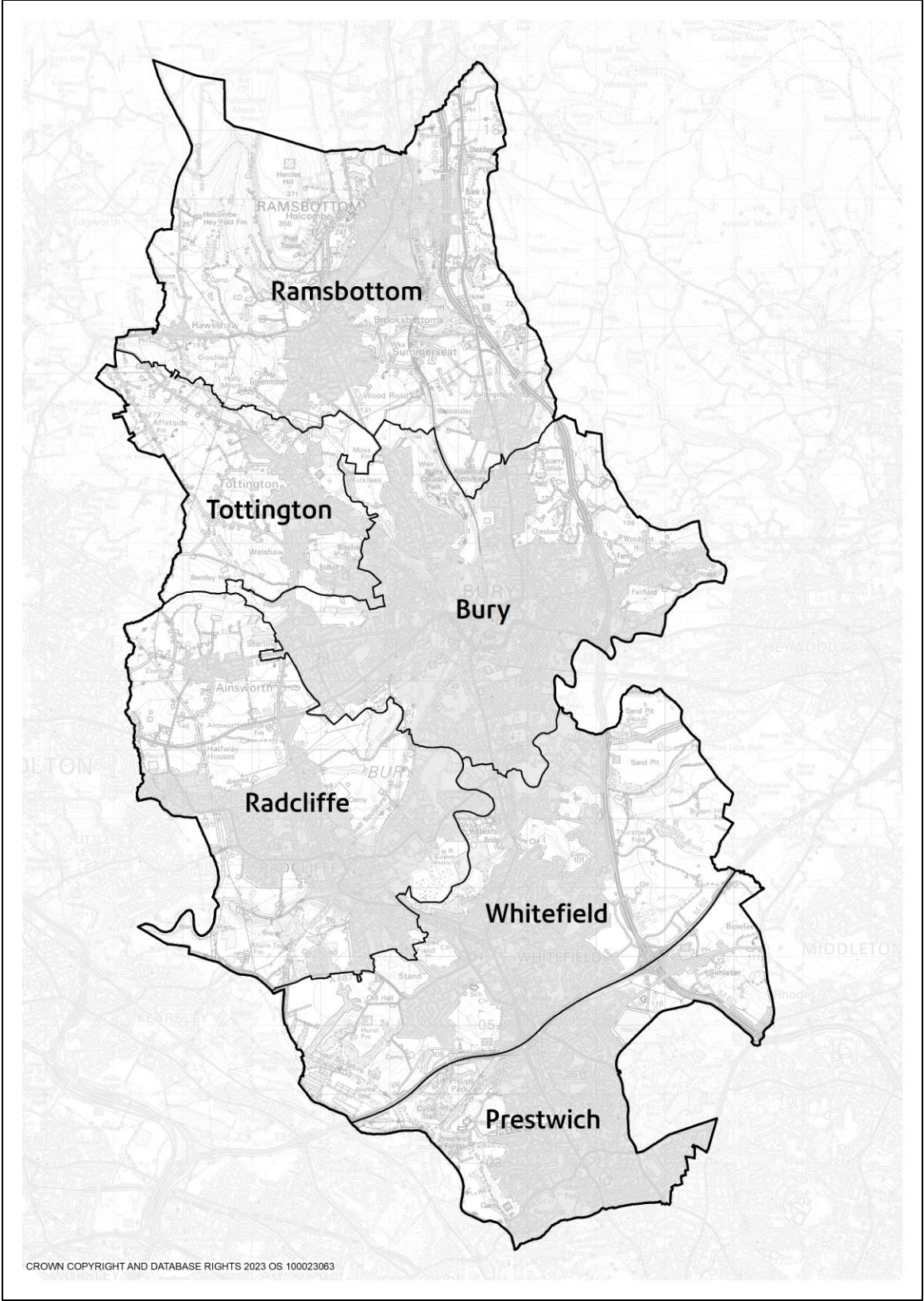


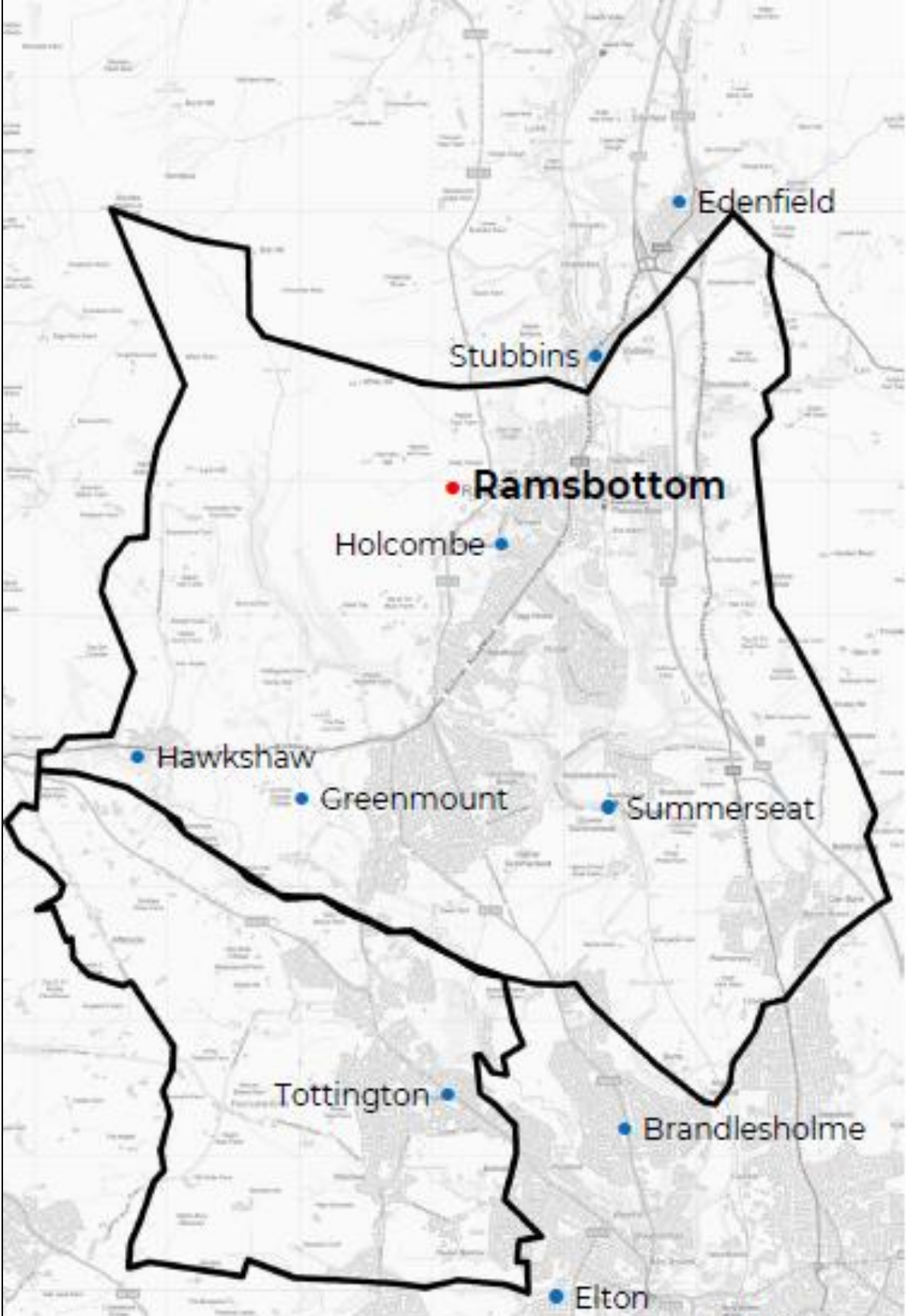
Appendix 1

TOWNSHIP PLANS

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



Appendix 1A: Ramsbottom and Tottington



Township	Wards
Ramsbottom and Tottington	Ramsbottom, North Manor, Tottington

Ramsbottom and Tottington

Ramsbottom

Ramsbottom township is located in the north of the Borough, set against the backdrop of Holcombe Hill on the edge of the West Pennine Moors.

Ramsbottom town centre is the focal point of the township and has developed into a strong and attractive visitor destination, supported by the East Lancashire Railway, a high-quality restaurant scene, a good range of independent retailers and a popular annual events programme. This diversity has helped Ramsbottom to perform relatively well as both a town centre and as a visitor destination.

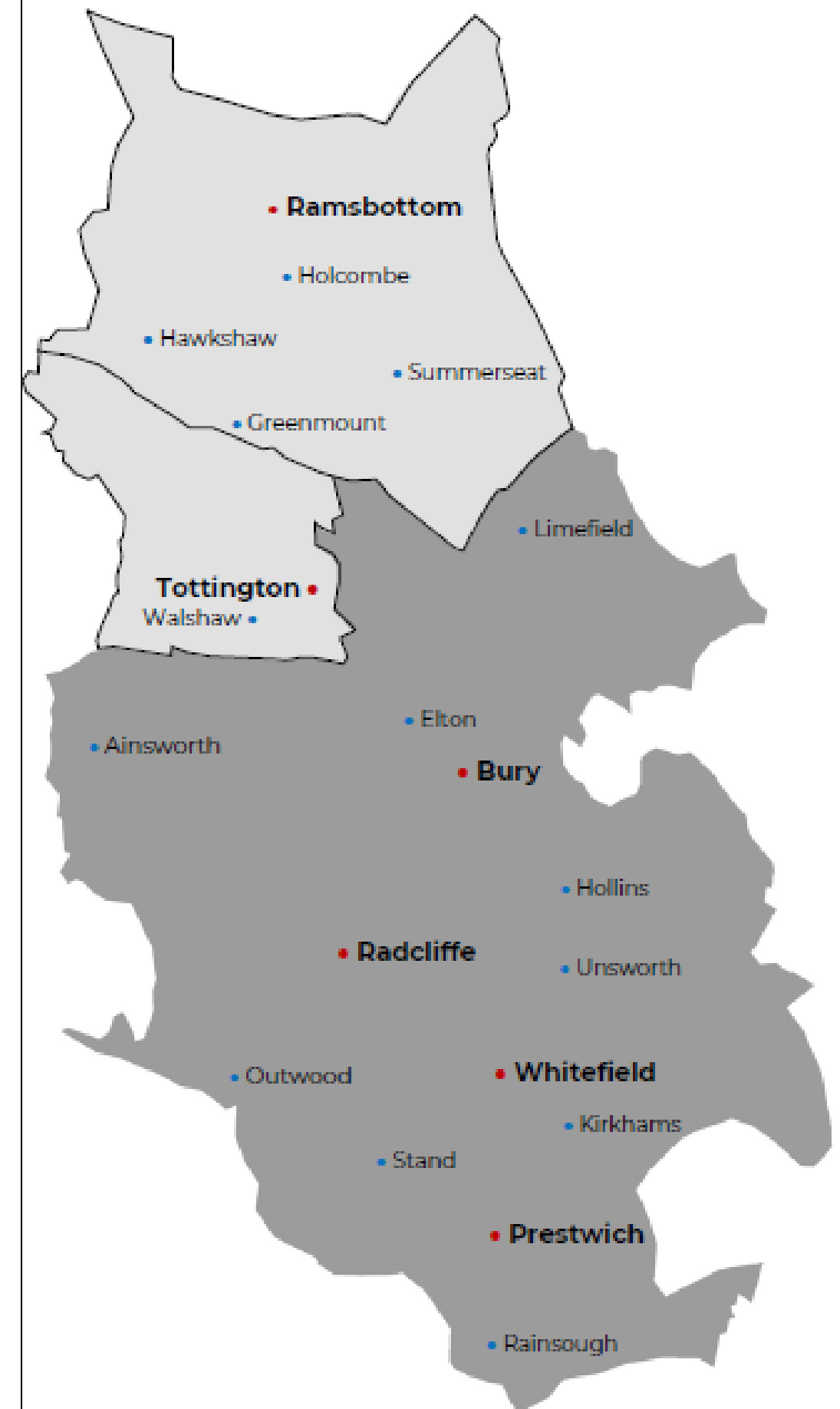
The township also includes other surrounding settlements such as Holcombe, Hawkshaw, Holcombe Brook and Summerseat, which largely comprise distinct residential communities within a semi-rural setting.

Ramsbottom and the surrounding areas are served by highway routes that pass north to south and buses which enable travel to Manchester, Bury and Bolton. Ramsbottom has a compact centre meaning that amenities are within short walking distances of each other and the National Cycle Network Route 6 passes north-south through the town centre and along the Kirklees Trail. Most of the Village Link, a unique walking trail of just under 18 miles around and between six of Bury's most historic villages, falls within Ramsbottom and Tottington.

Tottington

Tottington township's physical geography is characterised by its position on the edge of the West Pennine Moors and the Rossendale Valley. Tottington Village is the focal point of the township which also includes distinct and largely residential settlements in Affetside, Greenmount and Walshaw.

The Kirklees Valley and Nature Trail is a key feature of the Tottington township. The trail runs along the former railway line between Greenmount and Bury town centre and also forms part of the National Cycle Network Route 6. The trail highlights the industrial heritage of the area, passing by the ruins of Tottington Mill Printworks which had a major influence on the growth of Tottington town in the early 1800's.



The Ramsbottom Town Plan

A Ramsbottom Town Plan has been prepared by the Council and was published in 2022. The Plan aims to encourage sustainable travel in and around Ramsbottom.

The Plan identifies a number of transport and public realm projects that will require more detailed work to be undertaken. The conflict between pedestrian and traffic movement on Bridge Street, for example, is something that has been highlighted as an issue, but this requires more detailed survey work to determine whether public realm improvements could help to address this issue.

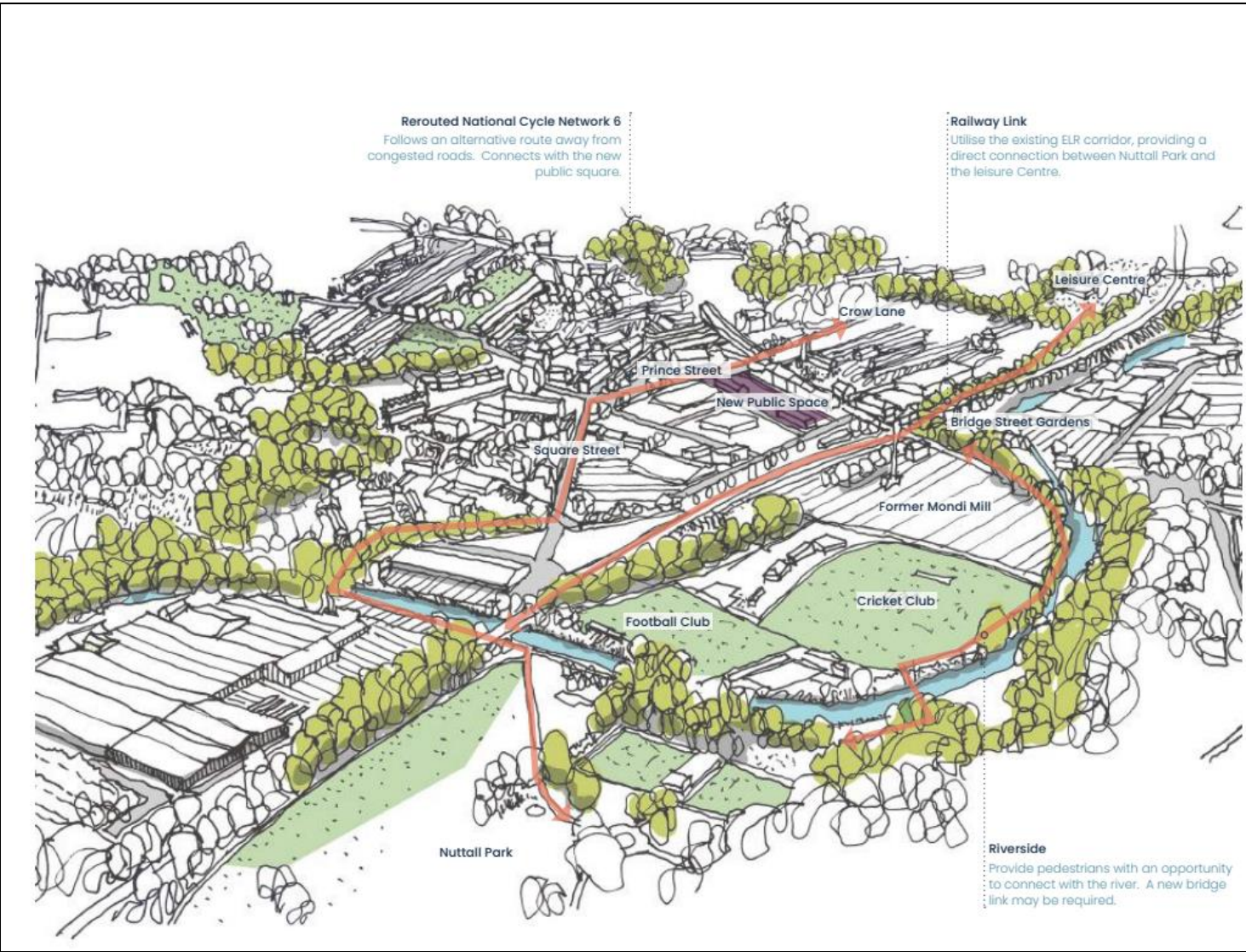
The Plan includes several high-level proposals and longer-term ideas that could help to improve the appearance and function of areas of public realm and improve linkages between town centre assets and the movement and circulation of all town centre users.

The Plan also proposes that the National Cycle Network be re-routed along less congested roads and provide a better connection between the town centre and Nuttall Park. It also proposes new cycling and walking corridors that connect with the river.

To strike a better balance between all users, The Ramsbottom Town Plan proposes to:

- Introduce time restrictions on council owned car parks in the core of the town centre.
- Provide long stay parking at the leisure centre to increase capacity for short stay spaces in the town centre core.
- Increase provision of electric vehicle charging points.
- Introduce resident's parking schemes if needed.

We will incorporate the transport proposals identified in the Ramsbottom Town Plan into our Transport Strategy and will take them forward as and when we can secure funding.



Transport issues in Ramsbottom and Tottington

Whilst the heritage and layout of Ramsbottom town centre is one of its key assets, this does cause some tensions with its function as a key visitor destination. The centre can, for example, be difficult to navigate and there are issues with pedestrian and vehicular conflict when visitor numbers are particularly high. Linkages between attractions are generally poor and the centre has a longstanding problem with the quantity and location of parking for visitors.

Movement out of Ramsbottom town centre along Bolton Road West to Holcombe Brook is often congested with limited crossing points for pedestrians. In addition, bus is the only public transport option for the Ramsbottom township and services are generally infrequent and unreliable. Journeys by bus take significantly longer than they do by car, discouraging the use of sustainable modes.

Tottington's geographical location means that journeys by public transport are significantly longer than private vehicle journey times. In addition, bus is the only public transport option for Tottington and services are generally infrequent and unreliable which discourages the use of sustainable modes to travel to and from Tottington around the borough.



Summary of transport issues in Ramsbottom and Tottington

- The north of the Borough is not served by any rail links to Bury or Manchester (the East Lancashire Railway is a Heritage line, not a commuter line).
- Bus services in and around Ramsbottom and Tottington are generally infrequent and unreliable.
- Towns and villages such as Ramsbottom, Tottington, Greenmount, Holcombe and Walmersley are not well-connected to each other by public transport, to other parts of the Borough or to centres such as Bolton and Manchester.
- Significantly longer public transport journeys than private vehicle journey times, discouraging the use of sustainable modes to travel.
- There is a poor sense of arrival for pedestrians and motorists entering Ramsbottom at Peel Brow or via the East Lancashire Railway.
- There is conflict between pedestrian and traffic movement on Bridge Street in Ramsbottom.
- Ramsbottom town centre is congested and often dominated by HGV traffic travelling through Ramsbottom from the M66.
- The quantity and location of car parking in Ramsbottom does not meet the needs of residents, businesses and visitors.
- Poor wayfinding and signage to the National Cycle Network.
- There are limited cycle parking facilities around both Ramsbottom and Tottington
- A large area of Ramsbottom town centre is used for car parking, which reduces space for public realm and civic amenities.
- Improvements need to be made on routes to and from Tottington High School Academy to support safe sustainable movements to the school.

Ramsbottom and Tottington

What we have done:

This Transport Strategy identifies the investment priorities that we will focus on to improve transport throughout the Borough. But we are not starting from scratch. Bury is one of the ten local authority areas in Greater Manchester already working to deliver the Greater Manchester 2040 Transport Strategy in partnership with Transport for Greater Manchester and the other nine local authorities. This means that we are working towards the ambition for half of all journeys in Greater Manchester to be made by public transport, walking, wheeling or cycling by 2040. This is called the ‘*Right Mix*’ target. Our Local Transport Strategy will provide more detail on what this means for the Borough and what our local priorities are. Having a Local Transport Strategy will put us in a stronger position to attract the funding we need 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.

What we and our partners have already done ...

- **On bus:** TfGM has introduced cheaper bus fares and capped them at maximum rates.
- **On walking and cycling:** We have carried out a review of the main walking, wheeling and cycling routes into Ramsbottom from surrounding residential areas to identify where we can improve the active travel network.
- **On parking:** We have carried out a parking survey in Ramsbottom as we know that car parking capacity in Ramsbottom is an issue. This survey includes an assessment of locations for potential new car parks.
- **On highway maintenance:** In the last two years we have spent around £500,000 on resurfacing roads in the Ramsbottom township at the locations shown in the adjacent table. We have also resurfaced Hall Street from Bradshaw Road to Bank Street in Tottington.
- **On highway maintenance:** In Ramsbottom, we have invested an additional £307,000 on preventative highway maintenance and in Tottington, we have carried out surface treatment works on roads in the Cotswold Crescent estate at a cost of £74,000.
- **On road safety:** We have delivered Bikeability cycle training to school children in years 5, 6 and 7. We have also delivered a puffin crossing at Bolton Road West (near Ada Street) in Ramsbottom and a zebra crossing at Market Street, Tottington (near Laurel Street).

