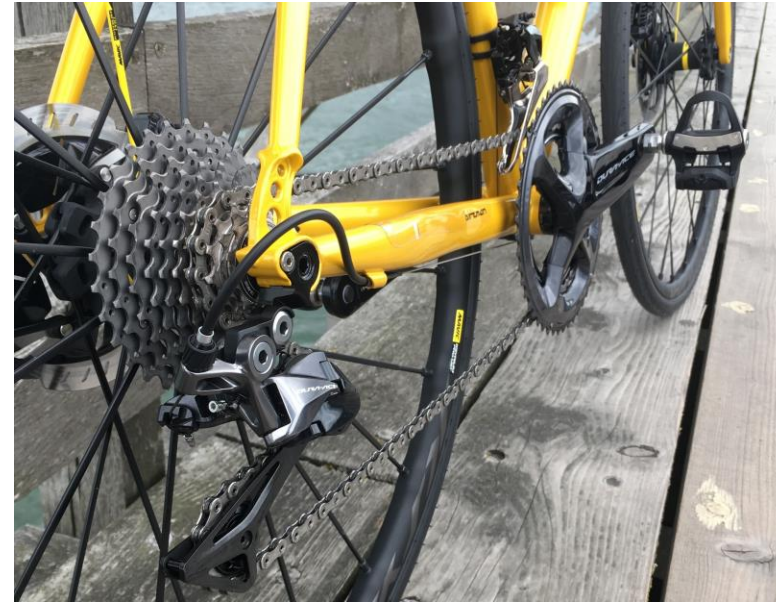


# BURY LOCAL TRANSPORT STRATEGY



# CONTENTS

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



# Foreword

Exciting times are ahead for our Borough as we recover from the impacts of Covid-19. Our *Let's Do It* Strategy sets out the ambition for Bury to '*stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation*'. We have already started to deliver this vision. We have won £40 million of Government Levelling Up Fund money which is supporting the development of a new civic hub in the heart of Radcliffe Town Centre and a new market flexihall in Bury Town Centre. But this is just the start of our ambitious plans to deliver more jobs, businesses and homes through our local regeneration strategies such as the Bury Town Centre Masterplan, the Radcliffe Strategic Regeneration Framework and the Ramsbottom Town Plan.

If we are to realise our *Let's Do It* vision and our regeneration plans, we need a state-of-the-art transport system that is effective and affordable. We need our transport network to unlock new sites for development, to promote health and well-being through active travel and to help meet our commitment to having fossil-fuel free travel by 2038. We are already working with the other the Greater Manchester councils and Transport for Greater Manchester to deliver a low carbon London-style fully integrated public transport system across bus, tram, train and bike which we are calling the *Bee Network*, and we have signed up to the Greater Manchester 2040 Transport Strategy (GM2040) which includes an ambition for half of all journeys to be made by cycling, walking or public transport by 2040.

We have already made progress on achieving the GM2040 ambition. Greater Manchester has won over £1 billion of Government funding to invest in transport infrastructure over the next 5 years through the City Region Sustainable Transport Settlement (CRSTS), including over £47m of the £84m needed for a new state-of-the-art interchange in Bury Town Centre. The way buses are run in Greater Manchester is also being transformed, with franchising bringing them back under local control for the first time since they were deregulated in 1986. Lower fares have already been introduced on buses across Greater Manchester to attract passengers back to public transport following the pandemic and to help with the cost-of-living crisis. There are also plans to introduce new electric buses to help improve local air quality. The first fifty of these 'best in class' buses, which also have more space for wheelchairs, came into service when franchising started in September 2023. There is also up to £15.4 million in the CRSTS programme for cycling and walking improvements in Bury, Radcliffe and Ramsbottom town centres for which we are currently developing plans that we will consult on.

This Bury Local Transport Strategy will complement the GM2040 Transport Strategy and other plans and strategies by setting out the transport interventions needed to address our own local transport issues, problems and challenges. For example, we know that many of our residents rely on public transport, cycling or walking to get around and that the current offer falls short of what is needed. Some parts of the Borough have fewer bus services than others and the services that do run can be unreliable. We have invested in some cycling and walking improvements, but we do not have a joined-up network of routes across the Borough. We know that the condition of our roads could be better but years of underinvestment by central government has left us with a maintenance backlog. There are places where our network is congested at certain times of the day and there are too many people killed and seriously injured on our roads. We also need to clean up the air our residents breathe and to help people to make the change to electric vehicles.

We shared our draft Local Transport Strategy with you earlier this year and asked for your views on how best we can deliver a clean, reliable, affordable transport network that meets the needs of all our local communities. We would like to thank you for your feedback, which we have taken into account in producing this final Bury Local Transport Strategy.



Councillor Eamonn O'Brien  
Leader of the Council



Councillor Alan Quinn  
Cabinet Member Environment,  
Climate Change and Operations

# Executive Summary

This Local Transport Strategy is a strategic plan for the development of transport within the Borough, outlining how transport will contribute to and support the longer-term aspirations of the Borough. The Local Transport Strategy sets out an ambitious vision that ‘By 2040, the Borough’s Townships will be connected to each other, to Greater Manchester and beyond by an affordable, safe, reliable and well-maintained low carbon transport system. It will be easy to get around by public transport, on foot and by bike. Walking and cycling will be the first choice for short journeys for those who are able to walk and cycle. Investment in transport will help to grow the economy, reduce deprivation and improve the health and well-being of residents’.

This vision aligns with the Borough’s *Let’s Do It Strategy*, with Greater Manchester’s ambitious plan to deliver the Bee Network, an integrated network composed of bus, tram, cycling and walking routes, by 2030, and with the ambitions set out in the Greater Manchester 2040 Transport Strategy (GM2040) for half of all trips to be made by public transport, walking, wheeling, or cycling by 2040.

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

Underpinning the overarching vision of this Local Transport Strategy are six strategic objectives which are cross cutting and have been designed to enable the vision to be achieved. The vision and objectives are supported by a series of investment priorities for different forms of transport that set out the interventions needed to address local transport issues, problems and challenges . There are six key investment priorities for each mode of transport, Metrolink, Bus, Walking, Wheeling and Cycling and Highways. These investment priorities will help create a transport network that will unlock new sites for development, promote health and well-being through active travel and help meet the Borough’s commitment to having fossil-fuel free travel by 2038.

Having key investment priorities will put the Borough in a stronger position to attract the funding needed to deliver schemes that are locally important. It will enable the Council to identify and develop proposals for transport interventions and to competitively bid for funding when it becomes available. A summary of the key investment priorities for each mode is set out in the following pages.

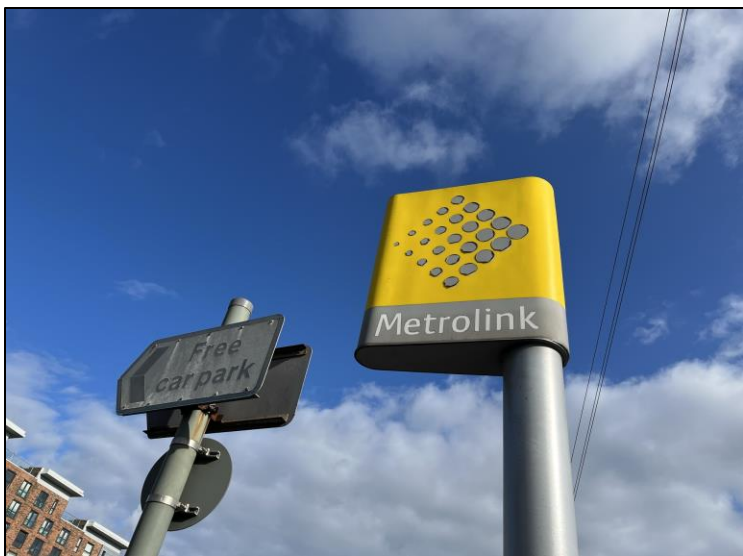


# Executive Summary: Investment Priorities

## Investment priorities for Metrolink:

As part of the transport strategy for the Metrolink service, investment priorities have been identified to help address the key Metrolink issues in Bury, such as the outdated transport interchange, poor quality tram stops on the Bury line and poor environments leading to and around tram stops. The key investment priorities for Metrolink are:

- 1. **A new transport interchange in Bury town centre.**
- 2. **Improvements to Metrolink stops on the Bury line.**
- 3. **Strengthened walking, wheeling and cycling connections to Metrolink stops.**
- 4. **A new Metrolink stop, travel hub/park and ride at Elton Reservoir.**
- 5. **Travel Hubs at other Metrolink stops.**
- 6. **A new tram-train link between Bury and Rochdale.**



## Investment priorities for Bus:

Bus travel is central to the delivery of Greater Manchester’s ambitions to provide a sustainable transport network. The GM Bus Strategy is aiming to grow bus patronage by 30% by 2030. Investment in bus services and infrastructure is needed if we are to make travelling by bus more attractive and support Greater Manchester’s ‘Right Mix’ vision to reduce car trips to no more than half of all journeys by 2040. The key investment priorities for bus are:

- 1. **Bus reform and the introduction of bus franchising in Bury.**
- 2. **Better and more reliable bus services in all parts of the Borough.**
- 3. **A new Bury Town Centre Interchange.**
- 4. **Bus priority measures on key routes.**
- 5. **Better bus stops and stations.**
- 6. **Bus services to new developments.**



# Executive Summary: Investment Priorities

## Investment priorities for Walking, Wheeling and Cycling:

The priority is to increase the number of short journeys made by walking, wheeling and cycling for those who are able to do so. The ambition in Bury and across Greater Manchester is to create a comprehensive network of on and off-road routes that will provide the infrastructure needed to encourage more short trips to be made by active travel. The key investment priorities for Walking, Wheeling and Cycling are:

1. **To create a Boroughwide active travel network.**
2. **Active travel routes to, from and within new development sites.**
3. **Secure cycle parking.**
4. **Better access to bikes.**
5. **Safer Routes to School schemes.**
6. **Connecting Blue and Green Infrastructure Networks.**



## Investment priorities for Highways:

This strategy will explore the potential for junction improvements across the Borough that improve road safety and support safer sustainable movements to proposed development and growth sites. It will also look to define how and where new public electric vehicle charging points are located, looking at both on and off-street locations and key public transport interchanges. The key investment priorities for Highways are to:

1. **Address congestion and severance.**
2. **Provide access to new developments.**
3. **Deliver road safety improvements.**
4. **Maintain roads and other highway infrastructure.**
5. **Develop a parking strategy for the Borough.**
6. **Expand the network of publicly available electric vehicle charging points.**





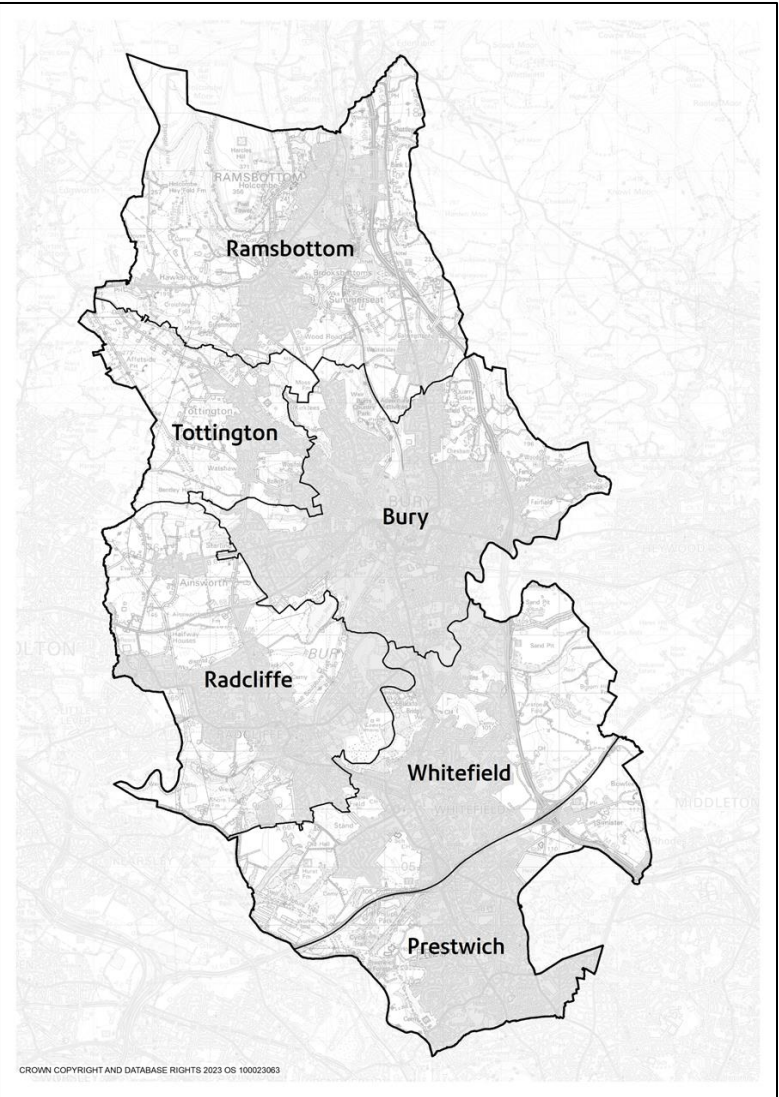
# Executive Summary: Townships

Local transport issues which need to be addressed within each of the Borough’s six Townships (Ramsbottom, Tottington. Bury, Radcliffe, Whitefield and Prestwich) have been identified within this Bury Local Transport Strategy. These include:

- The poor quality of public transport, particularly bus services, which are unreliable and infrequent.
- Issues around personal safety on all forms of transport.
- A poor sense of arrival and stop environment at all Metrolink stops along the Bury line, but particularly Bury Interchange.
- Congestion hotspots.
- Car dominated environments which lead to severance for pedestrians and cyclists travelling into and out of the Townships.
- A lack of safe and continuous active travel routes.
- Poor wayfinding and legibility.

A range of transport interventions will be considered for each Township to support its unique transport and regeneration needs in line with this Strategy’s strategic objectives and key investment priorities. Potential measures include:

- The provision of a new and upgraded Transport Interchange in Bury.
- Metrolink stop improvements that focus on making stop environments feel safer and more welcoming to encourage more people to use Metrolink.
- Improvements to bus services to provide more frequent and reliable bus services through the introduction of bus franchising, which will see buses being brought back under local control for the first time since they were deregulated in 1986.
- The development and implementation of a high-quality walking, wheeling and cycling network that provides safe and attractive routes for all ages and abilities in each Township.
- The provision of an expanded network of publicly available electric vehicle charging points.
- Implementation of road safety schemes such as Safer Routes to School.
- Continued capital investment in highways maintenance, prioritising areas in accordance with highway asset management principles and best practice.



Township	Wards
Ramsbottom and Tottington	Ramsbottom, North Manor, Tottington
Bury	Elton, Moorside, Bury West, Bury East, Redvales
Radcliffe	Radcliffe North & Ainsworth, Radcliffe West, Radcliffe East
Whitefield	Unsworth, Besses, Pilkington Park
Prestwich	Holyrood, St. Mary's, Sedgley



# Executive Summary: Funding

The Bury Local Transport Strategy acknowledges that delivering a Boroughwide integrated transport network will take time. The cost of the interventions required to deliver the Strategy is more than the funding currently available. There is scope to finance future interventions via other relevant funding streams as they come forward, and the Council will continue to explore any additional funding sources to deliver the objectives and key investment priorities outlined in this Local Transport Strategy. Developer contributions will also be sought to provide the appropriate infrastructure as and when development plots come forward, in line with the Council’s adopted Development Plan and Supplementary Planning Documents/Guidance.

The main source of funding for transport improvements is central government. In July 2022, the government confirmed a package of capital and revenue funding for Greater Manchester, including £1.07 billion of capital funding from the City Region Sustainable Transport Settlement (CRSTS) and £95 million of revenue funding through the Greater Manchester Bus Service Improvement Plan as part of the national Bus Back Better Strategy. CRSTS funding will deliver investments in local roads, bus, train and tram services over the five years to March 2027: with new quality bus corridors, walking, wheeling and cycling routes and improved transport infrastructure and connectivity for towns across Greater Manchester.

The CRSTS programme includes several schemes in Bury such as a new state of the art interchange in Bury Town Centre, funding to develop plans for a new Metrolink Stop and Travel Hub/Park and Ride at Elton Reservoir and to investigate new tram-train technology between Bury, Heywood, Rochdale and Oldham. Funding is also available to help improve bus routes so that buses are more reliable and can become a real alternative to the car, with proposals being developed to upgrade key bus routes between Bury and Bolton and Rochdale town centres. The CRSTS programme also includes funding to improve walking, wheeling and cycling routes in Bury town centre and to deliver some of the active travel improvements identified in the Radcliffe Strategic Regeneration Framework and the Ramsbottom Town Plan. There is also money allocated to invest in resurfacing some of the Borough's main roads and for road safety improvements.

Bury also continues to deliver a programme of capital investment in highways maintenance, prioritising areas in accordance with highway asset management principles and best practice. Future investment will see a further £9.5 million invested in maintaining the highway network over the period 2023/24 to 2025/26 through the Highways Investment Strategy. This is in addition to maintenance funding that Bury has received through the CRSTS.





# 1

# INTRODUCTION





# Introduction

Bury's *Let's Do It! Strategy* is the overarching strategy for the Borough which includes a Vision for the Borough to be **'a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation'**.

In support of this, the Council is driving forward multiple development sites that will create new employment and homes for our residents, as well as regenerating our main town centres in Bury, Radcliffe, Ramsbottom and Prestwich.

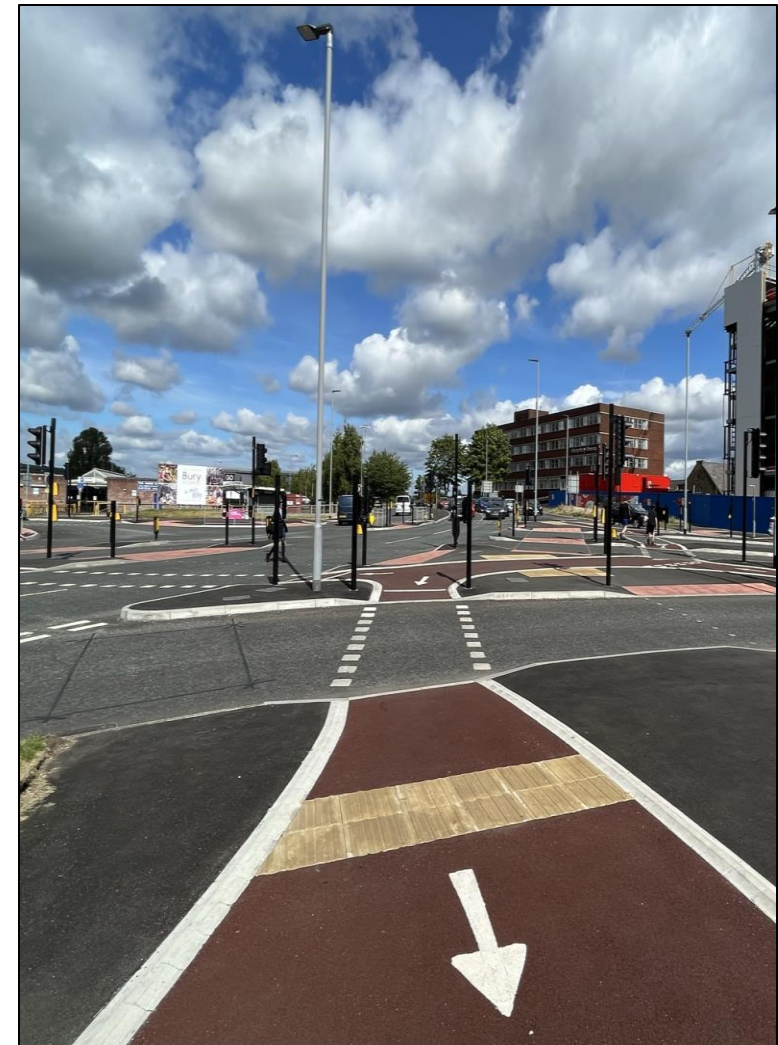
Bury Council is one of the ten Greater Manchester local authorities that have signed up to the ambitions and policies of the Greater Manchester 2040 Transport Strategy and is working towards the 'Right Mix' target for half of all trips to be made by public transport, walking, wheeling or cycling by 2040 and Net Zero Carbon emissions by 2038.

Improving transport and connectivity will be vital in helping to achieve the aims of these and other related plans and strategies as well as in helping to deliver Bury's ambitions for growth and regeneration.

Whilst Bury is committed to achieving the GM2040 ambitions, the Borough has its own unique transport challenges that need to be addressed. That is why we have identified the need for a Boroughwide **Bury Local Transport Strategy** that sets out how Bury can contribute towards achieving the aims of GM2040 and what local interventions are needed to support the Right Mix and Net Zero Carbon emissions. It reflects Bury's specific transport needs and ambitions and makes the case for transport investment. It will be used to guide future funding bids and programmes of work and to inform and influence the GM2040 Transport Strategy and Delivery Plan updates, including the Bury Local Implementation Plan within the GM2040 Transport Strategy.

This Bury Local Transport Strategy sets out the regional policy context (chapter 2) and local transport issues (chapter 3) before setting out a vision and transport objectives for the Borough (chapter 4). It then sets out the key investment priorities that are designed to achieve the vision and objectives for different forms of transport. Chapter 9 looks at how all these forms of transport will be joined together. Funding and delivery comes next (chapter 10) and finally the next steps (chapter 11). Appended to the Strategy are more details on what this means for each of our six townships as well as more details on our strategic development sites.

The impact of Greater Manchester-wide policies such as bus franchising, as well as major development proposals such as Elton Reservoir and Northern Gateway, are considered throughout this Strategy.





# Consultation

We consulted on the draft version of this Bury Local Transport Strategy, from the 24th March until the end of June. Thank you to everyone who completed the survey, attended one of our public drop-in sessions or other stakeholder events, or submitted their views in a letter or an email.

We got your message loud and clear about the poor quality of the public transport offer, particularly bus services, and how you do not feel safe when travelling due to anti-social behaviour and fear of crime. Our job is to make sure you both **are safe** and **feel safe** when travelling for whatever reason at whatever time of day.

We also got some very differing views on whether we were doing enough for motorists, or whether we were doing enough for pedestrians and cyclists. The fact is we want to make it easier for everyone to get around but we must reduce our carbon emissions. We can't and won't change things overnight, but we will need to make a gradual change in the way we travel. We've added the challenge of balancing competing demands for road space to the '*Local issues and challenges*' chapter.

We have reviewed all your feedback and used it to finalise the Strategy. The outcome of the public consultation was reported to Council Members in October 2023 and a consultation statement was published alongside this final Strategy.

Based on your feedback we have made a number of changes throughout the Strategy, adding in additional information you shared with us on your experience of using the existing transport system. A schedule of amendments was published alongside this final Strategy. Some of the main changes we have made are as follows:

- We have revised our transport vision to make it clear that we want all our residents, businesses and visitors **to have a choice of how they travel**. We can only make this possible by **providing a much better public transport system** and **making it safe for people to make some of their short local journeys on foot and by bike if they are able to walk or cycle**.
- Our vision also includes some of the main features you told us the transport system would need to have to be **attractive**, such as being '**affordable, safe, reliable and well-maintained**'.
- There are also some new issues and challenges in there, such as balancing competing demands for road space and low levels of physical activity, and we've added more on ones such as personal safety.
- We have also revised our transport objectives to better reflect the issues we need to address, such as reliability, air pollution and personal safety.



### DRAFT BURY LOCAL TRANSPORT STRATEGY 2040



Get involved and have your say...

Consultation runs from  
24th March to Friday 30th June

To take part, submit a questionnaire at  
[www.onecommunitybury.co.uk/bury-transport-strategy](http://www.onecommunitybury.co.uk/bury-transport-strategy) or email your  
comments to [engagement@bury.gov.uk](mailto:engagement@bury.gov.uk) or

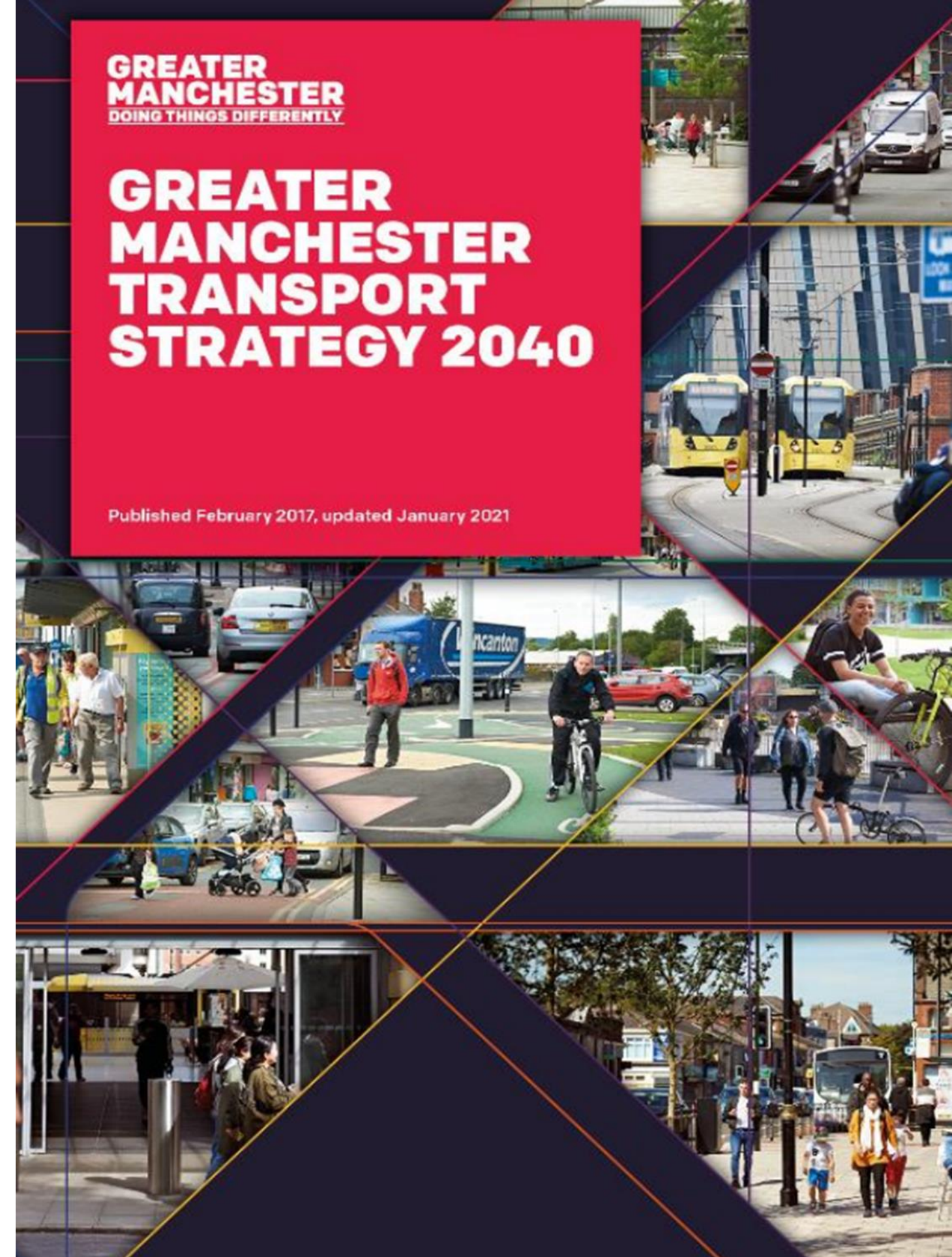
COME ALONG TO ONE OF OUR DROP-IN SESSIONS

Thursday 1st June	The Tottington Centre	4.30pm-6.30pm
Wednesday 7th June	Peel Room, Bury Town Hall	5.30pm-7.00pm
Thursday 8th June	Ramsbottom Library	4.30pm-6.30pm
Monday 12th June	Oasis Centre, Whitefield Methodist Church	4.30pm-6.30pm
Thursday 15th June	Radcliffe Library	4.30pm-6.30pm
Thursday 22nd June	Prestwich Library	4.30pm-6.30pm

Find out more at  
[www.bury.gov.uk/planning-building-control/regeneration/transport-strategy](http://www.bury.gov.uk/planning-building-control/regeneration/transport-strategy)



# 2 GREATER MANCHESTER TRANSPORT STRATEGY 2040



# Greater Manchester Transport Strategy 2040

The Greater Manchester Transport Strategy 2040 (GM2040) sets out the long-term ambition for transport in Greater Manchester, including Bury, and underlines the importance of transport in supporting Greater Manchester’s ambitious plans, including those set out in the overarching Greater Manchester Strategy.

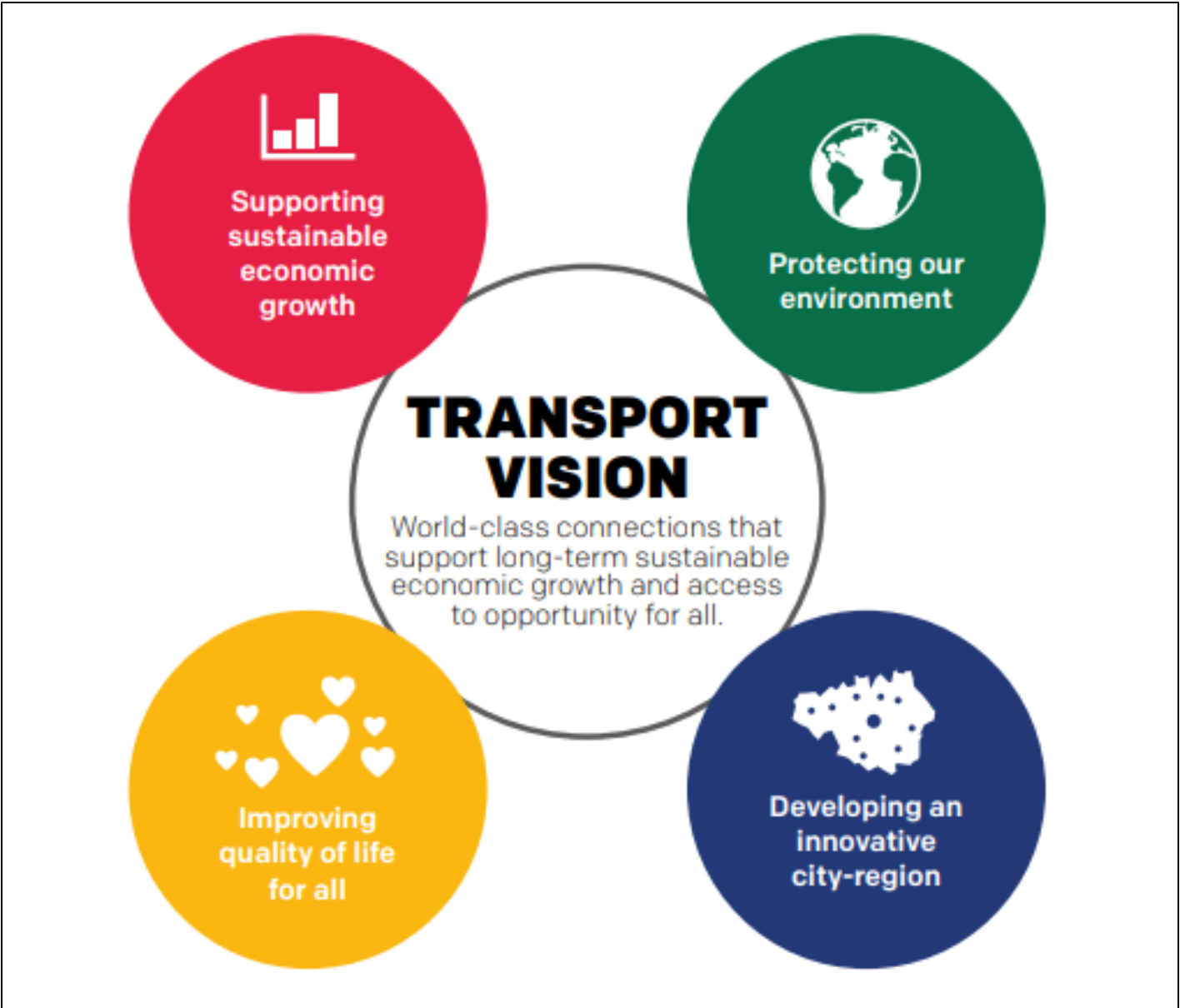
All ten Greater Manchester local authorities and Transport for Greater Manchester, are signed up to GM2040 and all its ambitions, policies and projects.

The Plan sets out how an integrated transport system will be developed across Greater Manchester by 2040 and proposes a £3 billion capital investment programme.

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

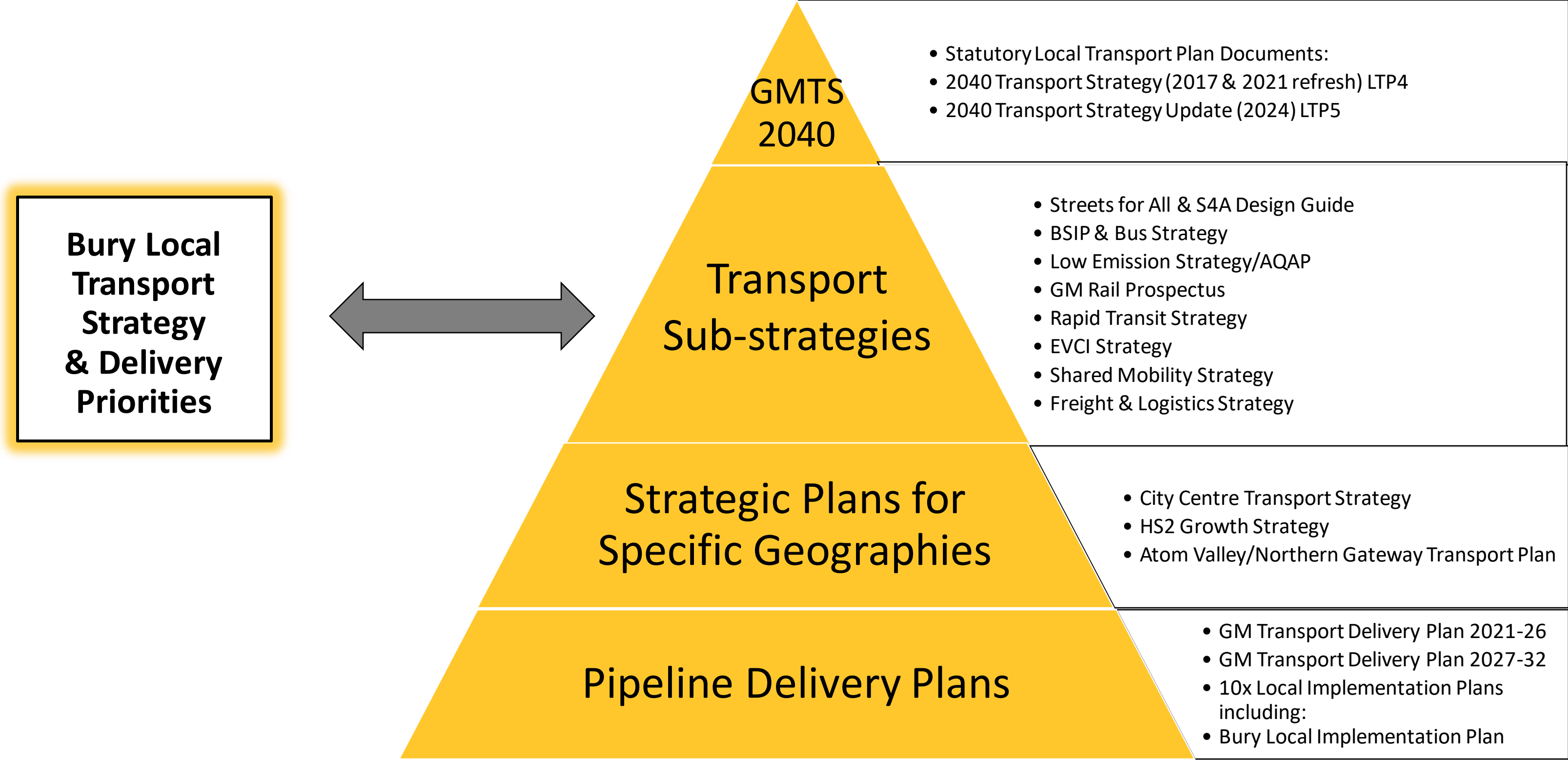
The main source of funding for transport improvements is central government. Having GM2040 in place helps to secure government funding for investment in transport across Greater Manchester, including for projects in Bury.

GM2040 is supported by a Five-Year Transport Delivery Plan, several transport sub-strategies at various stages of development, such as the Greater Manchester Bus Strategy (published) and a Streets for All Strategy (published) and accompanying Streets for All Design Guide (in development), plans for specific areas, such as an Atom Valley/Northern Gateway Transport Plan (in development) and a Local Implementation Plan for each of the ten Greater Manchester local authorities (published). The diagram on the next page shows how the GM2040 Transport Strategy documents sit together.





# GM2040 Transport Strategy Document Hierarchy



# Updating Local Transport Plans

Every local authority in England outside London is required by law to produce a Local Transport Plan for their area and submit them to the Department for Transport. A Local Transport Plan (LTP) assesses an area's transport needs and challenges and sets out different ways in which these challenges will be addressed. In Greater Manchester, the ten local Councils and Transport for Greater Manchester must work together to produce a single Local Transport Plan for the city-region.

The GM2040 suite of transport strategy documents is Greater Manchester's Local Transport Plan.

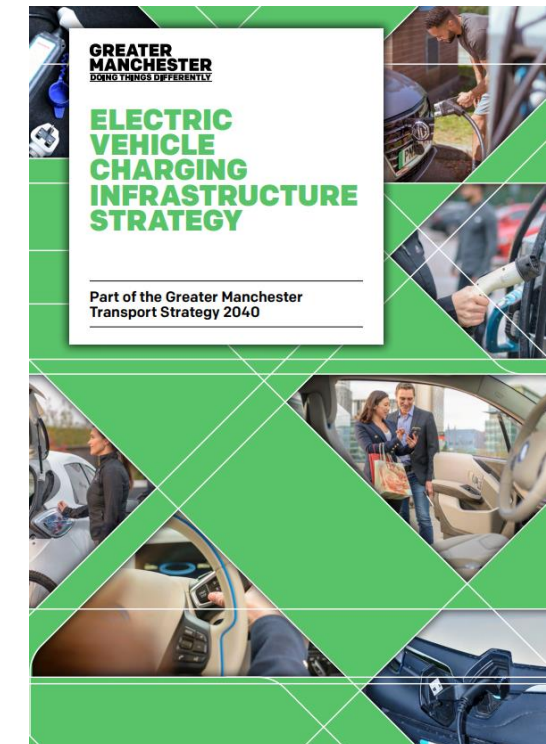
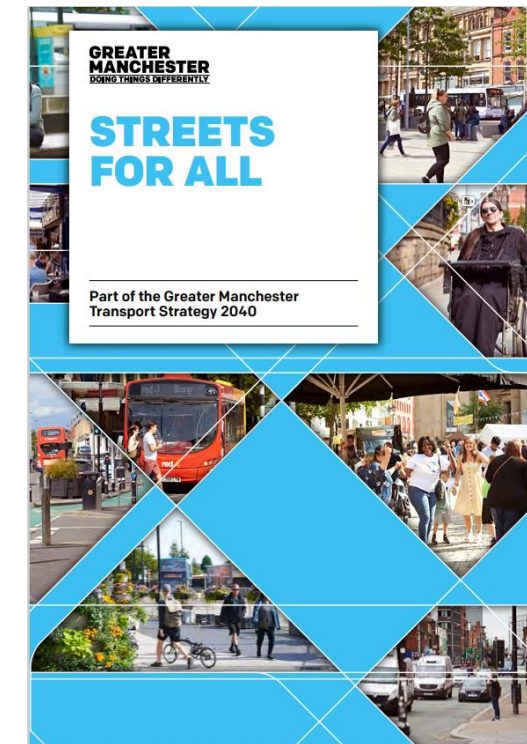
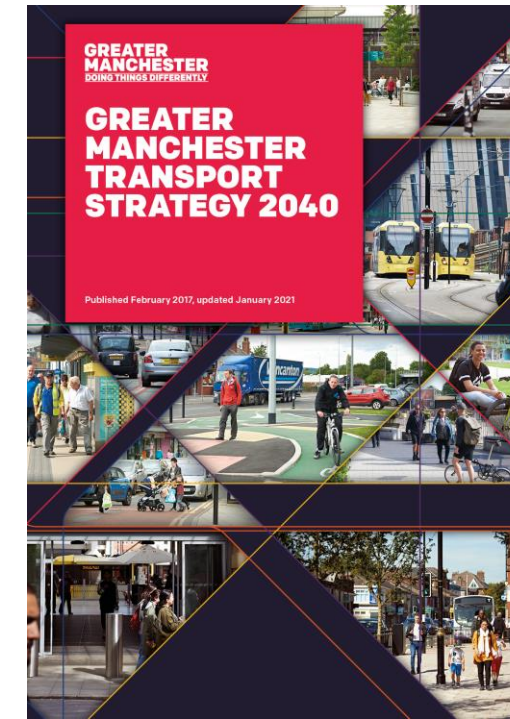
Greater Manchester has produced three previous LTPs that collectively cover the period 2001-2021. The current LTP runs from 2021 until 2040. It is referred to as LTP4 or the GM2040 Transport Strategy.

The government wants new Local Transport Plans to be submitted in 2024. Transport for Greater Manchester will take the lead on updating the GM2040 Transport Strategy and producing LTP5. We are waiting for the publication of new guidance for preparing LTPs from the government, including guidance on how we must estimate the carbon impacts of proposed interventions.

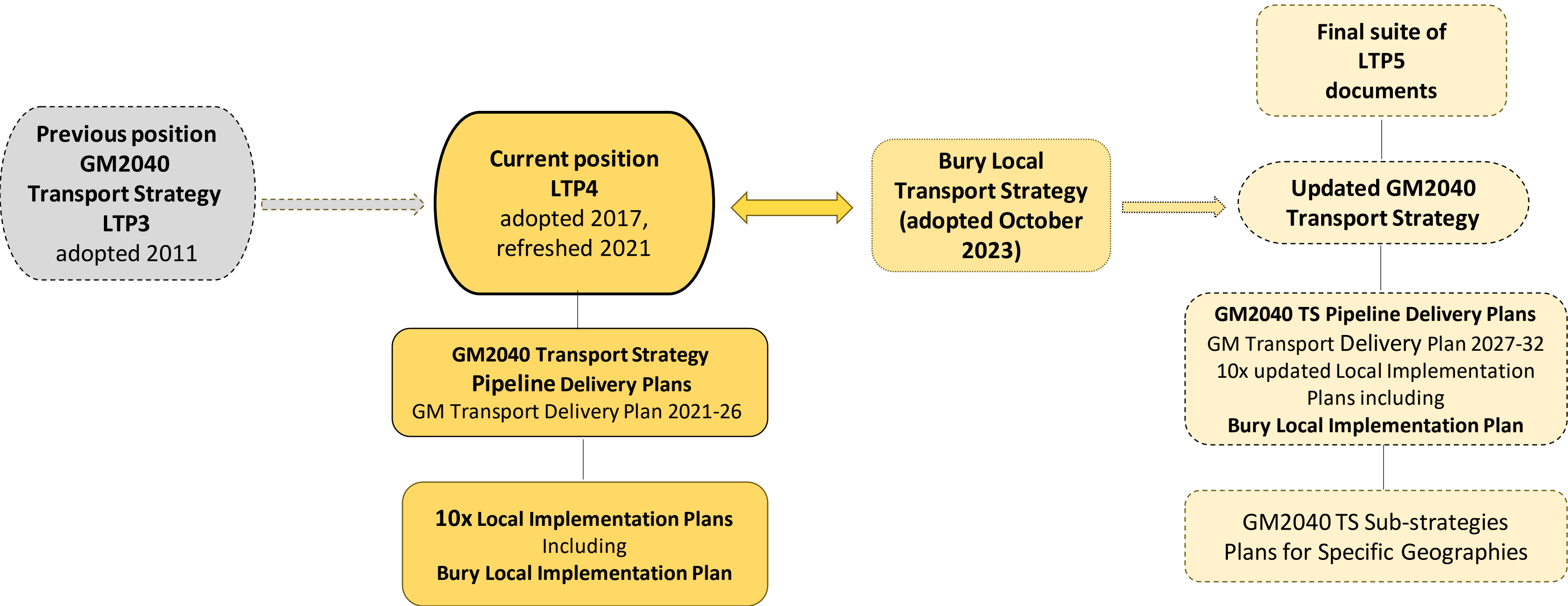
As part of the preparation of LTP5, Transport for Greater Manchester will consult people across Greater Manchester on a draft LTP5.

