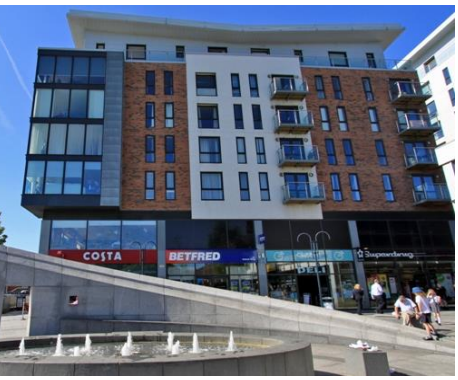
Bury Local Plan

Topic Paper 10

Transport









October 2018

Bury COUNCIL

Contents

1 Introduction

1.1 This Transport Topic Paper is one of a series that has been prepared as part of the process of evidence gathering to support Bury's emerging Local Plan. The full range of Topic Papers deal with the following:

- 1 – Housing
- 2 – Economy and Employment
- 3 – Town Centres and Main Town Centre Uses
- 4 – Health and Wellbeing
- 5 – Energy and Physical Infrastructure
- 6 – Flood Risk
- 7 – Natural Environment
- 8 – Open Land
- 9 – Built Environment
- 10 – Transport
- 11 – Community Facilities

1.2 New growth and development needs to be supported by adequate infrastructure, including transport.

1.3 The principal aim of the Topic Paper is to set out current key policies, plans and strategies relating to this topic area that will form the framework for the development of the Local Plan and to present a profile of the Borough that will highlight key issues, problems and challenges that the Local Plan should ultimately seek to deal with. This will subsequently help to shape and influence the direction and focus of the Local Plan's planning policies, designations and site allocations.

1.4 It is intended that the Topic Papers will be 'living' documents that can, if necessary, be updated to reflect the most up-to-date circumstances. **For example, some of the evidence contained within the Topic Papers has been drawn from evidence that has been developed to support the draft Greater Manchester Spatial Framework (GMSF). Any subsequent amendments to the GMSF and/or its supporting evidence, will be reflected in the evidence supporting Bury's Local Plan**.

2 Key Policies, Plans and Strategies

2.1 One of the key early stages in the process is to review other policies, plans and strategies which are of relevance to this particular topic area and which will help to inform and influence the direction of the Local Plan. Clearly, there is a need for the Local Plan to be consistent with planning policy at different levels.

2.2 The National Planning Policy Framework (NPPF) sets out Government Policy in respect of planning matters and this is supported by Planning Practice Guidance (PPG). This sets out the broad planning framework within which development plans are produced.

2.3 Sub-regionally, the emerging Greater Manchester Spatial Framework will establish strategic policies and site allocations across Greater Manchester. This document will, once adopted, form part of Bury's development plan alongside the Local Plan.

2.4 There are also a range of other plans and strategies that, whilst not being policy, are considered to be of relevance to the Borough from a transport and accessibility perspective.

National Planning Policy

2.5 In July 2018, the Government issued the revised National Planning Policy Framework (NPPF). Central to the NPPF is the Government's objective of achieving sustainable development and it highlights that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently,

minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

2.6 Chapter 9 of the NPPF relates to promoting sustainable transport and paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

2.7 Paragraph 108 states that, in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.8 Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, paragraph 110 states that applications for development should:

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.9 Paragraph 111 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

The Greater Manchester Spatial Framework

2.10 Once adopted, the Greater Manchester Spatial Framework (GMSF) will form an integral part of Bury's wider development plan. Consultation on the first draft GMSF ended in January 2017 and there are proposals to issue a second draft for consultation shortly.

2.11 From a transport perspective, the GMSF will support the Greater Manchester Transport Strategy 2040 (see below) which sets out the approach to delivering a fully integrated, sustainable, high capacity transport system for Greater Manchester, placing travelling customers at its heart. It describes how we will go about creating a successful, resilient city region which builds on the success of our existing transport investment programme.

Other Plans and Strategies

Greater Manchester Transport Strategy 2040

2.12 The Greater Manchester Transport Strategy 2040 includes a vision for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. This vision involves four key elements

- Supporting sustainable economic growth;
- Protecting our environment;
- Improving quality of life for all; and
- Developing an innovative city-region.

