

Radcliffe

SRF Transport Investment Strategy

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Radcliffe SRF – Transport Investment Strategy



About Radcliffe

Key town within Bury Metropolitan District.

2.5 miles (4 km) south-west of Bury and 6.5 miles (10 km) north-northwest of Manchester

Radcliffe is very well connected by road, with easy access to the M60, M62 and M66.

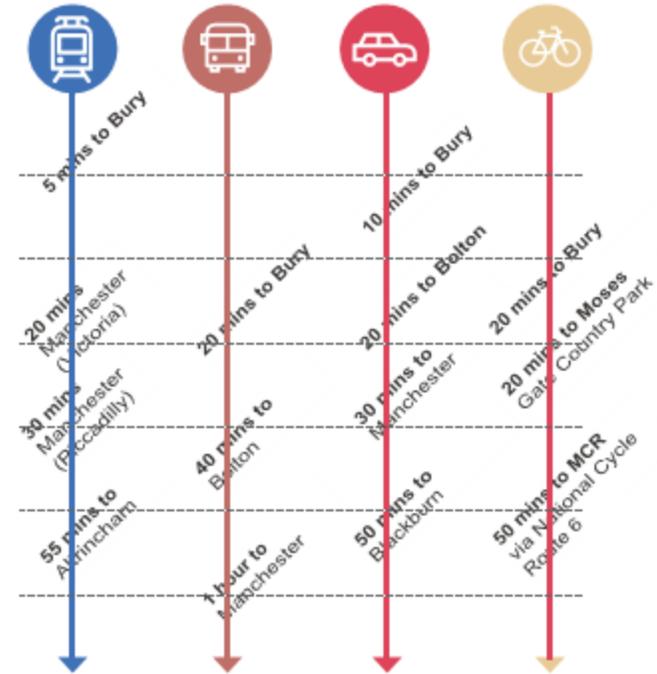
Radcliffe Bus Station is located within the core of the town centre, and provides local bus services to Bury, Bolton and Manchester.

The town is served by Manchester Metrolink with fast services into Manchester City Centre and Bury Town Centre.

There are numerous Public Right of Way and cycle routes within and around the town. The canal provides a continuous pedestrian and cycle link between Moses Gate Country Park and Bury, via Radcliffe.

Radcliffe Strategic Regeneration Framework (SRF)

Radcliffe is undergoing a period of significant transformation and has been identified by Bury Council as a focus area for regeneration and growth over the forthcoming years. In September 2020, a Strategic Regeneration Framework (SRF) was adopted for the town which set the long-term vision for the regeneration of the town through the delivery of a new Civic Hub, secondary school and 500 new residential dwellings around the town centre. Bury Council identified the need to create an overarching transport plan for Radcliffe to support the delivery of these sites and to meet the wider growth objectives for the town.



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The Radcliffe Transport Vision & Strategy

- **Radcliffe Transport Vision** was the first phase in the development of a transport plan for Radcliffe. The Transport Vision developed the thinking around the types of access, movement and public realm investment needed to be delivered in Radcliffe to support the town's regeneration and growth, as well as achieving the transport aspirations set out in the Greater Manchester 2040 Transport Strategy to deliver an integrated transport system. A detailed baseline analysis helped to inform the Transport Vision and develop an understanding of the baseline movement and access conditions in the town. Early engagement with Bury Council officers and Transport for Greater Manchester (TfGM) was also undertaken to inform the study and to reach a consensus on the transport priorities needed in Radcliffe. A series of high-level transport and investment priorities were identified to respond to the current and future challenges, the outcomes of the baseline analysis and feedback received during the engagement process. The transport priorities identified in the Transport Vision represented broad themes for investment in Radcliffe and included car parking, active travel, wayfinding and public transport improvements, with a specific focus given to developing outline designs for the Levelling Up Fund (LUF) for Bury South which centred on public realm improvements to support the delivery of the SRF Civic Hub.



- **Radcliffe Transport Strategy** will deliver the next phase of Radcliffe's transport plan. This Strategy will identify a long list of transport interventions for Radcliffe which align to the investment priorities set out in the Transport Vision and to the wider local transport agenda. Concept design work will be undertaken for those schemes which are deemed to be a key priority for Radcliffe over the next ten years. To guide the successful delivery of these schemes, an implementation framework and route map including indicative timeframes and potential funding sources will be created, providing a coordinated and detailed plan for transport investment in Radcliffe over the next 10 years and beyond.



