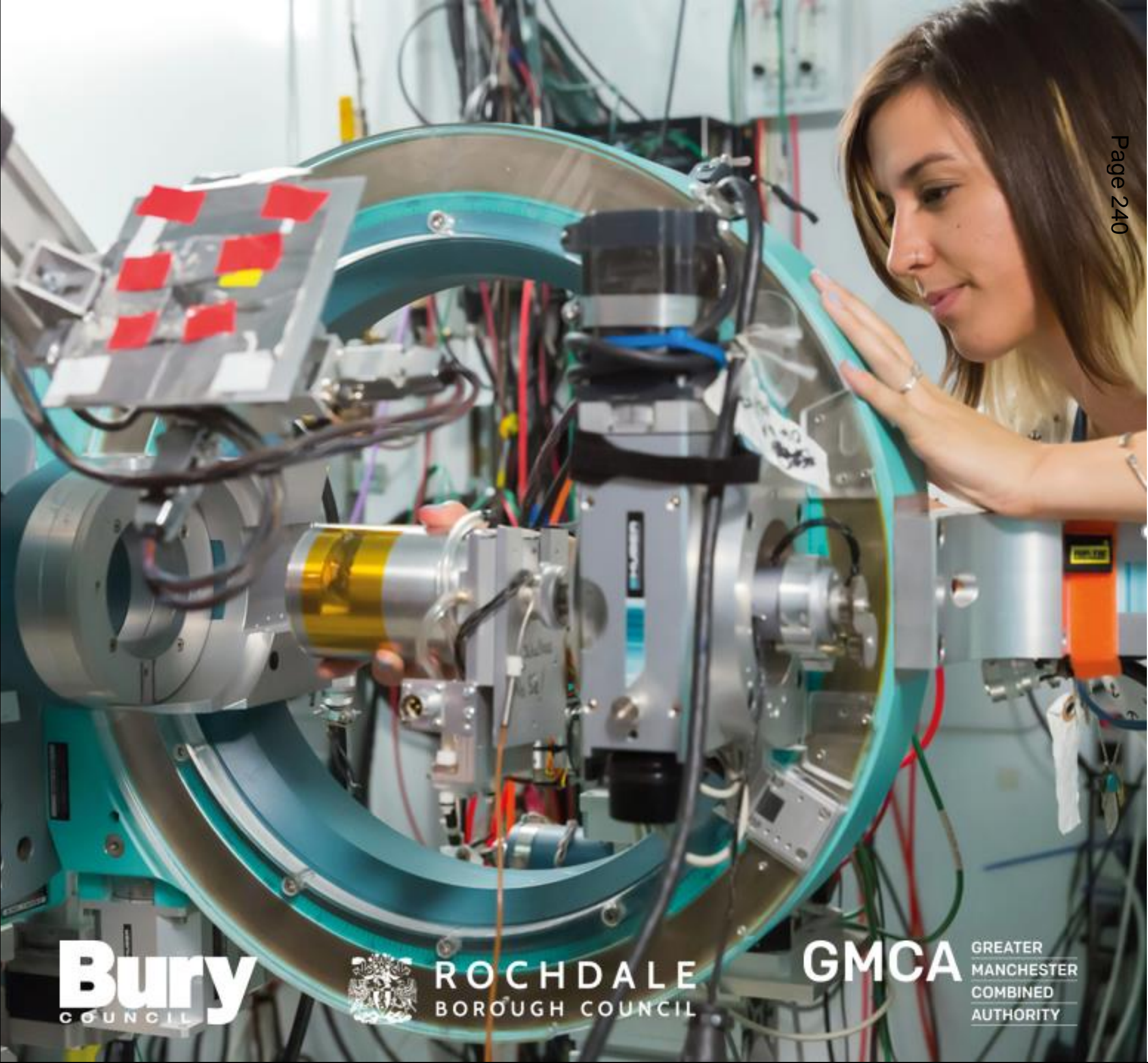
We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Prestwich. These range from significant new infrastructure projects 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
<b>Metrolink</b>
Improvements at Prestwich Metrolink Stop
Improvements at Heaton Park Metrolink Stop
<b>Bus</b>
Roll out of bus franchising
More high frequency bus routes including on the 93 & 97 (Bury to Manchester via Prestwich)
<b>Walking, Wheeling and Cycling</b>
Active travel improvements in Prestwich Town Centre
Bikeability cycle training
Implementation of School Streets where appropriate
<b>Highways</b>
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.

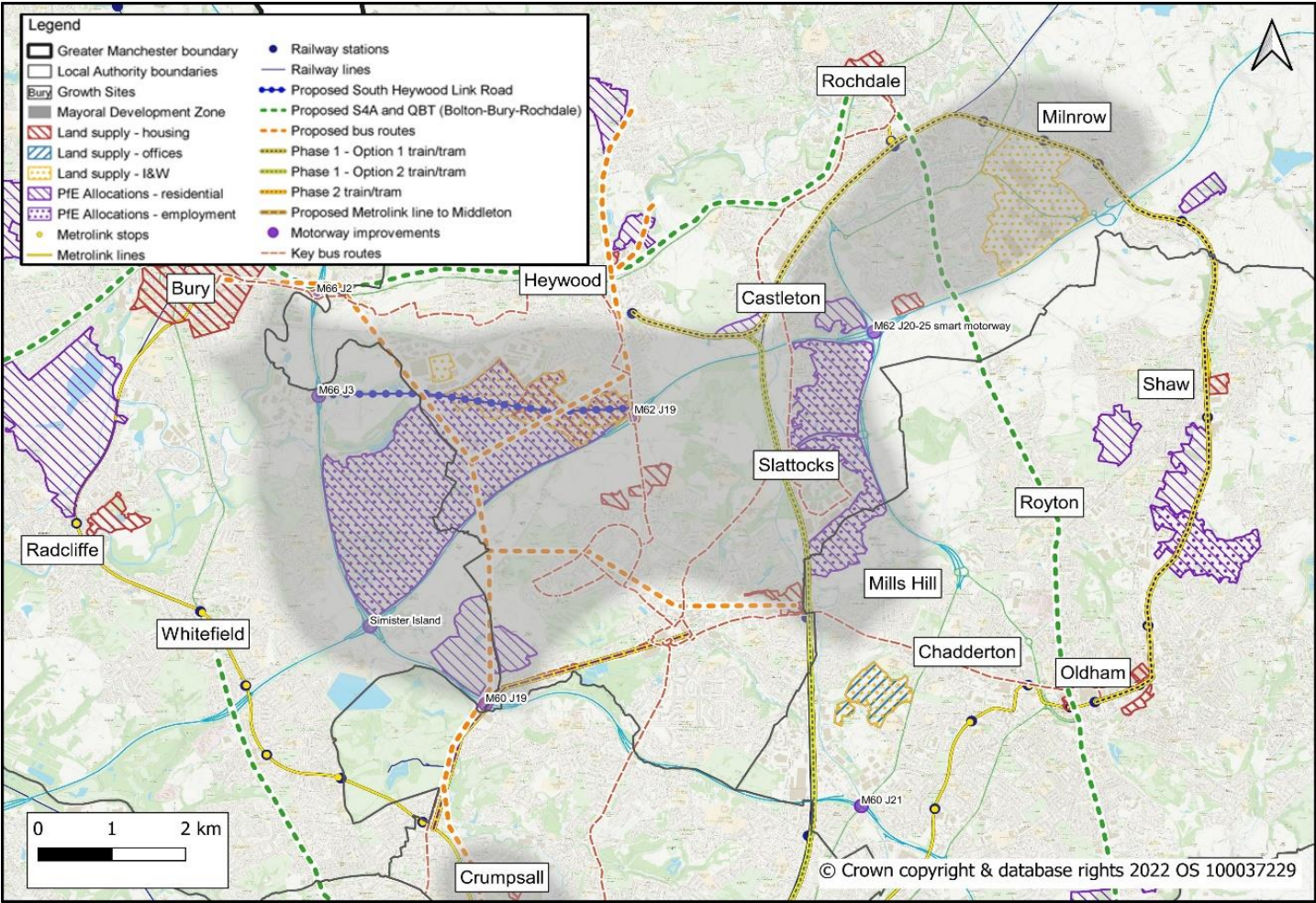
This is a particular issue in the north of the conurbation and there are aspirations to address the economic imbalance that exists within Greater Manchester.

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

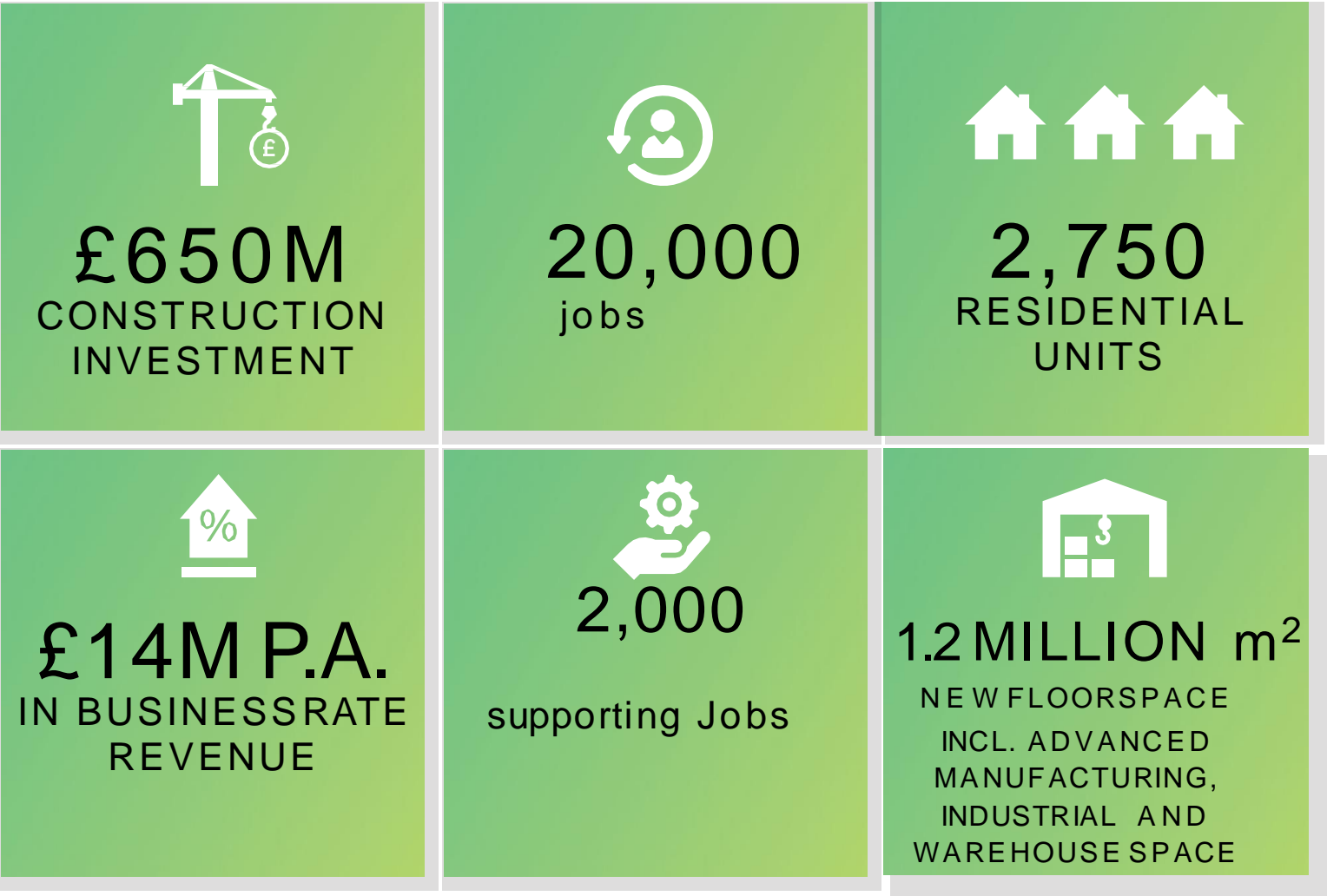
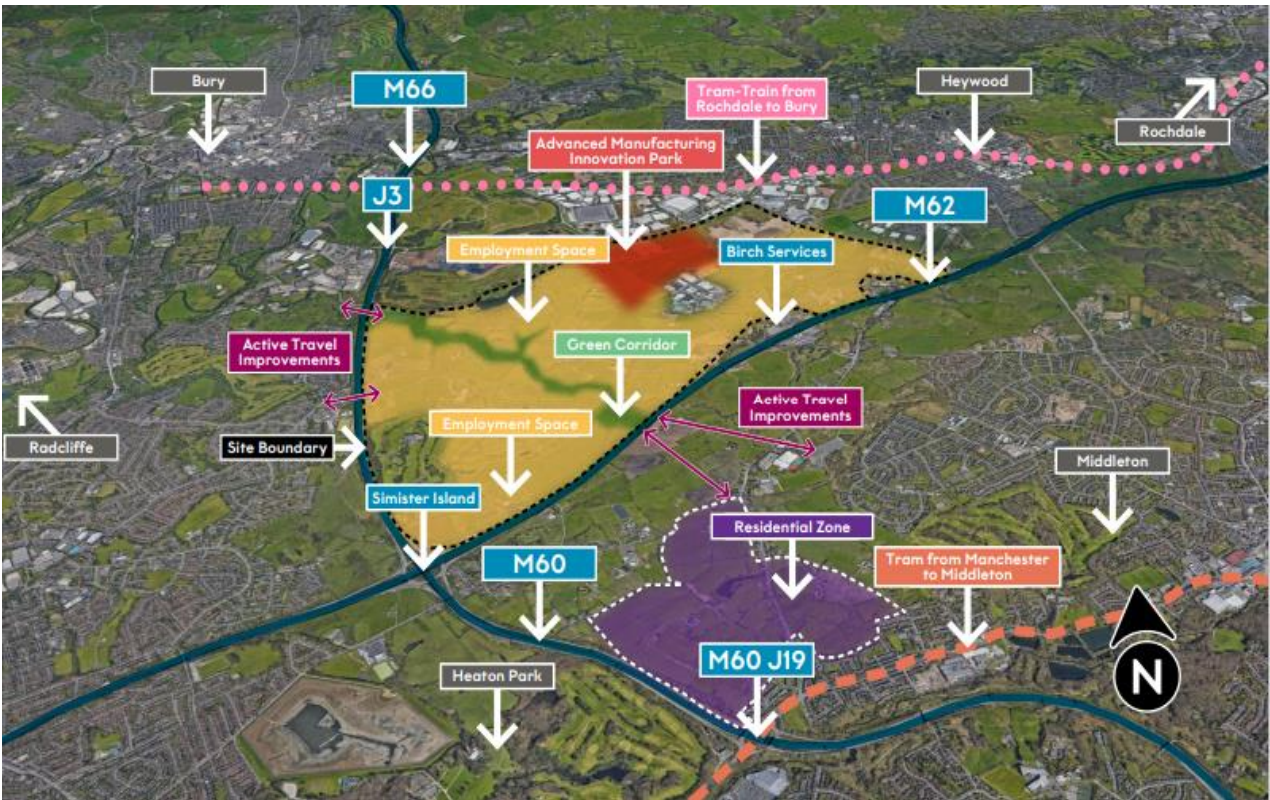
## Northern Gateway

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.



