

Bury West Transport Framework

February 2026



Introducing Bury West

Bury West is situated between Tottington to the north and Radcliffe to the south, with Bury Town Centre located to the north-east. Bury West includes the Elton Reservoir and Walshaw strategic allocations, the neighbourhoods immediately around each site and the wider area.

The A58 provides a key strategic link through Bury West, connecting Bury Town Centre with Bolton to the west and Rochdale to the east, while Bury Road connects Radcliffe to the south with the A56 Manchester Road to the east, providing a key route between Bury town centre and Manchester to the south.

The overall goal is to create new sustainable communities within Bury West with high levels of internal walking, wheeling and cycling connectivity, provision of internal facilities and good public transport connections.

Bury West

- 31,000 residents
- 4750 new homes across two strategic sites
- 3.1% of residents in Bury West are unemployed
- 23.2% of households in Bury West have no access to a car or a van
- 7.8% of residents in Bury West commute to work by walking or cycling
- 41% of people in Bury West travel less than 10km to work
- Approx. 13,000 households currently in Bury West
- 53.6% of residents in Bury West travel to work by car
- 19.5% of Bury West residents have bad or very bad general health

Role of The Transport Framework

The Bury West area includes two major strategic housing sites: Elton Reservoir and Walshaw. Together, these developments are set to deliver thousands of new homes, alongside schools, local retail and community facilities and a range of transport and active travel infrastructure, creating a significant opportunity to shape sustainable growth across Bury.

The Bury West Transport Framework presents our transport vision for the Elton Reservoir and Walshaw development sites. It sets out the infrastructure and services needed to unlock their full potential and provides a clear delivery plan to support sustainable and inclusive growth.

The framework highlights key challenges and opportunities associated with the development sites and will shape how people travel in this area. It aligns with the Bury Local Transport Strategy and the emerging Greater Manchester Transport Strategy 2050, ensuring that new communities are well-connected, accessible, and resilient.

The framework will support sound decision making through the planning process and will be used alongside Supplementary Planning Documents to inform decisions on development applications.

The framework is an important tool in making the case for investment and securing the funding needed to deliver the required transport infrastructure.

Places for Everyone

The adopted Places for Everyone (PfE) Joint Development Plan allocates two major strategic housing sites within Bury: Elton Reservoir and Walshaw. Together, these developments are set to deliver thousands of new homes across the borough.

PfE requires both allocations to be in accordance with a comprehensive masterplan that has been approved by Bury Council, and to include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development.

The Elton Reservoir and Walshaw Development Framework Documents and the accompanying Infrastructure Delivery and Phasing Strategies (IDPS) fulfil these requirements.

The timing of the individual phases of the developments will be dependent on a variety of factors, including availability of funding for key infrastructure such as the new Metrolink stop at Elton Reservoir and the uptake of homes and commercial space



Bury West Vision

Our vision is to create neighbourhoods for Elton and Walshaw where residents can access everyday facilities on foot, whilst staying well connected to high-quality services and jobs through convenient, direct and sustainable travel links. At Elton, proximity to new and existing tram stops along the canal corridor will provide an attractive, sustainable, sub-urban living opportunity.

- Every household will have access to a school, shop, community centre, hospitality venue, and pharmacy within 1km through safe, inclusive walking routes that encourage healthy and sustainable living.
- Accessible and secure cycling paths will connect all homes to key locations within 5km, including Metrolink stops, designed in accordance with GM's Streets for All guidelines.
- In Elton, increased land use density combined with innovative management of car access and parking along the canal corridor will foster a 'car-lite' environment, promote sustainable lifestyles, and lessen traffic pressure on nearby roads.
- Existing and new residents will enjoy frequent, reliable bus services linking them to major destinations, with adequate capacity during peak periods to offer a dependable and appealing alternative to car travel.
- 90% of residents within Bury West will be situated within 400m of a bus or Metrolink service running at least every 30 minutes on weekdays.
- The framework emphasises sustainable travel consistent with Streets for All design principles, while implementing

essential highway improvements to address significant impacts on the road network.

Elton Reservoir

Introducing Elton Reservoir

Elton Reservoir is a residential allocation which seeks to bring forward approximately 3,500 new homes and provide a diverse mix of house types and affordable housing provision alongside strategic highway and transport infrastructure, active travel facilities, schools, and local retail and community facilities, all of which would be set within public open space.

The delivery of around 3,500 homes will require the provision of significant levels of new and improved sustainable transport and highways infrastructure including:

- A new link road connecting Bolton and Bury Road (A58) in the north with Bury Road, Radcliffe in the south-east and with Spring Lane to the south
- Improved public transport connectivity including a new Metrolink stop with park and ride facilities at Warth Fold
- New and improved active travel routes
- Highways improvements including localised junction improvement works

The link road is a key element of the package of infrastructure supporting the full development of the site, given its role in providing access, facilitating public transport, supporting sustainable travel and improving overall connectivity for surrounding communities and across Bury West.

The scale and location of residential development within the allocation will be co-ordinated with the delivery of key and

strategic infrastructure, including the timely delivery of the link road.



The Transport Challenges

- Many new homes within the site will be outside of the 400m target catchment distance to a bus service, until services along the link road through the site can be delivered.

- Existing local bus services do not have sufficient capacity during peak hours to provide a dependable and attractive alternative to car travel.
- Parts of the existing local highway network already experience congestion, particularly during peak hours.
- The canal and the Metrolink line cause severance along the eastern edge of the site between secondary schools and existing bus routes.
- Access into the site for construction in the south - where most existing amenities are located - is constrained until the link road over the canal is delivered.
- Environmental constraints will need to be addressed to accommodate development and infrastructure requirements.
- Poor connectivity to nearby communities due to the absence of safe and dedicated active travel infrastructure.
- Large scale of the site necessitates a carefully planned and phased delivery of transport infrastructure over time.
- There are fewer existing local amenities to serve homes within the north of the site.

The Transport Opportunities

- Chance to embed and nurture sustainable travel behaviours from the outset to help achieve the transport vision for the site.
- Future Metrolink stop will significantly improve public transport provision, particularly for homes in the eastern section of the site and for existing communities within the wider Bury West area.

- The nearby amenities and existing tram stop in Radcliffe make sustainable transport a natural choice for journeys from the site's southern area.
- The link road will enable a new multi-modal route (including new bus services) serving both the new community and Bury West as a whole.
- Active travel links can be delivered through the site and into neighbouring communities offering more direct connections than driving. These can be integrated with the wider Bee Active network, creating seamless links for walking and cycling in Bury West.
- Existing paths within green infrastructure can be integrated with the site to promote sustainable travel and improve access to green space.
- Opportunities to retain and improve the National Cycle Route 6 and other PROW through the site.
- Delivery of the proposed transport upgrades can be aligned with the phased build out of the development.
- New and improved bus services including bus services to Bury Town Centre, Ramsbottom, Radcliffe, Whitefield and Bolton.

Existing Travel to Work Trips from the Local Area

2021 Census data was used to provide an understanding of the current mode share and the most common places that people travel to work across the Bury West area.

This forms the basis of understanding of how new residents at Elton Reservoir are likely to travel to work.

The data shows that a large majority of current trips to work are by car (including as a passenger). The distribution of trips shows the highest proportion of people travelling to within Bury district. A significant number of people are also travelling to Bolton, the regional centre in Manchester, Rochdale and Salford.

This data was used to help develop the transport vision for the site.

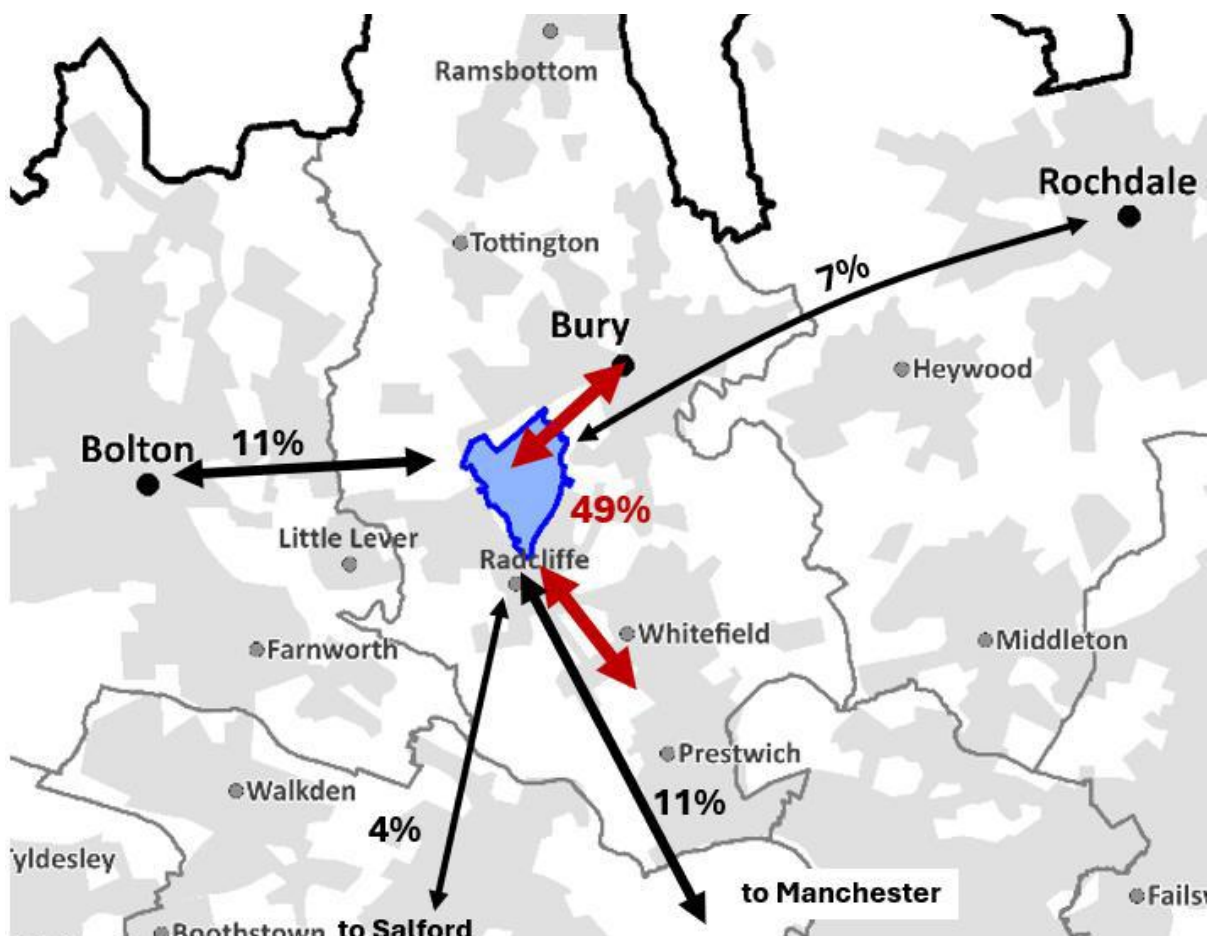
Trips to Work Mode Share (MSOA Bury 014)