2.13 The strategy includes a key ambition to deliver a transport system which makes it much easier for residents, business and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

2.14 In order achieve its vision and ambition, the strategy sets out a series of priorities and principles:

- A reliable and resilient multi-modal highway network that supports both efficient movement of people and goods to, from and across Greater Manchester, and high quality urban environments through:
  - A unified Greater Manchester approach to managing and maintaining the motorways and key roads;
  - Using new technologies on motorways and major roads to tackle congestion and support growth;
  - Proposals to manage demand on our highways network and reduce vehicle emissions;
  - Road safety improvements, with a focus on vulnerable users;
  - Carefully targeted bus priority measures on key corridors to improve reliability; and
  - Balancing the needs of through traffic with the needs of centres and communities.
- A fully integrated public transport system, with high capacity for passengers and freight, that offers and attractive choice to support a rapidly growing City Region through:
  - High quality, integrated bus system with unified branding;
  - A three-phase approach to expanding our rapid transit network
    1. Early expansion of Metrolink, up to the capacity of the city centre network
    2. Medium term development of tram-train and Bus Rapid Transit
    3. Long term development of tunnelled metro services as demand grows post-HS2;
  - Increased rail capacity for passengers and freight;
  - Improved transport interchange and passenger waiting facilities;
  - Simple and affordable fares and integrated ticketing;
  - A more integrated approach to supporting modes such as taxis, coaches and door-to-door transport; and
  - Development of car clubs and cycle hire schemes.
- A comprehensive network of on and off-road walking and cycling routes linking homes to key local destinations and for leisure through:
  - A network of routes, linking schools, colleges, employment areas, shopping centres and public transport interchanges, that is segregated wherever possible;
  - Improved cycle parking and other cycle facilities at key destinations;
  - Introducing 20mph zones, where these have local support, in local areas to make it safer to walk and cycle; and
  - Developing on-street way-finding infrastructure and signage, supported by digital mapping and journey; and
  - planning tools to make it easier for people to find their way around on foot and by cycle.
- Improved efficiency in the movement of goods and servicing through:

- Improved journey times and reliability for deliveries; and
- Reduced environmental impact of logistics.

Greater Manchester Air Quality Action Plan

2.15 The Greater Manchester Air Quality Action Plan sets out measures which will reduce air pollution while supporting the sustainable economic growth of the region.

2.16 The plan identifies 'Key Priority Areas' – locations with the highest levels of air pollution near major roads and areas with heavy traffic in towns and cities – where most work will be focused.

2.17 Key Performance Indicators (KPIs) have been set to help track and measure actions:

- Reduce traffic**:** for example, by encouraging travellers to switch from cars to use public transport, cycle and walk more;
- Increase efficiency: improving traffic flow by reducing congestion and stop-start travel to decrease air pollution peaks and to lower emissions overall; and
- Improve fleet**:** by encouraging the replacement of older, more polluting vehicles with newer, smaller, cleaner, lower-emission vehicles.

2.18 Actions in the Air Quality Action Plan have been divided into seven main areas:

- Development management and planning regulation: including standardisation of regulation and policy across Greater Manchester;
- Freight and HGVs: to reduce emissions associated with the movement of freight and goods by road;
- Buses: buses have a vital role to play in public transport. New legislation and the development of Greater Manchester's 2040 transport strategy will assist in growing bus usage and improving vehicle standards;
- Cycling: building on existing strategies and initiatives to encourage cycling as an attractive and convenient way to travel;
- Travel Choices: encouraging the public and businesses to make sustainable travel choices is essential in improving air quality;
- Cars: measures to reduce emissions from cars and reduce the number of vehicle trips can make real improvements; and
- Information and resources: education and providing information to the public, businesses and policy makers is vital in bringing air quality improvements.

2.19 The Greater Manchester Climate Change and Low Emissions Implementation Plan complements the GM Low Emissions Strategy and the GM Air Quality Action Plan and lays out a pathway for the next 4 years. It builds upon existing work and sets out priorities to 2020 and beyond. The headline goals for the plan are:

- To cut carbon emissions by 48% between 1990 and 2020;
- To grow a low carbon economy;
- To rapidly adapt to a changing climate;
- To embed low carbon behaviours; and
- To achieve air quality thresholds.

