

# Bury Summary GMTS2040 Implementation Plan 15.10.20

## 1 Introduction

### 1.1 Purpose of the Local Implementation Plan

Transport for Greater Manchester (TfGM) has been working with the Greater Manchester Combined Authority (GMCA), the ten Greater Manchester councils and the Greater Manchester Mayor to prepare new, and updated, transport strategy documents that cover the entire city-region. This work includes a refreshed version of the Greater Manchester Transport Strategy 2040 and a final version of TfGM's Five-Year Delivery Plan (2020-2025) which sets out the practical actions planned to deliver the Transport Strategy over the next 5 years. Map 1 below shows interventions proposed within Bury Borough within the 5-year Delivery Plan.

To further support the Refreshed Transport 2040 Strategy and Delivery Plan, a Local Implementation Plan (LIP) has been prepared for each district, including Bury. This Implementation Plan enables Bury, in partnership with TfGM and others, to set out the Council's position at a more fine-grained level, focussing on the town-level and neighbourhood priorities, particularly on active travel: walking and cycling which, for the most part, does require local level interventions.

The LIP has been designed to:

- Complement the 2040 Transport Strategy and the Five Year Delivery Plan, providing details of how their outcomes will be achieved locally, focusing particularly on supporting local trips within neighbourhoods and to local centres;
- Support wider Greater Manchester (GM) and council strategy and policy documents (e.g. Local Plans, Town Centre Masterplans, GM Clean Air Plan and the Greater Manchester Spatial Framework (GMSF));
- Summarise key local transport issues and opportunities in each local authority, providing an added layer of local detail that is not provided in the 2040 Transport Strategy document.

The LIP will be 'live' document and will be updated as the Council develops its transport plan and strategy or as new schemes are developed or delivered.

At the heart of Bury Council's growth ambitions is the goal to ensure that the residents of Bury are able to access family, friends, jobs, education, recreation and health in an efficient, economic and eco-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. All modes of transport are important and due consideration needs to be given to improving each one.

Our collective aim is to ensure that growth is planned for in a managed way that embraces all the key ingredients that make each township unique. Growth involves not only physical development that caters for an increasing population, but is also about creating the right circumstances for fostering growth through economic development initiatives, supporting social growth and creating thriving, healthy and equitable communities. At the same time, it requires interventions to address issues associated with climate change and to mitigate against negative environmental impacts.

Transport investment will be key in achieving sustainable neighbourhoods. It is important that the Council works in partnership with TfGM to encourage greater use of public transport, walking and cycling and the provision of infrastructure for the refuelling of low and ultra-low emission vehicles; and to develop a fully inclusive, integrated and affordable sustainable transport system for all.

We have set four key transport outcomes which we would wish to see achieved by 2025. These are:

- 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

This document sets the steps we will seek to take to make good progress towards these outcomes in the next 5 years. The steps are ambitious, and the development and delivery of the interventions set out will require a significant level of resource and funding. This will require us to prioritise measures and to continue working with the GMCA and TfGM to secure the required funding from Government to develop and deliver these schemes.

The document is also helpful when it comes to setting out a programme of priority local transport and minor works interventions for the next five years, and will help to provide a basis against which future local transport and minor works funding is allocated for local delivery.

## 2 Strategic Transport Issues in Bury

### Achieving the 2040 Right Mix

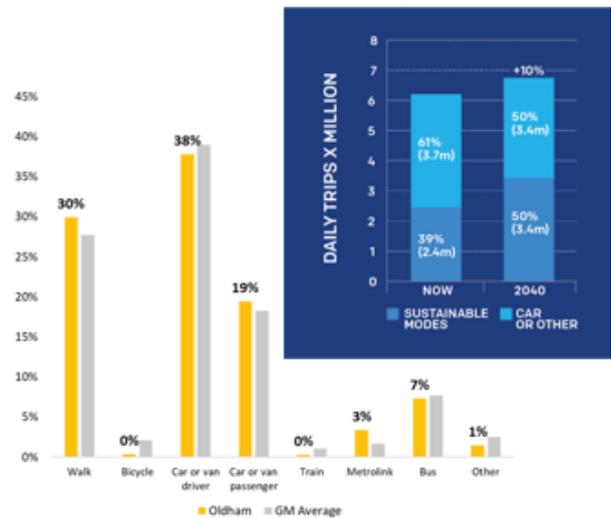
The 2040 Right Mix aims to achieve 50% of journeys in Greater Manchester to be made by sustainable modes by 2040.

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



52% of journeys that start in Bury are neighborhood trips that are under 2km and could be walked in just over 20 minutes.

46% of these neighbourhood journeys are walked, 48% are made by private car or van, and 1% are made by bike.



### Supporting Economic Growth

#### New Homes and Jobs

The Greater Manchester Spatial Framework identifies the potential to deliver 7,667 new homes and 500,000 sqm of industry and warehousing and 40,000sqm of offices in Bury within the plan period.

We committed to delivering 451 new homes a year in the period 2018-37, double the number of homes built annually over recent years.



#### Town Centres

Bury Council is committed to supporting continued economic growth and recovery from COVID19 in our six town centres.

Plans include delivery of a new masterplan for Bury town centre, and a Strategic Regeneration Framework for Radcliffe.



## Protecting our Environment

### Carbon

Bury Council declared Climate Emergency in July 2019, and we are committed to becoming a carbon neutral borough by 2030.



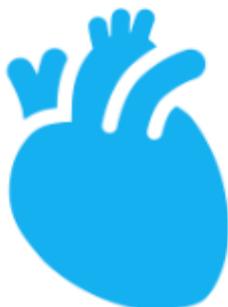
## Improving Quality of Life

### Health

In Bury, 65% of adults are physically active. This is less than the UK average of 67.2% of adults.



Bury residents have a lower life expectancy than the UK average, particularly amongst females. Residents also have a higher than average mortality rate from cardiovascular disease.