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A bespoke study boundary was devised for Radcliffe Transport Vision as shown in **Figure 1**. The study boundary was developed to encapsulate the key transport interchanges in Radcliffe (highlighted in the figure) and the proposed development sites from the SRF including:

- Civic Hub
- Market Chambers
- Residential development at School Street
- East Lancashire Paper Mill Residential Site
- Radcliffe Secondary School

The study boundary has also been adopted for this Transport Strategy, to allow short term priority schemes for Radcliffe to be delivered which provide localised benefits and support key Radcliffe SRF developments.

Although this Transport Strategy focuses solely on this localised area, it will align and inform the priorities and forthcoming transport strategy for the wider borough.

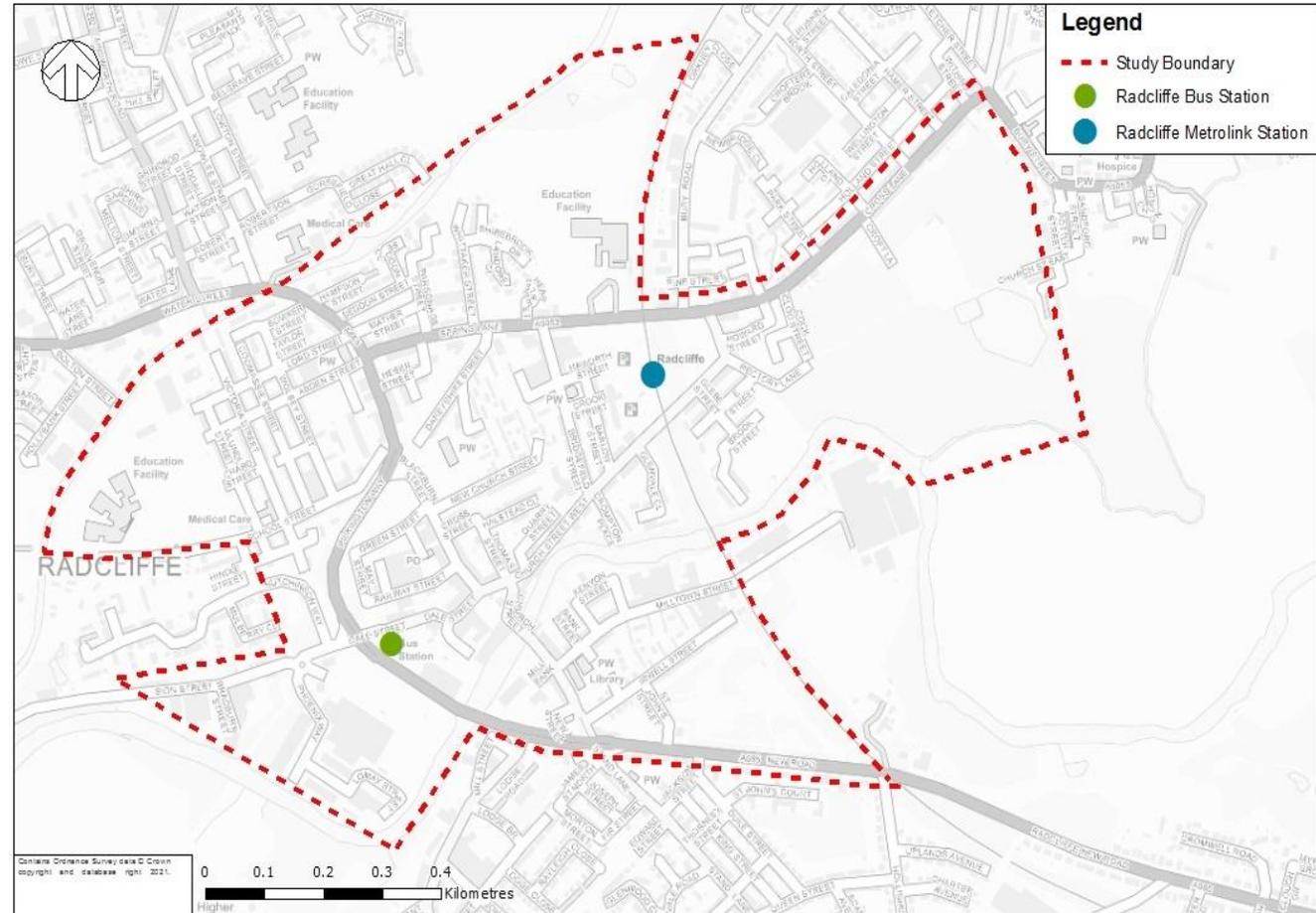


Figure 1. Radcliffe Study Boundary

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Regional Strategic Alignment