2.20 It includes ten critical actions to both address climate change and improve Greater Manchester's air quality:

- Major infrastructure changes: Identifying spatial, technological and market opportunities and funding to deploy the type and scale of energy efficient/low carbon development, generation, distribution, storage and smart technologies required to deliver carbon and emission targets.
- Reducing fossil fuels in transport: Decreasing reliance on fossil fuels across all transport activities and influencing how and when people choose to travel.
- Living low carbon lives: Reaching out to Greater Manchester's communities, to increase understanding of the opportunities and implications of climate change, incentivising and supporting action to make the transition to a low carbon economy.
- Trading energy intelligently: Intervening in how energy is traded to ensure cost effective energy efficient/low carbon energy generation is prioritised at cost effective and fair prices for consumers.
- Supporting clean business: Supporting businesses to become more resource efficient, access new low carbon market opportunities and make the transition to a low carbon economy.
- Making informed decisions: Making sure existing and planned major investments, assets, purchases and programmes comply with climate change goals.
- Preparing for a volatile climate: Addressing the existing and future effects of climate change, equipping residents, businesses and communities with the skills and resources needed to be fit for a changed climate.
- Local to global climate action: Using local experience to shape national and international performance, by negotiating with national government to continue to secure devolved responsibilities, funding, freedoms and flexibilities and collaborating with local, national and international cities and partners to secure supportive legal, policy and fiscal frameworks.

- Reinforcing the right behaviours: Make sure plans have the intended effect, by considering setting and enforcing clear standards and a more diverse landscape of incentives and penalties to ensure that the required results are achieved.
- Planning for the future: Putting in place post 2020 targets, plans, programmes and key milestones to reach a clean energy future, and integrate these across GM's wider strategies, plans, policies and projects.

3 Local Profile

3.1 This section sets out a broad profile of the Borough in terms of transport. It looks at the main influences and challenges to help identify the key issues that the Local Plan will need to address and covers the following:

- Highways;
- Traffic Flows;
- Traffic Composition;
- Traffic Congestion;
- Public Transport;
- Park and Ride;
- Car Parking;
- Low and Ultra Low Emissions Vehicles;
- Cycling; and
- Accessible Transport.

Highways

3.2 Bury has 688 km of road consisting of:

- 21km motorway;
- 55km A road;
- 33km B road;
- 38km other classified road; and
- 542km unclassified road.

3.3 The A56 and A58 are the main arterial routes through Bury. The A56 links Bury to Manchester in the south and Lancashire to the north whilst the A58 connects Bury to Bolton in the west and Rochdale to the east. These routes also provide connections to the motorway network (M60, M62 and M66).

3.4 There are six motorway junctions, either wholly or partly in the Borough:

- M66 Jct 1 – intersection with A56 Walmersley Road, Ramsbottom;
- M66 Jct 2 – intersection with the A58 Rochdale Road and Bury New Road, Heap Bridge;
- M66 Jct 3 – Intersection with Pilsworth Road, Pilsworth;
- M66 Jct 4/M60/M62 Jct 18 – Fully signalised motorway intersection at 'Simister Island';
- M60 Jct 19 – Intersection with A576, Manchester Old Road, Heaton Park – this junction is only partly in the Borough;
- M60 Jct 17 – Intersection with A56, Bury New Road, Prestwich.

Traffic Flows

3.5 Transport for Greater Manchester (TfGM) monitors Annual Average Weekday Traffic (AAWT) within the Borough. In 2016, the average daily vehicle flows in Bury were as shown in Table 1 below:

Table 1 - Average Daily Vehicle Flows in Bury 2016.

Road classification	Bury	Greater Manchester
Average Daily Vehicle Flow per km on motorways	97,700	97,500
Average Daily Vehicle Flow per km on A Roads	17,700	18,100
Average Daily Vehicle Flow per km on B Roads	9,100	10,700

Source: http://www.gmtu.gov.uk/reports/transport2016.htm

3.6 Table 1 shows that vehicle flows on Bury's motorways are, on average, slightly higher than across Greater Manchester but that vehicle flows on A and B Roads are lower.

3.7 Table 2 and Figure 1 illustrate local and national traffic growth between 1993 and 2016. These show that, in overall terms, there has been a decline in traffic since 1993 in both Bury and Greater Manchester compared to an increase nationally.