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

The diagram on the next page shows the updating of the current GM2040 Transport Strategy suite of documents (LTP4) into the new Greater Manchester Local Transport Plan, LTP5, over time.



# Timeline for updating GM2040 Transport Strategy





# GM2040: Bury Local Implementation Plan

The refresh of the GM2040 Transport Strategy and Delivery Plan in 2020/21 saw the introduction of a Local Implementation Plan (LIP) for each of the 10 GM local authorities. These were prepared by the local authorities in partnership with TfGM.

Bury's Local Implementation Plan was approved by Council members in November 2020 and appended to the refreshed GM2040 Delivery Plan. Local Implementation Plans focussed on township and neighbourhood priorities and particularly on active travel. LIPs summarised the key local transport issues and opportunities in each local authority, providing an added layer of local detail that was not provided in the 2040 Transport Strategy document.

Bury's LIP set out four key outcomes that we would work towards by 2026, which were:

- Outcome 1: Increase the number of neighbourhood journeys (under 2km) made by foot and by bike across the borough of Bury.
- Outcome 2: Enhance connections to/from and within the centres of Bury, Prestwich, Radcliffe, Ramsbottom, Tottington and Whitefield by foot, bike, and public transport.
- Outcome 3: Create clean, green streets, and relieve local communities from the impacts of congestion.
- Outcome 4: Improve access to Metrolink for residents, workers and visitors

LIPs were intended to be 'live' documents, to be updated as local authorities developed their own local strategies, or as planned schemes were delivered, and new ones were developed. The Bury LIP 2021-2026 has informed the development of the Bury Local Transport Strategy and the outcomes we had set for 2026 have been reflected in our transport vision, objectives and investment priorities.

We will use the Bury Local Transport Strategy to inform development of the next Bury Local Implementation which will be part of the new GM Transport Delivery Plan 2027-32.





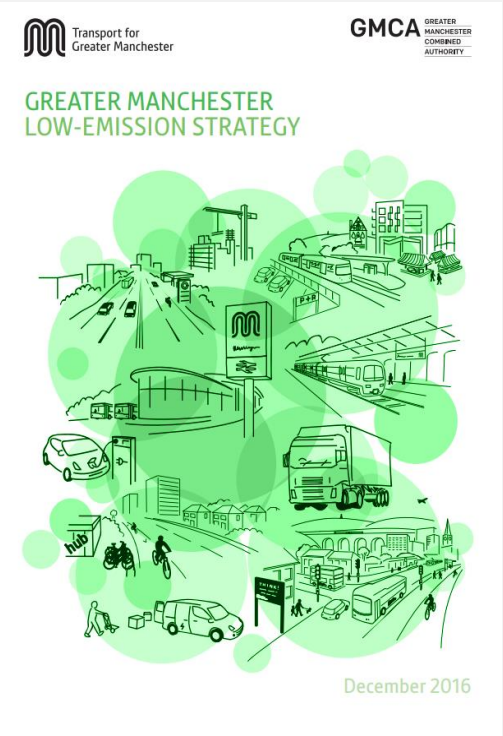
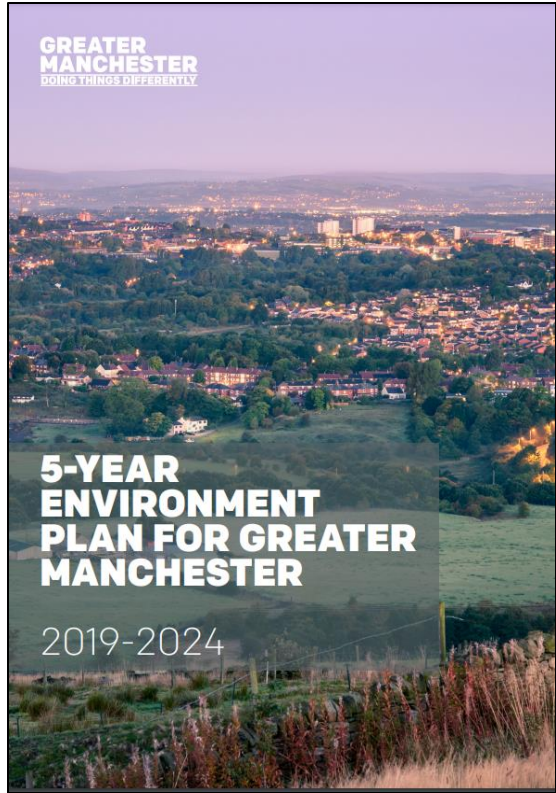
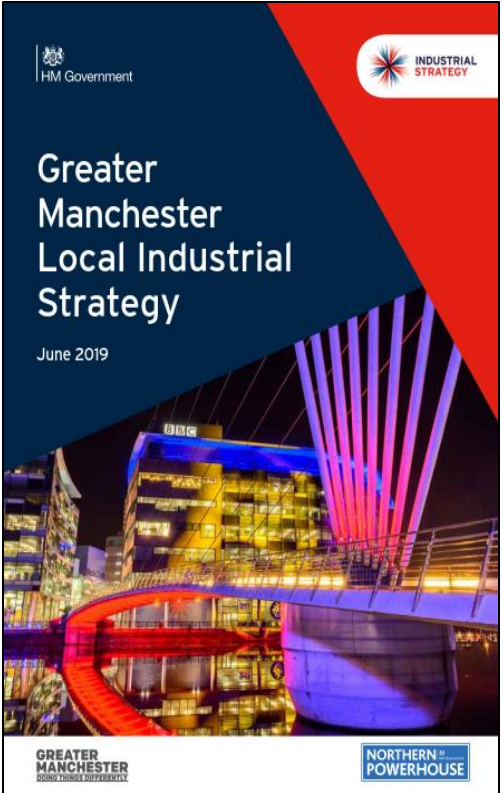
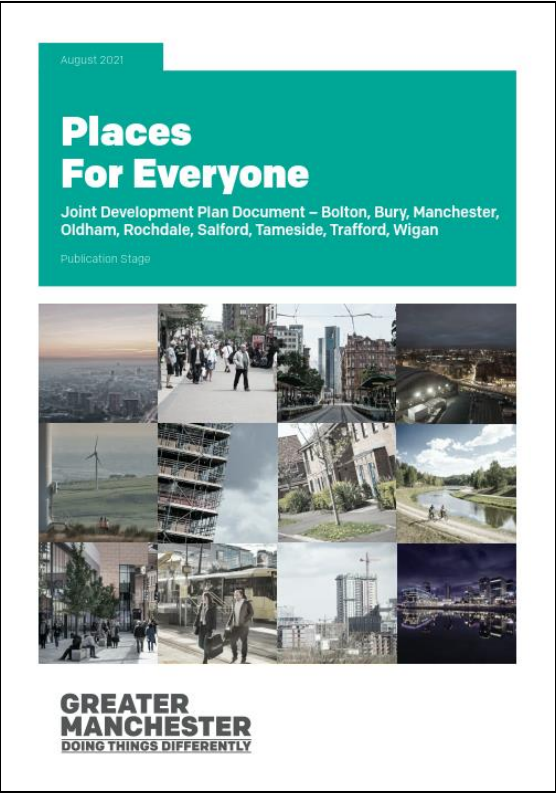
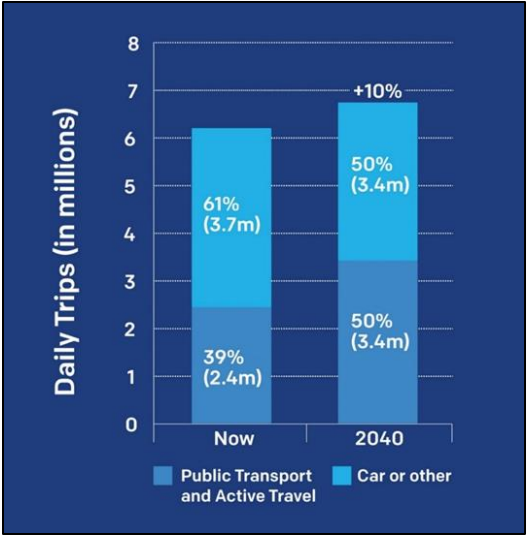
# Greater Manchester Transport Strategy 2040

GM2040 supports several other Greater Manchester Strategies and plans including: the Greater Manchester Strategy (2021-2031), Places for Everyone, the GM Clean Air Plan, the Greater Manchester Local Industrial Strategy, the 5-Year Environment Plan, the GM Low Emission Strategy and Growth Locations Plans and Local Investment Frameworks.

The GM2040 ambition is for half of all journeys in Greater Manchester to be made by public transport or active travel by 2040. This is referred to as the ‘Right Mix’. This will mean one million more sustainable journeys every day in Greater Manchester by 2040.

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

Over a third (36%) of all the journeys that start in Bury each day are to destinations elsewhere in Greater Manchester such as Rochdale and Bolton. For many Bury residents, particularly in areas to the north of the borough, the public transport offer to these destinations is limited leading to 75% of people making these type of trips by car and only 14% using public transport. If we are to get more people using public transport it will need to serve the Borough better than it does now.



# GM2040: The new Streets for All approach

Greater Manchester has adopted a new Streets for All approach which will help to support the ambition for half of all journeys to be made by public transport or by walking, wheeling and cycling. The Streets for All approach will apply to everything we do on our streets. Streets for All places a strong emphasis on reducing traffic and road danger and on improving the environment for pedestrians, cyclists and public transport users. This people-centred approach to street planning, design and network management is needed to level up the transport network, support growth and productivity and enable us to meet our decarbonisation targets. The Streets for All vision is *‘to ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses.’*

The new Streets for All approach puts pedestrians at the top of a ‘hierarchy of road users’, those who could do the greatest harm, such as drivers, will have a greater level of responsibility to ensure they reduce the danger they can pose to people walking, wheeling or cycling. Streets for All identifies five main street types shown on the adjacent diagram.





# GM2040: The Bee Network

The Bee Network is Greater Manchester's bold vision to deliver a joined-up London-style transport system, transforming how people travel in and around Greater Manchester and enabling them to travel seamlessly across the city-region on buses, trams and trains, as well as by walking, wheeling or cycling.

Buses are being brought under local control through franchising and will be run by the Greater Manchester Combined Authority (GMCA) in the biggest change to public transport in the city-region in over 30 years. The first phase of franchising got underway in Wigan, Bolton and parts of Salford and Bury in September 2023. All bus services in Greater Manchester will have been franchised by January 2025.

Lower fares have already been introduced on buses across Greater Manchester to attract passengers back to public transport following the pandemic and to help with the cost of living crisis. New state of the art electric buses are also being introduced to help improve local air quality. The first fifty of these came into service as part of the first phase of franchising in Wigan, Bolton and parts of Bury and Salford in September 2023 and another 170 will follow as franchising is rolled out. These new buses also feature audio-visual announcements and USB-charging provision, as well as accessible ramps and two wheelchair spaces.

The Bee Network also includes ambitious plans for Greater Manchester to have the largest cycling and walking network in the country, the Bee Active Network, connecting every area and community in Greater Manchester, including in Bury, with more than 1,800 miles of routes and 2,400 new crossings. This ambition is set out in Greater Manchester's adopted Local Cycling and Walking Implementation Plan *Change a Region to Change a Nation* and is supported by the GM Active Travel Commissioner's *Active Travel Mission*.

The aspirational Bee Active Network published in 2018 has been reviewed and updated to whether existing infrastructure meets current standards and what is needed to upgrade them, what parts of the network have been delivered and what new routes are needed to connect everything up. This work will help to identify a pipeline of future schemes.

The GM Cycle Hire Scheme is another part of the Bee Network and is now up and running in the Regional Centre in Manchester, Salford and Trafford. In time, this should be expanded more widely across Greater Manchester. Bury Council would support its expansion into the Borough.



# GM2040: Current Funding Programme

The main source of funding for delivering the GM2040 Transport Strategy and the Bee Network is Central Government. To secure Government funding to maintain and improve the transport system our local and Greater Manchester transport strategies must help to deliver Government's transport objectives which are:

- **Delivering growth and productivity:** Improving connections to jobs and homes and improving links between towns and cities by providing investment in high quality public transport, cycling and walking infrastructure.
- **Levelling-up:** Providing better access to jobs, education and services in a fairer way, opening up opportunities for residents living in less-connected areas and for those with lower incomes by improving bus frequency and reliability.
- **Decarbonising transport:** Enhancing public transport services, creating new walking and cycling routes, and improving existing ones to help reduce car dependency. Offering more opportunities for people to travel sustainably and delivering improvements to air quality to improve the health and wellbeing of residents.

The City Region Sustainable Transport Settlement (CRSTS) and funding for bus service improvements are the main Government funding sources for investment in local transport right now. There is also an Active Travel Fund that is administered for Government by Active Travel England which invites funding bids from local authorities.

Greater Manchester submitted a bid to the City Region Sustainable Transport Fund in September 2021 followed by a Bus Service Improvement Plan bid in October 2021. These were both successful and secured money for transport improvements across Greater Manchester, including in Bury.





# GM2040: Current Funding Programme

## City Region Sustainable Transport Settlement (CRSTS)

In July 2022, the government confirmed a package of funding for Greater Manchester, including £1.07 billion of capital funding from the City Region Sustainable Transport Settlement (CRSTS) and £95 million of revenue funding through the Greater Manchester Bus Service Improvement as part of the national Bus Back Better Strategy. The CRSTS funding will deliver investments in local roads, bus, train and tram services over the five years to March 2027: with new quality bus corridors, cycling and walking routes and improved transport infrastructure and connectivity for towns across Greater Manchester.

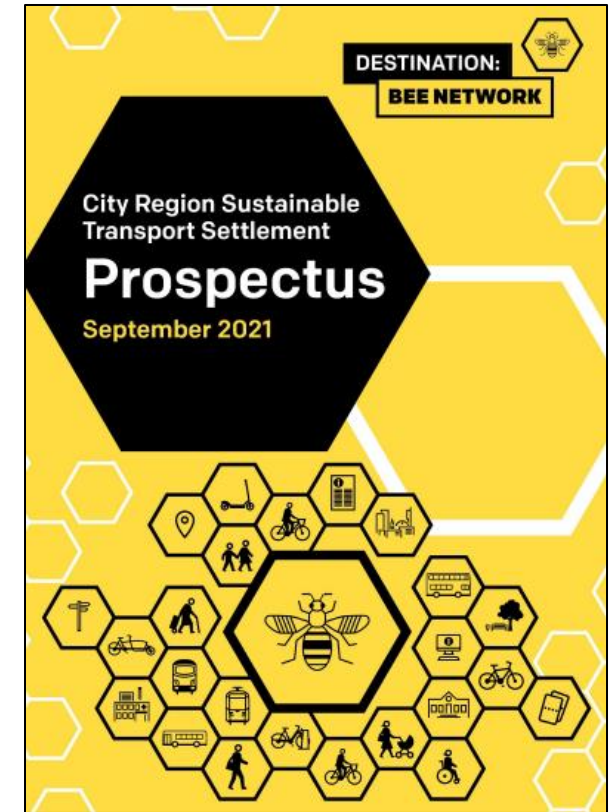
The bus revenue funding is helping to make bus journeys more affordable through the introduction of lower fares.

## Bury schemes in the CRSTS programme

The CRSTS programme approved by central government in July 2022 includes several schemes in Bury such as a new state of the art interchange in Bury Town Centre. The redevelopment of Bury Interchange will be Greater Manchester's first operationally carbon neutral transport interchange. The £81 million scheme (£45 million CRSTS in the initial tranche, £36 million future CRSTS funding post 2027) will include full multi-modal integration including capacity for bus, cycle/active travel parking, Metrolink and vertical circulation upgrades. This scheme is a key element of our Town Centre Masterplan, and we are working closely with TfGM to bring it forward. There is also funding to:

- develop plans for a new Metrolink Stop and Park and Ride/Travel Hub at Elton Reservoir.
- investigate new tram-train technology between Bury, Heywood, Rochdale and Oldham, which would allow Metrolink vehicles to travel along heavy rail lines.
- improve bus routes so that buses are more reliable and can become a real alternative to the car, with proposals being developed to upgrade key bus routes, including the A58 between Bolton, Bury and Rochdale town centres.
- improve walking and cycling routes in Bury Town Centre and to deliver some of the active travel improvements identified in the Radcliffe Strategic Regeneration Framework and the Ramsbottom Town Plan.
- invest in resurfacing some of the Borough's main roads.

More information on what CRSTS funding means for Bury is set out in within this Transport Strategy.





# 3

## LOCAL ISSUES AND CHALLENGES





# Local issues and challenges

Although we are already signed up and committed to achieving the ambitions of the GM2040, we have our own specific transport issues and challenges that need to be identified and addressed if we are to provide a truly integrated transport system that operates for all our residents.

That is why we need a Local Transport Strategy – one which identifies local issues that a Greater Manchester wide Transport Plan is too strategic to consider.

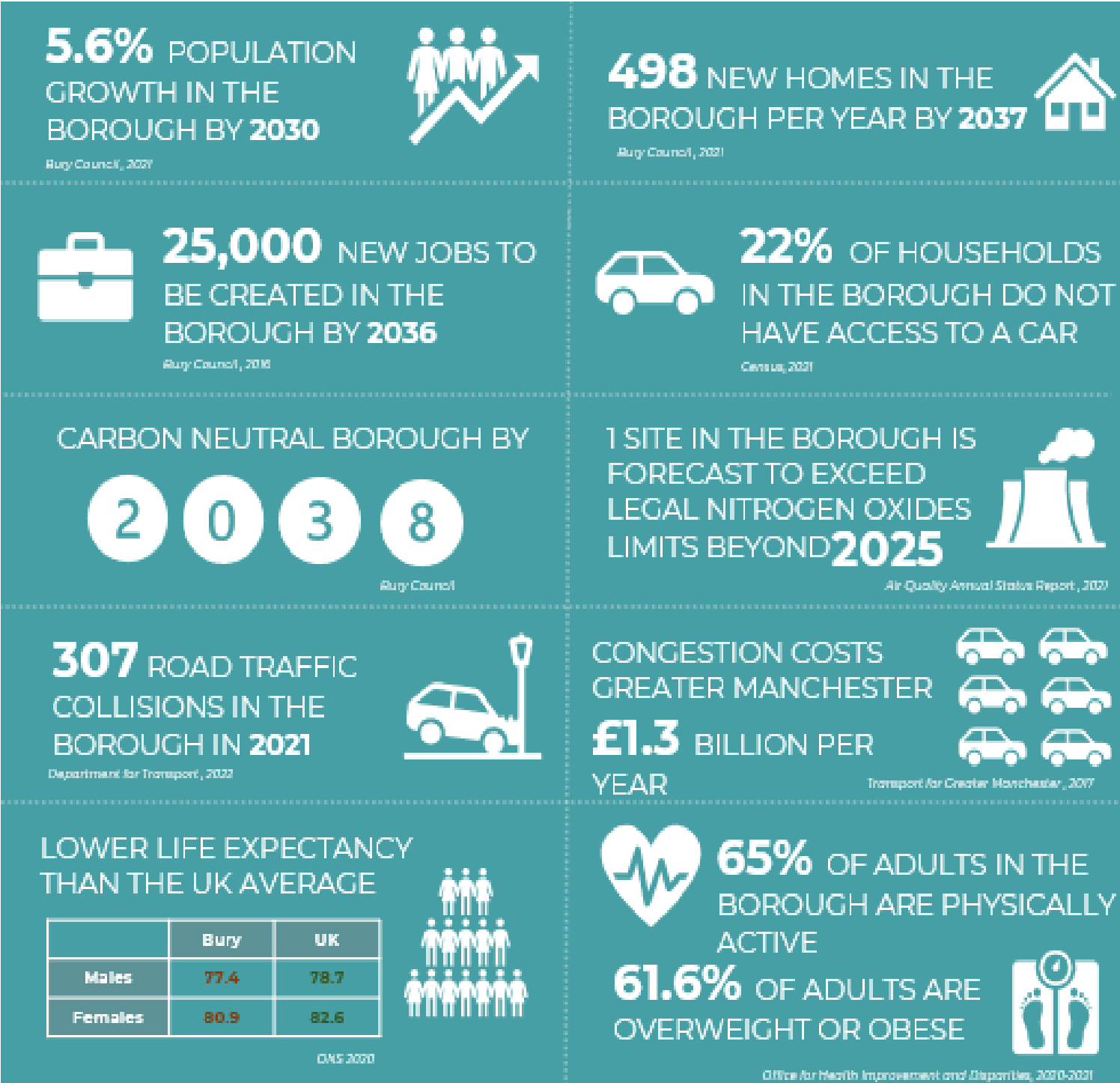
Having our own Local Transport Strategy will complement GM2040 and will set out our own local transport priorities that will sit alongside the more strategic priorities in GM2040.

Crucially, having our own Local Transport Strategy will put us in a stronger position to identify and attract the funding needed to deliver schemes that are locally important for the Borough. It will enable the Council to identify and develop proposals for transport interventions and to competitively bid for monies as and when they become available.

To understand the current transport situation and the transport needs and requirements of different areas of the Borough, a comprehensive baseline assessment was undertaken as part of the development of this Local Transport Strategy.

The feedback we received during the consultation on our draft Strategy has provided us with more information on the Borough's transport issues and challenges, which has been included.

This Chapter summaries some of the key findings from this evidence, setting out the main issues that the subsequent key investment priorities seek to address.



# Local issues and challenges:

## Metrolink

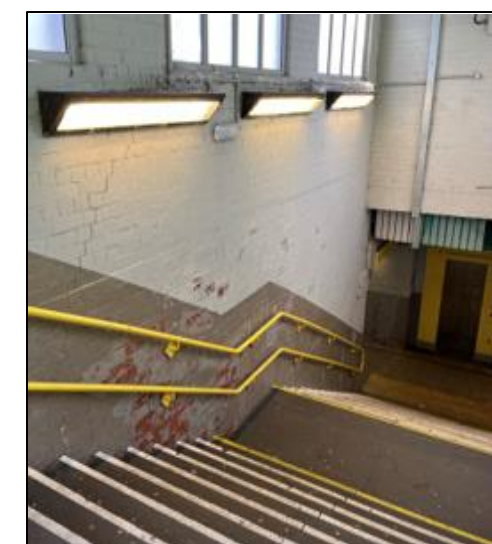
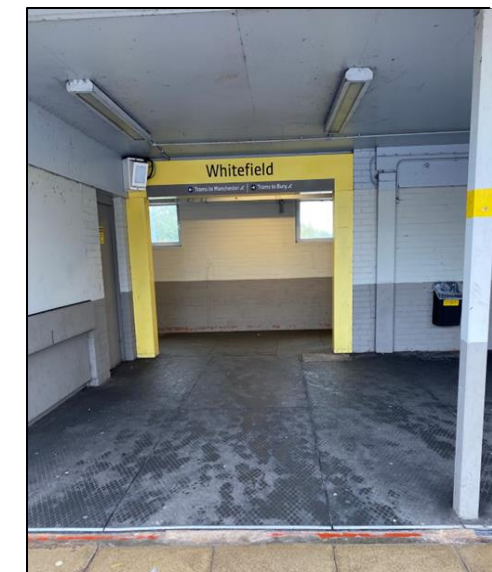
The Bury line has seen significant growth in Metrolink usage and has become an important commuting asset, particularly for those travelling to work in Manchester City Centre. However, there are several issues with the existing Metrolink offer:

- Bury Interchange is outdated and in need of redevelopment to provide an enhanced gateway for Metrolink services coming into Bury town centre, with better connections for buses, pedestrians and cyclists.
- Services on the Bury line are subject to over-crowding during peak periods.
- The current Metrolink line only serves the north-south corridor within the Borough resulting in poor east-west connectivity.
- Anti-social behaviour at Metrolink stops across the borough particularly in areas without much youth provision. The stops are seen as an attractive space to socialise in an antisocial manner, with hotspots of robberies and acquisitive crime.
- The existing line terminates at the Interchange in Bury Town Centre and does not directly serve the townships and more rural areas to the north of Bury town centre.
- The form and design of Metrolink stops in the Borough, which are largely as they were in the days of heavy rail operation and do not meet current passenger needs in terms of quality, waiting environment, safety or accessibility. They need investment to modernise them make them more attractive to users..

The cost of travelling by tram, the reliability of the existing Bury Metrolink service, the overcrowding, particularly at peak times, and the use of the Bury town centre Park and Ride by non-Metrolink users. were also raised as issues in the public consultation.

TfGM is currently working on a programme to increase capacity on the network by providing more double trams where they are needed. Additional trams have been added to the fleet and capacity will be matched to predicted demand. This should help improve the reliability of the existing services and resolve overcrowding at peak times.

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



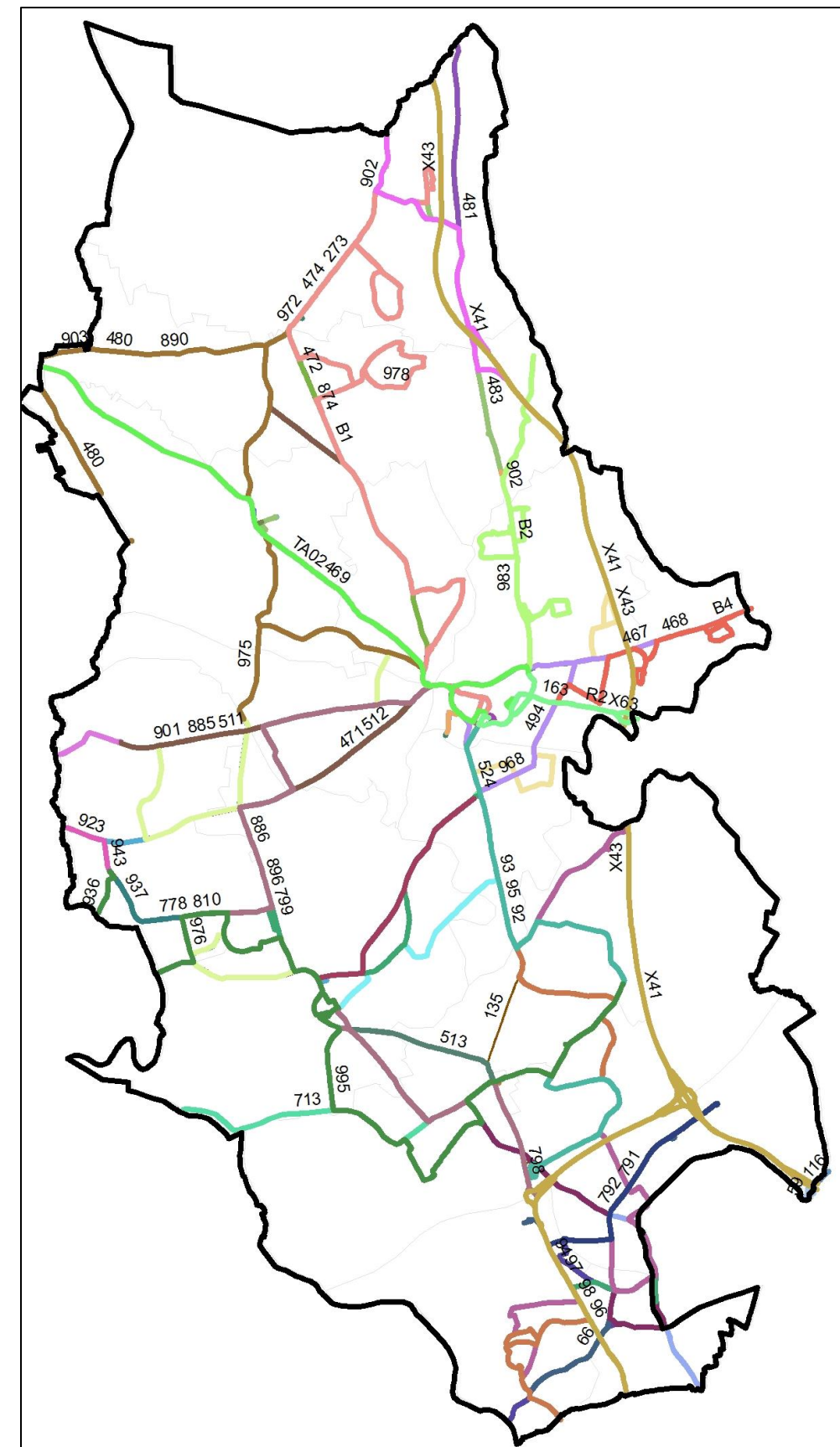


# Local issues and challenges:

## Bus services

Investment in bus services is needed to strengthen the attractiveness of travelling by bus and connecting to other public transport modes. This will support the Greater Manchester Bus Plan target to increase bus patronage by 30% by 2030 and the GM 'Right Mix' vision to reduce the overall share of car trips to no more than half of all journeys by 2040. The adjacent map shows the current bus services in the borough. Some of the key issues and challenges for bus services are summarised below:

- Unreliable and infrequent bus connections from Bury town centre to the northern part of the Borough, leading to a large number of local journeys being made by private vehicles (65% of all journeys starting in Bury are made by car or van).
- Anti-social behaviour at bus stops and on buses and issues with personal safety at bus stops, on routes to bus stops and on the bus.
- Public transport journeys tend to take significantly longer than the same journeys made by private vehicle, particularly from parts of the Borough such as Tottington and Ramsbottom, which discourages the use of more sustainable modes.
- Poor bus stop and interchange infrastructure across the Borough.
- Improved bus connections to existing and future housing and employment sites such as Elton Reservoir and Northern Gateway will be needed to support sustainable movements.
- Strategic connections to Rochdale and Bolton are poor and rely on a small number of services.
- Bury Interchange is dated and in need of redevelopment to provide an enhanced gateway for the Borough with high quality pedestrian routes, expanded public realm and restricted vehicular access around the interchange.



Bury's Current Bus Network

# Local issues and challenges:

## Network condition

Bury’s highway network is one of the key elements underpinning the strong performing economy of the Borough. It connects us all to jobs, commerce, services, schools, health care and communities.

The highway network comprises carriageways, footways, rights of way, street lights, cycleways, signs, drains, road markings, street furniture, structures, verges and highway trees within the publicly maintained highway. The value of these assets is estimated at over £1 billion.

As a Council, we have been investing heavily in improving the condition of the highway network, spending £20million over the last 6 years. However, the cost associated with keeping just our road carriageways in good condition is estimated to be £12 million per year.

# Local issues and challenges:

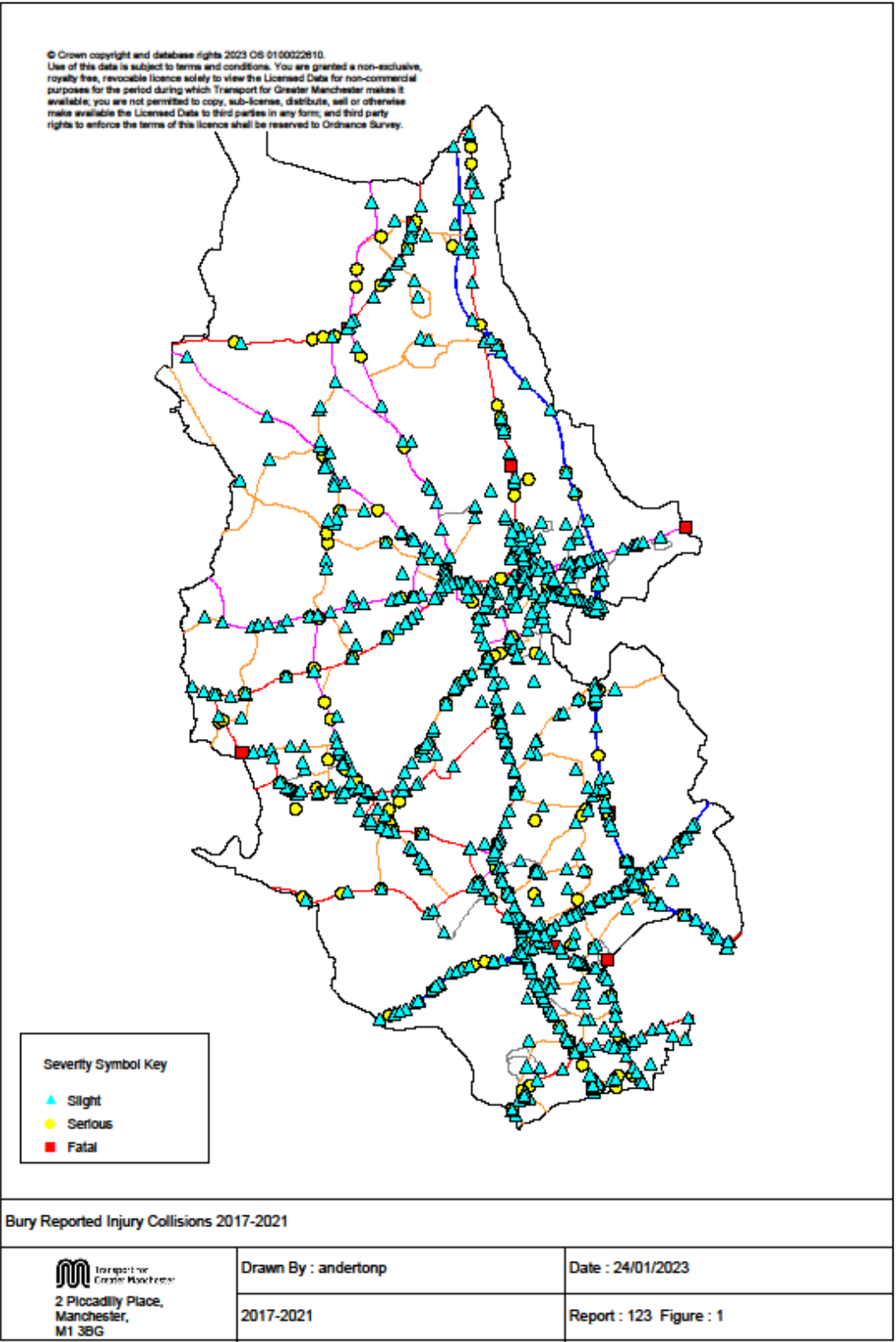
## Road safety

It is essential that people are safe and feel secure when travelling.

Good progress has been made in reducing the number of people killed or seriously injured on our roads, but road safety challenges still exist across the Borough. The wards with the highest casualty rate per 1,000 residents are Bury East, Unsworth and Holyrood. The adjacent map shows the location of collision by severity in the 5 years period 2017 – 2021.

We will continue to work in partnership with Transport for Greater Manchester and others such as Greater Manchester Police to reduce the number of casualties on our roads and achieve the Greater Manchester vision of reducing deaths and serious injuries to close to zero by 2050, known as *Vision Zero*.

To encourage people to walk and cycle, we will need to provide safe cycle and pedestrian routes, including upgraded road junctions with protected crossing facilities.



Bury Reported Injury Collisions 2017-2021



# Local issues and challenges:

## Congestion and journey time reliability

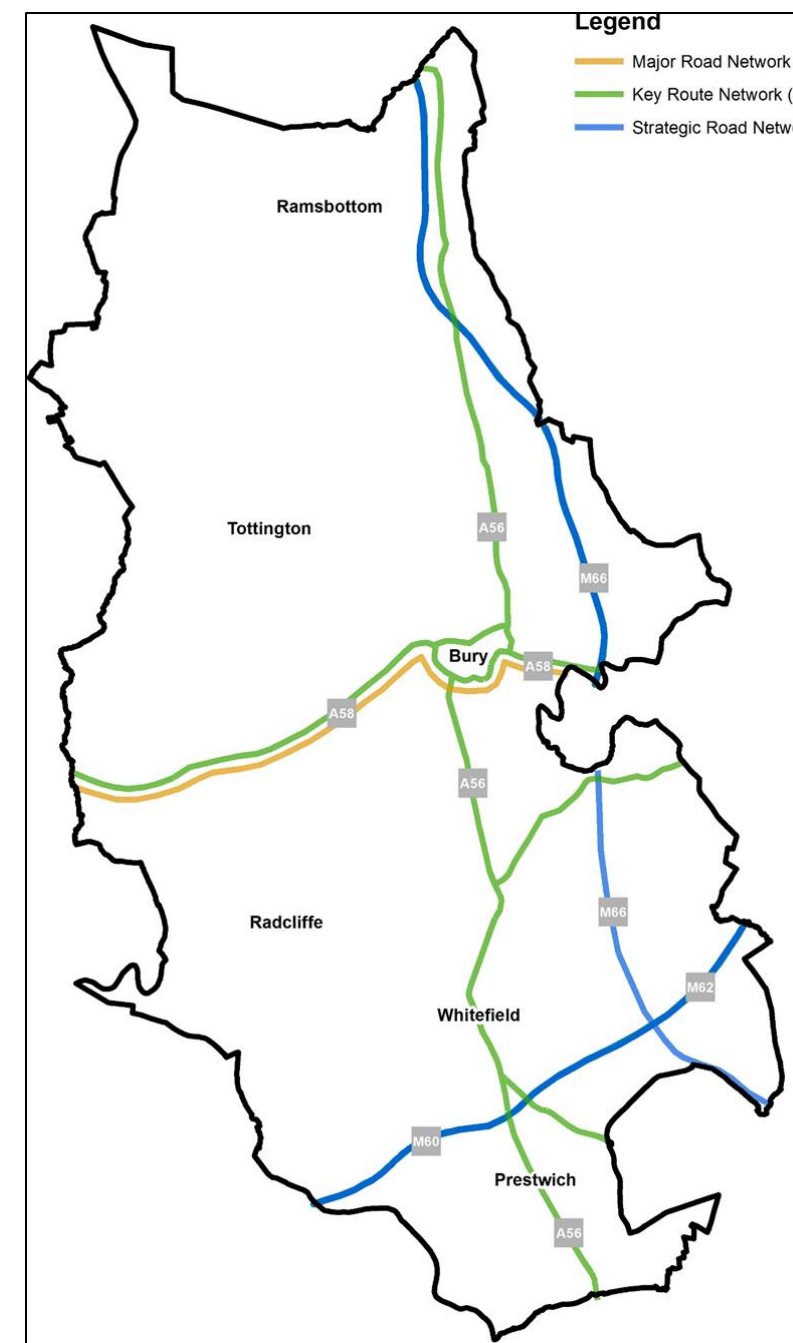
In the last ten years, there has been an increase of 13,400 licensed cars in the Borough, which represents an increase of 15%. As levels of car travel have increased, congestion on Bury's road network has become more prevalent. Congestion has a significant effect on journey times and reliability, which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

The locations of several junctions with poor levels of safety, congestion or safety and congestion are reflected on the adjacent map alongside key strategic roads.

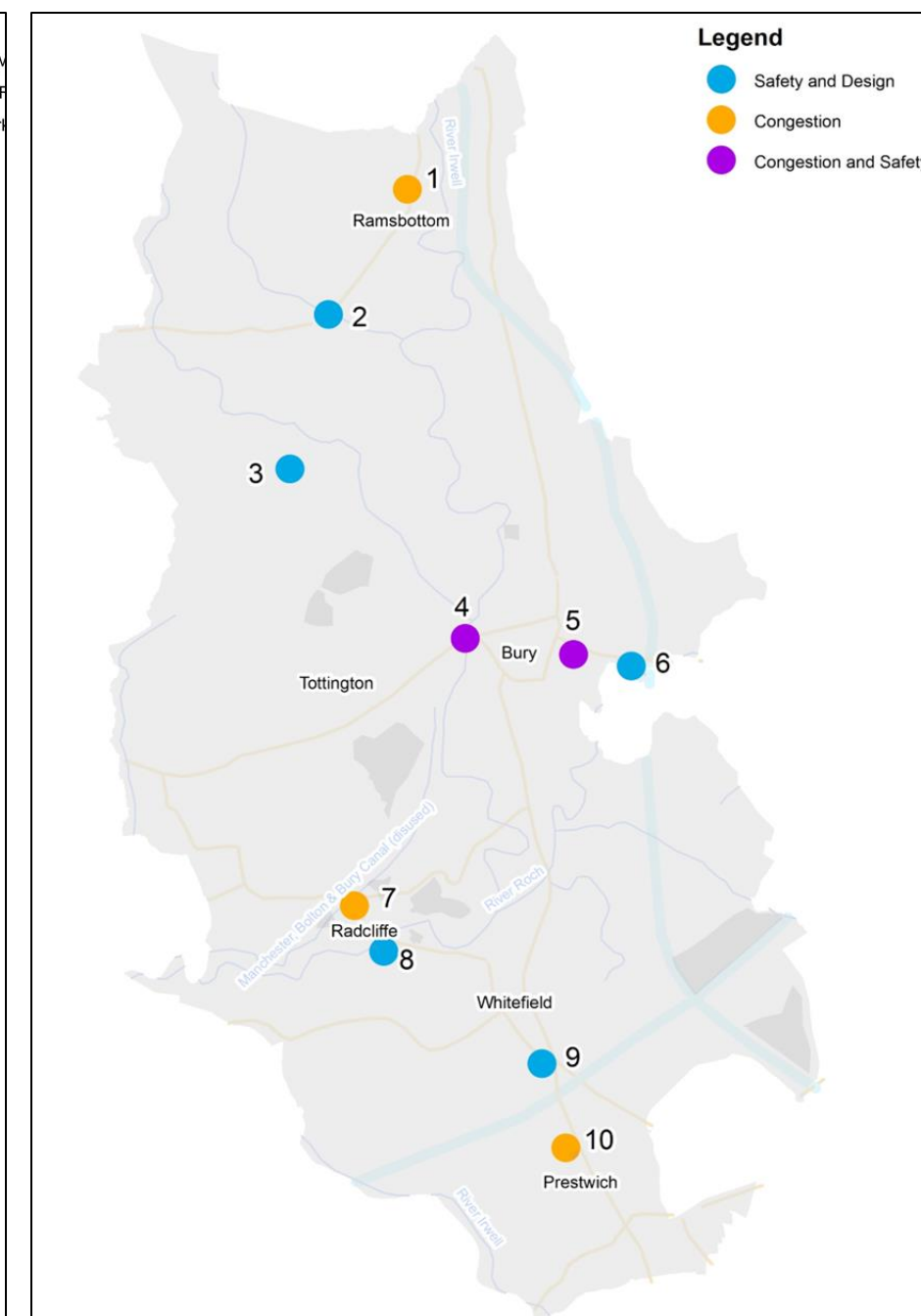
Key areas of traffic delay include the A56 and A58 corridors, around the junctions with the M66 (Heap Bridge and Pilsworth) and M60 (at Simister Island and Whitefield), on other routes around and through the Borough's town centres and connecting routes to the M60 and M66 such as A56 Bury New Road/Manchester Road, A58 Rochdale Road and Hollins Brow/Croft Lane, which often suffer additional problems when there are incidents on the M60 and M66.

Investment is needed at key strategic highway junctions across the Borough to alleviate congestion and improve journey times and reliability for public transport. This includes the local highway network as well as the strategic highway network (motorways).

Future developments within the Borough, such as the Northern Gateway, will impact on travel movements in and around the Borough and there will need to be significant investment to accommodate this – both on the highway and public transport.