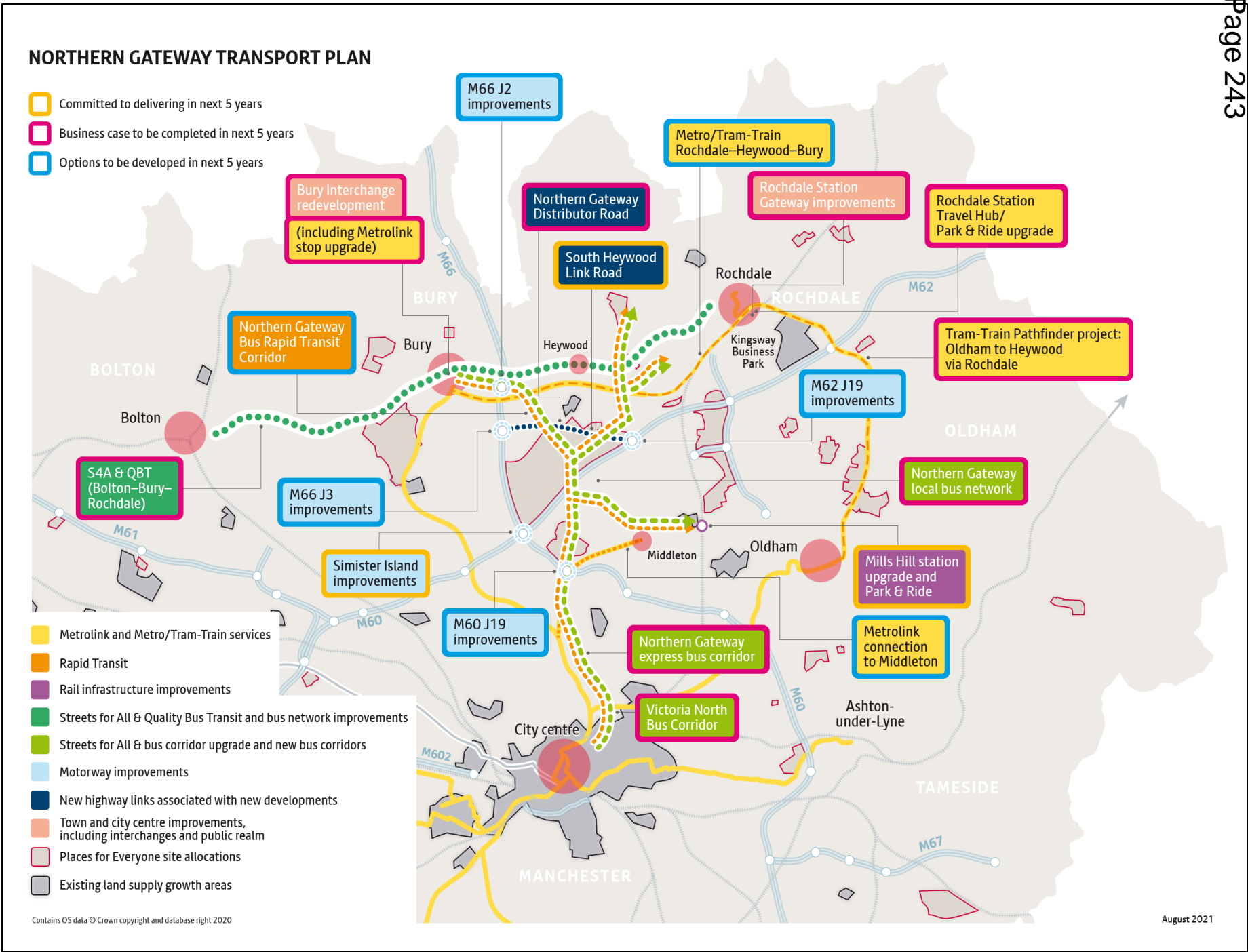
# Draft Northern Gateway Transport Plan

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.





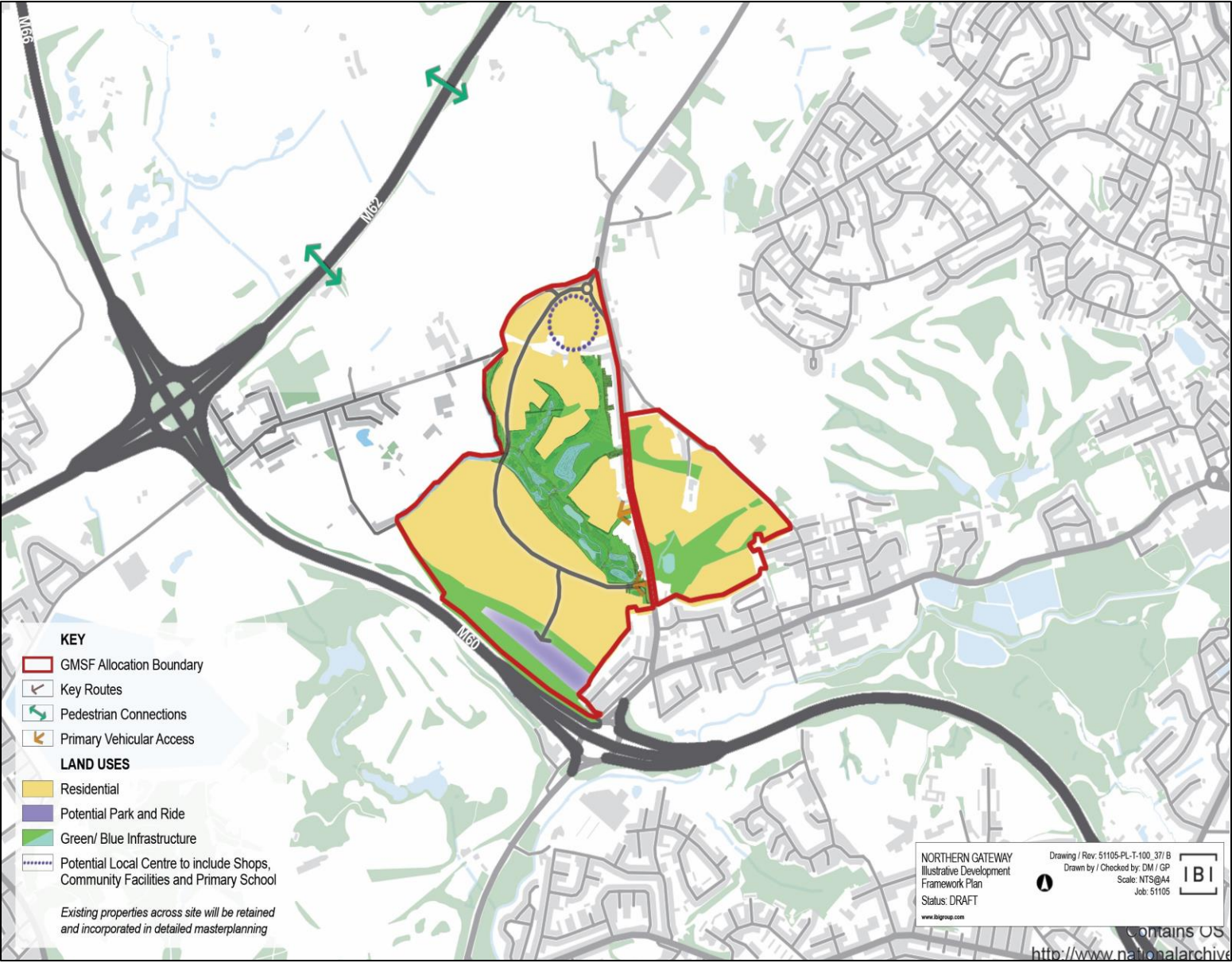
# Appendix 2B: Places for Everyone

## 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.





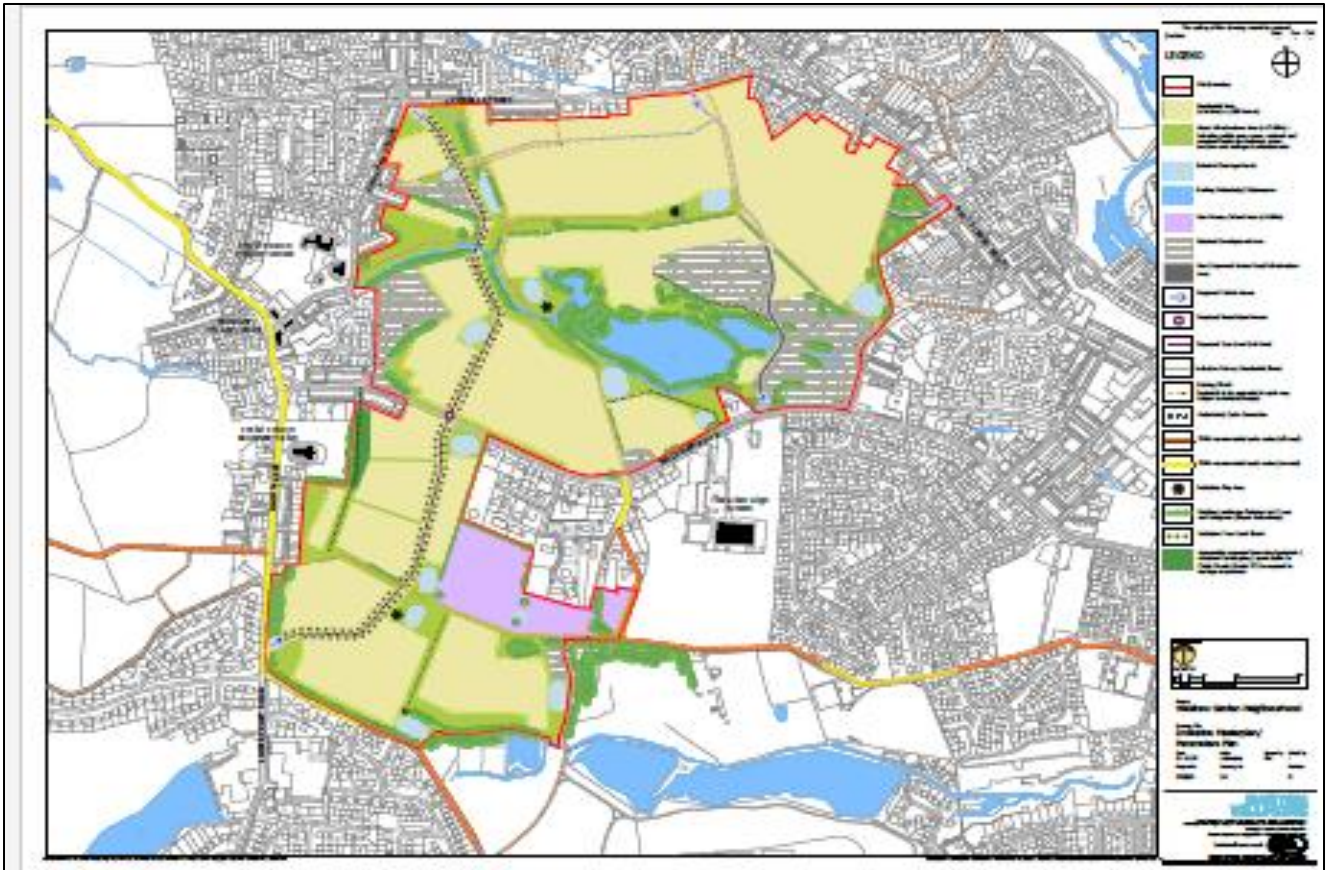
# Appendix 2D: Places for Everyone

## 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.









This page is intentionally left blank

## 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](mailto:corporate.core@bury.gov.uk) / 0161 253 6592

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

<b>SECTION 2 – AIMS AND OUTCOMES OF POLICY / PROJECT</b> Refer to Equality Analysis guidance page 5	
<b>2.1</b> 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.
<b>2.2</b> 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
<b>3.1</b> To eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by Equality Act 2010	<b>Yes</b>	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.
<b>3.2</b> To advance equality of opportunity between people who share a protected characteristic and those who do not.	<b>Yes</b>	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.
<b>3.3</b> To foster good relations between people who share a protected characteristic and those who do not	<b>Yes</b>	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.
<b>3.4</b> 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)
<b>4.1</b> Age <b>4.2</b> Disability <b>4.3</b> Gender <b>4.4</b> Pregnancy or Maternity <b>4.5</b> Race <b>4.6</b> Religion and belief <b>4.7</b> Sexual Orientation <b>4.8</b> Marriage or Civil Partnership <b>4.9</b> Gender Reassignment <b>4.10</b> Carers <b>4.11</b> 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:  <a href="#">BBTS BaselineReport ISSUE DRAFT 150622.pptx (sharepoint.com)</a>	EIAs in relation to individual proposals will examine specific data as required.

<b>4.12</b> Armed Forces personnel including veterans	Strategy.		
<b>4.13</b> Socio-economically vulnerable			

<b>SECTION 5 – STAKEHOLDERS AND ENGAGEMENT</b>		
Refer to Equality Analysis guidance page 8 and 9		
	Internal Stakeholders	External Stakeholders
<b>5.1</b> Identify stakeholders	Members and Officers	Key partners and Bury residents
<b>5.2</b> 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:  <a href="#">Bury Local Transport Strategy Consultation Statement (Final Version Aug 23).docx (sharepoint.com)</a></p>
<b>5.3 Outcomes of engagement</b>	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:  <a href="#">Appendix 2 Schedule of Bury Local Transport Strategy Changes.docx (sharepoint.com)</a></p>
<b>5.4 Outstanding actions following engagement (include in Section 8 log)</b>	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. 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. 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>
<b>6.3 Gender</b>	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>
<b>6.4 Pregnancy or Maternity</b>	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.
<b>6.5 Race</b>	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>
<b>6.6 Religion and belief</b>	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>
<b>6.7 Sexual Orientation</b>	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>
<b>6.8 Marriage or Civil Partnership</b>	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>
<b>6.9 Gender Reassignment</b>	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>
<b>6.10 Carers</b>	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>
<b>6.11 Looked After Children and Care Leavers</b>	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.
<b>6.12</b> 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>
<b>6.13</b> 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>
<b>6.14 Overall impact -</b> 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)
<b>7.1</b> 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	
<b>7.2</b> 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		
<b>7.3 Mitigations to address negative impacts identified in section 6</b>			
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	
<b>7.4 Opportunities to further inclusion (equality, diversity, and human rights) including to advance opportunities and engagements across protected characteristics</b>			

**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	



This page is intentionally left blank



<b>Classification:</b> Open	<b>Decision Type:</b> Non-Key
--------------------------------	----------------------------------

<b>Report to:</b>	Overview & Scrutiny Committee Cabinet	<b>Date:</b> 01 November 2023
<b>Subject:</b>	Quarter 2 Budget Monitoring Report	
<b>Report of</b>	Cabinet Member for Finance and Communities	

### Summary

1. This report outlines the forecast financial position of the Council at Quarter two 2023/24 based on the information known at 30 September 2023. This report also provides an update on the work to mitigate and reduce the overspends and how this will be managed throughout the remainder of this financial year. The report sets out the position for both revenue and capital and provides an analysis of the variances, both under and overspending.

The report also provides the mid-year treasury management report and recommends business rate accounts for write off.

### Recommendation(s)

2. The Cabinet is asked to:
  - a. note the delivery of savings to date of £12.849m with a forecast savings delivery of £18.888m within the challenging context of increased demand and inflationary cost increases.
  - b. note the forecast overspend of £9.749m within the revenue budgets at Quarter two and the recovery action proposed.
  - c. note the re-phasing of the capital budget.
  - d. note the deficit on the Dedicated Schools Grant and the ongoing activity within the Project Safety Valve project.
  - e. Note the mid-year treasury management report for onward approval by Council of the refreshed prudential indicators and updated Approved Lending List Criteria.
  - f. Approve the write off of the business rate accounts included in Appendix 4



### Reasons for recommendation(s)

3. To update Members on the Council's budgetary position and ensure the Council's budgetary targets are achieved.
4. This report is in accordance with the Council's financial procedure regulations.

### Alternative options considered and rejected

5. None

---

### Report Author and Contact Details:

*Name: Sam Evans*

*Position: Executive Director of Finance*

*Department: Finance*

*E-mail: sam.evans@bury.gov.uk*

---

### Background

6. This report outlines the forecast financial position of the Council at the end of 2023/24 financial year based on the information known at the end of the second quarter. The report also reports on the mid-Year Treasury Management position and a number of business rate accounts which require write off.

The report sets out the position for both revenue and capital budgets and presents a current revenue forecast overspend of £9.749m. The details by department and the programme of action to address this are included in Appendix 1. This is a much improved position from that which was reported at quarter one when the forecast overspend at the end of the year was projected to be £13.266m

Any remaining unmitigated overspend at the year-end will impact upon the available reserves. The Council had £22.7m in its General Fund usable reserves as at 31<sup>st</sup> March 2023.

Over the summer a lot of work has been undertaken in preparation for refreshing the Council's medium term financial plan and developing detailed budgets for 2024/25. This has included an in depth analysis of current budgets and in year spend, which has improved budget holders and finance business partners understanding of cost drivers and where there may be budgets that can be reallocated or removed.