Greater Manchester Transport Strategy 2040

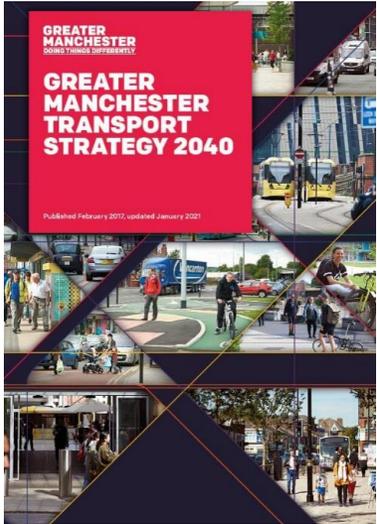
The 2040 Transport Strategy sets out the vision for Greater Manchester to have “world class connections that support long-term, sustainable economic growth and access to opportunity for all” by being integrated, affordable and reliable.

The four key goals which support the vision are as follows:

1. Supporting sustainable economic growth
2. Improving quality of life
3. Protecting our environment
4. Developing an innovative city-region

Implications for Radcliffe Transport Strategy

The GM 2040 Transport Strategy sets important context for how an integrated transport system will be developed across Greater Manchester. This Transport Strategy reflects these aspirations and goals set out in the GM 2040 Transport Strategy and provides an action plan for the delivery of new sustainable transport connections, transport interchanges and efficient transit links alongside a comprehensive walking and cycling network, all of which will need to come together to form a world-class modern, integrated and reliable transport network; supporting ‘Our Network’ ambitions. Investing in Radcliffe’s transport network to enhance the reliability, convenience and offer will support the proposed SRF developments, potentially enabling some sites to come forward more quickly and sustainably.



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Greater Manchester Transport Strategy 2040: Right Mix Technical Note

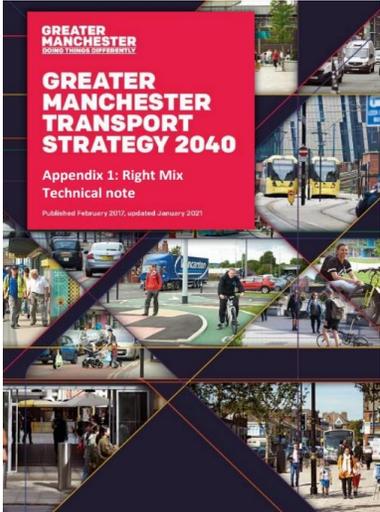
The Right Mix Technical Note underpins the GM 2040 Transport Strategy by outlining an adaptive vision-led approach to transport planning. The 'Right Mix' vision is to reduce car use to no more than 50% of daily trips across Greater Manchester, with the remaining trips to be made by public transport, walking or cycling.

Implications for Radcliffe Transport Strategy

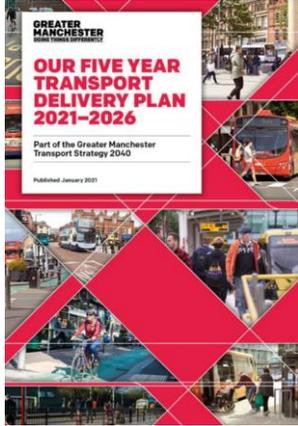
The following 'Right Mix' themes have been used to inform and shape the transport priorities identified in this Transport Strategy:

- Targeted regeneration will increase the potential to support enhanced Neighbourhood trips in Radcliffe
- Proposed new dwellings will help facilitate more walking trips in Radcliffe, as new residents access services within the town centre
- Interventions such as new Beeways, increased cycle network capacity and enhanced cycle parking will support targets for higher levels of cycling
- Enhancements to the facilities and passenger experience at Radcliffe Metrolink will enhance mode share
- Integrated ticketing between bus and Metrolink to allow buses to become feeders to the Metrolink

Investing in active travel infrastructure to enhance Neighbourhood trips in Radcliffe, will encourage sustainable trips to and from proposed new development sites and encourage walking and cycling for short journeys into and around the town centre.



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Five Year Transport Delivery Plan 2021-2026

The Five Year Delivery Plan sets out the actions needed to achieve the GM Transport Strategy 2040 priorities. The aim of the Delivery Plan is to provide an integrated approach to transport and land use planning by identifying strategic transport interventions required to deliver the scale of growth envisaged for Greater Manchester.

Implications for Radcliffe Transport Strategy

The Five Year Delivery Plan presents a programme for achieving Greater Manchester's 'Right Mix' vision through supporting investment in the following transport schemes in Radcliffe:

- Radcliffe Town Centre Improvements
- Bolton-Radcliffe Rapid Transit Corridor
- Travel Hub at Metrolink
- Bury to Radcliffe canal towpath improvements

This Transport Strategy ensures the priority interventions identified will support and integrate with the delivery of these four schemes.