Road Network Hierarchy



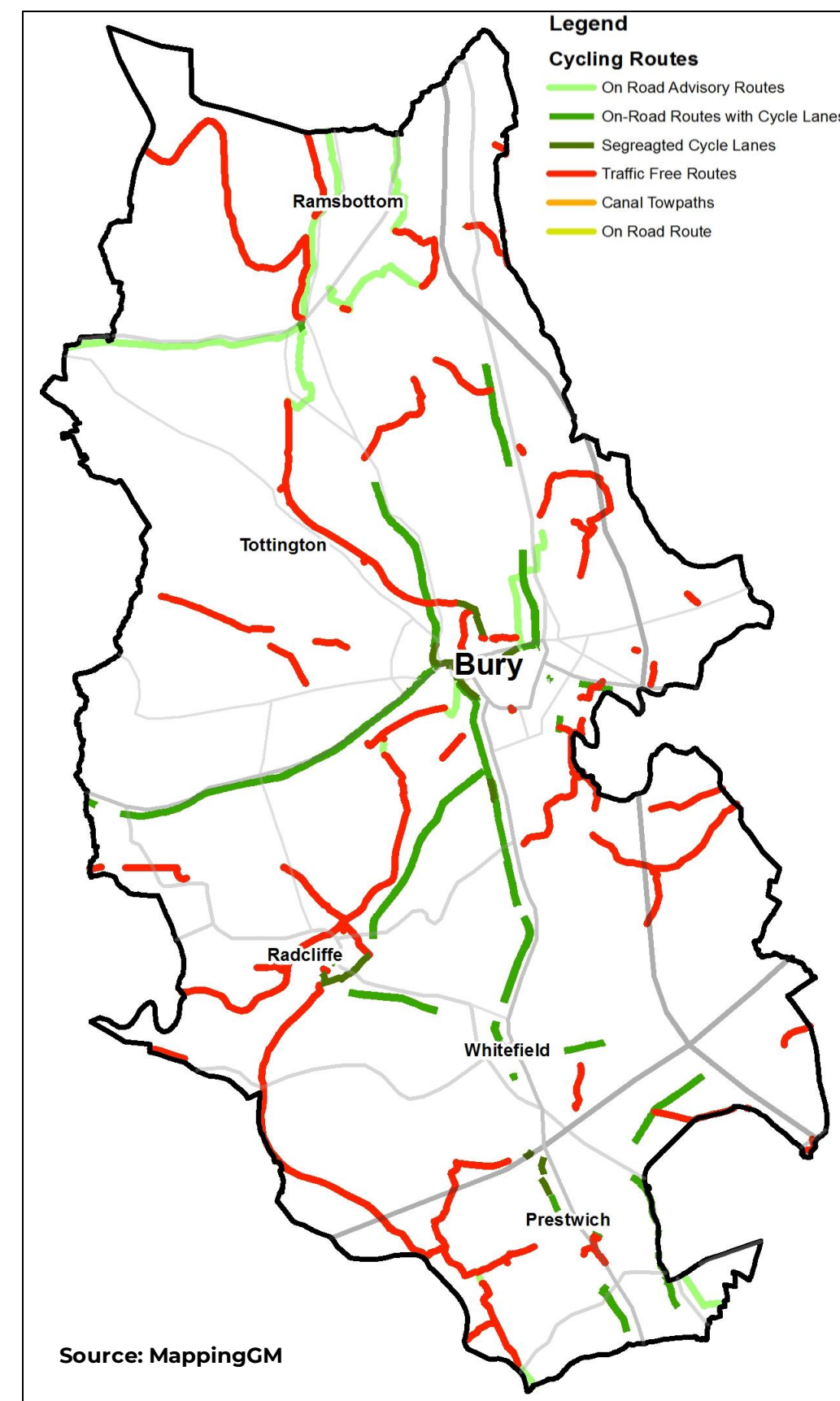
Road Network Congestion

# Local issues and challenges:

## Walking, wheeling and cycling

Although some high-quality cycle and pedestrian facilities have been delivered and others are in-delivery, we need to do more to ensure we have a universally accessible, coherent and connected walking, wheeling and cycling network in Bury. Existing infrastructure may need to be upgraded and joined up with new infrastructure that meets new national LTNI/20 standards as well as Greater Manchester's new Streets for All standards. Current issues and challenges include:

- The fragmented nature of the existing cycle network, as shown on the adjacent map. This does not provide the required standard of connectivity, thereby limiting the number of new journeys being made by bike.
- Existing walking and cycling infrastructure along key strategic routes generally offers a poor environment for pedestrians and cyclists.
- There is a lack of walking and cycling infrastructure to support safe crossings of busy roads, the railway and the river.
- Limited or insufficient cycling infrastructure at key public transport interchanges to support cycle movements as part of first-mile and last-mile journeys.
- New developments such as Northern Gateway, the East Lancashire Paper Mill and Elton Reservoir will need to provide new and upgraded walking, wheeling and cycling infrastructure.
- Bury town centre is encircled by dual carriageway with Peel Way (A56) to the north; Jubilee Way (A58) to the west; Angoulême Way (A58) to the south; and Rochdale Road/Derby Way to the east. Whilst these strategic routes provide good links to the M66, Rochdale, Bolton and Manchester, they are car-dominant environments which constrain permeability for pedestrians and cyclists.
- Making sure people are safe and feel safe when walking, wheeling or cycling, in terms of both road safety and personal security.



Bury's Current Cycle Network



# Local issues and challenges:

## Balancing competing demands for road space

We recognise that we have a big challenge ahead of us if we are to decarbonise travel and meet our target to be carbon neutral by 2038. Alongside the transition to electric vehicles, more of us will need to use public transport and to walk, wheel or cycle instead of using the car for some of our journeys.

The feedback we received through our consultation included opposing views. Some of you thought we weren't doing enough to support motorists, while others thought we weren't being bold enough and should be doing more for pedestrians and cyclists.

If we are to transform the way we travel, we need to make it much easier for people to switch from the car to sustainable travel for some journeys. We need to give people the choice to leave their car at home. The shift from private cars to more sustainable forms of travel will need to be gradual, and by 2040, we are still expecting that half of all journeys in Greater Manchester will be car trips (it's currently around 61%).

We will need to balancing the often-conflicting needs of visitors, local workers, residents and commuters and the needs of different types of transport.

We need to invest in transport in a way that will help to grow the economy, reduce deprivation and improve health and well-being.

We are also required by Government to make changes to road layouts to give more space to pedestrians, cyclists and buses.

Before we make any changes to road layouts, we will use traffic models to assess the potential impact of schemes on general traffic to help us make an informed decision on what to do. We will also engage with residents and local businesses to help shape our plans.



# Local issues and challenges:

## Addressing personal safety

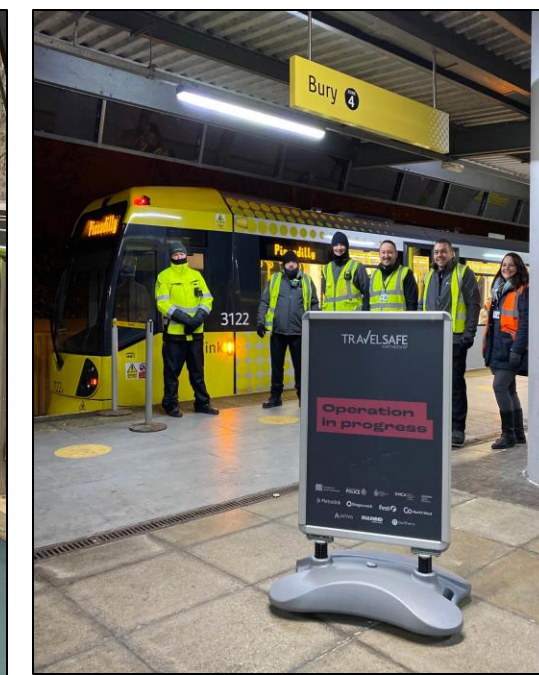
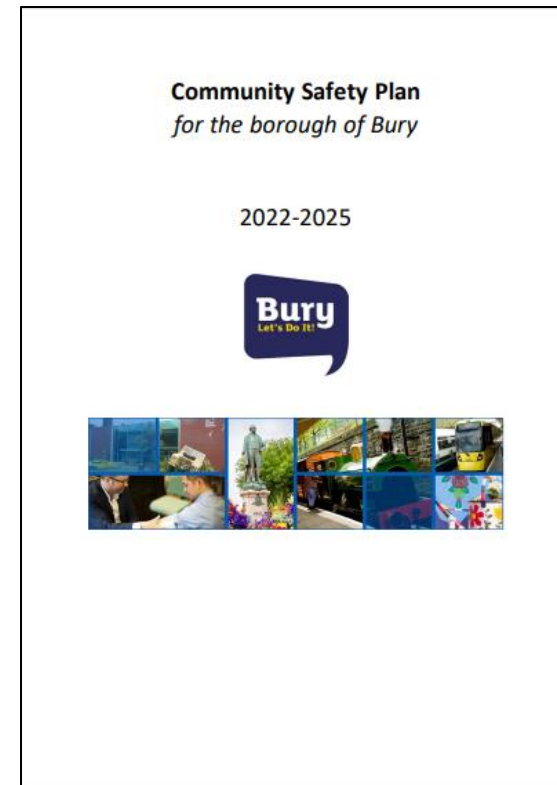
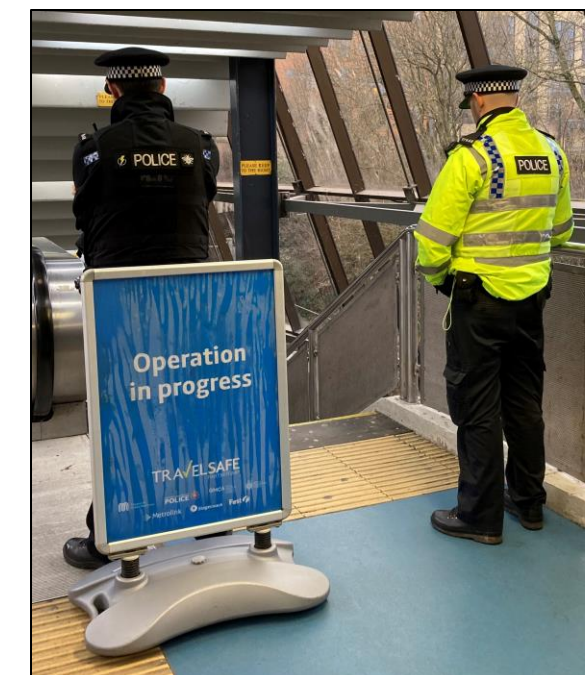
Safety and security are crucial for the use of transport systems, both in terms of preventing casualties or injuries, and in ensuring users feel confident to use transport services and infrastructure for both work and leisure related travel. It is recognised that some groups such as women and girls, black and ethnic minority groups (BAME), the LGBTQI+ community and those with mobility issues can suffer personal security issues on public transport services which can dissuade those groups from travelling in certain ways and at certain times of the day.

Many of the comments we received during our consultation on the draft Transport Strategy were around personal safety.

To ensure that people can use public transport facilities at all times of day, and can walk, wheel or cycle when and where they want to without concern for their safety, the transport system needs to be safer and feel safer.

Bury has a Community Safety Partnership (CSP) which is a multi-agency group set up to deal with community safety issues, including transport related issues around personal safety and road safety. The CSP Community Safety Plan 2022-2025 supports the wider delivery of Bury's Let's Do It ambitions and has six priorities, including to create and maintain safe spaces and to tackle crime and anti-social behaviour. This group co-ordinates delivery of a range of activities across a number of themes. Activities relevant to the transport network include:

- Women and Girls Safety, such as tackling issues at Kay gardens, public transport stops and interchanges, and underpasses.
- Building in Safety within our Town centres, including application of Secure By Design principles to the new Interchange proposals.
- Safer neighbourhoods, including projects such as improvement works to Chesham subways and street scene.
- Road safety including tackling anti-social driving, such as speeding, and implementing traffic calming schemes.





# Local issues and challenges:

## Addressing personal safety

In addition, TfGM jointly leads the GM TravelSafe Partnership alongside Greater Manchester Police (GMP) with support from transport operators, GM local authorities, British Transport Police and GMCA. TravelSafe Specialist Operations are one tool used by the Partnership to address issues of crime and anti-social behaviour and reassure public transport passengers. Across the last year, 30 TravelSafe Specialist Operations were delivered in Bury in partnership with the GMP Transport Unit, Bury Council, Bury Youth Service, local schools/colleges and bus/Metrolink operators.

The TravelSafe Partnership also run an extensive programme of education and engagement and delivered sessions on behaviours and safe travel to over 50,500 young people across the last academic year (2021/22). For Bury this was 7,306 pupils with proactive sessions delivered to all primary schools as part of Crucial Crew and reactive sessions delivered to Philips High School, St Monica's High School, Tottington High School, Unsworth Academy and Bury College.

To provide passengers with further reassurance and help tackle anti-social-behaviour, additional TravelSafe Support and Enforcement Officers (TSEOs) will also be patrolling franchised bus services, interchanges and bus stations. The team will expand their operations as franchising rolls out and will be patrolling all bus services, stations and interchanges by 2025.



# Local issues and challenges:

## Achieving mode shift and meeting GM2040 *Right Mix* Targets

The GM2040 ambition is for half of all journeys in Greater Manchester to be made by public transport or active travel by 2040. This is referred to as the ‘Right Mix’. This will mean one million more sustainable journeys every day in Greater Manchester by 2040.

According to 2019 data (the latest available), there were 495,000 journeys starting in Bury every day. 66% of them were made by car or van, that’s over 300,000 journeys every day, with only 32% being made by sustainable modes (24% active travel and 7% by public transport).

If Bury was to meet the ambition of 50% of journeys being made by sustainable modes by 2040 that would mean over 79,000 trips switching from car or van to a more sustainable mode every day. That’s a big challenge and would need better public transport and cycling and walking infrastructure to be in place for it to happen. Our ambitious growth plans will also lead to more trips, which makes the challenge even harder.

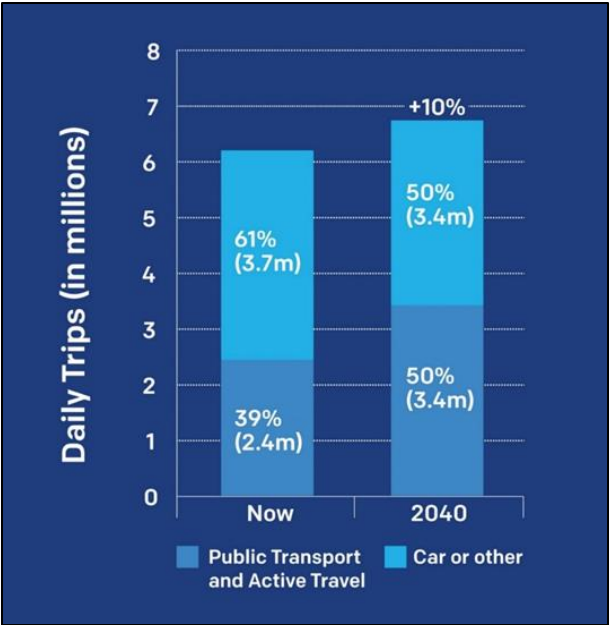


Too many short trips in Greater Manchester are made by car. In Bury, 42% of all trips are under 2km and 48% of these are made by car. Many of these short trips could be made on foot in around 20 minutes or by bike in 8 minutes.

However, many people are discouraged from walking and cycling due to high levels of road traffic; a lack of dedicated cycling infrastructure and signage; concerns around road safety and personal safety; and major roads which create severance between neighbourhoods and destinations. Many areas are also blighted by having vehicles parked on pavements, which restricts footway space for people walking.

These challenges are particularly pronounced in areas with dense populations outside Bury’s main centres, such as Fishpool and Pimhole. They also impact disproportionately on the 24% of households in Bury that do not have access to a car and rely on making trips by foot, bike and public transport,. They also exacerbate the prevalence of environmental and health issues.

Over a third (36%) of all the journeys that start in Bury each day are to destinations elsewhere in Greater Manchester such as Rochdale and Bolton. For many Bury residents, particularly in areas to the north of the borough, the public transport offer to these destinations is limited leading to 75% of people making these type of trips by car and only 14% using public transport. If we are to get more people using public transport it will need to serve the Borough better than it does now and people will also need to feel safe when using all forms of public transport.





# Local issues and challenges:

## Supporting growth and regeneration

At the heart of Bury Council's growth ambitions is the goal to ensure that the residents of Bury can access family, friends, jobs, education, recreation and health in an efficient, economic and environmentally friendly way.

Growth must be inclusive and create vibrant and thriving communities that are well connected. It is therefore important that infrastructure is delivered alongside new developments to support sustainable neighbourhoods and to create a competitive local economy within a high quality built and natural environment.

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

Likewise, through the Places for Everyone plan, the Council is seeking to deliver strategic employment and housing sites. These sites will need to be sustainably integrated into Greater Manchester's existing transport network or supported by new infrastructure.

The proposed level of development has the potential to bring extra vehicular traffic to Bury's roads therefore new transport infrastructure will be needed to support this growth in a sustainable manner alongside improved connectivity to ensure Bury residents can access the new employment and housing opportunities.



Radcliffe Hub



Prestwich Town Centre



# Local issues and challenges:

## Addressing social inequalities

Mobility and accessibility inequalities are highly correlated with social disadvantage. This means that some social groups are more at risk from mobility and accessibility inequalities. Currently households with access to a car face fewer mobility constraints as they can reach more opportunities over longer distances. Lowest income households have lower car ownership levels, primarily due to affordability issues.

The adjacent figure illustrates the percentage of households in Bury Borough that do not own a car or van. On average, access to private vehicles in Bury Borough is slightly higher than in England and Wales as a whole, however, car ownership levels vary significantly across the borough, with some areas, particularly to the north of Bury town centre, having much greater access to private vehicles than areas to the south.

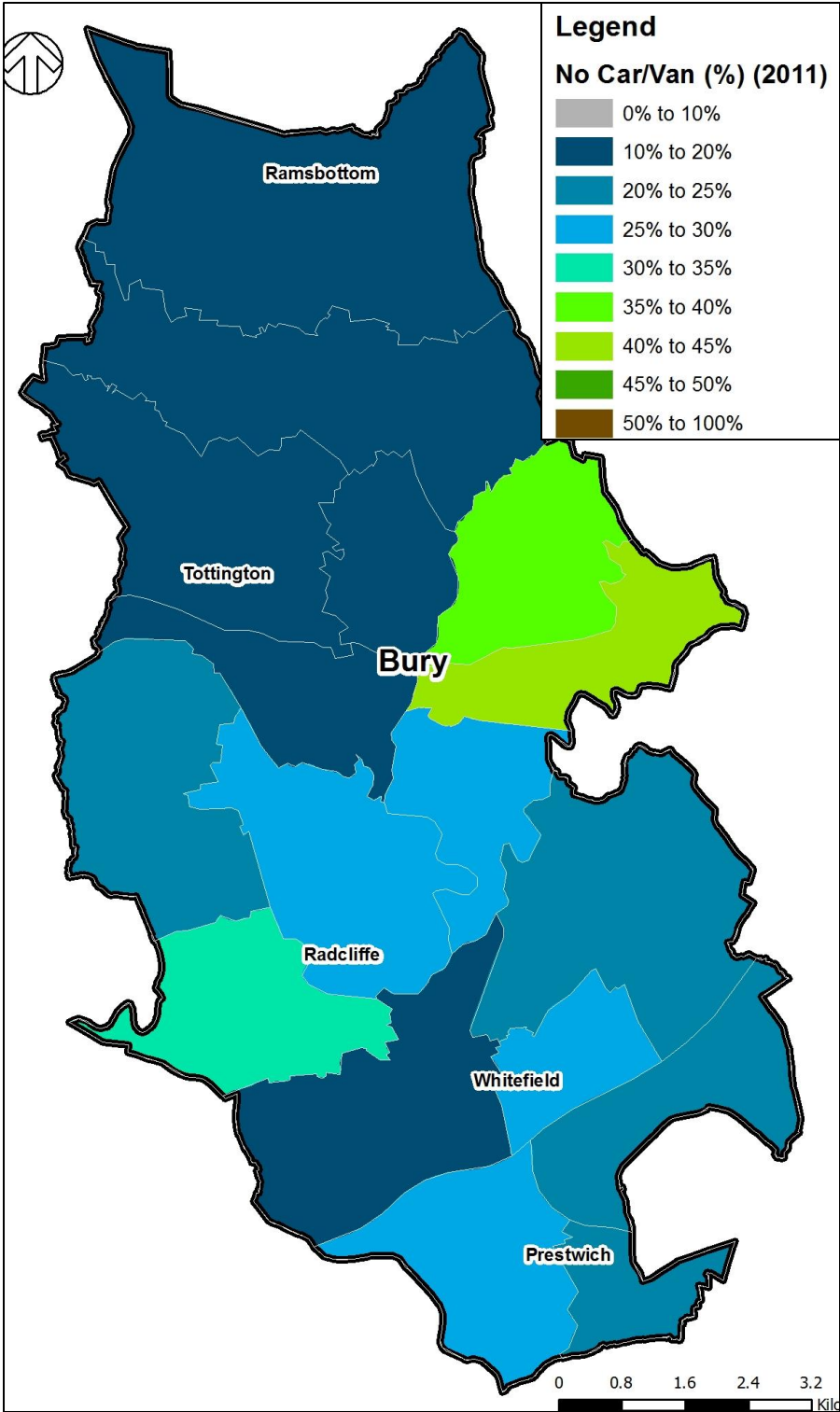
Different transport users have different needs, and it is essential that our transport system is suitable for all, including those with disabilities who may or may not be using mobility aids or vehicles, as well as women, children and those with buggies etc.

If transport is to help to reduce levels of deprivation in support of Bury’s Let’s Do It! ambition for the Borough to achieve *‘faster economic growth than the national average, with lower than national average levels of deprivation’* we must improve our public transport offer and cycling and walking networks to ensure that everyone has equal access to the same opportunities and that we connect areas of deprivation to employment, education and other key services.

We will continue to work with partners such as Transport for Greater Manchester to ensure all elements of the transport network are designed to be affordable, inclusive and accessible to everyone.



Location	%
Ramsbottom	16.3%
Tottington	11.9%
Bury	29.3%
Radcliffe	27.0%
Whitefield	22.5%
Prestwich	23.5%
Bury Borough	22.1%
Greater Manchester	21.0%
North West	24.7%
England and Wales	26.0%



Car Ownership (2011)



# Local issues and challenges:

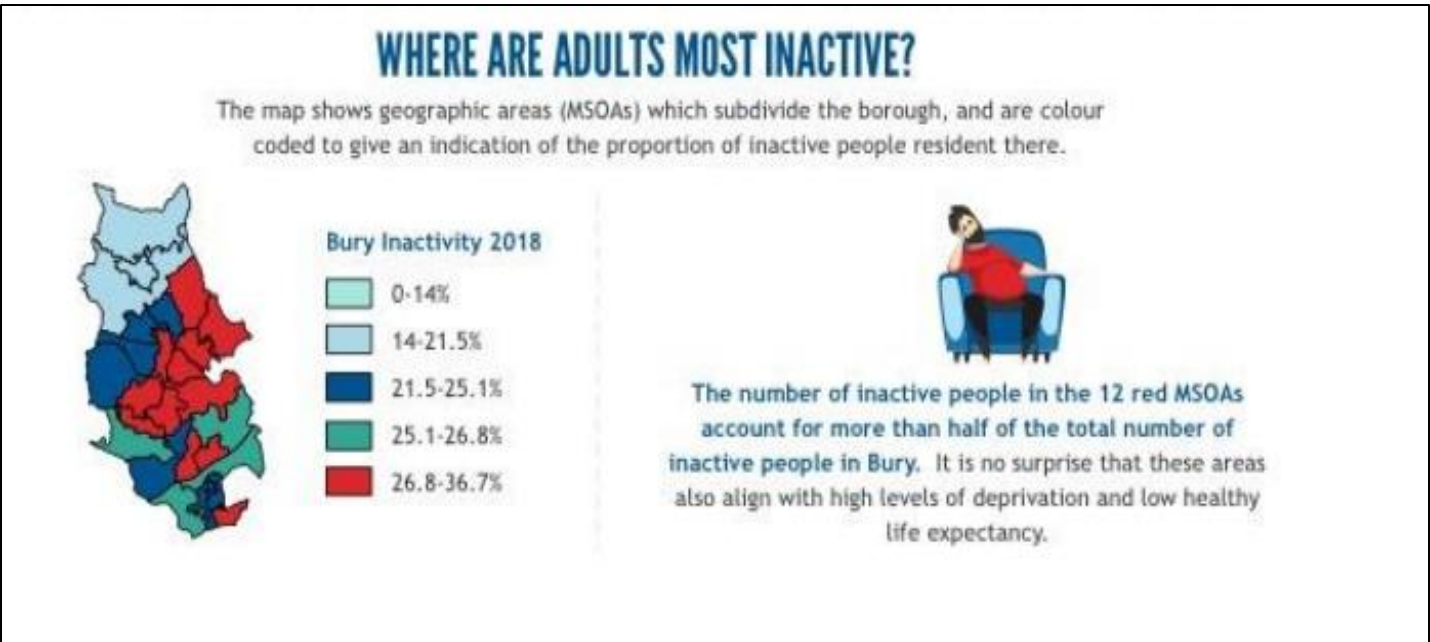
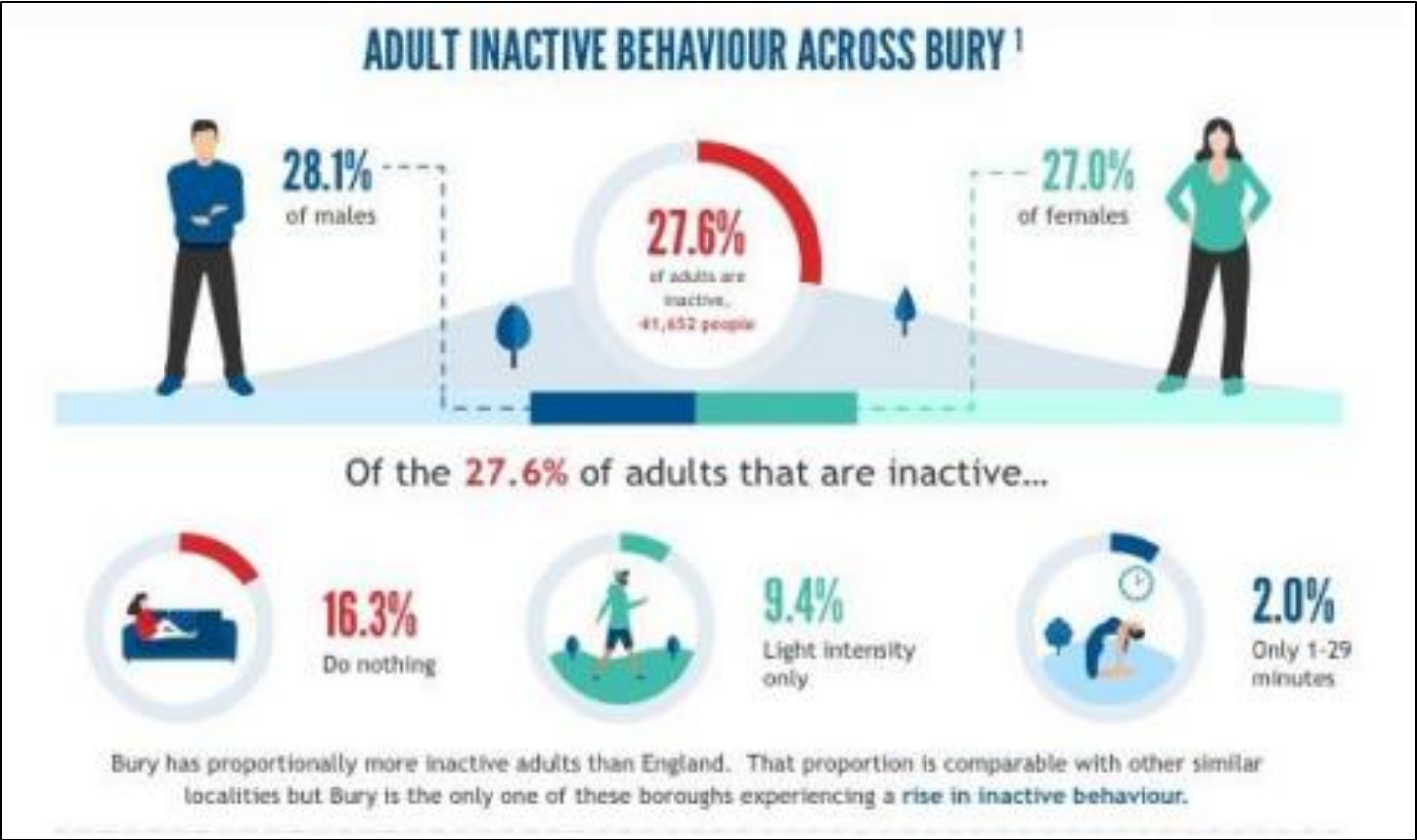
## Increasing physical inactivity

Physical inactivity is the fourth leading cause of premature deaths in the UK, causing one in six deaths and contributing to poor rates of healthy life expectancy. In Bury, more than one in four adults are classed as inactive, doing less than 30 minutes of physical activity a week. A similar percentage of young people are not meeting Chief Medical Officer guidelines for physical activity. In addition, too many young people in the Borough are not undertaking active travel to school with 63% of secondary and 41% of primary pupils travelling to school by car or van.

Overreliance on car travel, particularly for short journeys, is a main contributor to physical inactivity which is linked to long term conditions such as heart disease and cancer, the biggest causes of premature death. The impact of over-reliance on private cars has huge and damaging impacts on the lives of people who live and work in Bury as well as those who visit.

It is estimated that physical inactivity in our Borough costs of £4.5 million each year. Being physically active provides a great opportunity to help make Bury a better place to live and work and transport plays an important role in connecting our neighbourhoods and town centres, providing sustainable and active forms of travel.

Bury Moving, the Physical Activity Strategy for Bury has a vision to *increase the number of people (of all ages) walking, cycling and moving more in Bury*, which contributes towards the Bury Moving Vision of getting 75% of the Bury population moving more by 2025 and supports climate targets for improving air quality and reducing CO2 emissions produced by traffic & travel in Bury.



# Local issues and challenges:

## Embracing new technology

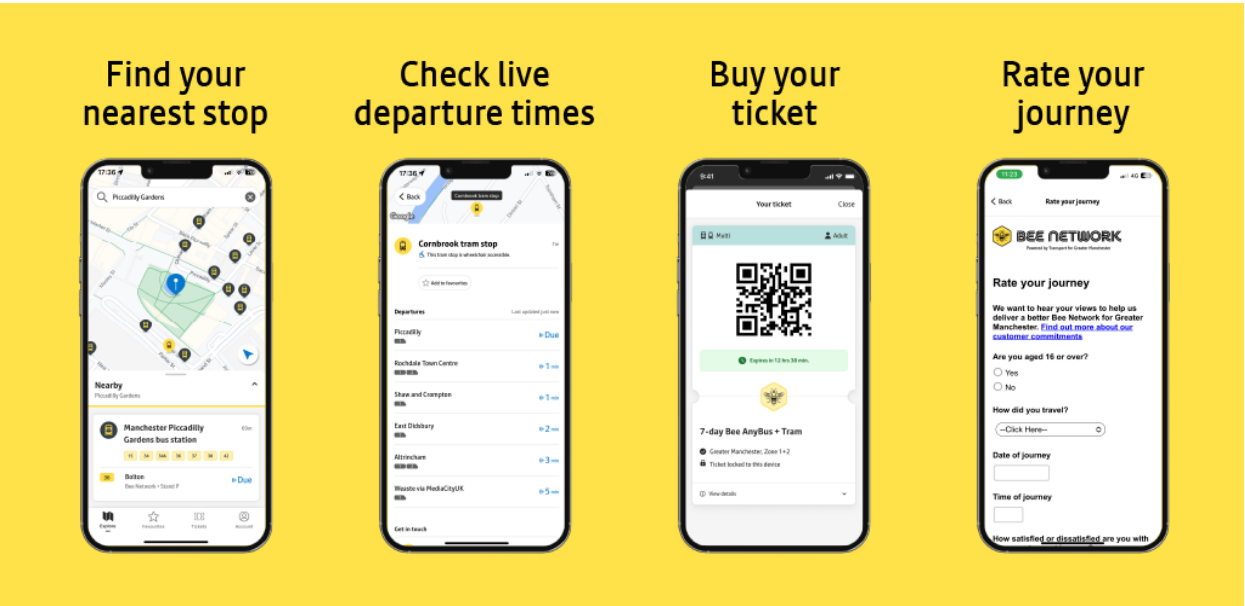
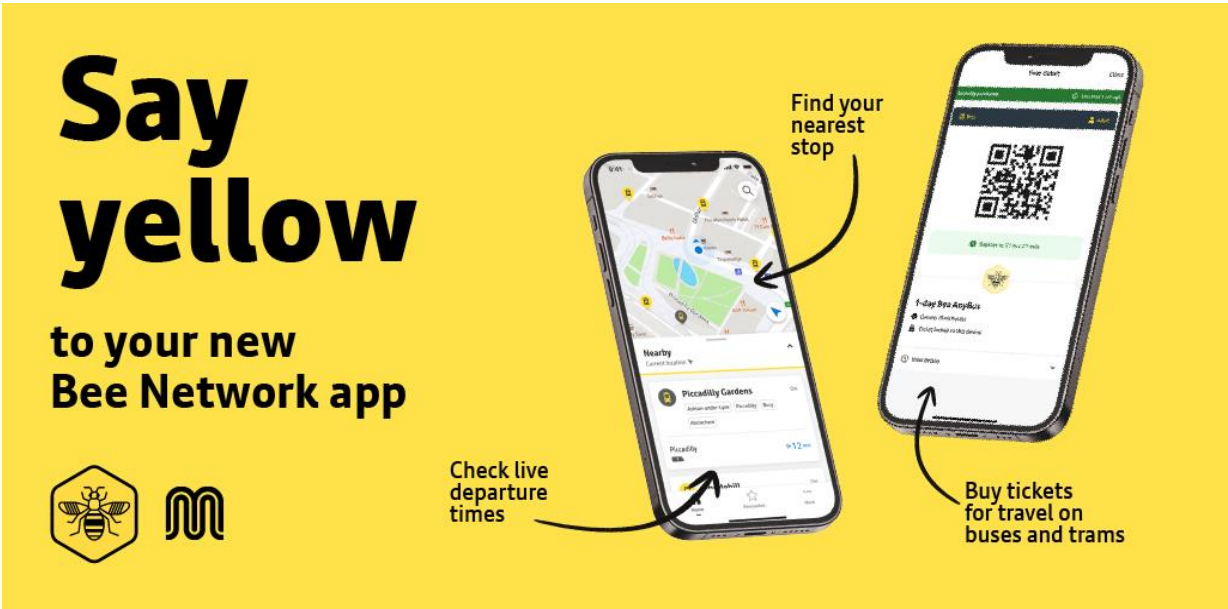
Technology and innovation are becoming more prominent in terms of the role they play in the transport network, and this is likely to increase. Technology enables the facilities that are required in order to develop, expand and link different modes of transport, such as integrated ticketing that will make it easier for passengers to book and pay for transport with a single transaction, ensure best value for money and support journeys that combine several modes.

Improvements in technology will provide opportunities to better manage our transport network and communication with the travelling public. Making best use of digital connections and technological innovations will be important to the continued success of Bury.

Shared mobility services have the potential to complement Bury’s core transport system. Over the next decade, carsharing will become a key alternative to car ownership and will facilitate new patterns of car use, where people can live car-free lives and still have access to a car for essential journeys. In addition, car clubs can be a more affordable way to access a car compared to car ownership.

However, innovative mobility options and their operations need to be safe and secure for everyone and need to allow all Bury residents to benefit from them. Services need to be inclusive to avoid the further exclusion of segments of society with limited or no access to digital services.

Electric vehicles and electromobility options, such as shared electric cars, electric bikes, and electric cargo bikes will also play an important role in the Borough’s transport system and in delivering local and regional transport objectives.





# Local issues and challenges:

## Reducing carbon emissions

The transport network is one of the biggest contributors to carbon emissions and this means measures must be taken locally and nationally to reduce vehicle carbon emissions or enable travel by zero emission modes.

Like all the Greater Manchester local authorities, Bury Council has declared a climate emergency and set a target to be carbon neutral by 2038. Adopted in 2021, the Council has devised a strategy for achieving carbon neutrality by 2038. The Strategy has nine key action areas, one of which is transport. The actions in this Local Transport Strategy will help facilitate fossil-fuel free travel by 2038 through promoting active travel, public transport and the transition to electric vehicles.

Transport decarbonisation will be achieved by Enabling residents and businesses to use The use of zero emission vehicles will help to decarbonise transport. Zero emission buses are being introduced across Greater Manchester. We also have plans to extend Bury's network of publicly accessible electric vehicle charging infrastructure (EVCI) points.

According to the Climate Action Strategy, Bury needs a minimum of 108 public electric vehicle charge points and there are currently only 24. The Council is currently behind the national average for provision of EVCI per 100,000 of the population.

Decarbonising transport can also be achieved if a higher proportion of travel is by walking, cycling and wheeling, particularly for short trips to school, work or transport interchanges with bus and Metrolink. Bury will support and welcome measures to make walking, wheeling and cycling easier, including the Active Bee Network and shared mobility measures such as the Greater Manchester Cycle Hire Scheme in order to facilitate lower carbon journeys.



# Local issues and challenges:

## Improving air quality

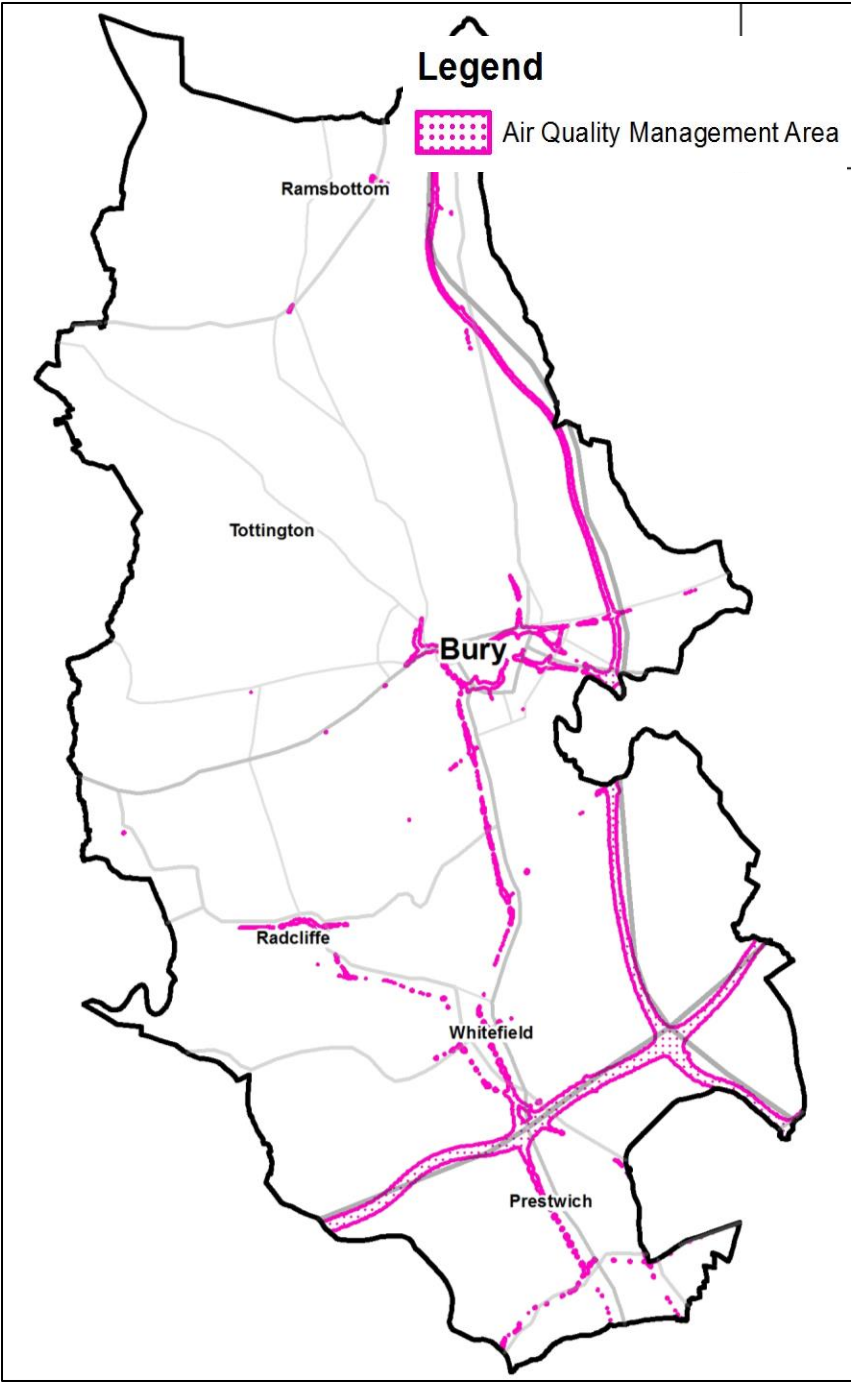
Poor air quality damages everyone’s health, but it can be particularly significant on the most vulnerable in our communities. Long-term exposure to elevated levels of particulates and nitrogen dioxide can contribute to the development of cardiovascular or respiratory diseases and may reduce life expectancy. The main source of nitrogen dioxide is road vehicles (especially older, diesel ones). Reducing these emissions is vital to clean up our air and to prevent people contracting and suffering from serious health conditions.

The adjacent map shows the Air Quality Management Areas (AQMA) declared across the Borough. The AQMA incorporates the majority of the major strategic roads in the Borough including the A56, A58, M62 and M66 while the table sets out the attributable deaths and years of life lost in the Borough due to air quality issues.

It is estimated that approximately 5% of deaths in GM are attributable to particulate pollution, the equivalent figure for Bury being 4.5%. Currently, Greater Manchester and Bury are compliant with the legal limits of particulate matter, but because of its impact on health it is important to ensure that it is reduced as much as possible.

Greater Manchester’s Clean Air Plan air quality modelling indicates that the A58 Bolton Street, Bury Bridge, is one of 13 points in Greater Manchester where roadside nitrogen dioxide exceedances of legal levels persist to 2025.

Greater Manchester local authorities, including Bury, are currently working together to develop and implement a Greater Manchester-wide Clean Air Plan to tackle exceedances of nitrogen dioxide legal levels. Bury will continue to support this work to improve air quality.