The Council implemented a moratorium on spend at the end of July due to the financial position and this has in part supported the improvement in the quarter 2 position however, there remains significant pressures. The Council has also implemented a process of monthly departmental budget challenge sessions where departmental management teams are asked how they will mitigate any in year pressures, discuss progress on delivery of 23/4 savings programmes

And identify if any of the 24/5 approved savings programmes can be brought forward in order to support the Councils' overall financial position. These will continue as a minimum until the end of this financial year.

### **Forecast Outturn against Budget 2023/24**

7. The projected forecast outturn position is reporting significant variances within Children and Young People which is reporting £10.085m at quarter two an increase on the quarter one position by £0.724m. The increase is due to Social Care and Safeguarding residential placements as a result of an increase in the number of placements and their complexity. In addition, the service still has a high number of agency staff employed.
8. Education and Inclusion is also reporting significant pressure of £4.096m, which includes costs previously funded through DSG which following a review last year end have been transferred to the general fund. The Inclusion and Partnerships budget is forecasting to overspend by £1.275m, with short breaks and personal budgets being a significant proportion of the overspend.
9. The dedicated schools grant (DSG) is forecasting a deficit position of £18.555m by the end of this financial year. This deficit is reported within the statement of accounts as a deficit reserve funded through the Councils cash balances. The Council have been in regular discussions with the Department for Education (DfE) regarding its deficit position. A revised plan has been submitted for consideration by Ministers. This plan sees the eradication of the DSG deficit by the financial year 2028/29 and includes the use of £6m of Council reserves as approved by Cabinet in July.
10. Adult social care are reporting an overspend of £1.145m and this is predominantly due to an increase in demand for Home Care packages as a result of supporting hospital discharges into home care settings, additional 'in year demand' demand or increases to existing care packages and legacy demand pressures because of the Covid Hospital Discharge policy. The forecast position has improved on quarter one however there is a risk that over the winter additional demand may result in a further increase in the overspend. Winter pressures will be kept under constant review across the full health and care system to assess performance and financial impact on all system partners.
11. The operations budget is forecasting £1.593m a reduction of £1.100m from quarter one however there are significant pressures experienced across the service of which further details are in appendix 1.
12. The budget to fund the financing of the capital programme is within the non-service specific budget which is reporting an underspend of £3.2m largely due to the re-phasing of the capital programme and additional income from investments.



13. The Council has a savings target of £22.350m to deliver this financial year. To date £12.849m has been delivered and at the end of quarter two with £18.888m forecasted delivery for the full year, resulting in a shortfall of £3.462m. Work is ongoing to increase delivery and this will be reported in future Cabinet reports. A number of options are being scoped by departments that will provide in year mitigations. The Council is also developing a strategic asset development plan which will rationalise the Councils estate which should deliver against the current transformation flexibly programme.

### **Capital Programme**

14. The capital programme has been updated to re-phase schemes into future years. This has resulted in a reduction in the overall 2023/24 Capital Programme by £67.035m, from £144.588m to £77.553m and the savings in the revenue have been reflected in the revenue outturn position.

### **Treasury Management – Mid –Year Report**

15. Treasury Management summary at the mid-year point, the key messages in the report are that:

- All treasury management activities were executed by authorised officers within the parameters agreed by the Council.
- The Approved Lending List Criteria has been updated for approval.
- £2.9m of temporary borrowing was raised during the quarter to 30 September 2023 and overall borrowing is £219.4m at 30 September 2023.
- As a result of the re-profiling of the Capital Programme during the quarter to 30 September 2023:
  - The 2023/24 in-year Financing Requirement is £19.310m.
  - The 2023/24 overall Capital Financing Requirement is £363.828m.
  - The 2023/24 Operational Boundary is £363.838m.
  - The 2023/24 Authorised Limit is £373.838m.
- The average investment return on short-term investments at 30 September is 4.72%.
- The council currently holds no direct investments with overseas financial institutions.
- The HRA debt is managed separately from General Fund debt.

### **Accounts for Write off**

16. Members will be aware that during the pandemic all Councils were unable to pursue any recovery action through the courts or external enforcement agents and as a consequence following the pandemic there was an increase in the volume and value of debt and the number of businesses who became non-payers. This cessation of debt collection by creditors along with the mid and post pandemic economic downturn, is also likely to have led to a delay and an increase in the

number of businesses applying for bankruptcy or going through insolvency procedures.

Debts in excess of £50k require approval of Cabinet for write off there are 12 debts totalling £850,736.60 that require write off. Ten of these companies are in liquidation/bankruptcy or insolvent and 2 are deemed not viable to collect.

Due to the age of this debt all of it is fully provided for within the bad debt provision and therefore there is no impact on the in year position.

Improvement measures are currently being implemented within the service which will support more expedient and efficient collection and recovery processes, helping to mitigate against aged debts being rendered uncollectible due to subsequent insolvency of the business. This is in parallel with the new pathway that seeks to ensure all businesses are claiming all grants and subsidies that they are entitled to thereby reducing their liability.

## **Conclusion**

17. The financial position remains very challenging but there has been a positive improvement of £3.517m in the forecast between quarters one and two. Officers are working hard to mitigate in year overspends and to reduce the current forecast reported as at the end of quarter two.

---

## **Links with the Corporate Priorities:**

A strong financially sustainable Council is essential to the delivery of the Let's do it Strategy.

---

## **Equality Impact and Considerations:**

Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:



A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services.

### **Environmental Impact and Considerations:**

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

---

### **Assessment and Mitigation of Risk:**

<b>Risk / opportunity</b>	<b>Mitigation</b>
The Council has insufficient funds to support its expenditure.	Regular reporting and tight budgetary control by budget holders support the Council in managing the overall financial risks and financial planning for the Council. In July the Council implemented a moratorium on expenditure to reduce the forecast overspend. Departmental management teams are now receiving improved monthly financial management information to help them to control their budgets and make informed decisions

---

### **Legal Implications:**

*Treasury management is a matter reserved for Council. This report updates Cabinet in line with the Council's financial regulations and constitution.*

---

**Financial Implications:**

The financial implications are set out in this report.

---

**Appendices:**

*Appendix 1 Detail by Department of current year position*

*Appendix 2 Capital Programme*

*Appendix 3 Mid-Year Treasury Management Report*

*Appendix 4 Accounts for write off*

---

**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



This page is intentionally left blank

## Appendix 1

## Quarter 2 Revenue Budget Monitoring Report

## Executive Summary

The forecast financial position of the Council at the end of 2023/24 financial year based on the information known at the end of the second quarter is a current overspend of £9.796m. Any remaining unmitigated overspend at the year-end will impact upon the available reserves. The Council had £22.7m in its General Fund usable reserves as at 31<sup>st</sup> March 2023.

Table 1 – Forecast Outturn against Budget 2023/24

Appendix A	Current Budget	Projected Outturn	Quarter 2 Variance	Quarter 1 Variance	Movement from Quarter 1
	£m	£m	£m	£m	£m
Business, Growth and Infrastructure	0.714	0.796	0.082	0.040	0.042
Children and Young People	39.377	49.463	10.085	9.361	0.724
Corporate Core Services	15.101	15.134	0.033	0.166*	(0.133)
Corporate Core Finance	8.825	8.836	0.011	0.001	0.010
Housing General Fund	(0.079)	(0.079)	0.000	0.000	0.000
Non-Service Specific	34.066	30.866	(3.200)	(2.257)	(0.943)
Health and Adult Care (formerly OCO)	78.261	79.406	1.145	3.216	(2.071)
Operations	14.009	15.649	1.640	2.740*	(1.100)
<b>Total forecast over / (under) spend</b>	190.274	200.071	9.796	13.266	(3.471)

\*adjusted for movement of Art Galleries and Museums from Corporate Core Services to Operations.



## Business, Growth, and Infrastructure - £0.082m adverse variance

Business, Growth and Infrastructure	Current Budget	Projected Outturn	Quarter 2 Variance	Quarter 1 Variance	Movement from Quarter
	£m	£m	£m	£m	£m
BGI Central Budget (Fees & Charges Savings)	(0.244)	0.000	0.244	0.000	0.244
Strategy, Planning & Regulation	0.471	0.464	(0.007)	0.090	(0.097)
Land & Property	(1.421)	(1.454)	(0.033)	0.000	(0.033)
Regeneration Delivery – Major Projects	0.020	0.019	(0.001)	0.000	(0.001)
Regeneration Delivery – Economic Regeneration	0.597	0.550	(0.047)	0.000	(0.047)
Housing Needs & Options	0.451	0.494	0.043	(0.030)	0.073
Strategic Housing	0.132	0.081	(0.051)	0.000	(0.051)
Urban Renewal & Adaptations	0.123	0.126	0.003	0.000	0.003
BGI Management Team	0.602	0.533	(0.069)	(0.020)	(0.049)
<b>Total forecast over / (under) spend</b>	<b>0.731</b>	<b>0.813</b>	<b>0.082</b>	<b>0.040</b>	<b>0.042</b>

### Business, Growth, and Infrastructure - Financial Headlines

The forecast overspend is an overall overspend of £0.082m. Included within the revenue budgets are savings targets of £0.750m of which £0.700m has been achieved on a permanent basis and £0.050m remains to be achieved. The underachieved £0.050m will be reviewed as part of the ongoing process to reduce the overall overspend position to bring the budget into balance by the end of the financial year.

## Children and Young People - £10.085m adverse variance

Children and Young People	Current Budget	Projected Outturn	Quarter 2 Variance	Quarter 1 Variance	Movement from Quarter 1
	£m	£m	£m	£m	£m
Children's Commissioning	0.370	0.414	0.044	0.035	0.009
Early Help & School Readiness	4.289	3.536	(0.753)	(0.319)	(0.434)
Children's Services Management and other costs	(0.094)	0.291	0.385	0.000	0.385
Education and Inclusion	9.445	13.542	4.096	4.308	(0.212)
Social Care and Safeguarding	25.367	31.680	6.313	5,337	0.976
<b>Total forecast over / (under) spend</b>	<b>39.377</b>	<b>49.463</b>	<b>10.085</b>	<b>9.361</b>	<b>0.724</b>

## Children and Young People - Financial Headlines

The Children and Young People department is forecasting to overspend by £10.085m as at Quarter 2 (£9.361m at Quarter 1) with a £6.313m forecast overspend on Social Care and Safeguarding and a £4.096m forecast adverse variance across Education and Inclusion. There are a number of budget headings over and under spending across the service, however the most significant variances are set out in the paragraphs below.

A review of the Dedicated Schools Grant (DSG) was carried out earlier in the calendar year which resulted in the requirement to transfer £2.5m of expenditure across several services back to the general fund. Due to the timing of this review, it was not possible to include this pressure in the budget approved by full Council in February 2023 which has resulted in the ongoing expenditure contributing to the overall departmental overspend. The service is continuing to review the services transferred to seek alternative delivery methods to mitigate pressures in the current year and reduce the impact on the medium-term financial plan for 2024/25 onwards.

The 2023/24 CYP saving programme is £0.707m and has delivered £0.507m (72%) of savings as at month 6. A budget reduction of £0.200m for Short Breaks and Personal Budgets has been identified as Red and unachievable. There also remains £0.200m of undelivered savings relating to 2022/23 savings programmes. As at month 6, the saving for external placements (£0.200m) is considered to be unachievable.



### **Social Care and Safeguarding – £6.313m forecast adverse variance.**

The residential placements budget for children including those with a disability is projected to overspend by £4.089m at Quarter 2 (£3.177m at Quarter 1) due to the current number of children in residential placements and their complexity.

The service is continuing to experience a high demand for Children's placements which is comparable with neighboring authorities. The service has set up a weekly panel to ensure that children can return to a more family orientated home environment where appropriate. In addition to an increase in the number and cost of residential homes the service continues to incur high costs associated with high numbers of agency social workers in common with many other Local Authorities, both regionally and nationally.

The safeguarding service is forecast to overspend at Quarter 2 by £1.915m (£1.534m at Quarter 1) of which £1.051m relates to the safeguarding fieldwork team and increased costs for Non-Looked After Children's support packages and homelessness alongside additional legal costs.

The service is currently implementing a large recruitment exercise to recruit permanent social workers and reduce the cost of agency staff. The service also continues to invest in its social worker academy which will result in more locally qualified social workers.

### **Education and Inclusion - £4.096m forecast adverse variance.**

Home to School Transport is reporting a forecast overspend of £1.868m at Quarter 2 (£1.817m at Quarter 1). There has been an increase in demand for this service alongside inflationary costs which have also contributed to this adverse variance. The service is currently reviewing this service to identify how this can be delivered more efficiently to reduce costs.

School crossing patrols are expecting to overspend by £0.280m (£0.324m at Quarter 1) and a review is currently underway to look at alternative provision to deliver this service.

The Educational Psychology service is forecasting an adverse variance of £0.376m at Quarter 2 (£0.427m at Quarter 1). Included within the work as part of the Council's budget setting process for 2024/25, a review of the structure of the service has been completed with additional resource requirements included within the Council's Medium Term Financial Plan.

A review of the DSG expenditure during January to March 2023 resulted in the transfer of costs of the Curriculum Language and Access Service to the general fund. This service was ceased on 31 August 2023 with the majority of costs for the period April to August being offset by vacancies held across Education & Inclusion.

The Inclusion and Partnerships budget is forecast to overspend by £1.275m (£1.095m at Quarter 1). The Short Breaks service is the largest contributing area to this adverse variance at £1.272m which in part is due to the unachievement of a

previously approved savings target of £0.200m and short breaks costs of £0.300m previously funded through DSG. An increase in demand and costs for Personal budgets is also contributing to the overall overspend within Education and Inclusion.

The pressures across Social Care & Safeguarding and Education and Inclusion are being partially offset by a favourable variance of £0.753m in Early Help and School Readiness which is a result of several vacancies being held across the service area.

### **Children's Services Dedicated Schools Grant - £18.555m projected deficit**

The dedicated schools grant has been overspending and projected to have a deficit of £18.555m by the end of this financial year. The Council have been in regular discussions with the Department for Education (DfE) about its deficit projections and in April 2023 was asked to complete a DSG Management Plan for submission to the Department for review by Ministers. A revised plan was and supplementary information was submitted on 13 October 2023 for consideration by Ministers. This plan sees the eradication of the DSG deficit by the financial year 2028/29 and includes the use of £6m of Council reserves as approved by Cabinet in July.

### **Corporate Core Services - £0.033m overspend**

<b>Corporate Core Services</b>	<b>Current Budget</b>	<b>Projected Outturn</b>	<b>Quarter 2 Variance</b>	<b>Quarter 1 Variance</b>	<b>Movement from Quarter 1</b>
	£m	£m	£m	£m	£m
Legal and Democratic Services	4.274	4376	0.102	0.095	0.007
Chief Information Officer	4.941	4.852	(0.089)	0.071*	(0.160)
People and Inclusion	4.429	4.388	(0.041)	0.000	(0.041)
Communications and Engagement	1.235	1304	0.069	0.000	0.069
Senior Management	0.222	0.215	(0.007)	0.000	(0.007)
<b>Total forecast over / (under) spend</b>	15.101	15.134	0.033	0.166	(0.132)

\*adjusted for movement of Art Galleries and Museums from Corporate Core Services to Operations.

### **Corporate Core Services financial headlines**

The Corporate Core Services budget is forecast to overspend by £0.033m at quarter 2, an improvement of £0.132m from the position at quarter 1. Included within the budget is a saving target of £0.591m of which £0.026m remains to be achieved.

### **Legal and Democratic**

Legal and Democratic services is overspending by £0.102m which is due to the net increase in the cost of staffing and agency of £0.183m and an overspend on Coroners Court costs of £0.079m, offset by additional forecast income and an underspend in relation to Members Allowances of £0.088m.



### The Chief Information Officer

The Chief Information Officer service has an overall underspend of £0.089m. This includes a one off overspend within ICT of £0.236m in relation to the costs of migration to cloud based services. This is offset with underspends within Strategic Partnerships and Performance and Intelligence services in relation to reductions due to the moratorium on expenditure, (£0.155m), reduced staffing costs, (£0.086m) and additional income (£0.033m).

### People and Inclusion

The People and Inclusion service has an overall underspend of £0.041m.

### Communications and Engagement

The Communications and Engagement service is forecast to overspend by £0.069m which is due to a partial underachievement of the savings target in relation to a service review and underachievement of the vacancy factor savings.