Walking: 7%

Cycling: 2%

Public Transport: 8%

Driving: 83%



Beyond Commuting

To give an understanding of how new residents from the development are likely to travel for other everyday trips, such as for education and recreation or leisure trips, Greater Manchester Travel Diary Survey data, (locally adjusted using 2021 Census Travel to Work data) was used.

The data shows that travel choices are different for trips other than commuting to work, with a much larger share of trips made on foot for purposes other than commuting to work.

Education

Walking: 40%

Cycling: 2%

Public Transport: 7%

Driving: 51%

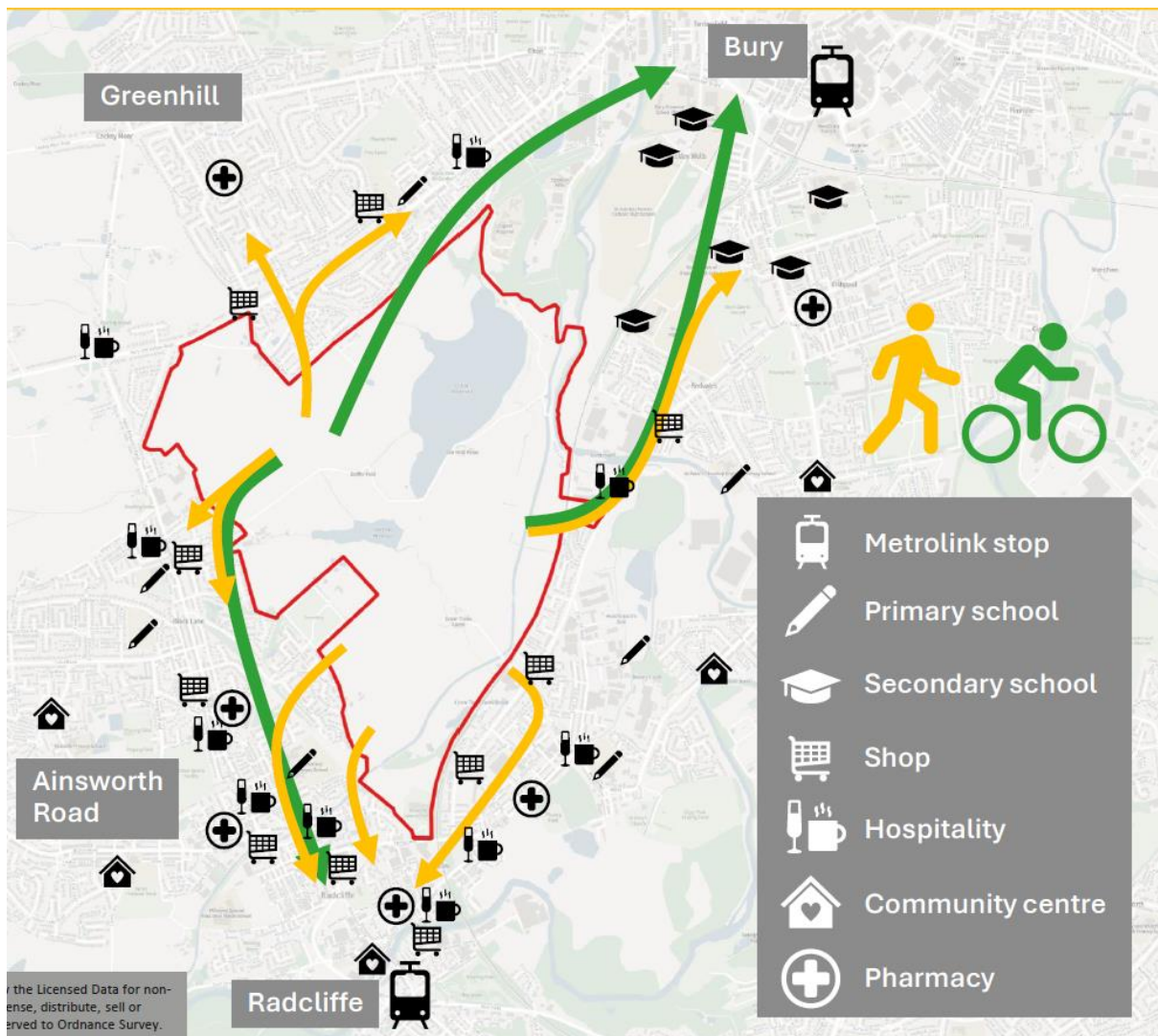
Other everyday trips

Walking: 26%

Cycling: 1%

Public Transport: 5%

Driving: 68%



Opportunities Around Radcliffe/Tram Stops

PfE policy sets a requirement for higher density around tram stops.

Higher density housing serves several useful purposes in a transport and development context:

Underlying person trip rates are on average approximately a third less per dwelling for higher density housing across the day.

The mode share for higher density housing is typically more skewed towards sustainable transport, meaning that external trips on the highway network are further reduced.

This is illustrated in Radcliffe where mode share for Lower Super Output Areas (LSOAs) within 800m of the tram stop have a sustainable transport mode share which is 10% higher than the wider Middle Super Output Area (MSOA) which includes Bury West.

Higher density development around the tram stop coupled with a higher uptake of sustainable transport modes (including tram) will support the business case for the new tram stop at Elton.

Setting a Transport Vision for Elton

At Elton, there is a key opportunity to promote sustainable suburban living in locations close to the existing Radcliffe Metrolink Stop and the proposed new Metrolink stop providing mixed-use, high-density development, overlooking the canal and parkland beyond, utilising land in a way which supports healthy living and access to everyday needs without the need to own a car.

The vision-led target percentages are calculated from an agreed baseline established jointly by Bury Council and TfGM. This baseline draws on multiple data sources, including Census 2021. **Developers should evidence a 10% mode shift from the car to sustainable modes (public transport / active travel) to support GM's Right Mix target of moving from 60% car trips to 50% car trips across the network by 2050.**

Vision Led Planning Target Across Site

- 5% walking increase of baseline mode share for non-commuting

- 50% cycling increase of baseline mode share for all purposes
- 50% public transport increase of baseline mode share for commuting and other
- 20% tram increase of baseline mode share for all purposes

Increase in modal share is measured relative to these baseline figures. For example, if the baseline cycling mode share is 2%, a 50% increase of the baseline would result in a 3% cycling mode share.

Vision Led Planning Target Canal Side

In addition to a more sustainable transport led baseline mode share in locations with higher density housing (within 800m of tram stops).

- 50% tram increase of baseline mode share for all purposes

Long Term Vision Led Planning Target Across Whole Site

- -10% driving decrease from baseline mode share for all purposes

The long-term, vision-led planning target for the entire site would be an absolute percentage change from the private vehicle mode share agreed baseline. For example, if the baseline share is 95%, we would expect this would decrease to 85% (a 10-percentage point reduction).

New Strategic Transport Opportunities

Strategic Link Road

A new multi-functional link road will provide access to the development and enable sustainable travel across the site including new bus services and associated bus stops to/through and within the site.

The link road will play an essential role in respect of public transport and active travel, providing a link between the Walshaw allocation and the existing Metrolink stop and park and ride facility at Radcliffe and the proposed new Metrolink stop and park and ride which will serve the allocation and the wider Bury West area.

Where possible, segregated pedestrian / cycle facilities will be provided along both sides for most sections of the link road to ensure high quality active travel through the site and to and from bus and Metrolink stops.

Beyond serving the development sites, the link road will improve overall connectivity across Bury West, easing congestion on key routes, enhancing access to public transport, and supporting sustainable travel for surrounding communities.

The link road will need to be connected at an appropriate time in the development programme to facilitate public transport and active travel through the site. However, early delivery of this road will facilitate development across the site so that it can come forward at pace.