### Air Quality

The GM AQMA includes many of the Borough's major roads and there are 10 areas on Bury highways that are forecast to exceed legal limit of NOx emissions beyond 2020.



We are committed to reducing NOx at the roadside in the shortest possible time through the GM Clean Air Plan.



### Car Ownership

Nearly a quarter (24%) of households in Bury do not have to a car.



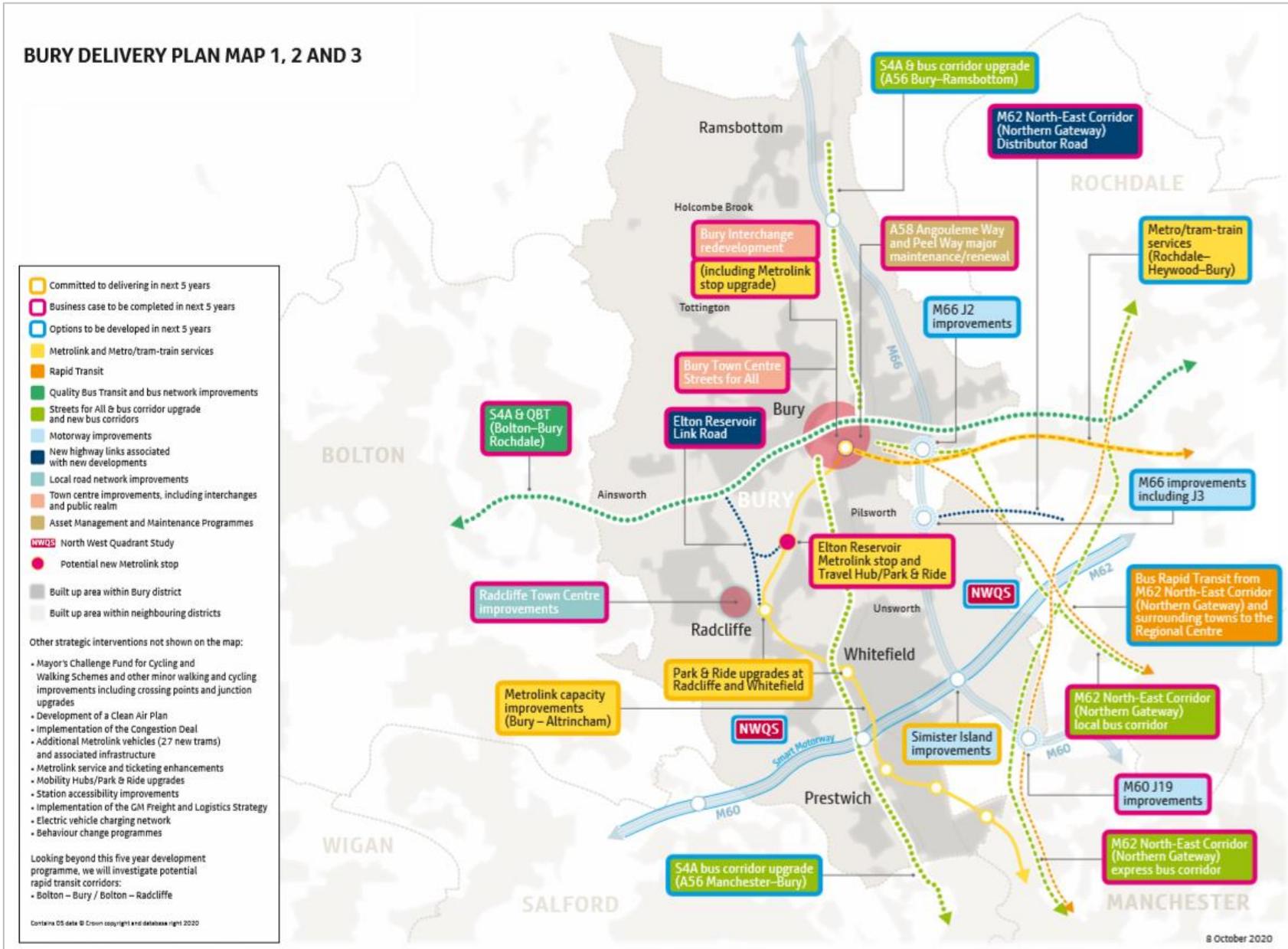
### Road Safety

In 2019 there were 350 road traffic collisions resulting in 335 casualties on Bury's roads.

Collisions resulted in 37 people being killed or seriously injured. 37% of the people killed or seriously injured were pedestrians (14), 5% were cyclists (2), 24% were motorcyclists (8).



# BURY DELIVERY PLAN MAP 1, 2 AND 3



Map 1: GMTS 5-Year Delivery Plan Interventions

## 2.1 Covid-19 Recovery

The Coronavirus pandemic represents the biggest challenge for Bury since the Second World War. To enable the borough to 'build back better', we are implementing a number of measures to enable Covid-19 recovery, including:

- Continued support to develop strategic housing and commercial development;
- The Council has also approved around a dozen pavement café licences under the new Business and Planning Act 2020. This is to allow food and drink related businesses to conduct their operations outside of their premises on the highway. This provides some support for them through these difficult economic and public confidence times.
- Delivering temporary or semi-permanent measures to support cycling and walking as an alternative to public transport as part of the #SafeStreetsSaveLives campaign and the Department for Transport's Emergency Active Travel Fund (EATF);

EATF was launched on 23/5/2020. On 2/7/20 it was announced that GM was to be awarded £3.2m in Tranche 1 and indicatively £12.7m in Tranche 2. The EATF seeks to deliver measures that will address immediate challenges presented by COVID-19, such as reduced public transport capacity and its adverse economic impact on town centres and on access to employment and services for the most deprived communities. The measures will also help tackle longer-term critical public health challenges associated with physical inactivity and road safety, the climate emergency and the impact of congestion on the local economy. Some of the measures we are seeking to implement are set out later in this Plan. Bury's share of Tranche 1 was around £0.3m. Bury has also bid for £0.75m in Tranche 2.