Road Name	Extent of road resurfaced
Ramsbottom	
Bass Lane	Full Length
Moorway	Full Length
Walmersley Road	M66 Bridge - 40m South of M66 Slip Road
Albert Street	Full Length
Tor Avenue	Full Length
Greenside Close	Full Length
Wood Road Lane	Rowlands Road - No. 45
Westgate Avenue	Full Length
Tottington	
Hall Street	Bradshaw Road to Bank Street



Ramsbottom and Tottington

What do we propose:

Bus

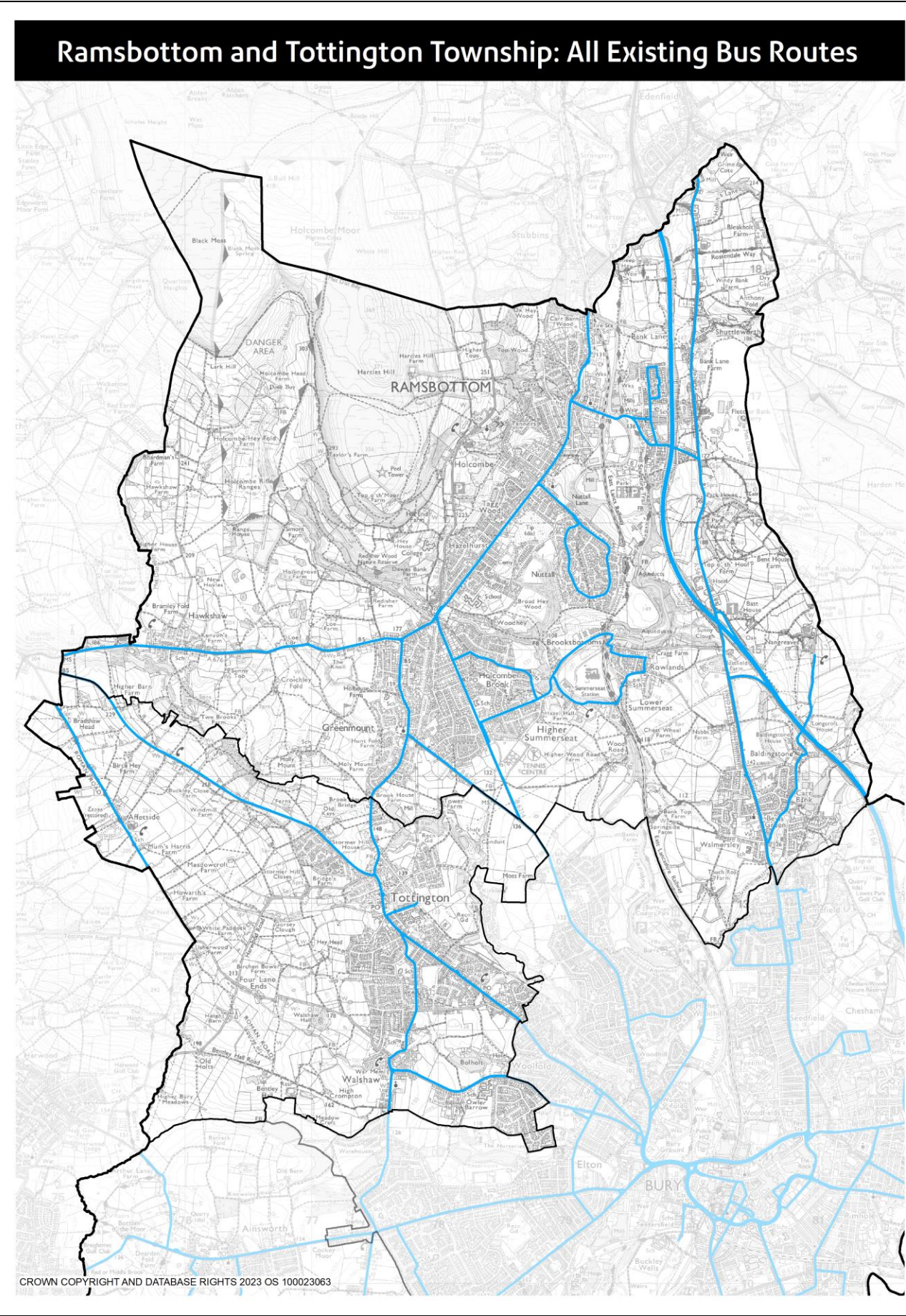
We will work with Transport for Greater Manchester to secure investments to improve bus services and infrastructure in Ramsbottom and Tottington.

Across Greater Manchester, buses are being brought back under local control for the first time since they were de-regulated in 1986 under a system called franchising.

Franchised services started running in some parts of the Borough in September 2023. Those in Ramsbottom and Tottington will be franchised by March 2024 along with the rest of the Borough's services.

We will seek to build on Greater Manchester's proposed high frequency bus route network and identify where additional services and routes may need to be strengthened. This could include the provision of Local Link type services to meet the needs of residents in more rural areas of Bury so they have a car-free alternative for accessing work, leisure opportunities, education and health services, as set out in Greater Manchester Bus Service Improvement Plan.

The adjacent map shows all existing bus routes in Ramsbottom and Tottington.



Ramsbottom and Tottington

What we propose to do:

Bus

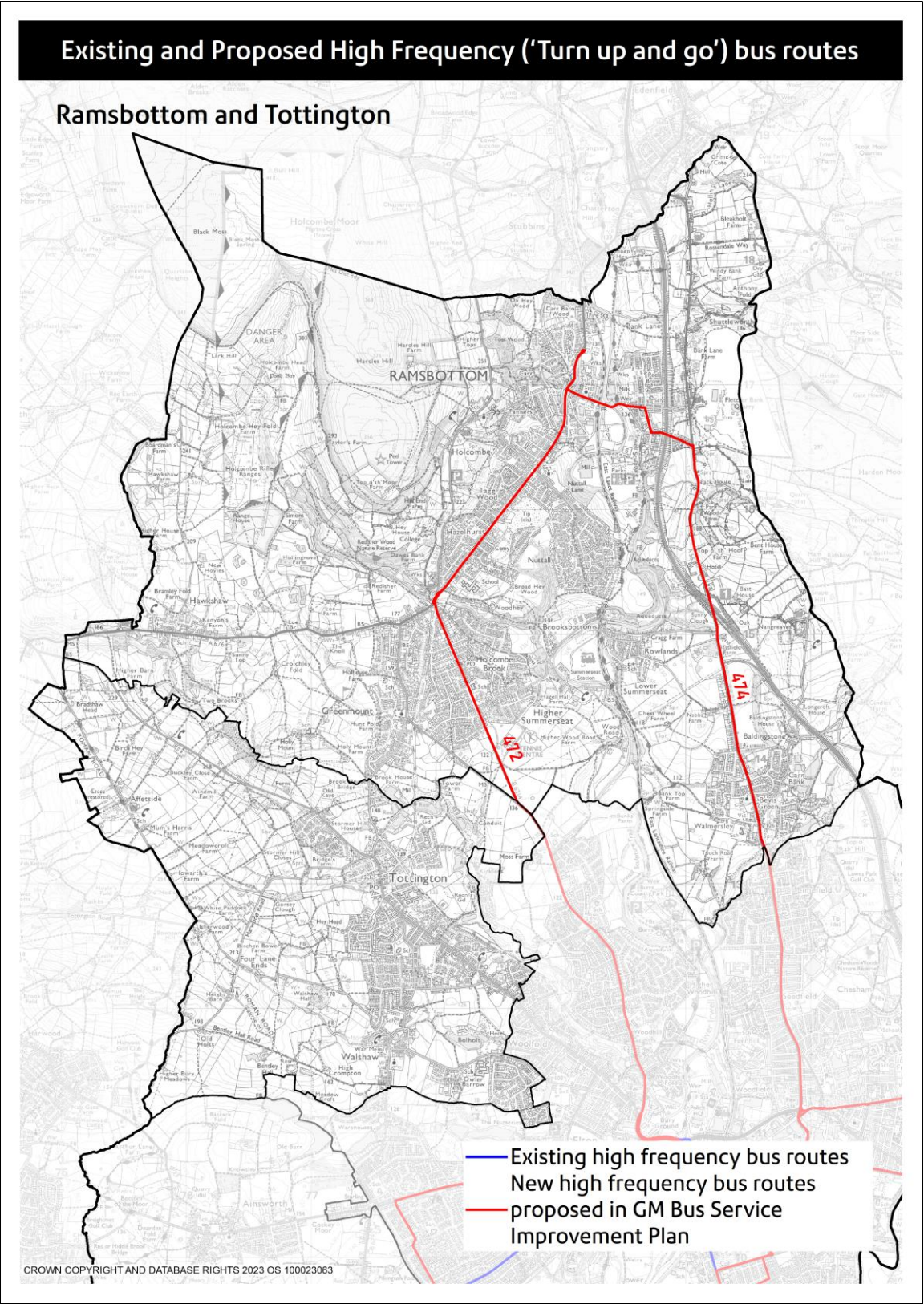
The Greater Manchester Bus Service Improvement Plan (BSIP), submitted to Government in October 2021, set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes 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 which bus services and routes in Greater Manchester's proposed high frequency bus network would run through the Ramsbottom township.

The table below shows all the services in the Borough that are part of Greater Manchester's proposed high frequency bus route network. A plan of all these routes and services can be found in the bus chapter. The proposed high frequency routes in Ramsbottom are the 472 and 474 Bury-Ramsbottom circulars. These proposed high frequency routes would be an enhancement of the existing service. These would not be the only bus services in Ramsbottom and Tottington.

We will work with TfGM to identify the need for additional bus routes in Ramsbottom and Tottington.

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



Ramsbottom and Tottington

What we propose to do: Walking, Wheeling and Cycling

In Ramsbottom

We have £2.3 million of funding available from the Greater Manchester City Region Sustainable Transport Settlement to improve walking and cycling routes in Ramsbottom. We have until March 2027 to spend this money. We have continued to develop the ideas included in the draft Strategy and will be carrying out public consultation in due course.

In addition to the severance caused by busy roads, rivers and railways, the steep valley sides of Ramsbottom impose another constraint on its active travel network. It is difficult to find east-west routes with reasonable gradients and the best north-south routes are heavily trafficked. National Cycle Route 6 passes through Ramsbottom, entering via Nuttall Park and leaving via Stubbins Lane, but Stubbins Lane is busy and involves a narrow rail bridge, so we will investigate alternative route options.

In Tottington

We will seek opportunities to improve active travel routes to current design standards for example, National Cycle Route 6 provides an attractive and convenient walking and cycling route through Tottington, along the former Holcombe Brook branch railway line (known locally as 'the lines' or the 'Kirklees Trail'). However, connections to, along and across Market Street (the B6213) in particular are in need of improvement.



Ramsbottom and Tottington

What we propose to do: Highways

On highways, we propose to:

- Deliver a programme of preventative maintenance treatment to stop further deterioration of the road surface such as patching, micro asphalt and surface dressing. Information on which roads will receive surface dressing each year is published on the Council's website.
- Continue to deliver our Highways Investment Strategy to resurface roads that have gone beyond using any preventative treatment. Information on which roads will be treated each year is published on the Council's website.
- Continue to deliver our street lighting replacement programme to replace lighting columns that are coming to the end of their serviceable life and installing energy efficient LED lamps.
- Increase the number of publicly available EV chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land.
- Develop and implement a car parking strategy for Ramsbottom that addresses identified parking issues and meets the needs of the town's residents, businesses and visitors.
- Upgrade key junctions within Ramsbottom and Tottington to allow for improved highway safety, traffic flows and cater for public transport and active travel movements.



Ramsbottom and Tottington

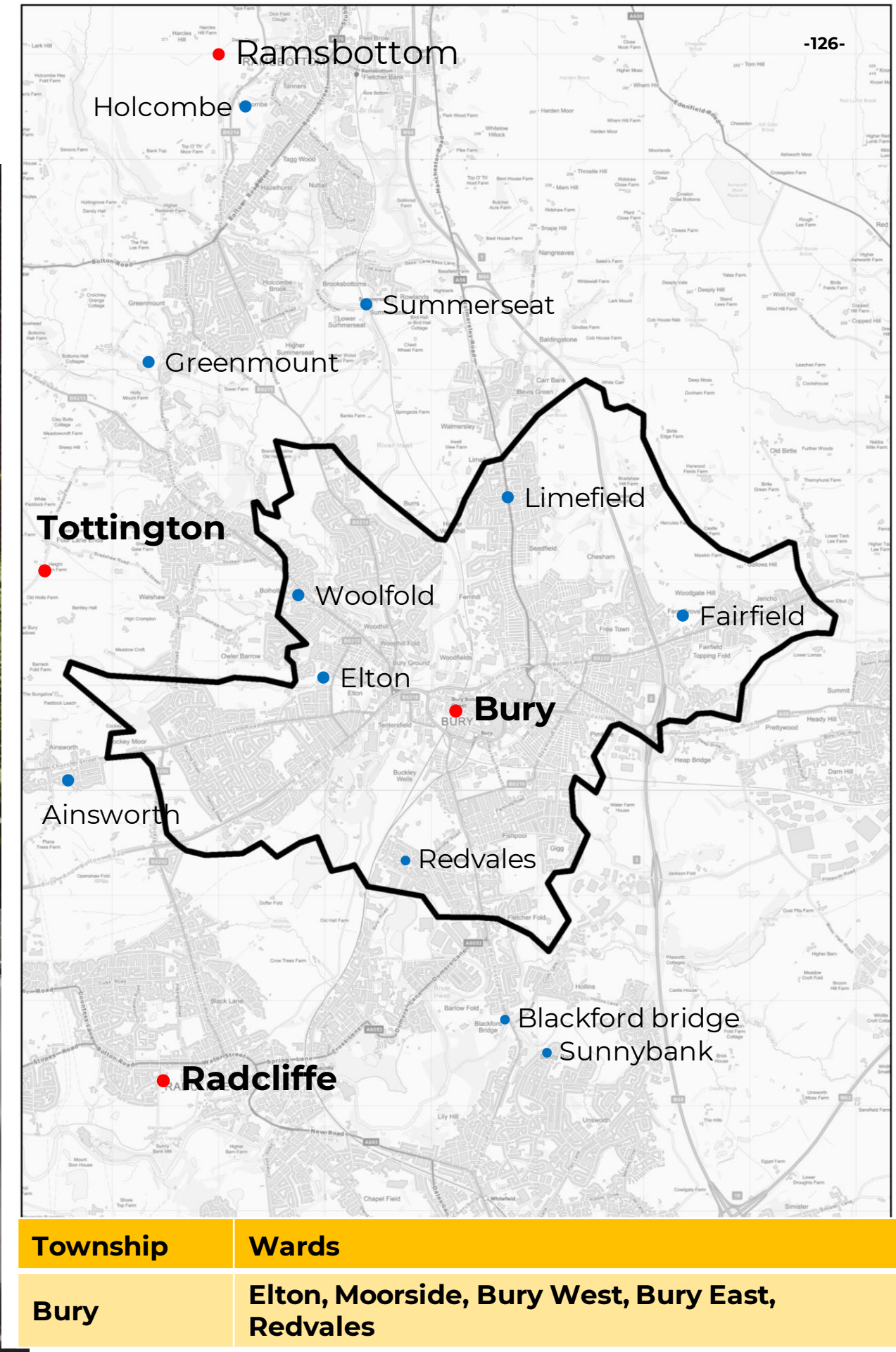
Summary Plan

We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Ramsbottom and Tottington. These range from significant new infrastructure projects to on-going maintenance of existing infrastructure, which is important.

We will continue to work with our partners Transport for Greater Manchester and other key stakeholders to identify further opportunities for projects that will improve Ramsbottom and Tottington's transport network. This includes identifying funding opportunities that may arise from national and regional initiatives.

Summary of Key Transport Proposals for Ramsbottom and Tottington
Bus
Roll out of bus franchising
More high frequency bus routes including on the Bury-Ramsbottom 472 and 474 circular routes
Investigate the need for new Local Link bus services in the Ramsbottom and Tottington Townships
Walking, Wheeling and Cycling
Bikeability cycle training
Implement School Streets where appropriate
Active travel route improvements in Ramsbottom Town Centre
Active travel route improvements in Tottington
Investigate options for rerouting National Cycle Network Route 6 through Ramsbottom
Highways
Preventative highway maintenance
Highway Investment Strategy resurfacing programme
Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI)
Develop a parking strategy for Ramsbottom to meet resident, business and visitor needs
Upgrade key junctions within Ramsbottom and Tottington to allow for improved highway safety, traffic flows and cater for public transport and active travel movements

Appendix 1B: Bury



Bury

Bury, as the principal centre of the Borough, has attracted high levels of investment in recent years, most notably around The Rock Shopping Centre which has placed Bury the third highest ranked retail destination in Greater Manchester. Adding to its retail portfolio, Bury is also home to the award winning Bury Market which has more than 350 stalls and attracts around 150,000 visitors per week (*Visit North West*).

Further visitor attractions within the town centre include the Fusilier Museum, East Lancashire Railway and Bury Transport Museum.

There are a number of major educational establishments in the town centre including Bury College, Holy Cross College and Bury Grammar School and the town has an active and accessible housing market.

Heritage is one of Bury's key assets, recognised through the large grouping of listed buildings and the designation of the Bury Town Centre Conversation Area.



Bury Town Centre Masterplan

A Bury Town Centre Masterplan has been prepared by the Council. The masterplan sets out an ambitious but deliverable vision for Bury town centre. To remain a vibrant and thriving centre, Bury needs to adapt to the changes in the UK's retail market, be attractive and open to inward investment, and encourage high-quality, mixed-use development as well as retain the key businesses and communities that make Bury the place that it is today.

It is vital that development and regeneration proposals for Bury are supported by a range of transport interventions.

Key development proposals identified in the Bury Town Centre Masterplan include:

- A new gateway into Bury town centre created by the redevelopment of Bury Interchange, a new Flexi-Hall and public realm upgrades to create a continuous high quality pedestrian environment throughout the town centre.
- Redevelopment and partial repurposing of the Millgate estate, providing a range of new development opportunities, including new quality residential developments.
- Significant new residential development, including a new family orientated community within the town centre.
- New employment sites, potentially incorporating innovation hubs and makers studios.
- New visitor accommodation, with new hotel facilities.
- Growth of our successful colleges, providing a strong education, research and innovation offer within the town centre.
- New sports and leisure facilities.
- Review of existing car parking in Bury town centre to provide sufficient capacity in the right locations and modernise the facilities so they are integrated with new technology and transport modes.

To help support the delivery of the town centre vision, £20m Levelling up Funding has been secured for transformational improvements at Bury Market, the development of a new Flexi Hall and enhanced public realm improvements. A further £45 million has been allocated to the initial phases of the new Bury Interchange.



Bury Key Housing Sites

Millgate

The acquisition of the Millgate Shopping Centre by the Council and the joint venture with Bruntwood unlocks new opportunities for employment, leisure, offices, food and beverage outlets and hundreds of new homes in the heart of Bury town centre.

Former Police Station, Irwell Street

It is anticipated that this vacant cleared site will deliver around 50 homes. There is an opportunity for wider development of the adjoining car park and Castle Leisure Centre site, subject to the relocation of the existing leisure facilities.

Townside Fields and Q-Park airspace, Knowsley Street

These sites provide opportunities to build around 250 residential units in a quality location with direct level access onto the Metrolink platforms through the new southern access to the Metrolink Stop at Bury Interchange.

Humphrey House

This site has potential to be brought forward as a build-to-rent apartment scheme for around 64 apartments.

Seedfield, Parkinson Street, Bury

The brownfield part of the Seedfield site is expected to deliver 86 homes, subject to planning permission. This will include a mix of 3 and 4 bed family homes, and the provision of affordable housing.

Former William Kemp Heaton

This site is expected to deliver around 43 affordable homes, including specialist accommodation for older people and people with disabilities.

Former Millwood School site, Fletcher Fold Road, Bury

This cleared site is expected to be developed for around 30 homes.