	Bury Borough (2018)
Number of Deaths (age 25+)	1,798
Percentage of attributable deaths due to exposure to man-made PM2.5	4.5%
Estimated number of attributable deaths due to exposure to manmade PM2.5	81

Attributable Deaths and Years of Life lost in Bury Borough



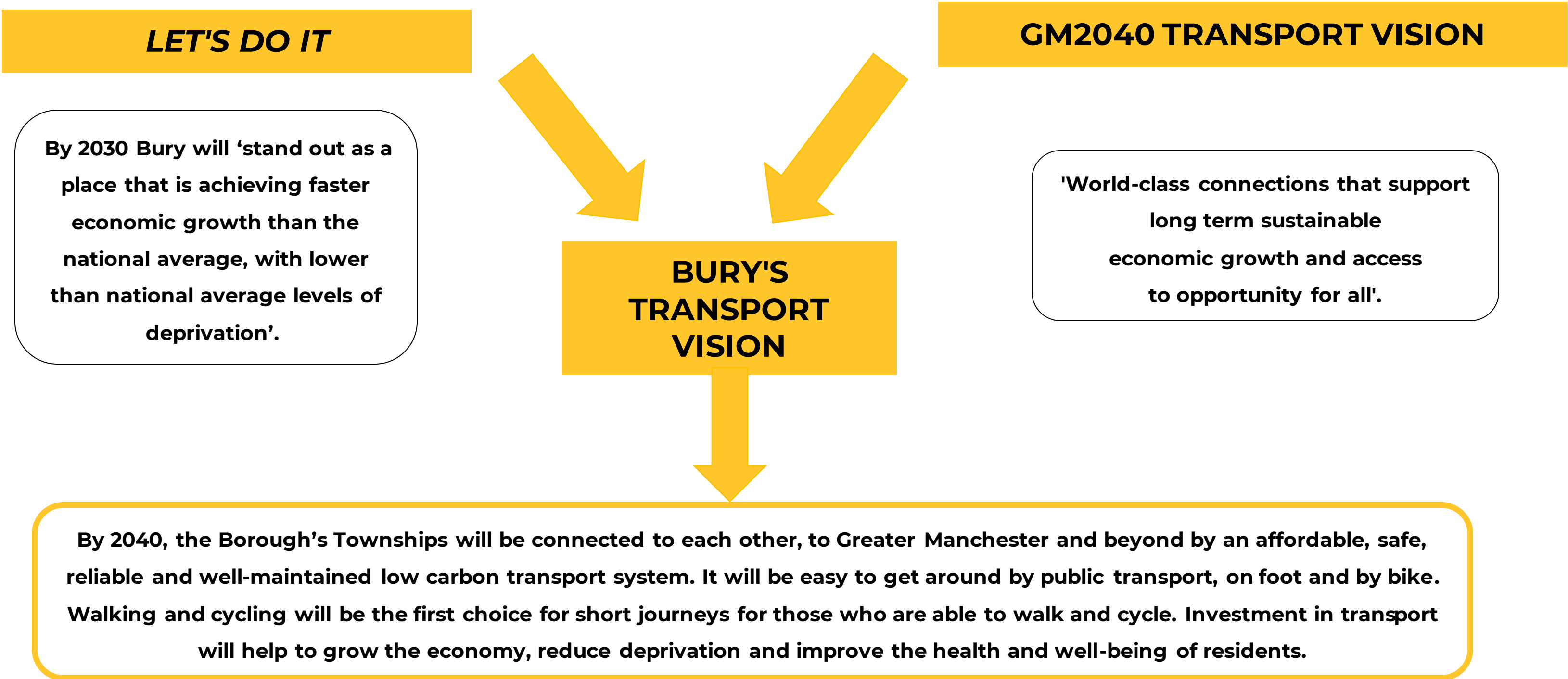
# 4

## TRANSPORT VISION & OBJECTIVES



# Transport Vision

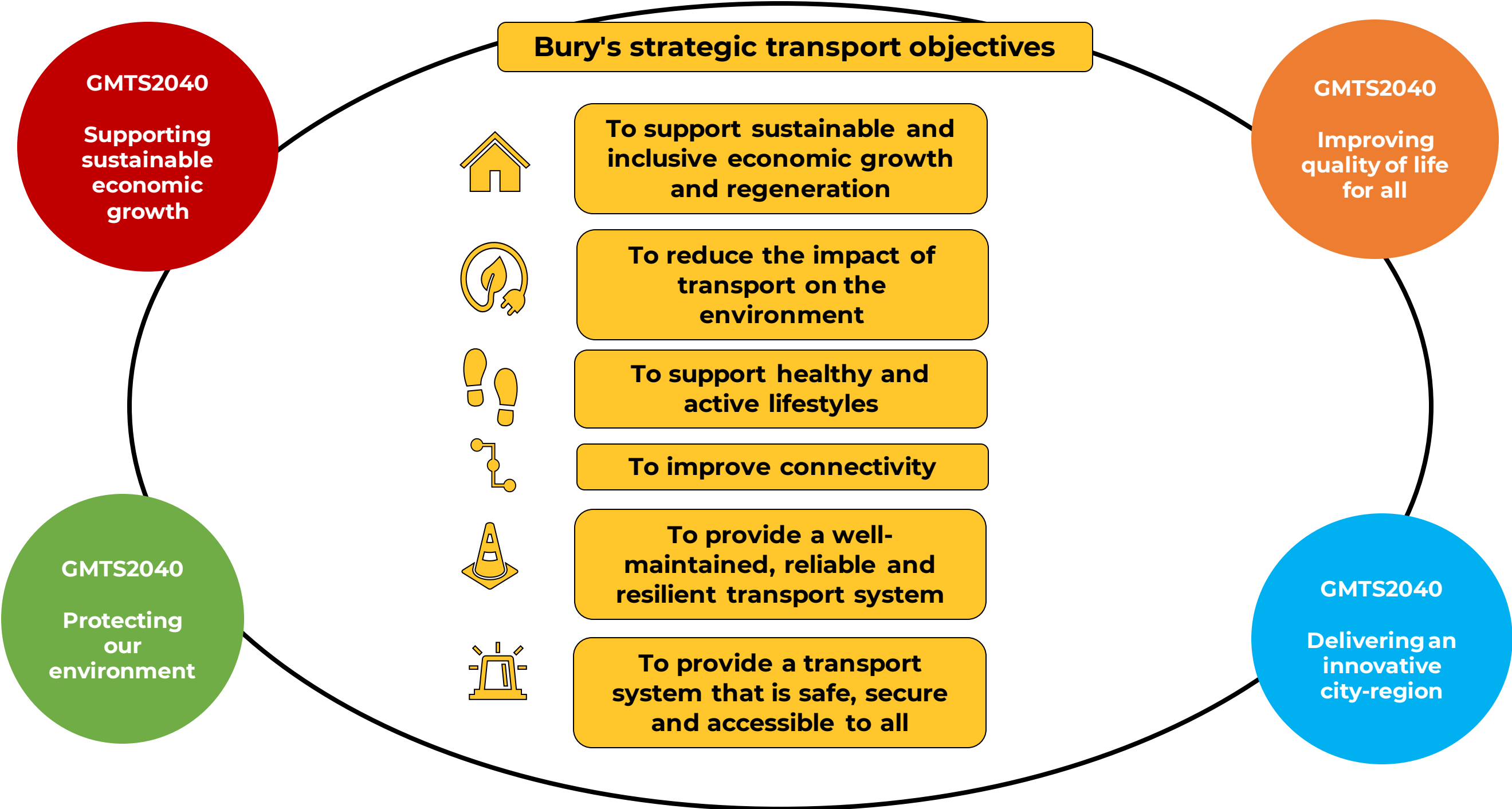
Bury's Vision for transport and movement in the Borough has been informed by our LET's DO IT Strategy vision, the vision set out in the GM2040 Transport Strategy, and the feedback received on the consultation draft Bury Local Transport Strategy.





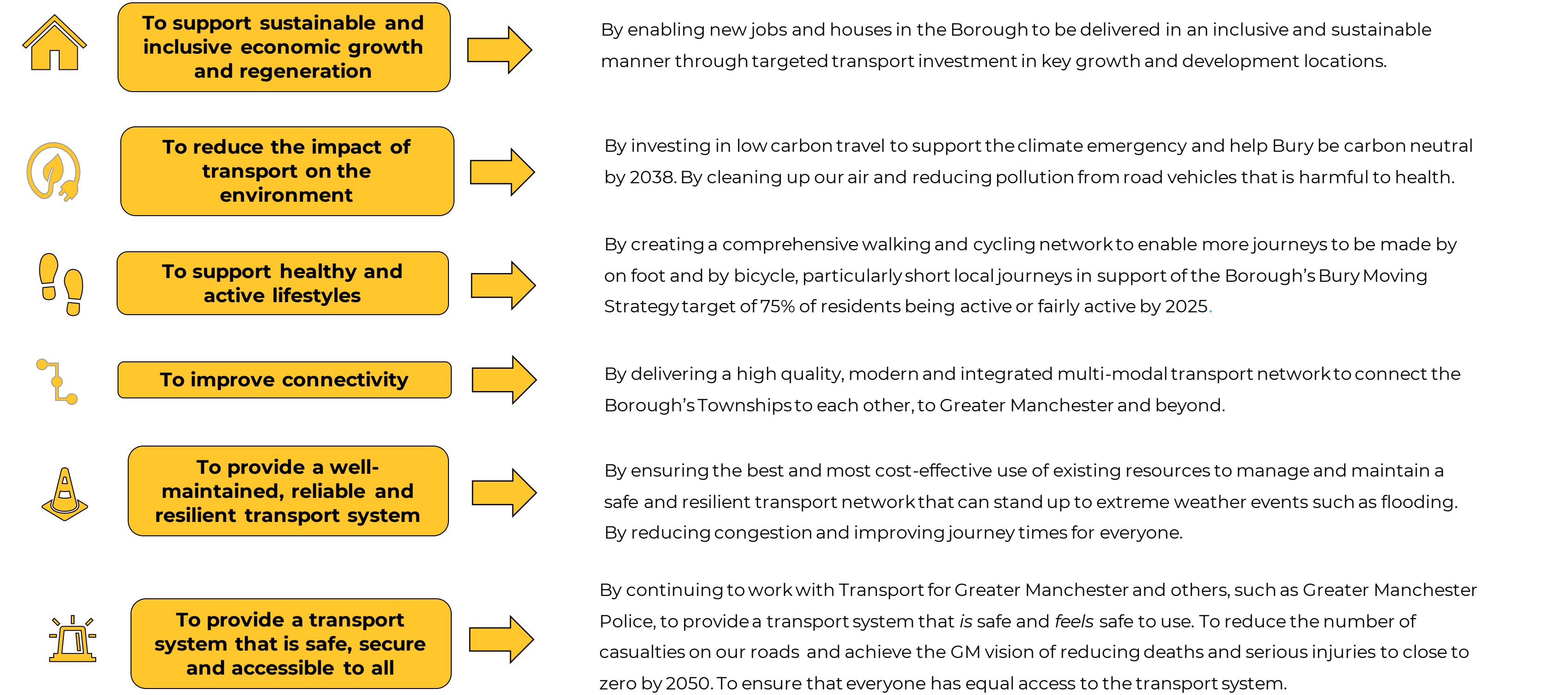
# Bury's strategic transport objectives

To achieve the Vision of the Bury Local Transport Strategy and to guide how and where transport investment is prioritised in the Borough, a series of Strategic Objectives have been developed as shown below. These Strategic Objectives have been informed by the four objectives of the GM2040 Strategy and reflect the key transport, socio-economic and environmental issues and challenges in Bury and the distinct transport needs and requirements of residents, workers and visitors in the Borough.



# Bury's strategic transport objectives

Bury's Strategic Transport Objectives have helped to shape the key investment priorities that are set out in the subsequent chapters of this Local Transport Strategy. These Strategic Objectives will help to achieve a truly integrated transport system across the Borough.





# 5

## TRANSPORT STRATEGY: METROLINK





# Introduction

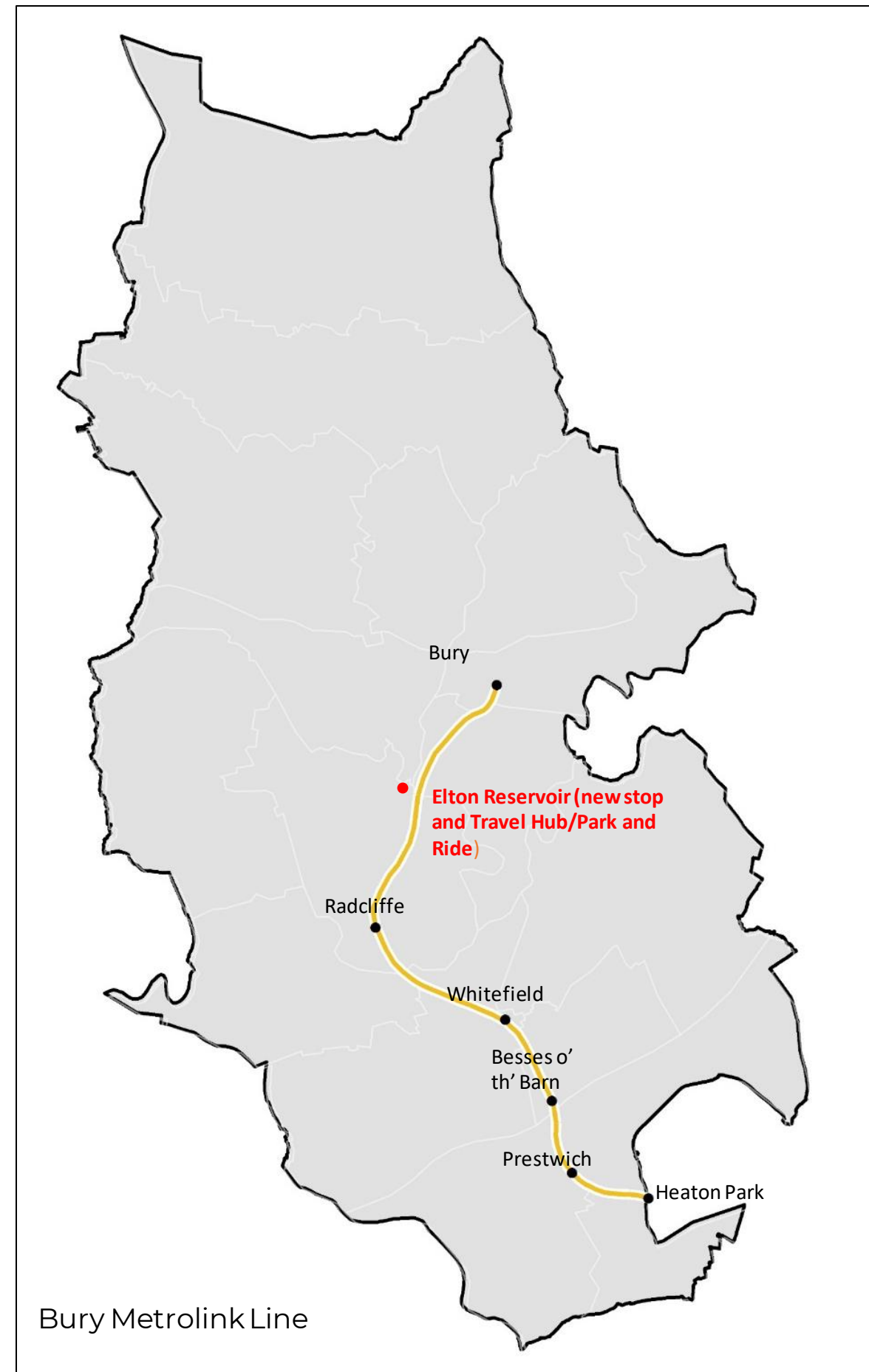
Metrolink services commenced in the Borough as part of the introduction of the initial Metrolink network in 1992. This converted the Altrincham to Bury heavy rail line to light rail operation and largely retained the heavy rail stop infrastructure.

Metrolink services connect Bury and Manchester via Radcliffe, Whitefield and Prestwich, enabling onward journeys into Greater Manchester and the wider northwest region. The Townships north of Bury town centre (Tottington and Ramsbottom) are served by bus with Bury Interchange providing access to Metrolink for onward journeys.

The Bury line has seen significant growth in Metrolink patronage and has become an important commuting and leisure route, particularly for those travelling to and from Bury town centre and Manchester city centre. However, they retain much of the previous heavy rail stop infrastructure and are considered less inviting, incur anti-social behavior and greater maintenance costs and include historic constraints compared to newer stops across the wider network.

Funding has been secured through the City Region Sustainable Transport Settlement (CRSTS) to enable the Metrolink service offer in the Borough to be enhanced. This includes:

1. Redevelopment of Bury Interchange which will provide a modern, low carbon, safe and secure facility with improved access to surface level and a new step free access to the south.
2. Development of a new Stop and Travel Hub/Park and Ride at Elton Reservoir to provide an attractive, highly sustainable travel option for residents of the planned adjacent housing development.
3. An initial phase of prioritised improvements to a limited number of other stops on the Bury line. These will address specific problems and constraints associated with the stops and help to facilitate modal shift away from private vehicles and increase the reach of Metrolink services.





# Investment priorities for Metrolink

With a network of lines across Greater Manchester, and 99 stops, six of which are in Bury, the Metrolink tram system is a key part of the Bee Network. Passengers will benefit from Bee Network improvements like the new Bee Network app and website, and the new Bee AnyBus + Tram tickets. New Bee Network bus services will be planned to link up with Metrolink and with the cycling and walking network to make it easier for people to travel around.

As part of our transport strategy, we have identified a number of Metrolink investment priorities for Bury, which we will work in partnership with TfGM to bring forward. These priorities are designed to help address the key issues on Metrolink in Bury including:

- An outdated transport interchange, which currently does not provide modern transport infrastructure that would facilitate modal shift.
- Poor quality tram stops on the Bury line, which have issues around lighting, accessibility and personal safety, and which are in need of investment.
- Poor environments leading to and around tram stops, which are often unwelcoming, not connected and not user friendly for all.

**1. A new transport interchange  
in Bury Town Centre**

**2. Improvements to Metrolink stops  
on Bury line**

**3. Strengthened walking, wheeling  
and cycling connections to  
Metrolink stops**

**4. A new Metrolink stop and travel  
hub/park and ride at Elton  
Reservoir**

**5. Travel hubs at other Metrolink  
stops**

**6. A new tram-train link between  
Bury and Rochdale**

## Investment priority 1: A new Transport Interchange in Bury town centre

The Interchange is the transport hub for Metrolink and bus services in Bury town centre, providing visitors with frequent public transport services to Rochdale, Bolton and other nearby towns and to a wide range of destinations in Greater Manchester via Metrolink. Bury is the only town centre interchange in Greater Manchester yet to be redeveloped to modern standards.

The facility is now nearing the end of its operational life and is not representative of the modern, attractive and integrated transport interchanges that have been, and are being, delivered in other towns across Greater Manchester.

The current interchange does not support the Bury Town Centre Masterplan and is not ready for the patronage growth expected as a consequence of its role as a major northern public transport hub, serving new development sites such as Elton Reservoir and Northern Gateway, a large employment site identified within the Atom Valley Mayoral Development Zone.





## Investment priority 1: A new Transport Interchange in Bury town centre

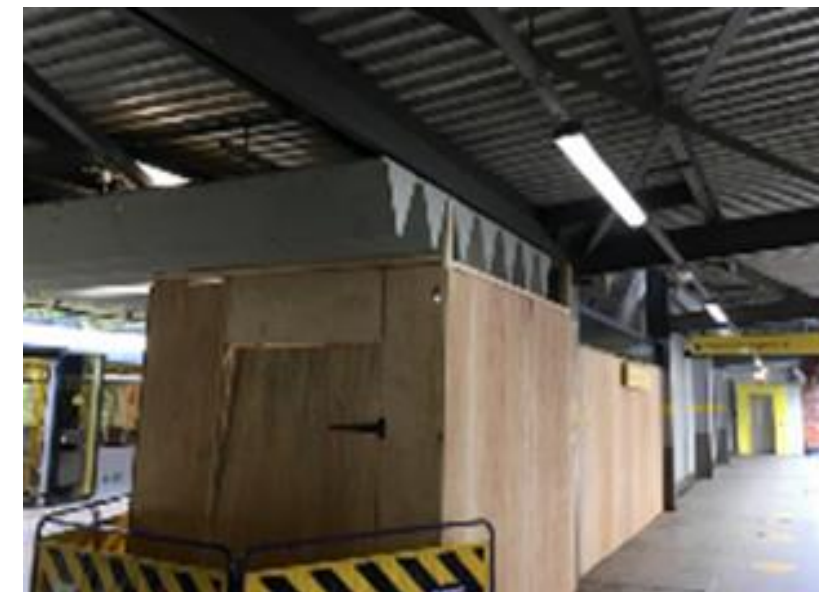
### Key Interchange Issue: Deteriorating condition

The current interchange opened in 1980. It has dated infrastructure that does not meet the standard of modern facilities and is an uninviting arrival point for users; the roof is leaking; the heating is inefficient, and the lighting systems are inadequate.

The lift and escalator equipment are small and are life expired, the assets are subsequently unreliable and are frequently out of service – this creates accessibility barriers at the stop.

### Key Interchange proposals

- To replace the facility with a modern, future-proofed, low carbon, safe, secure and accessible interchange.
- To deliver a new concourse building and brighter Metrolink platform which feels safe and secure.



## Investment priority 1: A new Transport Interchange in Bury town centre

### Key Interchange issue: Internal environment

The existing Interchange has poor internal space and offers a poor sense of arrival to the town centre. The large platform canopy creates a dark environment which creates safety and security concerns. Similarly, the internal design of the bus concourse has poor sightlines which create a poor perception of personal security.

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

The design of the Interchange also causes issues with passenger flows and accessibility:

- The stairs are narrow and create bottleneck at peak times of the day.
- The escalator is unreliable and requires continuous repairs and maintenance, made difficult because of the age of the equipment.
- The lift is small and is not considered appropriate for use by modern wheelchairs, pushchairs or mobility scooters.

### Key Interchange proposal

- To deliver a new vertical circulation core with an upgraded larger lift provision, escalator and improved stairs to support access for all.
- To refurbish the Metrolink platform with additional capacity and new shelters.





# Metrolink

## Investment priority 1: A new Transport Interchange in Bury town centre

### Key Interchange issue: External environment

The existing interchange layout has multiple bus stand buildings which requires users to cross carriageways in a number of locations, resulting in multiple bus and pedestrian conflict points.

The cycle hub is remote from the Metrolink and bus facilities and lacks capacity.

There is no access to the Metrolink platform to the south, and there are poor surface access routes into the interchange, severing connections to the south.

Underpass routes are unwelcoming and are magnets for anti-social behaviour and generate a fear of crime.

### Key Interchange proposals

- To create a new arrangement for bus movement and waiting with significantly fewer conflict points.
- To improve all walking and cycling access routes with a strong sense of arrival and integration with the redevelopment of Bury town centre.
- To close underpasses which often act as hubs for anti-social behaviour.
- To deliver a new step free access from the south of the town centre to the Metrolink platform to encourage access from existing and proposed developments in the area.
- To provide a new active travel hub integrated into the interchange building with additional capacity for cycles, accessible cycles and e-bikes.





## Investment priority 1: A new Transport Interchange in Bury town centre

### Aspirations for a new Bury Interchange

Investment at Bury Interchange is critical to ensure that the growth and transport aspirations of the Council are realised and that the Interchange realises the vision for a truly integrated transport network.

The redevelopment will set ambitious carbon targets to ensure the design helps the Council achieve their carbon goals and reduce the impact of the development on our environment.

Residents of Bury can expect an interchange which has taken inspiration from redeveloped facilities in neighbouring authorities in Greater Manchester, for example:

1. Wythenshawe Interchange.
2. Ashton Interchange.
3. Wigan Bus station.
4. Altrincham Interchange.





# Metrolink

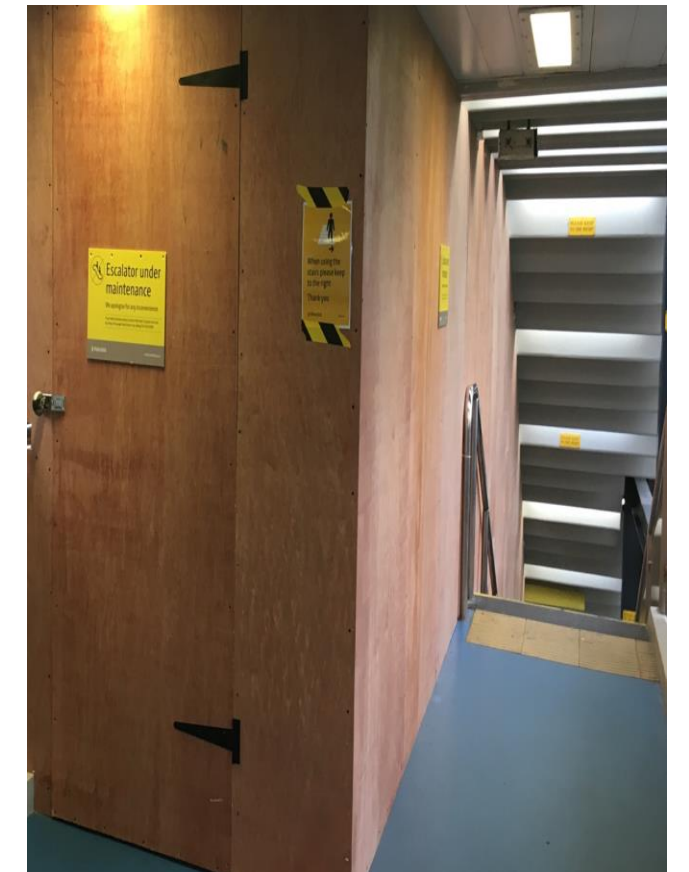
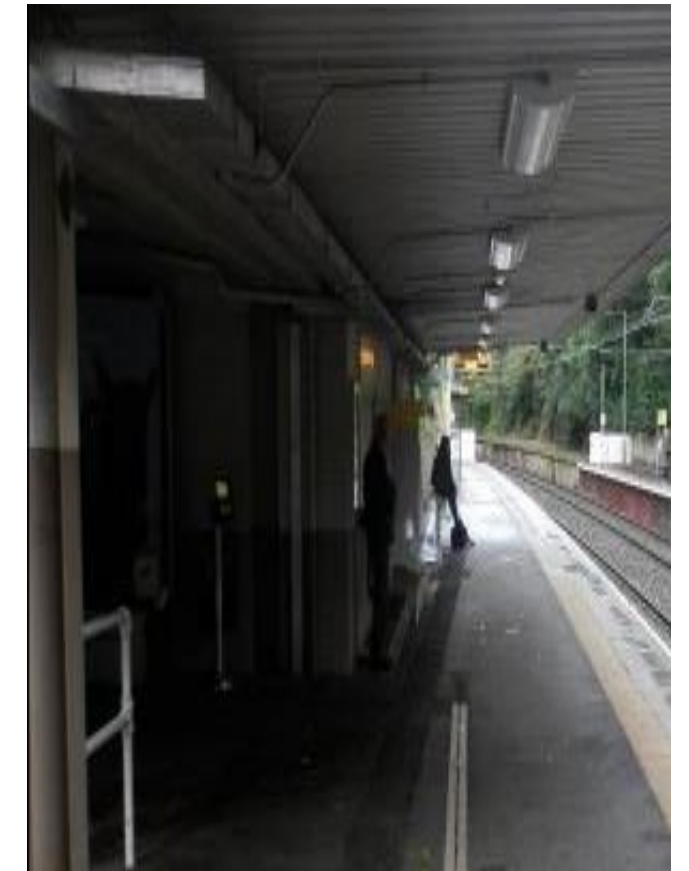
## Investment priority 2: Improvements to stops on the Bury line

Phase 1 of Metrolink's expansion (1992) converted the Altrincham to Bury heavy rail line to light rail operation. The line conversion predominantly retained the heavy rail stop infrastructure. The Bury line stops are considered less inviting, incur greater maintenance costs and include historic constraints compared to more modern stops across the wider network. These issues are likely to be discouraging sustainable travel in Bury thus limiting residents access to opportunities across Greater Manchester.

### Key stop issues

The Metrolink Stop Improvements Programme will seek to identify and prioritise improvements to address issues such as:

- Buildings which are in a state of disrepair.
- Poor platform accessibility, with access often via narrow steps with no step-free alternative.
- Stops which are not accessible for all, particularly not for mobility impaired users.
- Some stops having no lifts and where they do exist, they are unreliable and often out of service.
- Singular entrance/egress point from platforms that create crowded funnels and congestion pinch points for passenger movement.
- Dark and uninviting waiting areas and antisocial behaviour areas, leading to the perception of isolation and fear of crime.
- Many stops having virtually no street presence.





# Metrolink

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

The table below highlights the poor standard of Bury line stops compared to more modern Metrolink stops across the network. A key priority will be to use the Metrolink Stop Improvements Programme to prioritise a levelling up of the transport infrastructure offered in Bury compared to the rest of Greater Manchester. The images on the right compare stops on the Bury line against modern stops (using the Didsbury line as an example). These images show a stark contrast from stops that are dark, closed and have limited accessibility, to stops that are light, visible and more accessible.

Bury line Metrolink Stops	Performance of key aspects of Bury line Metrolink stops in comparison to modern stops (for example those delivered on the Trafford Park or Airport Lines)				
	✓ = similar standard to modern stops (but still capable of further improvement) ✗ = below the standard of modern stops				
	Platform visibility from and to surrounding area	Standard of lighting	Multiple access points to the stop from the surrounding area	Alternative ramped access should the lift not be working	Shelters/canopies that allow natural light to flood onto the platform
Bury Interchange	✗	✓	✗	✗	✗
Radcliffe	✗	✓	✓	N/A	✗
Whitefield	✗	✓	✓	N/A	✗
Besses o'th' Barn	✓	✓	✓	✗	✓
Prestwich	✗	✗	✓	N/A	✗
Heaton Park	✗	✓	✗	✗	✗
Bowker Vale*	✗	✓	✗	N/A	✓

\* Indicates stop is located in Manchester City Council area

Current Bury Line

Aspiration



Heaton Park - Step access



Firwood Stop - Step access



Bury Metrolink - platform canopy



Firwood Stop - platform canopy



A typical Bury line track with no track crossing



Firwood Stop – step-free track crossing



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

To bring the stops on the Bury line up to modern standards, enhance the stop environment and provide a space that feels more accessible, welcoming and safer for all users, the following interventions will be considered at all stops where there is opportunity to do so and subject to budget availability.

### Access to stops

- New ramp access to stops which currently have limited step-free access options.
- New access routes and track crossings to improve journey times.
- New accesses will look to enhance the Metrolink stop catchment so more residents can easily reach Metrolink.
- Accessibility improvements at platforms to improve step free access.

### Safety

- Better lighting and CCTV, shelter renewals so that people are safe and feel safe, particularly when travelling alone, late at night or during the winter months.
- Removing dark enclosed spaces to promote a more open environment and provide more natural light and surveillance.
- Additional TravelSafe Support and Enforcement Officers (TSEOs) to provide passengers with reassurance and help tackle anti-social-behaviour.

### Welcoming environment

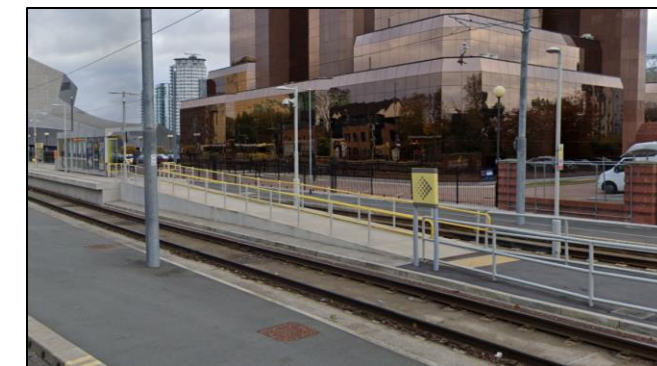
- Repainting of handrails.
- Replacing damaged poster cases.
- Application of coating to platform surfaces to make them brighter and cleaner.
- Installation of flower beds.

### Welcoming Metrolink Stops



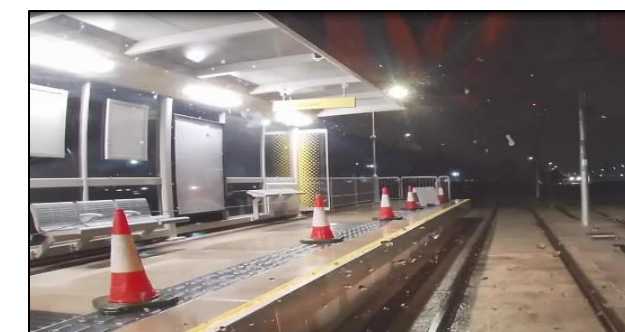
Deansgate and Trafford Centre Metrolink Stops

### Accessible Metrolink Stops



Trafford Park Line Accessible Metrolink Stops

### Metrolink Stops Lighting



Tram Cam Images of Bury Interchange compared to Barton Dock Road Metrolink Stop



# Metrolink

## Investment priority 3: Connections to Metrolink stops

Strengthening existing walking, wheeling and cycling connections to Metrolink stops along the Bury line is a key priority for the Bury Local Transport Strategy. Many of the Borough's Metrolink stops are in cuttings hidden from view due to their historic heavy rail design. Visibility and accessibility to key infrastructure must be enhanced and prioritised so that everyone can feel safe on their way to Metrolink stops at all times of the day.

Wayfinding from Metrolink stops to key destinations within our town centres is currently poor and needs to be enhanced to guide users to their destination. High quality public realm needs to be extended and delivered around Metrolink stops to create a sense of arrival and a continuous pedestrian environment for visitors.

Improving walking, wheeling and cycling connections to Metrolink stops, such as better road crossing facilities, new cycleways and improved cycle parking, will support ambitions to encourage lower carbon journeys over shorter travel distances.

Junction improvements are required to provide better road crossing facilities where junctions sever access to Metrolink stops for pedestrian and cyclists. An example of the type of crossing facility that could be implemented is the cyclops junctions recently delivered at the Market Street junction with Angoulême Way in Bury town centre, which has made it safer for pedestrians and cyclists to access the Metrolink service at Bury Interchange. This cyclops junction allows for the safe crossing of approximately 9,000 students for Bury College and Holy Cross College.

There is limited cycle storage at several stops along the Bury line which restricts the option of being able to cycle to and from Metrolink stops. Improved cycle facilities at stops, such as Cycle Hubs, to support users travelling by bike will be provided to better integrate Metrolink with walking, wheeling and cycling.

Strengthening walking, wheeling and cycling connections to Metrolink stops should foster modal shift which would lead to air quality improvements whilst supporting individuals' health and wellbeing. Measures that support cleaner

### Hidden Metrolink Stops on Bury Line



Besses o'th' Barn



Heaton Park

### Wayfinding Improvements



### Improved Accessibility For Cycling



Barton Dock Road Stop



Cyclops Junction, Bury



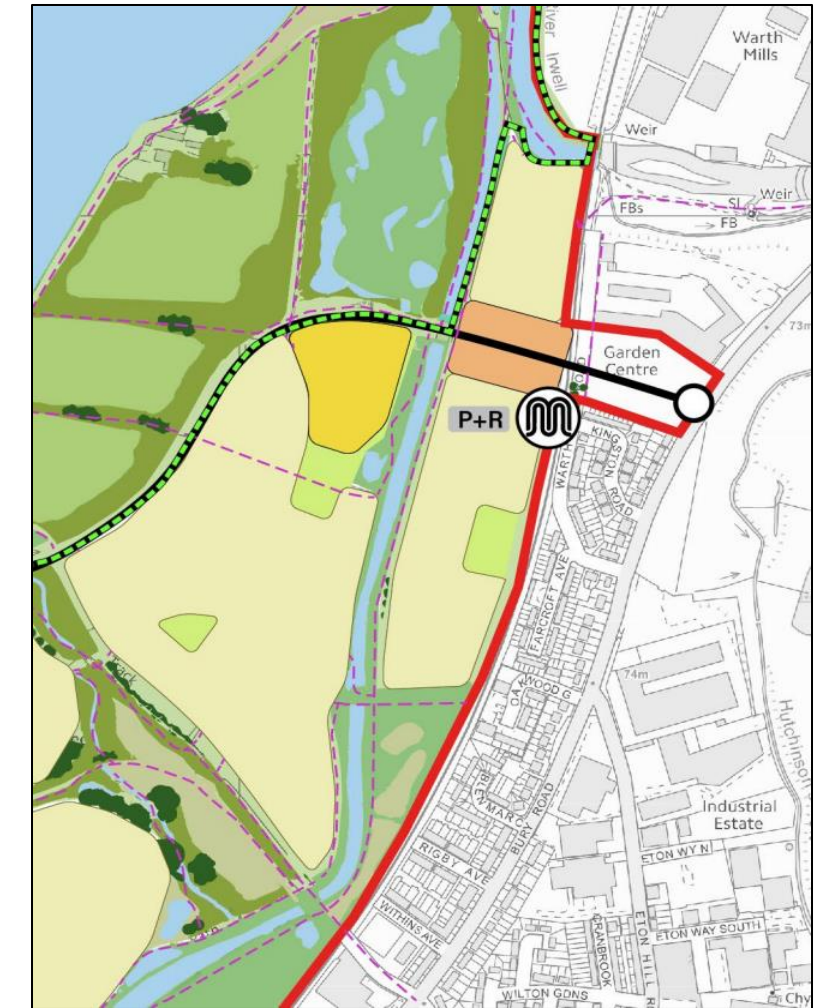
As part of the Elton Reservoir proposals a new Metrolink Stop and Travel Hub/Park and Ride facilities will be needed. The Metrolink stop is intended to encourage a large proportion of trips generated by the site to be made by sustainable modes and will support Bury in contributing to the region's Right Mix target for half of all journeys to be made by sustainable modes by 2040.

To achieve maximum accessibility of the stop, a Travel Hub and Park and Ride will be delivered. This will ensure that those who can access the development by active modes have safe and attractive opportunities to do so. The Park and Ride will widen the catchment area for those living further away and make it easier for people to switch longer car journeys, such as journeys to Manchester city centre, to more sustainable modes.

Key elements of the Travel Hub will include secure cycle parking, drop-off pick-up and taxi bays, shared mobility spaces, EV charging points and potentially parcel lockers. The new stop will contribute to the place making of the new development, providing a vibrant and integrated space with local facilities in line with the Travel Hub principles. The Elton Reservoir stop will also increase the attractiveness of the reservoir as a leisure destination and provide better access to greenspace in the south of Bury.

There is funding in the City Region Sustainable Transport Settlement to start to develop the proposed new stop and Travel Hub/Park and Ride. We will work with TfGM and the developer to determine an appropriate funding and delivery strategy for the new stop.

The allocation of this site for residential development falls outside the scope of this Transport Strategy and the new Metrolink Stop and Park and Ride/Travel Hub will only go ahead should the Places for Everyone Plan be formally adopted.



## Proposed new Elton Metrolink Stop, Travel Hub/Park and Ride

# Metrolink

## Investment priority 5: Travel Hubs at other Metrolink stops

In Bury, the 'Travel Hubs' approach aims to bring together Priority 2 (improvements to Metrolink stops) and Priority 3 (connections to Metrolink stops) into a holistic view, focussed on increasing Metrolink patronage by overcoming barriers to public transport use.

In addition to the measures set out in Priority 2 and Priority 3, the Travel Hubs approach will consider the full range of modal integration – including bus, taxi, park-and-ride, drop-off/pick-up and shared mobility (such as car clubs and bike hire) with active modes.

Other facilities such as electric vehicle charging infrastructure, parcel lockers and commercial opportunities will be considered to improve the overall customer experience – and to generate vibrant spaces that play their full role in place-making, whilst integrating with adjacent developments.

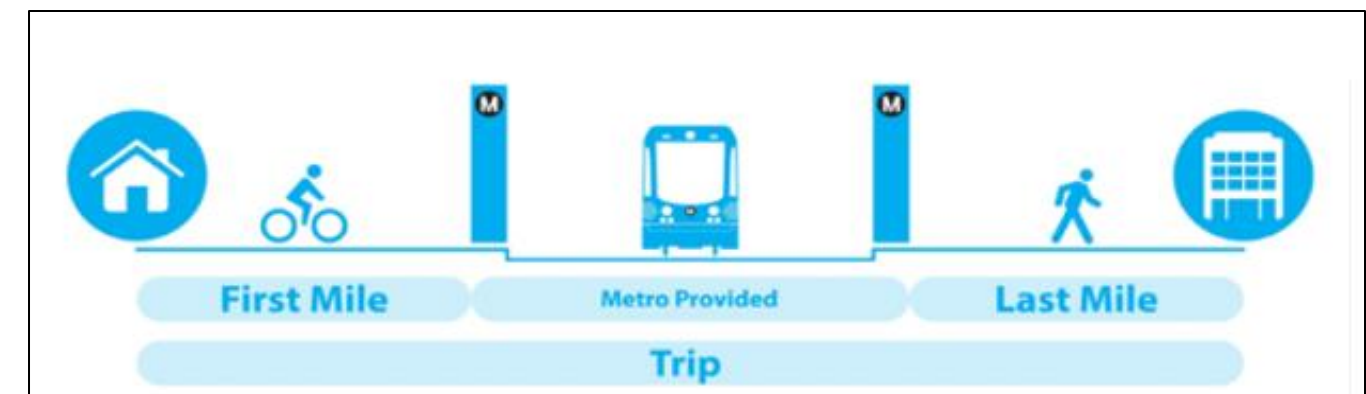
Bury Council will continue working with TfGM to identify potential locations to apply the Travel Hubs approach in Bury. This will include existing Park and Ride sites, such as Radcliffe and Whitefield.

In Prestwich, plans are being developed for a Travel Hub as part of the regeneration of the town centre. The Prestwich Travel Hub will be a new multi-story facility located close to the Metrolink stop off Fairfax Road. As well as car parking spaces, the new facility will contain electric vehicle charging points, cycle storage and parcel lockers.

Bury Council will also continue to explore with TfGM the potential for a pilot scheme to allow bikes on board Metrolink trams, including potentially on the Bury Line, as set out in Dame Sarah Storey's Active Travel Mission Statement.



*Image credit: CoMo UK*





# Metrolink

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

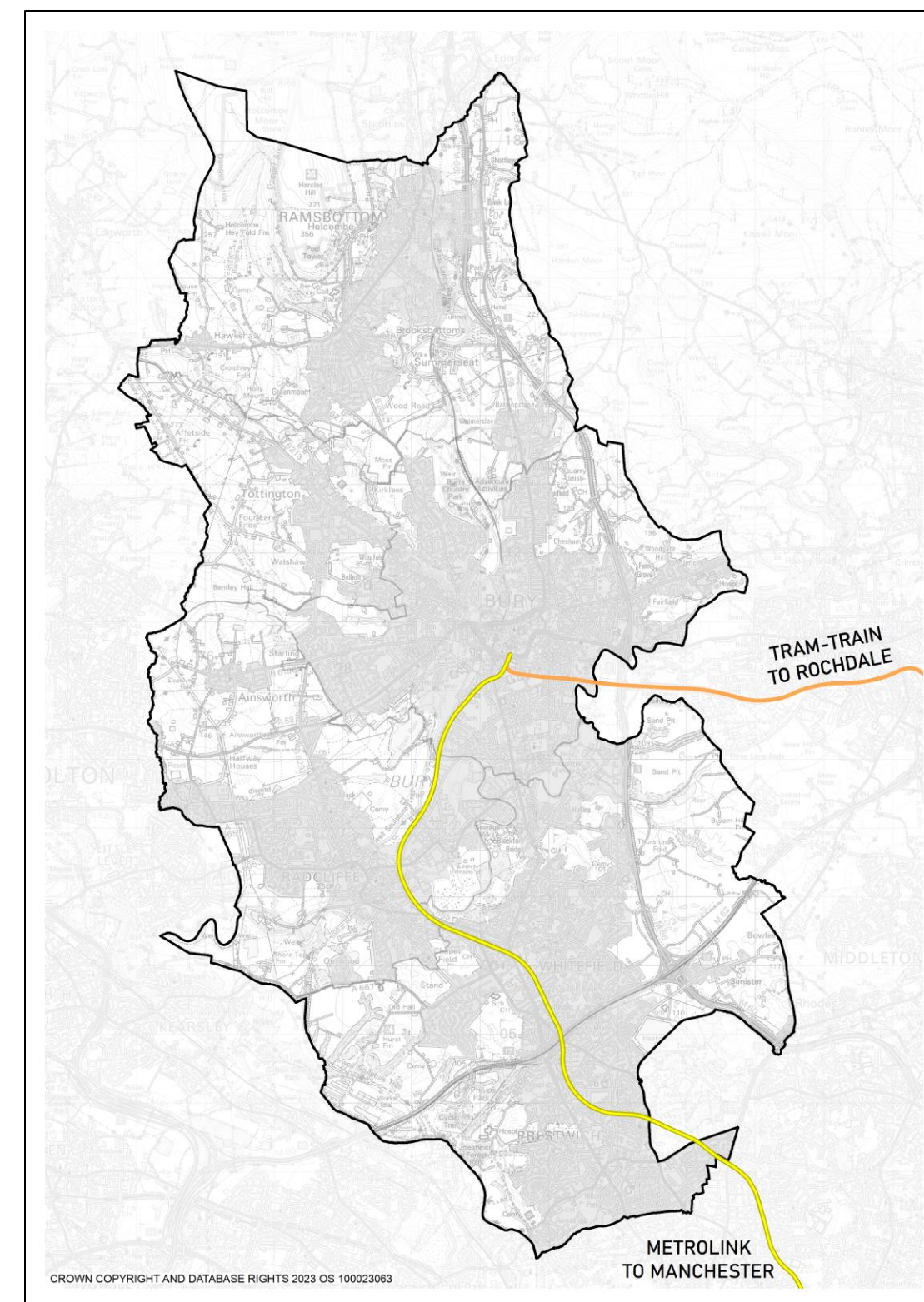
TfGM are developing plans that would see a rail link between Heywood, Rochdale and Oldham using tram-train technology. They are also exploring the potential for a connection between Heywood and Bury, with the longer-term aim of linking to the existing Metrolink networks in the north of Manchester and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

The focus of the project will be to create the next generation Metrolink vehicle, tram-train infrastructure and to run a pilot “Pathfinder” service. This will provide:

- A service stopping at all stations/stops along the route.
- Enhanced modal integration at Bury Interchange & Rochdale Railway Station.
- Enhanced connectivity to Bury, Heywood, Castleton Rochdale and Oldham.

The ultimate proposal will provide new technology that will allow Metrolink vehicles to operate on existing heavy rail lines as well as the Metrolink lines.

As well as providing public transport improvements between Bury and Rochdale, and beyond, the proposals would also help to provide sustainable public transport connections into the proposed Northern Gateway site.