Alongside this work, major strategic projects such as the regeneration of the borough's town centres remain the key focus of the council's growth agenda. Officers are continuing to support development of these sites, including planning transport measures to support and unlock development.

## 3 Spatial Theme Challenges and Opportunities

### 3.1 Neighbourhoods

The majority (52%) of trips made in the Borough that start in the district are at the neighbourhood level and are under 2km in length. While a significant number of these journeys are made by foot (46%), 48% are made by private car and only 1% by bike.<sup>1</sup> As these journeys could be completed on foot in around 20 minutes or cycled in 8 minutes, there is significant potential to shift these trips from cars to active modes of travel.

However, many people are discouraged from walking and cycling due to high levels of road traffic; lack of dedicated cycling infrastructure and signage; and major roads

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<sup>1</sup> Source: TRADS database).

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 have a particular impact on the third of households in Bury who do not have access to a car, and rely on making trips by foot, bike and public transport, while also exacerbating prevalence of the environmental and health issues that are caused by short car trips.

Opportunities to address these challenges include development and delivery of the Bee Network (The Bee Network is a proposed Greater Manchester network of safe walking and cycling routes built to agreed standards <https://tfgm.com/bee-network/>) and active neighbourhoods (including better crossing provision on main roads), continued roll-out of traffic calming and 20 mph zones, and new development/regeneration prioritising active travel, for example in work around the Bury Town Centre and Prestwich (Longfield Centre) masterplans and Radcliffe Strategic Regeneration Framework. The proposed allocation of new areas for development within the borough being considered through the Greater Manchester Spatial Framework (GMSF), for example Elton Reservoir and Northern Gateway, will also be expected to deliver strategic cycle and walking connections, to enable sustainable journeys to and from these sites.

### **3.2 Bury Town Centre**

Bury Town Centre is an established retail centre in Greater Manchester, attracting a high, and increasing, number of visitors. There has been a growth of 12% in the number people of travelling to the town centre between 2013 and 2017<sup>2</sup>. We will seek to continue to build on this success to develop the town centre as a destination for retail and employment, as well as increasing the number of homes built within or close to the town centre.

However, despite the success of Bury Town Centre, there are a number of challenges arising. These include a high proportion of journeys made to the town centre by private car (45%), and a poor perception of safety at night (89% of people visiting Bury felt safety was good during the day, dropping to 35% at night<sup>3</sup>). Key issues for Bury Town Centre include

- Severance due to the Ring Road (Angouleme Way, Jubilee Way and Peel Way) which separates Bury Town Centre from neighbourhoods on all sides, particularly by foot or by bike. Crossings are often poor, with limited space on central islands for example; where subways are provided (e.g. under Angouleme Way) they are sometimes perceived as being unsafe.
- Poor permeability of Bury town centre for cycling, given major road barriers and a ban on cycling in pedestrian areas.

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<sup>2</sup> GM Town Centre Cordon Counts

<sup>3</sup> GM Town Centre Perception Surveys

- The poor connectivity between Bury Interchange and the Rock shopping and leisure area, with a lack of coherent walking routes (particularly when the Millgate Shopping Centre is closed).
- The River Irwell to the west which creates major severance due to limited crossing points. The single vehicular crossing at Bury Bridge is severely congested during peak periods; and
- Unreliable bus links to the town centre from surrounding neighbourhoods which lead to a large number of these relatively local journeys being made by taxi or private car.

Work is in progress on developing a masterplan for Bury Town Centre. This will complement delivery of the new Interchange (on which we are working with TfGM), support new high-density homes on brownfield sites in the Town Centre, and seek to provide better connectivity to and from the town centre to local neighbourhoods and the wider city region, alongside maximising the potential of community, visitor and heritage assets such as Bury Market and the East Lancashire Railway.

### 3.3 Wider-City Region & Regional Centre Access

Compared to the GM average, Bury has a high number of trips that are made across the Wider City Region (43%). These are trips over 2km to destinations that are not the regional centre, such as to the Districts town centres, to and from the district's employment sites, or to Rochdale or Bolton for example.

Across Bury there are poor alternatives to the private car for accessing some of the Borough's town centres and neighbourhoods, particularly Ramsbottom and Tottington, and for journeys to the east (Rochdale and Heywood) and west (Bolton). Alongside capacity, reliability and connectivity challenges for the public transport networks this leads to high levels of car use for wider-city region journeys with 78% of these trips made by private car, 13% bus, 4% Metrolink, and 2% cycling and walking.<sup>4</sup>

#### 3.3.1 Other District Town Centres

The following table outlines transport related challenges and opportunities within Bury's wider town centres.

Centre	Challenges	Opportunities
<b>Prestwich</b>	A56 has been recently improved to support pedestrian movement and public realm. However, the road is heavily trafficked and still forms a barrier to sustainable journeys to the town centre.  There is poor access to/from Prestwich Metrolink stop by foot,	The Council is currently developing plans to regenerate the Longfield Centre. These include potential measures to improve access to the Metrolink stop.