Fairfield General Hospital

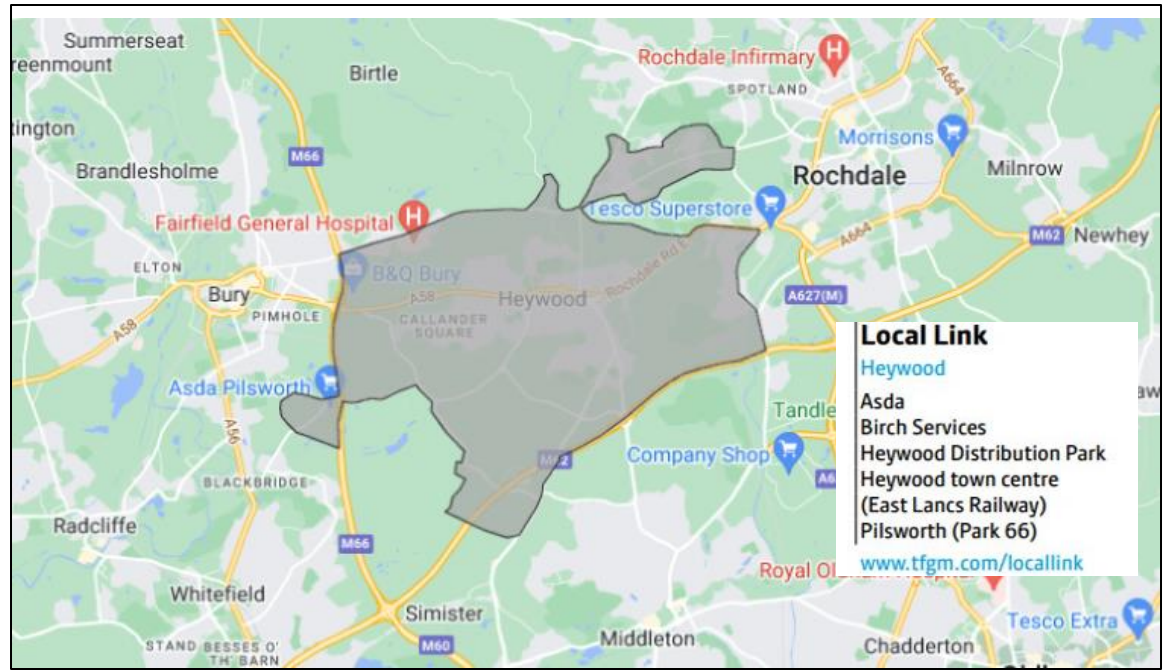
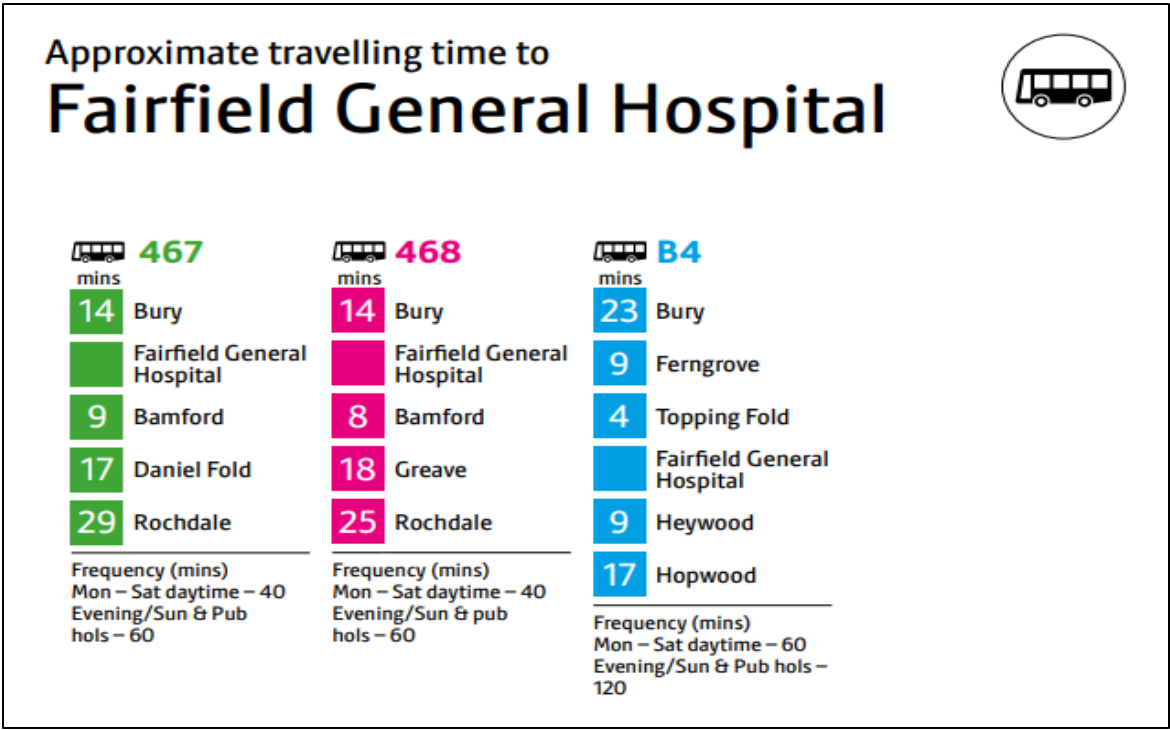
Fairfield General Hospital is located 2 miles from the centre of Bury and is the third largest hospital run by the Northern Care Alliance. The hospital is one of the biggest trip generators in the Borough, with 500 staff and around 2,000 people visiting the site each day. The hospital's facilities generate a considerable amount of traffic on site and on nearby roads.

The volume of traffic visiting the Hospital has continued to rise as patients, staff and visitors become more reliant on the car as the primary mode of transport and this has created acute pressures on the site's car parking facilities. Currently, car parking demand by staff and visitors far exceeds supply. This leads to problems including issues finding a car parking space; illegal or inconsiderate parking both on the hospital site and on the adjacent highway network and increased volume of traffic on approach roads.

A lack of appropriate alternatives such as accessible public transport and active travel solutions further exacerbates these issues. The Hospital is not well served by public transport and active travel routes to the site are poor. The hospital is also around 10 minutes by bus from Bury Interchange.

The hospital is not currently on one of the existing or proposed high frequency bus routes but is served by the 467 and 468, which stop outside the hospital on Rochdale Old Road, while the B4 service between Bury and Heywood/Hopwood serves bus stops within the hospital grounds. The hospital can also be accessed by some door-to-door demand responsive transport services. The Heywood Local Link service also provides journeys to/from Fairfield General Hospital in Bury from the Pilsworth area. For those less able to use conventional public transport, the door-to-door Ring and Ride service can also be used for journeys to/from Fairfield General.

To gather information, on the current modes of travel for staff, a travel survey was undertaken in 2021. The findings show that approximately 84% of staff drive to work alone with only 3% of staff using public transport to travel to work. However, respondents indicated that if public transport services were more frequent and reliable with cheaper/subsidised fares then they could potentially be encouraged to use public transport more often to travel to work.



Heywood Local Link Service

Fairfield General Hospital

Similarly with walking and cycling, if routes were safer and if adequate shower and changing facilities were provided then hospital staff could be encouraged to walk or cycle to work. 43% of respondents also felt that they could be encouraged to use car sharing if they could find someone who shared their route or if they could share with someone they knew.

The hospital is committed to improving the health and wellbeing of both its staff and the wider community and to helping to deliver a net zero emissions National Health Service. Tackling demand for car parking, encouraging active ways of travelling and the use of public transport for those who can do so is part of this commitment.

Developing effective alternatives to the car will be the key to delivering the behaviour change sought by the hospital. Improvements to bus and active travel routes to the hospital will help divert car journeys away from the hospital's congested site on Rochdale Road.

A potential park and ride scheme could also play a role in reducing the number of car trips to the site. Opportunities to reduce the number of Single Occupancy Vehicle (SOV) journeys made to the hospital by staff, patients and visitors will also be explored by Bury Care Organisation.

Bury Council will continue to work with and support Bury Care Organisation in addressing travel issues at Fairfield General Hospital.



Bury Transport Issues

A key strength of Bury is its accessibility. It already benefits from excellent links to both public transport and the road network.

Bury Interchange provides Metrolink and bus services to Bolton, Rochdale and Manchester whilst strategic highway routes provide good links to the M66, M60 and M62 – providing excellent motorway connections around Greater Manchester and beyond.

The National Cycle Route Network Route 6 between London and the Lake District, runs along the eastern edge of the town centre, overlapping in part with the Elton Beeway route, which provides a local cycling link between Bury and Radcliffe.

Bury benefits from accessible car parking for those visiting key shopping and leisure destinations in the town centre, as well as several surface car parks associated with the adjoining out of centre retail parks.

However, there are number of transport and movement issues that need to be addressed, largely relating to the need to;

- update existing transport and highway infrastructure.
- tackle the huge volumes of vehicle movement through the town (east-west and north-south movements) and improve journey time reliability.
- respond to new development opportunities in and around the township.



Summary of transport issues in the Bury township

- Bury Interchange is outdated and needs upgrading to enhance the sense of arrival into the town centre.
- The ring road around Bury town centre creates a car dominated environment and severance for pedestrians and cyclists travelling into and out of the town centre.
- The town centre is where the Borough's two main roads come together and there are significant volumes of traffic movement through the town and journey times can be unreliable.
- Existing cycle infrastructure is of poor quality and does not provide a continuous cycling network.
- Pedestrian and cyclist experiences are often hampered by busy roads, complicated junctions and narrow footways.
- Key gateways into Bury town centre need to be redesigned and upgraded to prioritise active travel movements.
- 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.
- Large areas of surface car parking create areas of urban voids.
- Fairfield General Hospital generates a significant number of journeys each day and is not well-served by public transport, with no direct routes to townships.

Bury

What we have done

This Transport Strategy identifies the investment priorities that we will focus on to improve transport throughout the Borough. But we are not starting from scratch. Bury is one of the ten local authority areas in Greater Manchester already working to deliver the Greater Manchester 2040 Transport Strategy in partnership with Transport for Greater Manchester the other nine local authorities. This means that we are working towards the ambition for half of all journeys in Greater Manchester to be made by public transport, walking, wheeling or cycling by 2040. This is called the ‘*Right Mix*’ target. Our Local Transport Strategy will provide more detail on what this means for the Borough and what our local priorities are. Having a Local Transport Strategy will put us in a stronger position to attract the funding we need to deliver schemes that are locally important. It will enable the Council to develop proposals for transport interventions and to competitively bid for funding when it becomes available.

What we and our partners have already done ...

- **On bus:** TfGM has introduced cheaper bus fares and capped them at maximum rates.
- **On walking, wheeling and cycling:** We have carried out a review of the main walking, wheeling and cycling routes into Bury from surrounding residential areas to identify where we can improve the active travel network. We have also built a new bridge at Gigg Mills for pedestrian and cyclists and walkers.
- **On walking, wheeling and cycling:** We have installed 'Cyclops' junctions at Market Street / A58 Angouleme Way and A56 Jubilee Way / A58 Angouleme Way and five new traffic signal-controlled pedestrian and cycle crossings on main roads in Bury at Rochdale Road, Bell Lane (x2), Wash Lane and Parsonage Street. Bike Libraries have also been opened at Clarence Park, Openshaw Park and most recently at Bury Library.
- **On highway maintenance:** In the last two years we have spent around £2.2 million on resurfacing roads in Bury township at the locations shown in the adjacent table and have spent almost £800,000 on preventative maintenance on road surfaces.
- **On parking:** We have carried out a parking study in Bury town centre. This identified that there is some spare car parking capacity, which could be utilised to accommodate new development opportunities.
- **On road safety:** A 20mph speed limit scheme has been implemented at Albert Street and a 20mph School Zone has been delivered at Colville Drive. Signing and lining improvements and safety signs have been delivered on Brandlesholme Road. A school street initiative has been implemented at Guardian Angels Primary School. We have also delivered Bikeability cycle training to school children in years 5, 6 and 7.

Road Name	Extent of road resurfaced
Buckingham Drive	Bolton Road - Newham Drive
Crostons Road	Tottington Road - Bolton Street
Mitchell Street	Full Length
Derby Way	Full Length
The Rock	Pedestrian Section
Radcliffe Road	White Boar PH - Warth Bridge
Taylor Street	Full Length
Mosley Avenue	Full Length
Townside Row	Full Length
Bolton Street	Crostons Road - Jubilee Way
Woodhill Road	Canterbury Drive - Truro Close
Monmouth Avenue	Full Length
Cornwall Drive	Alfred Street - Gigg Lane
Jubilee Way	Full Length
Stewart Street	Full Length
Woodbank Drive	Full Length
Walshaw Road	Harvey Street - Tottington Road
Manchester Road	Gigg Lane - Wellington Road
Rochdale Old Road	Castle Hill Road - Rochdale boundary
Alston Street	Full Length
Tennyson Avenue	Full Length
Edgeworth Drive	Full Length



Bury

What we propose to do: Metrolink

We will continue to work with TfGM to deliver a new and improved Bury Interchange which will include:

- Replacing the old facility with a modern, new green, carbon neutral building, similar to the new interchange buildings found in other towns across Greater Manchester.
- A new concourse and brighter Metrolink platform, which will be more user friendly.
- A new vertical circulation core with an upgraded larger lift, and better escalator and stairs to support access for all.
- A safe and secure environment for users.
- Refurbishing the Metrolink platform with additional capacity and new shelters.
- Creating a new arrangement for bus movements and waiting areas with significantly fewer conflict points.
- Improvements to all walking and cycling access routes with a strong sense of arrival and integration with the redevelopment of Bury town centre.
- Closure of underpasses which often act as hubs for anti-social behaviour.
- 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.
- A new active travel hub integrated into the Interchange building with additional capacity for cycles, accessible bikes and e-bikes.



Bury

What we propose to do: Bus

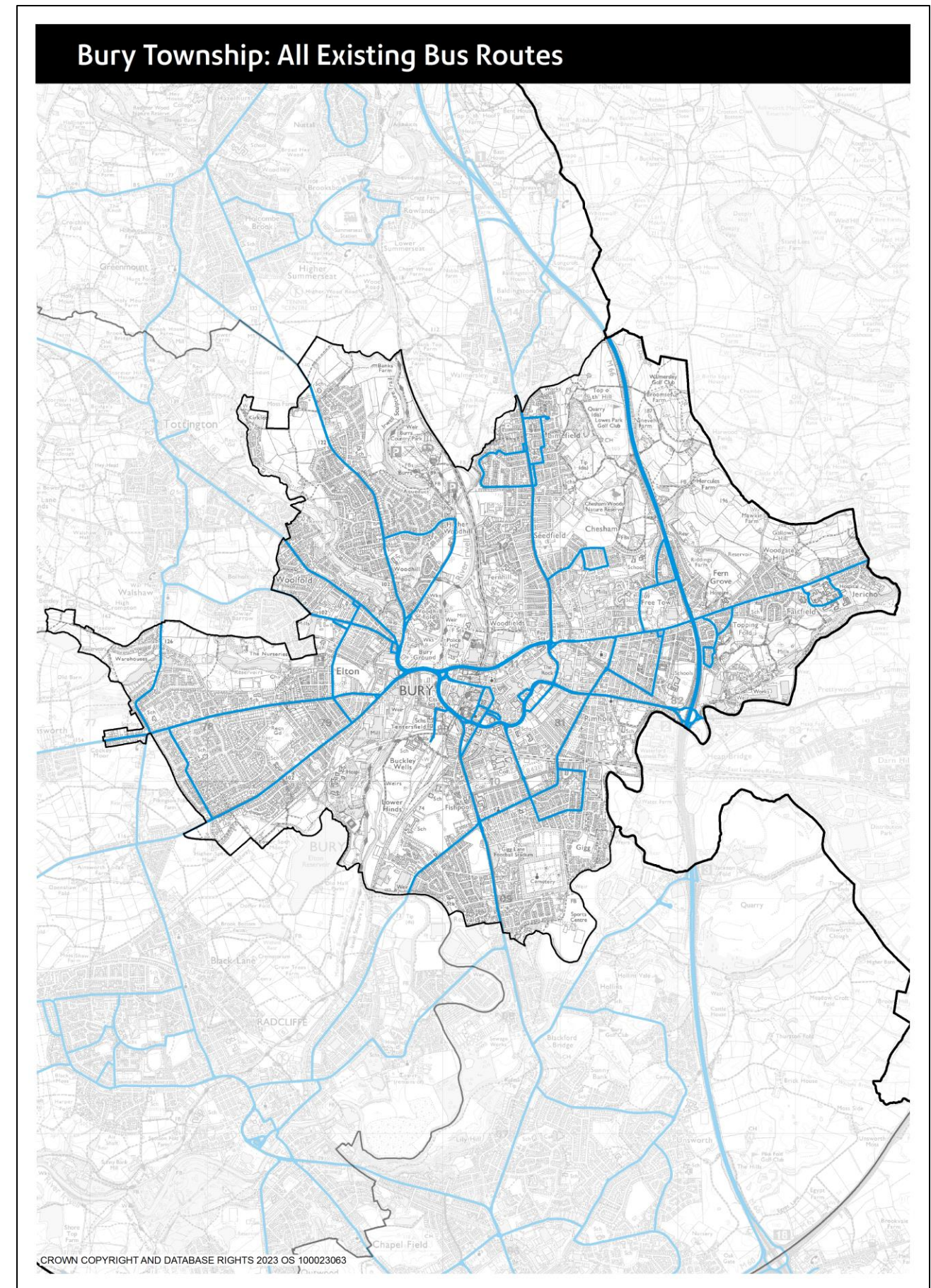
We will work with Transport for Greater Manchester (TfGM) to secure investment to improve bus services and bus infrastructure in Bury.

Across Greater Manchester, buses are being brought back under local control for the first time since they were de-regulated in 1986 under a system called franchising.

Franchised services started running in some parts of the Borough in September 2023, including on the 471 route from Bury to Bolton and Rochdale town centres. All services in the Borough will be franchised by March 2024.

The adjacent map shows all the existing bus routes in the Bury township. We will work with TfGM to identify where they need to be strengthened or additional services introduced.

We will also consider introducing bus priority measures at appropriate locations and improved bus stop infrastructure, initially focusing investment on the proposed Quality Bus Transit route between Bury and Rochdale, as well as along the Bury-Bolton corridor and the Bury-Manchester corridor (the A58 and the A56 respectively).



Bury

What we propose to do:

Bus

Proposed high frequency bus routes

The Greater Manchester's Bus Service Improvement Plan (BSIP, submitted to Government in October 2021, set out TfGM's aim to stabilise and then strengthen bus 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*’.

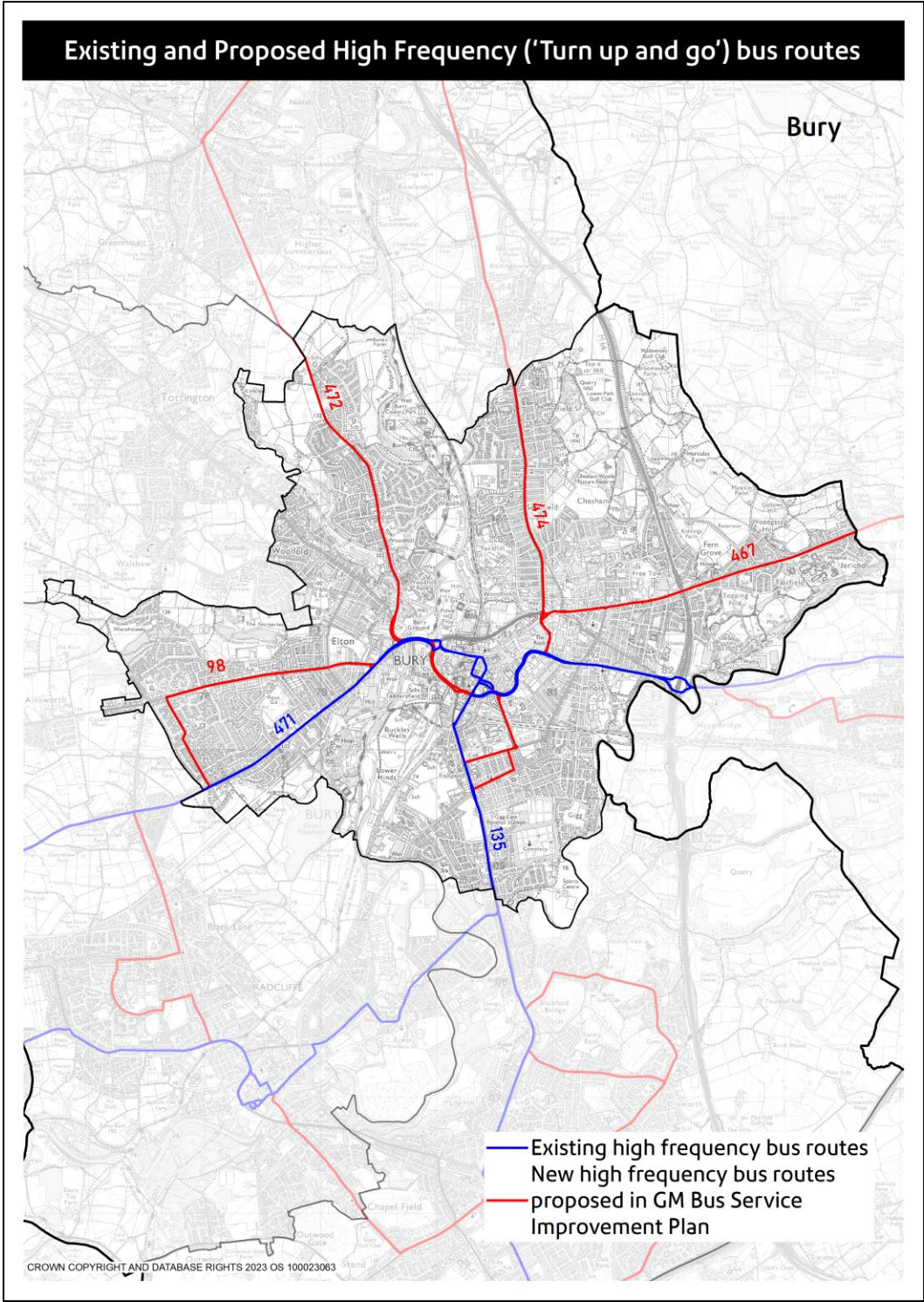
BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency bus network would run through the Bury township.

The table below shows all the services in the Borough that are part of Greater Manchester's proposed high frequency bus route network. A plan of all these routes and services can be found in the bus chapter.

As the adjacent map shows, several of the proposed high frequency network routes are in the Bury township and converge at Bury Interchange. Some of the routes already benefit from a high frequency service (the blue routes on the map).

These proposed high frequency routes would be an enhancement of the existing service. They would not be the only bus services in Bury township.

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



Bury

What we propose to do: Walking, Wheeling & Cycling

Fishpool and Pimhole

- We will deliver the Fishpool and Pimhole Active Travel Scheme, which will feature new controlled crossings, cycle facilities, road closures, traffic calming and one-way systems.

National Cycle Route 6

- National Cycle Network Route 6 passes through the west side of Bury town centre. It is proposed that this is improved where there are opportunities to do so.
- The linkages from Route 6 into other key attractions in and around Bury are poor and it is proposed that these linkages are improved alongside our development proposals in the town centre (such as the Interchange, the new market Flexihall and the Millgate Centre).

Angouleme Way

- The ring road around the town severs it from neighbouring communities so we will seek to improve walking and cycling crossings where possible, building on the successful implementation of the cyclops junction near the colleges, which has helped residents and visitors better access the market and return to coaches parked up on Market Street and provides a more direct route to the town centre for college students.
- Some crossing facilities on the ring road do not meet the latest design standards, so several interventions are being developed to address this and will be consulted upon.