Greater Manchester Low Emission Strategy

The Low Emission Strategy sets out TfGM's action plan to tackle emissions from road transport to improve air quality and reduce carbon emissions.

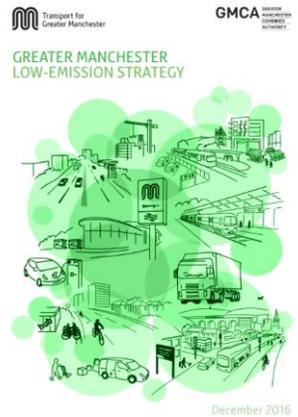
It identifies several themes around which potential measures are based and identifies a series of priority areas for future investment:

- Stimulating the uptake of ultra-low emission vehicles
- Reducing emissions from moving freight
- Reducing emissions from buses on key urban corridors
- Changing travel behaviour
- Investigation of Clean Air Zones
- Promoting high sustainability in new development

Implications for Radcliffe Transport Strategy

The priority schemes identified in this Transport Strategy align to the priority areas for future investment including supporting the uptake of low emission vehicles, changing travel behaviour to more sustainable modes and promoting sustainable travel to and from new development proposed in Radcliffe.

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TfN Strategic Transport Plan

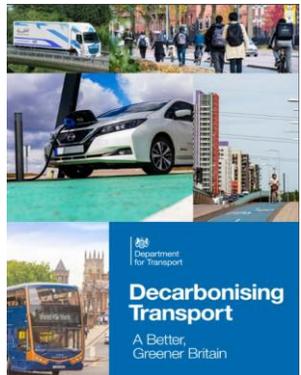
The Transport Plan outlines how strategic investment in transport could unlock inclusive and sustainable economic growth.

The vision is to create “A thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all” by:

1. Transforming economic performance
2. Increasing efficiency, reliability, integration and resilience in the transport system
3. Improving inclusivity, health and access to opportunities for all
4. Promoting and enhancing the built, historic and natural environment

Implications for Radcliffe Transport Strategy

The vision set out in the Strategic Transport Plan aligns to the priorities and rationale for transport investment in Radcliffe. Investing in the priority interventions identified in this Transport Strategy will support and unlock sustainable economic growth through the delivery of the SRF sites.



Decarbonising Transport Plan

The Decarbonising Transport Plan sets out how the UK will reduce emissions across all forms of transport by 2050 and the associated benefits this will provide.

The six key strategic priorities set out in the Transport Plan to achieve a decarbonised transport system before 2050 include:

- Accelerating modal shift to public and active transport
- Decarbonising road transport
- Decarbonising how we get our goods
- UK as a hub for green transport technology and innovation
- Place-based solutions to emissions reduction
- Reducing carbon in a global economy

Implications for Radcliffe Transport Strategy

The priorities identified in this Transport Strategy support enhanced sustainable travel around the town centre, the move towards green transport technology and will help to encourage modal shift to walking, cycling and public transport in Radcliffe. These investment priorities align to the strategic priorities set out in the Decarbonising Transport Plan and will support the national target to achieve a reduction in carbon emissions by 2050.

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Objectives

To achieve the overall vision and goals for Radcliffe the following objectives were developed as part of the Transport Vision:



1. Deliver a **high quality, safe and attractive public realm scheme** which will support the proposed Civic Hub in the heart of the town centre
2. Deliver a **comprehensive active travel network**, with high quality routes, wayfinding and other supporting infrastructure including secure cycle parking
3. Support **public health and climate change priorities** by facilitating and encouraging more trips to be made by sustainable modes including active travel and public transport rather than by car
4. Enhance the **arrival experience** for visitors travelling into Radcliffe by public transport by delivering public realm, walking and cycling improvements around key public transport nodes
5. Develop a **strategy for car parking** which minimises the impact of traffic on the town centre and supports emerging technologies (i.e. EV charging)
6. Enable the **proposed SRF development sites to come forward** in a sustainable manner through investment across all modes of transport in Radcliffe

Both the overarching goals and objectives will be taken forward and used to inform the development and outcome of this Transport Strategy.