<sup>4</sup> Source: TRADS database

Centre	Challenges	Opportunities
	and the stop is not visible from around the town centre.	The imminent EATF scheme will improve the A56 south of Prestwich for cycling. It will also provide new controlled crossings of the A56.
<b>Radcliffe</b>	<p>Town Centre has been in decline, and there are high levels of vacant retail property.</p> <p>There has been recent investment in the Market and bus station, however walking and cycling routes between the town centre core and Metrolink stop are unclear and poor quality.</p>	<p>A Strategic Regeneration Framework has been prepared for the town.</p> <p>One of the key themes of this framework is car parking and the development of a detailed Transport Strategy.</p> <p>The Framework seeks to deliver an integrated approach to regeneration in Radcliffe, including investment in infrastructure alongside improvement in education, skills and employment. The proposed infrastructure investment includes measures to improve access to the Metrolink stop. In addition the MCF T6 scheme under development will improve a route from Milltown St to Radcliffe Station.</p>
<b>Ramsbottom</b>	<p>The town centre suffers from traffic congestion at peaks and at weekends, especially around Bolton Road West.</p> <p>Parking for cars and coaches is insufficient given the attractiveness of the town as a visitor destination.</p>	A Town Plan is proposed for Ramsbottom, which will build on the town's success and tourism assets (including the ELR). This will need to include a parking and transport strategy to help local businesses whilst ensuring free flowing traffic.
<b>Whitefield</b>	The town centre suffers from high levels of peak period congestion on the A56 Manchester Road.	There are a number of development opportunities for Whitefield, to provide

Centre	Challenges	Opportunities
	The A56 also creates severance for pedestrians and cyclists through the working day and hinders access to Metrolink stop from the west.	some social infrastructure. This includes a review of the facilities at Uplands.

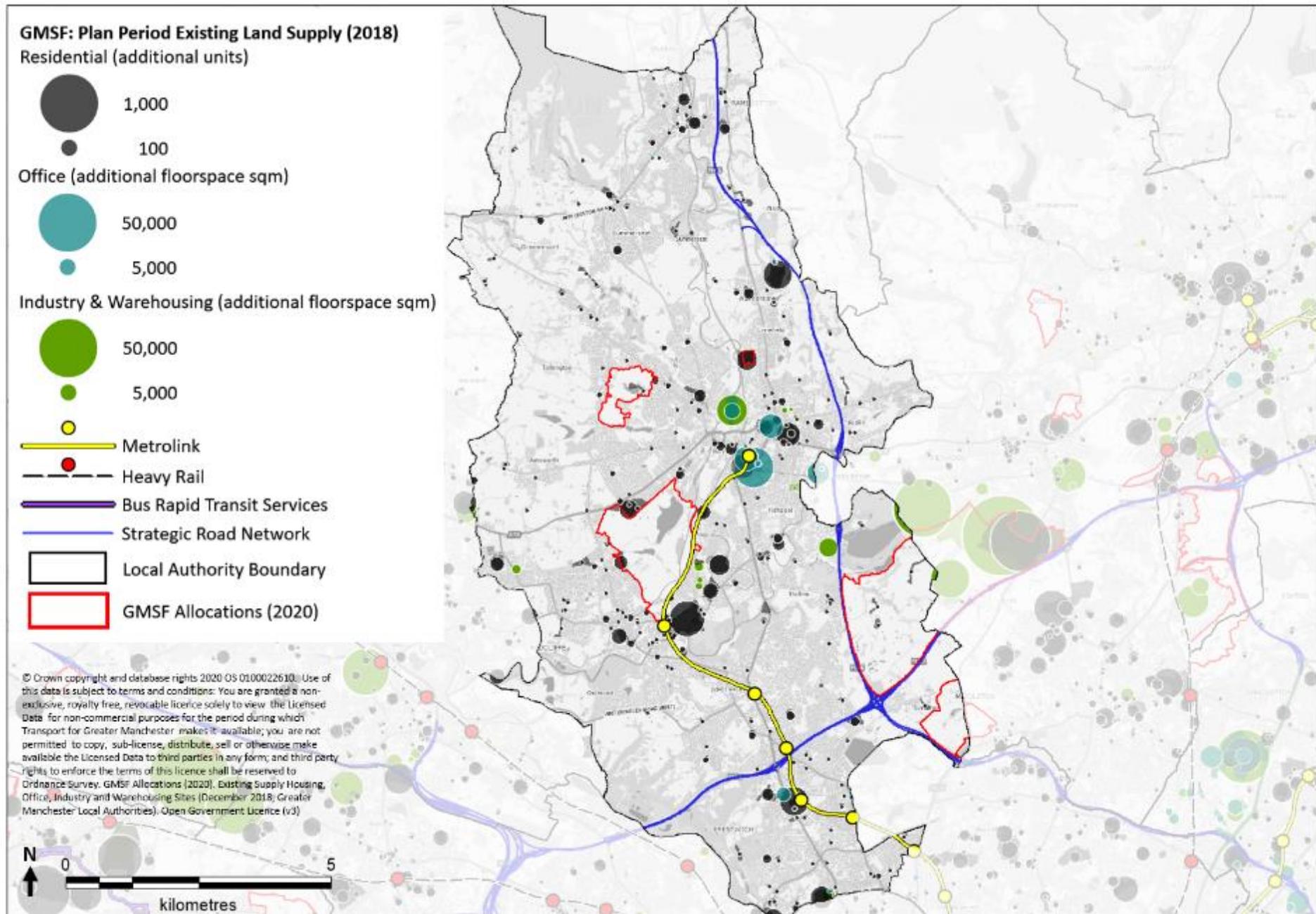
### 3.3.2 Greater Manchester Spatial Framework (GMSF)

Housing, commercial and job growth have taken place in recent years in Bury, and this is expected to continue. The Bury Growth Plan and the Greater Manchester Spatial Framework (GMSF) set out Bury’s plans for growth in sustainable locations by 2037.

The draft GMSF sets a target for delivery of 7,667 new homes in Bury by 2037, alongside about 500,000 sqm of industrial and warehousing floorspace, and 40,000 sqm of office floor space. This excludes the nationally significant employment site at the Northern Gateway, just over the boundary with Rochdale, which seeks to deliver 700,000sqm of employment workspace up to 2037, around 490,000sqm of which falls within Bury.

If unmitigated, this proposed level of development has the potential to bring extra vehicular traffic to Bury’s roads, so new infrastructure would be needed to support this growth in a sustainable manner, maximising access by walking, cycling and bus and for people who live in or travel to or from Bury, alongside wider improvements to the road network. Map 2 sets out the existing transport network alongside GMSF land supply allocations.