Table 2 - National, Greater Manchester and Bury Traffic Growth 1993 - 2016

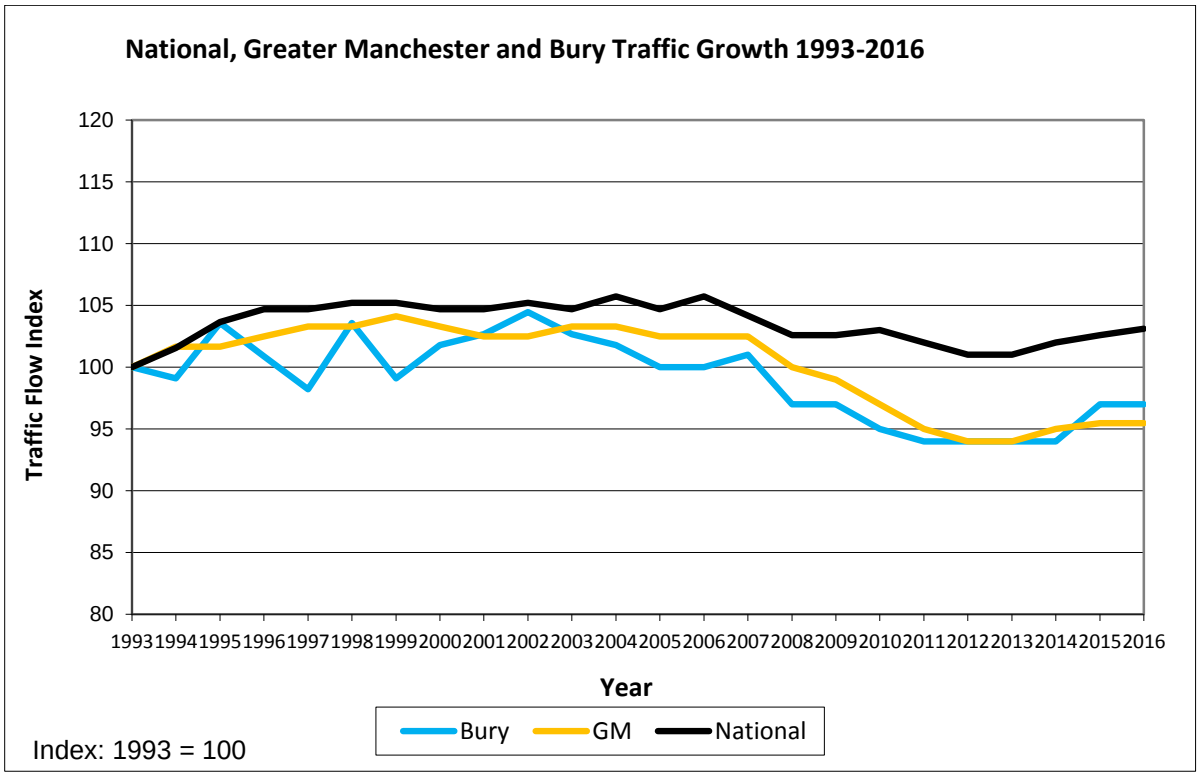
Year	Bury	GM	National
1993	100	100	100
1994	99	102	102
1995	104	102	104
1996	101	102	105
1997	98	103	105
1998	104	103	105
1999	99	104	105
2000	102	103	105
2001	103	102	105
2002	104	102	105

Year	Bury	GM	National
2003	103	103	105
2004	102	103	106
2005	100	102	105
2006	100	102	106
2007	101	102	104
2008	97	100	103
2009	97	99	103
2010	95	97	103
2011	94	95	102
2012	94	94	101
2013	94	94	101
2014	94	95	102
2015	97	95	103
2016	97	95	103

District and GM figures are based on 12-hour average weekday flows on a sample of A and B Road links throughout Greater Manchester. 1993-2015 National Data based on average 24-hour daily traffic flow data for urban A Roads published in Table TRA0301 Road Traffic Statistics 2015, Traffic, Speeds and Congestion.