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Current Challenges - Church Street West, Metrolink Station & Active Travel



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Existing transport challenges

Public transport

1. Need to better connect the Metrolink stop with the wider town centre; currently feels segregated from the wider town despite being geographically close
2. Underutilised land adjacent to the Metrolink stop could be developed to enhance Metrolink as a transport hub for Radcliffe
3. Opportunity to deliver a new link from Festival Gardens into Metrolink; noted that this scheme is already being explored by TfGM and Bury Council
4. Poor arrival experience at the town centre bus station; need to enhance public realm to better connect the bus station towards Dale Street



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Existing transport challenges

Walking and cycling

1. On-street cycle infrastructure feels tokenistic and does not contribute towards a safe and attractive cycle network
2. Connections from across Radcliffe towards key active travel assets such as the safe, off-street route alongside the Manchester, Bolton and Bury Canal should be enhanced
3. Opportunities to reduce barriers to cyclist movement such as on-street car parking should be investigated further
4. Key gateways into the town centre should be redesigned to prioritise pedestrian and cyclist movement



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Opportunities - Cycle Network

Figure 2 demonstrates that Radcliffe has relatively good cycle provision for the size of the town, with both the National Cycle Network route (NCN Route 6) and Manchester, Bolton and Bury Canal towpath providing safe and relatively traffic-free connections to the town.

Summary of key findings

- Cycle provision in Radcliffe is expected to be enhanced with the committed Beeway scheme – Radcliffe Central – being delivered by March 2023 (orange route in Figure 2)
- Radcliffe Central should be used as the catalyst to upgrade other existing cycle facilities (e.g. on street routes) to Bee Network standards
- Upgrading existing routes would create consistent walking and cycling infrastructure and facilities for the town and help encourage more users to switch from car to bike or walking for short journeys – this would also contribute to achieving Greater Manchester ‘Our Network’ vision
- Potential to deliver longer distance cycle routes across the town through infilling gaps in the network

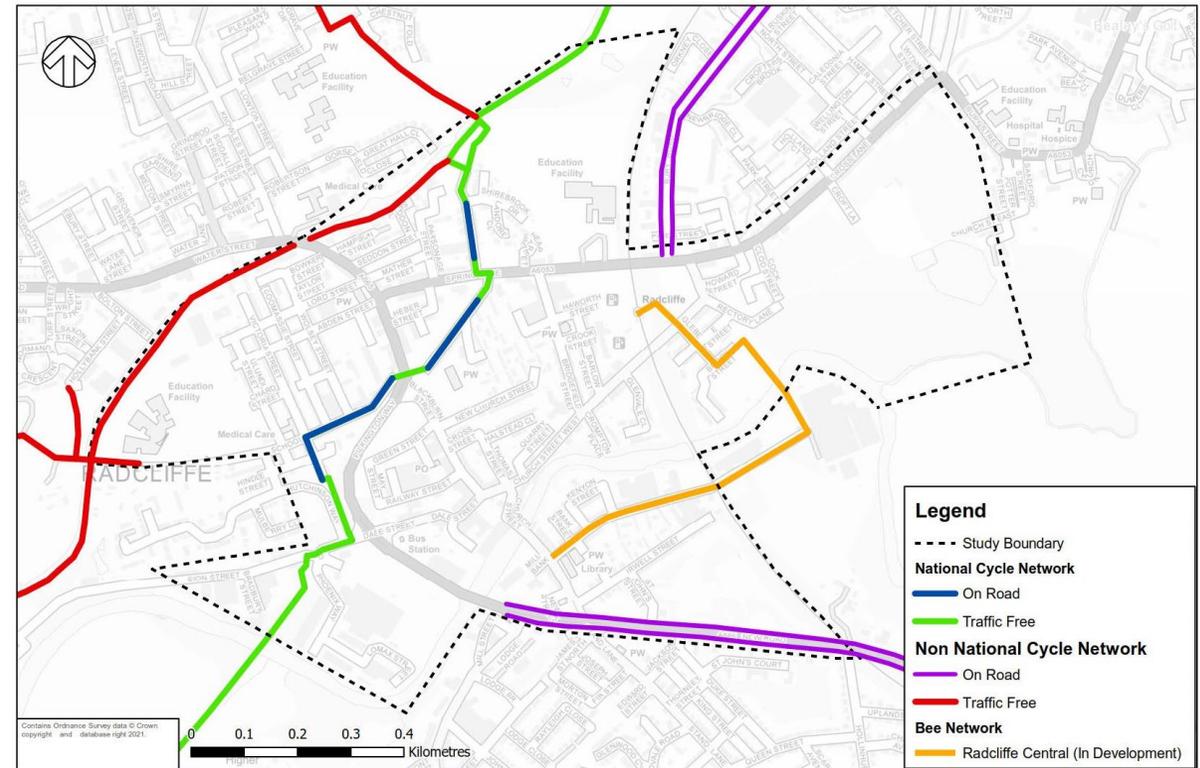


Figure 2: Radcliffe Cycle Network

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Opportunities - Walking Network

Figure 3 illustrates the location of segregated and dedicated walking routes within Radcliffe.