An initial assessment of the interventions that may be required to support these sites has been undertaken within the Locality Assessments prepared as part of the GMSF, and potential interventions are listed within the Appendix of the 2020-2025 Delivery Plan.



**Map 2: Bury Transport Network and Land Supply**

### 3.4 Public Transport Challenges

Alongside challenges within town centres, there are number of public transport reliability, capacity and connectivity challenges in Bury.

There has been steady growth in Metrolink patronage. This has created issues with peak period overcrowding on trams and led to demand for the available park and ride spaces at stops in the Borough exceeding supply. There are also issues arising due to the age of Bury Interchange and other stops along the Bury line which are now quite dated relative to other stops on the Metrolink network. While there are high frequency bus services on the primary east-west (Bolton, Rochdale) and north-south (Regional Centre) corridors, these services can be unreliable and the network of services away from the main corridors has been significantly reduced in recent years.

The key challenges for public transport in Bury can be summarised as follows:

- Peak-period overcrowding issues on trams caused by growth in Metrolink patronage;
- The dated form and design of Bury Interchange, which was one of the first to be built in Greater Manchester and is now over 40 years old;
- 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 expectations of quality or accessibility;
- Poor east-west public transport connectivity, and poor connectivity with East Lancashire to the north of the Borough. Connections to Rochdale or Bolton are particularly poor and reliant on a small number of bus services which, whilst frequent on some routes, are also slow and unreliable;
- Low levels of, or no public transport connectivity to key employment sites including Pilsworth and Heywood Distribution Park/ Hareshill, and to Fairfield Hospital.
- Poor first mile/last mile links to Metrolink stops at Radcliffe, Whitefield, Prestwich and Heaton Park;
- Ticketing, integration and affordability issues, which discourage people from taking public transport; and
- Park and Ride capacity at Metrolink stops, with current facilities at Bury Interchange, Radcliffe and Whitefield operating at capacity.

A number of proposed development allocations with significant potential for housing and commercial development identified in the GMSF are also poorly connected to the wider-city region by public transport. Key allocations which will require public transport interventions include Northern Gateway, Elton Reservoir and Walshaw. Interventions needed for these sites will be identified/ through the GMSF process.

### 3.5 Local Highways Challenges

Car availability is higher in Bury than Greater Manchester as a whole. 76% of households have access to a car (compared with 69% across Greater Manchester as a whole) and around a third of households have access to more than one car. This contributes to the high proportion of trips being made by private car in Bury.

Key challenges arising from this high level of car use include:

- **Congestion** – As levels of car travel has increased congestion on Bury’s road network has become more prevalent. Weekend congestion associated with the success of the retail and leisure offer has become an issue in Bury town centre. Congestion has a significant effect on journey times and reliability, which are particularly costly to business and bus users, and increases air pollution. 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), and on other routes around and through the Boroughs 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.
- **Maintenance** – Bury continues to deliver a programme of capital investment in highways maintenance, prioritising areas in accordance with highway asset management principles and best practice. However, considerable investment is needed to deliver footway maintenance address surface condition issues with the carriageways of the unclassified network and long-term structures work on the Key Route Network. Over the 6 year period of 2017/18 to 2022/23, Bury will have invested an additional £20 million pounds into improving the condition of the highway network through Tranches 1 & 2 of its Highway Investment Strategy which will see over 40 km of carriageway resurfaced, many more roads receiving preventative maintenance treatments and thousands of potholes repaired.
- **Road Safety** - Road safety challenges exist across the borough, with particular hotspots at Bury and Prestwich Centres. While planned schemes such as those being delivered through the Bee Network will deliver improvements at some locations, further funding will be needed to resolve local safety issues across the borough.
- **Freight** – Bury has a number of areas which 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.
- **Borough Cycle Network** - Although some high quality cycle facilities have been delivered or are planned in the future, the facilities on our current cycle network are not to a consistently high standard and the network does not yet provide the required connectivity, limiting new journeys to be made by

bike between neighbourhoods and the Wider City Region. Focus for the next 5 years will be unlocking this network.

- **Electric Vehicle Charging** – There are currently public access EV charging points in various locations across the borough, with the majority of these located around our town centres. Due to the large number of streets across the borough without off-street parking, a significant increase in public access charging points will be required to support the uptake in electric vehicles needed to meet local and GM carbon and clean air targets.

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## 4 Bury 5-Year LIP Outcomes

The following outlines Bury Borough’s 5-Year outcomes and priorities for investment to achieve these. Map 3 below shows proposed Bee Network schemes within Bury for the next 5-year period, and Map 4 shows local investment priorities to meet these outcomes.

### **Outcome 1: Increasing the number of neighbourhood journeys (under 2km) made by Active Travel (by foot and by bike) across the Borough of Bury**