Source: http://www.gmtu.gov.uk/reports/transport2016.htm

Figure 1 – National, Greater Manchester and Bury Traffic Growth 1993 - 2015



3.8 Table 3 shows the change in average daily vehicle flows per km on Bury's roads between 2010 and 2016.

Table 3 – Change in Average Daily Vehicle Flows per km, 2010 and 2016

Road classification	2010	2016	% Change
Average Daily Vehicle Flow per km on motorways	95,800	97,700	+2.0%
Average Daily Vehicle Flow per km on A Roads	17,400	17,700	+1.7%
Average Daily Vehicle Flow per km on B Roads	8,500	9,100	+7.1%

Source: http://www.gmtu.gov.uk/reports/transport2016.htm

3.9 In 2016, the busiest stretch of motorway was between junctions 16 and 17 of the M60 with a 24 hour motor flow of 172,600. In terms of A Roads, Bolton Street in Bury (A58) was the busiest with motor flows of 70,700.

3.10 The 2016 data shows that Bolton Street, Bury (A58) was also the busiest in terms of cycle flows with 327 over a 12 hour period.

3.11 In 2016, the average 12-hour A and B road pedal cycle flows in Bury was 102 and 56 respectively, lower than the Greater Manchester averages of 139 and 123 for A and B roads.

Traffic Composition

3.12 Table 4 shows the percentage composition of traffic in Bury in 2015 compared to Greater Manchester as a whole.

Table 4 - Percentage Composition of Traffic in Bury and Greater Manchester 2016

		Cars	LGV	OGV
Bury	Motorways	72.4	16.7	10.4
Bury	A Roads	83.2	12.1	2.4
Bury	B Roads	84.6	11.1	2.0
Bury	Minor Roads	81.8	11.8	1.3
GM	Motorways	76.2	15.3	8.0

		Cars	LGV	OGV
GM	A Roads	81.3	13.1	3.1
GM	B Roads	83.2	11.2	1.9
GM	Minor Roads	84.3	11.3	1.3

LGV = Commercial Vehicles with 2 axles and up to 6 wheels without a side bar.

OGV = Other Goods Vehicle (incl. Medium Goods Vehicles with 2 axles and up to 6 wheels with a side bar and Rigid Heavy Goods Vehicles with 3 axles and all Articulated Heavy Goods Vehicles and Rigid Heavy Goods Vehicles with 4 or more axles.

Figures may not sum due to rounding.

Source: http://www.gmtu.gov.uk/reports/transport2016.htm

3.13 This shows that in 2016, the composition of vehicles travelling on Bury's roads/motorways is broadly similar to that seen within Greater Manchester as a whole.

3.14 The private car plays a significant role in the movement of people across the Borough. Cars account for 72.4% of traffic on Bury's motorways, which is slightly lower than across Greater Manchester as a whole where 76.2% of traffic comprises cars. Conversely, cars account for 83.2% of the traffic on Bury's A roads. This proportion is slightly higher than Greater Manchester's average of 81.3%. Similarly, car movements on Bury's B roads are also slightly higher than across Greater Manchester.

Traffic congestion at peak periods is largely focused on main routes in and around town centres (particularly Bury town centre) and key motorway junctions and is largely caused by extensive use of the private car

Traffic Congestion

3.15 Tables 5 and 6 and Figures 2, 3 and 4 show average journey time rates and speeds for A and B roads in Bury for all years from 2006/07 and include a comparison with Greater Manchester averages for 2015/16.

Table 3 - Bury and Greater Manchester Average Journey Time Rates (Mins/Mile) 2006/07 – 2015/16 (A and B roads)

Bury

Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2006/07	3.26	3.70	2.92	3.40	3.18	3.10
2007/08	3.20	3.62	2.90	3.30	3.14	3.05
2008/09	3.22	3.65	2.93	3.35	3.18	3.09
2009/10	3.25	3.69	2.93	3.44	3.26	3.12
2010/11	3.14	3.55	2.87	3.36	3.22	3.04
2011/12	3.16	3.54	2.91	3.37	3.34	3.08
2012/13	3.17	3.51	2.96	3.39	3.24	3.10
2013/14	3.23	3.64	2.94	3.53	3.32	3.12
2014/15	3.48	4.03	3.04	3.87	3.59	3.30
2015/16	3.34	3.76	3.07	3.78	3.56	3.28

Greater Manchester

Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2015/16	3.57	4.04	3.27	4.19	3.90	3.50

Source: http://www.gmtu.gov.uk/reports/transport2016.htm

Figure 2 – Change in Average Journey Time Rate in Bury 2006/07 – 2015/16 (A and B roads)