Summary of key findings

- A comprehensive walking network needs to be established to enhance connections to the riverside, town centre and proposed Civic Hub
- Investing in high quality and safe active travel routes along the riverside and from the riverside into the town centre needs to be a priority
- Enhancing connectivity to the riverside would utilise one of the town's key assets
- Delivering safe, convenient and attractive walking routes along key arterial routes into the town centre (e.g. Church Street West, Stand Lane, Blackburn Street and School Street for example) would reduce severance and encourage greater walking in the town centre
- Connections to existing active travel assets such as the off-street walking and cycling route alongside the Manchester, Bolton and Bury Canal need to be enhanced
- Safe connections to and from the proposed SRF sites (school and residential) need to be created to encourage and enable safe active travel movements

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Figure 3: Radcliffe Walking Network

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Existing transport challenges

Highways and parking

1. Overly wide carriageways at the heart of Radcliffe; space could be reallocated for pedestrians and cyclists
2. Existing car parks have a back of house feel and are operating over-capacity
3. Road surfaces in the town centre are of poor quality and create poor first impressions of the town
4. Pilkington Way severs the town and creates an east-west barrier to movement



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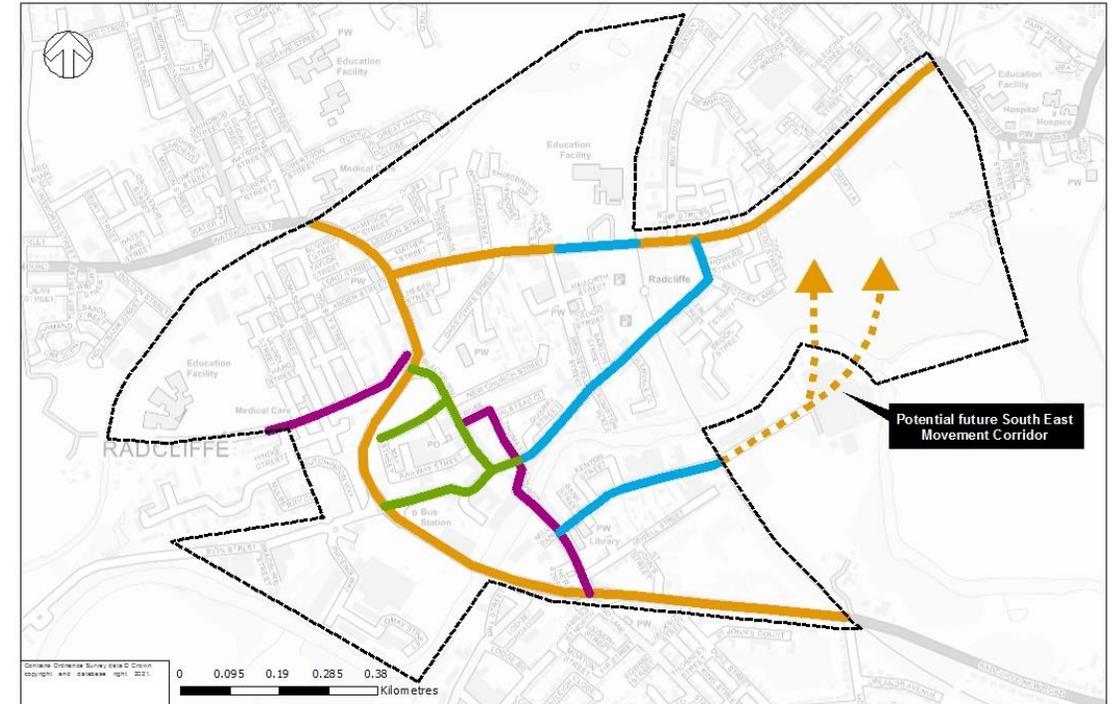
Opportunities - Future Street Typology

Summary of key findings

- Majority of streets in Radcliffe prioritise vehicular movements rather than sense of place
- There needs to be enhanced sense of place and reduced traffic domination on local streets
- Rebalancing the 'movement' and 'place' function of key streets in Radcliffe is critical for supporting proposed land use changes in Radcliffe and to ensure that as new development comes forward, access to these sites will be as safe and sustainable as possible
- Potential to transform and change the function of a number of key streets to improve sense of place – through adding greenery and vegetation to streets, increasing available space on key streets for walking and cycling and reducing traffic speeds
- There is an opportunity to deliver a new South East Movement Corridor over the River Irwell to remove through traffic from the heart of the town and help to stimulate more aspirational and transformational long term changes to the highway network to enhance sense of place