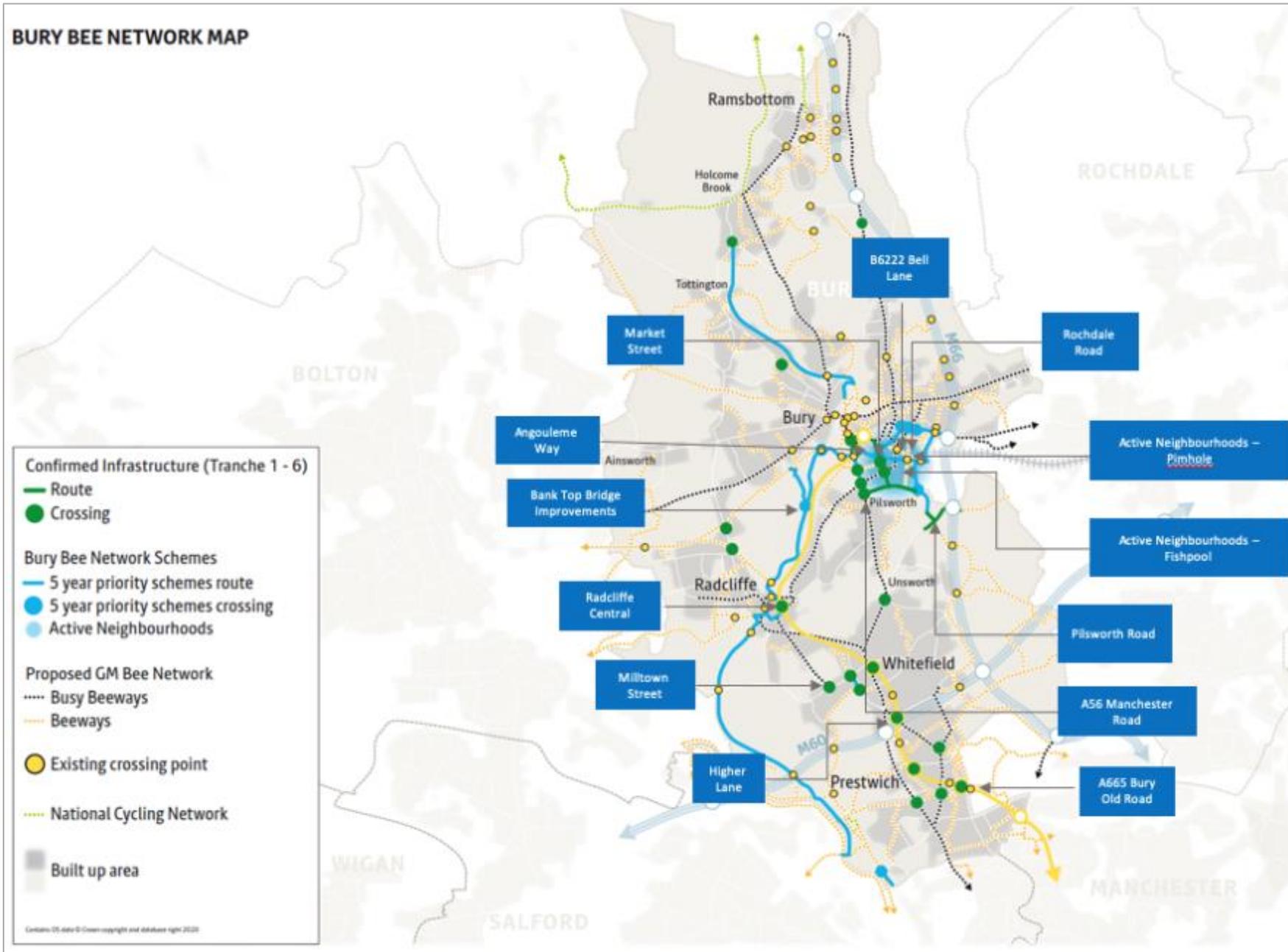
In the next 5 years this means delivering street improvements that create attractive, safe neighbourhoods that are pleasant for people to spend time in, and support people to make local trips on foot or by bike rather than by private car, through delivery of a first class walking and cycling network (the “Bee Network”).

The Emergency Active Travel Fund (EATF) launched by Government in May 2020 has enabled us to move forward with the implementation of a number of interventions to support active travel (see Section 2.1 above for further information on EATF). Tranche 1 of the EATF has provided funding for measures in Bury. Bids included in Tranche 2 include proposals for the Fishpool and Pimhole Active Neighbourhoods as referenced below.

Priorities for investment over the next 5-years:

<b>Investment Priority</b>	<b>Description</b>
Fishpool Active Neighbourhood	<p>Scheme to make it easier, safer and more pleasant for people to travel by bike or on foot in and around the Fishpool area of Bury, through the introduction of measures such as new/upgraded crossings, new cycle parking, protected cycle infrastructure and modal filters.</p> <p>Proposals for interventions at Pimhole and Fishpool were submitted for MCF funding as they are considered to be good target areas for encouraging walking and cycling, being close to Bury Town Centre.</p>
Metrolink Walking and Cycling Accessibility	Development of Local walking/cycling investment plans to better connect local neighbourhoods to Bury Interchange and with the Metrolink stops in Radcliffe, Whitefield, Besses, Prestwich and Heaton Park (“first mile-last mile”).
School Streets	School streets programme across the borough, including roll-out of further 20 mph zones.
Bury Metrolink cycle parking	Sheffield stands with lighting and CCTV in highly visible and accessible locations along the Bury Metrolink Line. This will make it easier for people to complete part of their journey by bike before they join the Metrolink network.

<b>Investment Priority</b>	<b>Description</b>
Crossings and junctions in Bury	New and upgraded junctions across the borough (Jubilee Way/Manchester Road, Kersal Vale Road), making it easier and safer for people on foot or on a bike to cross busy roads.
Pimhole Cycling & Walking Scheme	<p>To develop a network of walking and cycling routes between Pimhole, Bury town centre and the Pilsforth Industrial Estate, including new/upgraded crossing points, 20mph zones, traffic calming and filtered neighbourhood features.</p> <p>Proposals for interventions at Pimhole and Fishpool were submitted for MCF funding as they are considered to be good target areas for encouraging walking and cycling, being close to Bury Town Centre</p>
Rectory Lane link	The scheme provides links from residential and employment areas to south of the River Irwell into Radcliffe town centre and Metrolink stop, incorporating a new bridge over the Irwell and linking with other recent projects.
Bury-Radcliffe link	This scheme will complete a pleasant, direct route from Bury to Radcliffe via the canal towpath, providing a new 3.5m-wide bridge over the River Irwell and restoring Bank Top bridge over the canal. A shared path for pedestrians and cyclists will provide direct, convenient access to both town centres and local schools.
Radcliffe Central	New crossings and walking infrastructure within the Bell Lane area.
New Development	Development led and funded measures, to deliver high quality cycle and walking infrastructure within new development. To include layout design, strategic links, changes to the local highway network and complementary measures, such as cycle parking and behaviour change activities make it more convenient and attractive to walk and cycle than drive. To be reflected in the GMSF, and Local Plan policies.
District Wayfinding	Wayfinding for local journeys across the Borough as part of the Bee Network way finding programme.
Neighbourhood Street Maintenance	Footways and carriageways will continue to receive resurfacing, patching, pothole repairs and surface treatments as a consequence of programmes of planned, preventative and reactive maintenance
Behaviour Change Activities	Deliver behaviour change to support the Bee Network, active neighbourhoods, and new development. To include cycle training to primary school children.