Included within the overall overspend is a saving of £0.026m yet to be achieved which relates to a service review which will be achieved in full during 2024/25. The service is reviewing budgets to mitigate the savings in the current financial year.

### Corporate Core Finance - £0.011m overspend

Corporate Core Finance	Current Budget	Projected Outturn	Quarter 2 Variance	Quarter 1 Variance	Movement from Quarter 1
	£m	£m	£m	£m	£m
Corporate Core Finance	0.000	0.000	0.000	0.000	0.000
Deputy Director of Finance	4.967	4.908	(0.059)	(0.069)	0.010
Executive Director of Finance	3.858	3.927	0.069	0.070	(0.01)
<b>Total forecast over / (under) spend</b>	8.825	8.836	0.011	0.001	(0.010)

## Corporate Core Finance

The overspend in finance is as a consequence of bringing in additional resources over and above establishment to support the finance improvement agenda and additional work to support with children's services.

### Housing General Fund - £0.079m variance.

Housing General Fund	Current Budget	Projected Outturn	Quarter 2 Variance	Quarter 1 Variance	Movement from Quarter 1
	£m	£m	£m	£m	£m
Housing General Fund	(0.079)	(0.079)	0.000	0.000	0.000
<b>Total forecast over / (under) spend</b>	<b>(0.079)</b>	<b>(0.079)</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>

### The Housing general fund

The housing general fund budget funds housing benefit payments to claimants.

### Non-Service Specific - £3.200m favorable variance

Non-Service Specific	Current Budget	Projected Outturn	Quarter 2 Variance	Quarter 1 Variance	Movement from Quarter 1
	£m	£m	£m	£m	£m
Car Lease Salary Sacrifice Scheme	(0.025)	(0.025)	0.000	0.000	0.000
Chief Executive	0.212	0.173	(0.039)	(0.043)	0.004
Corporate Management	0.737	0.656	(0.081)	(0.058)	(0.023)
Cost of Borrowing	5.487	1.926	(3.561)	(4.058)	0.498
Environment Agency	0.100	0.111	0.011	0.011	0.000
GMWDA Levy	12.551	12.551	0.000	0.000	0.000



Passenger Transport Levy	13.403	13.403	0.000	0.000	0.000
Town of Culture	0.090	0.090	0.000	0.000	0.000
Townside Fields	(0.058)	(0.058)	0.000	0.000	0.000
Provisions/Reserves	1.569	2.039	0.469	1.891	(1.422)
<b>Total forecast over / (under) spend</b>	34.066	30.866	(3.200)	(2.257)	(0.943)

### Non-Service Specific financial headlines

The Non-Service Specific (NSS) budget variance has increased from a £2.257m underspend at Quarter 1 to a £3.200m underspend at Quarter 2. Included within NSS is a cross cutting transformation budget saving of £2.921m of which £1.469m is currently reporting to be unachieved by the year end.

#### Corporate Management £0.081m favourable

Corporate management is forecast to underspend by £0.081m due to a number of variances relating to professional fees, subscriptions and initiatives.

### Cost of Borrowing

A review of the Capital Programmes has taken place and projects to the value of £80.891m have been re-phased into future years resulting in a reduction in the amount of borrowing required by £40.440m in the current financial year to fund projects. In addition, investments have generated an additional £0.250m over budget due to better interest rates being received.

#### Provisions/Reserves £0.469m

There are a number of centrally held savings included within provision and reserves. There is a forecast underachievement of savings of £1.469m £1m of this has been mitigated by budgets that are not needed in this financial year.

Work is currently being undertaken to progress schemes where possible and identify mitigations for those savings that are unable to be achieved.

### Health and Adult Care (formerly OCO) - £1.145m Overspend

Appendix A	Current Budget	Projected Outturn	Quarter 2 Variance	Quarter 1 Variance	Movement from Quarter 1
	£m	£m	£m	£m	£m
Adult Social Care Operations	6.566	6.309	(0.257)	(0.342)	0.085
Care in the Community	46.998	48.593	1.595	2.312	(0.716)
Commissioning and Procurement	15.295	15.295	0.000	1.276	(1.276)
Departmental Support Services	(0.845)	(0.859)	(0.014)	(0.002)	(0.012)
Workforce Modernisation	0.078	0.078	0.000	0.000	0.000
Public Health	10.169	9.990	(0.180)	(0.028)	(0.151)
<b>Total forecast over / (under) spend</b>	78.261	79.406	1.145	3.216	(2.070)

#### Financial Position

The Health and Adult Care (HAC) budget is forecast to overspend by £1.145m at quarter 2 which is a £2.070m improvement on the position reported at quarter 1. Included within the budget is a savings target of £9.307m, 11.9% of net budget which is made up of £7.761m for 2023/24 and £1.546m from prior years savings brought forward of which £0.334m remains to be achieved. The service is actively working to mitigate the savings through negotiations and reviews of care packages.

#### Adult Social Care Operations - £0.257m underspend

The Adult Social Care Operations budget is forecast to underspend by £0.257m, which is a £0.085m decrease on the underspend reported at quarter 1. The decrease is due to revised staffing forecasts within Assessment and Care Management and Integrated Neighbourhood Teams. The main driver of the underspend is staffing budget underspends due to staff vacancies in the Assessment and Care Management budget.

The workforce retention strategy continues to recruit Social Workers in Operational teams thereby strengthening focus on delivery of care package savings. However, recruiting to vacant care support worker roles in the Intermediate care services remains a challenge and therefore affects the ability to deliver services to their full capacity.



### Care in the Community - £1.595m Overspend

The Care in the Community budget is forecast to overspend by £1.595m, this is a £0.716m improvement on the forecast reported at quarter 1.

The improved position between quarter 1 and quarter 2 is due to a plateauing of hospital discharges into home care and residential settings.

The £1.595m overspend is due to, an increase in demand for Home Care packages as a result of supporting hospital discharges into home care settings, additional 'in year demand' demand or increases to existing care packages and legacy demand pressures because of the Covid Hospital Discharge policy.

### Commissioning & Procurement (Other) – Balanced Budget

The Commissioning and Procurement Budget is forecast to balance and reporting a £1.202m improvement to the quarter 1 position.

### Public Health - £0.180m Underspend

The Public Health budget is forecast to underspend by £0.180m and is a £0.152m increase on the underspend reported at quarter 1. The increase in the underspend is as a result of the recent zero-based budgeting exercise which identified £0.140m of Public Health contract savings.

### Operations - £1.640m overspend

Operations	Current Budget	Projected Outturn	Quarter 2 Variance	Quarter 1 Variance	Movement from Quarter 1
	£m	£m	£m	£m	£m
Arts & Museums	0.577	0.560	(0.017)	0.024*	(0.041)
Commercial Services	(0.917)	(0.506)	0.411	0.450	(0.039)
Engineers	(0.766)	(0.694)	0.072	0.307	(0.235)
Facilities Management	2.210	2.319	0.109	0.092	0.017
Health & Environmental Protection	1.208	1.100	(0.108)	(0.012)	(0.096)
Operations Senior Management	0.464	0.460	(0.003)	0.369	(0.372)
Street Scene Maintenance	4.163	4.412	0.249	0.703	(0.454)
Waste, Transport & Stores	4.992	5.324	0.332	0.218	0.114
Wellness	2.078	2.674	0.596	0.589	0.007
<b>Total Forecast over / (under) spend</b>	14.009	15.649	1.640	2.740	(1.100)

\*adjusted for movement of Art Galleries and Museums from Corporate Core Services to Operations.

## **Operations - Financial Headlines**

Overall, the month 6 forecast position for the Department of Operations is a £1.640m overspend a reduction from quarter 1 of £1.100m. The service is reviewing options to mitigate the overspends on a regular basis. Included within the budget is a saving target of £1.790m 12.78% of the budget of which £0.718m remains to be achieved.

### **Wellness Operations, £0.596m overspend.**

There is a forecast overspend in leisure centres and libraries due to increased costs of energy in 2023/24 of £0.490m, costs relating automated access in the leisure centres of £0.117m, and forecast under-achievement of income of £0.052m, this has been partially offset by underspends in Sports Development of £0.052m.

The service planned to mitigate the overspend through applying for funding to support the increased energy costs in Leisure services however the bid was unsuccessful. The service is reviewing other options to mitigate the overspend in the current year and reduce the forecast overspend by the year end.

Future energy costs are expected to reduce in 2024/25 to mitigate the pressure in future years.

Bereavement fees and charges income is forecast to over-achieve by £0.040m.

### **Street Scene, - £0.249m overspend**

There is a forecast overspend of £0.427m due partly to increased energy costs of £0.237m increasing the costs of street lighting and £0.190m underachieved savings on the implementation of LED lanterns due to capacity issues. The saving will be achieved in full in 2024/25.

The moratorium on spend and underspends within grounds maintenance and the planned use of reserves has partly mitigated the overspend.

### **Commercial Services, £0.411m overspend**

The Markets across Bury are forecasting to overspend by £0.282m due to an underachievement of income of £0.166m which is being reviewed for future years as the income target is overstated. The market occupancy rate is 98%. There is also a forecast overspend on energy costs of £0.211m due to the increased price, however there are a number of underspends partially mitigating the overspend.

Catering Services is £0.057m overspent and has been partially mitigated through the use of the catering reserve.

The Civic Halls budget is overspending by £0.071m and relates to staffing costs which are being incurred whilst civics are being mothballed.



### **Waste, Transport and Stores, £0.285m overspend**

The waste, transport and stores service is forecasting an overspend this is due to a number of overspends across the services including fuel costs of £0.222m and the underachievement of the vehicle maintenance savings target of £0.100m, partially offset by mitigating underspends.

### **Health & Environment Protection, - (£0.108m) underspend.**

An increase of £0.096m from the quarter 1 forecast position. The forecast underspend is due to the spend moratorium.

### **Facilities Management, - £0.109m overspend**

The overspend relates to underachievement of income from admin buildings income of £0.126m, energy £0.078m, cleaning costs £0.076m offset by underspends on moratorium codes £0.280m, and salaries £0.064m.

### **Savings 2023/24**

The savings target for the 2023/24 financial year was £18.569m and a further £3.781m of savings from 2022/23 brought forward into 2023/24 bring the total savings to be achieved to £22.350m which is 11.7% of the net budget.

Services have successfully delivered £12.850m of the savings target and forecast to achieve a further £6.039m by the end of the financial year which equates to 85% of the target. This leaves a forecast unachieved savings of £3.461m.

Work is ongoing to further deliver savings in year and mitigate any savings which are undeliverable in year.

Council wide Savings Tracker		2023/24			
Savings Group	Directorate Savings Programme	Savings target	Savings achieved to date	Forecast	Variance
Budget Savings 2023/24	All	£2,712,000	£2,068,964	£2,672,600	-£39,400
	Business Growth & Investment	£750,000	£0	£700,000	-£50,000
	Children & Young People	£707,000	£507,000	£507,000	-£200,000
	Corporate Core	£591,000	£379,725	£564,675	-£26,325
	Corporate Core Finance	£150,000	£150,000	£150,000	£0
	Housing General Fund	£964,000	£0	£539,000	-£425,000
	Department of Operations	£1,296,000	£585,041	£969,855	-£326,145
	Non-service Specific	£1,638,000	£1,638,000	£1,638,000	£0
	Department of Health & Adult Care	£5,800,000	£3,173,079	£5,600,000	-£200,000
Subtotal Cabinet 2023 agreed savings		£14,608,000	£8,501,809	£13,341,130	-£1,266,870
Budget Savings 2023/24	Business Growth & Investment	£500,000	£500,000	£500,000	£0
	Department of Operations	£200,000	£74,828	£80,000	-£120,000
	Department of Health & Adult Care	£1,961,000	£1,004,557	£1,976,900	£15,900
Subtotal Cabinet 2022 agreed savings		£2,661,000	£1,579,385	£2,556,900	-£104,100
Once	Digitilisation & Channel Shift	£900,000	£247,000	£247,000	-£653,000
Once	Digitilisation & Channel Shift	-£100,000	£0	£0	£100,000
Flexibly	Building Revenue Reductions	£500,000	£0	£0	-£500,000
Subtotal Transformation 2023 agreed savings		£1,300,000	£247,000	£247,000	-£1,053,000
2023/24 Savings Target		£18,569,000	£10,328,194	£16,145,030	-£2,423,970
2022/23 una achieved savings	Children & Young People	£320,000	£120,000	£120,000	-£200,000
	Department of Health & Adult Care	£1,546,161	£1,255,377	£1,396,332	-£149,829
	Department of Operations	£294,000	£0	£22,000	-£272,000
	Transformation savings	£1,621,127	£1,145,900	£1,204,400	-£416,727
Subtotal 2022/23 una achieved savings		£3,781,288	£2,521,277	£2,742,732	-£1,038,556
Savings Target (2022/23 and 2023/24)		£22,350,288	£12,849,471	£18,887,762	-£1,462,526





## Appendix 2

**Capital Programme**

The Capital Programme is set on a three-year rolling basis and the programme for 2023/2024 to 2025/2026 was approved by Council in February 2023, as follows:

2023/24	£127.198m
2024/25	£73.500m
2025/26	£28.630m

At the 12 July 2023 Cabinet meeting, a further £17.390m of slippage from 2022/23 was added to the 2023/24 programme, to increase the 2023/24 Capital Programme to £144.588m.

For quarter 2, project managers have continued to review their respective capital schemes and are proposing updates and re-phasing into future years of the Capital Programme to match the anticipated timing of spend, as a result of more up to date information becoming available.

The proposed scheme updates at quarter 2 reduce the overall 2023/24 Capital Programme by £67.035m, from £144.588m to £77.553m.

	2023/24	In-Year Performance				Q2 to Q1 Movement		2024/25	2025/26
	Revised Programme £m	Actual Spend at Q2 £m	Actual Spend at Q2 %	Forecast Spend Q2 £m	Forecast (Under) / Over Spend £m	Forecast Spend Q1 £m	Movement Q2 to Q1 £m	Revised Programme £m	Revised Programme £m
<b>Capital Expenditure by Theme</b>									
Regeneration and Economic Growth	£12.658	£2.113	17%	£12.446	(£0.213)	£14.517	(£2.071)	£73.632	£16.073
Place Shaping/Growth	£2.025	£0.618	31%	£2.005	(£0.020)	£2.485	(£0.480)	£1.286	£0.000
Sports and Leisure	£3.936	£0.978	25%	£3.866	(£0.071)	£2.966	£0.899	£3.365	£2.000
Operational Fleet	£3.735	£2.032	54%	£3.735	£0.000	£3.735	£0.000	£0.000	£0.000
ICT and Digital	£0.780	£0.400	51%	£2.206	£1.426	£1.729	£0.478	£0.000	£0.000
Highways	£20.486	£4.894	24%	£19.722	(£0.764)	£16.800	£2.921	£10.284	£6.330
Children and Young People	£9.512	£1.171	12%	£9.509	(£0.002)	£23.246	(£13.737)	£18.955	£0.000
Estate Management - Investment Estate	£0.075	£0.000	0%	£0.070	(£0.005)	£0.000	£0.070	£0.081	£0.000
Estate Management - Corporate Landlord	£2.963	£1.516	51%	£2.890	(£0.073)	£2.930	(£0.039)	£1.591	£0.850
Older People and Disabled Facilities Grant	£1.676	£0.621	37%	£1.500	(£0.176)	£1.495	£0.005	£1.650	£0.000
Housing GF	£0.635	£0.215	34%	£0.654	£0.019	£0.179	£0.475	£2.267	£0.000
Housing HRA	£18.794	£2.147	11%	£18.255	(£0.538)	£18.793	(£0.538)	£14.247	£14.000
Climate Change	£0.277	£0.015	6%	£0.277	£0.000	£0.276	£0.001	£0.142	£0.000
<b>TOTAL EXPENDITURE</b>	<b>£77.553</b>	<b>£16.720</b>	<b>22%</b>	<b>£77.135</b>	<b>(£0.418)</b>	<b>£89.151</b>	<b>(£12.016)</b>	<b>£127.500</b>	<b>£39.253</b>
<b>Financing the Capital Programme</b>									
Prudential Borrowing	£18.358			£19.310	£0.952	£20.279	(£0.969)	£65.725	£19.980
External Funding	£38.306			£36.380	(£1.926)	£47.771	(£11.391)	£43.710	£3.446
Capital Receipts	£1.708			£2.105	£0.397	£1.525	£0.580	£3.253	£1.827
General Fund RCCO	£1.617			£1.085	(£0.532)	£0.783	£0.301	£0.566	£0.000
Housing Revenue Account DRF/MRR	£17.564			£18.255	£0.692	£18.793	(£0.538)	£14.247	£14.000
<b>TOTAL FINANCING</b>	<b>£77.553</b>			<b>£77.135</b>	<b>(£0.418)</b>	<b>£89.151</b>	<b>(£12.016)</b>	<b>£127.500</b>	<b>£39.253</b>



The proposed updates are a combination of additions and reductions in 2023/24, and re-phasing into 2024/25 and 2025/26, as follows:

**Additions: £19.640m**

Mainly relates to school's grant funding, of:

- £5.839m, Basic Need.
- £2.127m, High Needs.
- £2.025m, School Condition.
- £500k, New Radcliffe School, and
- £305k, Devolved Formula Grant.