Bury Town Centre

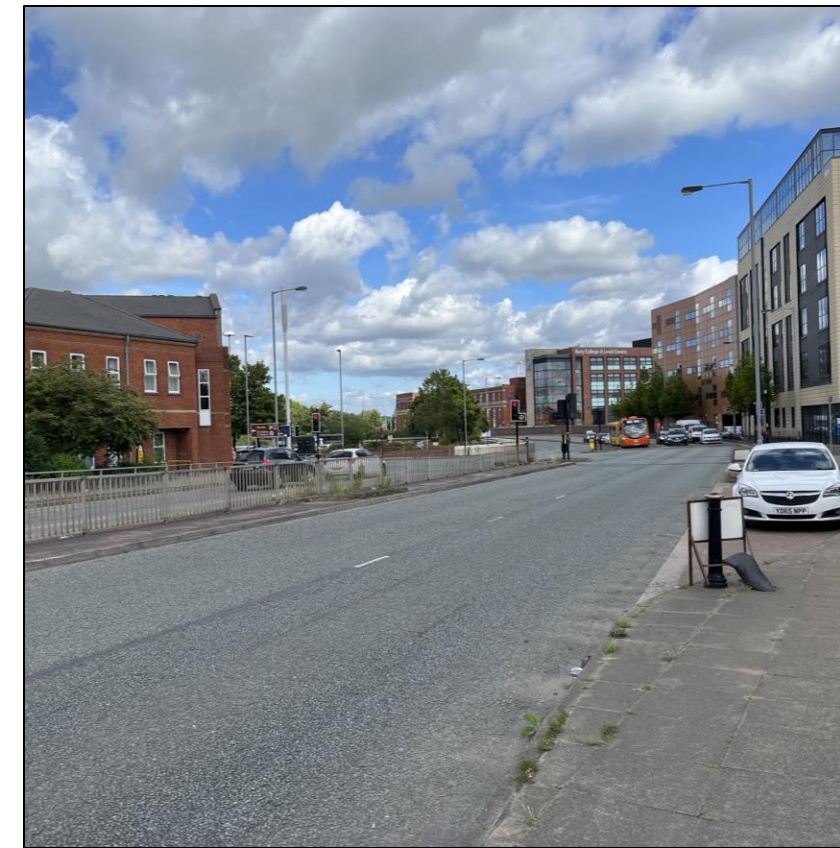
- We have secured £4.1m of City Region Sustainable Transport Settlement money to improve walking and cycling infrastructure in and around Bury town centre. We have until March 2027 to spend this money. We have continued to develop the ideas included in the draft Strategy and will be carrying out public consultation in due course.



What we propose to do: Highways

On highways we will:

- Install a zebra crossing on Tottington Road (near Walmsley Street) and implement further school streets/safer routes to school initiatives at Christ Church, St Joseph and St Bede's, St Thomas', Chesham and Chantlers Primary Schools.
- Continue to deliver a programme of preventative maintenance treatment to stop further deterioration of the road surface such as patching, micro asphalt and surface dressing. Information on which roads will receive surface dressing each year is published on the Council's website.
- Continue to deliver our Highways Investment Strategy to resurface roads that have gone beyond using any preventative treatment, which includes works on Wash Lane, Bond Street to Moorgate, Bury East. Information on which roads will be treated each year is published on the Council's website.
- Continue to deliver our street lighting replacement programme to replace lighting columns that are coming to the end of their serviceable life and installing energy efficient LED lamps.
- Increase the number of publicly available EV chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCi) on Council land.
- Engage with stakeholders to develop a car parking strategy for Bury that addresses identified parking issues and meets the needs of the town's visitors, residents and businesses.
- We will investigate options to remodel the A56 Walmsley Road/Peel Way/Derby Way junction to improve facilities for pedestrians and cyclists.



Bury

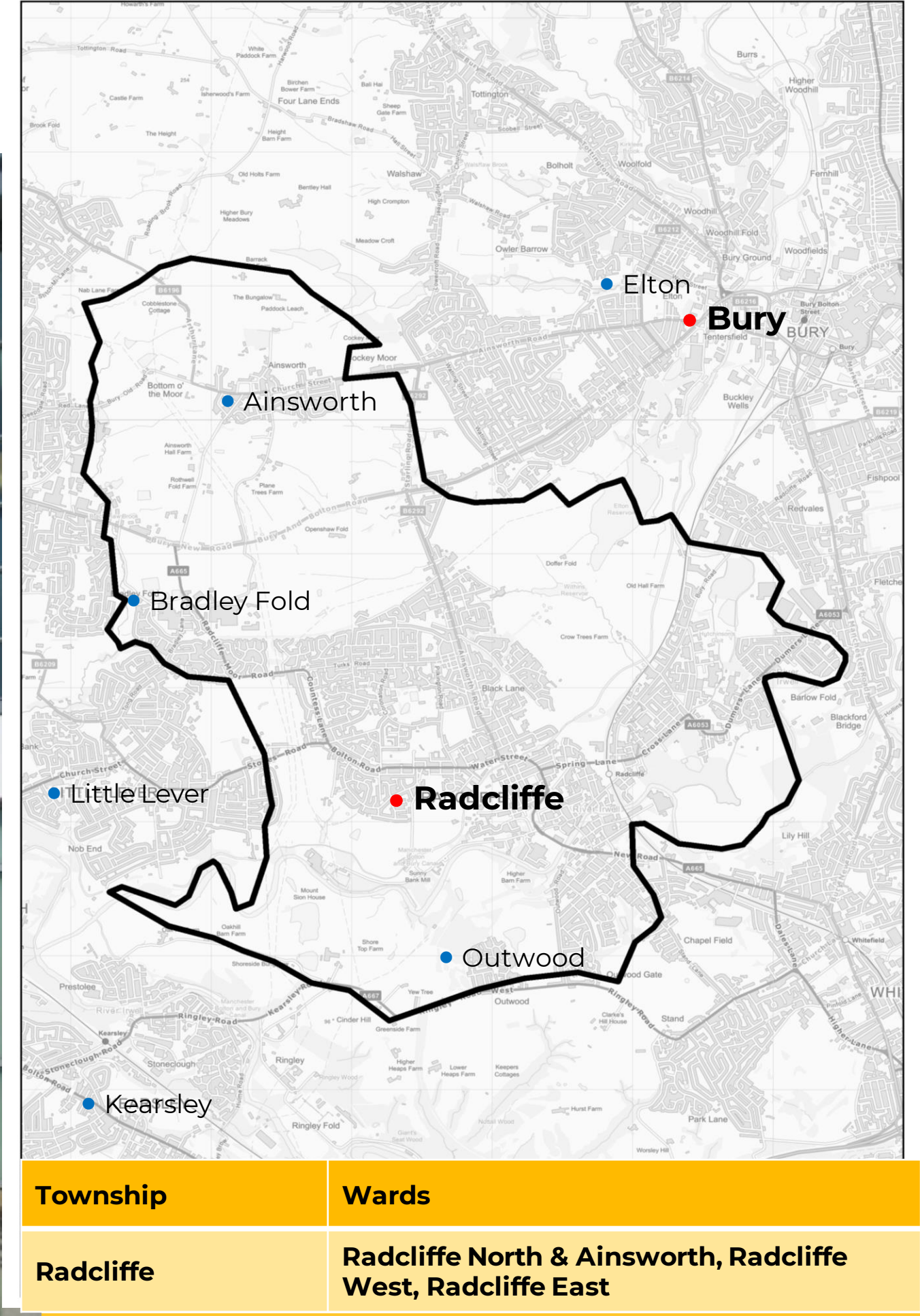
Summary Plan

We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Bury township. We will continue to work with our partners Transport for Greater Manchester to develop an integrated transport system that connects people to opportunities and promotes economic regeneration.

All transport projects and interventions are dependent on available funding. The cost of the transport improvements required to deliver the Local Transport Strategy is more than the funding currently available. We will therefore explore a range of sources to fund the proposed projects and interventions.

Metrolink
Redevelopment of Bury Interchange
Bus
Roll out of bus franchising
Potential Quality Bus Transit route between Bury and Rochdale
Walking, Wheeling & Cycling
Active travel improvements in Bury Town Centre funded through CRSTS
Fishpool and Pimhole Active Travel Scheme
Investigation of options for further pedestrian and cycle crossing points across the Ring Road safely
Bikeability cycle training
Implement School Streets where appropriate
Highways and Parking
Street lighting column replacement & LED lamp programme 2020-2024
Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI)
Develop a parking strategy for Bury to meet resident, business and visitor needs
Preventative highway maintenance
Highway Investment Strategy resurfacing programme

Appendix 1C: Radcliffe Township



Radcliffe

Radcliffe town centre is the focal point of the Radcliffe township, which largely comprises residential communities including settlements at Ainsworth and Outwood. The township also has a proud industrial heritage.

Similar to many former industrial communities, the town continues to feel the ongoing effects of economic restructuring. Traditional employment has declined, and the town has some of the highest levels of deprivation across the Borough, with significant challenges in relation to employment, skills and health. In parallel, the growth of convenience and digital retail has put considerable pressure on the high street, which has experienced a sharp decline, impacting on the range and quality of services within Radcliffe town centre. Therefore, Radcliffe is a key local focus for regeneration and growth.

The Places for Everyone Joint Development Plan proposes to allocate a large-scale site at Elton Reservoir for 3,500 homes together with supporting physical and social infrastructure. It is anticipated that this site will be a major boost to social and physical regeneration efforts in Radcliffe.

Bury Council remains committed to prioritising the development of brownfield land and there are a number of sites within Radcliffe which are being brought forward for new housing development.



Radcliffe Strategic Regeneration Framework

A Strategic Regeneration Framework (SRF) for Radcliffe has been prepared by the Council. The SRF identifies a clear set of interventions and wider strategies to guide growth and to help deliver the transformational change that is required through regeneration in the town. The Framework focuses on the delivery of a new centrally located Civic Hub alongside plans for the delivery of more than 500 new homes in and around the town centre, a new secondary school, improvements to the Market Hall and a new Enterprise Centre. To help support the delivery of the vision, £20m Levelling up Funding has been secured to deliver the new Civic Hub.

Key development proposals identified in the Strategic Regeneration Framework for Radcliffe include:

Radcliffe Civic Hub - a new Civic Hub will be built in the heart of Radcliffe town centre. It will accommodate a new leisure centre and swimming pool, co-located with a modern library, flexible community space and council workspace, alongside new commercial units at ground floor.

Radcliffe Market, Market Basement and Market Chambers – the Market Basement will be refurbished to create a large community and cultural events space. A new entrance space will be created on the site of the former TSB building. The Market Chambers will be turned into new retail, food and beverage spaces, flexible office and studio space.

Enterprise Centre / Makerspace – the vacated library will be refurbished to support the creation of a new enterprise facility, offering pathways to intensive incubator and accelerator opportunities.

North Block - it is proposed that the buildings currently located off Dale Street and Blackburn Street will be demolished (this excludes the large building located on the corner of Railway Street and Blackburn Street, occupied by Outreach Community and Residential Services). It is currently considered that the area has the opportunity to provide new retail, residential, and commercial space.

Secondary School - a new secondary school will be built on the former Coney Green school site.

Public Realm - the proposals for the town centre will be supported by improved public realm around the Civic Hub.



Radcliffe Key Housing Sites

Bury Council remains committed to prioritising the development of brownfield land. In Radcliffe these include the following sites:

The Former East Lancashire Paper Mill site

Outline planning permission has been granted for up to 400 homes. It is envisioned that the site will be developed with a majority of family housing and a small number of apartments. A large area of green space will be landscaped and brought into use at the south of the site as a new park near central Radcliffe.

School Street

The proposed development on this site will be around 90 new homes. It is anticipated that these homes will be designed for the needs of families and will be a mix of three-bedroom and four-bedroom houses.

Blackburn Street/Green Street

Proposed development on this site is anticipated to be 132 new homes and around 10,000 square feet of commercial space.

Whittaker Street

This site has now been vacated and will be brought forward for residential development.



Radcliffe Transport Issues

Radcliffe is well connected by road with easy access to the M60, M66 and M62. The Metrolink stop is located on the eastern edge of the town centre and provides a direct connection to Bury and Manchester. The Metrolink has a park and ride facility. Radcliffe Bus Station is located within the core of the town centre, providing local bus services to Bury, Bolton and Manchester. There are numerous Public Right of Way and cycle routes within and around the town centre. The Manchester, Bury and Bolton Canal provides a continuous pedestrian and cycle link between Moses Gate Country Park and Bury, via Radcliffe.

A Radcliffe Transport Strategy was developed to support the Strategic Regeneration Framework which identified a number of transport issues and challenges as well as potential interventions to address them. The Radcliffe Transport Strategy has informed this Local Transport Strategy, and it also formed the basis of the bid to the City Region Sustainable Transport Fund for active travel improvements in and around Radcliffe.



Summary of transport issues in Radcliffe

- A665 Pilkington Way severs the town centre, creating a barrier to movement from the west of the town centre into the heart of the centre itself.
- Pilkington Way and Spring Lane present a barrier and a poor environment for walking and cycling.
- There are areas of congestion in and around the town at certain times of the day, including on Spring Lane.
- There is a poor sense of arrival into the town centre at key locations and junctions including The Parish of St Thomas and St John's Church at the top of Blackburn Street, Pilkington Way and Dale Street, as well as the junction of Stand Lane and New Road.
- There is a poor arrival experience at Radcliffe Bus Station due to the current segregation of the station from the wider town centre.
- There is a need to better connect the Metrolink stop with the wider town centre, as it currently feels segregated despite being geographically close.
- Existing town centre wayfinding is dated and a sense of arrival is missing at key locations.
- On-street cycle infrastructure feels tokenistic and does not deliver a safe and attractive cycle network.
- There are poor connections to key active travel assets such as the Manchester, Bolton and Bury Canal which need to be improved.
- Large areas of surface car parking create areas of urban voids.

Radcliffe

What we have done

This Local Transport Strategy identifies the investment priorities that we will focus on to improve transport throughout the Borough. But we are not starting from scratch. Bury is one of the ten local authority areas in Greater Manchester already working to deliver the Greater Manchester 2040 Transport Strategy in partnership with Transport for Greater Manchester and the other nine local authorities. This means that we are already working towards the ambition for half of all journeys in Greater Manchester to be made by public transport, walking, wheeling or cycling by 2040. This is called the ‘*Right Mix*’ target. Our Local Transport Strategy will provide more detail on what this means for the Borough and what our local priorities are. Having a Local Transport Strategy will put us in a stronger position to attract the funding we need 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.

What we and our partners have already done ...

- **On Metrolink:** TfGM has created additional car parking capacity at the tram stop.
- **On bus:** TfGM has introduced cheaper bus fares and capped them at maximum rates.
- **On parking:** we have carried out a parking survey in Radcliffe as we know that car parking capacity in Radcliffe is an issue. This survey includes an assessment of locations for potential new car parks.
- **On highways maintenance:** over the last two years we have spent around £1.7 million on resurfacing roads in Radcliffe at the locations shown in the adjacent table.
- **On preventative highways maintenance:** we have invested an additional £356,000 on preventative highway maintenance.
- **On cycling and walking:** we have installed a bike library at Radcliffe Library and secure cycling parking facilities at Radcliffe Metrolink Stop.
- **On road safety:** we have delivered Bikeability cycle training to school children in years 5, 6 and 7.

Road Name	Extent of road resurfaced
Bolton Road	Wordsworth Avenue - Turf Street
Belgrave Street	Full Length
Houldsworth Street	Full Length
Westminster Avenue	Coronation Road - No.38
Bury Old Road	Boundary - Arthur Lane
Lever Street	Full Length
Alpha Street	Full Length
James Street North	Full Length
Pilkington Way and New Road	Junction with Dale Street - BP Garage
Adelphi Street	Full Length
Meadowcroft	Full Length
Alma Street	Knowles St - Cemetery Road and Adelphi Street - No.235



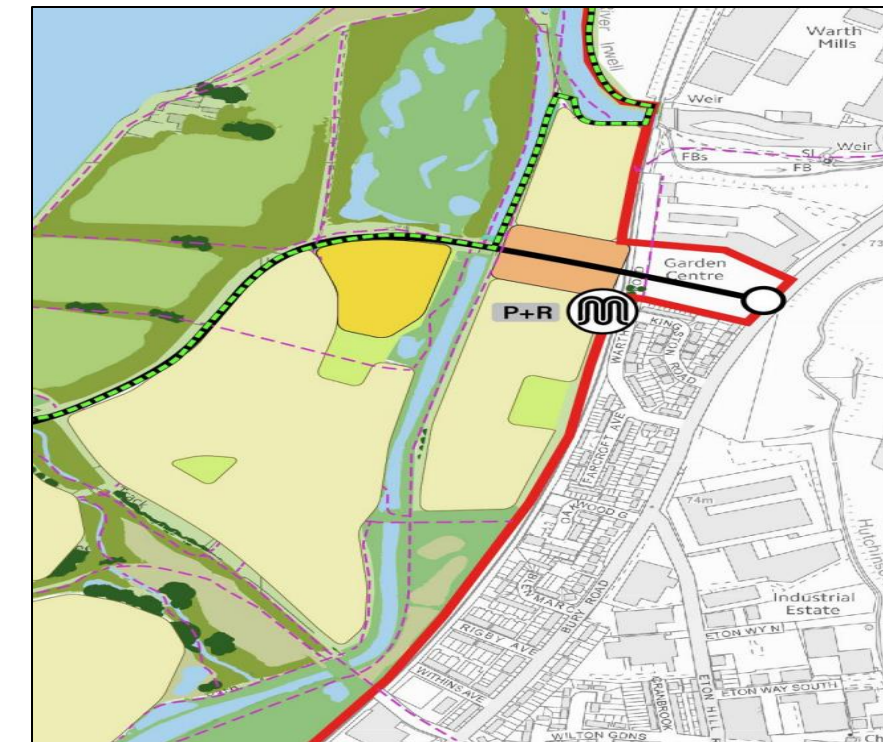
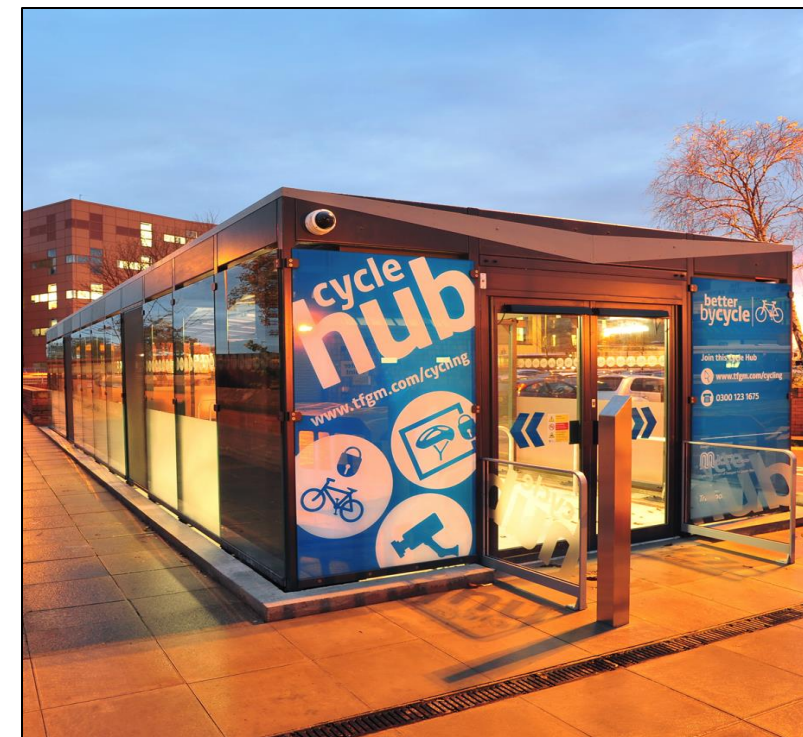
Radcliffe

What we propose to do: Metrolink

In partnership with TfGM, we will seek to make significant improvements to the existing Metrolink stop in line with the investment priorities contained in this Strategy. As part of this, we aim to:

- Provide better crossing facilities to make it safer for pedestrians and cyclists to get to the tram stop along Church Street West.
- Provide better crossing facilities for pedestrian and cyclists on Spring Lane, linking the new secondary school to the tram stop and also linkages to the town centre.
- Improve accessibility to the tram stop, including a ramp to the east side of the stop for pedestrians and cyclists. This would provide a direct route to the East Lancashire Paper Mill housing development.
- Enhance wayfinding from the Metrolink stop into the town centre.
- Install a cycle hub at the stop to support users travelling by bike.
- Explore the potential for a travel hub and sustainable transport modes as part of the existing park and ride facility.

We will continue to work with TfGM to develop proposals for the new Metrolink stop to support the proposed Elton Reservoir development, including a Travel Hub and Park and Ride, the key elements of which could include; secure cycle parking, drop-off pick-up and taxi bays; shared mobility spaces; electric vehicle charging points and parcel lockers.