New Strategic Transport Opportunities

Elton Reservoir Metrolink Stop

Located in the eastern part of the site at Warth Fold, this will be a strategic destination for the whole development and wider

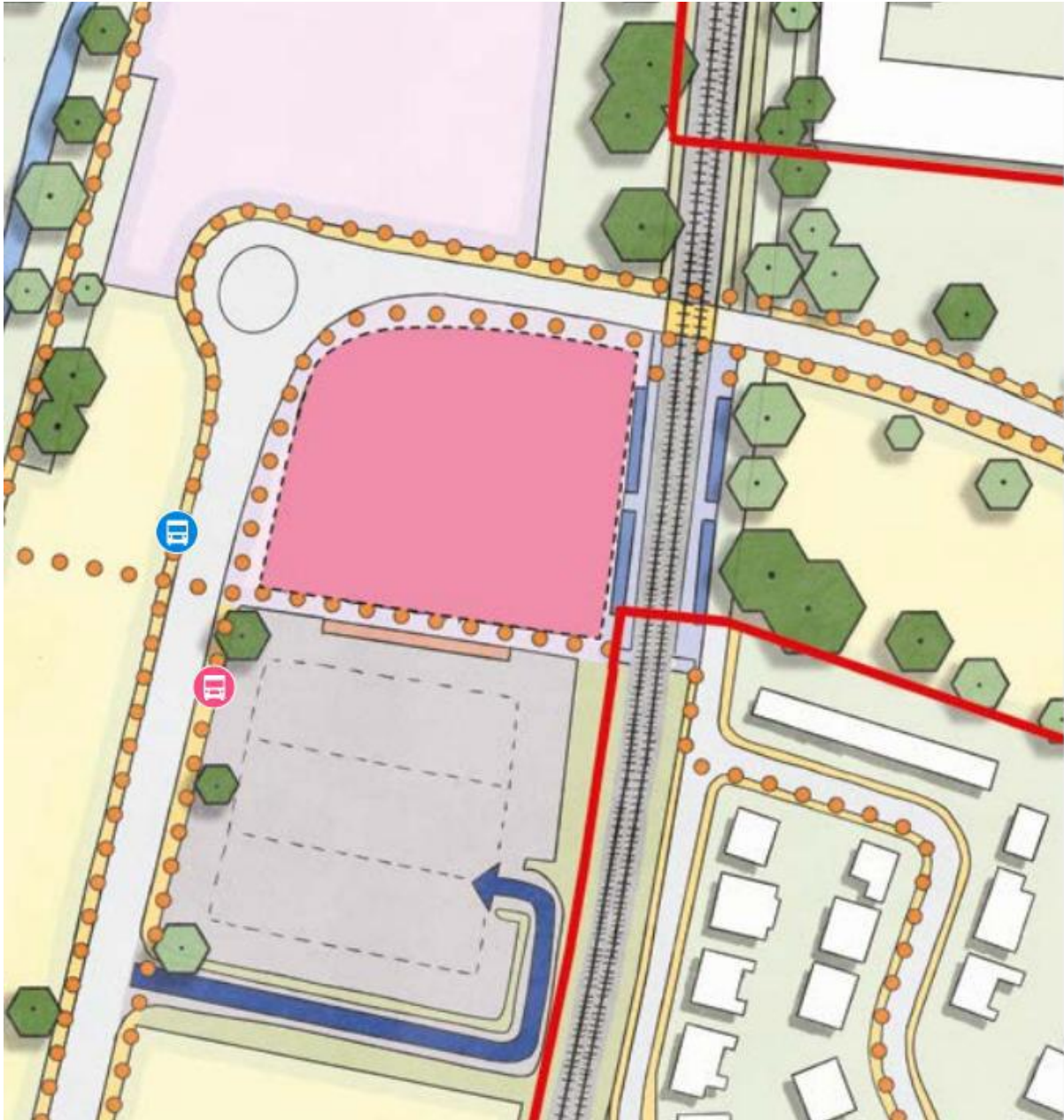
local community. It provides an opportunity to deliver a mix of uses around the new stop, allowing for linked, sustainable trips.

The new stop will be a place which clusters modes of transport and other services and facilities in one “hub” location for ease of use by residents, workers, and visitors. The new park and ride facilities will also improve access to rapid transit for those living further afield.

The density of new development plays a key role in supporting the use of sustainable transport. Higher-density areas typically generate less trips per household and are more likely to encourage people to choose sustainable travel options, particularly when they are located close to high-quality public transport services. Increasing development density within 800m of the proposed Metrolink stop is therefore essential to align with the Places for Everyone density policy.

The new Metrolink stop will significantly enhance connectivity across Bury West, bringing more communities within 800m of the Metrolink service, providing fast, reliable access to the wider Greater Manchester network and improving access to employment, education, and leisure opportunities across Greater Manchester and beyond.

The delivery of the new stop provides the opportunity to deliver housing at a higher density with lower car ownership and parking close to the stop, therefore reducing potential impact on surrounding highway network.

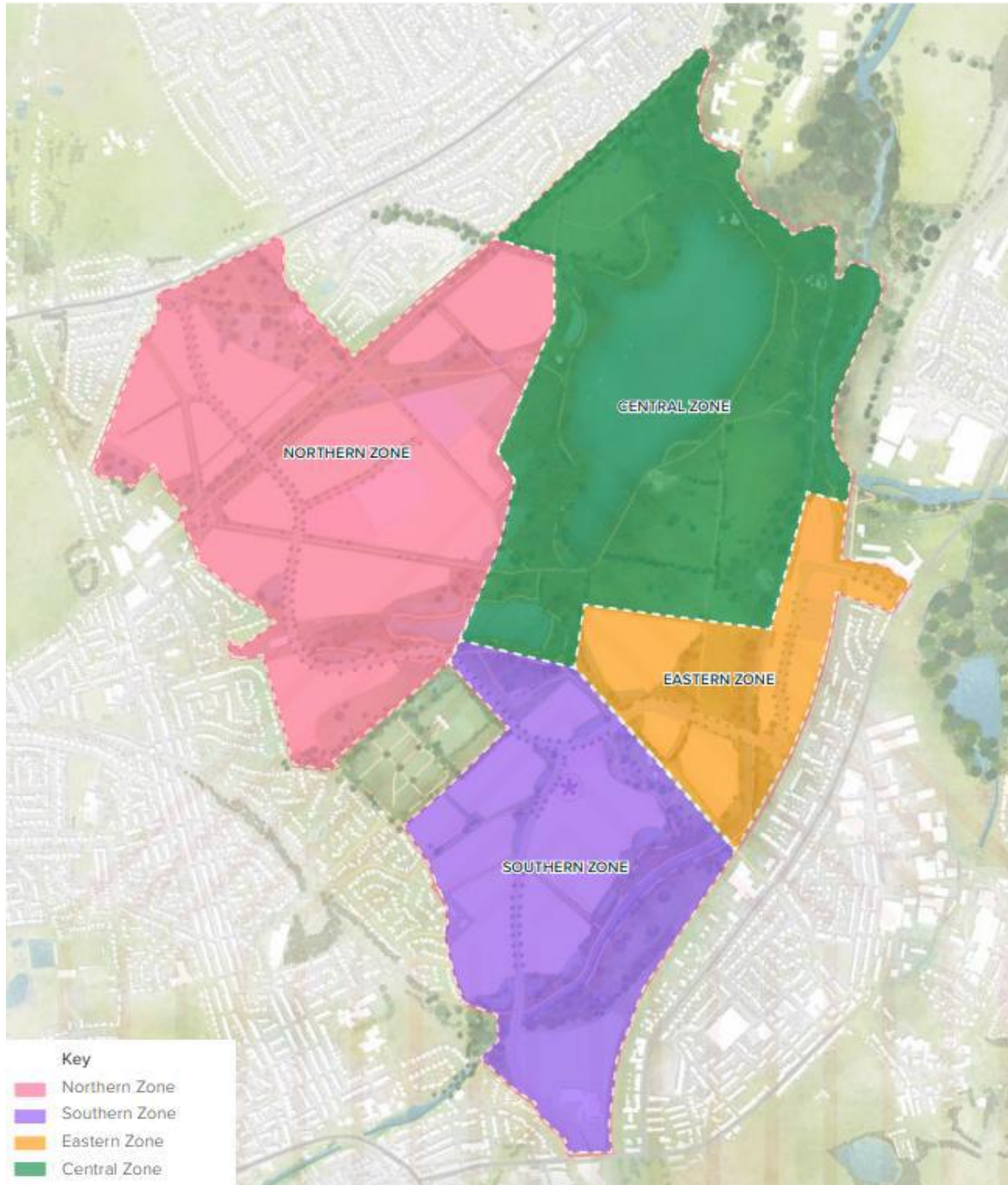


Development Zones

The development at Elton Reservoir site includes three broad areas or 'zones':

- Northern Zone
- Eastern Zone
- Southern Zone and

- Central Zone (comprising the Nature Park, recreational routes, ecological mitigation, Biodiversity Net Gain provision and Green Belt compensation)



Phasing of development, including the amount of development capable of being delivered within each zone, will be influenced

by the extent of available capacity within the surrounding highway and public transport network.

Critical to this will be the need to exploit the sustainable location of this site and to deliver early investment in and around the site to improve public transport and active travel infrastructure.

The delivery of the link road will be vital in ensuring that existing and new residents in this area and the surrounding local communities are able to gain easy access to new and existing infrastructure (e.g. Providing access to both the new Metrolink stop and the existing stop at Radcliffe).

Early delivery of the link road will facilitate development across the zones so that they come forward at pace.

Sustainable Transport Opportunities

For Elton Reservoir to be developed sustainably, new residents of the site must have realistic options to meet their daily travel needs by walking, wheeling, cycling, or using public transport from the outset.