# Rossendale City Valley Link

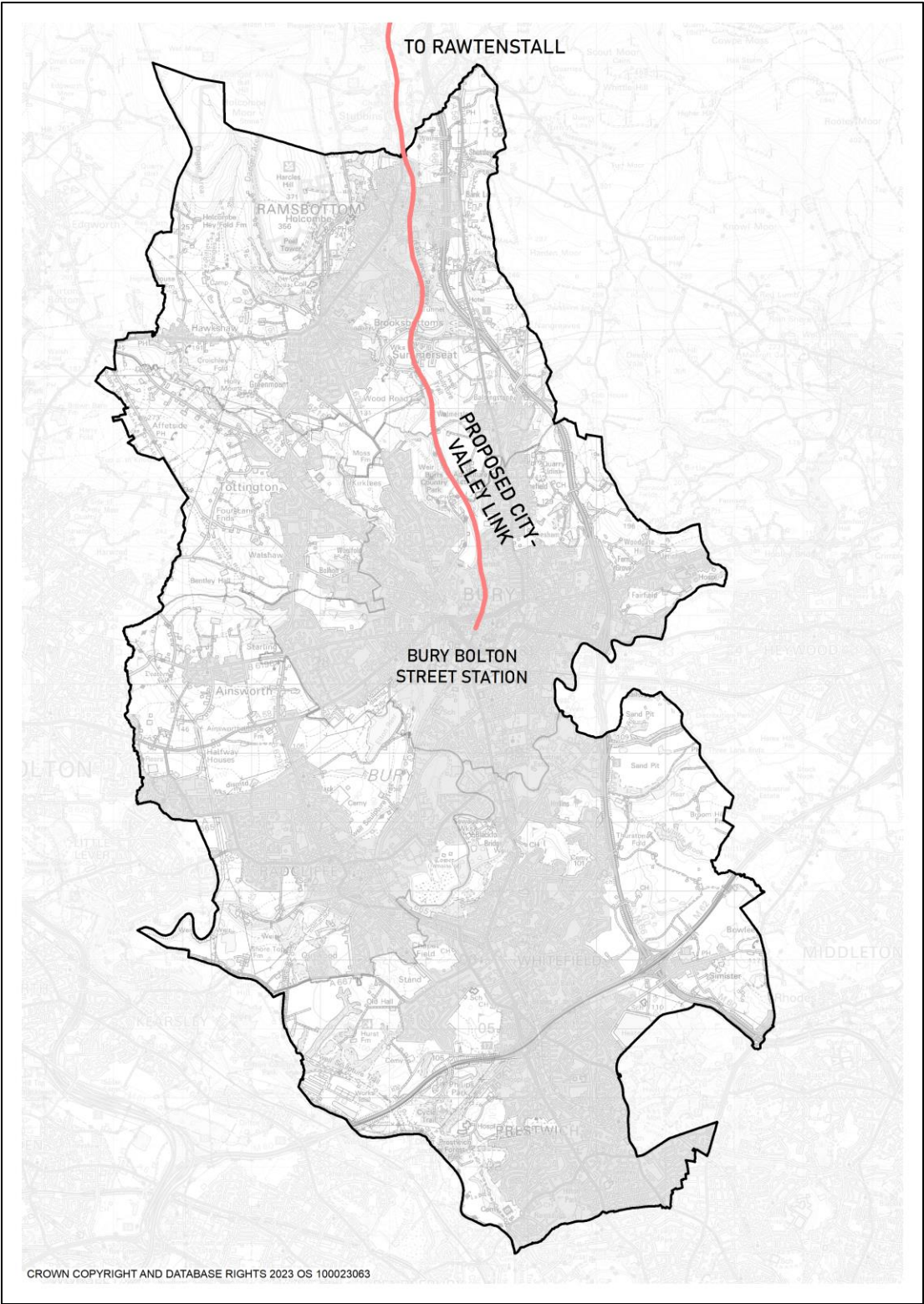
Rossendale Borough Council have long-held aspirations to establish a commuter rail link from Rawtenstall to Manchester.

These proposals centre on the existing heavy railway line that is currently operating as a Heritage Line run by the East Lancashire Railway company (ELR).

This is Bury’s most popular visitor attraction and Greater Manchester's third highest paying attraction. It plays a key role in attracting visitor spend to the Borough's local economy, particularly in Bury and Ramsbottom. The ELR preserves the area’s heritage and local distinctiveness and is the source of great civic pride.

Bury Council has clearly indicated that it would not support any proposal for a commuter service on the ELR line unless it can be clearly demonstrated that it would be able to co-exist with the Heritage asset and not negatively affect its operations.

As such, this is not considered to be an ‘*investment priority*’ but has been included here to flag its longer-term potential. There will still need to be credible evidence to demonstrate that a commuter line and a heritage line can co-exist between Bury Bolton Street and Rawtenstall, and that the proposals are realistically costed, viable and deliverable.



Proposed City Valley Link from Rawtenstall to Manchester



# Linkages to the GM2040 and BLTS Objectives

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

BLTS Investment Priorities	GMTS 2040 Objectives				BLTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting sustainable & inclusive growth and regeneration	Reducing the impact of transport on the environment	Supporting healthy and active lifestyles	Improving connectivity	Providing a well-maintained, reliable and resilient transport system	Providing a transport system that is safe, secure and accessible to all
Metrolink										
1. New Transport Interchange in Bury	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2. Improvement to Metrolink Stops on the Bury Line	✓	✓	✓		✓	✓	✓	✓	✓	✓
3. Strengthen Walking, Wheeling and Cycling Connections to Metrolink Stations	✓	✓	✓		✓	✓	✓	✓	✓	✓
4. New Metrolink Stop and Travel Hub/Park and Ride at Elton Reservoir	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5. Travel Hubs	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
6. New Tram-Train Links between Bury and Rochdale	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

# 6 TRANSPORT STRATEGY: BUS





# Introduction

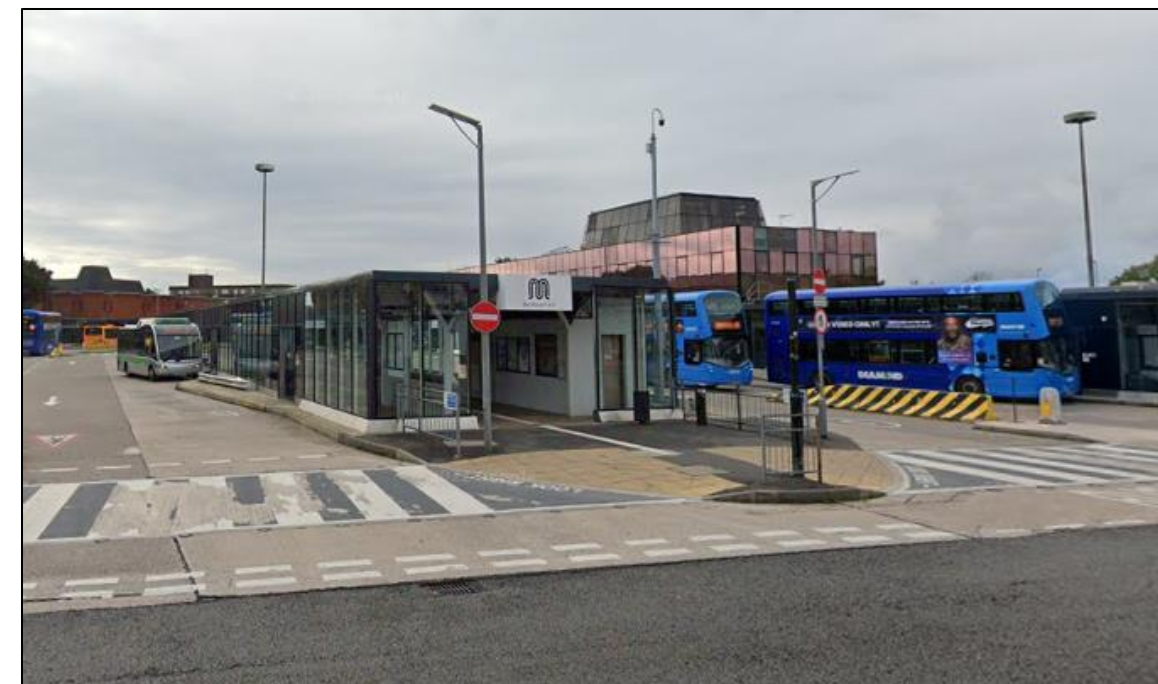
The Borough has one bus interchange in Bury town centre and one bus station in Radcliffe. These provide public transport connections to destinations within the Borough as well as across the Greater Manchester area including to Rochdale, Bolton and Manchester.

Bury Interchange is one of the busiest in Greater Manchester. There were 49,288 bus departures from the Interchange in September 2021. Most bus services use Manchester Road, Rochdale Road, Angouleme Way and Walmersley Road to access the town centre.

The Borough currently has 1.95km of bus lanes, the least of all the GM local authorities (GM BSIP). Inbound bus lanes operate in the morning and evening peaks on the A58 Bolton Road approach to Bury town centre, offering some priority to buses, but they are not continuous along the Bolton-Bury-Rochdale corridor. Buses using the A58 at Bury Bridge can get caught up in congestion at this busy junction which has been identified by recent GM Clean Air Plan modelling as a problem area for meeting nitrogen dioxide targets.

Radcliffe also has a busy bus station with 8,030 bus departures in September 2021. The main bus movements in Radcliffe town centre are along A665 Pilkington Way, Church Street West and Dale Street where the bus interchange is located.

In June 2021, there were 290,353 bus miles operated in Bury, that's just 6.4% of total bus miles across Greater Manchester, (the lowest across the ten GM local authorities (source GM BSIP).



Bury Interchange



Radcliffe Bus Station



# National bus policy and ambition

## Bus Back Better

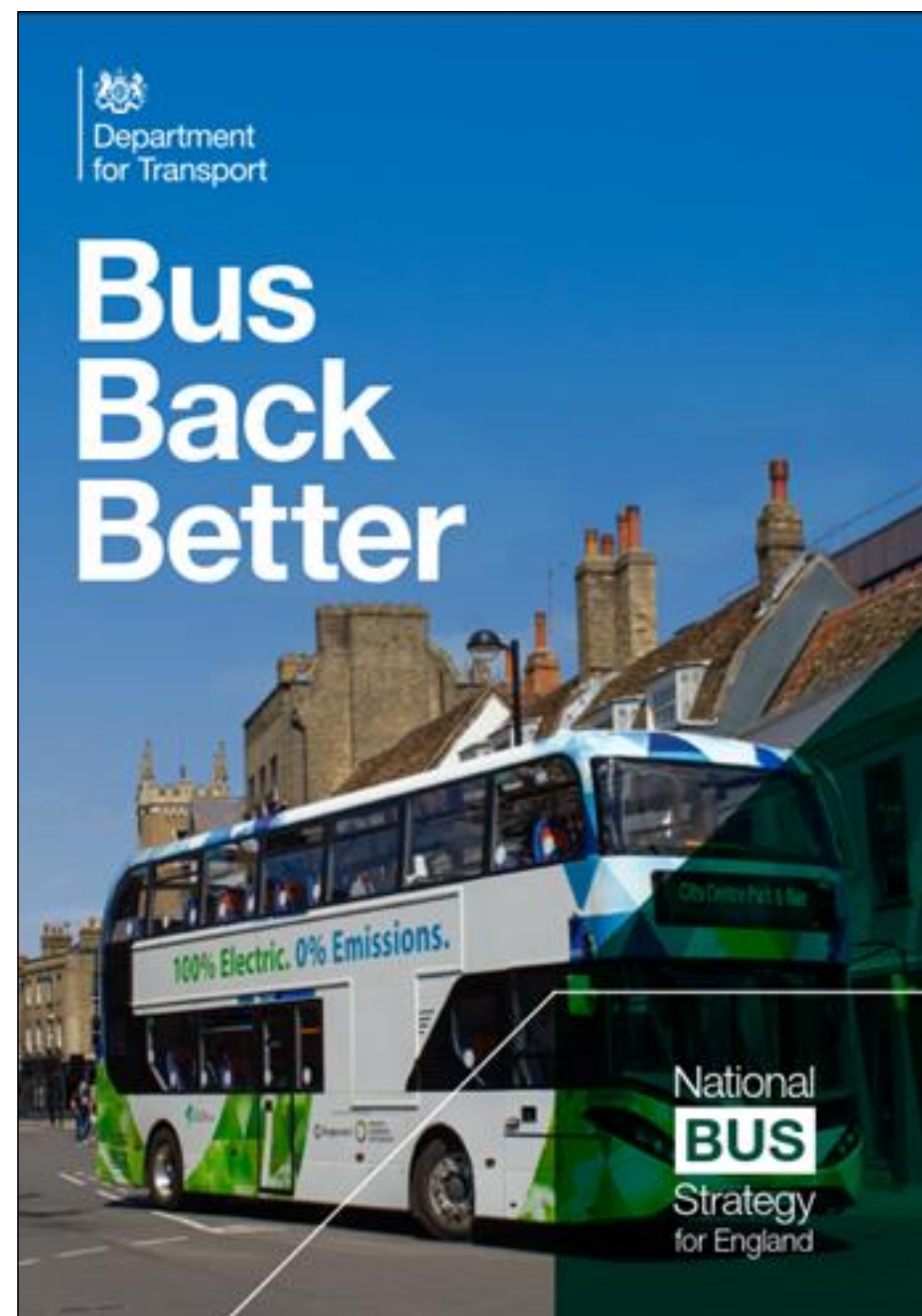
In March 2021 the Department for Transport (DfT) published a new national strategy for buses in England outside of London, the aim of which is to get more people using buses by making them more attractive. This means making buses faster and more reliable.

*Bus Back Better* required local transport authorities to produce a Bus Service Improvement Plan (BSIP) by October 2021. In Greater Manchester, Government required one Plan covering all ten local authority areas, including Bury. Government used these plans to allocate £1.4 billion of funding to those it considered ambitious enough.

In *Bus Back Better*, Government also said it expects local authorities to develop plans for bus lanes on any roads where there is a frequent bus service, congestion, and physical space to install one. It expects these bus lanes to be full-time and as continuous as possible and be part of a whole corridor approach, with physical measures such as:

- Traffic signal priority;
- Bus gates, which allow buses to enter a road that prohibits access to other traffic; and
- Clear and consistent signage.

*Bus Back Better* sets out ambitious goals for simpler fares, integrated ticketing, integration of buses with other forms of transport, digital information, zero emission vehicles and for more services to operate in the evenings, weekends, and at night, and to smaller towns and villages. In lower-density, often rural areas, not served by conventional buses, the government suggests that new forms of provision, such as demand responsive travel in smaller vehicles, may be more appropriate.





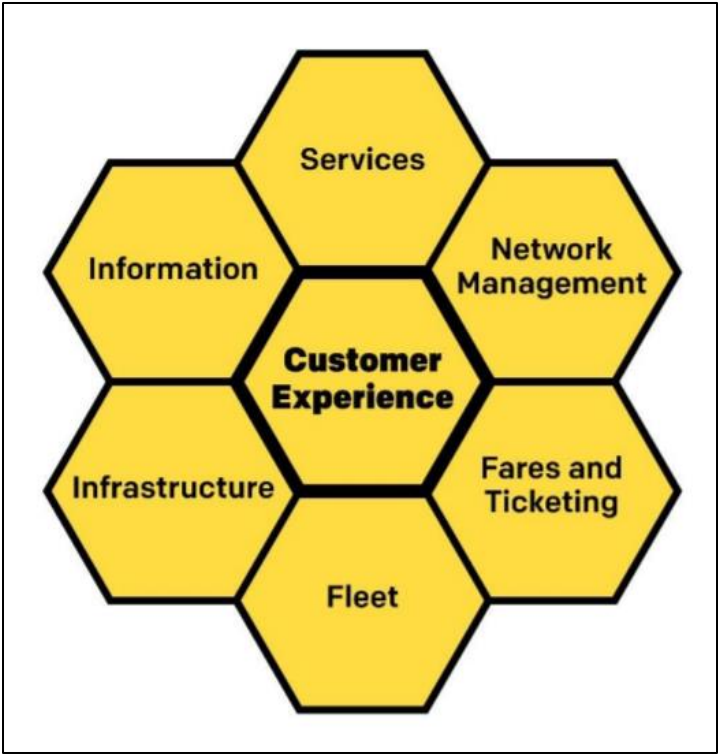
# Greater Manchester Bus Service Improvement Plan

In response to the requirements of the National Bus Strategy, Greater Manchester submitted a Bus Service Improvement Plan to Government in October 2021 setting out ambitious plans to transform the bus market and to be the first to use new Government powers to introduce a bus franchising scheme.

Greater Manchester’s ambition for bus is “to develop a modern low emission accessible bus system, fully integrated with the wider Greater Manchester transport network on which everyone will be willing to travel regardless of their background or mobility level.”

The ambition for bus in the Greater Manchester BSIP is summarised around the seven themes in the adjacent table, which will support a central ‘customer experience’ ambition and have been developed to address customer priorities and align with the government’s National Bus Strategy.

Greater Manchester’s BSIP was one of 31 successful plans. There were 48 Plans that received nothing. At £94.8 million, Greater Manchester’s award was the third largest funding allocation. Most of this funding was used to support the introduction of cheaper bus fares.



BSIP Themes	GM Ambitions for Bus
Customer Experience	Providing customers with a safe and seamless travel experience
Services	Turn up and go frequencies on major routes
Information	Readily available, easy to use, live, and up-to-date
Network Management	Improvements to journey times and reliability
Infrastructure	Significant increases in bus priority and improvements to waiting environments
Fares and Ticket	More affordable journeys, integrated with other modes
Fleet	Zero emissions, high quality buses

# Greater Manchester Bus Strategy: Better Buses for the Bee Network

The Greater Manchester Bus Strategy is a sub-strategy of the GM2040 Transport Strategy. Published in July 2023, it sets out Greater Manchester's vision for the future bus network: namely, to make the bus the first choice for more journeys, as part of the Bee Network: the city region's integrated transport system.

The Strategy sets an initial target for a 30% increase in bus patronage by 2030 from 2022/23 levels. This would mean almost 50 million more journeys being taken by bus each year in Greater Manchester.

If buses are to be the first choice for more journeys in Bury, we need to provide:

- More reliable and quicker bus journeys.
- Safe and secure journeys.
- An accessible bus network.
- Comprehensive and frequent bus services.
- An environmentally friendly bus system.
- An affordable and attractively priced bus system.
- A fully integrated public transport system.
- A high-quality passenger experience.
- More travel options in the day and night.

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





# Investment priorities for Bus

Bus travel is central to the delivery of Greater Manchester’s ambitions to provide a sustainable transport network which is reliable, accessible to all, affordable, high quality and high frequency. We want all Bury's residents to have access to a modern, low-emission, accessible bus system.

Investment in bus services and infrastructure is needed if we are to make travelling by bus more attractive and support Greater Manchester’s Bus Strategy target for a 30% increase in bus patronage by 2030 and the ‘Right Mix’ vision to reduce car trips to no more than half of all journeys by 2040.



# Bus

## Investment priority 1: Bus reform and franchising

Major reform of the bus market is a key part of the GM2040 Transport Strategy.

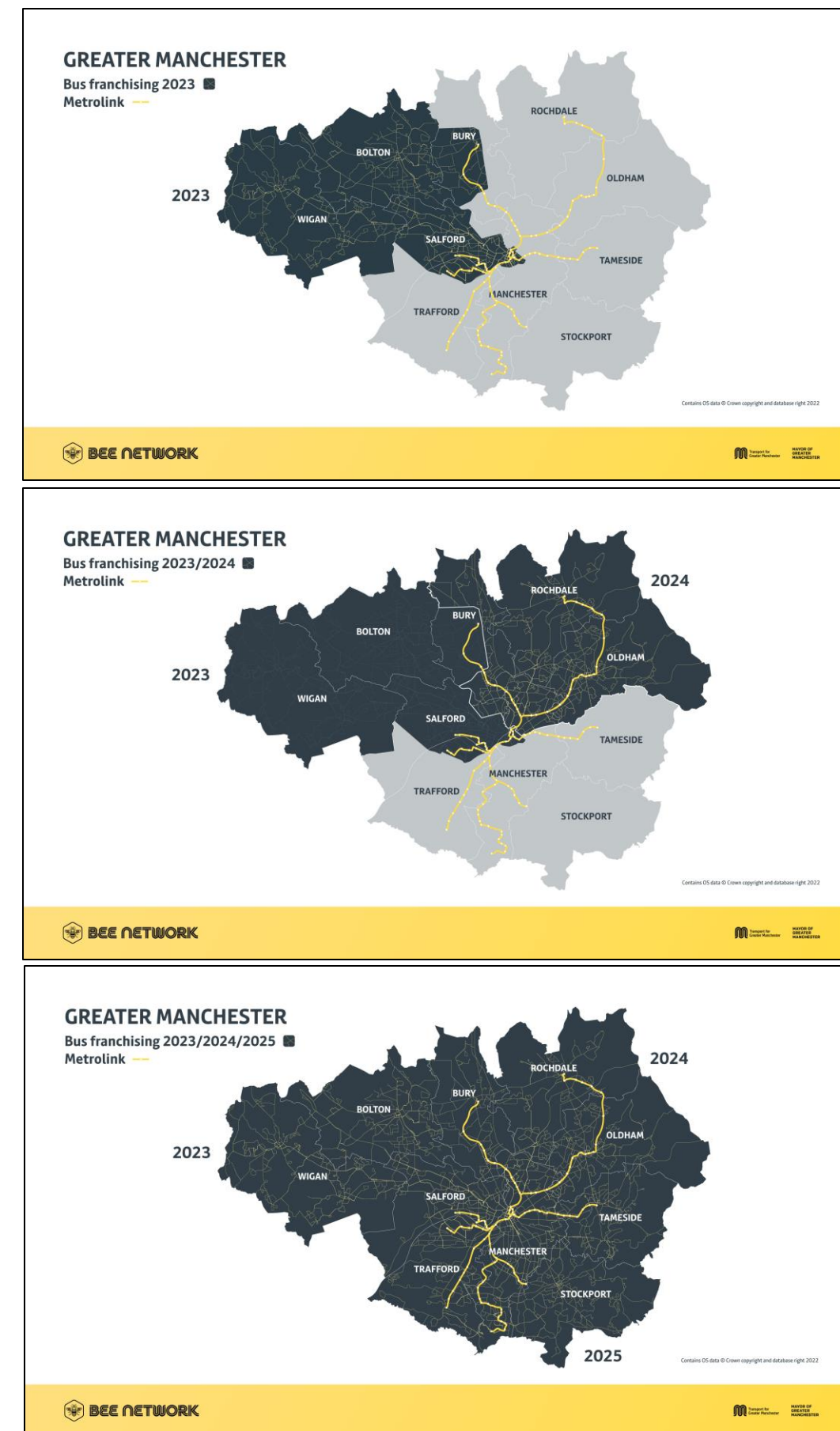
In March 2021, the Greater Manchester Combined Authority (GMCA) announced plans to use new Government powers and bring buses back under local control for the first time since they were deregulated in 1986 under a system called *franchising*. The bus franchising scheme is a key part of Greater Manchester's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

Under franchising, TfGM will coordinate the bus network and contract bus companies to run services based on what passengers need, with any profit being reinvested in buses. Franchising will bring significant benefits to bus users; buses will be run as part of an integrated public transport network; allowing people to change easily between different modes of transport; with simple, affordable price-capped tickets; and a single attractive identity which will be easy to recognise and understand.

Franchising will be delivered across Greater Manchester in three phases, which are shown on the adjacent maps. School bus services will also join the Bee Network as franchising is rolled out. Some bus services in Bury, including some school services, were franchised in September 2023, including the 471 Bolton-Bury-Rochdale service. Bury's remaining bus services will be brought under local control from March 2024. All buses in Greater Manchester will be under public control by 2025.

In most cases, Bee Network buses will run on the same routes as existing services, and at the same times but with some improvements such as linking services up to better connect with first and last trams to the Manchester city centre, including on the 471 Bolton-Bury-Rochdale service.

Buses are a vital part of Greater Manchester's public transport system, particularly for those who do not have access to a car. That's the case for almost a quarter (24%) of Bury households.





## Investment priority 1: Bus reform and franchising

In Bury, we need buses to provide attractive, accessible and affordable services to all communities to allow everyone to access jobs, essential services, and other opportunities, particularly for those people who don't have access to a car. To achieve this, we are working with Transport for Greater Manchester to support their bus reform plans and the roll-out of bus franchising in Bury.

As each tranche is implemented, we will have access to improved data, which will help us plan a better bus network. TfGM will start to undertake Bee Network reviews once franchising has been introduced. These reviews will play a key part in achieving the ambitions of the newly approved Bus Strategy and will allow the bus network to run in a coordinated, planned and efficient manner. The franchised area will be broken down into smaller area-based networks or themes for network review purposes. The new Greater Manchester Bee Network Committee will agree a rolling programme of network reviews. The review process will need to take local community and stakeholder views into account. In Bury, we will establish a Local Bee Network Forum as a means of engaging with the review process and ensuring that the future bus network develops in a way that best meet the needs of Bury's residents, business and visitors.

Greater Manchester's bus reform proposals include a better fleet of buses, with over 100 new UK made, electric buses coming into service across the first two franchise areas. Clean buses will support our ambitions for clean air and a carbon neutral transport system by 2038. These new vehicles meet the 'best in class' specification set by TfGM following engagement with the public. Facilities include audio-visual announcements and USB-charging provision, as well as accessible ramps and two wheelchair spaces. They also feature the distinctive yellow and black colours and symbolic logo of the new Bee Network brand – which will eventually be consistent across bus, tram and cycle hire. Over time, the existing bus fleet will also be upgraded to bring them into the Bee Network brand.

Cheaper bus fares are another part of bus reform. In Greater Manchester, TfGM has already introduced a capped fares scheme in response to the cost of living crisis. Under franchising, the Greater Manchester Combined Authority will be able to set fares and will further develop the integrated ticketing and pricing offer available to customers.

To provide passengers with reassurance and help tackle anti-social-behaviour, 30 new TravelSafe Support and Enforcement Officers (TSEOs) will be patrolling franchised bus services, interchanges and bus stations from September 2023.



# Buses

## Investment priority 2: Better bus services

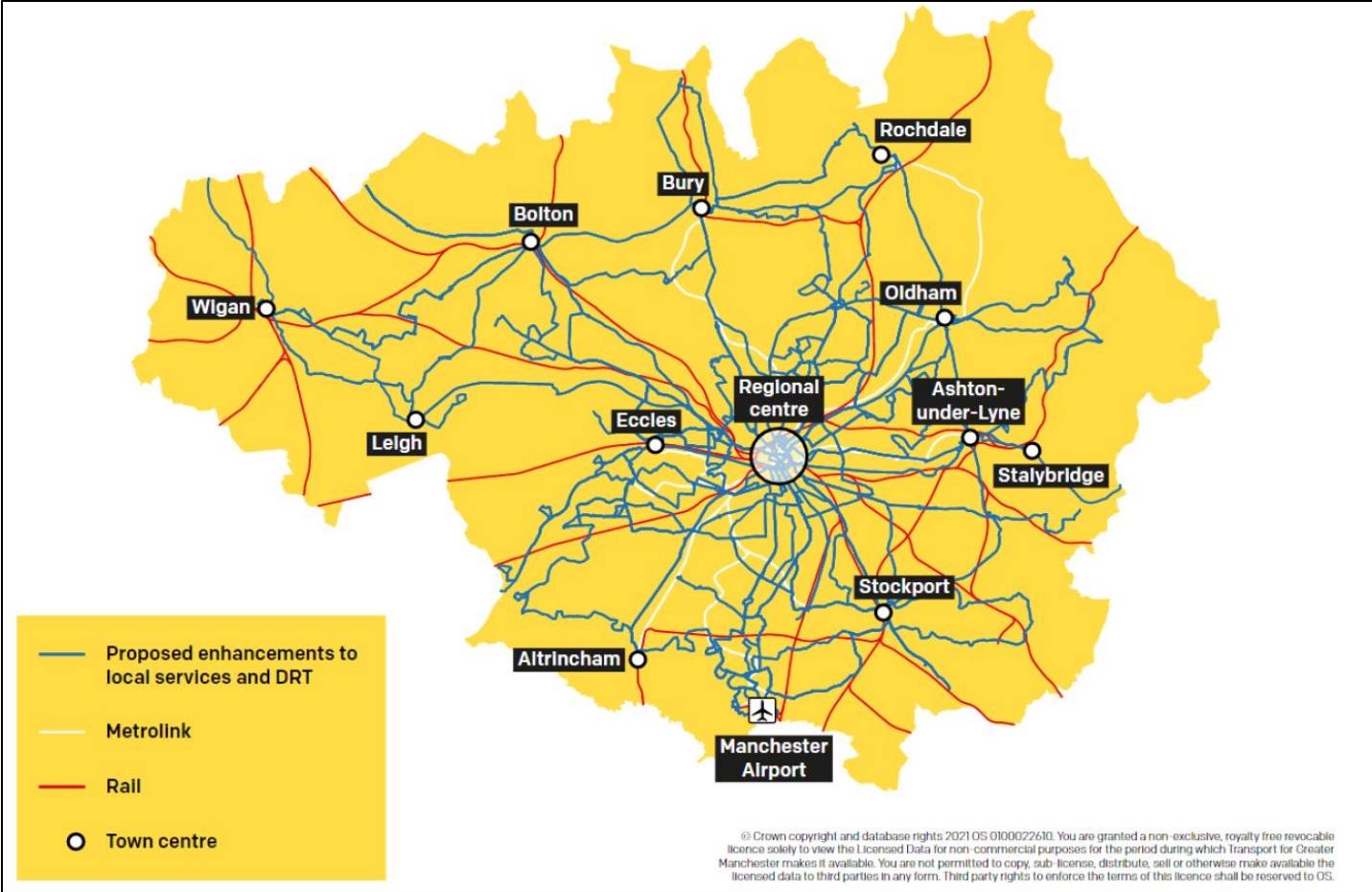
As set out in Greater Manchester's Bus Service Improvement Plan (BSIP), under TfGM's aim is to stabilise and then strengthen services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes to form a 'London-style network'.

BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows Greater Manchester's proposed high frequency bus network. Some of these routes already benefit from high frequency services (high frequency currently refers to operating a bus every 12 minutes or better), including on some Bury routes.

All the existing and proposed high frequency routes in Bury are shown in the adjacent table and on the map on the next page. They include routes connecting :

- Ramsbottom and Tottington to Bury;
- Bury to Manchester city centre; and
- Bury to Bolton and Rochdale.

Two of the main bus routes serving Fairfield General Hospital in Bury, the 467 and the 468 Bury to Rochdale services, are also included in the proposed high frequency network.



Proposed high frequency ('Turn up and go') bus routes across Greater Manchester

Service	Route
163*	Manchester - Middleton - Heywood
93	Bury - Prestwich - Agecroft - Manchester
97	Bury - Unsworth - Prestwich - Manchester
98	Bury - Radcliffe - Whitefield - Manchester
135*	Bury - Whitefield - Cheetham Hill - Manchester
471*	Rochdale - Bury - Bolton
524*	Bolton - Radcliffe - Bury
472	Bury - Ramsbottom circulars
474	Bury - Ramsbottom circulars
467	Rochdale - Daniel Fold - Bamford - Bury
468	Rochdale - Greave - Bamford - Jericho - Bury
*	Indicates an existing high frequency service

Existing and TfGM proposed high frequency ('Turn up and go') bus routes in Bury



# Buses

## Investment priority 2: Better bus services

Away from these high frequency main routes, we want all our residents to have access to a good bus service that provides an attractive alternative to the car. and we will work with to provide a stable and reliable a bus service that serves as much of the community as possible.

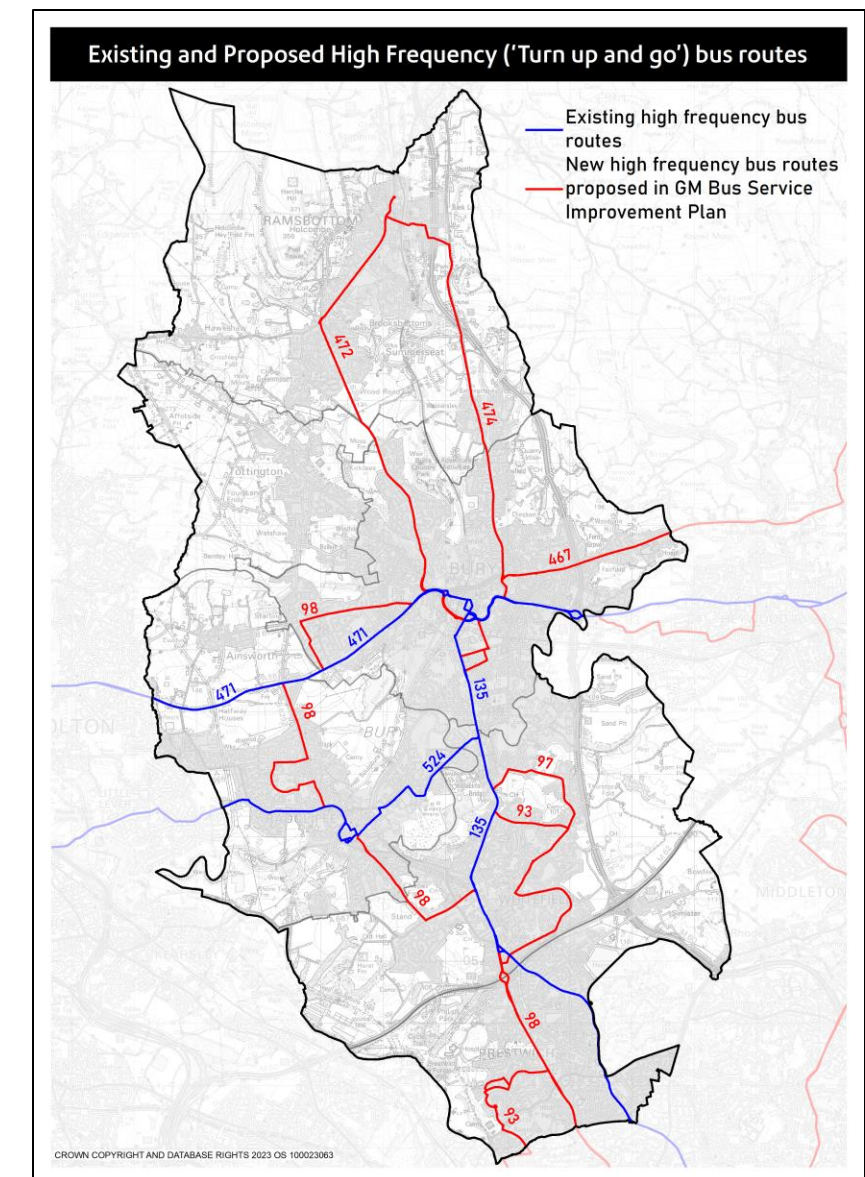
Not all our communities will be served by frequent, regular bus services and there will need to be additional services that complement the high frequency network. This could include Demand Responsive Transport, a form of shared mobility, in more rural parts of the borough where passenger demand doesn't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

In Greater Manchester demand responsive '*Local Link*' services support some communities, including a very limited offer in Bury with the Heywood Local Link providing journeys to/from Fairfield General Hospital from the Pilsworth area. There could be potential for this service to be extended to better serve Fairfield and to connect residents to job opportunities at Pilsworth Industrial Estate, which is not currently well served by bus.

Greater Manchester's Bus Service Improvement Plan identifies the need to provide additional Local Link type services to residents in more rural areas of Bury so they have a car-free alternative for accessing work, leisure opportunities, education and health services. This could include expansion of existing services or new ones and could incorporate new technology so that journeys could be booked by a mobile phone app, as well as by telephone (Digital Demand Responsive Transport).

Ring and Ride is another form of demand responsive service, in this case providing door-to-door transport to Greater Manchester residents who find it difficult to use conventional public transport due to disability or limited mobility. The Ring and Ride service operates boroughwide, including to Fairfield General Hospital. There are also community transport services, such as the Prestwich Circle Volunteer Drivers Service, that provide transport to people who are unable or find it difficult to use conventional public transport.

Our aim is to ensure that all residents have good access to conventional bus services or to alternative demand responsive forms of transport for those who experience barriers to accessing the wider network due to where they live, due to disability or to mobility impairment.



## Buses

### Investment priority 3: Bury Interchange

Bury's town centre bus station is part of Bury Interchange. The Interchange has around twenty bus stands with services that go to destinations such as Radcliffe, Ramsbottom, Fairfield General Hospital, Manchester, Rochdale, Bolton, Rawtenstall, Burnley and Accrington. The current experience of bus passengers using Bury Interchange is poor:

- The Interchange was built in 1980 and is now in poor condition, with leaking roofs and inefficient heating and lighting systems.
- The current arrangement of bus stands creates passenger waiting areas that are long and partly tunnel-like, creating the perception of isolation and fear of crime. Reported anti-social behaviour incidents indicate that Bury interchange was one of the worst performing interchanges in Greater Manchester during June to December 2021.
- There are many pedestrian crossing points and two-way bus movements resulting in numerous conflict points and creating confusion for pedestrians. Of the 200 incidents reported at the Interchange in the last 5 years, 20% were at crossing points with a further 13% occurring on carriageways. Given the large volumes of movements through the site, including those using the facility as a thoroughfare to access the town centre, the number of crossing points is a contributing factor to the volume of these incidents.

The redevelopment of Bury Interchange is essential in supporting future movement in and around Bury by public transport modes.





## Buses

# Investment priority 4: Bus priority measures

To successfully deliver the Greater Manchester Bee Network and Right Mix ambitions and encourage greater bus patronage, Bury Council will consider the implementation of bus priority measures to improve the reliability and speed of existing and proposed bus services. These could include a number of physical measures along key routes such as:

- Bus lanes;
- Traffic signal priority;
- Bus gates, which allow buses to enter a road that prohibits access to other traffic; and
- Clear and consistent signage.

Greater Manchester has received significant funding as part of its CRSTS settlement for a number of programmes which include bus priority measures ranging from:

- Quality Bus Transit corridors and whole route bus priority to improve orbital and radial bus route corridors such as the A58 to Rochdale and Bolton and the A56 from Bury to Manchester: to
- tackling local pinch points on the network where buses experience delay, such as at the Hollins Brow/Manchester Road junction, to reduce congestion and improve bus reliability.

Greater Manchester's Bus Corridor Investment Programme can be seen on the map on the next page.



Bus Priority Junctions



Bus Gate- Oxford Road, Manchester

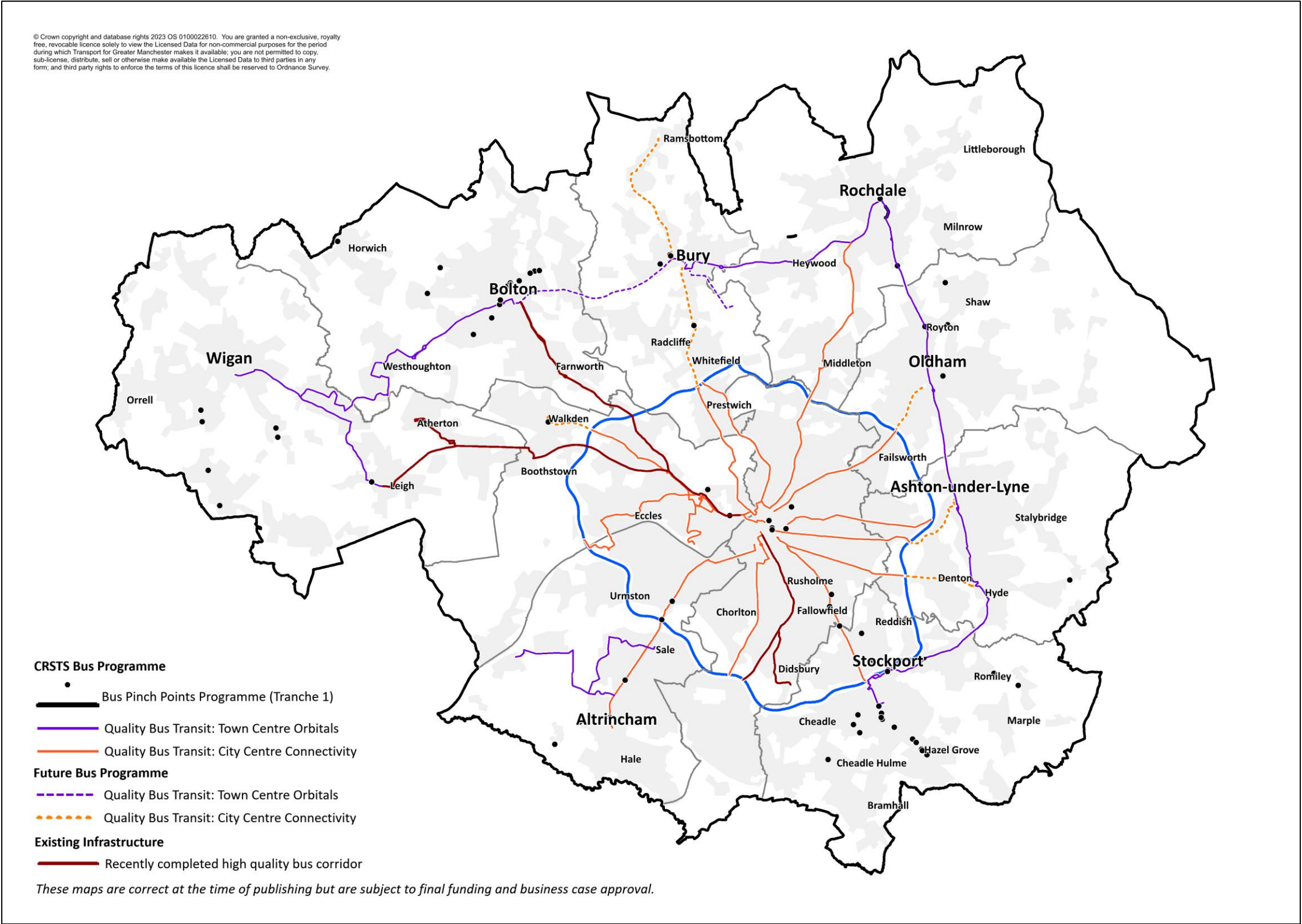


# Investment priority 4: Bus priority measures

## Greater Manchester's Bus Corridor Investment Programme

This map shows Greater Manchester's ambition to develop and deliver transformative bus improvements on 15 strategic, high frequency corridors through the Quality Bus Transit and Bus Corridor Upgrade programmes.

CRSTS funding will deliver the first phase of improvements on Quality Bus Transit (QBT) corridors, many of which focus on areas not served by Metrolink.





# Buses

## Investment priority 4: Bus priority measures

### Greater Manchester Bus Corridor Investment Programme: Bury routes

Orbital QBT corridors in Bury are:

- A58 Bury – Rochdale
- A58 Bury – Bolton

Radial QBT corridors in Bury are:

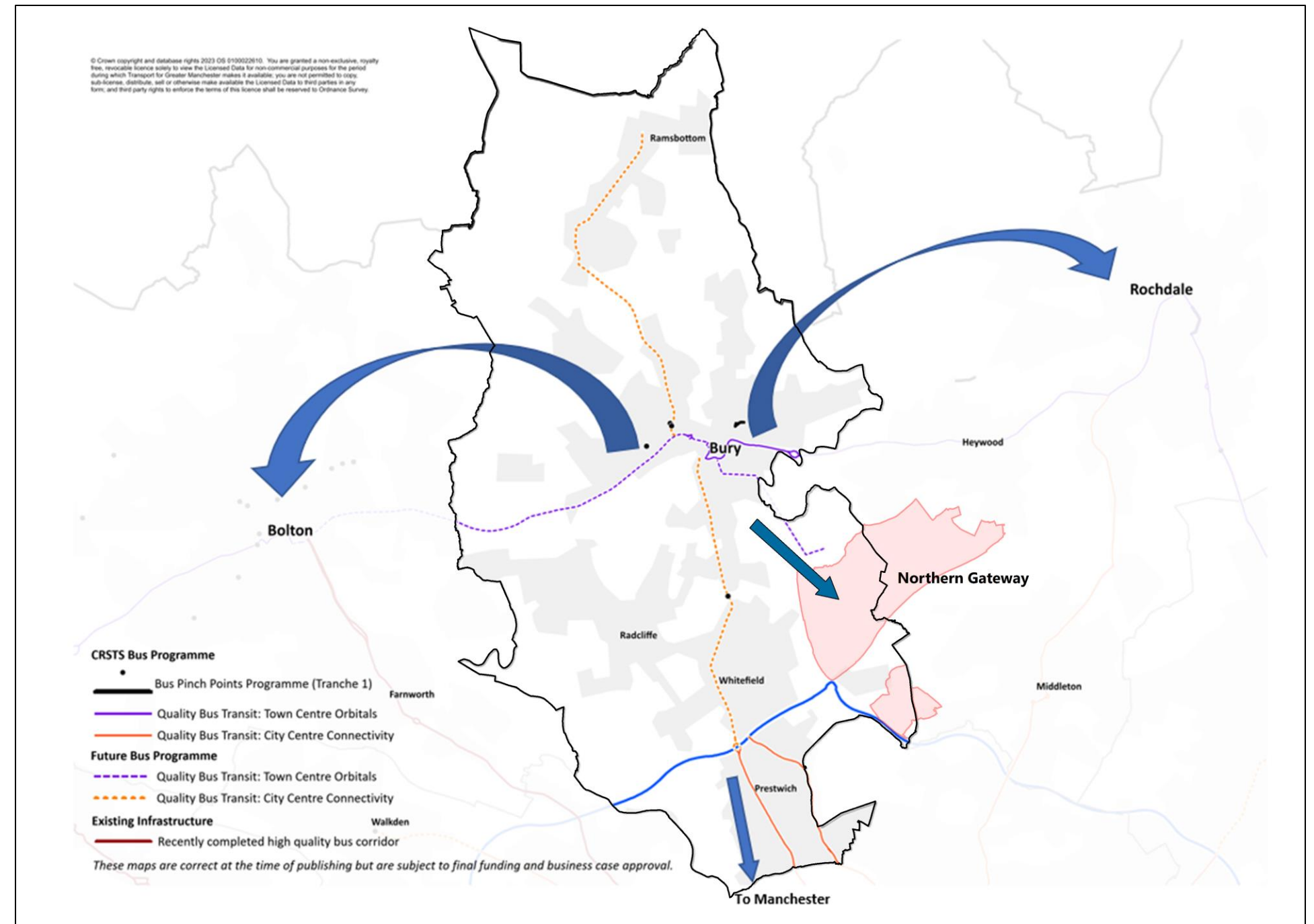
- A56 Bury to Manchester
- A56 Bury to Ramsbottom

These are the corridors where we will work with Transport for Greater Manchester to develop proposals to improve bus reliability.