Radcliffe

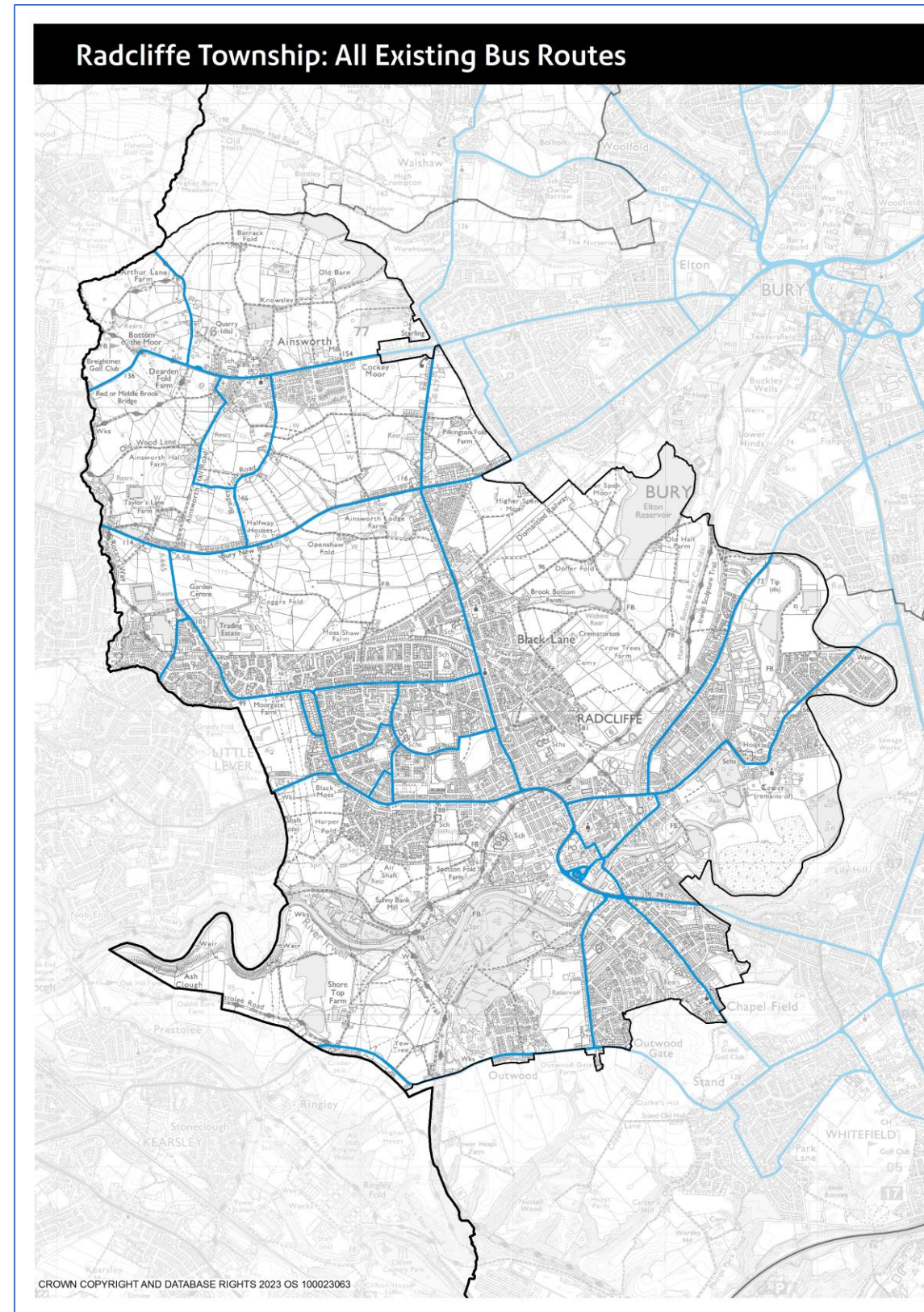
What we propose to do: Bus

We will work with Transport for Greater Manchester to secure investment to improve bus services and bus infrastructure in Radcliffe.

Across Greater Manchester, buses are being brought back under local control for the first time since they were de-regulated in 1986 under a system called franchising.

Franchised services started running in some parts of the Borough in September 2023, including in Radcliffe, and the rest of the Borough's services will be franchised by March 2024.

The adjacent plan shows all existing bus routes in the Radcliffe township. We will work with TfGM to identify where they need to be strengthened or additional services introduced.



Radcliffe

What we propose to do:

Bus

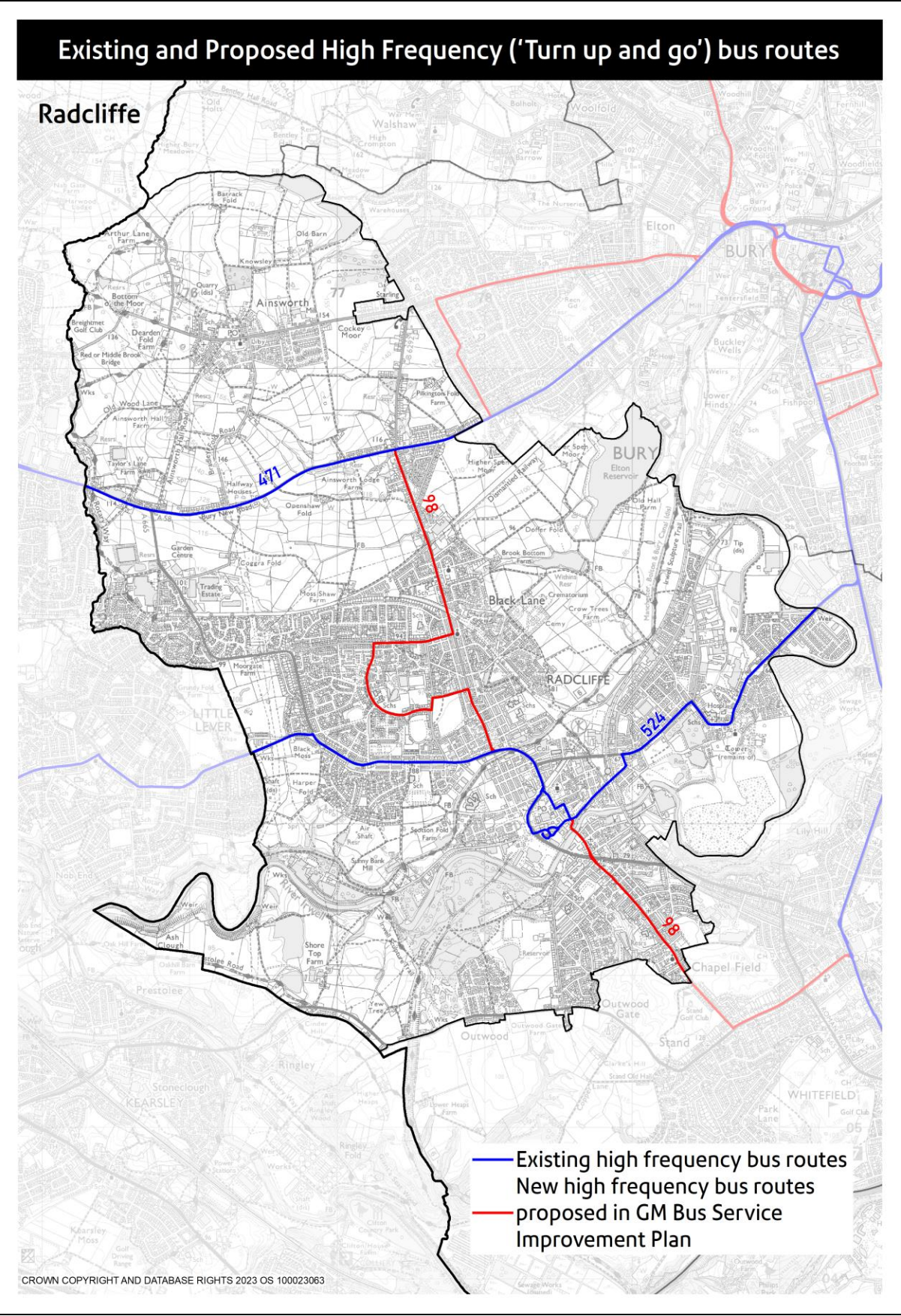
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Service	Route
163*	Manchester - Middleton - Heywood
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135*	Bury - Whitefield - Cheetham Hill - Manchester
471*	Rochdale - Bury - Bolton
524*	Bolton - Radcliffe - Bury
472	Bury - Ramsbottom circulars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



Radcliffe

What we propose to do: Highways

On highways, we propose to:

- Develop a new strategic link road as part of the Elton Reservoir development. This will help to provide a more resilient highway network and permeability within Radcliffe and beyond.
- Upgrade key highway junctions across Radcliffe to allow for improved traffic flows and cater for public transport and active travel movements, for example, at the Spring Lane/Blackburn Street.
- Deliver a programme of preventative maintenance treatment to stop further deterioration of the road surface such as patching, micro asphalt and surface dressing. Information on which roads will receive surface dressing each year is published on the Council's website.
- Continue the delivery of our Highways Investment Strategy to resurface roads that have gone beyond using any preventative treatment. Information on which roads will be treated each year is published on the Council's website.
- Continue the delivery of our street lighting replacement programme, replacing lighting columns that are coming to the end of their serviceable life and installing energy efficient LED lamps.
- Implement a new zebra crossing at Stand Lane (near Clough Street).
- Develop and implement a car parking strategy for Radcliffe that addresses identified parking issues and meets the needs of the town's residents, businesses and visitors.
- Increase the number of publicly available EV chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land.



RADCLIFFE PARKING



CLIENT: BURY COUNCIL

Bury wsp
COUNCIL

Radcliffe

What we propose to do: Walking, Wheeling and Cycling

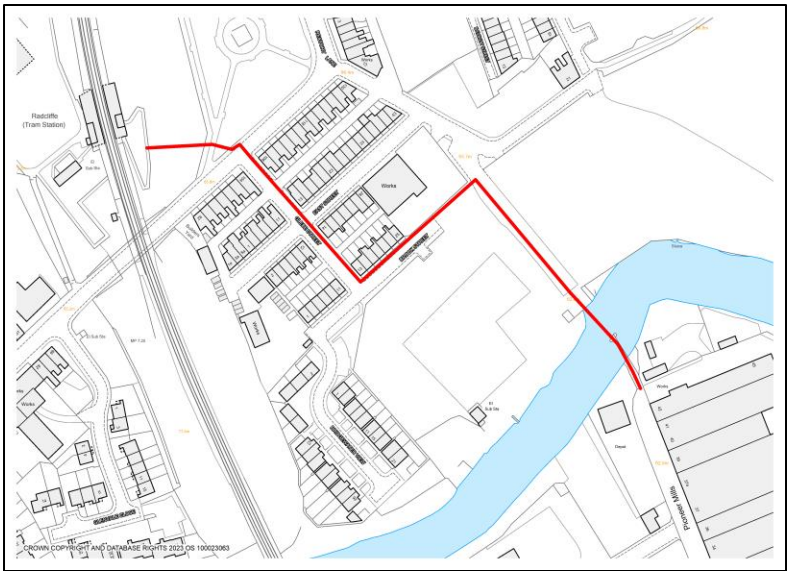
We have secured £9m of City Region Sustainable Transport Settlement funding to improve walking and cycling infrastructure in and around Radcliffe town centre. We have until March 2027 to spend this money. We have continued to develop the ideas included in the draft Strategy and will be carrying out public consultation in due course. Our ideas include a new signalised crossing at Water Street which will help to connect the town’s active network to the Canal.

As part of our aims to encourage more active travel and improve connectivity across the Borough, we will deliver a new bridge and active travel link from Rectory Lane to Milltown Street. A new crossing to Festival Gardens, across Church Street West to Glebe Street, will also be provided. This crossing will support enhanced active travel connections, particularly from the proposed East Lancashire Paper Mill site into Festival Gardens and the Metrolink stop. We have also secured funding to provide a ramp to the east side of Radcliffe Metrolink stop for pedestrians and cyclists. This will provide a direct route to the East Lancashire Paper Mill housing development.

Radcliffe has also recently benefited from a £40 million flood defence scheme which has seen more than 2.5 kilometres of flood defences put in place to provide flood protection to Radcliffe and Redvales communities for the next 100 years. The scheme features raised flood defences at key locations along the edge of the River Irwell and also includes the creation of new wildlife habitat, increased green spaces and amenity areas including improved sports facilities.



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



Proposed line of active travel route from East Lancashire Paper Mill site to Radcliffe Metrolink Stop

Radcliffe

Summary Plan

We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Radcliffe. These range from significant new infrastructure projects to on-going maintenance of existing infrastructure, which is important.

We will continue to work with our partner Transport for Greater Manchester and other key stakeholders to identify further opportunities for projects that will improve Radcliffe’s transport network. This includes identifying funding opportunities that may arise from national and regional initiatives.

Summary of Key Transport Proposals for Radcliffe Township
Metrolink
Metrolink Stop Improvements at Radcliffe Metrolink Stop
Development of proposals for a new Metrolink Stop, travel Hub/Park and Ride at Elton Reservoir
Bus
Roll out of bus franchising
More high frequency bus routes including on the 98 (Bury to Manchester via Radcliffe) and 524 (Bolton to Bury via Radcliffe) routes
Walking, Wheeling and Cycling
Active travel improvements in Radcliffe Town Centre funded through CRSTS
A new bridge and active travel link from Rectory Lane to Milltown Street,
A new crossing to Festival Gardens, across Church Street West to Glebe Street
Bikeability cycle training
Implement School Streets where appropriate
Highways
Street lighting column replacement & LED lamp programme 2020-2024
Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI)
Develop proposals for a potential new Link Road as part of the Elton Reservoir development
Develop a parking strategy for Radcliffe to meet resident, business and visitor needs
Road safety improvements: Zebra crossing at Stand Lane
Preventative highway maintenance
Highway Investment Strategy resurfacing programme

Appendix 1D: Whitefield



Township	Wards
Whitefield	Unsworth, Besses, Pilkington Park

Whitefield

Whitefield was historically known for its bleach works and weaving industry but has grown to become a desirable place to visit with a variety of shops, bars, restaurants and clothing shops.

Whitefield town centre is the focal point of the township, but it also includes other notable areas such as Pilsworth, Hollins, Unsworth, Stand and Besses.

Proposals are currently underway to redevelop the former Wheatfields Centre in Whitefield, which once complete, will deliver high quality, affordable housing in the area.

Whitefield has also been selected to receive support from the Government's High Street Task Force (HSTF). Working with the HSTF and the Whitefield community, we will develop a Town Centre Plan for Whitefield, which will articulate a clear vision and make short and longer-term recommendations which will help to unlock the town's potential for regeneration. The Whitefield Town Centre Plan will set out Bury Councils and the Whitefield community's vision for their town centre - identifying the short, medium and long-term proposals and priorities.



Whitefield Transport Issues

Whitefield is served by both the Metrolink and bus services that provide good connections to both Bury town centre and Manchester city centre. Whitefield also benefits from major roads that run north to south between Bury town centre and Manchester, good connections to the M60 Manchester Outer Ring Road as well as east to west links that connect the township to neighbouring areas of Borough such as Radcliffe, Sunnybank, Unsworth and Pilsworth.

Despite the Whitefield township having these good transport connections, there are still issues that need to be addressed to improve the transport offer in the township and to ensure that key development opportunities can be brought forward in a sustainable manner with equal access for all. Local businesses in the centre of Whitefield, for example, experience issues with a lack of parking for customers in the immediate vicinity. Whitefield's transport issues are summarised on the next page.



Summary of transport issues in Whitefield

- Whitefield Metrolink stop currently provides a poor sense of arrival into the town centre and needs to become more of a gateway.
- There is no direct pedestrian access from the Metrolink Park and Ride facility to the Bury-bound platform or for passengers arriving from the Manchester direction.
- There is a poor sense of arrival at Besses O 'Th' Barn Tram Stop.
- The quality, layout and function of the Besses O 'Th' Barn Tram Stop is sub-standard and in need of improvement. Key issues include the width of the passenger lift, which is unsuitable for users with wheelchairs or pushchairs, and the overall appearance and upkeep of the building.
- There are several bus stops serving the area; however residents consider that the connectivity is poor and bus services deficient
- Bury New Road severs Whitefield town centre from north to south. It carries high volumes of traffic, which makes it feel dominated by vehicles and negatively impacts the sense of place.
- A lack of pedestrian crossings across Bury New Road and Higher Lane prevents permeability from east to west through the town centre. The pedestrian environment along the main corridor is low-quality.
- There are no segregated cycling facilities along the A56 Bury New Road and the existing road markings need to be repainted to make them more visible.
- Missing or insufficient cycle infrastructure across the area deters people from using bikes to get around.
- There are issues with a lack of customer parking in the immediate vicinity for local businesses in Whitefield town centre. Short-stay parking along the A56 is poorly integrated. Residential streets are inundated with cars parked along kerbs.
- There is congestion at the A56 Manchester Road/Hollins Brow junction, which causes delays for general traffic and buses.

Whitefield

What we have already done

This Transport Strategy identifies the investment priorities that we will focus on to improve transport throughout the Borough. But we are not starting from scratch. Bury is one of the ten local authority areas in Greater Manchester already working to deliver the Greater Manchester 2040 Transport Strategy in partnership with Transport for Greater Manchester the other nine local authorities. This means that we are working towards the ambition for half of all journeys in Greater Manchester to be made by public transport, walking, wheeling or cycling by 2040. This is called the ‘*Right Mix*’ target. Our Local Transport Strategy will provide more detail on what this means for the Borough and what our local priorities are. Having a Local Transport Strategy will put us in a stronger position to attract the funding we need 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.

What we and our partners have already done ...

- **On Metrolink:** TfGM has added more than 120 extra car parking spaces at the Whitefield Park and Ride facility with the addition of a new parking deck, expanding the number of spaces from 208 to 331 spaces in total.
- **On bus:** TfGM has introduced cheaper bus fares and capped them at maximum rates.
- **On cycling and walking:** TfGM has installed cycle parking stands at the Whitefield tram stop and at Besses O'Th' Barn.
- **On highway maintenance:** Over the last two years we have spent around £700,000 on resurfacing roads in Whitefield, at the locations shown in the adjacent table.
- **On preventative highway maintenance:** We have invested an additional £315,000 on preventative highway maintenance.
- **On road safety:** We have installed pedestrian refuges at Hollins Lane, Unsworth, delivered a 20mph school zone at Rufford Drive, and a 20mph zone along with enhancements to existing traffic calming at Stanley Road. Interactive safety signs have also been installed at Thatch Leach Lane and Sunnybank Road. We have also delivered Bikeability cycle training to school children in years 5, 6 and 7.



Road Name	Extent of road resurfaced
Oak Lane	Full Length
Thatch Leach Lane	Full Length
Sunny Bank Road	Burndale Drive - Ajax Drive
Randale Drive	Sunnybank Road - Chadderton Drive
West Avenue	Full Length

Whitefield

What we propose to do: Metrolink

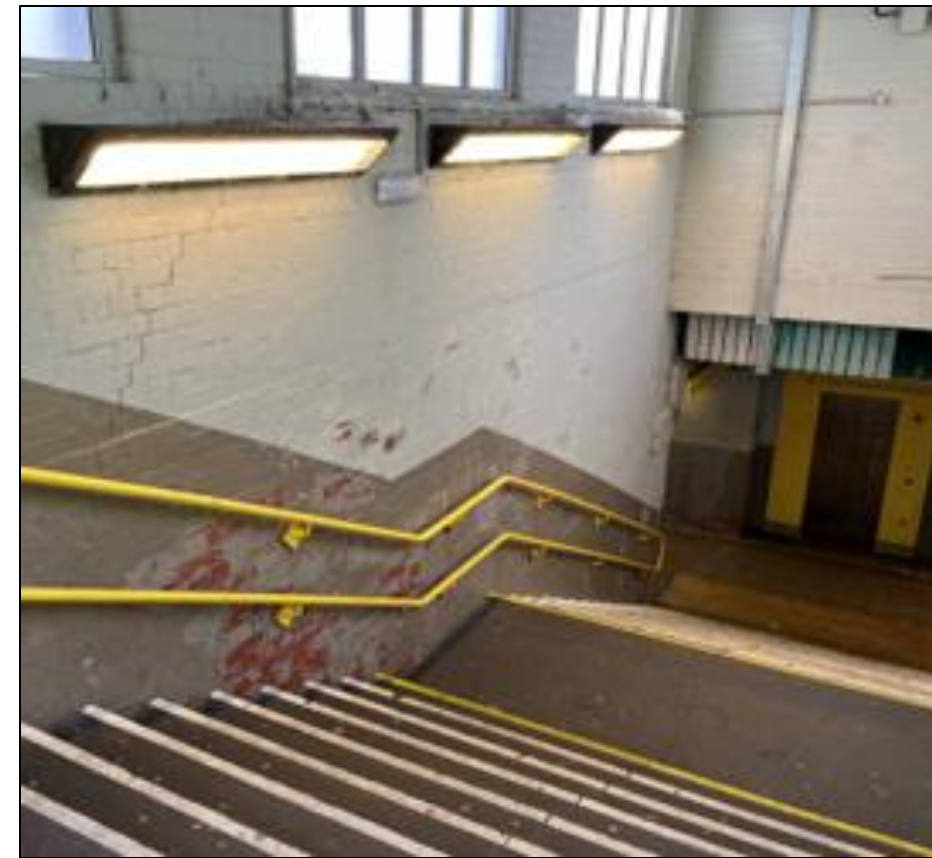
In partnership with TfGM, we will seek to make significant improvements to the existing Metrolink stop in line with the investment priorities contained in this Strategy. As part of this:

At Whitefield Metrolink Stop we will seek to:

- Provide better crossing facilities to make it safer for pedestrians and cyclists to get to the tram stop, potentially on Stanley Road and across the A56 Bury New Road.
- Install steps along the desire lines of an alternative route into and out of the stop.
- Enhance wayfinding from the Metrolink stop into the town centre.
- Install a cycle hub at the Metrolink stop to support users travelling by bike.
- Create an at-grade crossing over the Metrolink line to provide an alternative access to the eastern platform.

On Metrolink at the Besses O’Th’ Barn Tram Stop we will seek to:

- Identify ways in which Besses o' th' Barn' can be brought up to the modern standards of accessibility and comfort offered at other Metrolink stops on the network.
- Upgrade cycle parking facilities to a travel hub to support sustainable journeys to and from the stop.