Key strategic measures like the new link road, Metrolink stop, and on-site local services and facilities will facilitate sustainable travel by bringing essential services closer to residents and providing accessible links to existing facilities off site and for travel further afield via public transport.

The delivery the new Metrolink stop (and development close to the new Radcliffe stop) will enable higher density of development and uptake by sustainable modes of transport, in turn resulting in a reduced impact on the surrounding highway network and will enable more journeys to be made without a car.

There is an opportunity to promote sustainable development from the outset due to the proximity of the site to the existing Radcliffe Metrolink stop and a range of local facilities in and around Radcliffe.

Early delivery of the link road is needed to facilitate active travel and public transport to the new Metrolink stop and the existing Radcliffe Metrolink stop, and for travel towards the existing services and facilities between the site and Bury Town Centre.



Northern Zone

The northern zone is approximately 37 hectares and will deliver around 1,620 residential units. Development in this zone will average 35 homes per hectare and will start on the parcel of land which fronts the A58 Bury and Bolton Road.

Key transport features in the northern zone include:

- A significant new junction at the A58 access designed to provide for movement and active travel routes throughout the whole allocation, providing connectivity to later phases / southern and eastern zones within the development.
- New and improved bus services including bus services to Bury Town Centre, Radcliffe and Whitefield.
- High quality bus stops through the site and designed in accordance with Greater Manchester's Streets for All Bus Stop Design Guidance.
- Active travel routes throughout the zone designed to meet Greater Manchester's Streets for All guidance, connecting into the other two zones and beyond.
- Any necessary off-site highway and junction improvements, including upgrades for active travel and public transport.

Development in the northern zone will have limited access to existing services and facilities by sustainable modes without intervention. Early delivery of the full link road is therefore critical to ensure that any development within this zone can access key facilities by walking, cycling, and public transport from the outset. This will create a more inclusive community, reduce reliance on private vehicles, and support healthier, low-carbon travel choices.



Northern Zone Transport Measures

Active Travel

Schemes needed to support early development

Active travel access into the site from the proposed site access on Bury and Bolton Road.

Site boundary permeability for walking, wheeling and cycling via accesses at:

- Farmer's Crescent
- Buckingham drive
- Hardman St
- Coventry Rd

Schemes needed to serve full allocation

Internal site permeability for walking, wheeling and cycling linking all homes directly to boundary accesses.

Complete Bolton-Bury Railway Path walking and cycling route between Manchester Road and Hardman Street.

Safe walking and cycling provision along the Ainsworth Road corridor to Radcliffe town centre and existing Metrolink stop.

Internal active travel routes, including the link road shared pathway and the existing PRow network, to new on-site:

- Metrolink stop
- primary school (including school streets)
- local centre (including street design to encourage strong place making) and
- to the Southern and Eastern Zones

Public Transport

Schemes needed to support early development

Increase capacity of existing bus services on the A58 and Ainsworth Road to:

- Bury town centre
- Radcliffe town centre / Metrolink stop

Upgrade existing off site bus stops within 400m catchment of allocation in accordance with Greater Manchester Streets for All Bus Stop Design Guidance.

Schemes needed to serve full allocation

Bus services through the site along the link road to:

- Radcliffe town centre
- Bury town centre
- New Metrolink stop

High quality bus stops along the link road, positioned within 400m of all homes, designed in accordance with Greater Manchester Streets for All Bus Stop Design Guidance.

Highways

Schemes needed to support early development

Early section of link road connecting initial parcels

- Starting from the parcel which fronts the A58 Bury and Bolton Road.
- Designed in alignment with Streets for All Design Guidance, with sufficient crossings to allow access to bus stops either side of the link road

New junction at the A58 access designed for movement throughout the allocation, including active travel provision.

Car parking provision which supports the vision for the site and local place making objectives.

Schemes needed to serve full allocation

Full highway link through site to:

- Metrolink stop
- local centre
- primary school

Off-site highway and junction improvements needed to mitigate severe development impacts.



Eastern Zone

The Eastern Zone is 12 hectares and will deliver around 770 dwellings. Development in this zone will provide important infrastructure that is essential to facilitate an increased volume of development and to create sustainable transport options.

The key transport features in this area include:

- A new junction at Bury Road to provide for public transport movement and active provision throughout the whole allocation, providing connectivity to later phases / northern and southern zones within the development.
- A new Metrolink stop, park and ride and associated Travel Hub.
- An at-grade crossing across the existing Metrolink line and a crossing over the canal to link into the Northern and Southern Zones.
- New and improved bus services including services to Bury Town Centre, Bolton and Ramsbottom.

- High quality bus stops designed in accordance with Greater Manchester's Streets for All Bus Stop Design Guidance.
- Active travel routes throughout the zone designed to meet Greater Manchester's Streets for All guidance, connecting into the other two zones and beyond.
- Any necessary off-site highway and junction improvements, including upgrades for active travel and public transport.

Proposals in this zone will be defined by mixed-use, high-density development (a minimum of 70 homes per hectare) located within 800m of the new Metrolink stop and along the canal. The ability to access the new transport infrastructure in this zone will help to facilitate the full quantum of development across the site.



Eastern Zone Transport Measures

Active Travel

Schemes needed to support early development

Site boundary permeability for walking, wheeling and cycling via accesses onto Bury Road:

- opposite Withins Lane, utilising existing bridge over the canal and PRow designation
- at the access by the new Metrolink stop

Internal site permeability for walking, wheeling and cycling linking all homes directly to boundary accesses, including a new crossing over the canal between the different parcels within the Zone.

Upgrade uncontrolled central island crossings on Bury Road to signalised crossings at locations near to boundary accesses.

Cycling provision linking the Metrolink site access to Warth Road via Warth Bridge.

Schemes needed to serve full allocation

Canal corridor upgrade to connect with Radcliffe town centre improvements to the south of the site.

Internal active travel routes to new on-site:

- Metrolink stop
- local centre (including street design to encourage strong place making)
- primary school and
- to the Southern and Northern Zones

Public Transport

Schemes needed to support early development

New Elton Reservoir Metrolink Stop and Park and Ride/Travel Hub.

Potential for a car club to support surrounding 'car lite' development.

Increase capacity of existing bus services to:

- Bury town centre
- Radcliffe town centre / Metrolink stop

Upgrade existing off-site bus stops within 400m catchment of allocation to meet Greater Manchester Streets for All Bus Stop Design Guidance.

Schemes needed to serve full allocation

Bus services through the site along the link road to:

- Radcliffe town centre
- Bury town centre
- Bolton town centre
- New Metrolink stop

High quality bus stops along the link road, positioned within 400m of all homes, designed in accordance with Greater Manchester Streets for All Bus Stop Design Guidance.

Highways

Schemes needed to support early development

Early section of link road connecting initial parcels:

- crossing over the canal to open up delivery of the parcel.
- at-grade crossing across the Metrolink line.
- A new junction at Bury Road including active travel provision.
- Inclusion of a 20mph speed limit to support placemaking and not encourage through traffic.

Limited parking provision for parcels and car parking management on street to facilitate 'car lite' development in proximity to the new Metrolink stop, supported by new local facilities

Schemes needed to serve full allocation

Highway link to new on-site:

- local centre
- primary school

Off-site highway and junction improvements needed to mitigate severe development impacts.



Southern Zone

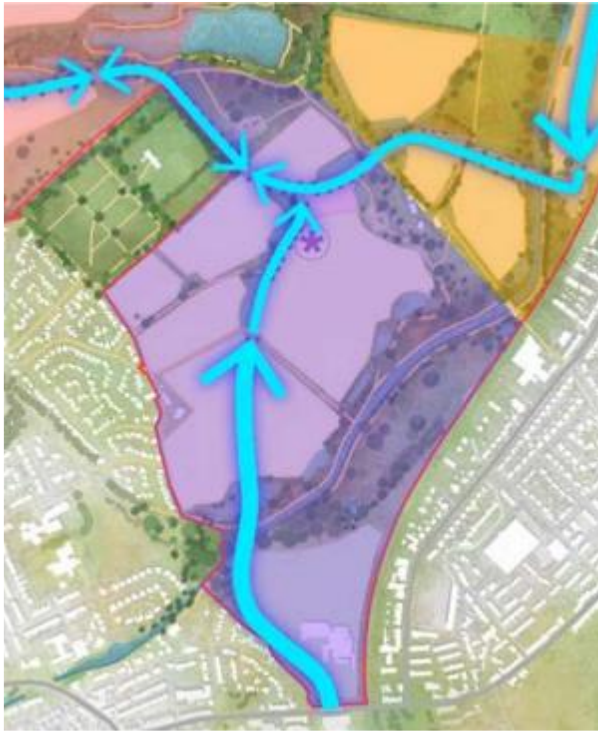
The Southern is 22 hectares and will deliver around 1,100 dwellings. It is envisaged that this zone could be developed simultaneously with both the Northern and the Eastern zones.

The key transport features in the zone include:

- Primary access from Spring Lane with some of this early infrastructure already being developed alongside the new Star Academy secondary school in this location.
- The southern section of the strategic link road through this zone, which will provide for public transport movement and active travel, with strong linkages through to the existing Radcliffe Metrolink stop and Radcliffe town centre.
- A new structure bridging over the canal, which is required as part of the first phase in this zone to provide a highway access into the zone (eventually connecting through to the Northern and Eastern Zones) and enabling sustainable travel through the site.
- Off-site highway and junction improvements, including at Spring Lane, Rectory Lane, Church St West and Deansgate.
- Upgrades to existing Public Rights of Way to provide traffic free direct access to key services and facilities

Due to the close proximity to both Metrolink stops (proposed new stop and Radcliffe) and existing facilities and services on the southern and eastern side, development in this zone will be of a higher density (a minimum of 70 homes per hectare).