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Figure 4: Streets For All: Street Typologies Framework



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Existing transport challenges

Public realm and wayfinding

1. Vegetation added to streets have had little effect on reducing the extent to which the centre of Radcliffe feels traffic dominated
2. Lack of permeability to the riverside
3. The River Irwell environment is a wasted asset, particularly the south facing aspect to the rear of the market
4. Existing town centre wayfinding now dated and sense of arrival is missing
5. Public realm at the Piazza needs modernised



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Investment Proposals – Design Precedents



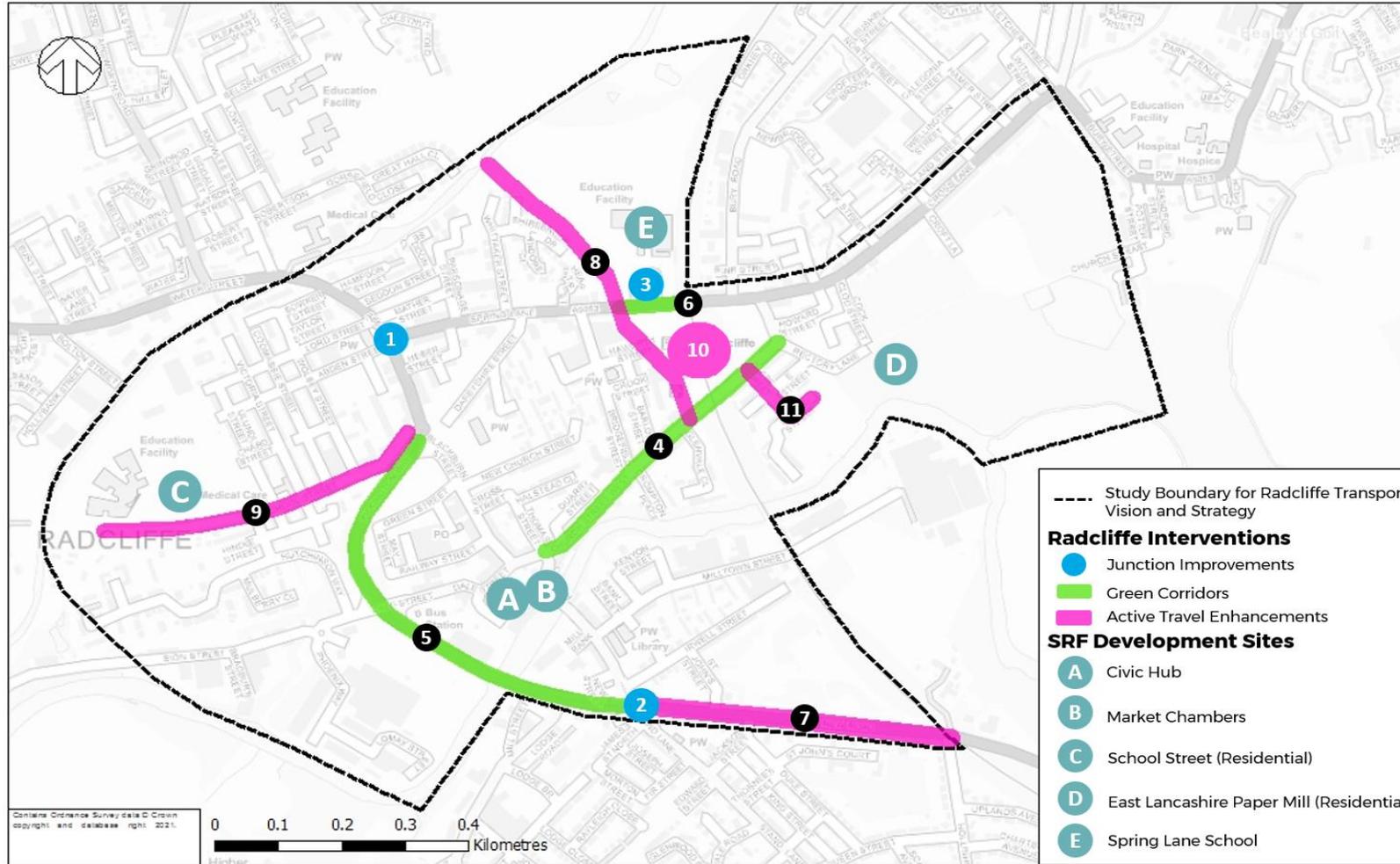
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Proposed Interventions