Whitefield

What we propose to do:

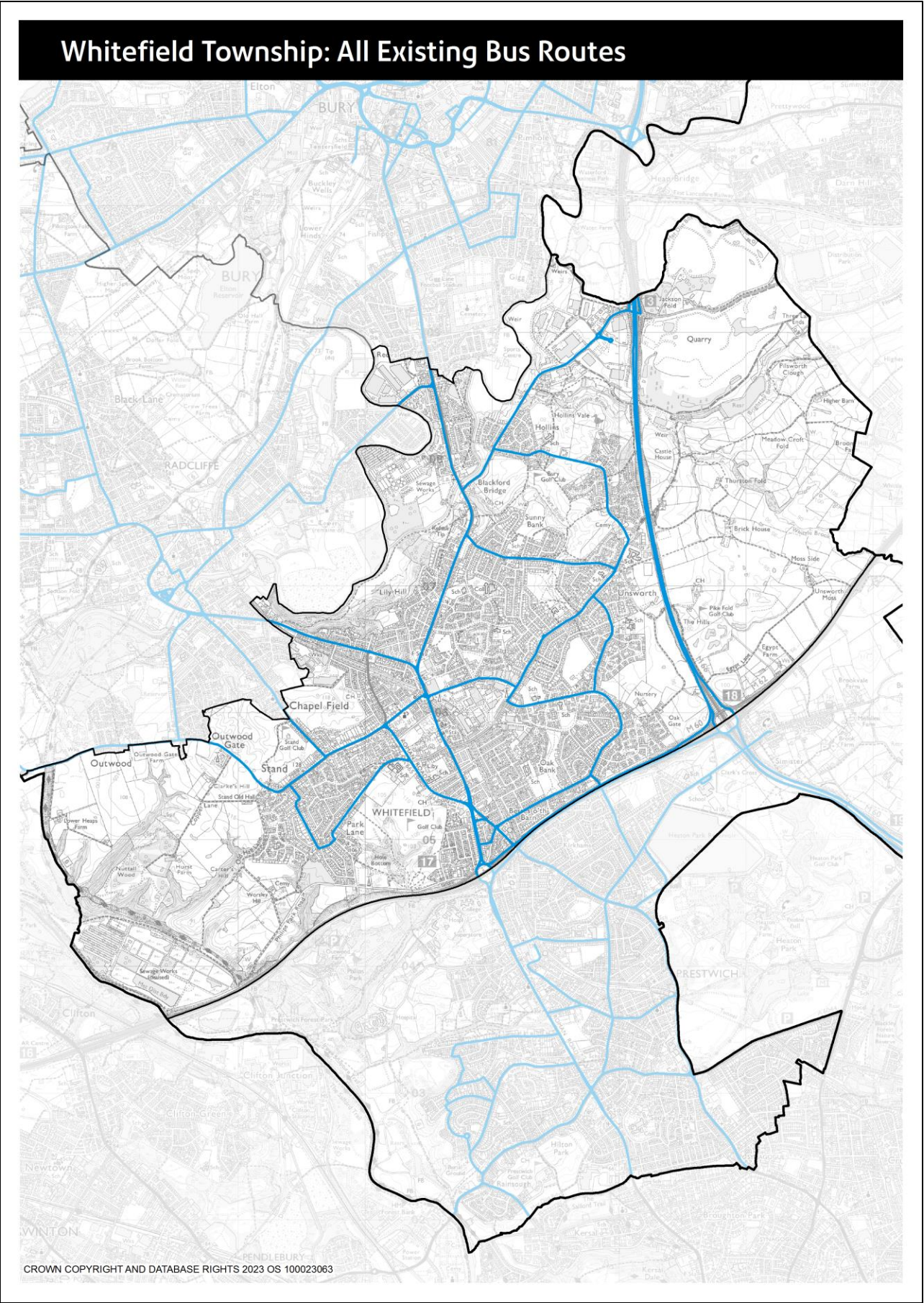
Bus

We will work with Transport for Greater Manchester to secure investment to improve bus services and bus infrastructure in Whitefield.

Across Greater Manchester, buses are being brought back under local control for the first time since they were de-regulated in 1986 under a system called franchising.

Franchised services started running in some parts of the Borough in September 2023, including in Whitefield, and the rest of the Borough's services will be franchised by March 2024.

The adjacent plan shows all existing bus routes in the Whitefield township. We will work with TfGM to identify where they need to be strengthened or additional services introduced.



Whitefield

What we propose to do:

Bus

The Greater Manchester's Bus Service Improvement Plan (BSIP), submitted to Government in October 2021, set out TfGM's aim to stabilise and then strengthen bus 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'.

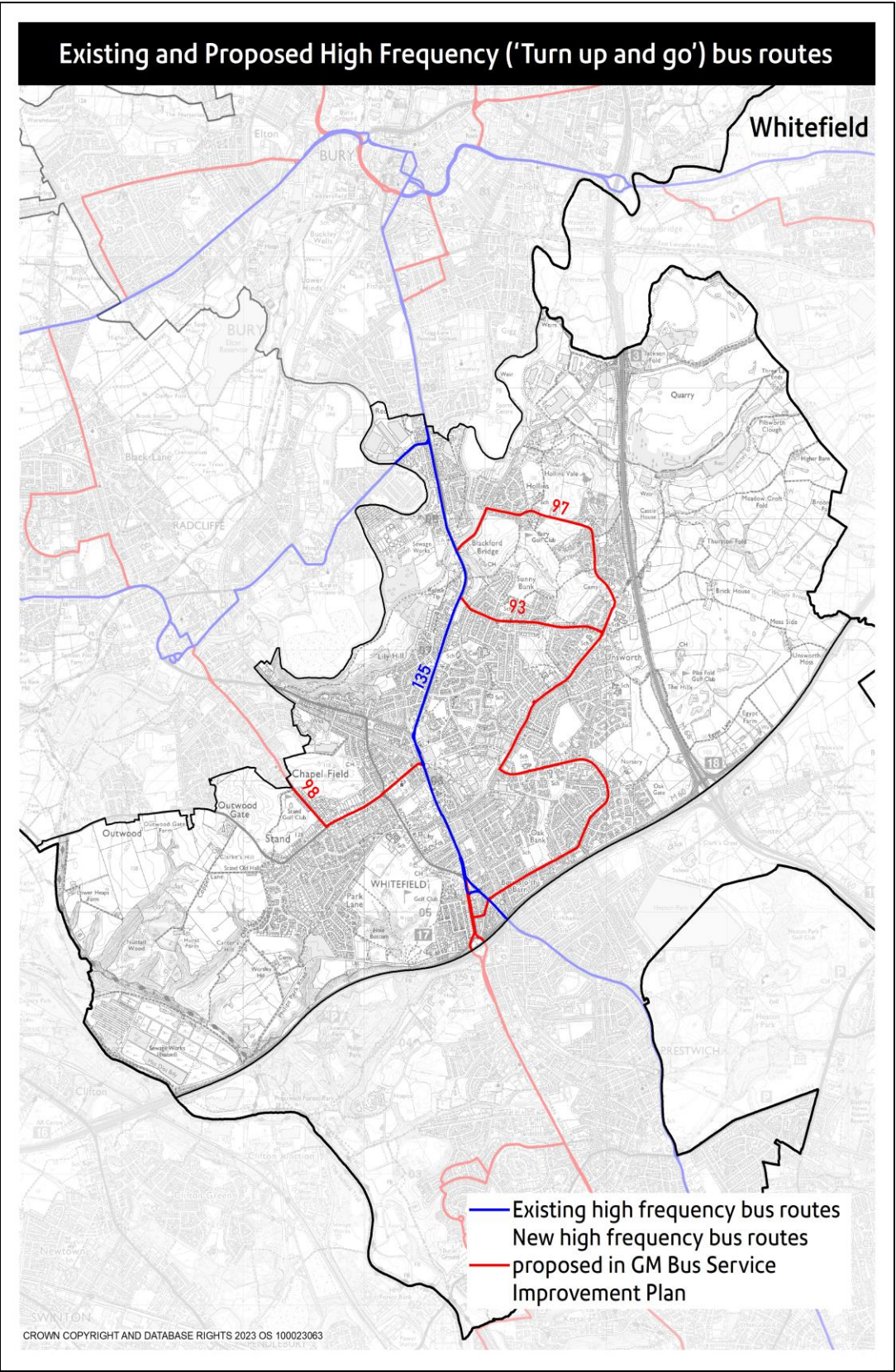
BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency bus network would run through the Whitefield township.

The table below shows all the services in the Borough that are part of Greater Manchester's proposed high frequency bus route network. A plan of all these routes and services can be found in the bus chapter.

As the adjacent map shows, several of the proposed high frequency network routes are in the Whitefield township. Some of the routes already benefit from a high frequency service (the blue routes on the map).

These proposed high frequency routes would be an enhancement of the existing service. They would not be the only bus services in Whitefield township.

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



Whitefield

What we proposed to do: Walking, Wheeling and Cycling

We would like to review the main walking, wheeling and cycling routes into and around Whitefield and identify interventions to bring the existing network up to current standards and expand the network with new infrastructure. We will seek funding to do this.

The A56 Bury New Road and the M60 motorway are both major barriers to walking and cycling in Whitefield in terms of crossing points, safety, noise and air pollution. There is some provision for cyclists on the A56, but this is not continuous, and the number of good crossing points is limited.

Proposals are being developed for a walking and cycling route under the M60 at Parrenthorn, and we will seek funding to deliver them.



Whitefield

What we propose to do: Highways

On highways, we propose to:

- Continue to work with National Highways to help deliver a £340m scheme for improvements to Junction 18 of the M60 to facilitate smoother flows of traffic along the connecting motorways.
- Deliver a programme of preventative maintenance treatment to stop further deterioration of the road surface such as patching, micro asphalt and surface dressing. Information on which roads will receive surface dressing each year is published on the Council's website.
- Continue the delivery of our Highways Investment Strategy to resurface roads that have gone beyond using any preventative treatment. Information on which roads will be treated each year is published on the Council's website.
- Continue the delivery of our street lighting replacement programme, replacing lighting columns that are coming to the end of their serviceable life and installing energy efficient LED lamps.
- Develop and implement a car parking strategy for Whitefield that addresses identified parking issues and meets the needs of the town's residents, businesses and visitors.
- Increase the number of publicly available EV chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land.



Whitefield

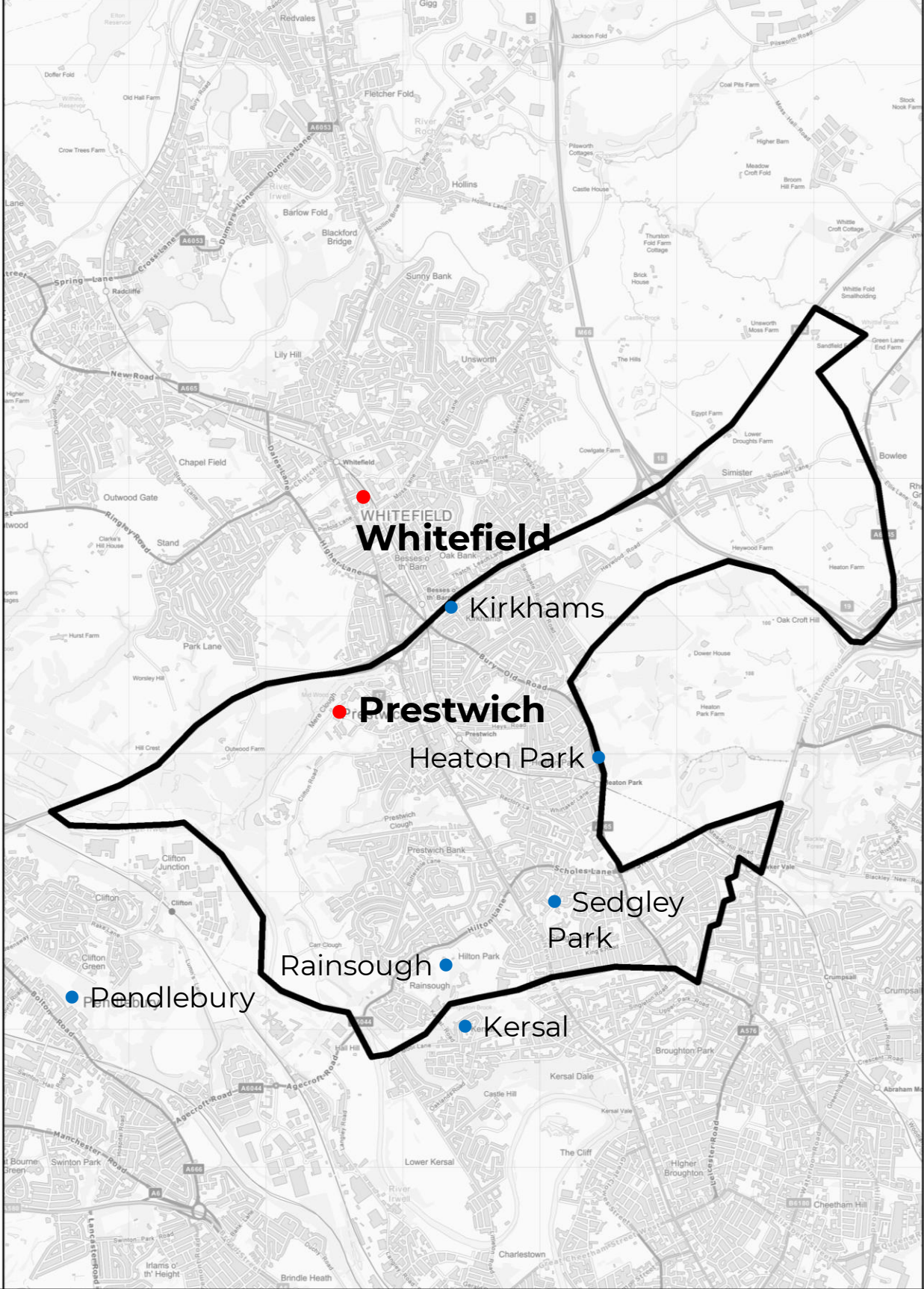
Summary Plan

We want to make sure that our Local Transport Strategy meets the needs of our residents, businesses and visitors. The adjacent table provides a summary of the key transport proposals that are currently being developed and implemented in Whitefield. These range from significant new infrastructure projects to on-going maintenance of existing infrastructure, which is important.

We will continue to work with our partner Transport for Greater Manchester and other key stakeholders to identify further opportunities for projects that will improve Whitefield’s transport network. This includes identifying funding opportunities that may arise from national and regional initiatives.

Summary of Key Transport Proposals for Whitefield Township
Metrolink
Improvements at Whitefield Metrolink Stop
Improvements at Besses O Th' Barn Metrolink Stop
Bus
Roll out of bus franchising
More high frequency bus routes including on the 135 (Bury to Manchester via Whitefield)
Walking, Wheeling and Cycling
Active travel improvements in Whitefield Town Centre
Bikeability cycle training
Implementation of School Streets where appropriate
Highways
Street lighting column replacement & LED lamp programme 2020-2024
Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI)
Develop a parking strategy for Whitefield to meet resident, business and visitor needs
Preventative highway maintenance
Highway Investment Strategy resurfacing programme

Appendix 1E: Prestwich



Township	Wards
Prestwich	Holyrood, St Mary's, Sedgley

Prestwich

Prestwich town centre is the focal point of the township, which also includes other significant areas such as Simister, Philips Park, Sedgley Park and Rainsough.

In general, Prestwich is a thriving town with independent bars, shops, restaurants and cafes and is home to more than 35,000 people. The local housing market is booming, with residents attracted by the green spaces, tram connectivity and local amenities. However, the town centre is currently out-dated with aged public buildings and large surface car parks.

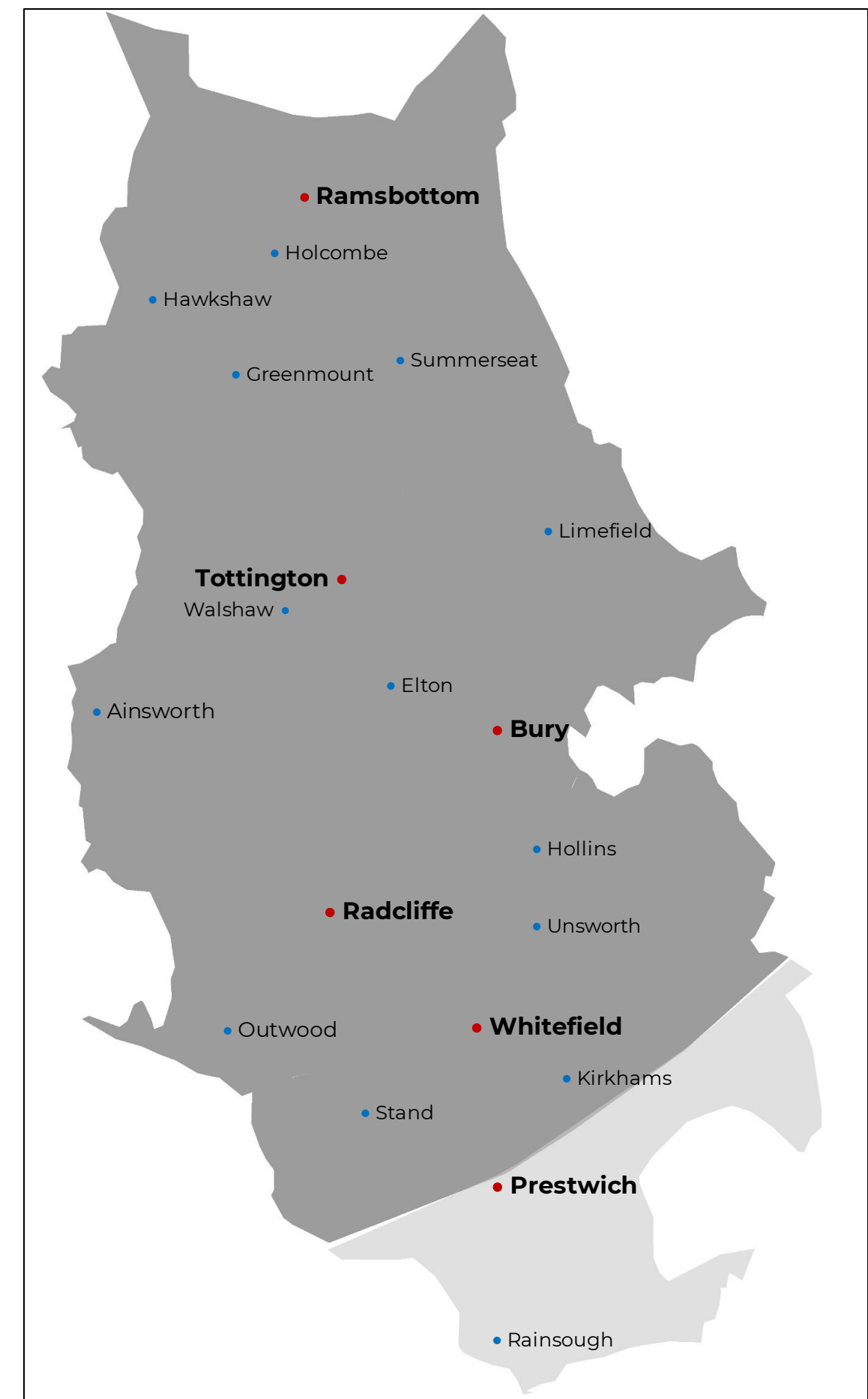
In recent years, the town has received major investment through the A56 Prestwich High Street Regeneration, which has resulted in significant improvements to the environment for all users of Prestwich and has helped attract further investment into the centre.

In July 2009, a *Town Centre Development Strategy: Love Prestwich Village* was adopted which aimed to strengthen Prestwich as a community hub and support revitalised shopping and leisure facilities in the town.

Following Bury Council's purchase of the Longfield Centre, the Council and Muse have entered into a joint venture to create a new beating heart for Prestwich Village and work is underway to shape the proposals. The ambition of this partnership is to create new spaces to help people and businesses thrive, with a mix of high-quality homes and family-friendly spaces, as well as a new community hub that promotes health and wellbeing.

The Council is committed to these regeneration plans which will redevelop the 1970s Longfield Shopping Centre into a modern public services hub, support sustainable modes of transport, such as walking, cycling, include provision of electric vehicle chargers alongside the provision of traditional car-parking capacity, and provide around 230 new homes.

As part of the new centre, there is also potential to develop creative workspace, using the soft-infrastructure and connectivity as key attractors for start-up and small businesses, and to create flexible outdoor spaces to support community activities and enhance the environment.



Prestwich Town Centre Masterplan

Your Prestwich is an ambitious £100m+ project that will transform Prestwich Village and affirm Prestwich as one of the best places to live in the north-west. The draft masterplan plan shows some early thoughts for regenerating Prestwich Village and includes:

A Community Hub

- Promoting health and wellbeing and providing opportunities for a new library, spaces for community events, clubs, art and culture, and the provision of key local services.
- An opportunity for a new Prestwich Health Centre, subject to discussions with the NHS.

A people-first place

- Moving parking out of the village core and into a travel hub off Fairfax Road, which would include disabled parking spaces, electric vehicle charging points, cycle storage and parcel lockers. The proposed travel hub location is designed to help reduce traffic along Rectory Lane and provide more space for pedestrians and cyclists, supporting wider plans to promote active travel across Prestwich with connections to local walking and cycling routes, and easy access to frequent tram and bus services.
- Pedestrian friendly safe crossing spaces and residential streets.

Homes for all

- A mix of homes to help meet the fast-rising demand for quality housing in the village, from affordable homes, to first-time buyers, growing families and downsizers.

Outdoor and green spaces

- Green spaces throughout, with the opportunity to connect surrounding green spaces, such as Prestwich Clough, Prestwich Forest Park and Heaton Park, to the village centre.

A sense of arrival

- An opportunity to introduce landscaping which connects with the green spaces in the village.

Village Square

- A new village heart with family-friendly, social places to meet.

Spaces for independent businesses

- Complementing the high street with new spaces for independent businesses and a diverse retail, leisure and food and drink offer.