The QBT corridors in Bury will connect to the new Bury Interchange and will also help to improve bus access for Bury's residents to the proposed Atom Valley and Northern Gateway developments.

Improving bus services is an essential step in improving the quality of life for people who live in some of Bury's most deprived communities, where many people do not have access to private cars or local connections to Metrolink services.

Improvements delivered in Bury through QBT will improve connectivity for communities that fall within the 10% and 20% most deprived areas in England.



# Buses

## Investment priority 4: Bus priority measures

### Quality Bus Transit Corridors in Bury: The A58 Bury - Rochdale

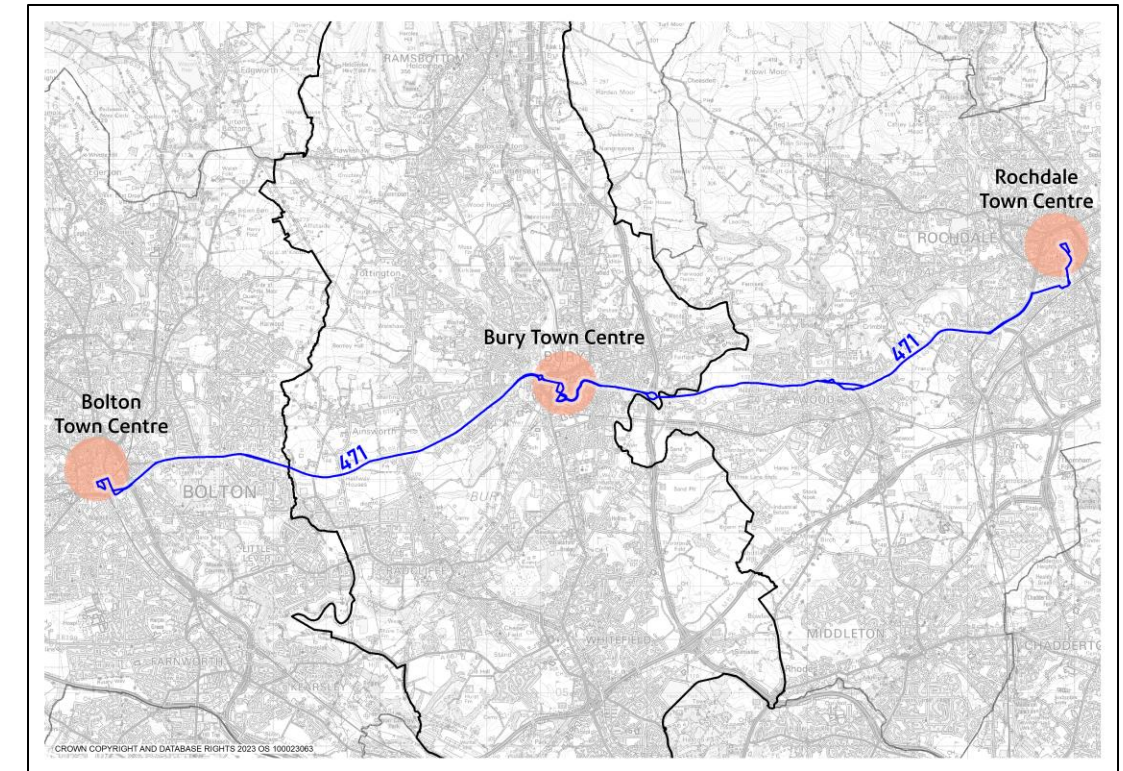
There is funding available in the CRSTS programme for QBT corridor proposals to be developed for some routes, and in some cases for delivery. We will work with TfGM to develop proposals for all Bury's QBT corridors, and to identify and address local pinch points.

The investigation of the A58 Bury to Rochdale corridor for QBT is already underway, with the investigation of the A58 Bury to Bolton for QBT due to commence later this year.

The QBT scheme between Bury and Rochdale will enhance bus services between two major regional towns along the 471 bus route as shown on the adjacent plan. It will improve connectivity for people in areas of deprivation to access existing jobs and future employment opportunities and will also connect to new homes.

Bus connectivity along the A58 corridor is currently hindered by congestion, particularly in Bury and Rochdale town centres at either end of the route. Bus journey times vary significantly throughout the day, correlating with the congestion and delay hotspots on the route. With no existing bus priority, an inconsistent bus stop offer and the lack of any Real Time Passenger Information (RTPI) on the corridor, these conditions reduce confidence in the existing bus service and impact the bus user experience, the public perception of the bus and its ability to attract new users.

QBT improvements on the Bury to Rochdale route will aim to deliver a step-change in the experience of using the bus for local journeys by providing a reliable and attractive bus service. QBT will focus on improving reliability, accessibility, and the attractiveness of the local bus by tackling the reasons why people don't get on bus.



471 Bury – Rochdale bus route



Bus gate – Oxford Road, Manchester



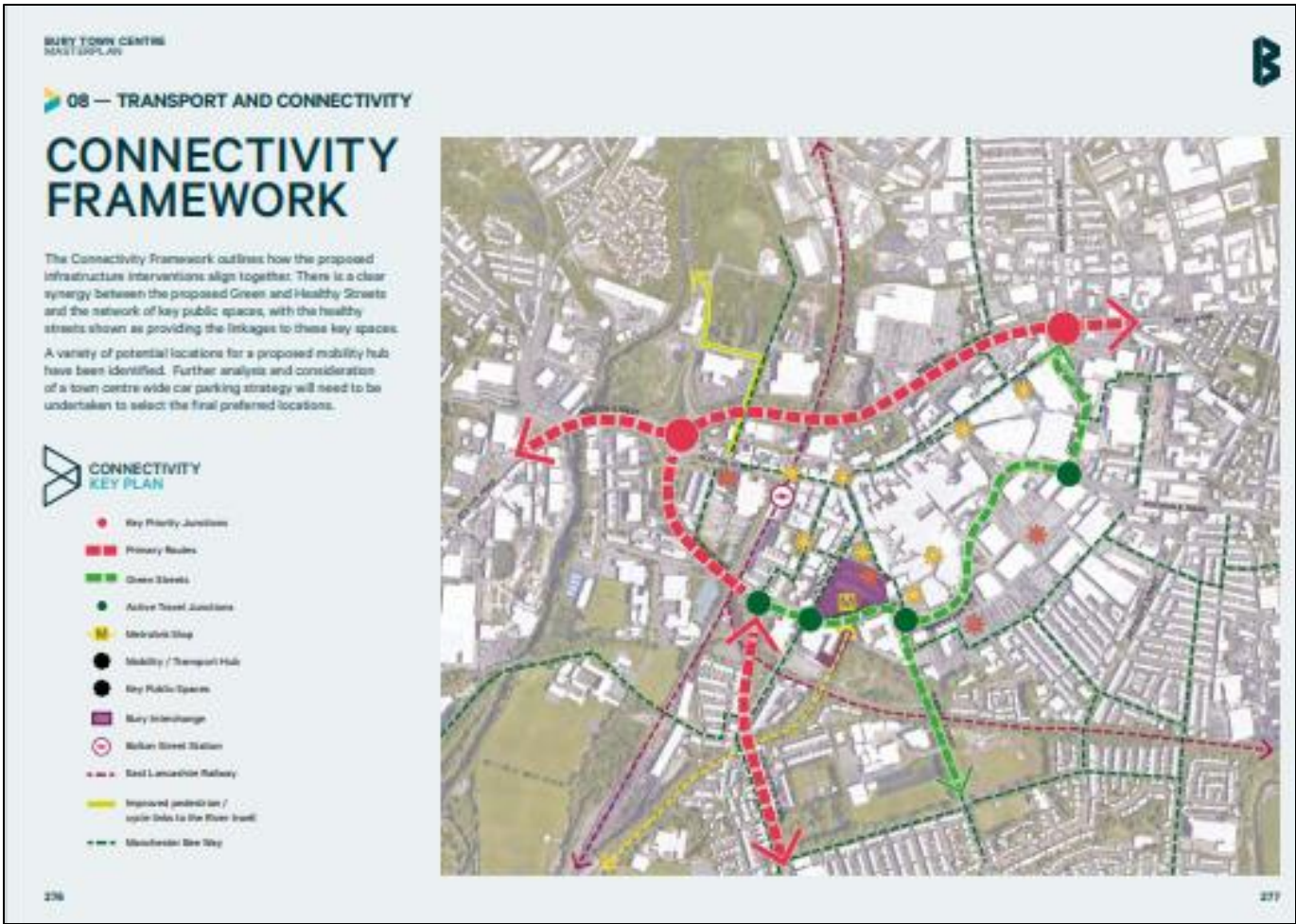
Buses

Investment priority 4: Bus priority measures

QBT and the Bury Town Centre Masterplan

The development of QBT and 'Streets for All' proposals along the A58 corridor in Bury will support the delivery of the Connectivity Framework in the Bury Town Centre Masterplan.

The QBT proposals align well with the potential Masterplan proposal to prioritise active travel and bus movements around the south of the town centre, with Peel Way being the main traffic route on the north side of Bury town centre. This is one of the longer-term Town Centre Masterplan proposals which would need further investigation and studies to determine if it is feasible. The new Bury Interchange is also part of the Town Centre Masterplan.



The Town Centre Masterplan Connectivity Framework also includes short and medium-term proposals, including new crossings, some of which have now been delivered with funding from the GM Mayor's Cycling and Walking Fund, with others to come potentially through CRSTS funding available to Bury Council for active travel schemes.



# Buses

## Investment priority 5: Better bus stops and stations

### Better bus stops

Alongside improvements to bus services and quicker bus journey times, our bus stops need to be fully accessible, provide a comfortable, attractive, and safe waiting environment for passengers, and be well connected to homes and destinations.

We will work with TfGM to ensure that bus stops improvements are delivered in Bury including new shelters (where practical and required), raised kerbs to facilitate level boarding and alighting for all, and access to digital real-time journey information.

We will also ensure that bus stops are easy and safe for people to walk to and from through with, for example, conveniently located crossings.

The Quality Bus Corridor programme will include improvements to stops on the corridor and better access to stops at town centres and key destinations along bus routes.

### Better bus stations

We will also work with TfGM to improve other bus facilities in the Borough such as Radcliffe Bus Station, which is not well connected to the wider town centre or to the Metrolink Stop and would benefit from improved public realm and pedestrian links to give more a sense of arrival to the town.

In the longer-term changes may also be needed to the size and even the location of Radcliffe Bus Station to accommodate an increase in passenger numbers and bus movements. It may be possible, for example, to integrate the bus station with the Radcliffe Metrolink Stop and Park and Ride to form a new Travel Hub.



An attractive bus shelter with green roof in Manchester



Ensuring stops provide information for customers



## Buses

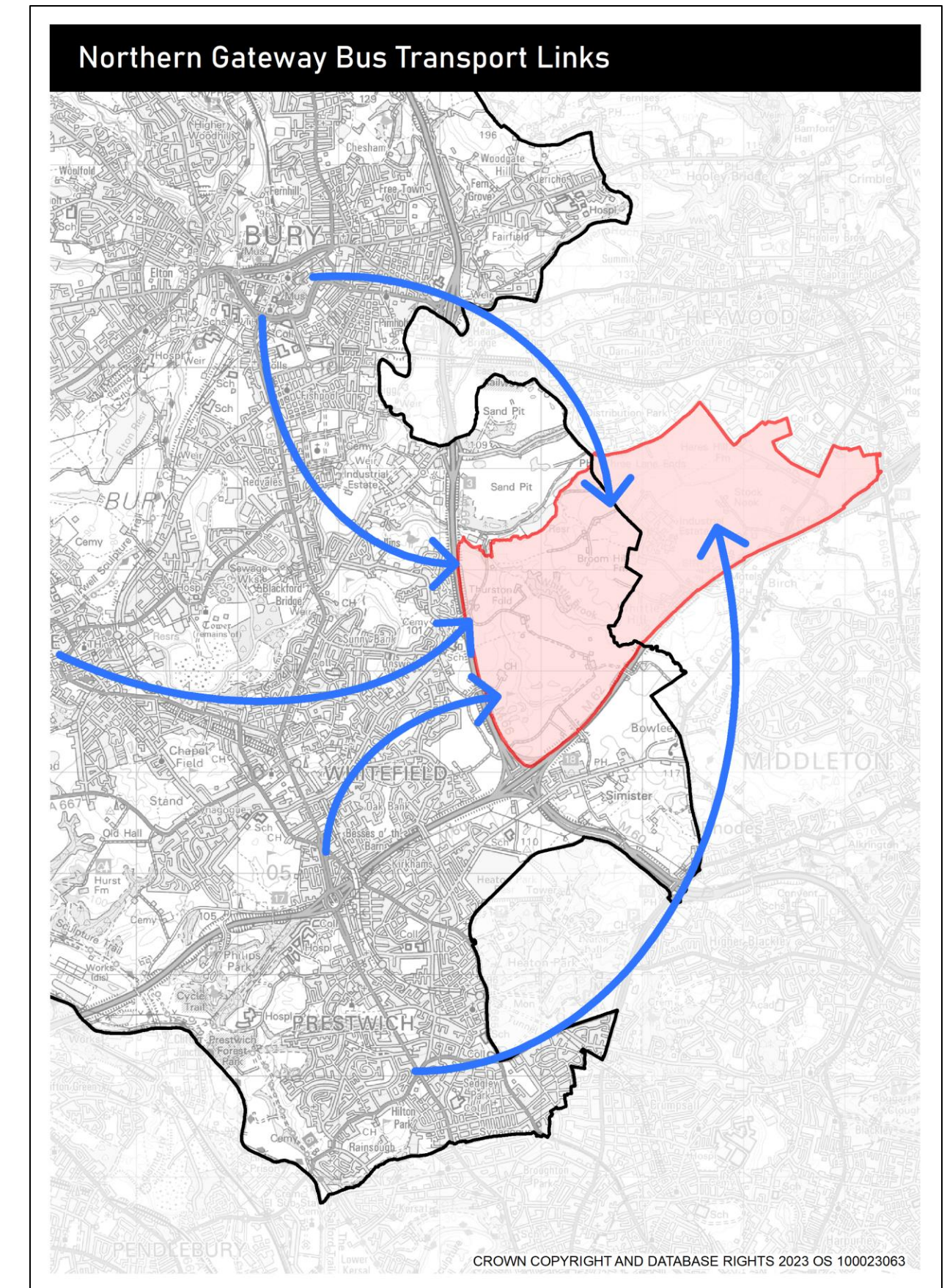
# Investment priority 6: Bus services to new developments

A key priority for the Council is to ensure that new developments are well served by bus so that Bury residents can access new jobs at sites such as Northern Gateway and in town centres such as Bury and Prestwich where regeneration is underway.

Northern Gateway is a Places for Everyone allocation of regional and national significance that does not currently benefit from any direct rail or tram connections, which means that bus will be key to delivering public transport access to future employment opportunities here.

There will be opportunities to connect into and enhance existing bus networks to connect some parts of the Borough to new developments, but new bus services will also be needed, and we will work with TfGM to identify these.

The Greater Manchester bus corridor upgrade programme will also help to better connect people to existing employment opportunities as well as to new developments and growth sites. For Bury, delivery of bus improvements as part of the A58 QBT corridor upgrade will support the provision of frequent, reliable, high quality bus services to Northern Gateway.





## Buses

# Investment priority 6: Bus services to new developments

There will be a need for more direct services to Northern Gateway from areas of the borough such as Radcliffe, where unemployment rates are higher than the borough average and where some of the borough's most deprived communities can be found, particularly around Radcliffe town centre. Bury Council considers direct bus access from Radcliffe Bus Station to Northern Gateway as essential and will continue to make the case for this alongside fast, frequent and reliable bus services from as many of our communities as possible.

A Northern Gateway Transport Strategy has been prepared which outlines the significant strategic transport interventions needed to support the allocation, including new and/or amended bus services and potentially, in the longer term, investment in Rapid Bus Transit such as the Leigh-Salford-Manchester guided busway, which runs on segregated busway along part of the route.

Improving the connectivity of bus to other transport modes such as rail and Metrolink, as well as integration with active travel, will provide a further opportunity to create a truly multimodal transport network serving Northern Gateway.



Segregated Busway where opportunities exist



# Linkages to the GM2040 Objectives and BLTS Objectives

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

LTS Investment Priorities	GMTS 2040 Objectives				BLTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting sustainable & inclusive growth and regeneration	Reducing the impact of transport on the environment	Supporting healthy and active lifestyles	Improving connectivity	Providing a well-maintained, reliable and resilient transport system	Providing a transport system that is safe, secure and accessible to all
Bus										
1. Bus Reform and the Introduction of Bus Franchising in Bury	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2. Better bus services with more frequent and reliable bus services to all parts of the Borough	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3. A new Bury Town Centre Interchange	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4. Bus Priority Measures on key routes to improve speed and reliability	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5. A better passenger waiting environment at bus stops and stations	✓	✓	✓		✓	✓	✓	✓	✓	✓
6. Direct, frequent and reliable bus services to new developments	✓	✓	✓		✓	✓	✓	✓	✓	✓



# 7

## TRANSPORT STRATEGY: WALKING, WHEELING AND CYCLING





# Introduction

## Overview of Walking, Wheeling and Cycling

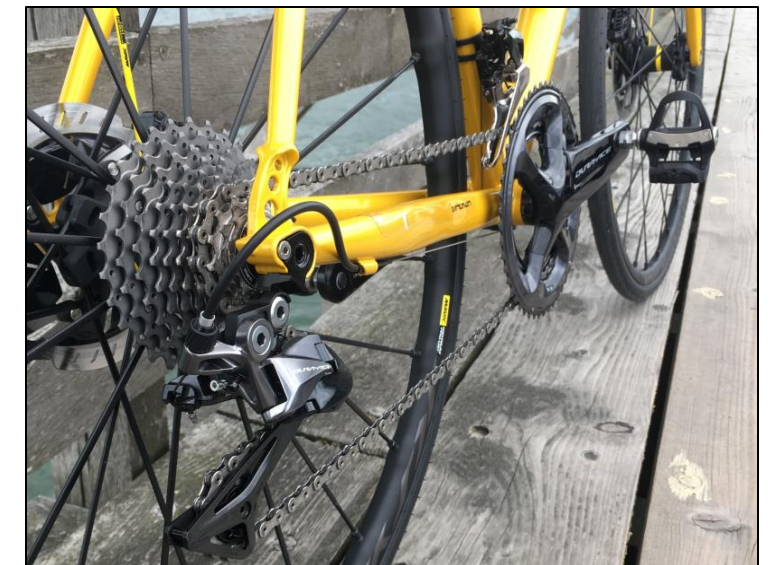
Getting more people to move away from motor vehicles to more active travel modes such as walking, wheeling and cycling is fundamental to achieving Bury's transport vision.

In Bury, more than one in four adults are classed as inactive, doing less than 30 minutes of physical activity a week. Providing people with the opportunity to walk, wheel and cycle is an essential element of the Council's efforts to help Bury residents move around in different ways, particularly for short trips.

Walking, wheeling and cycling are the healthiest ways to travel, either for entire local journeys or as part of longer trips involving other modes of public transport. A key element of improving cycling and pedestrian infrastructure is to ensure connectivity to local access points for other modes of transport such as bus and Metrolink. Promoting active travel will support improvements in individuals' health and help bridge health inequalities between advantaged and disadvantaged communities.

In Greater Manchester, 200 million trips of under 1 km are made by car each year. If a good proportion of these trips were made instead by a 12-minute walk or 4-minute bike ride, it would make a huge contribution to reducing obesity, respiratory illness and carbon emissions, not to mention the cost of travel. So, getting more people to change their travel habits is fundamental to achieving Bury's transport vision.

This means providing safer facilities for walking, wheeling and cycling and improving their integration with public transport services is critical to the success of this transport strategy and reducing congestion.



# Investment priorities for Walking, Wheeling and Cycling

The GM2040 ambition for active travel is for walking trips to increase by a third and cycling trips doubling and doubling again from 2018 levels. This means getting a significant number of people doing active travel more than they currently are. The Bee Network will include the UK's largest cycling and walking network connecting every area and community in Greater Manchester with 1,800 miles of safe routes and 2,400 new crossings. The ambition in Bury is to create a comprehensive network of on and off-road routes and that will provide the infrastructure that will encourage an increase in the number of short trips made through active travel.

- 1. To create a Boroughwide active travel network**

**2. Active travel routes to, from and within new development sites**

**3. Secure cycle parking**
- 4. Better access to bikes**

**5. Safer Routes to School schemes**

**6. Connecting Blue and Green Infrastructure Networks**



# Walking, Wheeling and Cycling

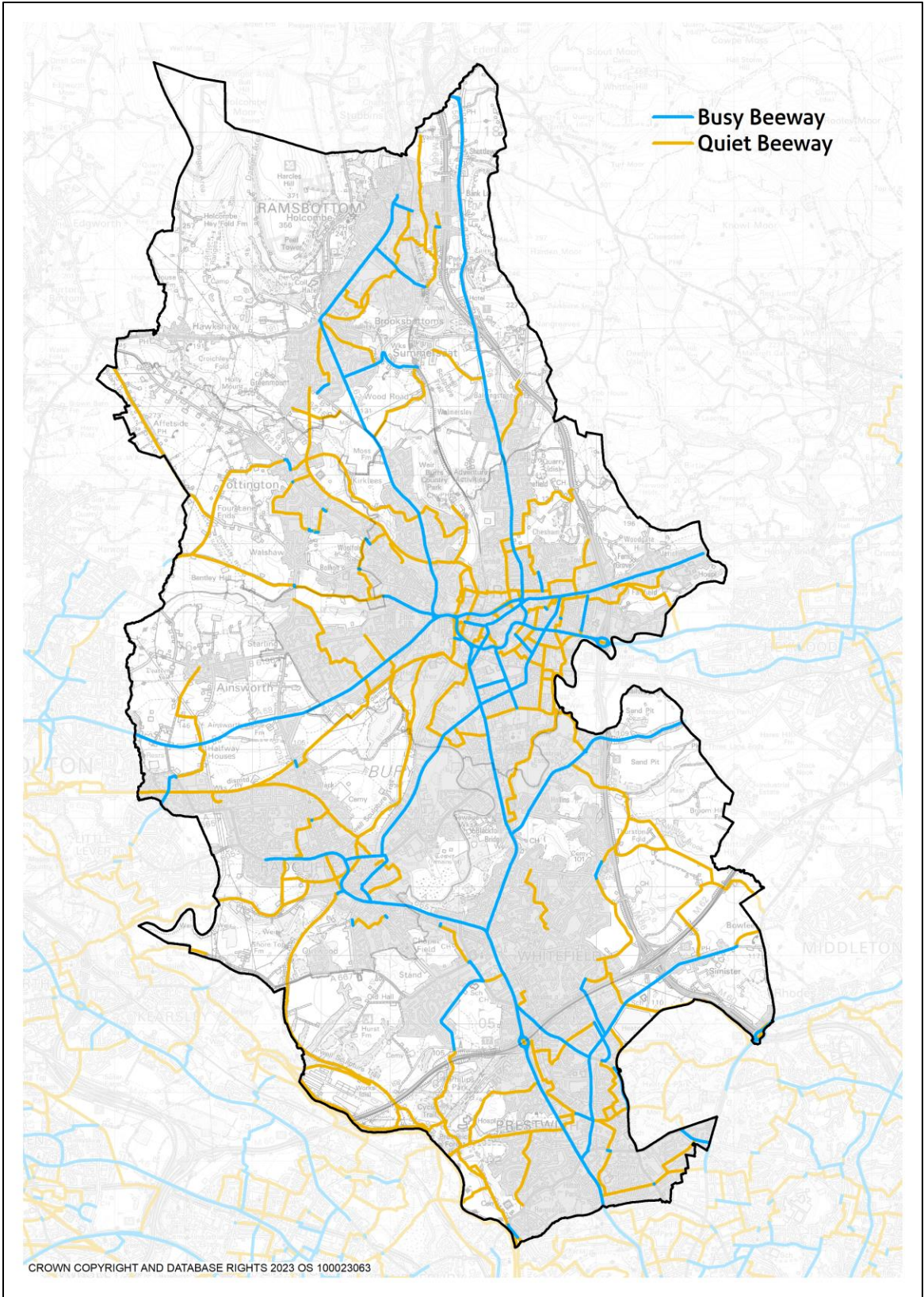
## Investment priority 1: Active Travel Network

The Bee Network is Greater Manchester's bold vision to deliver a joined-up London-style transport system. The Bee Network includes ambitious plans for Greater Manchester to have the largest cycling and walking network in the country, connecting every area and community in Greater Manchester, including in Bury, with more than 1,800 miles of routes and 2,400 new crossings. This ambition is set out in Greater Manchester's adopted Local Cycling and Walking Implementation Plan *Change a Region to Change a Nation* and is supported by GM's Active Travel Commissioner's *Active Travel Mission*.

Our vision for active travel supports the GM's Active Travel Commissioner's Active Travel Mission and aims to create an inclusive and accessible network to facilitate opportunities for communities across the Borough to make more sustainable transport choices and to increase the number of short journeys made by active travel modes.

The Council has worked closely with TfGM to evolve the Bee Network through the delivery of transformational infrastructure as outlined in the following pages. However, to understand what elements of the existing network meet current standards TfGM has carried out an audit of the original elements of the Bee Network which GMCA adopted in 2018 and will publish an updated GM Bee Network vision in due course. As part of the Audit, targeted packages of future infrastructure improvements will be developed which could enable the rapid delivery of significant length/areas of Bee Network active travel routes within the Borough. The Council will continue to work with TfGM to evolve the Bee Network in line with the findings of the Bee Network Audit.

Whilst funding is not available to deliver all the connected network immediately, this Local Transport Strategy provides a mechanism from which we can seek to identify funding sources as they become available.



GM vision for active travel network in Bury (version 2)



# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network

To achieve the committed modal shift targets set out in GM2040 and to deliver the Bee Active Network as our core active travel network, we must make our streets more attractive and inclusive places for everyone to spend time in, as well as pass through. We must invest in safe walking, wheeling and cycling routes to ensure all our residents have the opportunity to make healthy choices. Encouraging active lives need to be placed at the heart of everything we do in Bury and we must provide an environment in which active travel is a safe, enjoyable, natural choice for everyday journeys. By delivering a connected active travel network, we are not only striving to encourage more people to walk, wheel and cycle but we are trying to create a more liveable Borough, with pleasant local neighbourhoods where most daily needs can be met on foot, by wheeling or by cycling.

Whilst the Borough has an extensive network of adopted highways available to all modes of travel, today's traffic speeds and volumes mean that many parts of the network are not particularly conducive to active travel. Wherever feasible, we will therefore prioritise active travel movements and we will target road safety improvements such as safe and fully accessible pedestrian crossing points on streets with high actual and/or perceived levels of collisions/danger for vulnerable road users. Our aim is to create 'Streets for All' that have a pleasant environment for everyone to enjoy. Wherever possible, we will seek to reduce traffic dominance and severance by developing schemes to reduce the impacts of vehicular traffic and speeds, particularly on residential streets. This will enable and encourage increased walking, wheeling and cycling levels. When appropriate we will consider reallocating road space to improve the walking, wheeling and cycling experience. However, any scheme which proposes the reallocation of road space will be subject to detailed transport modelling to ensure that the impacts on general traffic are fully understood and an informed decision can be made on whether or not the scheme should go ahead.

Using Active Travel Capability funding, Bury Council commissioned consultants to review the main walking, wheeling and cycling routes into Ramsbottom, Bury, Radcliffe and Prestwich town centres from surrounding residential areas. The review sets out a revised route network and proposes interventions to bring the existing network to current national design and safety standards as set out in LTN1/20. The draft network and proposed interventions will be the subject of forthcoming public consultations for Radcliffe, Bury and Ramsbottom. Delivery of the proposals will depend on the availability of funding, which is generally applied for and distributed by TfGM.





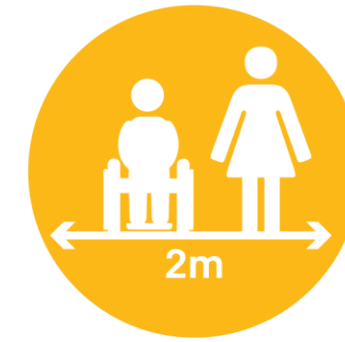
# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network

### Walking and Wheeling – what good looks like

A universally accessible walking and wheeling environment is one where:

- Barriers to movement are identified, then removed or mitigated:
  - Footway achieves desirable minimum unobstructed width of 2m throughout.
  - Regular, well-maintained surface.
  - Dropped / flush kerbs and tactile paving at all junctions and crossings.
  - Raised entry treatments at side streets, with clear pedestrian priority.
  - The footway continues at the same level across side roads, and vehicle crossovers for access to property.
- There are formal crossings strategically located on desire lines.
- Streets feel safe for use by everyone at all times of day.
- Appropriate space is allocated to different functions, for example movement, social activity and greening.
- There are benches or places to rest along the route.



# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network

### Cycling – what good looks like

A universally accessible cycling environment is one where:

#### In neighbourhoods

- People on cycles feel safe sharing the road with motor vehicles.
- Street layout keeps both speed and volume of motor vehicle traffic low.
- Permeability and connectivity are created by, for example, universally accessible modal filters or off-highway connections to provide routes that are more convenient than driving.



#### On busier streets

- Dedicated and protected space for cycling is provided.
- 2m minimum width is provided throughout.
- Cycle facilities are continuous and uninterrupted.
- People on cycles are given priority over general traffic across side roads and vehicle access to properties.
- The cycle facility continues at the same level across side roads and vehicle crossovers for access to property.
- Conflict at junctions is evaluated and managed through design choices.



#### Across the network

- People of all ages, backgrounds and abilities have the opportunity to cycle safely.
- Active Travel routes join up into a coherent and convenient network, offering access to destinations or onward travel options.
- Accessible secure cycle parking is readily available.
- Cycle facilities are designed to accommodate non-standard and adapted cycles.
- Regular, well-maintained surfaces.
- Interaction with large vehicles is minimised.





# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network

### Recently implemented schemes

For several years, the Council has sought opportunities to provide better infrastructure for walking, wheeling and cycling and to promote its use. Recent achievements include:

- The introduction of 'Cyclops' junctions at Market Street / A58 Angouleme Way and A56 Jubilee Way/ A58 Angouleme Way, which has made it safer and easier for residents and visitors to access the market and gives approximately 9,000 college students a more direct route into town.
- 5 new traffic signal-controlled pedestrian and cycle crossings on main roads in Bury - Rochdale Road, Bell Lane (2 no), Wash Lane and Parsonage Street.
- A new shared pedestrian and cycle crossing on Bury New Road near St Marys Road and on A56 Bury New Rd near Sedgley Park Road.
- An upgrade of the signalised junction at A665 Bury Old Road and Heywood Road including pedestrian facilities.
- New pedestrian crossings on Thatch Leach Lane, Croft Lane, Church St (Ainsworth).
- Our first School Streets scheme at Guardian Angels Primary.
- A new bridge and active travel link from Rectory Lane to Milltown Street, Radcliffe.
- A new bridge at Gigg Mills for cyclists and walkers.

### Programmed schemes

We also have several schemes programmed for delivery. These include:

- The Elton link from the canal to the town centre including new a river bridge.
- Further school streets schemes at primary schools in the Borough.
- The Fishpool and Pimhole Active Travel Scheme featuring new controlled crossings, cycle facilities, road closures, traffic calming and one-ways.
- A new traffic signal-controlled crossing for pedestrians and cyclists at Rainsough Brow near Kersal Vale Road, Prestwich.





# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network: City Region Sustainable Travel Settlement (CRSTS) Programme

The CRSTS programme approved by central government in July 2022 includes £15.4m of funding to improve walking, wheeling and cycling routes in Bury Town Centre, Radcliffe and Ramsbottom.

- For Ramsbottom, £2.3m is available from the CRSTS fund to deliver proposals to improve walking and cycling routes into and through the town centre.
- For Radcliffe, £9m is available from the CRSTS fund to deliver proposals which will provide improved walking and cycling facilities in the town centre and connecting routes linking the Metrolink Stop to the proposed Civic Hub and Secondary School Site.
- For Bury Town Centre, £4.1m is available from the CRSTS fund to deliver proposals to provide improved walking and cycling facilities in the town centre improving north/south and east/west routes and linking to onward routes.

Proposals will be prioritised for delivery following a detailed design review process and public consultation for all three towns for which this CRSTS funding is available.



Providing better crossings that reduce severance caused by busy key roads



Improving conditions for bus users and people who cycle through better bus stop facilities



Active neighbourhoods that support local trips by foot and by bike through side road closures



# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network: Activation

Alongside the delivery of physical infrastructure, we will carry out a complementary programme of targeted 'activation' work to ensure local communities and potential users are aware of the opportunities offered by new infrastructure. Activation refers to a package of interventions that will encourage people to travel more sustainably by providing them with the opportunity, knowledge and skills to do so.

Activation Plans help to ensure that the benefits of new infrastructure are realised. This work contributes to achieving objectives around public health, active travel and decarbonisation. Activation work is led by public health specialists with support from Bury's Walking and Cycling Forum. The Forum was established in 2020 to champion opportunities for cycling and walking as part of the Bury Moving Strategy.

Activation Plans can include a wide range of measures targeted at schools, businesses and local communities. To date, bespoke activation plans have been developed alongside the delivery of schemes funded through the GM Mayor's Walking and Cycling Fund and have included the following activities:

- Cycle & Stride.
- School Streets.
- Bike Libraries.
- Cycle Parking Grants.
- Cycle Training.



Bury Bike Library opening



The Sunnywood Project: students from St. Gabriel's RC High School visiting the Jubilee Way crossing



# Walking, Wheeling and Cycling

## Investment priority 2: Access to new development sites

Historically, highway design has been led by national guidance such as the Design Manual for Roads and Bridges or the Manual for Streets. In recent years there have been attempts to produce guidance which better balances the needs of all highway users. For example, in Greater Manchester, the Streets for All strategy (2021) adopts a people-centred approach to street design seeking to ensure streets are liveable for all people who use them.

Bury Council's Unitary Development Plan included proposals for routes that have subsequently been incorporated into new housing developments. Similarly, the draft Greater Manchester Places for Everyone Plan sets out strategic proposals for development sites that will be served by sustainable modes including public transport, walking and cycling, as well as being accessible to freight and private vehicles. The emerging Bury Local Plan will potentially identify specific routes and reinforce the requirement for developments to meet Streets for All design standards.

High standard walking, wheeling and cycling routes are to be created to, from and within all new development sites within the Borough. All new developments must ensure that they are integrated into Bury's transport network and are supported by new infrastructure to provide people with a genuine alternative travel choice to the private car. Active travel connections will need to be available before people start travelling to and from new developments to engrain sustainable travel behaviour and avoid locking-in car dependency.





# Walking, Wheeling and Cycling

## Investment priority 2: Access to new development sites

Development Plans will ensure that Bury residents are able to access the opportunities that are created by sustainable travel modes. A coherent and comprehensive active travel network will need to be delivered and well maintained in the future to connect local communities to new development sites and join them up with wider existing and proposed routes across the Bee Network.

This may involve retrofitting existing highways, reallocating road space and ensuring priority is given to active and sustainable modes. We will also need to improve and keep well maintained traffic-free routes in the area around developments such as public rights of way and existing walking routes.

It will be important to ensure that the right transport infrastructure is built into new developments from the outset and that new developments are connected to existing sustainable transport networks to enable people to reach their destination. A clear, sensible layout with through routes ensuring the permeability of new developments for active travel modes is essential.





# Walking, Wheeling and Cycling

## Investment priority 3: Secure cycle parking

Minimum requirements for cycle parking at new developments in Bury are currently set out in Supplementary Planning Document 11: 'Parking Standards in Bury'. This document deals with the quantity and quality of parking provision for both long-stay and short-stay facilities. The requirements include:

- appropriate signage.
- high levels of accessibility and parking to be located off accessible routes.
- adequate levels of security, preferably to be overlooked by the public or staff, or at least by CCTV cameras, to maximise surveillance.
- appropriate levels and type of lighting.
- measures that ensure the safety of pedestrians (i.e. the location of facilities should avoid conflict with pedestrians and those who are mobility impaired).
- convenience appropriate to the end user and duration of use in mind.
- appropriate design standards.

In order to create a Boroughwide cycle network that is safe, comfortable and accessible for all, safe and secure cycle storage needs to be rolled out across the Borough. By providing modern and accessible cycle storage such as the cycle hub at Bury Interchange, it is hoped to increase cycling levels and improve cycle safety across the Borough. Cycle hubs provide a safe and secure place to lock a bike under cover, away from potential thieves and where it is protected by CCTV and has a swipe-card entry system.





# Walking, Wheeling and Cycling

## Investment priority 4: Better access to bikes

### GM Bike Hire

TfGM introduced a cycle hire service with provider Beryl in November 2021 which is like cycle hire in London and other cities. The initial roll-out involves Manchester City Council, Salford City Council and Trafford Council. The intention is to extend the scheme to other Greater Manchester local authority areas as and when funding becomes available. When the full scheme is rolled out, it will give hundreds of thousands of Greater Manchester residents and workers an affordable, convenient and quick way to get around. To ensure that Bury residents, workers and visitors can benefit from easy access to affordable public cycle hire, Bury Council will work with TfGM to understand the progress and successes with a view to expanding the scheme into Bury in a later phase.



### Bike Libraries

In the meantime, Bury has been piloting bike libraries, attached to local libraries, where people can borrow a bike, a bit like borrowing a book. Bike libraries are based in the heart of a community, within easy reach by foot, in places such as community centres, schools, village halls, libraries or local business premises. Bikes are free to borrow and can be borrowed for up to a week at a time and returned anytime the library is open. A bike lock is provided for the duration of the bike loan. Currently, bikes are available for loan from Radcliffe and Bury libraries and other locations such as Clarence Park and Openshaw Park.



Electrically assisted e-bikes can also offer an appealing car-free travel option for many people including those less confident and those less physically able. Going forward consideration will be given to offering e-bike loans as part of the Bike Library offer.

### Travel Hubs

TfGM is planning the rollout of Travel Hubs at Metrolink stops and rail stations across Greater Manchester. The Travel Hubs approach will consider the full range of modal integration – including bus, taxi, park-and-ride, drop-off/pick-up and shared mobility (such as car clubs, bike hire and electrically assisted e-bikes) with active modes. Other facilities such as electric vehicle charging infrastructure, parcel lockers and commercial opportunities will be considered to improve the overall customer experience. Bury Council will work with TfGM to identify potential locations for Travel Hubs at public transport hubs in the Borough.





# Walking, Wheeling and Cycling

## Investment priority 5: Safer Routes to School

Being active plays a key role in brain development in early childhood and is also good for longer-term educational attainment. Walking and cycling to school is key to supporting health efforts such as reducing childhood obesity and increasing participation in exercise. Improving and providing Safer Routes to School is a key priority of Greater Manchester's Walking and Cycling Commissioner. However, the school run has become one of our major traffic generators and car drop-off and collection at schools increases the risk of collisions in their vicinity and places pressure on local roads. Car use and the desire for people to make onward journeys after the school drop-off are a challenge. Catchment areas have increased in size and without change to how people travel to schools, car drop off will become increasingly common.

Bury Council and TfGM are developing a School Streets Programme, which will encourage short journeys between home and school to use walking and cycling as much as possible. Congestion and air quality issues related to school travel impact communities' ability to travel and affect people's health. Bury has created its first 'school street' at Guardian Angels RC Primary, Elton. At arrival and leaving times the road outside the school is closed to most vehicular traffic to reduce collision risk and encourage parents to walk or cycle to school with their children. It is intended that this will be the first of many School Streets in the Borough. Guardian Angels Primary School takes part in *WOW* – the walk to school challenge from Living Streets. Since starting *WOW* this academic year, Guardian Angels Primary School's active journey rates have increased by 15 per cent.

Free cycle training is offered to all schools in the Borough for children able to ride a bike. Bikeability cycle training equips children with vital life skills. Pupils not only learn to cycle but they gain independence, social skills and a sense of wellbeing. After Bikeability training, children are better at responding to risk and report increased confidence. As a result, more children cycle to school which in turn improves mental health and wellbeing. Bikeability training is provided through a third party and is funded by The Department for Transport. Bury Council will continue to deliver Bikeability cycle training for Years 5, 6 and 7.

Bury Council will also consider using existing enforcement powers at school keep clear markings (zig zags) to keep the space outside schools free of cars and make it safer for children to cross the road.





# Walking, Wheeling and Cycling

## Investment priority 6: Connecting blue and green infrastructure networks

National Planning Guidance defines green infrastructure as a network of multifunctional greenspace which delivers a wide range of benefits. Green infrastructure benefits biodiversity (in providing habitats), human health (in providing opportunities for relaxation and exercise away from polluted air) and climate change (in sequestering carbon dioxide). Often green infrastructure is considered alongside blue infrastructure, which is land required to reduce flood risk or to improve the quality of waterbodies and watercourses.

Bury is the 8<sup>th</sup> (out of 10) most deprived boroughs within Greater Manchester and 61% of adults within the Borough are overweight or obese. Opportunities to access high quality open space can have a major influence on people's quality of life. Access to areas of greenspace is widely regarded as being good for mental health and wellbeing. Enabling active environments like making green spaces, sports and recreation opportunities more accessible is one way in which we can motivate and support people to move more.

To support and facilitate Bury's ambitions towards delivering the Bee Network by providing attractive, safe and easily accessible walking, wheeling and cycling routes, we need to create better connections to and from our existing areas of green and blue infrastructure. Off-road pedestrian and cycle routes that are along green corridors, or run alongside green infrastructure assets, or blue infrastructure corridors, provide safe and attractive links between the main urban areas of the Borough and beyond to the wider countryside



Roch Valley Greenway Crossing under construction – providing a crossing over the river for pedestrians, cyclists and horses.



# Walking, Wheeling and Cycling

## Investment priority 6: Connecting blue and green infrastructure networks

Improving pedestrian links to the River Irwell, for example, would allow the Borough to reclaim an attractive natural feature and provide health and wellbeing benefits. A proposed new Milltown Street Bridge to replace the original bridge that was badly damaged by flooding in December 2015, will provide improved cycle links in Radcliffe and significantly improve connectivity in the area in general.

Development and promotion of safe "off-road" active travel routes for walkers, runners and cyclists along the Manchester Bolton & Bury Canal towpath would help improve links for some of the most deprived areas of the borough to schools, employment and leisure facilities. The Canal provides a continuous pedestrian and cycle link between Moses Gate Country Park and Bury, via Radcliffe and provides a valuable free transport option for those who most need it. Our initial CRSTS proposals for Radcliffe include a new signalised crossing at Water Street which will help to connect the town's active network to the Canal. Consideration will also be given to raising the height of the Water Street Bridge over the canal to allow for walking, running and cycling activities to pass under the street, along with boat navigation.

### Public Rights of Way Network

Public Rights of Way (PRoW) are a significant part of our heritage and a major leisure resource. They provide access to the countryside and offer opportunities for exercise and recreation. They are also an important asset in terms of sustainable transport, health and wellbeing, social inclusion and tourism.

The PRoW network is a key component of delivering a connected transport infrastructure across the Borough. It provides a traffic-free alternatives to on-road routes, which can encourage people to travel by cycle or foot. To maximise the potential of the PROW network, walking, wheeling and cycling must be integrated with planning and the Council must work with developers to ensure new routes are incorporated to link to other networks such as the Village Link (a trail around and between six of Bury's most historic villages) and transport hubs and to ensure routes and green spaces are well connected and attractive to use.

A Rights of Way Improvement Plan (ROWIP) will be prepared by the Council and will set out how the Council intends to manage and secure an improved PROW network in order to meet the needs of walkers, wheelers and cyclists.