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Proposed Interventions – Junction Improvements

Reference number	Name	Description	Type of Intervention	Location	Indicative Programme	Dependencies on other interventions
1	Spring Lane/A665 Junction Enhancements	Junction enhancement to increase capacity and support safer navigation through the junction for those on foot and travelling by bicycle.	Junction improvements	Spring Lane/ A665	Years 1-3	Need to ensure that the programme of works for the scheme is aligned and mindful of other schemes on Spring Lane (3 and 6) to help avoid significant network disruption whilst the scheme is delivered.
2	Stand Lane/Pilkington Way Junction Enhancements	Redesign of the junction to improve access for pedestrians and cyclists and enhance sense of arrival into Radcliffe from the south.	Junction improvements	Stand Lane/A665 Pilkington Way	Years 1-3	Potential to package and deliver alongside the Pilkington Way (5) and proposed segregated cycling provision on New Road (7) schemes.
3	Spring Lane Junction Enhancements	Junction enhancements to support safer and more accessible movements to the proposed secondary school on Spring Lane for vehicular traffic, pedestrians and cyclists. The scheme will also improve access between the proposed school and Metrolink station.	Junction improvements	Spring Lane	Years 0-2	Scheme intrinsically linked to the delivery of the new school on Spring Lane (E).

Proposed Interventions – Green Corridors

Reference number	Name	Description	Type of Intervention	Location	Indicative Programme	Dependencies on other interventions
4	Church Street West Corridor	Redesign of Church Street West corridor to improve connectivity from the Civic Hub and town centre to the Metrolink Station. This would include footway widening, high quality surface treatment on the carriageway, consolidation of the on-street car parking and the addition of attractive new landscaping to the street.	Green Corridors	Church Street West	Years 0-4	Potential narrowing of the carriageway on Church Street West may be dependent on the ability to ensure navigability by larger vehicles is retained on Spring Lane.
5	Pilkington Way Corridor	Public realm improvements and installation of enhanced crossing facilities to help reduce severance and enhance legibility of the town centre from locations to the south and west of Pilkington Way.	Green Corridors	Pilkington Way	Years 2-5	Scheme would support increased footfall across Pilkington Way to the proposed residential dwellings on School Street (C).
6	Spring Lane Corridor	Redesign of key sections of Spring Lane to deliver safe access for students travelling to and from the proposed secondary school.	Green Corridors	Spring Lane	Years 0-2	Scheme intrinsically linked to the delivery of the new school on Spring Lane (E).

Proposed Interventions – Active Travel

Reference number	Name	Description	Type of Intervention	Location	Indicative Programme	Dependencies on other interventions
7	New Road Active Travel Enhancements	Deliver segregated cycling provision along New Road up to the junction of Stand Lane to support safer active travel journeys.	Active Travel Enhancements	New Road	Years 4-5	Scheme would benefit from being aligned to the proposed enhancement of the Stand Lane/Pilkington Way junction (2) and public realm and crossing improvements for active travel along Pilkington Way (5).
8	Manchester, Bolton and Bury Active Travel Enhancements	Enhanced walking and cycling connections between Spring Lane and the Manchester, Bolton and Bury Canal Towpath.	Active Travel Enhancements	Manchester, Bolton and Bury Canal	Years 0-2	Potential need or aspiration to link the scheme into the proposed new access road for the Spring Lane school site.
9	School Street Active Travel Enhancements	Walking and cycling improvements to provide safe active travel links to and from the proposed residential development on School Street, in addition to enhancing access to the Manchester, Bolton and Bury Canal Towpath.	Active Travel Enhancements	School Street	Years 0-2	

Proposed Interventions – Active Travel continued

Reference number	Name	Description	Type of Intervention	Location	Indicative Programme	Dependencies on other interventions
10	Radcliffe Metrolink Station Ramps	Improve access to Metrolink from both sides of the station. Need to improve access from the western side of the Metrolink Station, potentially through enhancing the existing ramp or delivering an electrified people mover. This scheme also includes a proposed eastern ramp from Festival Gardens to the Station.	Active Travel Enhancements	Metrolink Station	Years 2-5	Wider proposals to make better use of available space at the Metrolink Station and deliver more of a 'Hub' feel at Metrolink; need to ensure that any investment in the ramps will align with wider land use proposals.
11	Glebe Street Active Travel Enhancements	Walking and cycling improvements to provide safe active travel links to the proposed East Lancashire Paper Mill Site.	Active Travel Enhancements	Glebe Street/ Brook Street	Years 3-4	Scheme intrinsically linked to the delivery of the new housing project on the East Lancashire Paper Mill site (D).

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