Other grant funded schemes of:

- £3.499m, Highways Schemes.
- £2.258m, Disabled Facilities Grant.
- £1.800m, Radcliffe 3G Pitch and Changing Pavilion (Football Foundation Grant).
- £615k, Bury Streets for All,
- £345k, Ramsbottom Street for All.
- £100k, Radcliffe & Redvales Flood - Close Park Changing Rooms (Environment Agency).

**Reductions: (£5.785m)**

Mainly relates to the following schemes that were all funded from prudential borrowing, of:

- £2.000m, Primary special school (special school 3), due to the DfE bid being unsuccessful.
- £1.500m, Transport Asset Management Plans, not required due to all vehicles being ordered.
- £590k, FM Emergency Building Major Repairs & Audit compliance remedials, not required.
- £553k, A56 Prestwich Village Corridor Improvements.
- £500k, Springwater Park Phase 2 22/23, and
- £500k, Commercial Sites (Cyclical Commercial).

**Re-phasing to 2024/25: (£72.269m)**

Mainly relates to schemes funded through a mixture of LUF grant and borrowing, of:

- £21.122m, Radcliffe Hub.
- £22.333m, Bury Flexi Hall

Other notable schemes include:

- £18.955m, Schools Basic Needs, High Needs and School Condition grant funding.
- £2.214m, Prestwich Village, funded by prudential borrowing.
- £1.625m, Highways Schemes, funded through a mixture of grants and prudential borrowing.
- £1.522m, Disabled Facilities Grant funding.
- £902k, Sports 3D Pitches, funded through a mixture of capital grants and

- receipts and prudential borrowing.
- £726k, Parks and Green Spaces Strategy, funded through prudential borrowing.

**Re-phasing to 2025/26: (£8.622m)**

- £6.073m, Prestwich Village, funded by prudential borrowing.
- £1.700m, Sports 3D Pitches, funded through a mixture of capital grants and receipts and prudential borrowing.
- £849k, Springwater Park Phase 2, funded through prudential borrowing.

A breakdown of the 2023/24 to 2025/26 proposed Revised Capital Programme is provided in the table below.



	2023/24				In-Year Performance				2024/25			2025/26		
	Approved Programme FEB23	2022/23 Slippage at Outturn	In-Year Programme Updates	Revised Programme	Actual Spend at Q2	Actual Spend at Q2	Forecast Spend Q2	Forecast (Under) / Over Spend	Approved Programme FEB23	Programme Updates	Revised Programme	Approved Programme FEB23	Programme Updates	Revised Programme
	£m	£m	£m	£m	£m	%	£m	£m	£m	£m	£m	£m	£m	£m
<b>Capital Programme</b>														
<b>Regeneration and Economic Growth</b>														
Radcliffe Hub	£27.380	£1.448	(£20.706)	£8.123	£1.191	15%	£8.326	£0.204	£8.518	£21.122	£29.639	£0.000	£0.000	£0.000
Radcliffe Hub - FF&E	£0.000	£0.000	£0.000	£0.000	£0.000	0%	£0.000	£0.000	£1.125	£0.000	£1.125	£0.000	£0.000	£0.000
Radcliffe Enterprise Centre Design Development	£0.121	£0.000	(£0.012)	£0.109	£0.047	43%	£0.000	(£0.109)	£0.246	£0.012	£0.258	£0.000	£0.000	£0.000
Radcliffe Enterprise Centre	£0.000	£0.000	£0.000	£0.000	£0.000	0%	£0.000	£0.000	£4.700	£0.000	£4.700	£0.000	£0.000	£0.000
CRSTS: Radcliffe SOBC	£1.380	£0.000	(£1.380)	£0.000	£0.000	0%	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000
Prestwich	£8.362	£0.826	(£8.170)	£1.018	£0.181	18%	£1.011	(£0.007)	£11.092	(£7.786)	£3.306	£0.000	£16.073	£16.073
Ramsbottom	£0.272	£0.015	(£0.200)	£0.086	£0.000	0%	£0.000	(£0.086)	£0.000	£0.200	£0.200	£0.000	£0.000	£0.000
Bury Flexi Hall	£25.511	£0.010	(£22.413)	£3.108	£0.684	22%	£3.108	(£0.000)	£12.072	£22.333	£34.405	£0.000	£0.000	£0.000
Commercial Sites Regeneration	£0.500	£0.214	(£0.500)	£0.214	£0.011	5%	£0.000	(£0.214)	£0.500	(£0.500)	£0.000	£0.000	£0.000	£0.000
<b>Regeneration and Economic Growth Total</b>	<b>£63.526</b>	<b>£2.512</b>	<b>(£53.380)</b>	<b>£12.658</b>	<b>£2.113</b>	<b>17%</b>	<b>£12.446</b>	<b>(£0.213)</b>	<b>£38.252</b>	<b>£35.380</b>	<b>£73.632</b>	<b>£0.000</b>	<b>£16.073</b>	<b>£16.073</b>
<b>Place Shaping/ Growth Total</b>	<b>£2.091</b>	<b>£1.316</b>	<b>(£1.382)</b>	<b>£2.025</b>	<b>£0.618</b>	<b>31%</b>	<b>£2.005</b>	<b>(£0.020)</b>	<b>£0.350</b>	<b>£0.936</b>	<b>£1.286</b>	<b>£0.000</b>	<b>£0.000</b>	<b>£0.000</b>
<b>Sports and Leisure Total</b>	<b>£4.817</b>	<b>£0.963</b>	<b>(£1.843)</b>	<b>£3.936</b>	<b>£0.978</b>	<b>25%</b>	<b>£3.866</b>	<b>(£0.071)</b>	<b>£1.260</b>	<b>£2.105</b>	<b>£3.365</b>	<b>£0.300</b>	<b>£1.700</b>	<b>£2.000</b>
<b>Operational Fleet Total</b>	<b>£3.469</b>	<b>£1.766</b>	<b>(£1.500)</b>	<b>£3.735</b>	<b>£2.032</b>	<b>54%</b>	<b>£3.735</b>	<b>£0.000</b>	<b>£0.000</b>	<b>£0.000</b>	<b>£0.000</b>	<b>£0.000</b>	<b>£0.000</b>	<b>£0.000</b>
<b>ICT and Digital Total</b>	<b>£0.858</b>	<b>(£0.087)</b>	<b>£0.008</b>	<b>£0.780</b>	<b>£0.400</b>	<b>51%</b>	<b>£2.206</b>	<b>£1.426</b>	<b>£0.000</b>	<b>£0.000</b>	<b>£0.000</b>	<b>£0.000</b>	<b>£0.000</b>	<b>£0.000</b>
<b>Highways</b>														
Cycle and Walking Routes	£2.011	(£0.875)	£1.900	£3.037	£0.296	10%	£2.996	(£0.040)	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000
Highways	£3.964	£4.192	£4.255	£12.411	£3.010	24%	£12.076	(£0.335)	£3.483	£1.093	£4.576	£2.884	£0.000	£2.884
Street Lighting	£1.730	(£0.025)	£0.000	£1.705	£0.964	57%	£2.330	£0.625	£1.730	£0.000	£1.730	£0.000	£0.000	£0.000
Traffic Calming and Improvement	£0.538	£0.045	(£0.553)	£0.030	£0.000	0%	£0.030	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000
City Region Sustainable Transport Core Maintenance	£3.273	£0.471	(£0.986)	£2.757	£0.000	0%	£1.744	(£1.013)	£2.546	£0.000	£2.546	£2.546	£0.000	£2.546
City Region Sustainable Transport Strategic Maintenance	£0.900	£0.024	(£0.924)	£0.000	£0.000	0%	£0.000	£0.000	£0.900	£0.532	£1.432	£0.900	£0.000	£0.900
Road Safety	£0.300	£0.280	(£0.035)	£0.546	£0.623	114%	£0.546	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000
<b>Highways Total</b>	<b>£12.716</b>	<b>£4.113</b>	<b>£3.657</b>	<b>£20.486</b>	<b>£4.894</b>	<b>24%</b>	<b>£19.722</b>	<b>(£0.764)</b>	<b>£8.659</b>	<b>£1.625</b>	<b>£10.284</b>	<b>£6.330</b>	<b>£0.000</b>	<b>£6.330</b>
<b>Children and Young People</b>														
Children and Young People All Schools	£14.028	£3.639	(£8.156)	£9.512	£1.171	12%	£9.509	(£0.002)	£0.000	£18.955	£18.955	£0.000	£0.000	£0.000

	2023/ 24				In-Year Performance				2024/ 25			2025/ 26		
	Approved Programme FEB23	2022/ 23 Slippage at Outturn	In-Year Programme Updates	Revised Programme	Actual Spend at Q2	Actual Spend at Q2	Forecast Spend Q2	Forecast (Under) / Over Spend	Approved Programme FEB23	Programme Updates	Revised Programme	Approved Programme FEB23	Programme Updates	Revised Programme
	£m	£m	£m	£m	£m	%	£m	£m	£m	£m	£m	£m	£m	£m
Children and Young People - New Special School	£2.000	£0.000	(£2.000)	£0.000	£0.000	0%	£0.000	£0.000	£8.500	(£8.500)	£0.000	£8.000	(£8.000)	£0.000
Children and Young People - Star Academy	£0.000	£0.000	£0.000	£0.000	£0.000	0%	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000
Children and Young People Total	£16.028	£3.639	(£10.156)	£9.512	£1.171	12%	£9.509	(£0.002)	£8.500	£10.455	£18.955	£8.000	(£8.000)	£0.000
Estate Management - Investment Estate Total	£0.086	£0.070	(£0.081)	£0.075	£0.000	0%	£0.070	(£0.005)	£0.000	£0.081	£0.081	£0.000	£0.000	£0.000
Estate Management - Corporate Landlord														
Fernhill Gypsy and Traveller Site	£1.566	(£0.196)	£0.000	£1.370	£1.418	103%	£1.418	£0.047	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000
Springwater Park	£1.850	£0.100	(£1.350)	£0.600	£0.023	4%	£0.600	£0.000	£0.750	£0.000	£0.750	£0.000	£0.850	£0.850
Muslim Burial Extension	£0.025	£0.007	(£0.029)	£0.003	£0.000	0%	£0.003	£0.000	£0.000	£0.029	£0.029	£0.000	£0.000	£0.000
Welfare Facilities and Emergency Building Repairs	£1.324	£0.576	(£0.911)	£0.989	£0.076	8%	£0.869	(£0.120)	£1.482	(£0.669)	£0.813	£0.000	£0.000	£0.000
Estate Management - Corporate Landlord Total	£4.765	£0.487	(£2.289)	£2.963	£1.516	51%	£2.890	(£0.073)	£2.232	(£0.641)	£1.591	£0.000	£0.850	£0.850
Older People and Disabled Facilities Grant														
Older People	£0.223	£0.000	(£0.128)	£0.095	£0.001	1%	£0.000	(£0.095)	£0.000	£0.128	£0.128	£0.000	£0.000	£0.000
Disabled Facilities Grant	£0.487	£0.359	£0.735	£1.581	£0.620	39%	£1.500	(£0.081)	£0.000	£1.522	£1.522	£0.000	£0.000	£0.000
Older People and Disabled Facilities Grant Total	£0.710	£0.359	£0.608	£1.676	£0.621	37%	£1.500	(£0.176)	£0.000	£1.650	£1.650	£0.000	£0.000	£0.000
Housing GF														
Empty Property Strategy	£0.368	£0.000	£0.000	£0.368	£0.032	9%	£0.368	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000	£0.000
Housing Development	£0.811	(£0.008)	(£0.536)	£0.267	£0.183	68%	£0.286	£0.019	£0.000	£2.267	£2.267	£0.000	£0.000	£0.000
Housing GF Total	£1.179	(£0.008)	(£0.536)	£0.635	£0.215	34%	£0.654	£0.019	£0.000	£2.267	£2.267	£0.000	£0.000	£0.000
Housing HRA														
Housing Public Sector	£15.982	£2.012	£0.000	£17.994	£1.897	11%	£17.456	(£0.537)	£13.447	£0.000	£13.447	£13.200	£0.000	£13.200
Disabled Facilities Adaptations	£0.800	£0.000	£0.000	£0.800	£0.250	31%	£0.799	(£0.001)	£0.800	£0.000	£0.800	£0.800	£0.000	£0.800
Housing HRA Total	£16.782	£2.012	£0.000	£18.794	£2.147	11%	£18.255	(£0.538)	£14.247	£0.000	£14.247	£14.000	£0.000	£14.000
Climate Change Total	£0.171	£0.248	(£0.142)	£0.277	£0.015	6%	£0.277	£0.000	£0.000	£0.142	£0.142	£0.000	£0.000	£0.000
TOTAL EXPENDITURE	£127.198	£17.391	(£67.035)	£77.553	£16.720	22%	£77.135	(£0.418)	£73.500	£54.000	£127.500	£28.630	£10.623	£39.253
Financing the Capital Programme														
Prudential Borrowing	£54.274	£8.404	(£44.320)	£18.358			£19.310	£0.952	£55.330	£10.395	£65.725	£11.057	£8.923	£19.980
External Funding	£50.165	£5.901	(£17.760)	£38.306			£36.380	(£1.926)	£3.446	£40.264	£43.710	£3.446	£0.000	£3.446



	2023/24				In-Year Performance				2024/25			2025/26		
	Approved Programme FEB23	2022/23 Slippage at Outturn	In-Year Programme Updates	Revised Programme	Actual Spend at Q2	Actual Spend at Q2	Forecast Spend Q2	Forecast (Under) / Over Spend	Approved Programme FEB23	Programme Updates	Revised Programme	Approved Programme FEB23	Programme Updates	Revised Programme
	£m	£m	£m	£m	£m	%	£m	£m	£m	£m	£m	£m	£m	£m
Capital Receipts	£5.575	£0.624	(£4.491)	£1.708			£2.105	£0.397	£0.477	£2.776	£3.253	£0.127	£1.700	£1.827
General Fund RCCO	£1.632	£0.450	(£0.465)	£1.617			£1.085	(£0.532)	£0.000	£0.566	£0.566	£0.000	£0.000	£0.000
Housing Revenue Account DRF/MRR	£15.552	£2.012	£0.000	£17.564			£18.255	£0.692	£14.247	£0.000	£14.247	£14.000	£0.000	£14.000
<b>TOTAL FINANCING</b>	<b>£127.198</b>	<b>£17.391</b>	<b>(£67.035)</b>	<b>£77.553</b>			<b>£77.135</b>	<b>(£0.418)</b>	<b>£73.500</b>	<b>£54.000</b>	<b>£127.500</b>	<b>£28.630</b>	<b>£10.623</b>	<b>£39.253</b>

### APPENDIX 3

#### TREASURY MANAGEMENT MID YEAR REPORT 2023/24

## 1. INTRODUCTION

1.1 Residents of Bury should have access to services that are safe, well maintained, and fit for purpose. Whether those services are provided in buildings, (schools, commercial sites, and Bury Market) or in the form of local infrastructure, (roads and street lighting), investment is required to build and maintain these facilities.