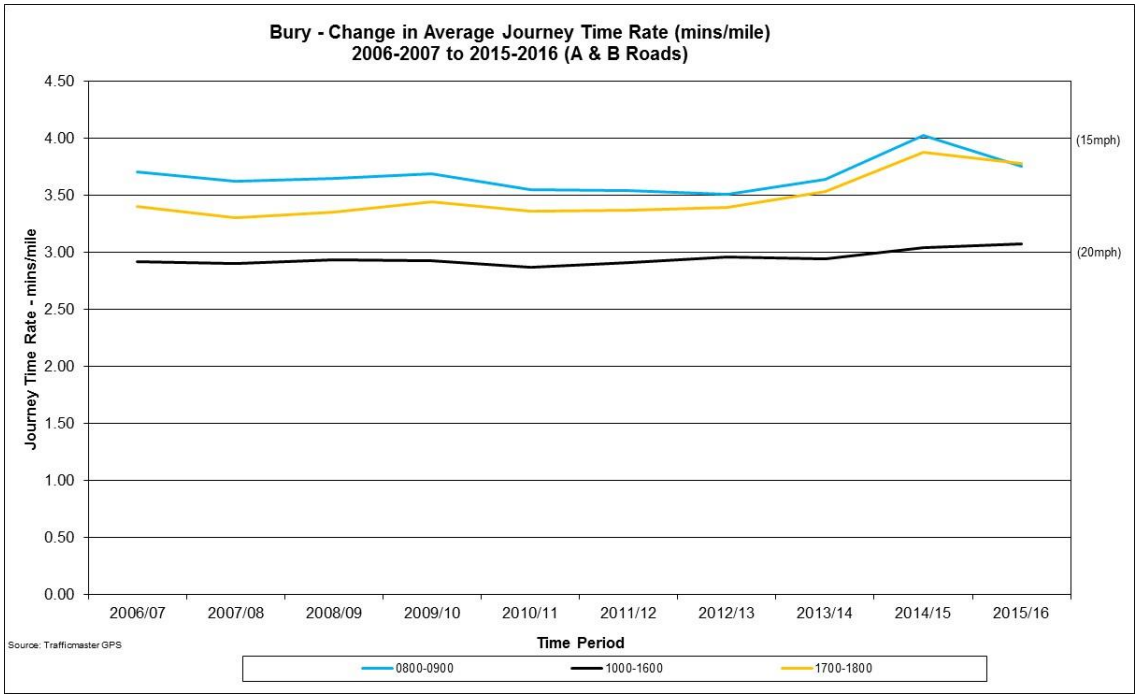


Figure 3 – Comparison of Journey Time Rates in Bury 2006/7 and 2015/16 (A and B roads)