Map 3: 5-Year Bee Network proposals

**Outcome 2: Enhanced connections to/from and within the centres of Bury, Prestwich, Radcliffe, Ramsbottom, Tottington and Whitefield by foot, bike, and public transport**

In the next 5 years this means creating streets for all in the Borough’s town centres, through improvements to the Public Realm and the design of our streets, including the allocation of space, which focus more on the needs of people rather than vehicles. Further details of this “Streets for All” initiative can be found in the 2040 Delivery Plan.

Access to these centres will also be improved by bus, walking and cycling. For bus this means focusing on improving the reliability, comfort and attractiveness of bus journeys, including those on the key corridors of the A56 and A58,

Proposals to enhance sustainable travel that emerge from the Bury Town Centre Masterplan and Bury Interchange development will support this outcome. Bury Council are working with TfGM on the design and business case for the new Interchange at Bury, the Metrolink Additional Capacity Programme (additional trams and power infrastructure), expansion of park and ride at Radcliffe and Whitefield, and Metrolink stop improvements, and have contributed to the TfGM Bus Opportunities Study which considered bus connections to/from Northern Gateway. This work is reflected in the GMTS2040 Delivery Plan 2020-2025 which also includes, for example, development and delivery of Quality Bus Transit corridors to Bolton and Rochdale, direct links from Northern Gateway to Bury and Oldham town centres, and further development of a Northern Gateway Bus Rapid Transit service, linking the Regional Centre with Heywood and Norden/Bamford.

Priorities for investment over the next 5-years:

<b>Investment Priority</b>	<b>Description</b>
A56/ A58 Ring Road Crossings	Improvement of pedestrian and cycle crossings of the A56/ A58 Ring Road, around Bury Town Centres to connect surrounding neighbourhoods.
Angouleme Way Streets for All	Development and delivery of Streets for All proposals for Angouleme Way, including potential reallocation of space for cycling and walking, new crossings for pedestrians and cycles from the south of Bury Town Centre, and junction improvements for bus and general traffic.
Prestwich Longfield Centre Regeneration	Development and delivery of regeneration plans for Prestwich, applying principles of Streets for All.
Radcliffe Strategic Regeneration Framework	Development and delivery of Radcliffe Strategic Regeneration Framework, including measures to improve public realm, accessibility by foot, bike and public transport within Radcliffe Town Centre (see section 3.3.1 for further information).

Investment Priority	Description
Town Centre Bus Connectivity	Enhancement of bus links to town centres from surrounding local neighbourhoods, for example expansion of Local Links service to wider communities.
Development of Bus Priority Measures	Develop and deliver opportunities to deliver bus priority across the borough, including delivery of Quality Bus Transit corridors to Bolton and Rochdale, as well as Bus Corridor Upgrades to Manchester City Centre.
Enhanced Bus Connectivity to neighbourhoods and town centres	Improved bus connections to key destinations in the borough outside Bury TC (especially the other five town centres, key employment zones, and Fairfield Hospital).
Structures Maintenance	Continued investment in structures using the Bridges Asset Management system and inspections, including Angouleme Way and Peel Way, to ensure resilience and maintain safety for all users.

### **Outcome 3: Create clean, green streets, and relieve local communities from the impacts of congestion**

In the next 5 years, this means reducing the environmental, economic, and health impacts of roads and motor traffic in the Borough. To achieve this, we will deliver interventions that accelerate the uptake of low emission vehicles, enable an increase in sustainable journeys, reduce motor traffic on neighbourhood and town centre streets, and tackle congestion hotspots that delay bus services and goods deliveries, and create air pollution.

Strategic interventions to deliver this outcome within the GMTS2040 Delivery Plan 2020-2025 include delivery of measures at M66 Junction 2 to relieve congestion and reduce its impact on bus journey times, and further development of the Elton Link Road, which would support growth at the Elton Reservoir GMSF allocation. Local priorities for investment over the next 5-years include:

Investment Priority	Description
Delivery of Clean Air Plan Measures	Measures to reduce emission of pollutants in areas that are expected to exceed, or are at risk of exceeding air quality limits, for example the A58 and clean air zone.
LED Streetlight Replacement Programme	Replacement of existing streetlights with more efficient LED units which will contribute to reducing the council's carbon footprint.
Delivery of Electric Charging Network	Increasing the number of electric-vehicle charging points across the Borough, and particularly in Bury Town Centre.

Investment Priority	Description
Pinch Point Removal	Improvements to the road network to address key hotspots and improve network reliability including a scheme to improve the operation of the Wash Lane and A58 junction, and development of options for improvements at M66 Junctions 2 and 3.
Bury Bridge Multi-modal Improvements	Explore opportunities to make operational improvements at Bury Bridge which will contribute to improving air quality; including congestion relief, measures to improve bus journey times, and enhancement of bus facilities.
eHubs	Delivery of eHub trials which provide access for residents and businesses to electric car club vehicles, publicly accessible EV charging points, and electric cargo bike /e-scooter facilities. Potential sites include Ramsbottom, Bury Town Centre, Fairfield Hospital, and Prestwich.
Signal and Traffic Management Technology	Working with TfGM to explore approaches to improve the efficiency at junctions for all users, including incident/ accident reporting, retiming of signals to match demand, video activated pedestrian and cycle signals.
Hollins Brow/Hollins Lane Junction Improvement	Signalisation of the junction to support local growth through GMSF.