1.2 Facilities such as schools, libraries, roads, and street lighting will last for many years. Consequently, Bury Council is allowed to borrow money from the Government, through the Public Works Loans Board (PWLB), and pay it back over many years. Bury Council pays back both the amount borrowed from the Government, called the repayment of principal, together with an amount of interest agreed when the loan is made.

1.3 Bury Council has a policy of adopting a prudent approach to borrowing. The Council borrows to provide facilities for its core functions.

1.4 The Council determines which of its core functions needs investment, and determines the amount of that investment, when it approves the Capital Programme in February each year.

1.5 At first sight, financing the Capital Programme may seem a straightforward process. Identify the need for a new facility, borrow the money to build it, build it, then repay principal and interest.

1.6 However, local authorities are *not* required to link their loans to specific properties or facilities in the way that a mortgage is secured on a house. Instead, local authorities can borrow large sums of money from the Government to finance a whole capital programme if they choose to do so, providing they can afford the repayments.

1.6 Therefore, at the point of borrowing to pay for the capital programme, management of the borrowing used to finance it, and management of the newly provided facilities become two separate functions.

1.7 The facilities are typically managed by the service delivery teams that occupy them.

1.8 The loans are managed by the Corporate Finance Team under the direction of the Executive Director of Finance. Local authority finance functions should meet the standards of professional practice set by CIPFA. CIPFA's standards for borrowing and lending money are set out in the publication:

*"Treasury Management in the Public Services: Code of Practice (the CIPFA Code)."*

1.9 The CIPFA Code requires local authorities to receive and approve Reports from the Chief Finance Officer. The most important report is the annual Treasury Management Strategy. The Council approved its Treasury Management Strategy for 2023/24 in February 2023.



1.10 In addition to managing the Council's long-term borrowing requirements, the Council's finance team also manage the Council's large cash balances and capital receipts. This involves lending and investing the Council's cash to deliver a low risk return.

## **2. BURY'S TREASURY MANAGEMENT PRIORITIES FOR 2023/24 ARE SECURITY, LIQUIDITY AND YIELD**

2.1 Bury's Treasury Management Strategy for 2023/24 identifies three priorities, which, starting with the most important are security, liquidity, and yield.

2.2 When lending money from its cash balances, or making cash deposits with banks, the return **of** the Council's money is more important to Bury than the return **on** its money. The Council must be able to get its money back (security) when it wants it back (liquidity) together with some interest (yield).

2.3 When borrowing money, typically for the purposes of financing the Capital Programme, the Council will set Prudential Indicators for the next three years to ensure that capital investment plans are affordable, prudent, and sustainable (see Table One and Table Two, below, and the accompanying narrative).

2.4 The Cabinet and Council receive reports on the effectiveness with which its treasury management function delivers these priorities at least twice a year in the form of a half-yearly report and an annual report.

2.5 This report is the half-yearly report for the period April to September 2023. This report meets the requirement in the 2021 Code, mandatory from 1<sup>st</sup> April 2023.

2.6 This report describes how well Bury is achieving the objectives set out in the Council's Treasury Management Strategy for 2023/24 approved by Council on 22 February 2023.

2.7 Table One below summarises the Council's planned capital expenditure by theme as at the end of September 2023. Table Two below describes how that capital expenditure will be financed.

## **3. PRUDENTIAL INDICATORS FOR CAPITAL EXPENDITURE AND BORROWING**

3.1 Bury measures and manages its capital expenditure and borrowing with reference to the Prudential Indicators prescribed in the CIPFA Prudential Code. These Indicators are set to ensure that the Council's capital investment plans are affordable, prudent, and sustainable.

3.2 The Council is planning capital expenditure (as at 30 September 2023) as set out in Table One below. This capital expenditure will be financed (as at 30 September 2023) from the sources identified in Table Two below. Note that the forecast spend for 2023-24 is £77.135m.

**Table One. Capital Expenditure 2023/24, Position at Quarter 2 2023/24 and**

**Table Two. Financing the Capital Expenditure**

CAPITAL PROGRAMME at Q2	2023/24			2024/25	2025/26
	Revised Programme	Forecast Spend Q2	Forecast (Under) / Over Spend	Revised Programme	Revised Programme
	£m	£m	£m	£m	£m
<b>Capital Expenditure by Theme</b>					
Regeneration and Economic Growth	£12.658	£12.446	(£0.213)	£73.632	£16.073
Place Shaping/Growth	£2.025	£2.005	(£0.020)	£1.286	£0.000
Sports and Leisure	£3.936	£3.866	(£0.071)	£3.365	£2.000
Operational Fleet	£3.735	£3.735	£0.000	£0.000	£0.000
ICT and Digital	£0.780	£2.206	£1.426	£0.000	£0.000
Highways	£20.486	£19.722	(£0.764)	£10.284	£6.330
Children and Young People	£9.512	£9.509	(£0.002)	£18.955	£0.000
Estate Management - Investment Estate	£0.075	£0.070	(£0.005)	£0.081	£0.000
Estate Management - Corporate Landlord	£2.963	£2.890	(£0.073)	£1.591	£0.850
Older People and Disabled Facilities Grant	£1.676	£1.500	(£0.176)	£1.650	£0.000
Housing GF	£0.635	£0.654	£0.019	£2.267	£0.000
Housing HRA	£18.794	£18.255	(£0.538)	£14.247	£14.000
Climate Change	£0.277	£0.277	£0.000	£0.142	£0.000
<b>TOTAL EXPENDITURE</b>	<b>£77.553</b>	<b>£77.135</b>	<b>(£0.418)</b>	<b>£127.500</b>	<b>£39.253</b>
<b>Financing the Capital Programme</b>					
Prudential Borrowing	£18.358	£19.310	£0.952	£65.725	£19.980
External Funding	£38.306	£36.380	(£1.926)	£43.710	£3.446
Capital Receipts	£1.708	£2.105	£0.397	£3.253	£1.827
General Fund RCCO	£1.617	£1.085	(£0.532)	£0.566	£0.000
Housing Revenue Account DRF/MRR	£17.564	£18.255	£0.692	£14.247	£14.000
<b>TOTAL FINANCING</b>	<b>£77.553</b>	<b>£77.135</b>	<b>(£0.418)</b>	<b>£127.500</b>	<b>£39.253</b>

**Table Three: BURY COUNCIL CAPITAL PROGRAMME 2024-25:  
EXPENDITURE AND FINANCING PROJECTIONS**

CAPITAL PROGRAMME at Q2	2022-23 Actual £m	2023-24 Forecast £m	2024-25 Forecast £m	2025-26 Forecast £m
Non-HRA	£55.192	£58.880	£113.253	£25.253
HRA	£13.297	£18.255	£14.247	£14.000
<b>Total Capital Expenditure</b>	<b>£68.489</b>	<b>£77.135</b>	<b>£127.500</b>	<b>£39.253</b>
<b>Resourced By:</b>				
External Funding	£17.760	£36.380	£43.710	£3.446
Capital Receipts	£0.254	£2.105	£3.253	£1.827
General Fund RCCO	£0.706	£1.085	£0.566	£0.000
Housing Revenue Account DRF/MRR	£12.257	£18.255	£14.247	£14.000
<b>Total Resourced By</b>	<b>£30.977</b>	<b>£57.825</b>	<b>£61.775</b>	<b>£19.273</b>
<b>Financing Requirement</b>	<b>£37.512</b>	<b>£19.310</b>	<b>£65.725</b>	<b>£19.980</b>
<b>Capital Financing Requirement (CFR)</b>				
CFR Opening Balance	£311.079	£346.793	£363.828	£426.930
Financing Requirement	£37.512	£19.310	£65.725	£19.980
Minimum Revenue Provision (MRP)	(£1.798)	(£2.275)	(£2.623)	(£3.306)
<b>CFR Closing Balance</b>	<b>£346.793</b>	<b>£363.828</b>	<b>£426.930</b>	<b>£443.604</b>

*Note to Table 3: CFR means Capital Financing Requirement. This is a calculation to show Bury's cumulative outstanding debt. The CFR increases as new debt is incurred, and reduces as loans are repaid, and as Minimum Revenue Provision (MRP) is applied, and as capital receipts are applied to replace debt.*

3.4 The Tables above are required by the CIPFA Code of practice and are underpinned by detailed calculations carried out by the finance team. An extract from the capital programme is included in the table below



Borrowing Headliners	23-24 £m	24-25 £m	25-26 £m	Total £m
Radcliffe Hub	£0.0	£28.3	£0.0	£28.3
Prestwich Village	£0.9	£3.3	£16.1	£20.3
Bury Market	£0.0	£23.4	£0.0	£23.4
Commerical Sites	£0.0	£1.0	£0.0	£1.0
ICT	£1.8	£2.8	£0.2	£4.8
Parks & Sports	£3.3	£0.0	£0.0	£3.3
Fleet Replacement	£2.2	£0.0	£0.0	£2.2
St Lighting LED	£2.3	£1.7	£0.0	£4.0
Highways Maintenance	£5.0	£3.9	£2.9	£11.8
Fernhill Traveller Site	£1.4	£0.0	£0.0	£1.4
Springwater Park Ph2	£0.0	£0.8	£0.8	£1.6
FM Repairs	£1.5	£0.8	£0.0	£2.3
<b>Total</b>	<b>£18.4</b>	<b>£66.0</b>	<b>£20.0</b>	<b>£104.4</b>

3.5 Bury Council has a very small proportion of its total debt financing capital schemes which have been carried out for the purpose of generating income for the Council's General Fund. Borrowing for such purposes is now prevented by new rules from 2021, issued by the Public Work Loans Board and by a revised CIPFA prudential code, also issued in 2021. It is good practice for Council to receive reports on capital schemes for investment purposes. The Executive Director of Finance will bring forward a separate report covering these schemes later this financial year.

3.6 The Operational Boundary is the limit beyond which external debt is not normally expected to exceed. It is set at the same level as the Council's projected external borrowing.

<b>Operational Boundary</b>	<b>2023-24 Forecast £m</b>	<b>2024-25 Forecast £m</b>	<b>2025-26 Forecast £m</b>
Borrowing	£363.828	£426.930	£443.604
Other Long-term Liabilities	£0.010	£0.010	£0.010
<b>Total</b>	<b>£363.838</b>	<b>£426.940</b>	<b>£443.614</b>

3.7 The Authorised Limit for external debt is a key treasury indicator and represents a control on the maximum level of borrowing. This represents a legal limit beyond which external debt is prohibited, and this limit needs to be set or revised by the Full Council. It reflects the level of external debt which, while not desired, could be afforded in the short-term, but is not sustainable in the longer-term.

3.8 The Authorised Limit is set at a level of £10m above the Operational Boundary.

<b>Authorised Limit</b>	<b>2023-24 Forecast £m</b>	<b>2024-25 Forecast £m</b>	<b>2025-26 Forecast £m</b>
Borrowing	£373.828	£436.930	£453.604
Other Long-term Liabilities	£0.010	£0.010	£0.010

<b>Total</b>	<b>£373.838</b>	<b>£436.940</b>	<b>£453.614</b>
--------------	-----------------	-----------------	-----------------

3.9 Following the re-phasing of the capital programme, the Authority is asked to approve the above revised Operational Boundary and Authorised Limit

#### **4. MANAGING THE COUNCIL'S CASH BALANCES**

4.1 The Council defines its treasury management activities as 'the management of the authority's borrowing, investments and cash flows, its banking, money market and capital market transactions, the effective control of the risks associated with the activities, and the pursuit of optimum performance consistent with those risks'.

4.2 Cash flow management involves forecasting in-flows and out-flows of cash and ensuring that funds are available to meet expenditure needs. Any surplus monies can be invested with low-risk counterparties in accordance with the Council's approved lending list attached as [Appendix B](#).

#### **The Security of the Council's Cash Balances: Identifying credit worthy counterparties.**

4.3 In accordance with the guidance from DLUHC and CIPFA, the Council applies minimum acceptable credit criteria to generate the Council's approved lending list of highly creditworthy counterparties. It is important that the Council invests its surplus balances with a range of different counterparties to avoid concentration risk. The key ratings used to monitor counterparties are the Short-Term and Long-Term ratings.

4.4 Ratings will not be the sole determinant of the quality of an institution. It is important to continually assess and monitor the economic and political environments in which institutions operate. The assessment of institutions will also take account of information that reflects the opinion of the financial markets. The Council will engage with its advisers to maintain a monitor on market pricing such as credit default swaps and take that information into account in addition to the credit ratings.

4.5 The Council uses the creditworthiness service provided by its external treasury advisers, Arlingclose. Arlingclose are newly appointed following a procurement process which chose one Adviser for all the Greater Manchester authorities.

4.6 Arlingclose has a sophisticated model using credit ratings from the three main credit rating agencies Fitch, Moody's and Standard and Poor. In addition, in line with the Treasury Management Code of Practice, Arlingclose do not rely solely on the current credit ratings of counterparties. They also apply the following overlays:

- credit watches and credit outlooks from credit rating agencies.
- Credit Default Swap (CDS) spreads to give an early warning of likely changes in credit ratings.
- sovereign ratings to select counterparties from only the most creditworthy countries.



4.7 This modelling approach combines data from these sources to evaluate the relative creditworthiness of counterparties.

4.8 The Council's treasury management performance is very much affected by the economic conditions faced by the country, and by financial markets in particular. There follows a summary of the economic conditions prevailing over the last six months.

## **5. A SUMMARY OF THE ECONOMIC CONTEXT AFFECTING TREASURY MANAGEMENT PERFORMANCE IN THE 6 MONTHS TO SEPTEMBER 2023.**

5.1 The Council's external Treasury Management Advisers, Arlingclose, have provided a detailed commentary on the national economic conditions affecting Bury's borrowing and investments for the six months to September 2023. The economic information provided by Arlingclose is presented in detail in [Appendix A](#) and a summary is set out below.

### **UK inflation, interest rates, pay and prices.**

5.2 For the six months to September 2023, Arlingclose highlight the following key economic indicators:

- UK inflation remained high.
  - Food prices are not increasing as quickly as they were.
  - CPI is around 7%.
  - The core rate of inflation fell to 6.2% from 6.9%.
- In September the Bank of England held the Bank Rate at 5.25%. This was a lower rate than had been predicted.
  - People with fixed-term mortgages will continue to feel the impact of this material increase in interest rates over the last year or so, as their existing fixed term mortgages come to an end.
- UK economic growth remains weak. This is starting to cause recessionary, or at the very least, stagnating economic conditions.
- Unemployment increased to 4.3%.
- Pay growth was 8.5% for total pay, including bonuses, and 7.8% for regular pay.
- After adjusting for inflation, pay growth in real terms was 1.2% for total pay and 0.6% for regular pay.

### **Financial Markets**

5.3 Gilt yields fell towards the end of the period, and ended the period as follows:

5-year UK benchmark gilt yield	4.29%
10-year UK benchmark gilt yield	4.45%

20-year UK benchmark gilt yield	4.84%

5.4 Gilt yields matter to the Council because they directly affect the cost of the Council's borrowing from the Public Works Loans Board (PWLB).

### Credit Review

5.5 Arlingclose provides advice to the Council on the financial strength of banks with whom the Council may lodge deposits. This information is used by officers to maintain the Council's approved lending list, to ensure the Council can get its money back. The Council's proposed [approved lending list criteria](#) are attached as [Appendix B](#).

5.6 Relatively high interest rates from individual lenders must be viewed with caution. The return **of** the Council's money is always paramount, and far more important than the return **on** the money.

5.7 As well as depositing money with banks, Local Authorities may from time to time lend to one another. In September Arlingclose advised against any new lending to Birmingham City Council because the Council issued a Section 114 notice. A Section 114 notice indicates that a council cannot live within its means, is falling increasingly into deficit and has no coherent plan to manage its way out of that situation.

### BURY'S BORROWING

\* finance leases, PFI liabilities and transferred debt that form part of the Authority's total debt

\*\* shows only loans to which the Authority is committed and excludes optional refinancing

The treasury management position at 30<sup>th</sup> September and the change over the six months' is shown in Table 2 below.