Milltown Street Bridge Visualisation  
(part of the Radcliffe Central Beeway scheme)



Public Rights of Way improvements at  
Redisher Woods



# Walking, Wheeling and Cycling

## Investment priority 6: Connecting blue and green infrastructure networks

### Improving the Environment

Whenever possible, Bury Council will invest in infrastructure that improves the environment and addresses Climate Change challenges. An example is through investment in Sustainable Drainage Systems known as SUDS. These systems are designed to slow water run off rates through the provision of attenuation facilities and the introduction of trees and increased soft landscaping and green infrastructure.

Recently completed works on Prestwich High Street involved the introduction of street trees and SUDS drainage. As part of the improvements to the footways along Prestwich High Street, street trees were planted to enhance the appearance and appeal of the town centre and provide a range of other benefits including improved air quality and a more attractive walking environment. The trees were also used to provide a natural solution for managing surface water runoff to reduce flash flooding and remove pollution contained in the water before it enters the sewer system.



Prestwich High Street BEFORE



Prestwich High Street – After, SUDS drainage incorporated within tree pits

# Linkages to the GM2040 Objectives and BLTS Objectives

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

BLTS Investment Priorities	GMTS 2040 Objectives				BLTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting sustainable & inclusive growth and regeneration	Reducing the impact of transport on the environment	Supporting healthy and active lifestyles	Improving connectivity	Providing a well-maintained, reliable and resilient transport system	Providing a transport system that is safe, secure and accessible to all
Walking, Wheeling and Cycling										
1. To create a Boroughwide Active Travel Network	✓	✓	✓		✓	✓	✓	✓	✓	✓
2. Active Travel routes, to, from and within new Development Sites	✓	✓	✓		✓	✓	✓	✓	✓	✓
3. More Secure Cycle Parking		✓	✓	✓	✓	✓	✓	✓	✓	✓
4. Better Access to Bikes		✓	✓	✓	✓	✓	✓	✓	✓	✓
5. Safer Routes to School		✓	✓		✓	✓	✓	✓	✓	✓
6. Connecting Blue and Green Infrastructure Networks	✓	✓	✓		✓	✓	✓	✓	✓	✓



8

# TRANSPORT STRATEGY: HIGHWAYS





# Introduction

## Overview of Highways

Bury’s highway network is one of the key elements underpinning the strong performing economy of the Borough. The Borough is served by the Major Road Network and Key Route Network as shown in the adjacent figure and it connects us all to jobs, commerce, services, schools, health care and communities. However, there are several issues that directly impact the operation of the local road network in the Borough.

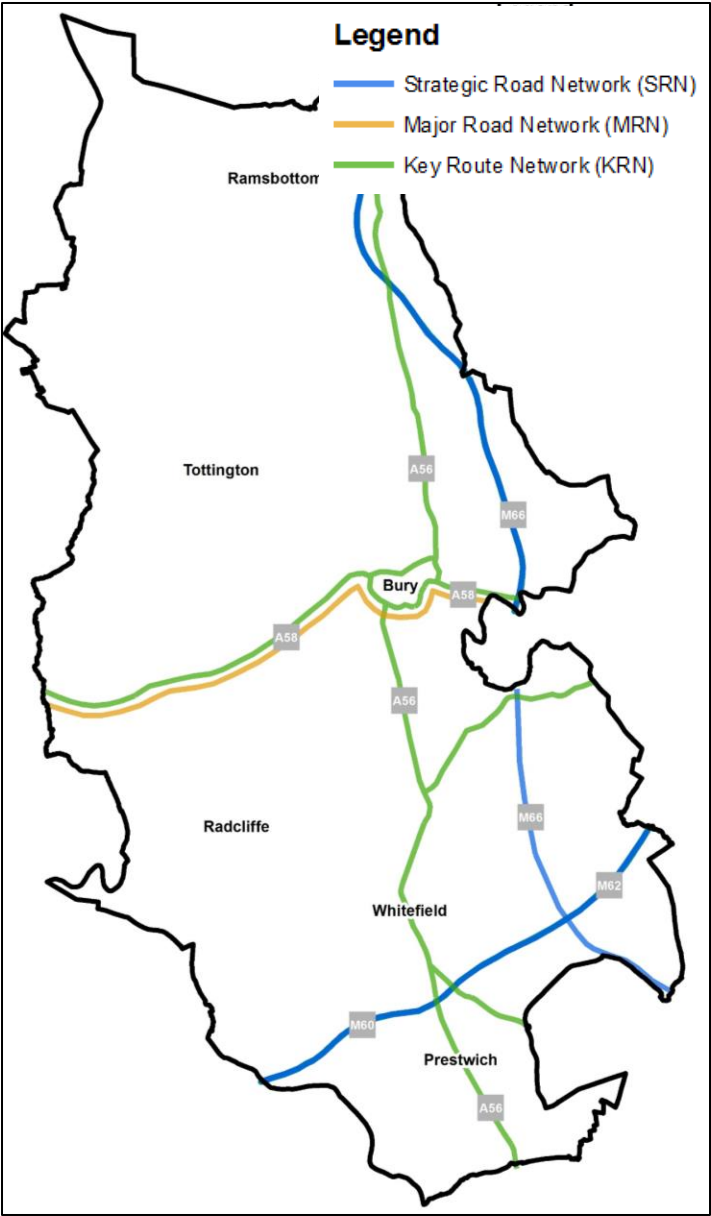
There are issues with congestion and severance. The ring road around Bury town centre, for example, provides strong links to the M66, Rochdale, Bolton and Manchester, however it creates a car dominated environment and severance for pedestrians and cyclists travelling into and out of Bury town centre. There are also road safety challenges across the highway network but particularly in East ward, Unsworth and Holyrood where casualty rates per 1,000 people living in the ward are high.

Bury has a number of areas that generate significant freight traffic, such as Pilsworth, and is impacted by major commercial development beyond its boundary including the Heywood Distribution Park. Nearly all freight in Bury is carried by road. This increases the economic impact of congestion, but also results in more vehicles on our roads, carbon emissions, poor air quality, noise pollution and conflict with vulnerable road users.

There are also conflicting demands for parking across the Borough and we need to balance the needs of our residents, local businesses, commuters and visitors across the Borough, which will be a challenge. The scale and nature of this challenge will vary by location.

Some areas such as Ramsbottom are facing acute car parking capacity challenges and there is a need to secure investment in additional car parking. Conversely, some areas such as Bury town centre have an over-supply of car parking which presents an opportunity to release some parking areas for new uses, including new retail or residential developments.

As a Council, we have invested heavily in improving the condition of the highway network over recent years and several more junction improvements are proposed across the Borough which focus on mitigating road safety and supporting sustainable movements to proposed development and growth. Investment in the delivery of new publicly available electric vehicle charging points across the Borough is also needed.



Road Network Hierarchy



# Strategic Route Network

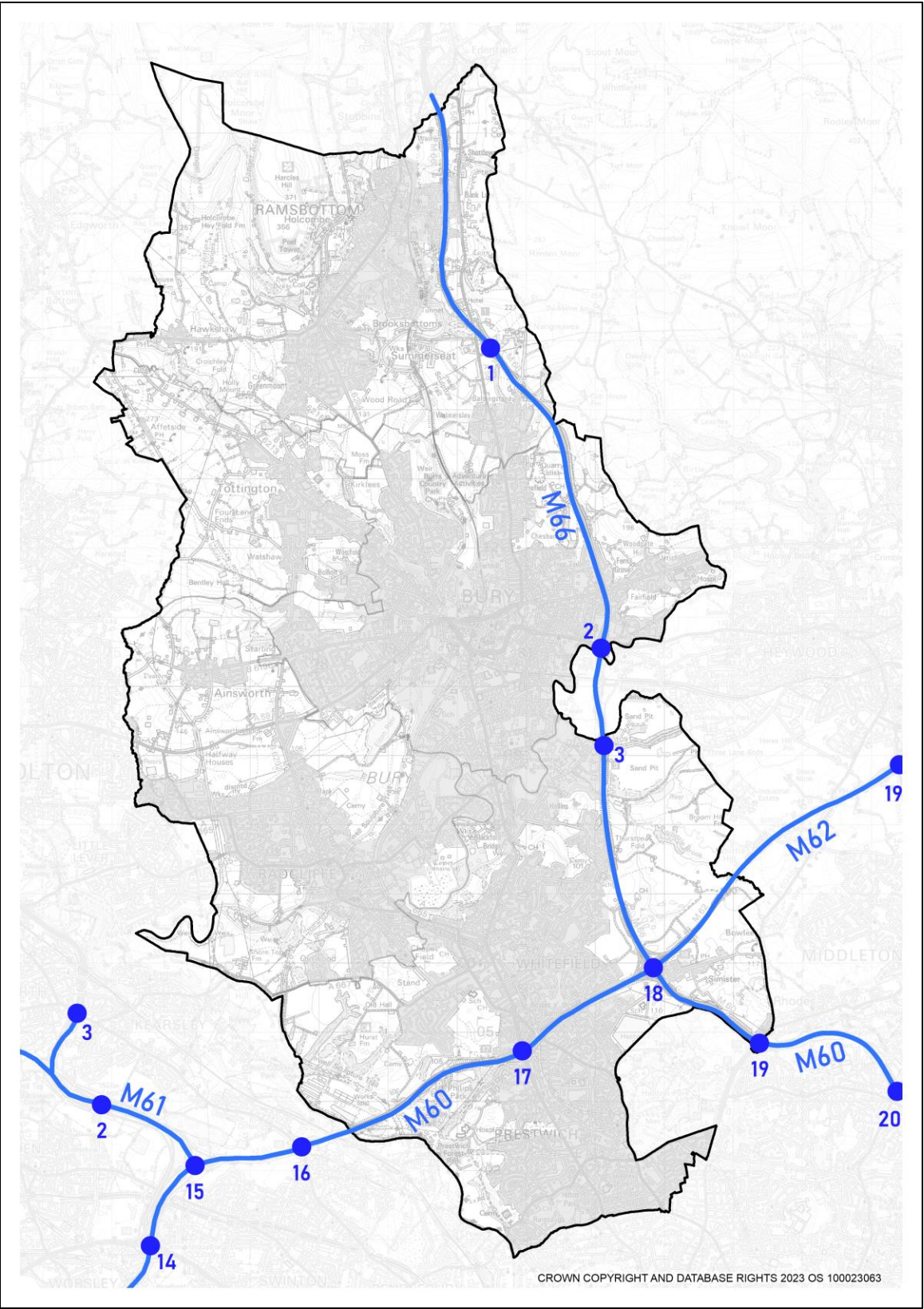
Significant elements of the Motorway network run through Bury. Routes include the M60, M62 and M66. The responsibility for maintaining and operating these routes, which form part of the Strategic Route Network (SRN), rests with National Highways.

The motorways carry large volumes of traffic and are essential for both local and long-distance traffic, providing access to local amenities and removing traffic from the local road network. At times, the SRN experiences significant levels of delay and congestion, especially around Simister Island (J18 M60/M62/M66), due to high traffic volumes. The SRN also experiences poor levels of air quality which affect both it and the surrounding area.

Bury Council will continue to work with National Highways to support and deliver measures that reduce delay and congestion on the existing Motorway network. This will include National Highways proposals to improve Simister island that are designed to reduce congestion at this location, encourage future growth and discourage traffic from diverting onto the local road network. Bury Council will also work with National Highways on measures that reduce the air quality and environmental impacts of the SRN.

The Motorway network is essential to provide access to support development and growth areas within the borough. This is especially important around Northern Gateway which will be accessible from both the M62 and M66. Bury Council will work with National Highways to ensure growth areas are supported and access to them is improved and provided.

Bury Council will also work with National Highways to reduce the segregation impacts the Motorway network causes especially in relation to sustainable travel modes such as bus, walking, wheeling and cycling by improving existing crossing points and providing additional facilities where these are required.



Bury's Motorway Network

# Investment priorities for highways

This Strategy will explore the potential for junction improvements across the Borough that improve road safety and support safer sustainable movements to proposed development and growth sites. It will also look to define how and where new publicly available electric vehicle charging points are located, looking at both on and off-street locations and key public transport interchanges.

**1. Address congestion and severance issues**

**2. Provide infrastructure to facilitate new development**

**3. Deliver road safety improvements**

**4. Maintain roads and other highway infrastructure**

**5. Develop a Boroughwide Parking Strategy**

**6. Expand the network of publicly available electric vehicle charging points**



# Highways

## Investment priority 1: Addressing congestion and severance

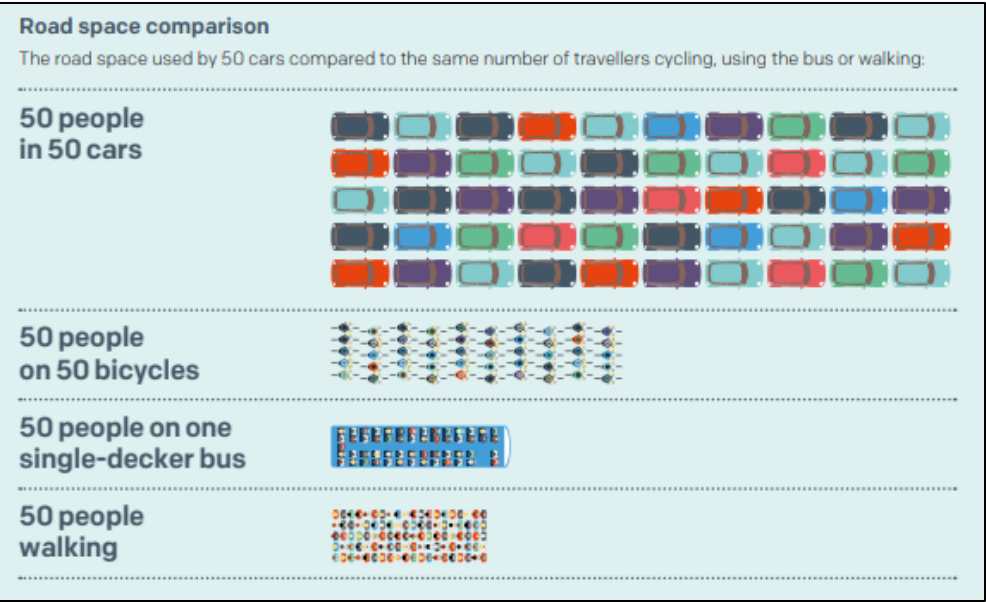
Like all towns across the country, Bury suffers from congestion issues and delays at certain times of the day. Bury has experienced significant increases in traffic volumes in recent years. An increase in private vehicle ownership has led to increased traffic on highways that were not originally designed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

Congestion has a significant impact on people’s time; access to employment, education and opportunities; as well as on health and wellbeing. It exacerbates noise and air pollution. Further growth will increase demand for transport and infrastructure and will need to be met without creating congestion. Congestion currently costs Greater Manchester businesses £1.3bn per year.

The Greater Manchester Congestion Deal has identified the scale of this problem with five clear causes of congestion: too many people travelling at the same time; too many short journeys by car; roadworks; poorly timed traffic signals; and people having no alternative to driving.

Our aim is to tackle congestion by managing the network effectively, delivering a reliable bus network that compares with private car travel in terms of journey times and comfort, and delivering a walking and cycling network that enables people to leave the car at home for short trips. This will make the highway network more reliable for everyone including buses, freight and other essential journeys.

The bus system and wider Bee Network can help us tackle the challenge of congestion. Attracting non-bus users to travel by bus and current bus users to use it more is one of the most effective ways to reduce congestion and improve conditions for all road users. On average, each car in Greater Manchester carries just 1.3 people. Buses are able to carry many more people than cars and are a more efficient way to use limited road space. The Greater Manchester Bus Strategy includes many more measures to reduce congestion. These range from better management of road works, to traffic signal improvements.



Road space comparison:  
Source: Greater Manchester Congestion Deal

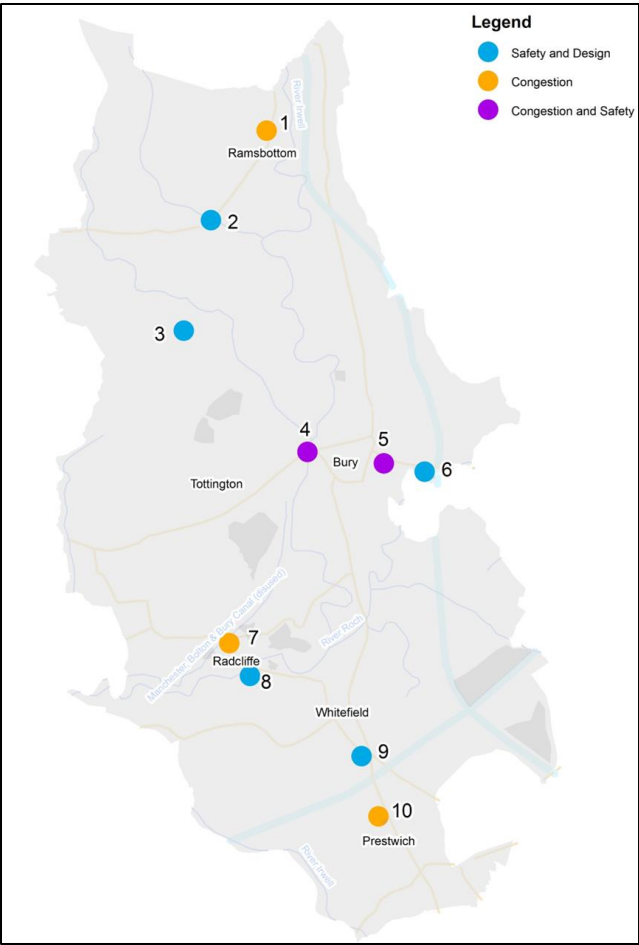
# Highways

## Investment priority 1: Addressing congestion and severance

Busy roads cause issues and severance for other forms of transport such as bus, walking and cycling, and between neighbourhoods and destinations.

The Ring Road around Bury town centre, for example, suffers significant congestion at peak times but provides strong links to the M66, Rochdale, Bolton and Manchester. It creates a car dominated environment and severance for pedestrians and cyclists accessing the town centre. Buses can also suffer significant delays in accessing the Interchange. The Bury Town Centre Masterplan includes a potential proposal to prioritise active travel and bus movements around the south of the town centre, with Peel Way being the main traffic route on the north side of Bury town centre, which is potentially one way to address severance issues. This is one of the longer-term Town Centre Masterplan proposals which would need further investigation and studies to determine if it is feasible. Pilkington Way in Radcliffe is another example of a busy road causing severance.

There are many ways we can reduce congestion, ranging from better management of road works, to traffic signal improvements. We are part the Greater Manchester Road Activity Permit Scheme, which covers any person or organisation who wants to carry out work or other activities that may affect a road and its users. The scheme helps us coordinate works to reduce the impact of roadworks and minimise delays and disruptions.



The map above and the table show the location of some junctions in the Borough that have already been identified as experiencing congestion and/or safety issues.

Road Network Congestion

ID	Location	Challenge
1	Bridge Street/Bolton Street Junction	Congestion
2	Bolton Road West/Lumb Carr Road Junction	Safety and Design
3	Turton Road/Chapel Street Junction	Safety and Design
4	Bury Ring Road (including Bury Bridge) between Crostons Road and Peel Way	Congestion and Safety
5	Rochdale Road/Bond Street Junction	Congestion and Safety
6	M66 Junction 2	Safety and Design
7	Spring Lane/Blackburn Street Junction	Congestion
8	Pilkington Way between Outwood Road and Stand Lane	Safety and Design
9	Bury New Road/Higher Lane/Bury Old Road Junction	Safety and Design
10	Fairfax Road/Bury New Road Junction	Congestion



# Highways

## Investment priority 1: Addressing congestion and severance

A new Intelligent Transport System is planned for Greater Manchester, which will improve network management, which will help to reduce congestion. We will work with the other GM highway authorities and the utility companies to develop a Greater Manchester Roadworks Charter to reduce delays on the network.

We are also planning to apply to the Department for Transport (DfT) for powers to enforce moving traffic offences such as:

- Entering a yellow box junction when the exit is not clear.
- Undertaking banned turns.
- Driving through a 'No entry' sign.

Currently, Greater Manchester Police (GMP) are responsible for enforcing moving traffic offences in the Bury borough. Taking over this responsibility will allow GMP to focus on other policing priorities. GMP will continue to be responsible for enforcing speed limits and weight restrictions.

Congestion and delays regularly occur on the Borough's highway network in several places such as those detailed on the previous page. We will work with National Highways and TfGM to identify other locations in the Borough where congestion and/or safety is an issue. We will aim to develop proposals to address these issues and reduce congestion, improve highway safety, reduce severance and improve bus reliability.

Potential junction improvements could include investment in improved traffic signal operation as well as improving overall junction capacity by modifying junction layouts.



Queuing on the A56 Manchester Road northbound into Bury town centre



Congestion on the A56, particularly at Bury New Road/Fairfax Road/Chester Road junction



Pilkington Way, Radcliffe severance



Whitefield A56/B6198 severance



# Highways

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

### Overview

The Borough is constantly growing and evolving as opportunities for regeneration and new development emerge. Some of this development is in response to sites becoming unsuitable for the purpose they were originally built for, or buildings that are in disrepair. These *brownfield* sites will remain a priority for development and Bury Council has an excellent track record of bringing such sites forward.

In addition, the Council has a statutory duty to plan for the longer term needs of its residents, including their employment and housing needs. This longer-term planning will require other strategic sites to be brought forward to provide the levels of land that will be required for the Borough's needs to be met.

It is important that growth is inclusive and creates vibrant and thriving communities that are well connected to employment, leisure, health and shopping facilities. It is therefore essential that infrastructure is delivered alongside new developments to support sustainable neighbourhoods and to create a competitive local economy within a high quality built and natural environment.

As well as public transport and active travel, there is also a need to ensure that developments are supported by appropriate highway improvements. It will therefore be a priority for the Council to continue to explore opportunities for improvements to the local highway network and to work with developers to ensure that the impact of development on the highway network is minimized, and whenever possible, improved.



New Yellow Box Junction



# Highways

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

Bury Council secures financial contributions from developers to improve the existing highway network. Funding is obtained through Section 106 (S106) Agreements for off-site infrastructure works. Improvement works to public highways are also secured via Section 278 agreements (S278) which allow developers to enter into a legal agreement with the Council in our capacity as the Highway Authority to make permanent alterations or improvements to a public highway as part of a planning approval.

Some examples of where improvement works to the public highway have been secured by via S106 or S278 agreements and implemented across the Borough include:

- Bevis Green Works, Mill Road, Walmersley – pedestrian improvements at the Walmersley Road/Springside Road signalised junction.
- Bury College/Former Peel Health Centre, Market Street, Bury - perimeter pedestrian improvements.
- Mountheath Industrial Estate, Prestwich - provision of a signalised junction and pedestrian crossing facilities at Bury New Road/George Street/Kings Road.
- Morris Street, Radcliffe – replacement turning head and pedestrian and carriageway improvements.
- Dumers Lane/York Street, Radcliffe – provision of a signalised junction and pedestrian crossing facilities.
- Higher Lane/new Aldi store, Whitefield – pedestrian and junction improvements.
- Site of Jolly Carters, Bury and Bolton Road, Radcliffe (petrol filling station) - provision of pedestrian refuge.
- The Rock Triangle Development – construction of new link road, pedestrian crossing facilities and signalised junction improvements.



Section 278 Agreement - Pedestrian Facilities at Bury New Road/Kings Road



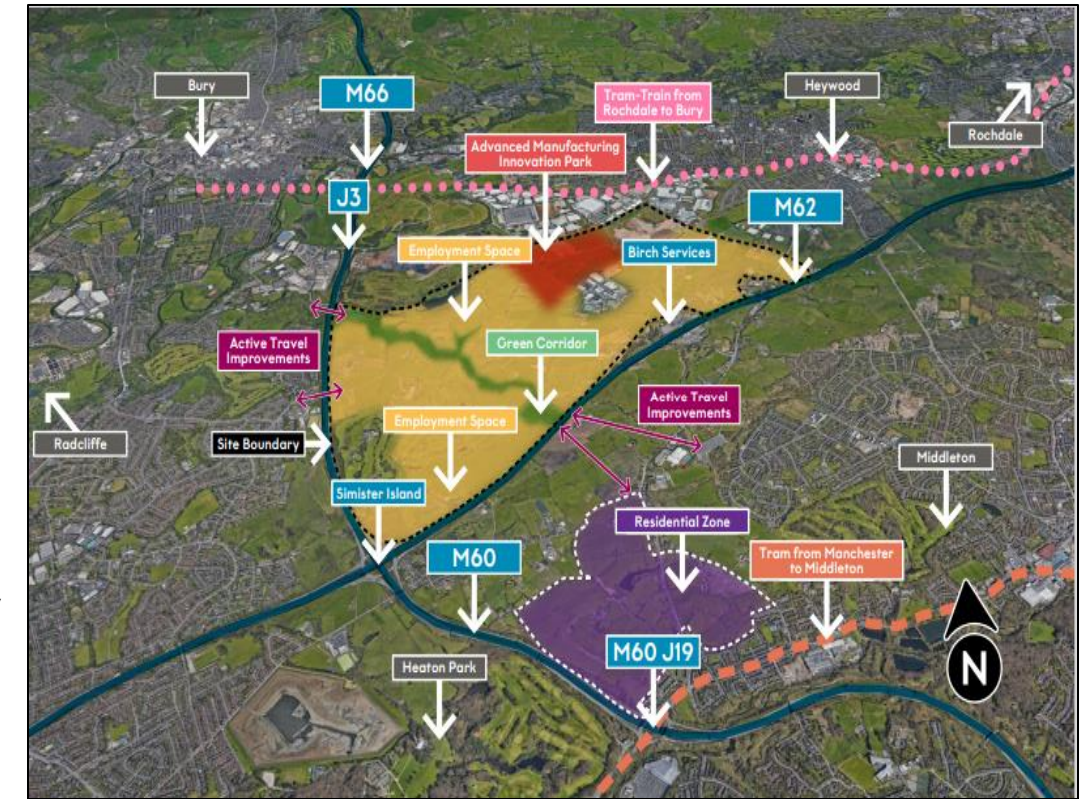
Dumers Lane before and after with pedestrian crossing facilities



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

# Places for Everyone

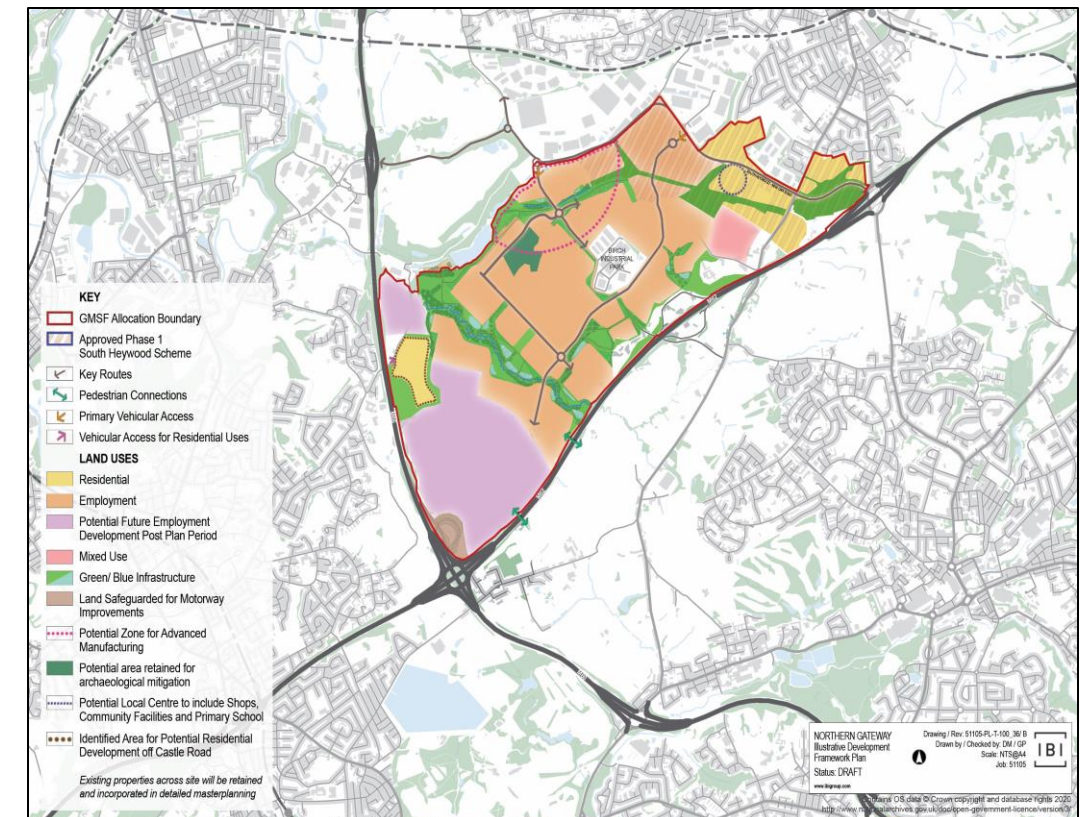
Places for Everyone (PfE) is a long-term plan identifying potential development sites for nine Greater Manchester Councils including Bury. The Plan proposes a small number of large strategic employment and housing sites to meet the needs of our growing population. Whilst it is proposed that these strategic sites will be well served by public transport and active travel, it is inevitable that they will also bring extra vehicular traffic to Bury's roads. It is therefore an investment priority for this Local Transport Strategy that appropriate levels of highway mitigation are provided as part of new developments to cater for additional demands placed on the highway network.



# Northern Gateway

Northern Gateway is positioned at a strategically important intersection around the M60, M62 and M66 motorways. A key priority for the Council is to ensure that Bury residents can access the Northern Gateway development and the new jobs it will create. The proximity to the intersection around the M60, M62 and M66 motorways will enable vehicular access to the site for movement of both goods and people. However, the Motorway Network in this area experiences significant issues around congestion, safety, noise, air quality and severance. It is therefore vital that the development does not exacerbate these issues by relying on the existing highway network as the primary means of access. Transport interventions should also ensure that there is sufficient road capacity to mitigate any negative impacts on the local highway network.

Whilst further work is required to define the extent of the required mitigation, significant highway interventions will be required on both the SRN and the local highway network, including major investment on the motorway on the M66 and M62 and on the local highway network at Moss Hall Road, Pilsworth Road, Hollins Lane and A6045 Heywood Road. Improvements will also be needed to ensure that public transport and active travel are viable alternatives to the private car.





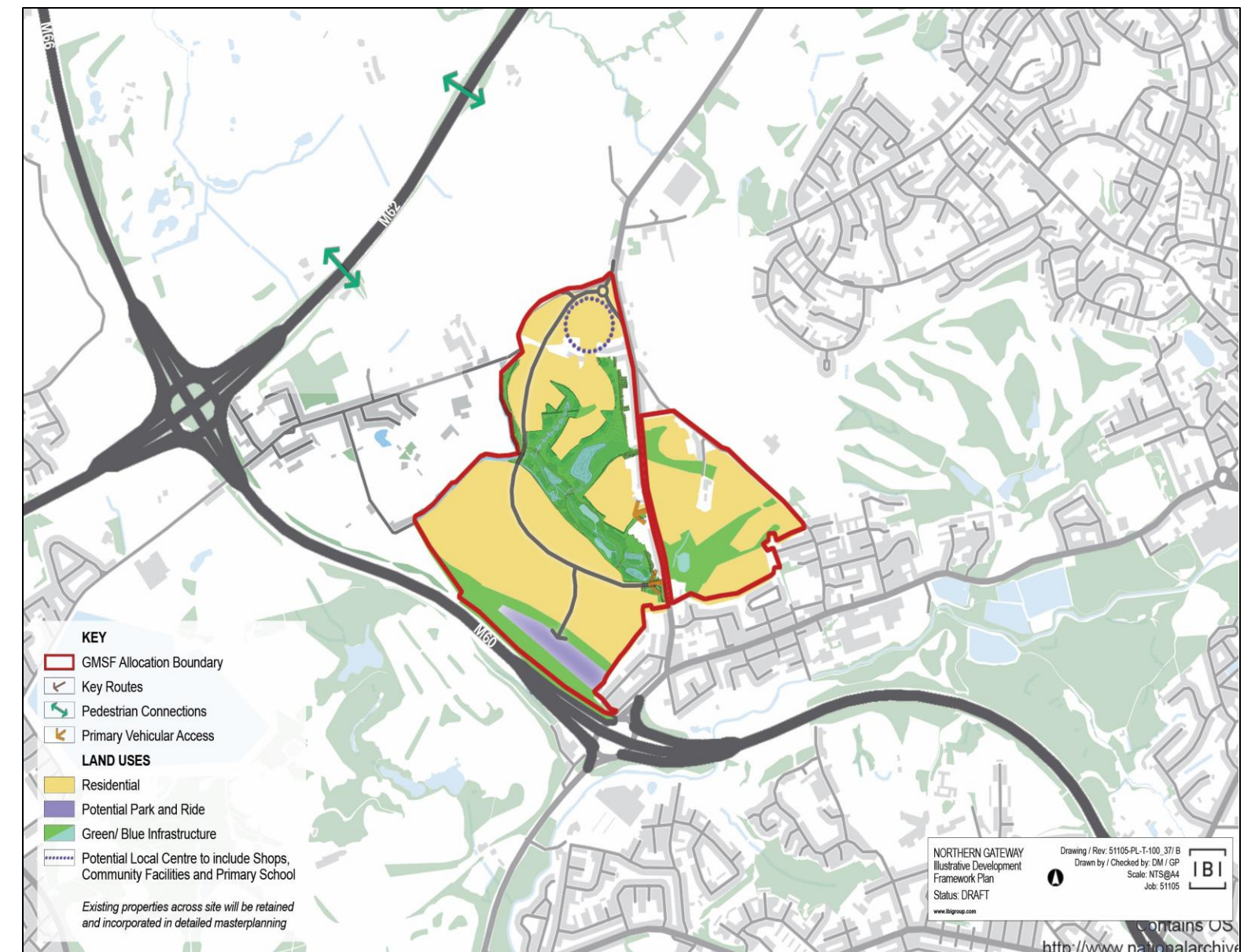
# Highways

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

### Simister/Bowlee

This PfE allocation is located to the south-east of the Simister Island interchange, north-west of Middleton, and is bound by the M60 to the west, the M62 to the north and the A576/A6045 to the east and south. The delivery of this allocation will require significant investment in infrastructure including highways interventions on both the SRN and the local highway network.

The Strategic Road Network impacts are expected to be concentrated at M60 Junction 19 and M62 Junction 19 and the local road network impacts mostly at the junctions on the A6045 Heywood Old Road. Whilst further detailed work will be necessary to identify the specific interventions required to ensure the network works effectively based on transport network conditions at the appropriate time, transport interventions must ensure that there is sufficient road capacity to mitigate any negative impacts on the local highway network. Improvements will also be needed to ensure that public transport and active travel are viable alternatives to the private car. There is no intention for Simister Lane to be opened up for use by private vehicles.





# Highways

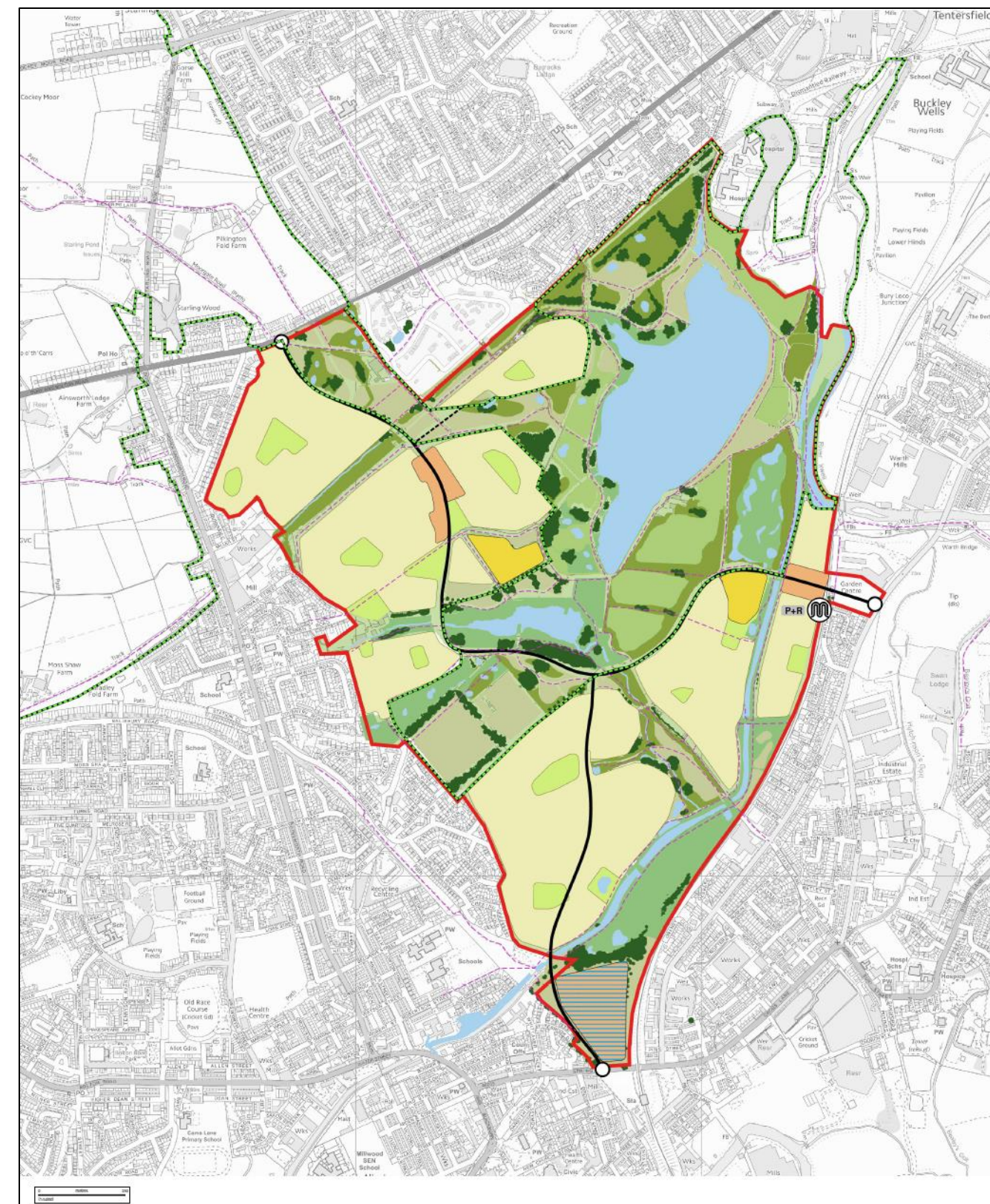
## Investment priority 2: Provide infrastructure to facilitate new development

### Elton Reservoir

The PfE proposals for Elton Reservoir include the provision of a strategic link road through the allocation connecting the A58 Bury and Bolton Road to Bury Road to the east and to the A6053 Spring Lane in Radcliffe to the south. This link road will not only serve the allocation but will have a strategic function in taking traffic away from key areas experiencing congestion, such as Bury Bridge in Bury and the A665 Water Street/Ainsworth Road in Radcliffe, and by providing greater network resilience.

Local highway improvement works are also proposed in Radcliffe town centre to complement the link road proposals and to help feed traffic through from Spring Lane to the A665. Whilst further detailed work will be necessary to identify the specific interventions required to ensure the network performs effectively based on transport network conditions at the appropriate time, interventions are expected to be required in the following locations:

- The junction of Bury Road and Rectory Lane.
- Spring Lane.
- Church Street West.
- Darbyshire Street onto A665.
- Church Street and Deansgate.
- Thomas Street.
- A665/Stand Lane.
- A56/Radcliffe Road.
- A58/Ainsworth Road/Starling Road (signal improvements).





# Highways

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

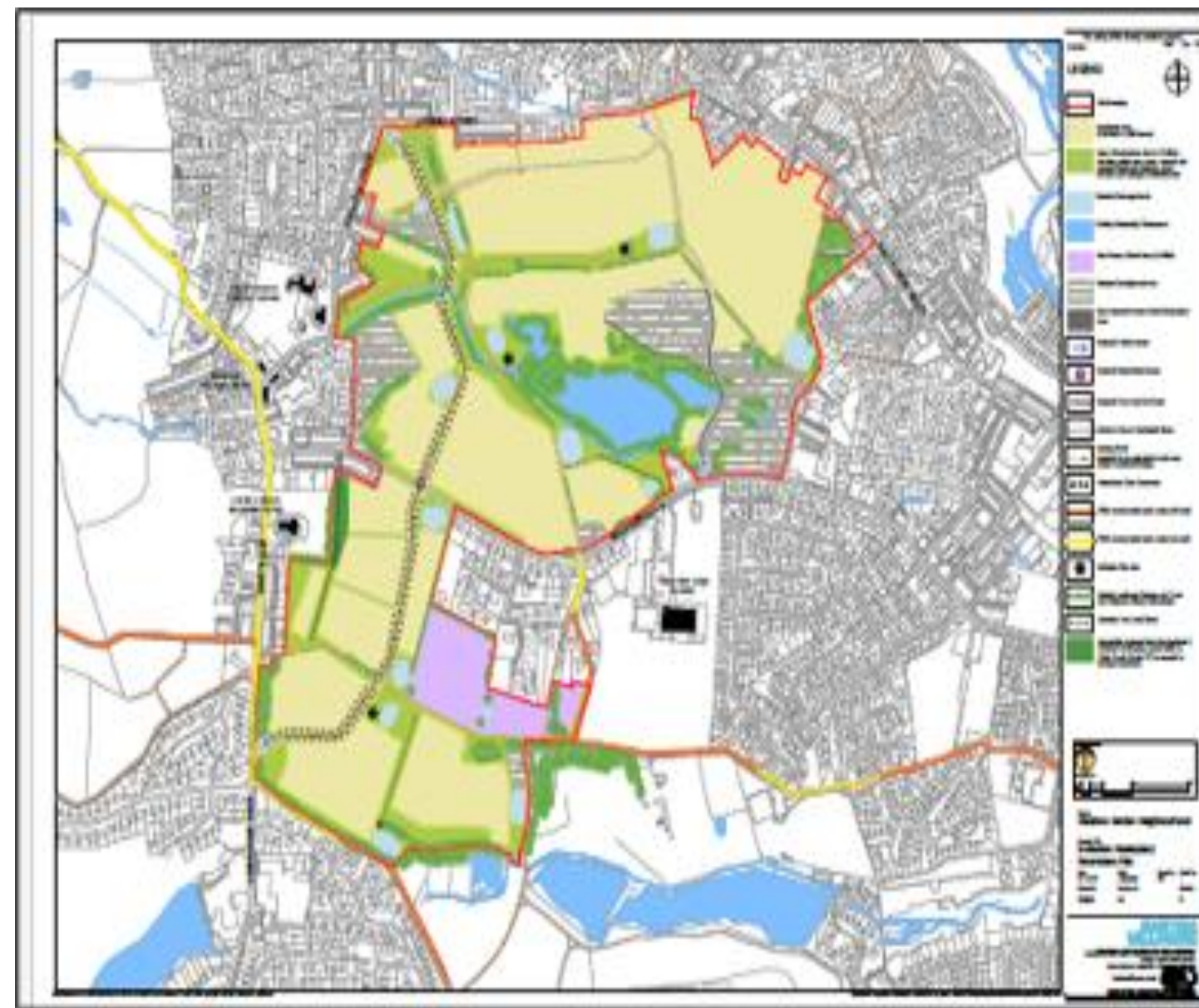
### Walshaw

The PfE proposals for Walshaw include the provision of an internal spine road, running north to south between Lowercroft Road and Scobell Street. This will provide for development traffic and existing through traffic, reducing flows of traffic passing through Walshaw. The link road will also permit buses to pass through the site, providing flexibility in terms of service provision and routeing.

A further priority-controlled access would be provided on Scobell Street to the east, near the junction with the B6213 Tottington Road. It is also proposed that a new priority-controlled junction be provided on Tottington Road, to the south of the junction with Scobell Street and near to the junction with Darlington Close.