Prestwich Transport Issues

Prestwich is served by the Metrolink and highway routes that pass north to south between Bury town centre and Manchester. There are bus connections to Manchester, Bury and Salford.

A56 Bury New Road performs the important strategic role of allowing vehicular access between Manchester city centre, the M60 orbital motorway and the north of Greater Manchester.

Prestwich has a compact centre meaning that amenities are within short walking distances of each other.

Although some parts of Prestwich have good road and public transport connections, there are some areas such as Simister and Rainsough/Carr Clough, where connectivity is poor and public transport is limited, with bus services having declined over recent years. Heywood Old Road has also seen a significant reduction in bus services over recent years.

The A56 Bury New Road and the A576 Bury Old Road are also very busy, being main routes into Manchester city centre and providing direct access to the motorway network. As such, they suffer from congestion and delay, particularly if there is an incident on the motorway.

These and the other transport issues that are summarised on the next page all need to be addressed if we are to provide Prestwich with a genuinely integrated transport network and to ensure that key development opportunities can be realised.



Summary of transport issues in Prestwich

- The link between Prestwich Metrolink stop and the wider town centre is unattractive.
- Wayfinding and legibility around Prestwich Village to key destinations in the town is poor and in need of improvement.
- There is some cycle provision along the A56 through Prestwich Village in the form of on road advisory cycling lanes. This is not reflected across the rest of the town.
- The M60 causes severance for pedestrians and cyclists and M60 Junction 17 is intimidating for those on foot or travelling by bike.
- Whittaker Lane can be difficult for buses to negotiate due to its narrow width in part and vehicles parking on-street.
- There is a poor sense of arrival at both Prestwich and Heaton Park Metrolink stops.
- Both Prestwich and Heaton Park Metrolink stops are in need of refurbishment and modernisation to improve safety, provide disabled access and a better quality of design.
- Bowker Vale Metrolink Stop is in need of improvement to address issues such as poor lighting and the length of the path between the Metrolink platform and Windsor Road.
- Connectivity from the outer parts of the Prestwich township such as Simister and Rainsough/Carr Clough is poor with these areas having experienced significant reductions in bus services over recent years.
- The A56 Bury New Road and the A576 Bury Old Road are very busy main roads and often experience congestion and delay, particularly if there is an incident on the motorway.

Prestwich

What we have done

This Transport Strategy identifies the investment priorities that we will focus on to improve transport throughout the Borough. But we are not starting from scratch. Bury is one of the ten local authority areas in Greater Manchester already working to deliver the Greater Manchester 2040 Transport Strategy in partnership with Transport for Greater Manchester the other nine local authorities. This means that we are working towards the ambition for half of all journeys in Greater Manchester to be made by public transport, walking, wheeling or cycling by 2040. This is called the ‘*Right Mix*’ target. Our Local Transport Strategy will provide more detail on what this means for the Borough and what our local priorities are. Having a Local Transport Strategy will put us in a stronger position to attract the funding we need 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.

What we and our partners have already done ...

- **On bus:** TfGM has introduced cheaper bus fares and capped them at maximum rates.
- **On cycling and walking:** TfGM has installed cycle parking stands at Prestwich and Heaton Park tram stops.
- **On highways maintenance:** over the last two years we have spent approximately £800,000 on resurfacing roads in Prestwich at locations shown in the adjacent table.
- **On preventative highways maintenance:** we have invested an additional £295,000 on preventative highway maintenance.
- **On road safety:** we have provided Bikeability training to children in years 5, 6 and 7.
- **On electric vehicles:** we have introduced an e-car club at the Fairfax Road car park in Prestwich in partnership with TfGM and Enterprise as part of a pilot project. 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 or choose not to own a car.



Road Name	Extent of road resurfaced
Park Road	Sheepfoot Lane - Castle Hill Road
Sandgate Road	M60 Bridge - Mount Road
Sheepfoot Lane	Junction of Middleton Road - Approx 145m West
Glebelands Road	Full Length and Roundabout
Sandy Meade	Butterstile Road to bend
Ravensway	From Bury Old Road - No.11
Hastings Road	Full Length
Heywood Road	Hampden Road to Scholes Lane
Hillcrest Road	Full Length



Prestwich

What we propose to do: Metrolink

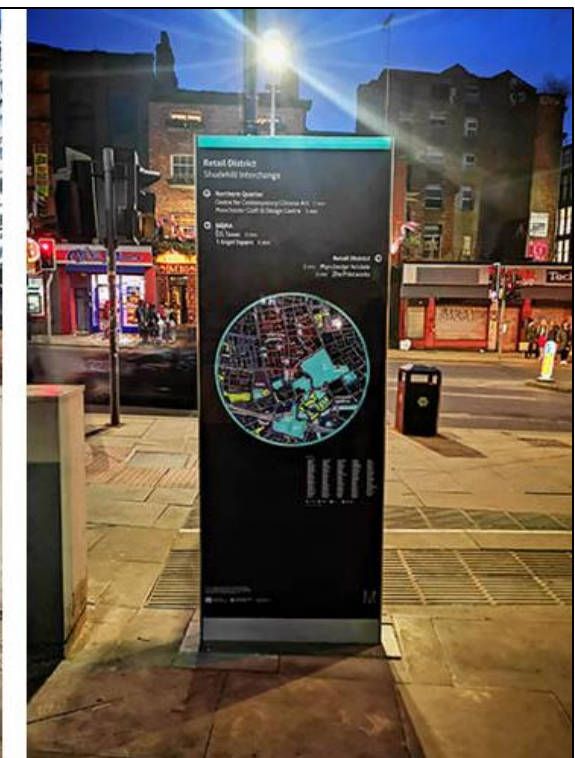
In partnership with TfGM, we will seek to make significant improvements to existing Metrolink stops in line with the investment priorities contained in this Strategy. As part of this:

At Prestwich Metrolink Stop we will seek to:

- Provide better crossing facilities to make it safer for pedestrians and cyclists to get to the tram stop.
- Refurbish and modernise the tram stop.
- Enhance wayfinding from the Metrolink stop around Prestwich village to key destinations in the town centre.

At Heaton Park Metrolink Stop we will seek to:

- Refurbish and modernise the tram stop.
- Provide better crossing facilities to make it safer for pedestrians and cyclists to get to the tram stop.
- Improve access onto the platform for users with mobility impairments. Improving access onto the platform would also help to increase passenger throughflow when events are taking place at Heaton Park.
- Install a cycle hub at the Metrolink stop to support users travelling by bike.



Prestwich

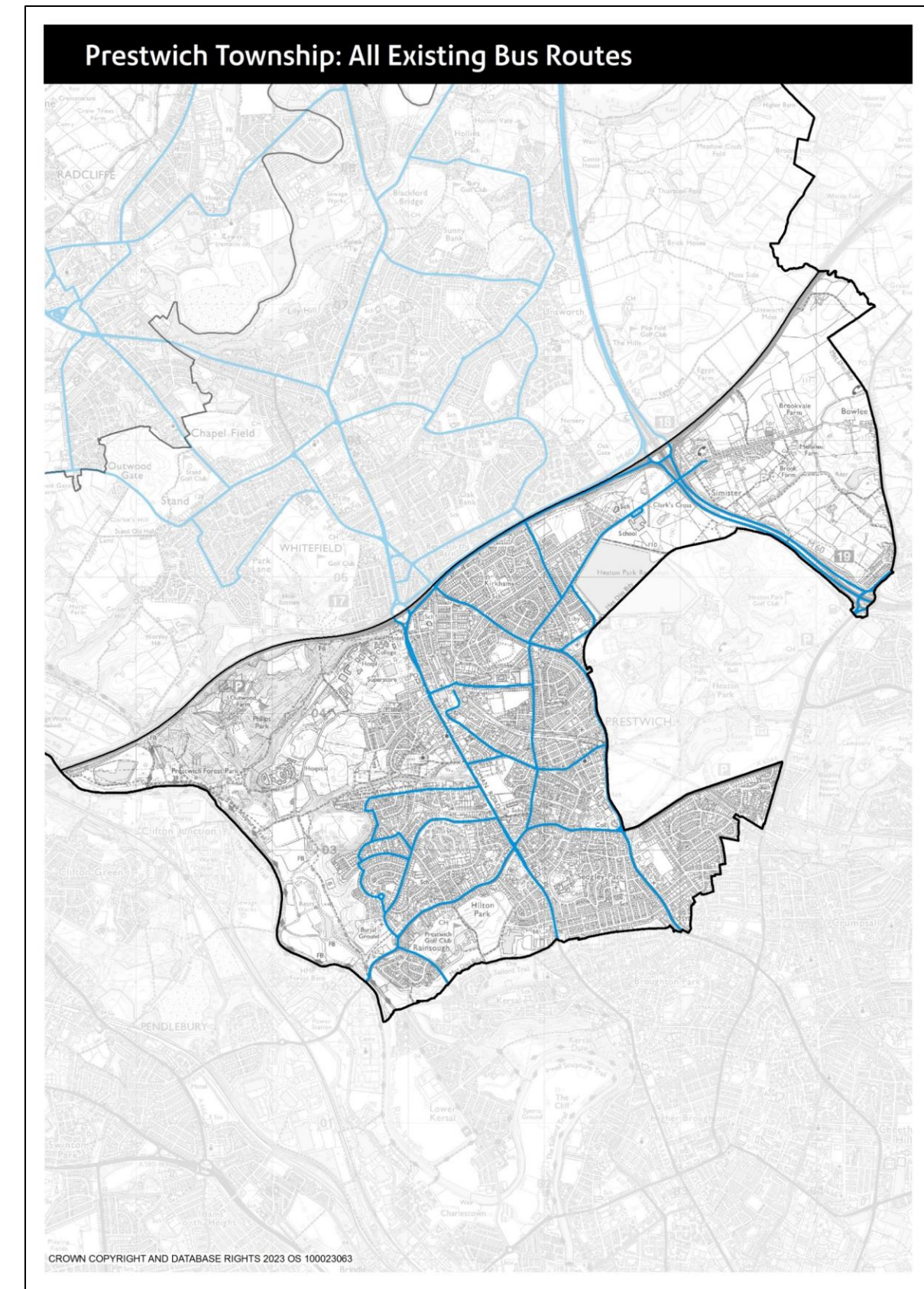
What we proposed to do: Bus

We will work with Transport for Greater Manchester to secure investment to improve bus services and bus infrastructure in Prestwich.

Across Greater Manchester, buses are being brought back under local control for the first time since they were de-regulated in 1986 under a system called franchising.

Franchised services started running in some parts of the Borough in September 2023 and the rest of the Borough's services will be franchised by March 2024.

The adjacent plan shows all existing bus routes in the Prestwich township. We will work with TfGM to identify where they need to be strengthened or additional services introduced.



Prestwich

What we propose to do:

Bus

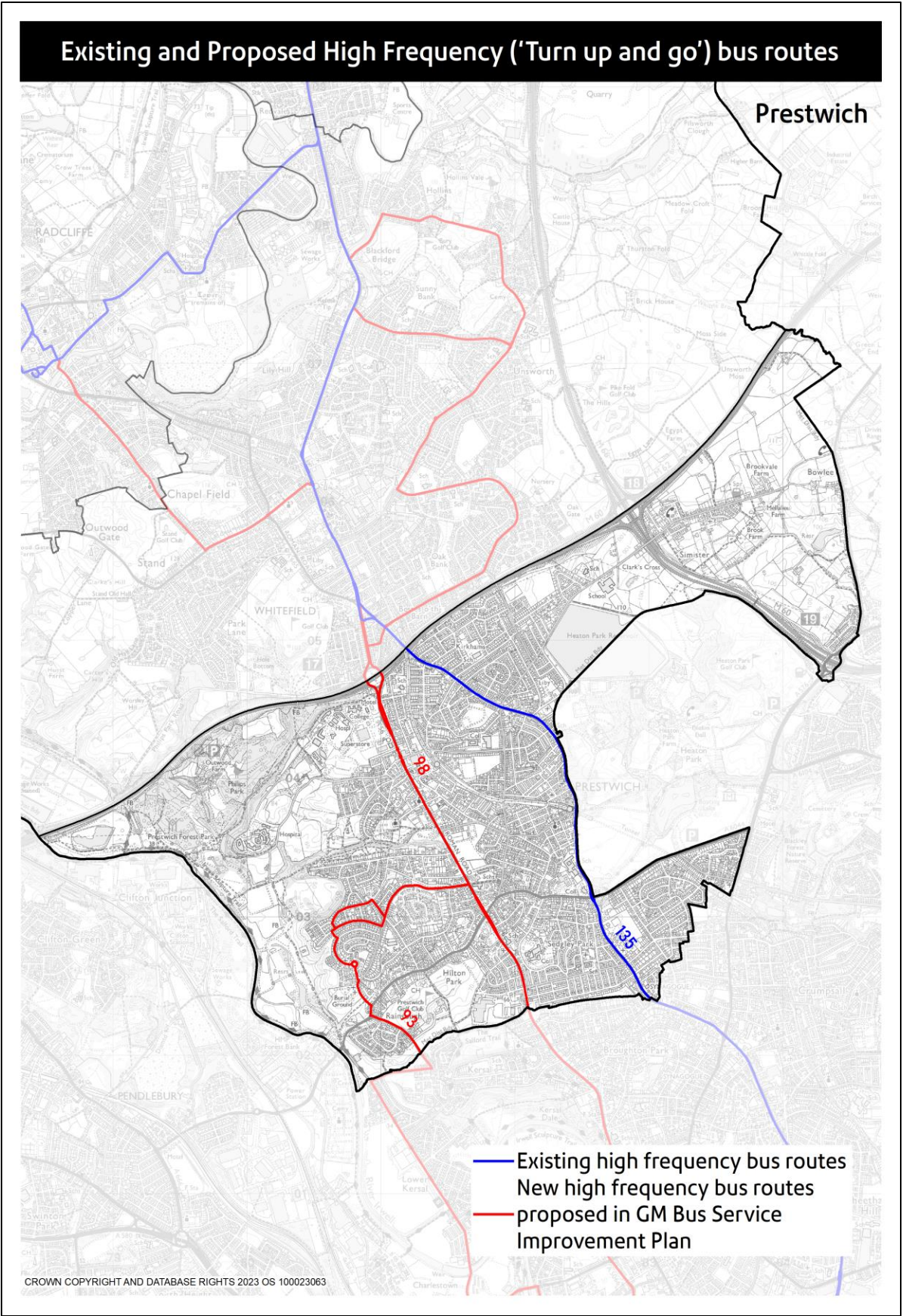
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474	Bury - Ramsbottom circulars
467	Rochdale - Daniel Fold - Bamford - Bury
468	Rochdale - Greave - Bamford - Jericho - Bury
*	Indicates an existing high frequency service



Prestwich

What we propose to do: Walking, Wheeling and Cycling

The A56 and M60 present significant barriers to walking and cycling in respect of crossings, safety, noise and air pollution. Whilst in recent years pedestrian crossings on Prestwich High Street have been improved there is still more that can be done. The proposed redevelopment of the Longfield centre may offer further opportunities to improve the walking and cycling environment. Funding will be sought to deliver improvements.

Using funding from our 2021/22 Active Travel Capability funding award, we commissioned a review of the main walking, wheeling and cycling routes into Prestwich town centre from surrounding residential areas. The starting point for the review was the Bee Network proposed by Transport for Greater Manchester in 2019 and revised in the 2020 Greater Manchester Local Cycling and Walking Investment Plan, supplemented by additional local knowledge. The review will result in a revised route network and will identify interventions needed to bring the existing network to current design standards as well as new routes.

Proposals are also being developed for a walking and cycling route under the M60 at Parrenthorn, and we will seek funding to deliver them.



Prestwich

What we propose to do: Highways

On highways, we propose to:

- Continue to work with National Highways to help deliver improvements to Junction 18 of the M60 to facilitate smoother flows of traffic along the connecting motorways.
- Deliver a programme of preventative maintenance treatment to stop further deterioration of the road surface such as patching, micro asphalt and surface dressing. Information on which roads will receive surface dressing each year is published on the Council's website.
- Continue the delivery of our Highways Investment Strategy to resurface roads that have gone beyond using any preventative treatment. Information on which roads will be treated each year is published on the Council's website.
- Continue the delivery of our street lighting replacement programme, replacing lighting columns that are coming to the end of their serviceable life and installing energy efficient LED lamps.
- Implement safer routes to schools/school streets initiatives at Sedgley Park Primary.
- Implement a 20mph zone and traffic calming measures in the Park Road and Windsor Road areas.
- Increase the number of publicly available chargers, working a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council land.



Prestwich

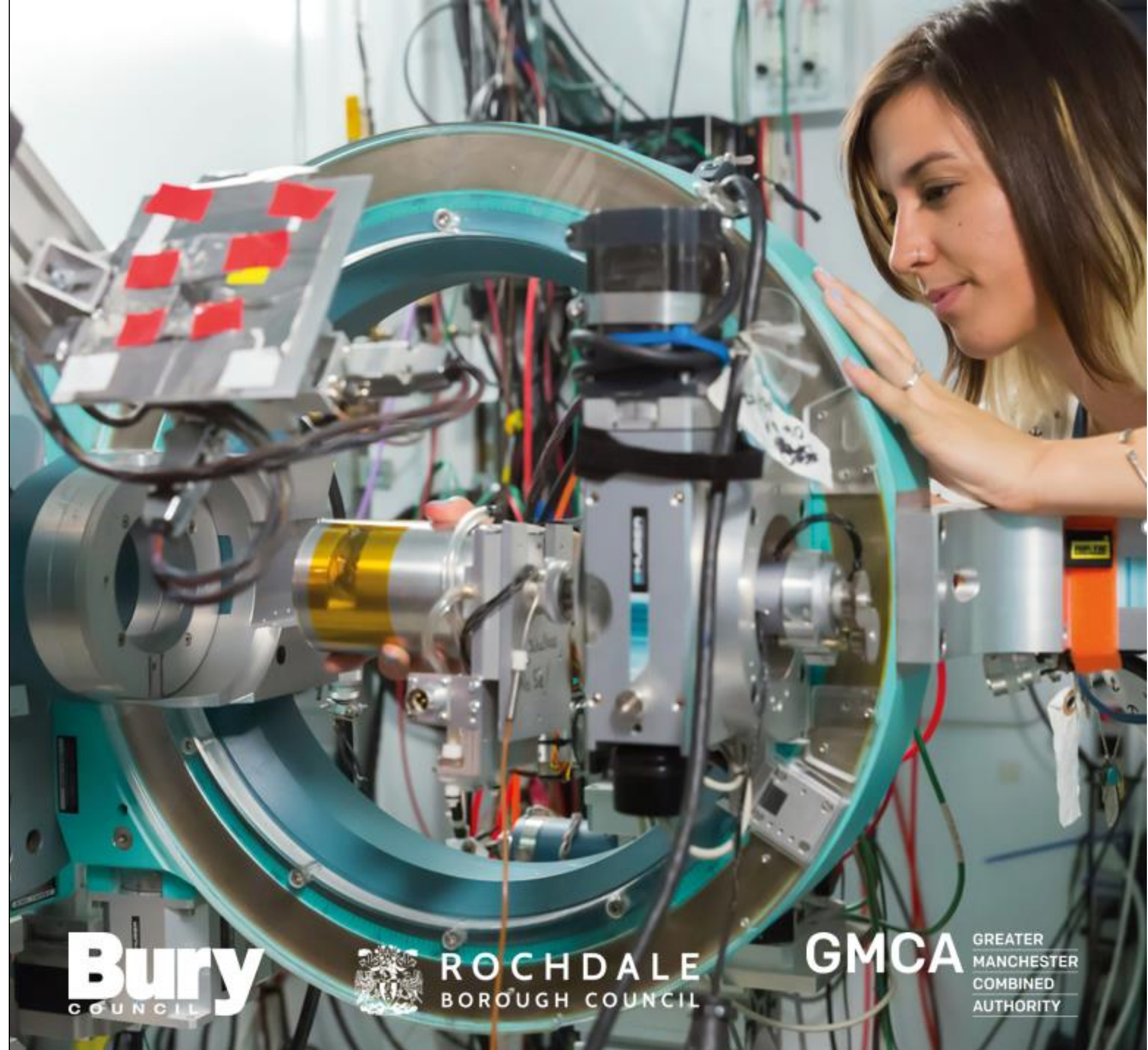
Summary Plan

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Summary of Key Transport Proposals for Prestwich Township
Metrolink
Improvements at Prestwich Metrolink Stop
Improvements at Heaton Park Metrolink Stop
Bus
Roll out of bus franchising
More high frequency bus routes including on the 93 &97 (Bury to Manchester via Prestwich)
Walking, Wheeling and Cycling
Active travel improvements in Prestwich Town Centre
Bikeability cycle training
Implementation of School Streets where appropriate
Highways
Street lighting column replacement & LED lamp programme 2020-2024
Expansion of publicly available Electric Vehicle Charging Infrastructure (EVCI)
Preventative highway maintenance
Highway Investment Strategy resurfacing programme
Develop a parking strategy for Prestwich to meet resident, business and visitor needs

Appendix 2: STRATEGIC SITES



Bury
COUNCIL



ROCHDALE
BOROUGH COUNCIL

GMCA
GREATER
MANCHESTER
COMBINED
AUTHORITY

Appendix 2A:

Atom Valley – Northern Gateway

Greater Manchester's ambition is to deliver sustainable and inclusive growth to address issues of deprivation, worklessness and inequalities in employment opportunities.