#### **Outcome 4: Improve access to Rapid Transit for residents, workers and visitors**

In the next 5 years this means delivering improvements to the accessibility and capacity of Metrolink, supporting more residents, workers and visitors to travel to and from the Borough by sustainable modes and enabling new public transport focussed developments to be created where appropriate around our existing and proposed infrastructure.

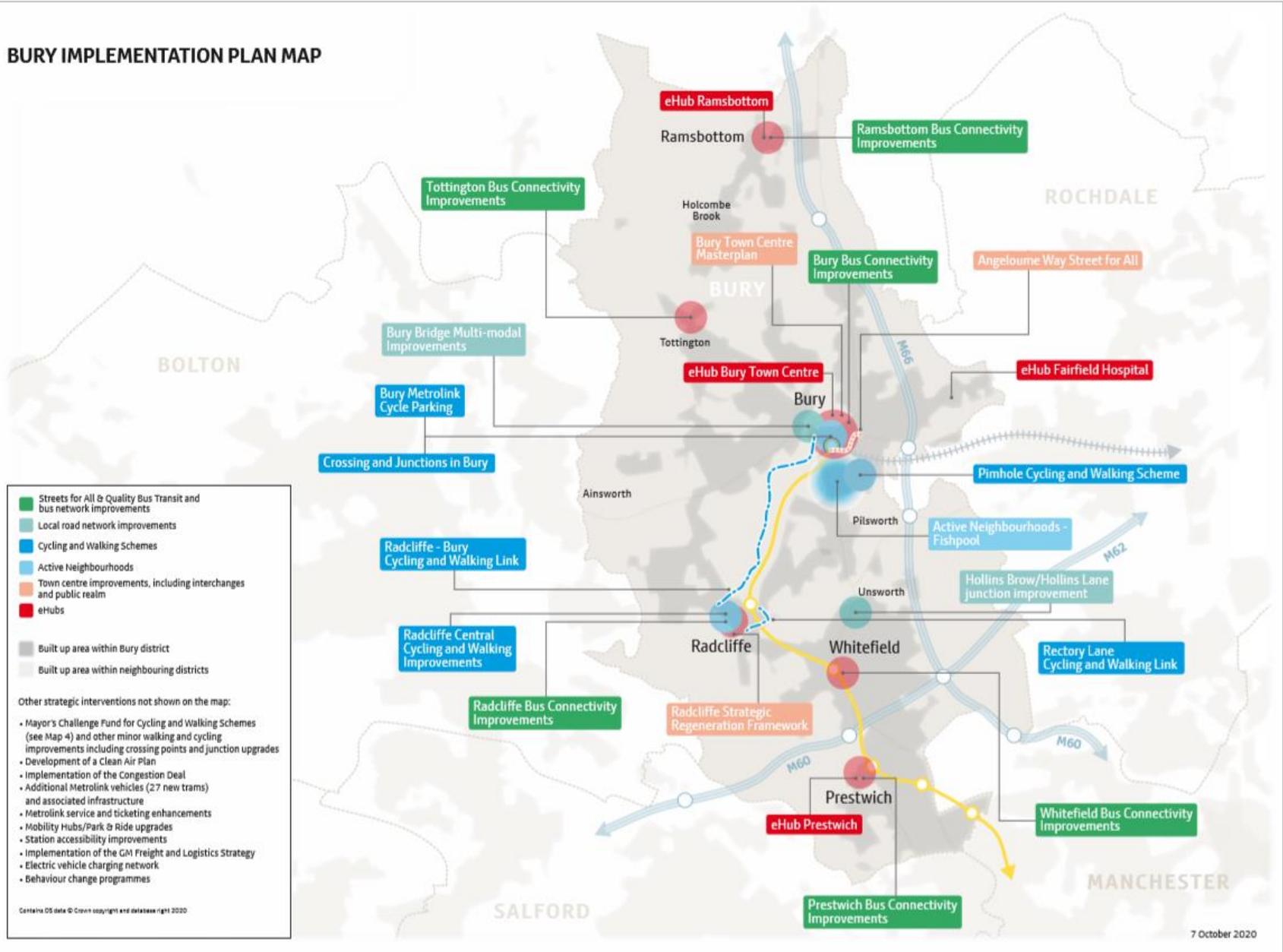
Strategic interventions to deliver this outcome included within the GMTS2040 Delivery Plan 2020-2025 include delivery of a new interchange in Bury town centre, increased capacity on Metrolink services and increased park and ride capacity at Metrolink stops; and development of proposals for Northern Gateway Bus Rapid Transit, linking the GMSF Northern Gateway site; tram-train connection to Heywood and Rochdale, and a Metrolink connection to Bolton.

Local priorities for investment over the next 5-years include:

Investment Priority	Description
Cycling and Walking links to Metrolink	Improving walking, cycling and public transport links to all Metrolink stops from surrounding neighbourhoods.
Metrolink Mobility Hubs/ eHubs	Mobility hubs at key Bury Metrolink stops, focusing on shared mobility interventions (bike, car club, cargo bike), provision of information on journeys, improvements to interchanges and EV charging facilities.
Prestwich Metrolink Stop Access and Wayfinding	Improvements in access to Prestwich Metrolink station, delivered alongside Longfield Centre regeneration, including wayfinding and legibility from the town centre.

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# BURY IMPLEMENTATION PLAN MAP



Map 4: Bury Implementation Plan Schemes

## 5 Indicators

Bury Council and TfGM will work together to develop a monitoring framework to measure the success of the interventions within this Plan. It is anticipated that this will include aims and targets to measure success against the 5-Year Local Implementation Plan outcomes, carbon targets, and changes in mode-share to meet Right Mix targets.

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