Table 2: Treasury Management Summary

	<b>Current Balance 30.09.2023 £m</b>	<b>Projected Balance 31.03.2024 £m</b>
Long-term borrowing		
- PWLB	162.2	162.1
- LOBOs	23.0	23.0
- Market	31.3	22.3
- Temporary Loans	2.9	0.00
<b>Total borrowing</b>	<b>219.4</b>	<b>207.4</b>
<b>Cash and cash equivalents</b>	<b>8.4</b>	<b>5.0</b>
<b>Total investments</b>	<b>8.4</b>	<b>5.0</b>



<b>Net borrowing</b>	<b>211.0</b>	<b>202.4</b>
----------------------	--------------	--------------

### **Borrowing**

CIPFA's 2021 Prudential Code says that local authorities must not borrow to invest primarily for financial return. Furthermore, any borrowing must relate directly to delivering the Council's functions. PWLB loans are no longer available to local authorities planning to buy investment assets primarily for yield unless these loans are for refinancing purposes.

### **Bury's borrowing strategy and activity**

Bury's objective when borrowing is to strike a balance between securing lower interest costs and achieving cost certainty. Flexibility to renegotiate loans should the Authority's long-term plans change being a secondary objective. The Council seeks to borrow at affordable rates, without compromising the longer-term stability of the debt portfolio. A stable debt portfolio will have loans of varying durations so that the Council is not at risk in any one financial year of having to refinance substantial sums when interest rates happen to be high.

The Council has been affected by a substantial rise in the cost of both short-term and long-term borrowing over the last 18 months. The Bank Rate rose by 1% in six months, from 4.25% at the beginning of April 2023 to 5.25% at the end of September 2023. The Bank Rate was 2% higher in September 2023 than it was at the end of September 2022.

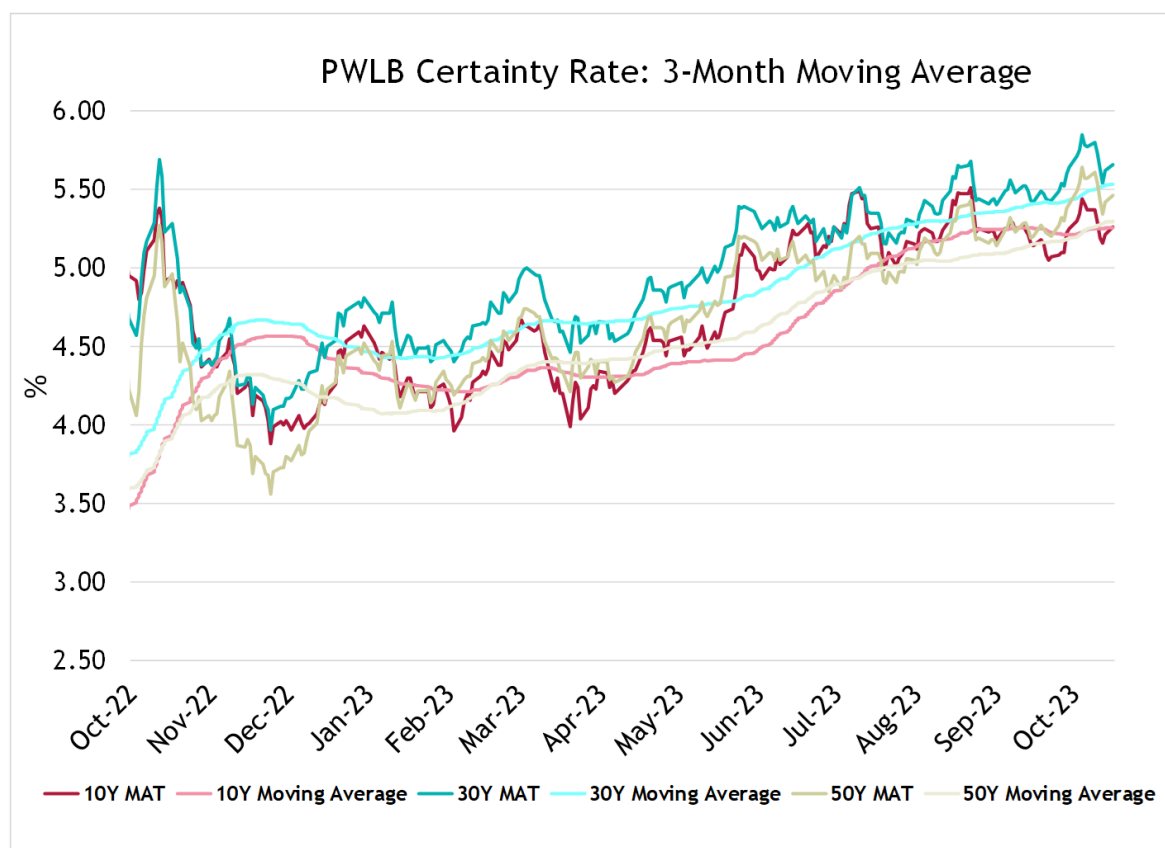
On 30<sup>th</sup> September 2023, the PWLB certainty rates for maturity loans were:

5.26% for 10-year loans,  
5.64% for 20-year loans,  
5.43% for 50-year loans.

The equivalent figures on 31<sup>st</sup> March 2023 were each around 1% lower at:

4.33% for 10-year loans,  
4.70% for 20-year loans,  
4.41% for 50-year loans.

The chart below illustrates the upward trend in interest rates over the last year.



A new PWLB HRA rate which is 0.4% below the certainty rate was made available from 15<sup>th</sup> June 2023. Initially available for a period of one year, this discounted rate is to support local authorities borrowing for the Housing Revenue Account and for refinancing existing HRA loans, providing a window of opportunity for HRA-related borrowing.

The Authority's short-term borrowing cost has continued to increase with the rise in Bank Rate and short-dated market rates. The average rate on the Authority's short-term loans at 30<sup>th</sup> September 2023 of £9.9m was 0.88%, this compares with 0.74% on £17.0m loans 3 months ago.

## **DIVERSIFYING FUNDING SOURCES**

There remains a strong argument for diversifying funding sources, particularly if rates can be achieved on alternatives which are below the PWLB rate of gilt yields + 0.80%.

The UK Infrastructure Bank is one alternative source of funding which offers funding at gilt yields + 0.40% (0.40% below the PWLB certainty rate) and the possibility of more flexible funding structures than the PWLB. Funding from UKIB is generally only available for certain types of projects that meet its criteria of green energy, transport, digital, water and waste. The minimum loan size is £5 million.



The Council is evaluating these lower cost solutions and opportunities with its adviser Arlingclose.

### **Treasury Investment Activity**

The CIPFA Treasury Management Code now defines treasury management investments as those investments which arise from the Authority's cash flows or treasury risk management activity that ultimately represent balances that need to be invested until the cash is required for use in the course of business.

The Authority holds invested funds, representing income received in advance of expenditure plus balances and reserves held. During the half year, the Authority's investment balances ranged between £1.720 million and £8.355 million due to timing differences between income and expenditure. The investment position is shown in table 4 below.

Table 4: Treasury Investment Position

	<b>31.3.23 Balance £m</b>	<b>Net Movement £m</b>	<b>30.9.23 Balance £m</b>	<b>30.9.23 Weighted Average Income Return %</b>
Banks & building societies (unsecured) Banks & building societies (secured deposits) Covered bonds (secured) Government Local authorities and other govt entities Corporate bonds and loans Money Market Funds Other Pooled Funds	1.720	6.635	8.355	4.72
<b>Total investments</b>	<b>1.720</b>	<b>6.635</b>	<b>8.355</b>	<b>4.72</b>

Both the CIPFA Code and government guidance require the Authority to invest its funds prudently, and to have regard to the security and liquidity of its treasury investments before seeking the optimum rate of return, or yield. The Authority's objective when investing money is to strike an appropriate balance between risk and return, minimising the risk of incurring losses from defaults and the risk of receiving unsuitably low investment income. This is difficult to achieve when the cash balance is so low. In the 2024/25 Treasury Management Strategy, proposals will be brought forward for a minimum cash balance to be held of £25m, subject to advice to be received from Arlingclose.

As demonstrated by the liability benchmark in this report, the Authority expects to be a long-

term borrower and new treasury investments are therefore primarily made to manage day-to-day cash flows using short-term low risk instruments. The existing portfolio of strategic pooled funds will be maintained to diversify risk into different asset classes and boost investment income.

### **Compliance**

The Executive Director of Finance reports that treasury management activities undertaken complied fully with the principles in the Treasury Management Code and the Authority's approved Treasury Management Strategy.

## **TREASURY MANAGEMENT PRUDENTIAL INDICATORS**

As required by the 2021 CIPFA Treasury Management Code, the Authority should routinely measure and monitor the following treasury management prudential indicators.

### **1. Liability Benchmark**

This indicator compares the Authority's actual existing borrowing against a liability benchmark that has been calculated to show the lowest risk level of borrowing. The liability benchmark is an important tool to help establish whether the Council is likely to be a long-term borrower or long-term investor in the future, and so shape its strategic focus and decision making. It represents an estimate of the cumulative amount of external borrowing the Council must hold to fund its current capital and revenue plans while keeping treasury investments above the minimum level required to manage day-to-day cash flow.

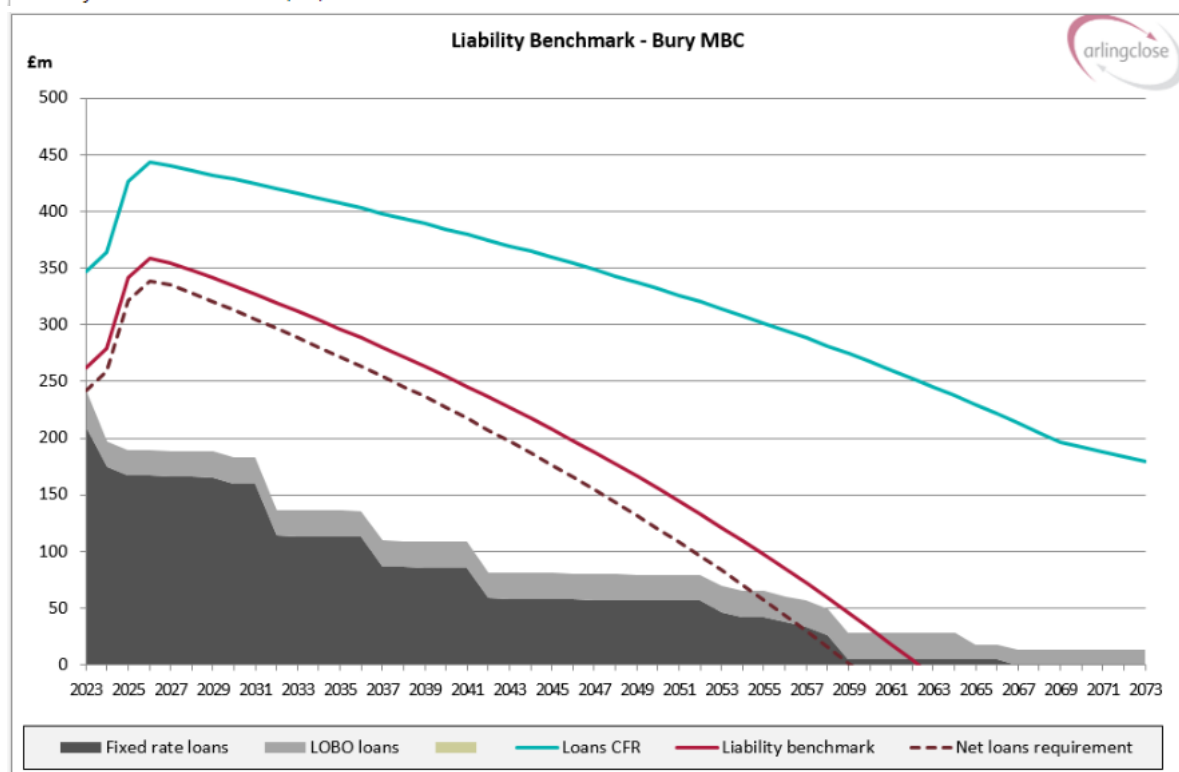
<b>Bury MBC</b>								
	Actual	Forecasts	£m					
<b>Position at 31 March</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>
Loans CFR	346.8	363.8	426.9	443.6	439.8	436.0	432.1	428.1
External borrowing	-243.6	-197.4	-189.9	-189.7	-189.0	-188.7	-188.5	-183.3
Internal (over) borrowing	103.2	166.4	237.0	253.9	250.9	247.3	243.6	244.9
Balance sheet resources	-104.9	-104.9	-104.9	-104.9	-104.9	-108.4	-111.9	-115.6
Investments (new borrowing)	1.7	-61.5	-132.1	-149.0	-146.0	-138.9	-131.6	-129.3
Treasury investments	1.7	20.0	20.0	20.0	20.0	20.5	21.0	21.5
New borrowing	0.0	81.5	152.1	169.0	166.0	159.4	152.7	150.8
Net loans requirement	241.9	258.9	322.1	338.7	335.0	327.6	320.2	312.5
Liquidity allowance	20.0	20.0	20.0	20.0	20.0	20.5	21.0	21.5
Liability benchmark	261.9	278.9	342.1	358.7	355.0	348.1	341.2	334.1



Cash flow £m	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Capex increasing Loans CFR	19.3	65.7	20.0	0.0	0.0	0.0	0.0
MRP on Loans CFR	-2.3	-2.6	-3.3	-3.8	-3.8	-3.9	-4.0
Change in balance sheet resources	0.0	0.0	0.0	0.0	-3.5	-3.6	-3.7
Maturing loans	46.2	7.5	0.2	0.8	0.2	0.2	5.2
Net cash (inflow) outflow	63.2	70.6	16.9	-3.0	-7.1	-7.2	-2.4

Net cost £m	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Cost at higher interest rates	10.3	14.9	18.8	19.7	19.8	19.7	20.0
Cost at forecast interest rates	9.7	12.2	14.0	13.9	13.4	12.9	12.6
Cost at lower interest rates	9.5	10.6	11.3	10.7	10.1	9.6	9.3

Market forecast rates as at 23/10/2023



Following on from the medium-term forecast above, minimum revenue provision on new capital expenditure based on a 25-year asset life and income, expenditure and reserves all increasing by inflation of 2.5% p.a. This is shown in the chart below together with the maturity profile of the Authority's existing borrowing.

## 2. Maturity Structure of Borrowing

This prudential indicator is set to control exposure to refinancing risk. Arlingclose, the Council's external advisers, described Bury's actual maturity profile, shown on the graph

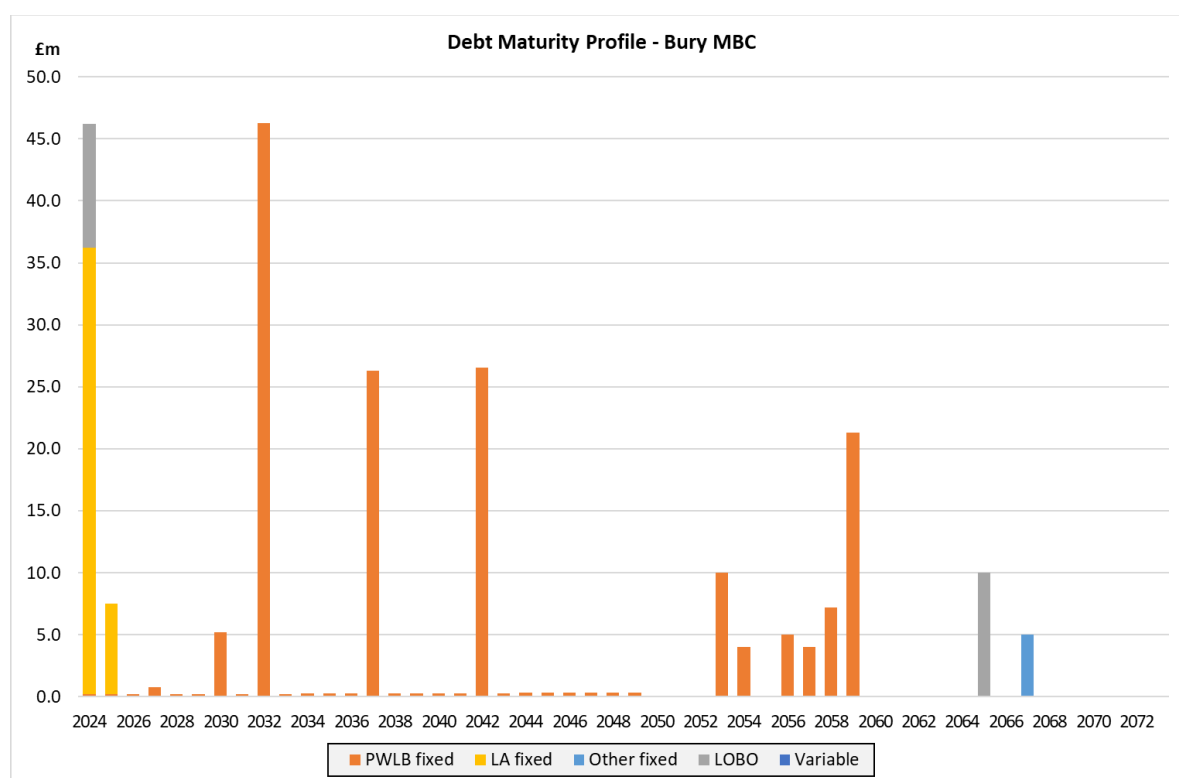
below, as 'unusual'. This is because a material amount of debt falls due for repayment over a short period of time (e.g.in 2024, 2032, 2037, 2042).

