

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

Summary

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

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

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

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

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

Recommendation(s)

That Cabinet:

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

Reasons for recommendation(s)

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

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

Alternative options considered and rejected

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

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1. Background

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

2. Draft Local Transport Strategy

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

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

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

3. Funding

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

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

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

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

4. Engagement Strategy

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

5. Timescales

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

6. Conclusion

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

Links with the Corporate Priorities:

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

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

Equality Impact and Considerations:

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

Environmental Impact and Considerations:

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

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

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

Legal Implications:

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

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

Financial Implications:

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

Appendices:

Appendix 1 – Draft Local Transport Strategy

Background papers:

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

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

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