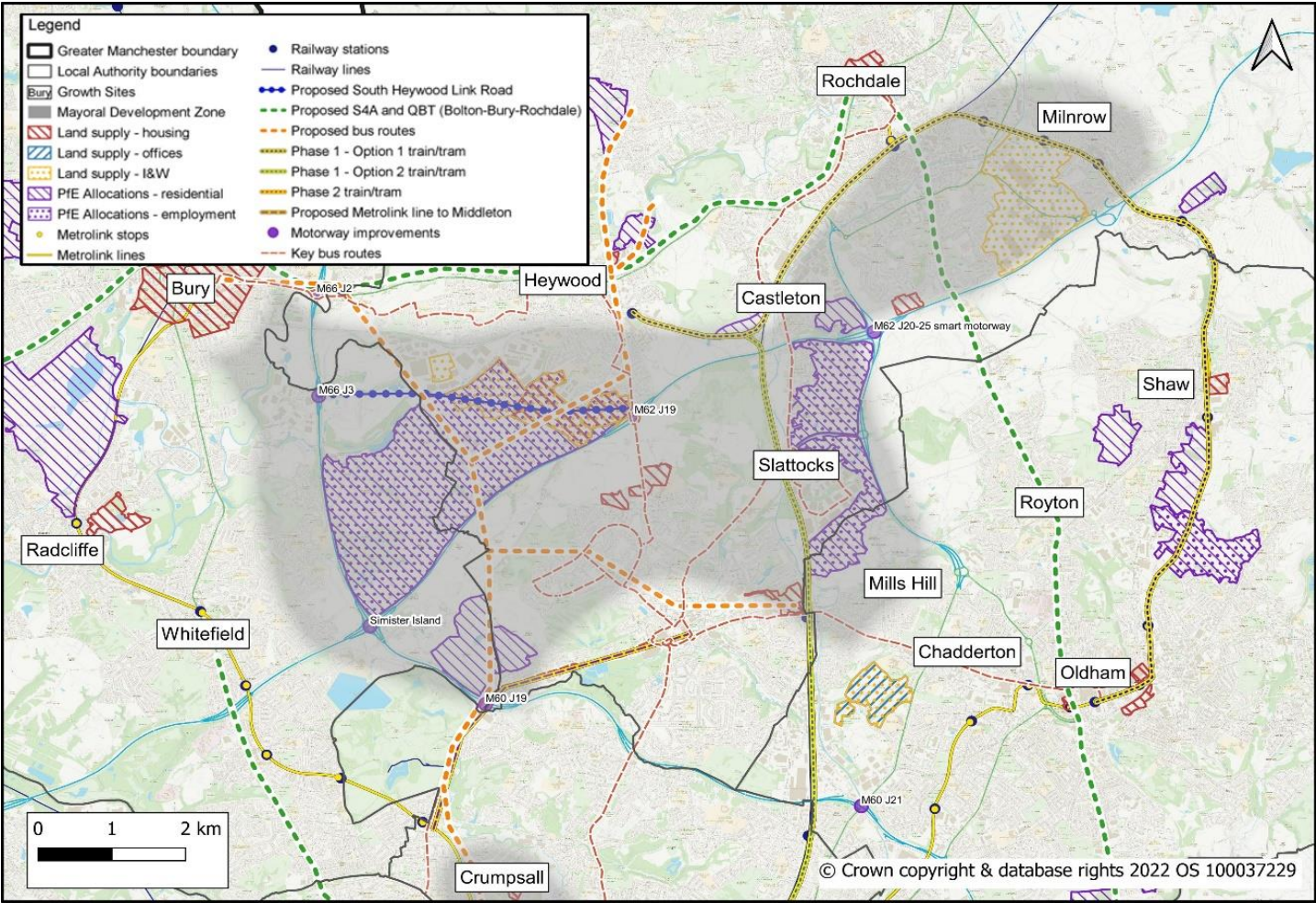
This is a particular issue in the north of the conurbation and there are aspirations to address the economic imbalance that exists within Greater Manchester.

The wider Greater Manchester Strategy seeks to grow the economy and identifies a number of Growth Locations to help achieve this. One of these is the North-East Growth Location, which transcends across Bury, Rochdale and Oldham. The area has been branded as *Atom Valley*.

The growth opportunities within Atom Valley are of regional and national significance and the area has been given added status within Greater Manchester as a Mayoral Development Zone (MDZ).

The Atom Valley MDZ has been created to articulate the importance of bringing the sites forward in a sustainable manner such that it delivers the ambition to secure inclusive growth, thereby benefiting existing residents, which will then benefit the wider Atom Valley Growth Location, the wider conurbation and beyond.

Atom Valley comprises three key sites: Northern Gateway (the largest of the sites); Stakehill; and Kingsway. Together, these three sites propose to deliver 20,000 new jobs and 7,000 new homes.



Places for Everyone

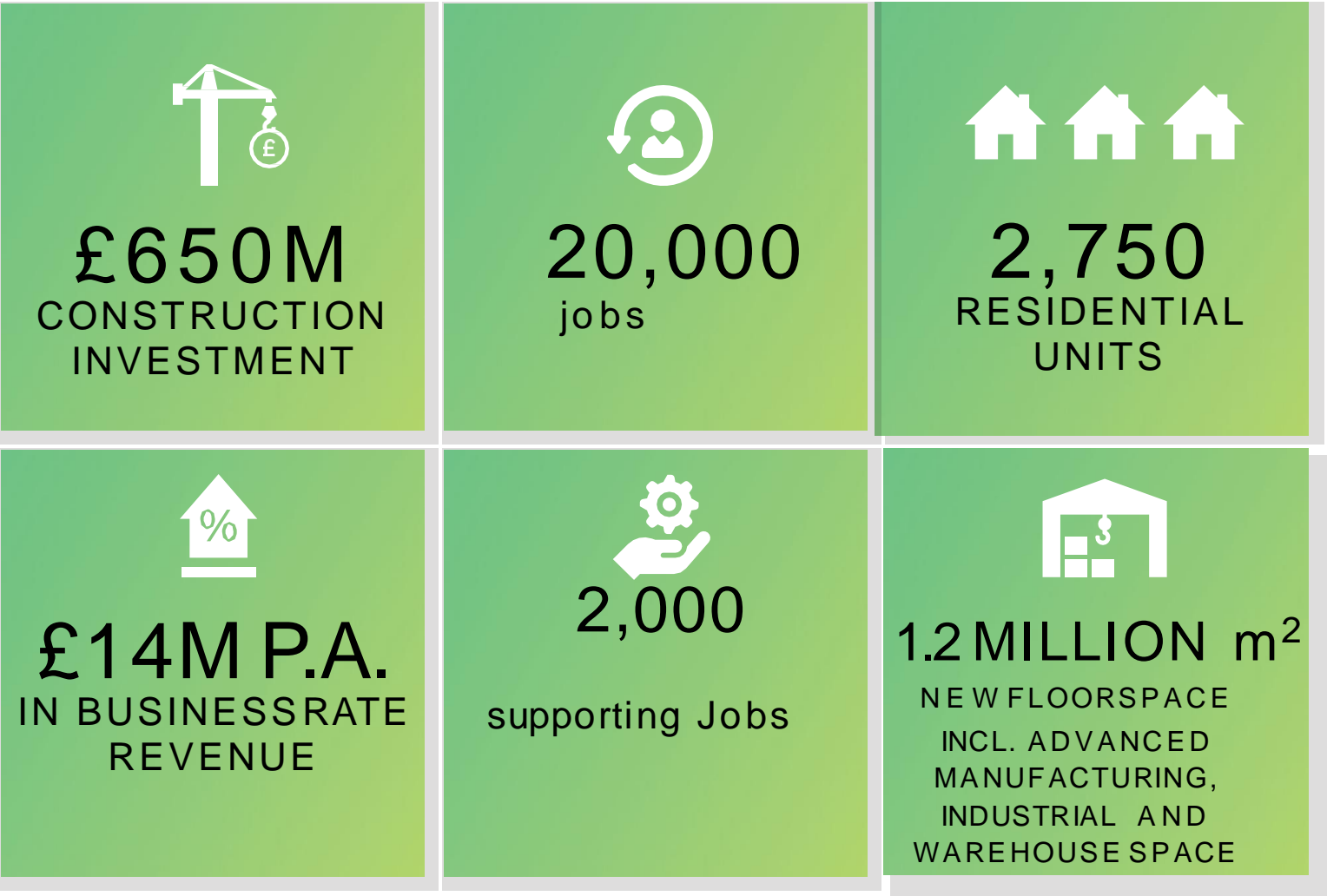
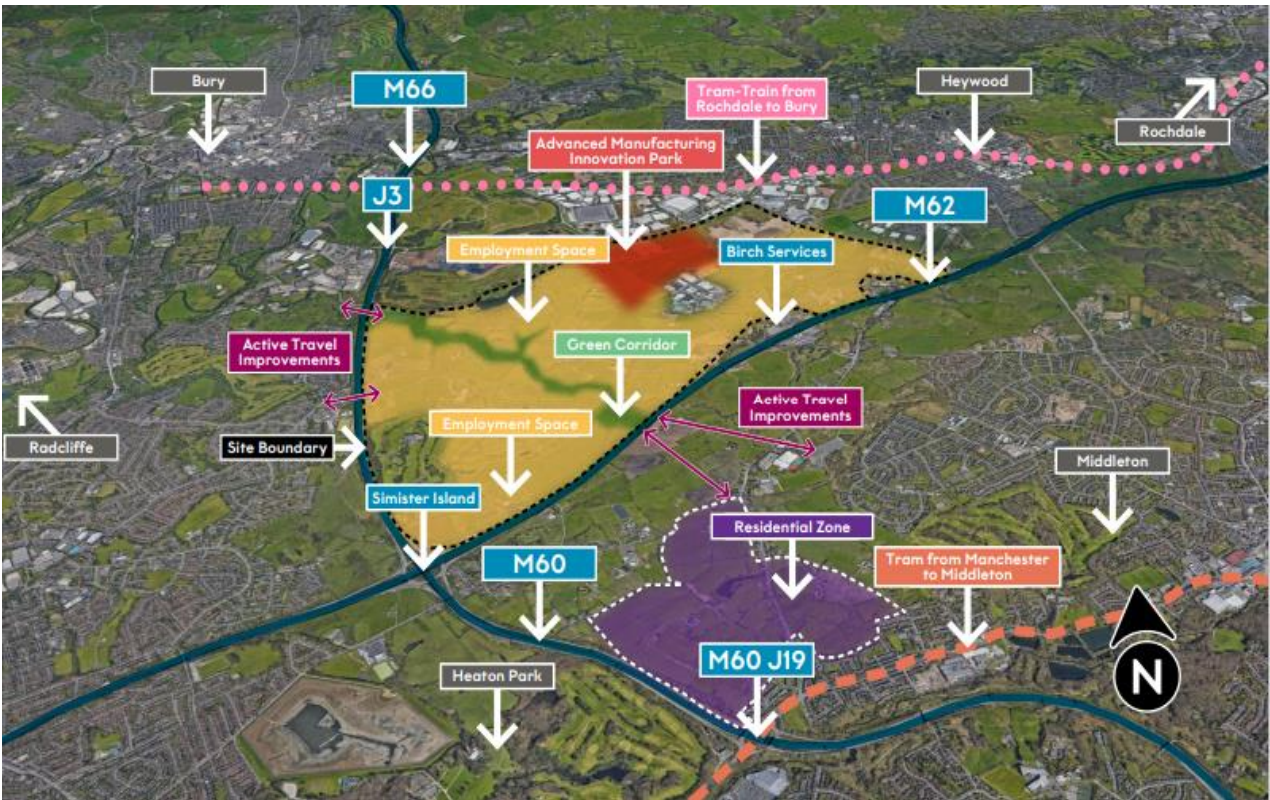
Northern Gateway

Northern Gateway is the most significant proposal in the north of the Greater Manchester conurbation and is Bury’s largest strategic allocation in the Places for Everyone Plan.

The site is positioned in a strategically important intersection around the M60, M62 and M66 motorways. It represents a highly accessible opportunity for growth in Greater Manchester, with wider potential benefits on a regional and national level.

The area is made up of two key allocations which fall within Bury and Rochdale and will deliver around 1.2M square metres of employment land and around 2,750 new homes (of which 1,550 are in Bury) .

A key priority for Bury Council is to ensure that Bury residents can access Northern Gateway and the potential new jobs.



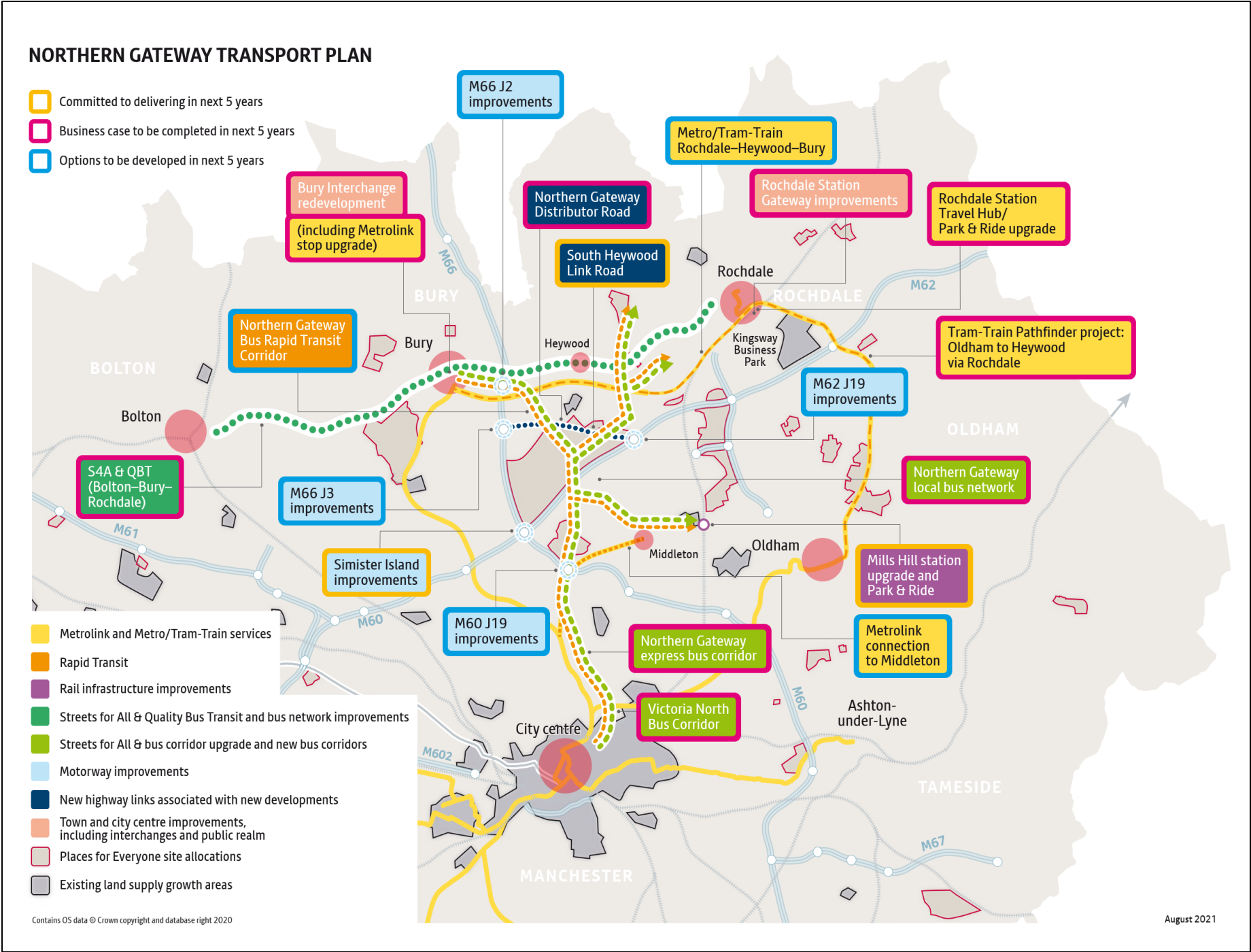
Draft Northern Gateway Transport Plan

A more detailed Northern Gateway Transport Strategy will support the site as it moves forward, and this will provide more information around the key strategic transport interventions that are proposed to support this important site.

Key Proposals:

- Major investment on the motorways at M62 and M66 (Junctions 2 and 3).
- Light rail links between Bury and Rochdale, which could be linked into the site via other transport connections.
- New and amended bus services in and around the site including potential fixed track options.
- Active travel routes to facilitate cycling and walking to and within the site.
- Improvements to the existing local highway network.
- Potential Tram-Train link tram-train link between Oldham, Kingsway Business Park, Rochdale, Heywood, Northern Gateway and Bury.

Key schemes from the Transport Strategy are reflected in the adjacent map and interventions that affect Bury Council have been included within this Local Transport Strategy, including junction improvements for the M66.



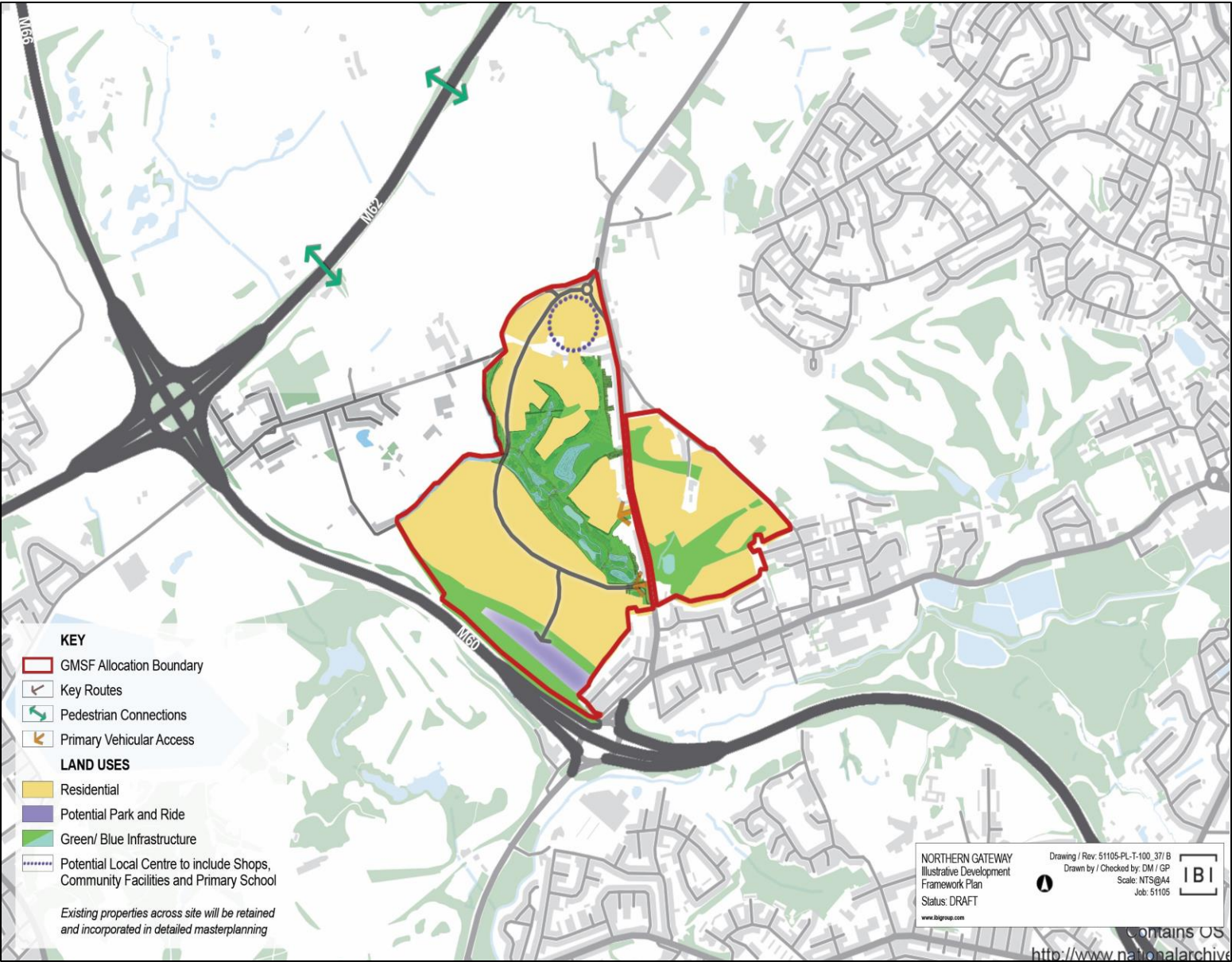
Appendix 2B: Places for Everyone

Simister/Bowlee

Simister/Bowlee has been identified as a significant site for housing delivery in the *Places for Everyone* Plan.

The proposed development at Simister/Bowlee will deliver:

- Approximately 1,550 homes – 1,350 homes will be in Bury and a further 200 will be in Rochdale.
- Provide a range of house types and sizes, including a significant amount of much needed affordable homes and specialist accommodation.
- New transport infrastructure, including highways interventions on both the SRN and the local highway network, public transport and active travel routes.
- A local centre with convenience shopping and health facilities.
- Educational facilities, with a new primary schools incorporated within the development.
- Recreational facilities including new high quality, multifunctional green and blue infrastructure.



Appendix 2C: Places for Everyone

Elton Reservoir

Elton Reservoir has been identified as a significant site for housing delivery in the *Places for Everyone* Plan.

The proposed development at Elton Reservoir will deliver:

- Approximately 3,500 homes – providing a range of house types and sizes, including a significant amount of much needed affordable homes and specialist accommodation.
- Substantial new transport infrastructure, including new significant highways infrastructure and a new Metrolink stop.
- A local centre with convenience shopping and health facilities.
- Educational facilities, with two new primary schools incorporated within the development.
- Recreational facilities, including a country park that will provide improved access in and around the reservoir.



Appendix 2D: Places for Everyone

Walshaw

Walshaw has been identified as a significant site for housing delivery in the *Places for Everyone* Plan.

The proposed development at Walshaw will deliver:

- Approximately 1,250 homes – providing a range of house types and sizes, including much needed affordable homes and specialist accommodation.
- New transport infrastructure, including new highways infrastructure, public transport and active travel routes.
- A local centre with convenience shopping and health facilities.
- Educational facilities, with one new primary school incorporated within the development.
- Recreational facilities including new high quality, multifunctional green and blue infrastructure.