Local highway improvement works are also proposed and whilst further detailed work will be necessary to identify the specific interventions required to ensure the network performs effectively based on transport network conditions at the appropriate time, interventions are expected to be required in the following locations:

- Crostons Road/Tottington Road Junction
- Tottington Road/Walshaw Road Priority Junction
- Cockey Moor Road Junction
- A58 Bolton Road/Ainsworth Road
- A58 Bolton & Bury Road/Starling Road



# Highways

## Investment priority 3: Deliver road safety improvements

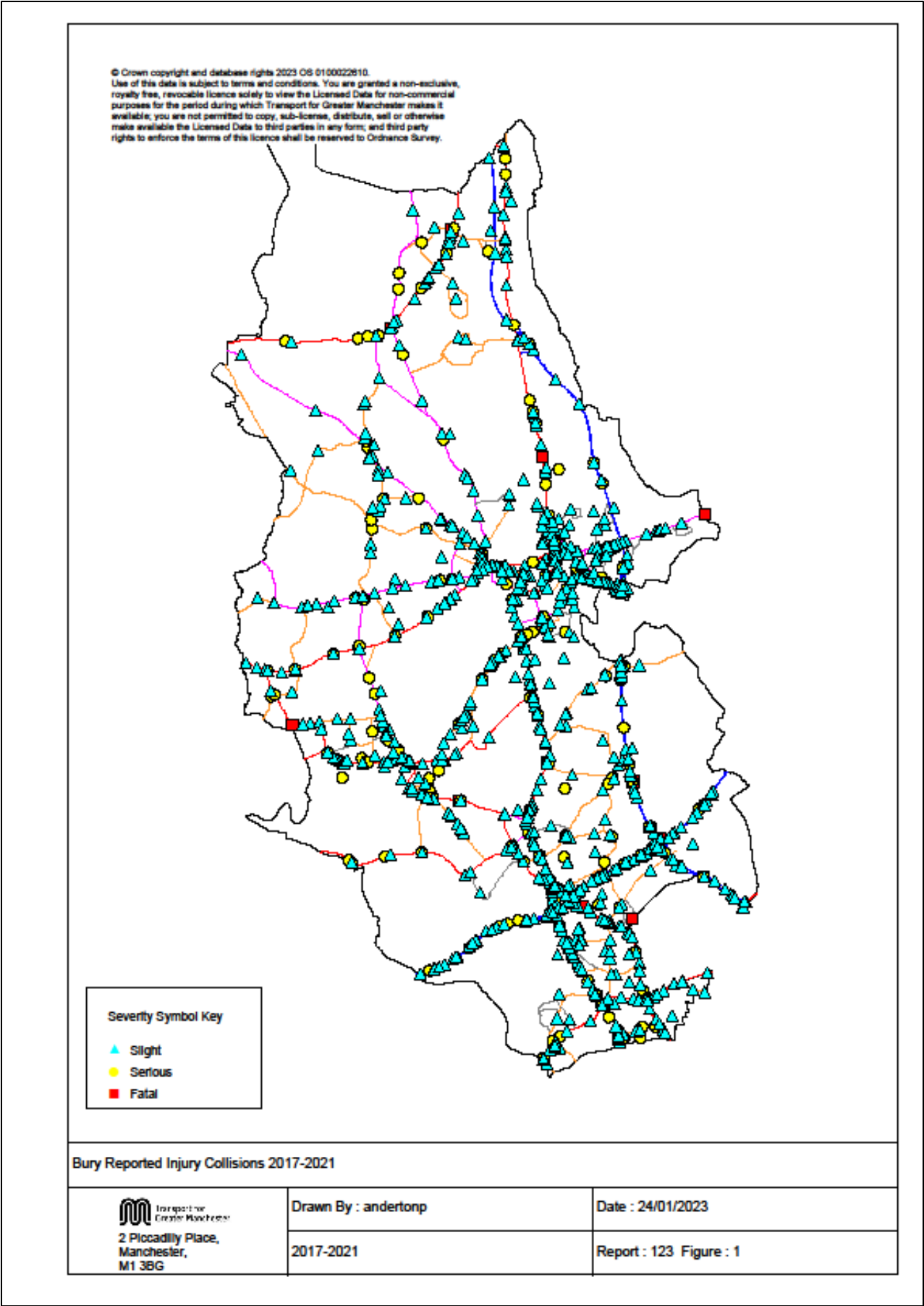
Road safety challenges exist across the borough, with the wards with the highest casualty rate per 1,000 people living in the ward being Bury East ward, Unsworth and Holyrood.

Bury Council continues to deliver a programme of road safety engineering schemes, as well as road safety education and training in schools in the Borough.

Over the 3-year period 2021/22 to 2023/24, Bury will have invested £650,000 into improving road safety in the Borough through engineering schemes, including traffic calming and new pedestrian crossings.

In 2022/23 Bury also received £543,000 from GM's City Region Sustainable Transport Settlement for road safety schemes. This funding will be used to improve road safety around schools, through the introduction of School Streets and Safer Routes to School, as well as engineering measures to address locations where there are higher than expected casualty rates. These, together with the introduction of pedestrian and cyclist facilities, at signalised junctions which currently do not have them, and the introduction of new crossings, are our priorities for road safety. We will make our signalised crossing accessible with tactile paving, audible signals and rotating cones. gave us some examples of places where you find it difficult to cross, such as Junction of Wash Lane, Bell Lane, Moorgate, Brook Street and Lomax Street, the Bury New Road/Pinfold Lane junction and Pinfold Lane/Parr Lane/Higher Lane, which we will investigate as part of the implementation of this Strategy.

We will apply the latest government design standards and the GM Streets for All standards to our schemes and carry out road safety audits, all of which will ensure they are safe and feel safe to use.



Bury reported Injury Collisions 2017-2021



# Highways

## Investment priority 3: Deliver road safety improvements

New infrastructure alone will not ensure road safety. Our programme of road safety education and training will continue to be delivered across the Borough, including pedestrian training for Year 2 and Year 5, and Bikeability cycle training for Years 5, 6 and 7. Alongside Bury Council’s cycle training offer for secondary schools, Transport for Greater Manchester has teamed up with BikeRight! to deliver a unique cycling experience for secondary school pupils aimed at encouraging cycling to school as well as cycling for leisure and fitness called ‘Own the Ride’.

Bury Council supports Greater Manchester's target for no deaths or severe injuries on Greater Manchester's roads in the shortest possible time. This is known as 'Vision Zero'. This is one of the commitments Greater Manchester's Active Travel Commissioner, Dame Sarah Storey, has included in her refreshed Active Travel Mission. A new Road Danger Reduction Action Plan will be developed to help achieve Vision Zero. We will work with the Commissioner, with Greater Manchester Police, other GM local authorities and the Safer Roads Greater Manchester Partnership.

Tackling the school run is also one of the Active Travel Mission priorities, which includes the developing a new plan for travel between home and school that reduces the number of children being driven less than 2km to their school and helps support Greater Manchester’s ambitions for improved air quality.



Bikeability Training



A56 Bury New Road Sedgley  
Park Pedestrian Crossing



### Road Danger Reduction

Greater Manchester to adopt Vision Zero where the target is no deaths and severe injuries on Greater Manchester’s roads.



### Home to School Travel

Ensure education establishments across the region are provided with the tools to engage with every option available to support our youngest members of society.



# Highways

## Investment priority 3: Deliver road safety improvements

### What we have achieved

- Albert Street, area 20mph Speed Limit scheme.
- Hollins Lane, pedestrian refuges.
- Colville Drive 20mph Zone School Zone.
- Brandlesholme Road, Signing and lining improvements and Safety Sign.
- Stanley Road, 20mph Zone and enhancements to existing traffic calming.
- Rufford Drive, 20mph School Zone.
- Thatch Leach Lane and Sunnybank Road interactive safety signs.
- School Street initiative at Guardian Angels Primary School.
- Bolton Road West near Ada Street – Puffin Crossing.
- Market Street, Tottington near Laurel Street Zebra Crossing.

### What we have programmed for delivery

- Stand Lane near Clough Street - Zebra Crossing.
- Tottington Road near Walmsley Street – Zebra Crossing.
- Park Road and Windsor Road area – 20mph Zone and traffic calming measures.
- Further School Streets/Safer Routes to School Initiatives at Hollins Grundy, Christ Church, East Ward, Sedgley Park, St Joseph and St Bede's, Woodbank, St Thomas's, Chesham and Chantlers Primary schools.



School Streets Initiative – Guardian Angels Primary



# Highways

## Investment priority 4: Maintain roads and other highway infrastructure

Bury’s highway network is one of the key elements underpinning the strong performing economy of Bury. It connects us all to jobs, commerce, services, schools, health care and communities.

The highway network comprises all the carriageways, footways, street lights, cycleways, verges, signs, drains, road markings, street furniture, structures, verges and highway trees within the adopted highway maintained by Bury Council as a Local Highway Authority (HA) at the public expense.

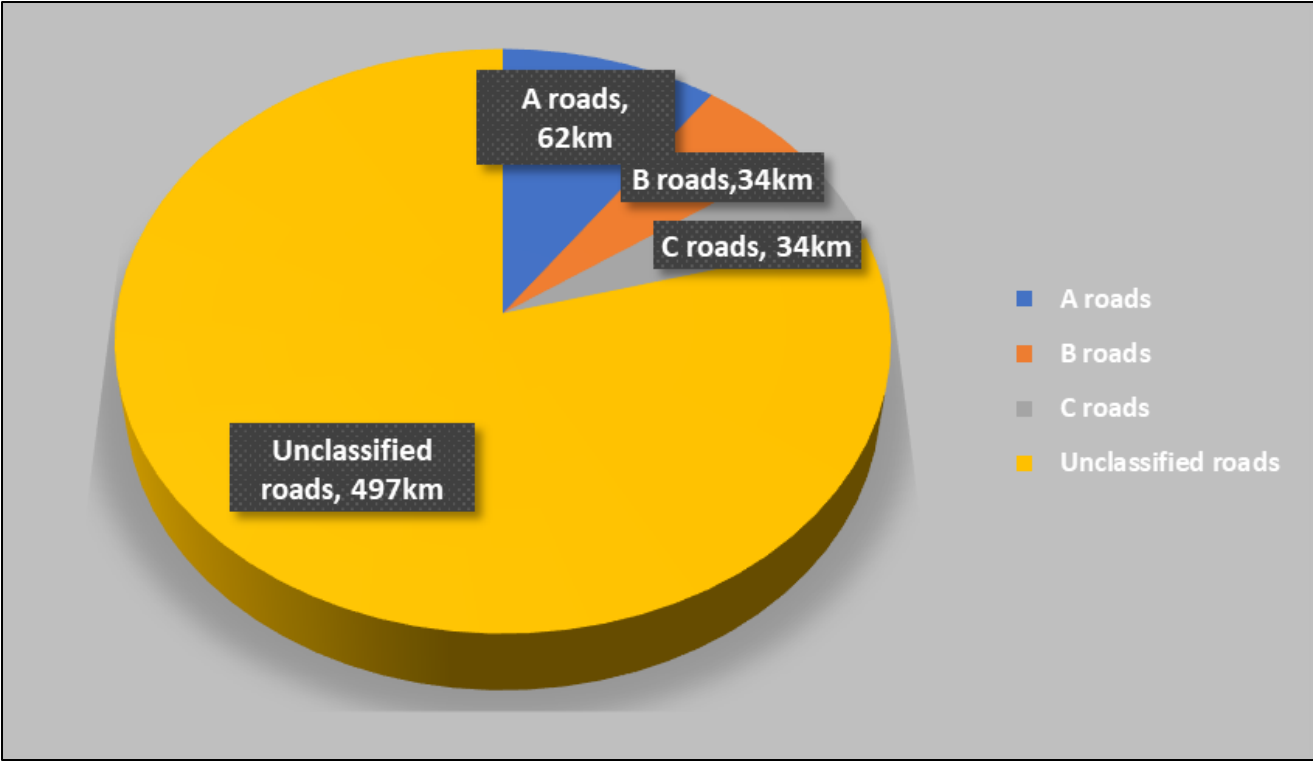
The value of these assets is estimated at over £1 billion.

Bury has 627km of road carriageways to maintain, including A roads, B roads, C roads and unclassified residential roads. The breakdown of these different types of road is shown in the pie chart to the right. Based on life cycle planning, the cost associated with keeping the carriageways alone in good condition is estimated to be £12 million per annum.

Bury will maintain its highway network and infrastructure in accordance with nationally approved asset management principles. This will ensure that maintenance money is expended as cost-effectively as possible whilst maintaining our highway assets in a safe and serviceable condition. As part of this process, we will develop a comprehensive road maintenance and renewal programme. Information on this programme will be published annually.

Asset type	Quantity
Carriageways	627 km
Footways	1,200 km
Highway structures e.g. bridges	228
Road gullies	42,500
Street lights	20,500
Public Rights of Way	330 km
Road signs	15,000

The table above outlines the extent of the various assets that fall under the stewardship of Bury Council



The carriageway network in Bury (km)

# Highways

## Investment priority 4: Maintain roads and other highway infrastructure

### Street lighting replacement programme

As part of a £5.5 million five-year programme, we are working our way around the borough replacing approximately 3,200 lighting columns that are coming to the end of their serviceable life. These are mostly the taller lighting columns which are over 8 metres in height. More energy efficient LED street lamps will also be installed at the same time.

The replacement programme, which will be on a whole street basis, is expected to take up to 2024 to complete.

The lighting columns we are replacing are nearing the end of their serviceable life which means they may become structurally unsound and unsafe. We also need to improve the energy efficiency of our street lighting and reduce maintenance and running costs.

We are installing LED lighting because:

- it is more energy efficient and uses less electricity, and it emits less carbon than traditional sodium lights, which will support our ambition to be carbon neutral by 2038.
- it has a much longer lamp lifespan requiring significantly less maintenance.
- it provides a whiter light source with better night-time colour recognition.
- it concentrates the light onto roads and footways where it is needed, with less light pollution into the sky, homes and gardens.





# Highways

## Investment priority 4: Maintain roads and other highway infrastructure

### Current Investment

Bury continues to deliver a programme of capital investment in highways maintenance, prioritising areas in accordance with highway asset management principles and best practice.

Over the 6-year period of 2017/18 to 2022/23, Bury Council will have invested an additional £20 million into improving the condition of the highway network through Tranches 1 and 2 of the Highway Investment Strategy. On completion, Tranches 1 and 2 of this programme will have:

- Resurfaced over 40 km of carriageway.
- Undertaken preventative maintenance treatment on 45 km of roads.
- Repaired over 70,000 potholes.

Preventative maintenance will stop further deterioration and includes patching, micro asphalt and surface dressing.

Full resurfacing is undertaken on the worst areas of highway that have gone beyond using any preventative treatment and require full resurfacing or reconstruction.



Newington Drive, Bury  
Before and After Surface Dressing

### Future Investment

Tranche 3 of this Strategy will see a further £9.5 million invested in maintaining the highway network over the period 2023/24 to 2025/26. This is in addition to maintenance funding that Bury has received through the City Region Sustainable Transport Settlement (CRSTS). Therefore, for the period 2022/23 to 2026/27, Bury will invest £22.25 million into highways maintenance. Priorities over this period will be to maintain the condition of the strategic network while also addressing surface condition issues with the carriageways of the unclassified network and long-term structures work needed on the Key Route Network.

As a Council, we have been investing heavily in improving the condition of the highway network, spending £20 million over the last 6 years. However, the cost associated with keeping just the road carriageways in a good state is estimated to be £12 million per year. A Local Government Association review conducted in 2022 highlighted that, whilst we need to maintain our classified network at a good standard, it is important to ensure more money is invested in residential streets. Our Highway Investment Strategy Tranche 3 Plan for 2023 to 2026 will therefore seek to invest roughly 80% of available funds in the local residential road network.

# Highways

## Investment priority 4: Maintain roads and other highway infrastructure

### What we have achieved

- Bolton Road - Crostons Road to Ivy Road, Bury town centre – resurfacing.
- Jubilee Way/Bolton Street, Bury town centre – resurfacing.
- Heywood Road - Scholes Lane to Hampden Road, Prestwich – resurfacing.
- Helmshore Road, Holcombe Village, Ramsbottom - Cross Lane to north of village.
- Thatch Leach Lane, Whitefield, Thor Avenue, Ramsbottom; Stewart Street, Bury West.
- Monmouth Avenue, Bury East; Harlech Avenue, Prestwich; and Lever Street, Radcliffe.

### What we have programmed for delivery

- Hollins Brow , Manchester Road to Croft Lane, Unsworth – resurfacing.
- Bury New Road, Charnley Street to Stanley Street, Whitefield – resurfacing.
- Manchester Road, Dumers Lane to Crossfield Street, Radcliffe – resurfacing.
- Wash Lane, Bond Street to Moorgate, Bury East.
- Holcombe Road, Quakersfield to Brandlesholme Road, Ramsbottom.
- Whittaker Lane, Rectory Lane to Bury Old Road, Prestwich.
- Turton Road, Chapel Street to Woodstock Drive, Ramsbottom.
- Ringley Road, Stand Lane to Higher Lane, Whitefield.





# Highways

## Investment priority 5: Develop a Boroughwide Parking Strategy

Bury Council's parking responsibilities include on-street parking provision, car parks, civil parking enforcement, residential parking, and managing parking demand. We need to manage parking in a way that meets the often conflicting needs of our residents, local businesses, commuters and visitors across the Borough. There are also parking issues associated with the drop-off and pick-up of children in the vicinity of schools, during term time and at the beginning and end of the school day.

At the same time as managing the demand for parking, we need to reduce the impact of parking on the environment, support our plans for economic growth and regeneration and support the gradual increase in the amount of people walking and cycling for short trips and using public transport. We also need to support the growing demand for electric vehicle charging points and to provide safe and secure bike parking.

The Council owns a wide range of car parks across the Borough. We have introduced PayByPhone technology in Bury town centre to make paying for parking quicker and easier for those who wish to use it.

We also have a number of coach parking bays on Market Street, although these may need to be relocated to accommodate improvements to walking and cycling routes into the town.

We provide parking spaces reserved for disabled drivers throughout the borough for drivers with permits under the Blue Badge scheme. We have also introduced a number of resident parking schemes in the borough and more recently have begun to implement school streets, with our first one at Guardian Angels Primary School.

We know that some of our car parks are in need of maintenance, with issues such as surfacing and drainage needing to be addressed.

There are also several Metrolink-owned Park and Ride sites that support the use of public transport for longer journeys.



Ramsbottom



Radcliffe



Bury



# Highways

## Investment priority 5: Develop a Boroughwide Parking Strategy

Managing the conflicting demands for car parking across the Borough will be a challenge, particularly with the potential increase in demand for additional movement and travel that is generated by new development.

The scale and nature of this challenge will vary by location and there will be no one-size-fits-all parking strategy for the Borough. Our parking strategy will need to respond to the different demands of each of our town centres.

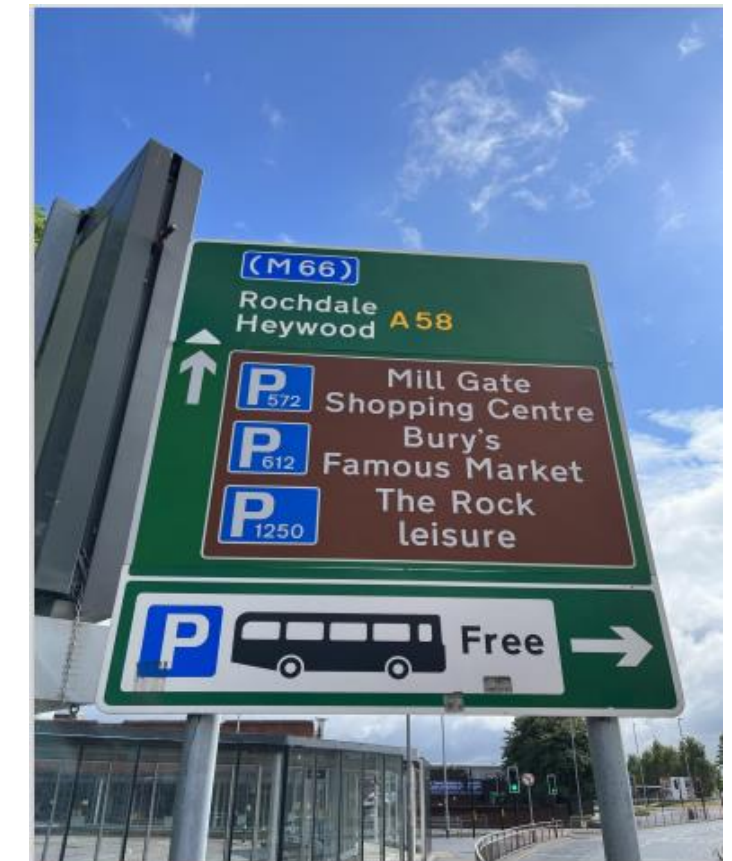
Areas such as Ramsbottom are facing acute car parking capacity challenges and there is a need to secure investment in additional car parking. Conversely, some areas such as Bury town centre have an oversupply of car parking and this presents opportunities to release some spaces for new uses, including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

We will need individual parking strategies that support regeneration across the Borough. These strategies could involve providing more parking and could include new travel hubs with car club spaces, electric vehicle charging points and cycle hire featuring alongside conventional parking spaces. These car parking strategies will highlight the characteristics and constraints of the existing parking offer within the townships and develop a series of short and long-term development options that could be progressed by the Council to improve the efficiency and quality of car parking within the township.

We have started the process of collecting data to inform the development of parking strategies for three of our towns. Parking studies have been carried out in Radcliffe, Bury and Ramsbottom as detailed on the next page. In Prestwich, parking is being considered as part of the regeneration plans and includes the consolidation of parking into a new travel hub on Fairfax Road and in Whitefield it will be considered as part of the emerging Whitefield Town Plan. We are aware that one of our partners, Bury Care Organisation (BCO), has issues with parking capacity for staff and visitors at Fairfield Hospital, which can have an adverse impact on the surrounding community such as parking on residential streets. We will support BCO where we can in resolving this issue.



Millgate Shopping Centre Car Park



Bury town centre



# Highways

## Investment priority 5: Develop a Boroughwide Parking Strategy

### Radcliffe Parking Study

Parking demand in Radcliffe is likely to increase in the coming years as the Radcliffe Civic Hub project comes forward alongside other regeneration developments. Following an audit of current usage of car parks in Radcliffe and assessments of future car parking demand in the town, analysis suggests that there is a need to provide for additional public car parking. The Council will seek to develop a Car Parking Strategy over 2023 to help identify short, medium and longer-term car parking proposals for delivery alongside the on-going implementation of the regeneration programme. This will include an increase of on-street parking bays, as well as work to secure leases on spaces in private car parks.

### Bury Parking Study

The survey work has indicated that there is some spare car parking capacity in Bury town centre on market days as well as on non-market days. The Bury Parking Study identifies existing car parks in the town centre that could potentially be released to accommodate new economic development. A key project that will need to be considered in Bury is the long-term strategy for coach parking in the town. The existing coach parking bays on Market Street may need to be relocated to accommodate improvements to walking and cycling routes into the town, while a number of existing public car parks could potentially be used for long term coach parking operations.

### Ramsbottom Parking Study

Overall car parking capacity in Ramsbottom is a challenge. Assessments of locations for potential new car parks were undertaken as part of the Ramsbottom Parking Study. Bury Council will work with stakeholders during 2023 to develop a parking strategy for Ramsbottom.

### RADCLIFFE PARKING



CLIENT: BURY COUNCIL



### BURY PARKING



CLIENT: BURY COUNCIL



### RAMSBOTTOM PARKING



CLIENT: BURY COUNCIL





## Investment priority 6: Electric Vehicle Charging Points

Addressing poor air quality is a priority for Bury Council. Emissions from road transport make the largest contribution to poor air quality in the Borough. Both the young and the old are more susceptible to the impacts of poor air quality, while more deprived areas are disproportionately affected due to their proximity to heavily trafficked streets.

This Local Transport Strategy focuses on reducing car use and enabling a switch to walking, cycling and public transport as the most effective ways to achieve air quality improvement. Electric Vehicles (EVs) can play an important part in the decarbonisation of transport and help the Council achieve its carbon and air quality goals. The Government has announced a ban of sales of new petrol and diesel cars by 2035 (initially 2030, revised to 2035 in September 2023) and electric vehicles are currently the most viable alternative. We need to increase public Electric Vehicle Charging Infrastructure (EVCI) to give people the confidence to make the transition to an EV if they wish. According to government statistics (Electric vehicle charging device statistics: April 2023), there are 15 electric vehicle charging devices per 100,000 population in Bury. This is a quarter of the UK average of 60 devices per 100,000.

To increase the number of publicly available charging points across the Borough, we have appointed a supplier, Be.EV, to install Electric Vehicle Charging Infrastructure (EVCI) under a concessionary contract on Council land. This contract is aimed at rapid charging infrastructure in areas with a good throughput of traffic.

Although this contract will lead to a significant number of rapid chargepoints in areas where residents do not have off street parking (a drive), we will need to do more to address chargepoint availability in many more residential areas where properties do not have off street parking. We also plan to work with a supplier to install, operate, and maintain a network of EVCI aimed at supporting residents who do not have access to off-street parking. We will do this with almost £2m of funding we have secured from the City Region Sustainable Transport Settlement (CRSTS) combined with the Government's Local Electric Vehicle Infrastructure (LEVI) fund. The successful supplier will keep the income from the network and operate it independently, which will mean there are no revenue implications for the Council.





# Highways

## Investment priority 6: Electric Vehicle Charging Points

### EV taxis

We are also working in partnership with TfGM to install electric vehicle charging points specifically for taxis in the Borough as part of a GM-wide project giving Greater Manchester-licensed taxi drivers (Hackney or private hire) easy access to a planned network of dedicated charging points. There will be three double-headed rapid EVCI chargers, providing six charging points, installed in three council-owned car parks in the Borough:

- Trinity Street Car Park, Bury town centre.
- Foundry Street Car Park, Bury town centre.
- Whitefield Metrolink Park and Ride.

### E-Car Clubs

Working with TfGM, Bury is part of a pilot project to introduce e-car clubs, which allow for hourly rental of an electric car. The scheme helps to give people the flexibility to choose not to own a car or to try out a green transport alternative and can help those who cannot afford their own car.

There are currently two e-car clubs operating in Bury under the trial by Enterprise Car Club, with two electric vehicles at each location. They are at The Market car park in the centre of Bury and Fairfax Road car park in Prestwich. We are also working with TfGM on a proposal to expand car clubs across Greater Manchester.

According to research, car clubs can reduce private car ownership and increase active travel and the use of public transport, with each car club taking 20 private cars off the road.

Car clubs are a form of shared mobility that provide access to shared vehicles for members on a pay-as-you-drive basis. They provide much of the convenience of owning a car but without the need for cost of repairs, depreciation, insurance, servicing, and parking. An e-car club could be included as part of a Metrolink Travel Hub as these are rolled-out across Greater Manchester, including at tram stops on the Bury line.



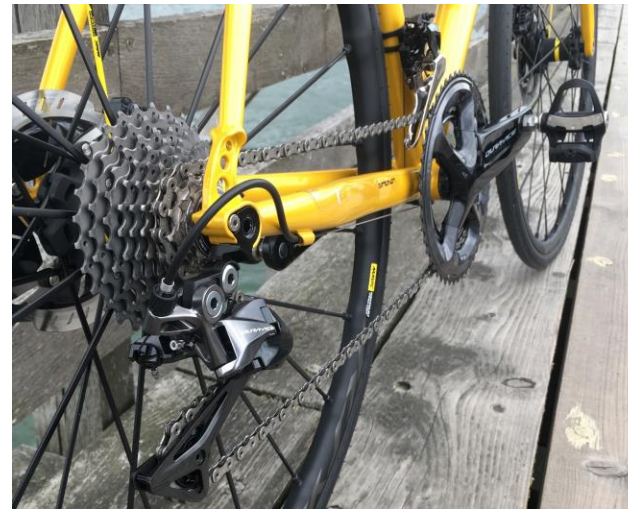
# Linkages to the GM2040 Objectives and BLTS Objectives

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

LTS Investment Priorities	GMTS 2040 Objectives				BLTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting sustainable & inclusive growth and regeneration	Reducing the impact of transport on the environment	Supporting healthy and active lifestyles	Improving connectivity	Providing a well-maintained, reliable and resilient transport system	Providing a transport system that is safe, secure and accessible to all
Highways										
1. Address congestion and severance issues	✓	✓	✓		✓	✓	✓	✓	✓	✓
2. New or improved highway network to accommodate access to new development sites	✓	✓			✓	✓	✓	✓	✓	✓
3. An ongoing programme of Road Safety Interventions	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4. Ongoing maintenance of roads highways infrastructure	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5. Development of parking strategies in key locations	✓	✓			✓			✓	✓	✓
6. Expand the network of Electric Vehicle Charging Points	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



# 9 AN INTEGRATED TRANSPORT NETWORK





# An Integrated Transport Network

Our aim is for other forms of transport such as taxis, private hire vehicles and other demand responsive services to be fully integrated into the Bee Network, along with '*shared mobility*' services such as car clubs and cycle hire and other forms of shared transport. Shared services offer an alternative for people who cannot afford to own, or choose not to own, their own vehicle. They can also offer more sustainable options such as electric cars and e-bikes and help to reduce pollution.

We have already introduced some new forms of shared mobility in Bury, such as the e-car clubs operating in Bury and Prestwich town centres as part of a pilot scheme with TfGM and Enterprise and which allow for hourly rental of an electric car.

Bike sharing is another form of shared mobility on offer in Bury in the form of bike libraries. We have introduced several bike libraries in the Borough, where bikes are available to borrow for free, including in Radcliffe and Bury libraries and other locations such as Clarence Park and Openshaw Park. In time, e-bikes could become available to borrow through the bike library scheme.

We would also welcome the introduction of the GM Bike Hire scheme into Bury, and we support the proposed trial of bikes on trams, which is one of the commitments in Dame Sarah Storey's Active Travel Mission.

The travel hub concept we are looking to introduce at or close to Metrolink stops, such as the travel hub at Prestwich, will help to integrate tram, bus and park-and-ride alongside shared mobility services such as taxis, car clubs and bike hire, including electric cars and e-bikes.

We will also continue to deliver measures, and put in place appropriate management systems, to improve the reliability of the transport network, such as using technology to join up and manage traffic signals.



GM Cycle Hire Scheme



Enterprise Car Club



# An Integrated Transport Network

We have set out our investment priorities for Bury for different types or 'modes' of transport, Metrolink, bus, walking, wheeling and cycling and highways. But all these different types of transport need to be joined up or 'integrated' to provide seamless end-to-end journeys. This is what Greater Manchester's ambitious plan to deliver the Bee Network by 2030 will do.

The creation of the Bee Network will bring together buses, trams, trains and the cycling and walking network together, starting in September 2023. We are working with Transport for Greater Manchester and other partners to deliver the Bee Network in Bury.

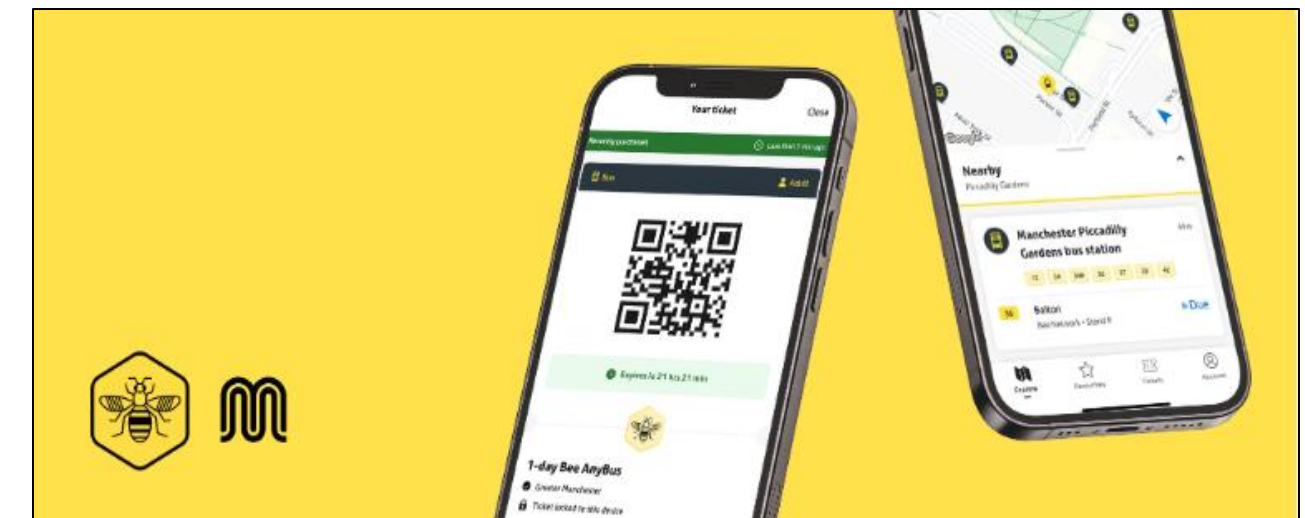
To make the Bee Network happen, Greater Manchester is bringing buses back under local control through bus franchising. This is the biggest change to how buses are run in 40 years. It will mean higher standards for passengers, and buses will be planned to link up with Metrolink, local rail and the cycling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

Franchised bus services will start running in September 2023 in Bolton, Wigan, and parts of Bury, Salford and Manchester. The rest of Bury's services will follow in March 2024, and by January 2025, all buses in Greater Manchester will be under local control.

Technology will play a role in joining everything together, with a new Bee Network app providing live departure times for nearby bus, tram and train stops and stations, with more features to follow such as journey planning. There will also be a new Bee Network website, which will include timetables, live departure times and travel alerts. Passengers will be able to buy bus and tram tickets on the app or from the website, as well as from Travelshops, a Paypoint outlet, on bus, or from an on-stop tram ticket machine. There will also be real time passenger information (RTPI) at some bus stops. Initially RTPI will be rolled out on some stops on Quality Bus Corridor routes, including on Bury-Rochdale corridor.



Zero emission Bee Network Buses



New Bee Network App

# 10

## FUNDING AND DELIVERY





# Funding and delivery

The vision and the level of ambition set out in this strategy will take time to deliver. There is scope to deliver some improvements with funding that has already been secured by Bury Council or by Transport for Greater Manchester, but a significant amount of additional funding will be needed. The Council will continue to explore additional funding sources, and developer contributions will also be sought to provide the appropriate infrastructure as and when development plots come forward in line with the Council's adopted Development Plan and Supplementary Planning Documents/Guidance.

The funding already secured, or available to Bury Council subject to business case approval by TfGM and GMCA, for the period up to March 2027 is currently around £68 million. This is for a wide range of interventions, from the replacement of old street lighting columns to road safety schemes, from road maintenance to improved walking and cycling routes. The programmes and schemes this funding will deliver can be seen in the summary table on the next page, with more detail provided on each funding stream on the pages that follow.

In addition, Transport for Greater Manchester will be making significant investment in Bury through projects such as the new Bury Interchange, which is being funded through the City Region Sustainable Transport Fund at a cost of over £84 million.



# Bury's transport investment programme to April 2022 - March 2027

Capital funding committed or available to Bury Council for transport improvements April 2022 – March 2027	Funding source	Committed capital funding *
Active travel schemes in Radcliffe town centre	CRSTS & UU	£9.500m
Active travel schemes in Bury town centre	CRSTS	£4.100m
Active travel schemes in Ramsbottom town centre	CRSTS	£2.300m
Capital maintenance – non-KRN roads, bridges & structures, street lighting	CRSTS	£13.197m
Key Route Network Carriageway Maintenance	CRSTS	£4.500m
Highways Investment Strategy (road maintenance) (2022/23-2025/26)	Council	£12.000m
Road safety	Council	£0.530m
Public Rights of Way	Council	£0.080m
Local safety schemes (funding for 2022/23 and 2023/24 only)	CRSTS	£1.086m
Traffic management/ traffic calming	Council	£0.216m
Electric vehicle charging infrastructure	CRSTS	£0.651m
Electric vehicle charging infrastructure	LEVI	£1.292m
Street lighting (2023/24 – 2024/25)	Council	£2.805m
Walking and cycling improvements including: Fishpool & Pimhole junctions and crossings and Radcliffe: Milltown Street Bridge	MCF	£10.000m
Fishpool and Pimhole Active Neighbourhood	ATF2	£0.750m
Parkhills Road - Heywood Street Junctions and Radcliffe Metrolink Active Access Package	ATF4	£1.850m
<b>Total committed funding</b>		<b>£68.414m</b>

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



# Committed Funding

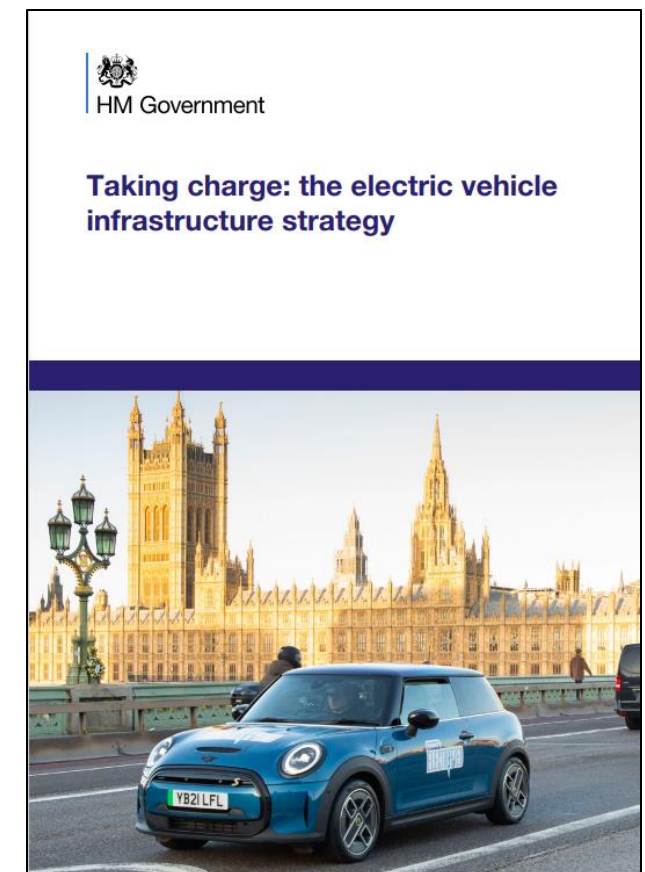
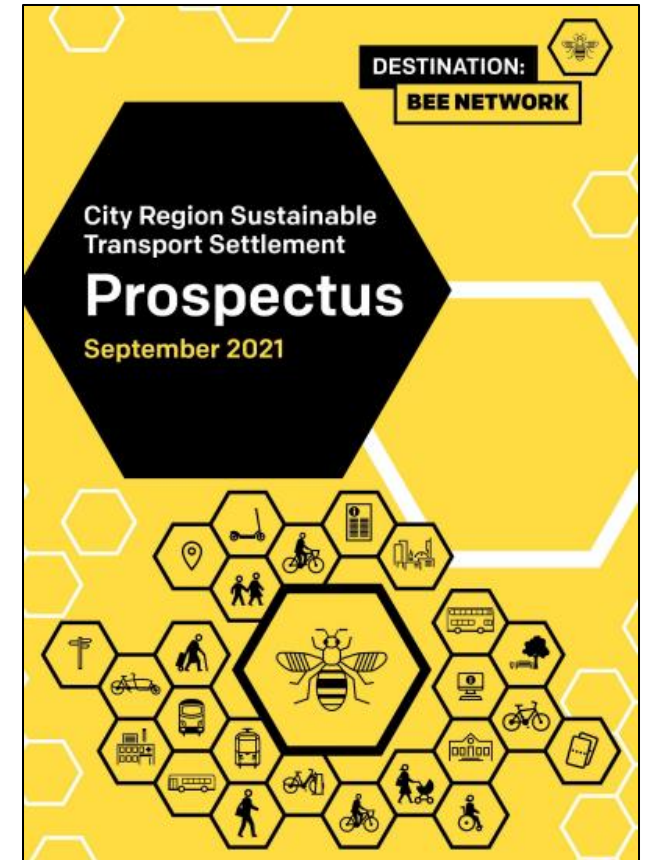
## City Region Sustainable Transport Settlement (CRSTS)

The first round of Government's City Region Sustainable Transport Settlement (CRSTS) will be the main source of funding for delivering Bury's transport investment priorities. Greater Manchester has secured over £1 billion from this fund to invest in transport infrastructure over the 5-year period up to March 2027. Greater Manchester's CRSTS programme includes several schemes where Bury Council will be the lead authority. The value of Bury-led schemes in the CRSTS programme is approximately £35 million, the breakdown of which is below. This figure does not include funding for TfGM-led schemes in Bury, such as Bury Interchange, details of which can be found on later pages.

- **£15.4m** for cycling and walking improvements in Bury, Radcliffe and Ramsbottom town centres. Initial concept ideas were included in the draft Bury Local Transport Strategy, with public consultation to be held in due course on more developed proposals. A contribution has also been secured from United Utilities' Green Recovery Round Phase 2 fund for a Sustainable Urban Drainage Scheme to be implemented as part of the active travel proposals for Radcliffe.
- **£13.197m** for maintaining roads, bridges and other structures (including Pothole Funding for 2023/24).
- **£4.5m** to investment in the Key Route Network in Bury. The Key Route Network is made up of some of the busiest roads in Greater Manchester and is overseen by TfGM.
- **£1.086m** to invest in improvements that will make the road network safer.
- **£651,000** to invest in expanding the Borough's network of publicly available Electric Vehicle Charging Points, which will be used alongside *LEVI* funding to appoint a supplier to install, operate, and maintain a network of EVCI aimed at supporting residents who do not have access to off-street parking.

## Local Electric Vehicle Infrastructure Fund

Greater Manchester has secured £1.158m capital funding from the Office for Zero Emission Vehicle's (OZEV) Local Electric Vehicle Infrastructure Fund (LEVI). Bury has secured a £1.292m share of this fund which will be used alongside the CRSTS funding as detailed above. This fund was announced as part of the Government's Electric Vehicle Infrastructure Strategy.



# Committed Funding

## Highways Investment Strategy (HIS)

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

## Street Lighting Replacement Programme

The Council is investing a further £2.805 million on upgrading older street lighting infrastructure with modern, energy saving options. This is part of a £5.5 million five-year programme to replace approximately 3,200 lighting columns across the Borough that are coming to the end of their serviceable life. More energy efficient LED street lamps are also being installed at the same time. Details of the programme are published on our website.

## Walking and Cycling schemes

Bury has been successful in securing funding of £12.6 million from a number of different active travel funding streams including the GM Mayor's Cycling and Walking Challenge Fund and several rounds of Government's Active Travel Fund.





# Committed Funding

## Other City Region Sustainable Transport Settlement (CRSTS) investment in Bury

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

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

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

We are also working with TfGM on the regeneration proposals for Prestwich, including the development of proposals for a Travel Hub at Fairfax Road. Although Prestwich is not currently in line for CRSTS funding from TfGM's Travel Hubs programme, the Council will continue to work with TfGM and be ready to progress the scheme should CRSTS funding become available.





# Future Funding

## City Region Sustainable Transport Settlement (CRSTS) Round 2

Government has announced that there will be a second round of the CRSTS fund for the five-year period from April 2027, which could see central government make around £8.8 billion of funding available. The amount of funding Greater Manchester could potentially secure from this fund is not yet known, but having this Bury Local Transport Strategy in place will help us to make the case for Bury schemes to be included in the any GM bid for this or any other funding opportunity that comes along.

Once we have this Strategy in place, we will need to do further work to develop a pipeline of unfunded schemes that we can put forward to future funding opportunities such as CRSTS2.

## Strategic Road Network funding

Proposed investment in the Strategic Road Network (SRN) is set out in Government's Road Investment Strategy (RIS). RIS2, which was published in March 2020 and runs from 2020/21 to 2024/25, includes a commitment for National Highways to improve Simister Island Interchange between the M62, M60 and M66. This is one of the busiest motorway junctions in the north-west, used by around 90,000 vehicles each day. It was not designed to accommodate this volume of traffic and as a result it suffers from congestion and delay. We will continue to work with National Highways as they develop their proposals for Simister Island. We will also continue working with National Highways and the Department for Transport as they develop the third and subsequent Road Investment Strategies to ensure that the significant investment needed in the SRN to deliver Northern Gateway is included in their pipeline of future schemes.





# 11

## NEXT STEPS





# NEXT STEPS

This Bury Local Transport Strategy sets out how Bury Council plans to meet its ambitions to develop a genuinely integrated transport network that will support a healthy, green, connected and thriving Borough.

The Bury Local Transport Strategy aligns with the Greater Manchester Transport Strategy 2040, including the aspiration for half of all journeys to be made by active and sustainable transport modes by 2040, and the delivery of a joined-up London-style transport system - *the Bee Network*.

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

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

We have used your feedback to help finalise the Strategy. We will keep this Strategy under review and prepare an annual progress report covering progress against our investment priorities. We will also use this Strategy to inform the work we are doing with Transport for Greater Manchester and the other GM local authorities to update the GM2040 Transport Strategy and meet Government's requirement for a new statutory Local Transport Plan 5 for the city-region to be submitted by next summer.

As well as continuing to develop, consult upon where necessary, and deliver the schemes we have already secured funding for, we will develop a pipeline of unfunded schemes that we can feed into the GM2040 5-year Delivery Plan, which will be updated once the GM2040 Strategy has been updated.