Building at higher density adjacent to the tram stops will reduce impacts on the surrounding road network, providing the opportunity to deliver more units earlier in the development process.



Southern Zone Transport Measures

Active Travel

Schemes needed to support early development

Active travel routes into the site from the site access on Spring Lane.

Site boundary permeability for walking, wheeling and cycling via accesses at:

- Convent Road
- Greenbank Road
- Chestnut Fold
- Existing canal bridge / PRow

Internal site permeability for walking, wheeling and cycling linking all homes directly to boundary accesses.

Upgrade uncontrolled central island crossings on Bury Road to signalised crossings at locations near to boundary accesses

Canal corridor upgrade (if not already connected via link road) to connect with:

- Radcliffe town centre improvements
- Metrolink site access to Bury Road

Cycling provision linking the Metrolink site access to Warth Road via Warth Bridge

Safe walking and cycling provision along the Ainsworth Road corridor to Radcliffe town centre and the existing Metrolink stop

Schemes needed to serve full allocation

Internal active travel routes to new on-site:

- local centre
- primary school
- other zones

Public Transport

Schemes needed to support early development

Increase capacity of existing bus services to:

- Bury town centre
- Radcliffe town centre / Metrolink stop

Upgrade existing off-site bus stops within 400m catchment of allocation to meet Greater Manchester Streets for All Bus Stop Design Guidance.

Schemes needed to serve full allocation

Bus services through the site along the link road to:

- Radcliffe town centre
- Bury town centre
- Manchester city centre

- New Metrolink stop

High quality bus stops along the link road, positioned within 400m of all homes, designed in accordance with Greater Manchester Streets for All Bus Stop Design Guidance

Highways

Schemes needed to support early development

Deliver link road

- crossing canal at southern tip of the allocation to connect to Radcliffe
- crossing over the canal to link into the Eastern Zone

Limited parking provision for parcels within 800m of tram stops and car parking management on street to facilitate 'car lite' development in proximity to Metrolink stops, supported by new local facilities.

Schemes needed to serve full allocation

Highway link to new on-site:

- Metrolink stop
- local centre
- primary school

Off-site highway and junction improvements needed to mitigate severe development impacts.

SOUTHERN ZONE (ALL INTERVENTIONS)



Walshaw

Introducing Walshaw

The Walshaw allocation proposes the delivery of around 1250 dwellings, an enhanced local centre, together with all the necessary infrastructure and local services including a new primary school.

The delivery of 1250 homes will require the provision of significant levels of new and improved sustainable transport and highways infrastructure including:

- A new through road between Lowercroft Road and Scobell Street, via Walshaw Road;
- Improved public transport links including bus infrastructure and services;
- New and improved active travel routes;
- Highways improvement works including localised junction improvements; and

- Appropriate connections to the Elton Link Road to ensure that residents can access Metrolink stops and local facilities in and around Radcliffe.



The Transport Challenges

- High levels of car use likely without intervention

- Existing local bus services do not have sufficient capacity during peak hours to provide a dependable and attractive alternative to car travel
- Poor connectivity to nearby communities due to the absence of safe and dedicated active travel infrastructure
- Parts of the existing local highway network already experience congestion, particularly during peak hours
- Width constraints on surrounding road network make new segregated active travel infrastructure difficult to deliver
- A combination of the River Irwell and the Ring Road around Bury town centre causes severance between Bury and Walshaw

The Transport Opportunities

- Established local amenities within walking distance in Tottingham and Walshaw village, cycling distance in Bury
- Existing Public Rights of Way can facilitate traffic free travel within the site and to neighbouring areas
- The new through road will extend bus servicing in the surrounding area, enhancing accessibility and connectivity for residents and visitors alike
- Future connectivity to Metrolink network via the new stop at Elton Reservoir
- The new through road will provide direct connections between Scobell Street, Walshaw Road and Lowercroft Road
- Active travel routes adjacent to key landscape features will allow for off-road movement across the site

Existing Travel to Work Trips from the Local Area

2021 Census data for the Middle Super Output Area encompassing the nearest existing housing to the Walshaw site was used to provide a reference case for potential mode share and the most common places people might travel to work across the whole allocation.

It shows a large majority of current trips to work are by car (including as a passenger). The distribution of trips shows over half of residents are likely to work in Bury, with a significant pull to Manchester, Bolton and Rochdale.

This data was used to help develop the transport vision for the site.

Work Mode Share (MSOA Bury 006)

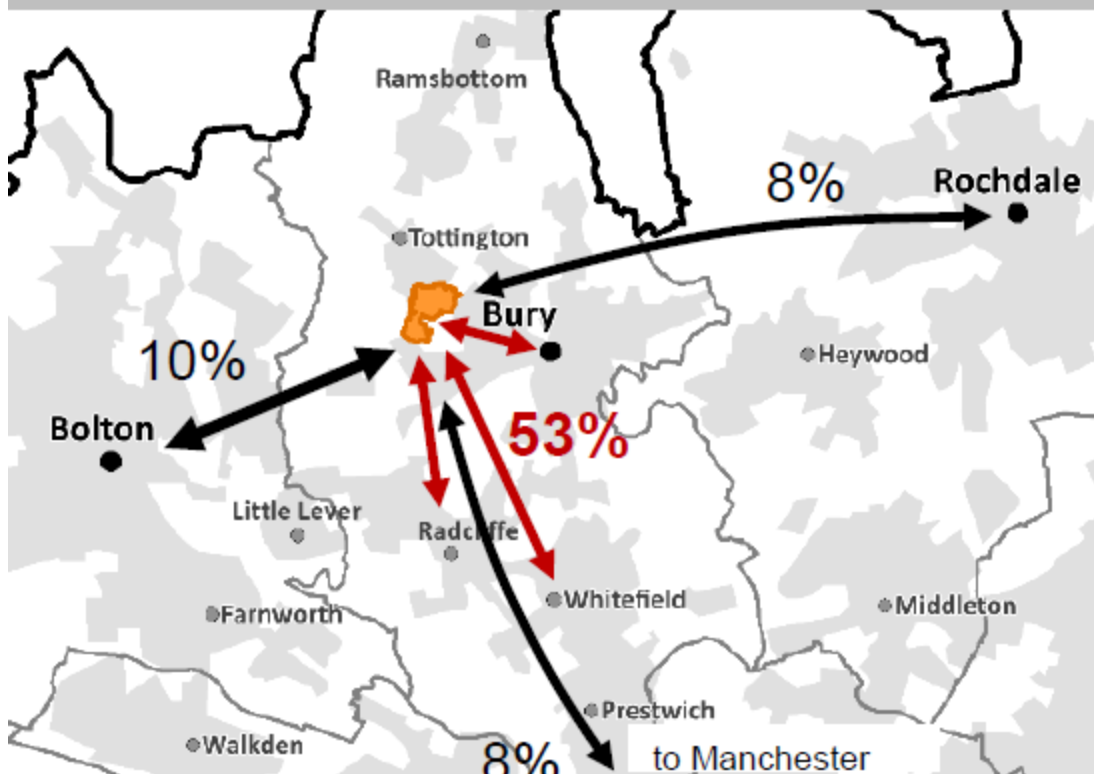
Walking: 7%

Cycling: 1%

Public Transport: 5%

Driving: 87%

2021 Census Person Trip Distribution for work trips, MSOA Bury 006 Walshaw



Beyond Commuting

To give an understanding of how new residents from the development are likely to travel for other everyday trips, such as for education and recreation or leisure trips, Greater Manchester Travel Diary Survey data, (locally adjusted using 2021 Census Travel to Work data) was used.

Similar to Elton Reservoir, the data shows that travel choices are different for trips other than commuting to work, with a much larger share of trips made on foot for purposes other than commuting to work.