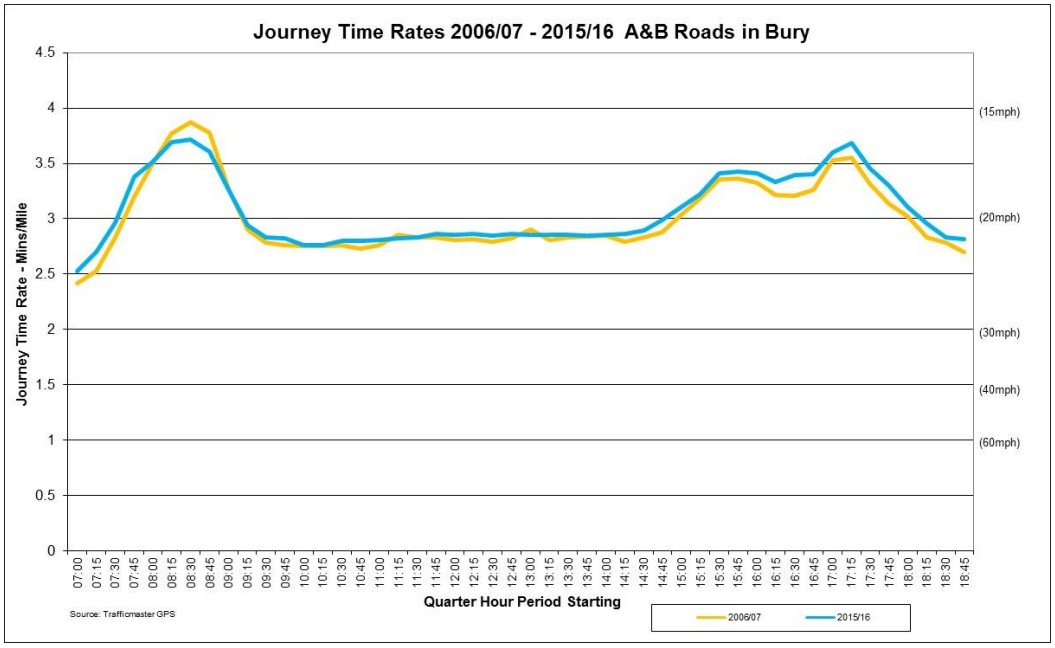


Table 4 - Bury and Greater Manchester Average Speeds (MPH) 2006/07 – 2015/16 (A and B roads)

Bury

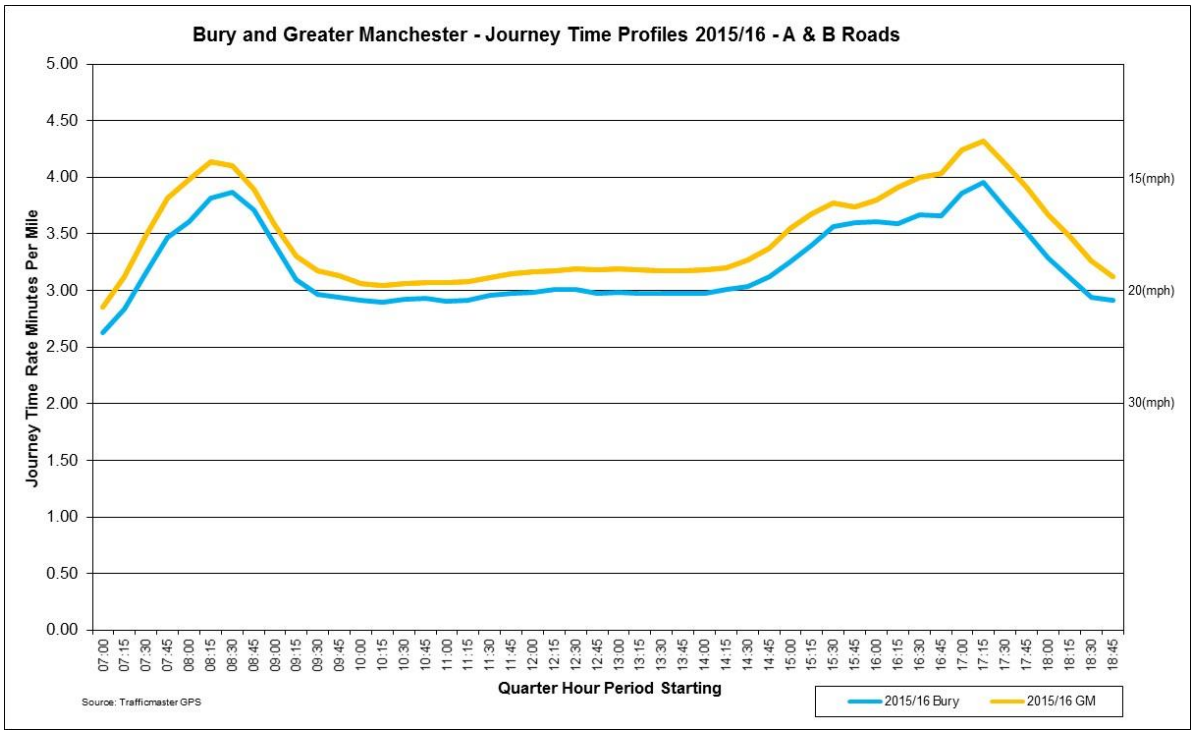
Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2006/07	18	16	21	18	19	19
2007/08	19	17	21	18	19	20
2008/09	19	16	20	18	19	19
2009/10	18	16	20	17	18	19
2010/11	19	17	21	18	19	20
2011/12	19	17	22	18	18	19
2012/13	19	17	20	18	19	19
2013/14	19	16	20	17	18	19
2014/15	17	15	20	15	17	18
2015/16	18	16	20	16	17	18

