

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

1. Summary

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

2. Recommendation(s)

2.1 It is recommended that Cabinet:

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

3. Reasons for recommendation(s)

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

4. Alternative options considered and rejected

4.1 No other options were considered/were applicable.

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5. Background

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

6. Consultation on the Draft Bury Local Transport Strategy

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

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

6.3 Promotion continued throughout the consultation period.

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

7. Overview of Consultation Response and Proposed Strategy Amendments

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

7.2 The overarching messages from the consultation are that:

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

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

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

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

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

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

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

New vision statement:

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

Revised objectives

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

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

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

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

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

8. Funding

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

City Region Sustainable Transport Fund (CRSTS)

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

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

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

Highways Investment Strategy (HIS)

- 8.3 The funding the local authority receives from central government for highway maintenance of approximately £1.2 million per year is now part of the CRSTS settlement. This level of funding has not been enough to stop the condition of the highway network deteriorating further. As such, the Council is investing additional funding of its own into highway maintenance through the Highways Investment Strategy (HIS) - £20 million in tranches 1 and 2 since 2017/18, with a further £10 million for the 3-year period 2023/24 – 2025/26.

Local Electric Vehicle Infrastructure Fund

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

Street Lighting Replacement Programme

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

Walking and Cycling schemes

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

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

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

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

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

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

- Metrolink stop improvements (outside of Bury town centre).
- Development work on the potential new Elton Metrolink Stop and Travel Hub/Park and Ride.
- Quality Bus Transit corridors on the A58 Bury–Rochdale corridor and the Bury–Bolton Corridor, including scheme development and potential scheme delivery.
- Bus Priority and Streets for All scheme development on the A56 corridor into Manchester City Centre.
- Bus Pinchpoint schemes to address locations where buses experience delays.
- The Bury-Heywood-Rochdale Tram-Train Pathfinder scheme to investigate the potential for new tram-train technology between Bury, Heywood, Rochdale and Oldham that would allow Metrolink vehicles to travel along heavy rail lines.

8.10 Bury is also working with TfGM on the regeneration proposals for Prestwich, including the development of proposals for a Travel Hub at Fairfax Road.

Although Prestwich is not currently in line for CRSTS funding from TfGM's Travel Hubs programme, the Council will continue to work in with TfGM and be ready to progress the scheme should CRSTS funding become available.

9. Next steps

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

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

10. Conclusion

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

Links with the Corporate Priorities:

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

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

Equality Impact and Considerations:

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

Environmental Impact and Considerations:

The investment priorities in this Bury Local Transport Strategy will work towards having fossil-fuel free travel by 2038 through promoting active travel, public transport, and the transition to electric vehicles.

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
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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