Education

Walking: 40%

Cycling: 1%

Public Transport: 6%

Driving: 53%

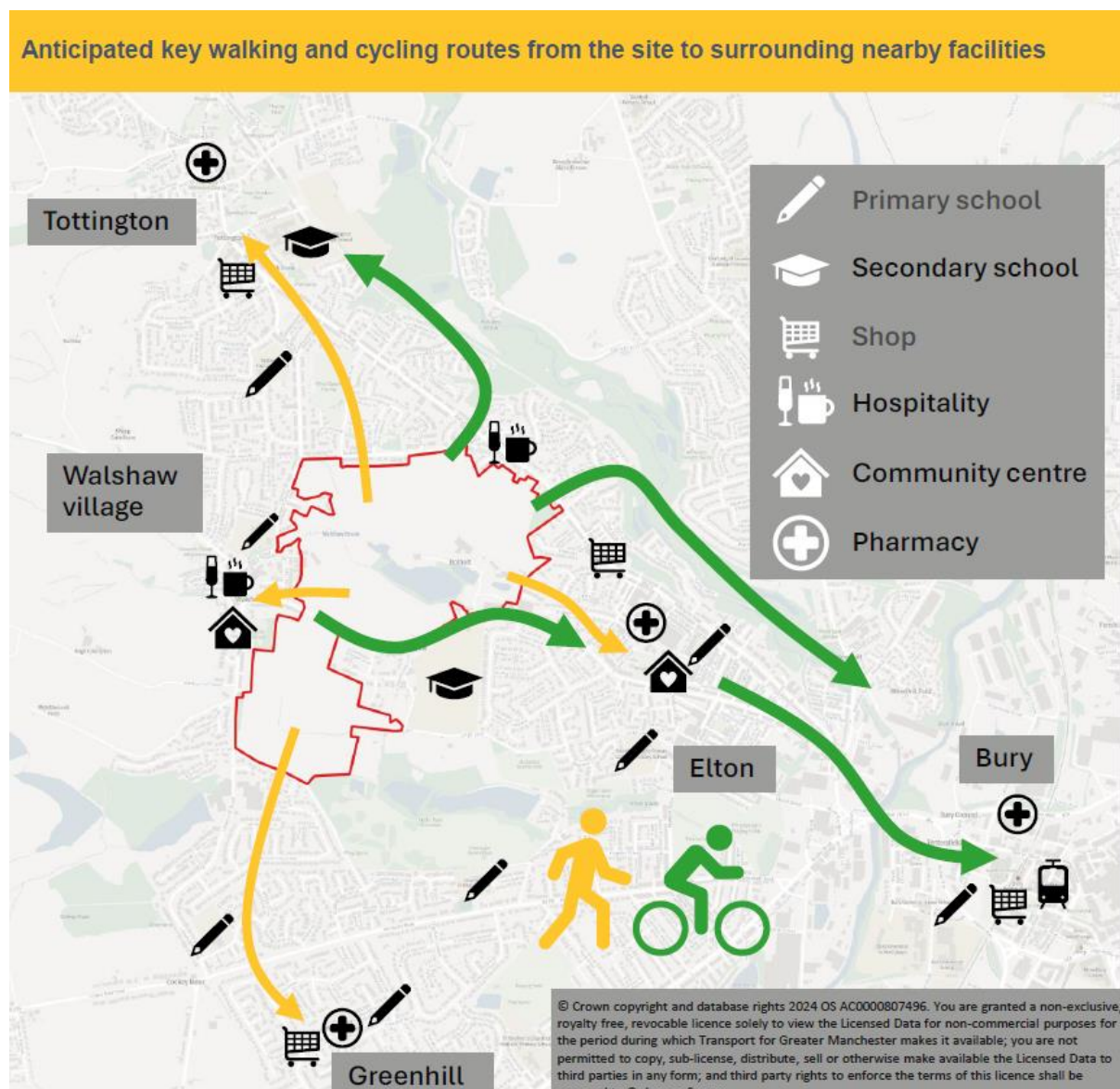
Other everyday trips

Walking: 26%

Cycling: 1%

Public Transport: 3%

Driving: 70%



Setting a Transport Vision for Walshaw

The site is located within an accessible area with access to everyday amenities / facilities within Walshaw and its local catchment. This will maximise the ease of local living for residents at the proposed development, both minimising the need to travel in the first instance and minimising the need for residents to travel by car, given that there are so many alternative modes readily available.

The vision-led target percentages are calculated from an agreed baseline established jointly by Bury Council and TfGM. This baseline draws on multiple data sources, including Census 2021. Developers must evidence a minimum of 10% mode shift from the car to sustainable modes (public transport / active travel) to meet local and national vision led planning policy (NPPF and DfT Circular 01/2022) and GM's Right Mix target of moving from 60% car trips to 50% car trips across the network by 2050.

Baseline Travel Patterns Agreed Linked to Different Uses

Minimum Vision Led Planning Target

- 5% increase in walking for education and other purposes
- 50% increase in cycling for all purposes
- 50% increase in public transport for commuting and other uses

Increase in modal share is measured relative to these baseline figures. For example, if the baseline cycling mode share is 2%, a 50% increase of the baseline would result in a 3% cycling mode share.

Long Term Vision Led Planning Target

- 10% decrease in driving

The long-term, vision-led planning target for the entire site would be, an absolute percentage change from the private vehicle mode share agreed baseline. For example, if the baseline share is 95%, we would expect this would decrease to 85% (a 10-percentage point reduction).

New Strategic Transport Opportunities

Strategic Through Road

Development at Walshaw represents a significant opportunity to deliver new sustainable transport connections, providing sustainable access to the site and its new neighbourhoods and facilities.

The through road will provide access to the various development parcels within the site as well as playing an essential role in respect of public transport providing for new bus routes and stops along its length enhancing accessibility and connectivity for residents and visitors alike.

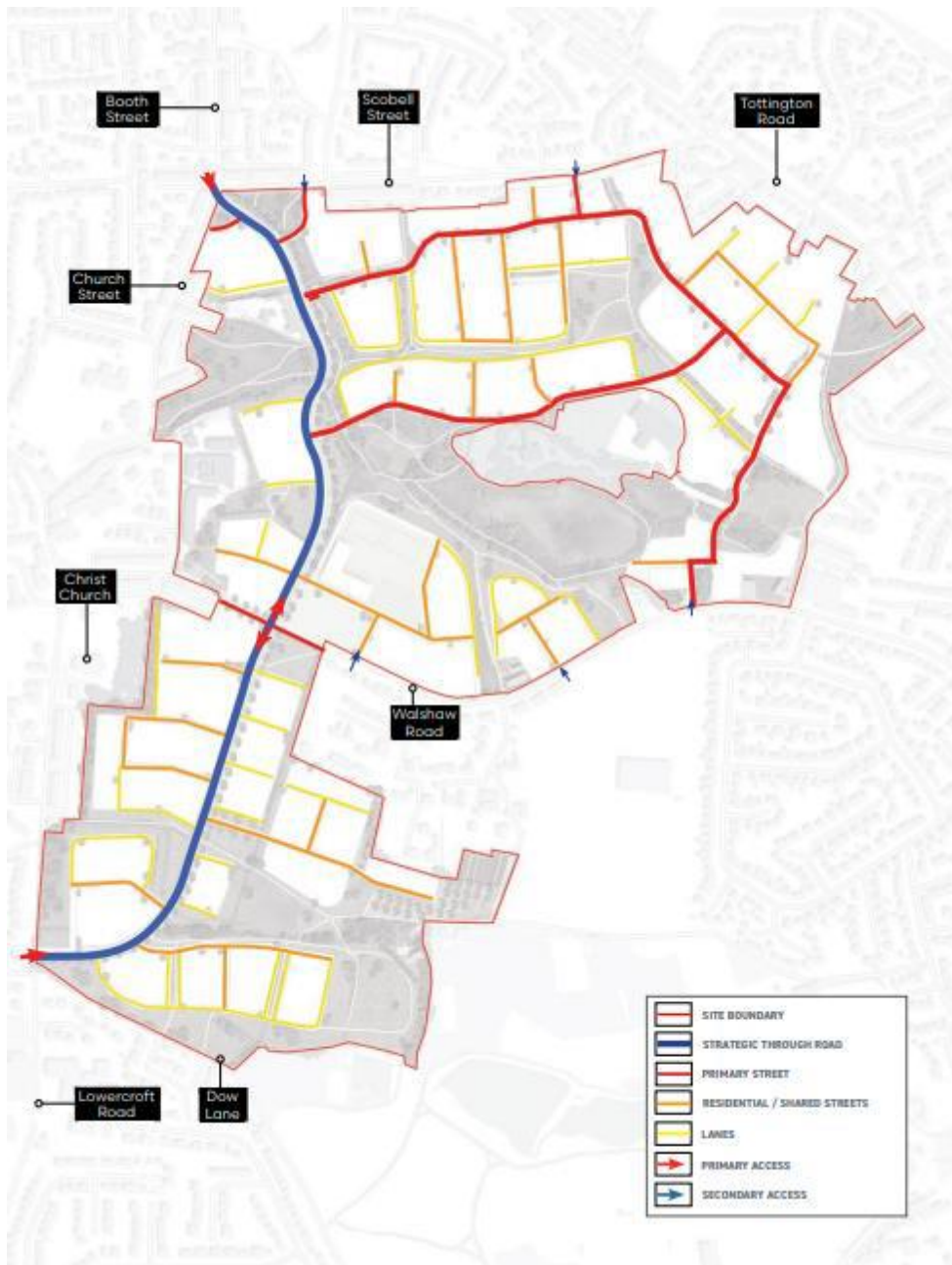
The through road will also provide some of the key active travel routes across the site forming an integral movement route connecting through the site and linking existing and proposed cycle connections.

The through road is a key element of the package of infrastructure supporting the full development of the site, given its role in providing access and facilitating public transport.

The through road provides the opportunity to remove through traffic from Church Street and improve the sense of place in Walshaw village supporting active travel trips to the village from the new development.

The scale and location of residential development within the allocation will be co-ordinated with the delivery of key and

strategic infrastructure including the timely delivery of the through road.



Development Zones

The Walshaw site includes two broad areas or 'zones', each of which

will include multiple phases of development. These zones are shown on the adjacent plan.