If interest rates are high at that time, the Council will be exposed to increasing costs which may in turn create pressure on the revenue budget.

Note that the spike in debt falling due in 2037 was unavoidable because it relates to borrowing required for refinancing the Housing Revenue Account in 2012 for 25 years.

The reasons for spikes in other financial years will be reviewed periodically to check whether reprofiling is both possible and financially viable. The Council will seek to reduce maturity profile risk by borrowing in those years in which it has little or no borrowing at present and the borrowing cost represents value for money.

In the 6 months from October 2023 to March 2024, loans of £37 million will need to be re-financed by Bury and this may increase to £45 million if Dexia call the LOBO for £8 million on the due date of 27<sup>th</sup>March 2024.



Time periods start on the first day of each financial year. The maturity date of borrowing is the earliest date on which the lender can demand repayment.

The upper and lower limits on the maturity structure of all borrowing will be defined in Bury's Treasury Management Strategy for 2024/25. This will help reduce the Council's exposure to refinancing risk in future years.



Monitoring of the value-weighted average [credit rating] or [credit score] of the investment portfolio is calculated by applying a score to each investment (AAA=1, AA+=2, etc.) and taking the arithmetic average, weighted by the size of each investment. Unrated investments are assigned a score based on their perceived risk.

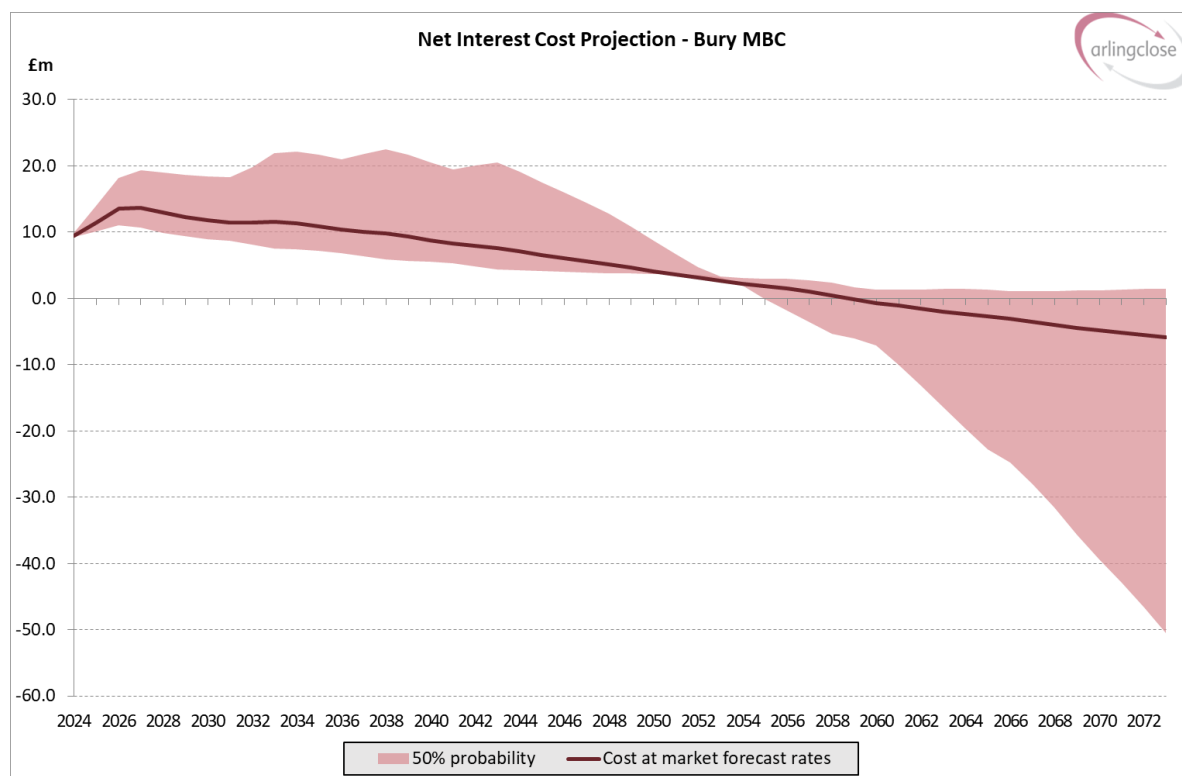
Interest Rate Exposures: This indicator is set to control the Authority's exposure to interest rate risk. Bank Rate rose by 1% from 4.25% on 1<sup>st</sup> April to 5.25% by 30<sup>th</sup> September.

Interest rate risk indicator	2023/24 Target	30.9.23 Actual	Complied?
Upper limit on one-year revenue impact of a 1% <u>rise</u> in interest rates			
Upper limit on one-year revenue impact of a 1% <u>fall</u> in interest rates			

For context, the changes in interest rates during the period were:

	<u>31/3/23</u>	<u>30/9/23</u>
Bank Rate	4.25%	5.25%
1-year PWLB certainty rate, maturity loans	4.78%	5.69%
5-year PWLB certainty rate, maturity loans	4.31%	5.22%
10-year PWLB certainty rate, maturity loans	4.33%	5.26%
20-year PWLB certainty rate, maturity loans	4.70%	5.64%
50-year PWLB certainty rate, maturity loans	4.41%	5.43%

The impact of a change in interest rates is calculated on the assumption that maturing loans and investments will be replaced at new market rates.



## APPENDIX A

### FURTHER DETAIL FROM THE ARLING CLOSE REPORT ON THE ECONOMIC CONDITIONS AFFECTING BURY'S BORROWING AND INVESTMENTS.

#### Economic background

UK inflation remained stubbornly high over much the period compared to the US and euro zone, keeping expectations elevated of how much further the Bank of England (BoE) would hike rates compared to the regions. However, inflation data published in the latter part of the period undershot expectations, causing financial markets to reassess the peak in BoE Bank Rate. This was followed very soon after by the BoE deciding to keep Bank Rate on hold at 5.25% in September, against expectation for another 0.25% rise.

Economic growth in the UK remained relatively weak over the period. In calendar Q2 2023, the economy expanded by 0.2%. However, monthly GDP data showed a 0.5% contraction in July, the largest fall to date in 2023 and worse than the 0.2% decline predicted which could be an indication the monetary tightening cycle is starting to cause recessionary or at the very least stagnating economic conditions.

July data showed the unemployment rate increased to 4.3% (3mth/year) while the employment rate rose to 75.5%. Pay growth was 8.5% for total pay (including bonuses) and 7.8% for regular pay, which for the latter was the highest recorded annual growth rate. Adjusting for inflation, pay growth in real terms were positive at 1.2% and 0.6% for total pay and regular pay respectively.



Inflation continued to fall from its peak as annual headline CPI declined to 6.7% in July 2023 from 6.8% in the previous month against expectations for a tick back up to 7.0%. The largest downward contribution came from food prices. The core rate also surprised on the downside, falling to 6.2% from 6.9% compared to predictions for it to only edge down to 6.8%.

The Bank of England's Monetary Policy Committee continued tightening monetary policy over most of the period, taking Bank Rate to 5.25% in August. Against expectations of a further hike in September, the Committee voted 5-4 to maintain Bank Rate at 5.25%. Each of the four dissenters were in favour of another 0.25% increase.

Financial market Bank Rate expectations moderated over the period as falling inflation and weakening data gave some indication that higher interest rates were working. Expectations fell from predicting a peak of over 6% in June to 5.5% just ahead of the September MPC meeting, and to then expecting 5.25% to be the peak by the end of the period.

Following the September MPC meeting, Arlingclose, the authority's treasury adviser, modestly revised its interest forecast to reflect the central view that 5.25% will now be the peak in Bank Rate. In the short term the risks are to the upside if inflation increases again, but over the remaining part of the time horizon the risks are to the downside from economic activity weakening more than expected.

The lagged effect of monetary policy together with the staggered fixed term mortgage maturities over the next 12-24 months means the full impact from Bank Rate rises are still yet to be felt by households. As such, while consumer confidence continued to improve over the period, the GfK measure hit -21 in September, it is likely this will reverse at some point. Higher rates will also impact business and according to S&P/CIPS survey data, the UK manufacturing and services sector contracted during the quarter with all measures scoring under 50, indicating contraction in the sectors.

The US Federal Reserve increased its key interest rate to 5.25-5.50% over the period, pausing in September following a 0.25% rise the month before, and indicating that it may have not quite completed its monetary tightening cycle.

Having fallen throughout 2023, annual US inflation started to pick up again in July 2023, rising from 3% in June, which represented the lowest level since March 2021, to 3.2% in July and then jumping again to 3.7% in August, beating expectations for a rise to 3.6%. Rising oil prices were the main cause of the increase. US GDP growth registered 2.1% annualised in the second calendar quarter of 2023, down from the initial estimate of 2.4% but above the 2% expansion seen in the first quarter.

The European Central Bank increased its key deposit, main refinancing, and marginal lending interest rates to 4.00%, 4.50% and 4.75% respectively in September, and hinted these levels may represent the peak in rates but also emphasising rates would stay high for as long as required to bring inflation down to target.

Although continuing to decline steadily, inflation has been sticky, Eurozone annual headline CPI fell to 5.2% in August while annual core inflation eased to 5.3% having stuck at 5.5% in the previous two months. GDP growth remains weak, with recent data showing the region expanded by only 0.1% in the three months to June 2023, the rate as the previous quarter.

## Financial markets

Financial market sentiment and bond yields remained volatile, with the latter generally trending downwards as there were signs inflation, while still high, was moderating and interest rates were at a peak.

Gilt yields fell towards the end of the period. The 5-year UK benchmark gilt yield rose from 3.30% to peak at 4.91% in July before trending downwards to 4.29%, the 10-year gilt yield rose from 3.43% to 4.75% in August before declining to 4.45%, and the 20-year yield from 3.75% to 4.97% in August and then fell back to 4.84%. The Sterling Overnight Rate (SONIA) averaged 4.73% over the period.

**Credit review:** Having completed a review of its credit advice on unsecured deposits at UK and non-UK banks following concerns of a wider financial crisis after the collapse of Silicon Valley Bank purchase of Credit Suisse by UBS, as well as other well-publicised banking sector issues, in March Arlingclose reduced the advised maximum duration limit for all banks on its recommended counterparty list to 35 days. This stance continued to be maintained at the end of the period.

During the second quarter of the period, Moody's revised the outlook on Svenska Handelsbanken to negative from stable, citing concerns around the Swedish real estate sector.

Having put the US sovereign rating on Rating Watch Negative earlier in the period, Fitch took further action in August, downgrading the long-term rating to AA+, partly around ongoing debt ceiling concerns but also an expected fiscal deterioration over the next couple of years.

Following the issue of a Section 114 notice, in September Arlingclose advised against undertaking new lending to Birmingham City Council, and later in the month cut its recommended duration on Warrington Borough Council to a maximum of 100 days.

Arlingclose continued to monitor and assess credit default swap levels for signs of ongoing credit stress and although no changes were made to recommended durations over the period, Northern Trust Corporation was added to the counterparty list.

Heightened market volatility is expected to remain a feature, at least in the near term and, as ever, the institutions and durations on the Authority's counterparty list recommended by Arlingclose remains under constant review.



## Appendix B:

### Approved Lending List Criteria: Bury Council Durational and Money Limits applying to Specific and Non-Specified Investments

Treasury Management Practice (TMP1) – Credit and Counterparty Risk Management

**SPECIFIED INVESTMENTS:** All such investments will be sterling denominated, with **maturities as specified in the table below**, meeting the minimum 'high' quality criteria where applicable.

**NON-SPECIFIED INVESTMENTS:** These are any investments which do not meet the specified investment criteria. A maximum of 100% will be held in aggregate in non-specified investment

A variety of investment instruments will be used, subject to the credit quality of the institution, and depending on the type of investment made it will fall into one of the above categories.

The criteria, time limits and monetary limits applying to institutions or investment vehicles are:

Counterparty	Minimum credit criteria / colour band	Short Term Fitch/Long Term Moody Rating	Max £ limit per institution	Arising Close Duration	Maximum Maturity Period
Debt Management Office Deposit Facility (DMADF) – UK Government	yellow	F1+u/Aa3	Unlimited	50 years	50 years

UK Banks Term Deposits		F1/A1	£25 million	6 months	35 days
UK Local Authorities		F1/A1	£20 million	2 years+	2 years
UK Building Societies		F1/A1	£20 million	1 year	35 days
Unrated Affiliated Bodies working capital *		N/A	Subject individual circumstanc e	Case by Case	N/A
Unrated Affiliated Bodies Capital Expenditure Loan *		N/A	Subject individual circumstanc e	Case by Case	N/A

- Unrated affiliated bodies such as: arm's length companies, wholly owned subsidiaries, joint ventures, registered providers, service providers.



This page is intentionally left blank

## Appendix 4

### National Non-Domestic Rates debt write offs

The following 12 business rates accounts require Cabinet approval for write off as they are over £50,000 in value. A number of the accounts span multi years and all have been pursued through the various debt recovery processes of the Council.

Members will be aware that during the pandemic all Councils were unable to pursue any recovery action through the courts or external enforcement agents and as a consequence following the pandemic there was an increase in the volume and value of debt and the number of businesses who became non-payers. This cessation of debt collection by creditors along with the mid and post pandemic economic downturn, is also likely to have led to a delay and an increase in the number of businesses applying for bankruptcy or going through insolvency procedures.

Due to the age of this debt all of it is fully provided for within the bad debt provision and therefore there is no impact on the in year position.

Debt Value	Liability Year	Write Off Reason
£93,546.23	2018-2022	Bankruptcy/Administration/Liquidation
£82,718.42	2019-2020	Bankruptcy/Administration/Liquidation
£79,474.76	2012-2017	Bankruptcy/Administration/Liquidation
£76,987.68	2011-2017	Bankruptcy/Administration/Liquidation
£73,260.00	2016-2017	Not viable to collect (Advice from Legal)
£70,013.37	2018-2020	Bankruptcy/Administration/Liquidation
£69,658.27	2012-2017	Bankruptcy/Administration/Liquidation
£69,268.00	2015-2017	Bankruptcy/Administration/Liquidation
£64,565.00	2017-2019	Bankruptcy/Administration/Liquidation
£59,020.54	2011-2013	Bankruptcy/Administration/Liquidation
£58,699.00	2019-2020	Bankruptcy/Administration/Liquidation
£53,525.33	2018-2019	Not viable to collect (Advice from Legal)

Reason	Number Of Accounts	Debt Value
Bankruptcy/Administration/Liquidation	10	£723,951.27
Not viable to collect (Advice from Legal)	2	£126,785.33
<b>Total</b>	<b>12</b>	<b>£850,736.60</b>



Procedures have been put in place within the service to bring forward write off requests for Business Rates and Council Tax on a quarterly basis. This will ensure that write offs and the necessary governance that entails is performed in a timely manner to prevent large volumes of unviable debt building in the debt profile.

Improvement measures are also currently being implemented within the service which will support more expedient and efficient collection and recovery processes, helping to mitigate against aged debts being rendered uncollectible due to subsequent insolvency of the business. This is in parallel with the new pathway that seeks to ensure all businesses are claiming all grants and subsidies that they are entitled to thereby reducing their liability.