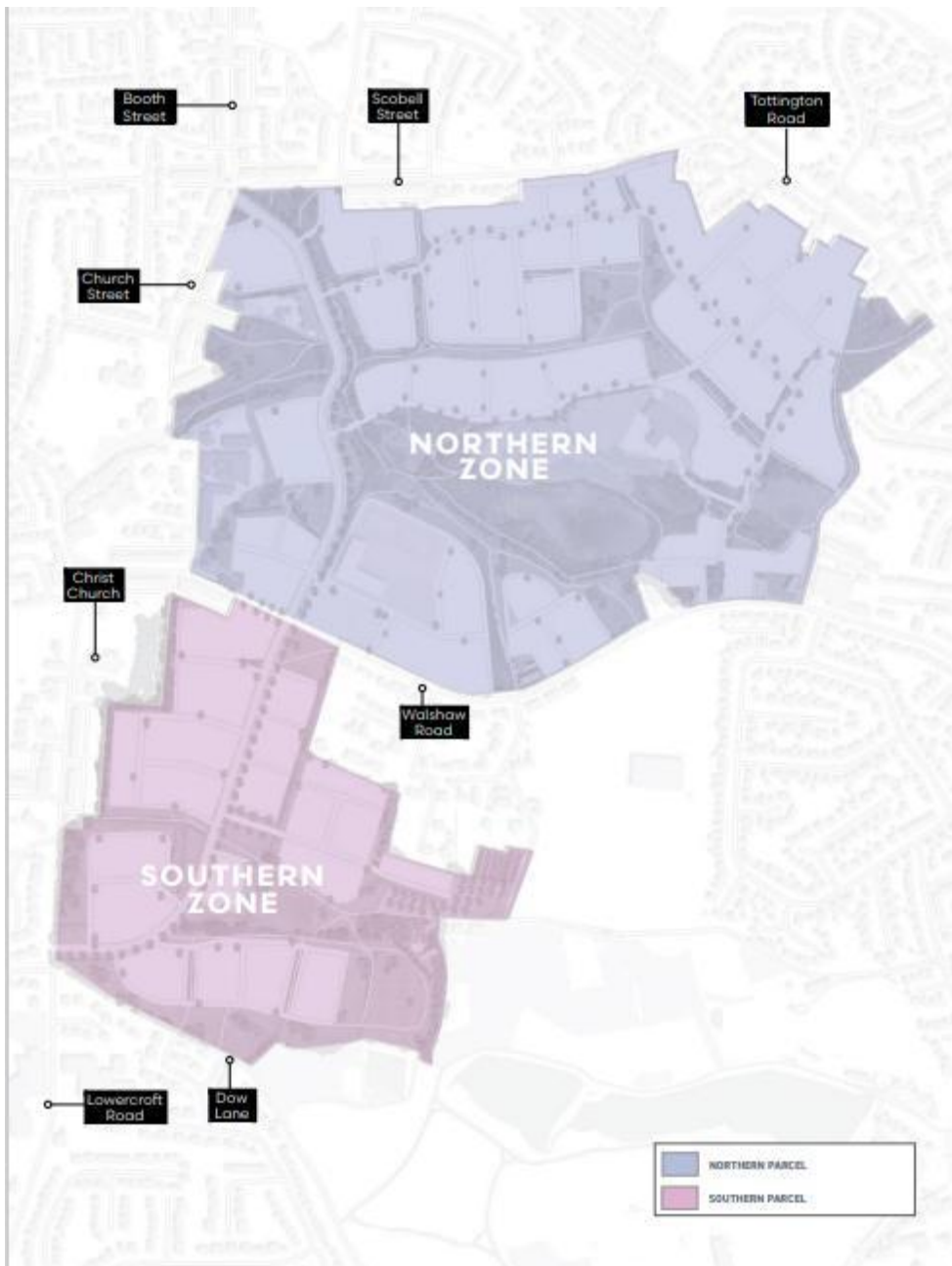
The overall phasing of development, including the amount of development capable of being delivered within each zone, will be influenced by the extent of available capacity within the surrounding road and public transport network.

Critical to this will be the need to exploit the sustainable location of the site and to deliver early investment in and around the site to improve public transport and active travel infrastructure.

The through road is the key infrastructure requirement that will accelerate development and delivery of the site, opening out all development parcels and providing a new public transport and active travel asset that will help movement through and around the site.

A network of dedicated active travel routes will permeate the development, including direct links between the local centres and community facilities. These routes will offer the quickest and most direct way to access key destinations, to meet day-to-day needs and provide direct connections to surrounding areas by non-car modes.

All phases of development will be linked to delivery of the through road, including public transport and active travel provision. The early delivery of the through road will be vital in ensuring that existing and new residents in this area are able to gain easy access to this new infrastructure, including the new Metrolink stop at Elton Reservoir.



Sustainable Transport Opportunities

For Walshaw to be developed sustainably, new residents of the site must have realistic options to meet their daily travel needs by walking, wheeling, cycling, or using public transport from the outset.

Key strategic measures like improved access to public transport and active travel routes and the provision of new on-site local services will facilitate sustainable travel by bringing

essential services closer to residents and providing accessible links to existing facilities off site and for travel further afield.

Early delivery of the through road alongside a network of off-road and on-road paths through the site is needed to facilitate these active travel and public transport links and for travel towards the existing services and facilities between the site and Bury Town Centre.

Providing direct walking access to the clusters of educational facilities located within close proximity to the site such as Elton High School and Elton Primary School will make walking the most attractive option for education trips.

The new through road will extend bus servicing in the surrounding area, enhancing accessibility and connectivity for residents and visitors alike.

All phases of development will therefore be linked to delivery of the through road. The full completion and operation of the through road should be delivered as soon as possible into the development programme.



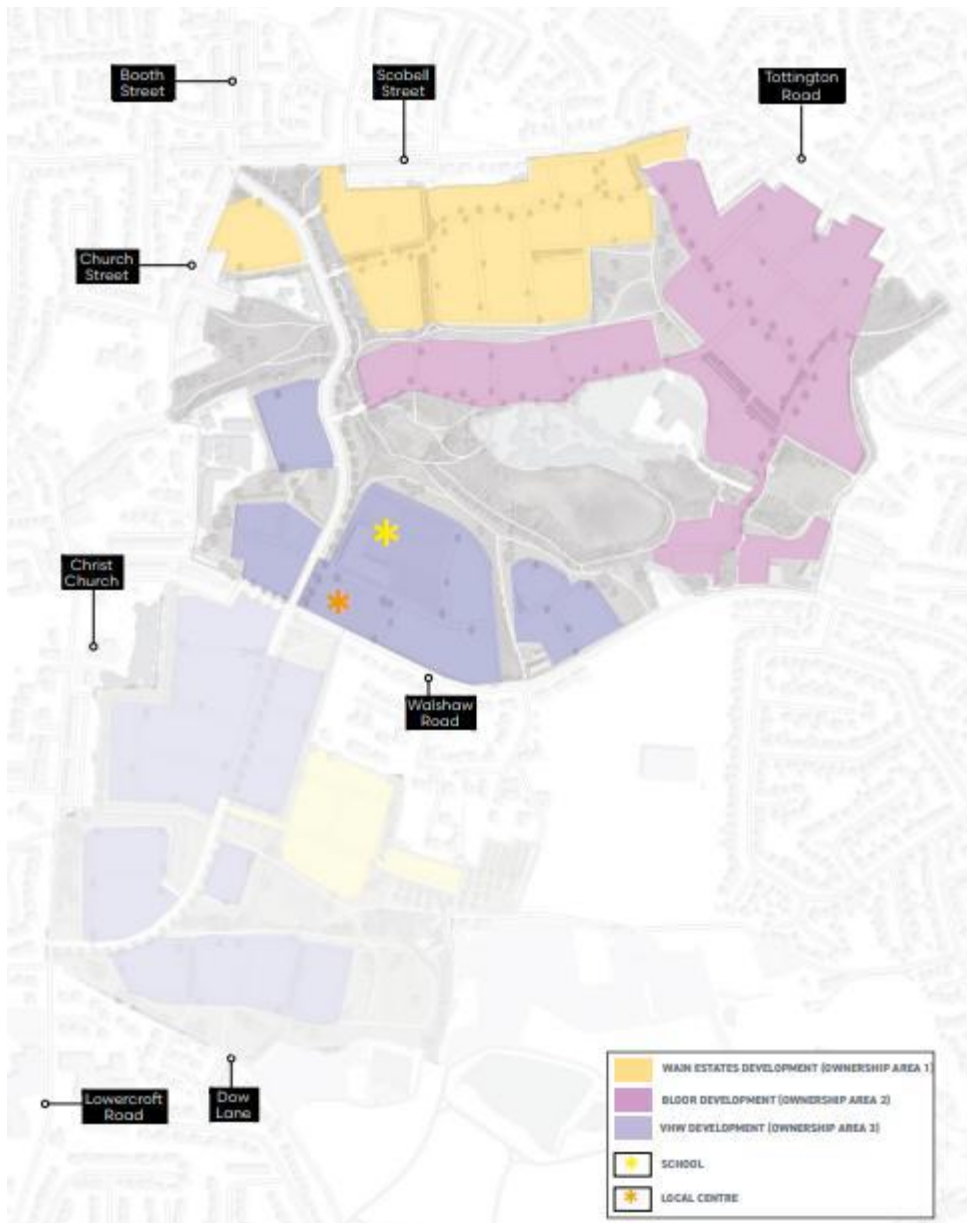
Northern Zone

The Northern Zone is 21 hectares and will deliver around 836 residential units. It is envisaged that residential development will start in the Northern Zone.

The key transport features in this zone include:

- Reconfigured access arrangements at the junction of Booth Street, Scobell Street and Church Street to provide for public transport movement and active provision throughout the northern zone.
- The northern section of the through road which will feed the development of adjoining parcels in the north via secondary roads along with connectivity to the Southern Zone.
- Sustainable transport infrastructure, including provision for active travel routes throughout the zone (including links to the Southern Zone) and public transport including new and improved bus services.
- Off-site highway and junction improvements.

Early delivery of the through road will be vital in ensuring that both existing and new residents in this area can easily access the proposed new infrastructure. Bringing the road into operation at an early stage will also support public transport and active travel from the outset, enabling sustainable development and reducing reliance on private vehicles.



Northern Zone Transport Measures

Active Travel

Schemes needed to support early development

Active travel provision to:

- Walshaw village via Church Street including provision of safe road crossings.
- Tottington via Booth Street, including controlled crossing at Bury Road junction.

Provision for a crossing on Walshaw Road to give access to bus stops in both directions.

Accessible link to existing NCN 6 traffic free path via:

- Darlington Close, including crossing over Tottington Road
- Sycamore Road and Sunnywood Lane, including crossing over Bury Road

Internal site permeability for walking, wheeling and cycling via existing PRow network linking all homes directly to the off-site routes to Elton / Tottington / Walshaw village.

Schemes needed to serve the full allocation

A fully accessible walking and cycling route along Walshaw Road within the site leading into Bury town centre via Walshaw Road and Crostons Road junction.

Direct active travel route networks within the site from all zones to on-site local centre and schools once delivered.

Active travel provision along the new through road.

Public Transport

Schemes needed to support early development

Increase capacity of services to:

- Bury town centre, serving north of the site and middle of the site at 30-minute frequency
- Tottington (requires 30-minute service, currently every hour).

Upgrade bus stops along Walshaw Road within the site and those within a 400m catchment of the Northern Zone to meet Greater Manchester's Streets for All Bus Stop Design Guidance.

Schemes needed to serve the full allocation

Increase capacity of services to:

- Bury town centre (further increase to 20-minute service)
- Ramsbottom
- Manchester City Centre

Highways

Schemes needed to support early development

Three arm junction connecting the through road to Booth Street, Scobell Street and Church Street.

Four arm staggered junction to connect the through road to Walshaw Road.

Complete northern section of the through road to Walshaw Road providing connectivity to later phases in the northern zone as well as to the southern zone.

Schemes needed to serve the full allocation

Off-site highway and junction improvements.

NORTHERN ZONE ALL INTERVENTIONS

Walking accessibility improvements on Booth Street / Market Street to facilitate access amenities in Tottington.

Walking and cycling link from the site to NCN 6 to facilitate active travel to amenities in Tottington.

Safe crossing provision on Scobell Street to facilitate walking and cycling to NCN 6.

New highway junction linking the site into Church Street amending the road layout to improve congestion on Church Street.

New through road allowing bus movement and active travel provision through the site.

Walking accessibility improvements on Church Street to facilitate access amenities in Walshaw Village.

Junction from new through road to Walshaw Road, to provide highway and active travel access into the site from the west.



A new crossing over Bury Road to facilitate access to bus stops and NCN 6 link.

Traffic free routes throughout the zone linking all homes to walking, wheeling and cycling routes into and out of the site.

Bus stop upgrades on Bury/Tottington Road within 400m of new the homes and increased capacity bus service to Bury and Tottington.

Accessible walking and cycling link to NCN 6 via access on Darlington Close, to facilitate cycling trips into Bury / Tottington.

A new crossing over Tottington Road to facilitate access to bus stops and NCN 6 link.

Croston Road junction active travel improvement to allow safe crossing from Walshaw Road allowing onward connection to Bury town centre.

Walking, wheeling and cycling improvements to Walshaw Road, to facilitate access into Bury town centre infrastructure east of Croston Road junction.

Bus stop upgrades along Walshaw Road within 400m of new homes and increased frequency bus services to Bury and Tottington.

Southern Zone

The Southern Zone is 10 hectares and will deliver around 450 residential units. It is currently anticipated that this zone will be part of the later phases of development, however it could potentially come forward earlier.

The key transport features in this zone include:

- A new access junction off Walshaw Road at a location that will serve as a continuation of the new through road.
- The southern section of the through road which will feed the development of adjoining parcels in the south via secondary roads along with connectivity to the Northern Zone.
- Sustainable transport infrastructure, including provision for active travel routes throughout the zone (including links to the Northern Zone) and public transport including new and improved bus services.
- Off-site highway and junction improvements.

The through road will be a critical enabler for sustainable transport and it will need to be operational at an appropriate

time in the development programme to facilitate the public transport and active travel routes through the site.



Southern Zone Transport Measures

Active Travel

Schemes needed to support early development

Active travel provision to:

- Walshaw Village, via Walshaw Road or new active travel access onto Lowercroft Road.
- Existing amenities in Elton via Leigh Lane.
- Existing amenities on Mile Lane via a signalised crossing on Ainsworth Road.

Internal site permeability for walking, wheeling and cycling via the PRoW network linking all homes directly to the off-site routes to Elton / Tottington / Walshaw village / Mile Lane and on to Elton Reservoir.

Schemes needed to serve the full allocation

Direct active travel route networks within the site from all parcels to the on-site local centre and primary school once delivered, including a link between Walshaw Road and Leigh Lane.

Active travel provision along the new through road.

An active travel route to Bury town centre, extending the proposed Walshaw Road provision and including a potential upgrade at the Tottington Road/Crostones Road Junction.

Public Transport

Schemes needed to support early development

Increase capacity of services to:

- Bury town centre to a 30-minute frequency.
- Tottington (requires 30-minute service, currently every hour).

Upgrade bus stops within 400m catchment of the Southern Zone to meet Greater Manchester's Streets for All Bus Stop Design Guidance.

Schemes needed to serve the full allocation

Increase capacity of services to:

- Bury town centre (further increase to 20-minute service)
- Ramsbottom
- Manchester City Centre

Highways

Schemes needed to support early development

A new junction on Walshaw Road which will be the primary access to this zone. This new junction and access point should provide for movement throughout the whole site, providing connectivity to later phases the Southern Zone.

The southern section of the through road which will be the continuation of the access from Walshaw Road designed to Streets for All standards.

Junction connecting the link road into existing highway network at Lowercroft Road / Dow Lane.

Schemes needed to serve the full allocation

Off-site highway and junction improvements.

SOUTHERN ZONE ALL INTERVENTIONS

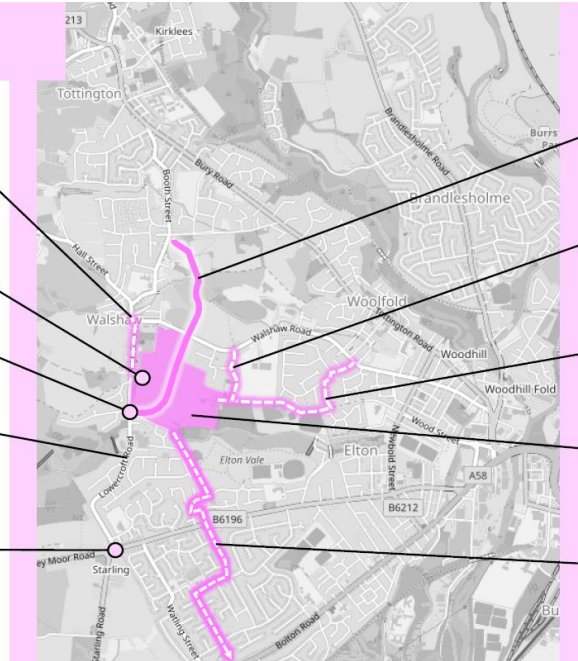
Walking accessibility improvements and safe crossing measures on High Street to facilitate access to amenities in Walshaw Village and northbound bus stops.

Walking access via retained PRoW onto Lowercroft Road.

New highway junction connecting the new through road to existing highway network at Lowercroft Road / Dow Lane.

Bus stop upgrades on Bury/Tottington Road within 400m of the new homes.

A crossing upgrade on Ainsworth Road to facilitate access to amenities on Mile Lane south of Ainsworth Road.



New through road allowing for buses through the site, linking all homes within the site to the new Metrolink stop at Elton Reservoir.

Accessible walking link from Walshaw Road to the new on-site primary school.

Walking accessibility improvements on Leigh Lane linking through to Walshaw Road, to facilitate access to existing amenities in Elton.

Traffic free routes throughout the zone linking all homes to walking, wheeling and cycling accesses into and out of the site.

Walking accessibility improvements including crossing over Ainsworth Road on to Mile Lane facilities and onwards to Elton Reservoir.

Making it Happen



Development across both sites is expected to come forward in a phased approach alongside necessary transport infrastructure provision. A flexible approach is needed to be responsive to opportunities, as the phasing and density of both developments may change over time.



To support the delivery of infrastructure across both sites, Infrastructure Phasing and Delivery Strategies (IPDS) will be prepared to help shape the parameters within which future planning applications will be brought forward to provide a holistic and coordinated approach to the delivery of the on and off-site transport infrastructure.



The IDPS is intended to be “live document” that will be continuously reviewed and updated as more detailed plans and evidence for the sites are prepared. This will allow the strategies to respond to detailed technical work, constraints, opportunities, updated evidence and the availability of funding, as the sites are brought forward for development.

What’s Next?

The Elton Reservoir and Walshaw development sites offer a unique opportunity to deliver thousands of new homes alongside sustainable transport infrastructure, creating well-connected, vibrant communities that support growth and reduce car dependency. The Bury West Transport Framework provides a clear and ambitious transport vision for supporting this in a sustainable way, which will benefit new residents and the wider community.

The successful realisation of this vision now depends on a focussed effort to refine the programme and delivery arrangements.

Key Priorities are:

- Further develop the phasing strategy for sites aligned with development timescales.
- Further develop schemes and commitments to funding across the public and private sectors.
- Monitor evolving needs as sites and projects come forward.
- Refine the Transport Programme.
- Engage with Delivery Partners.
- Establish Delivery Arrangements.

The Council will continue to work with all partners and stakeholders to bring forward the Elton Reservoir strategic link road, the new Metrolink Stop, the Walshaw through road and other essential infrastructure in a coordinated manner that provides significant benefits to new and existing residents in this part of the Borough.