Greater Manchester

Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2015/16	17	15	18	14	15	17

Source: http://www.gmtu.gov.uk/reports/transport2016.htm

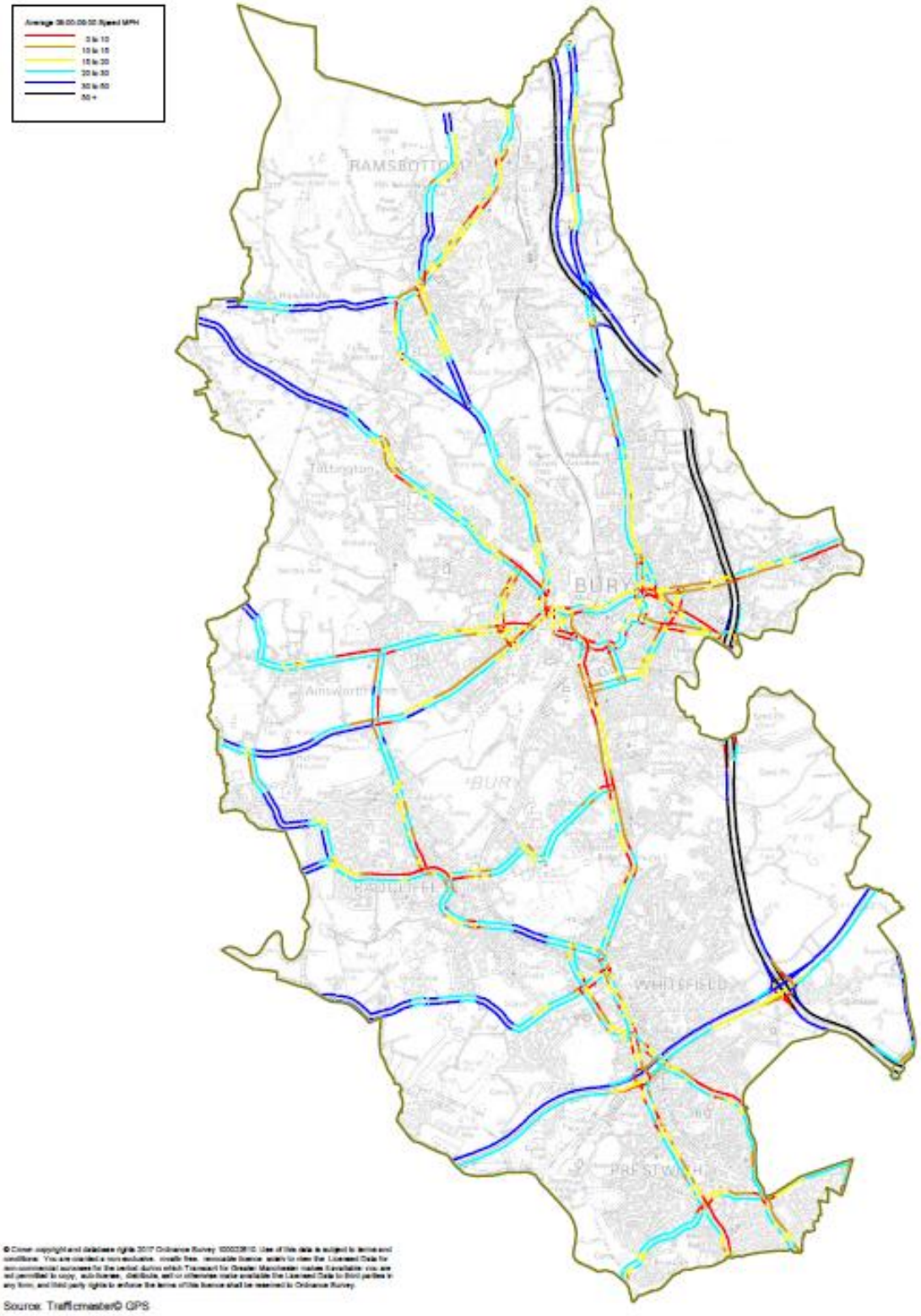
Figure 4 – Bury and Greater Manchester Journey Time Profiles 2015/16 (A and B Roads)



3.16 These show that between 2004/05 and 2015/16, there has been a moderate increase in average journey times and a moderate decrease in average speeds on Bury's A and B roads across all periods.

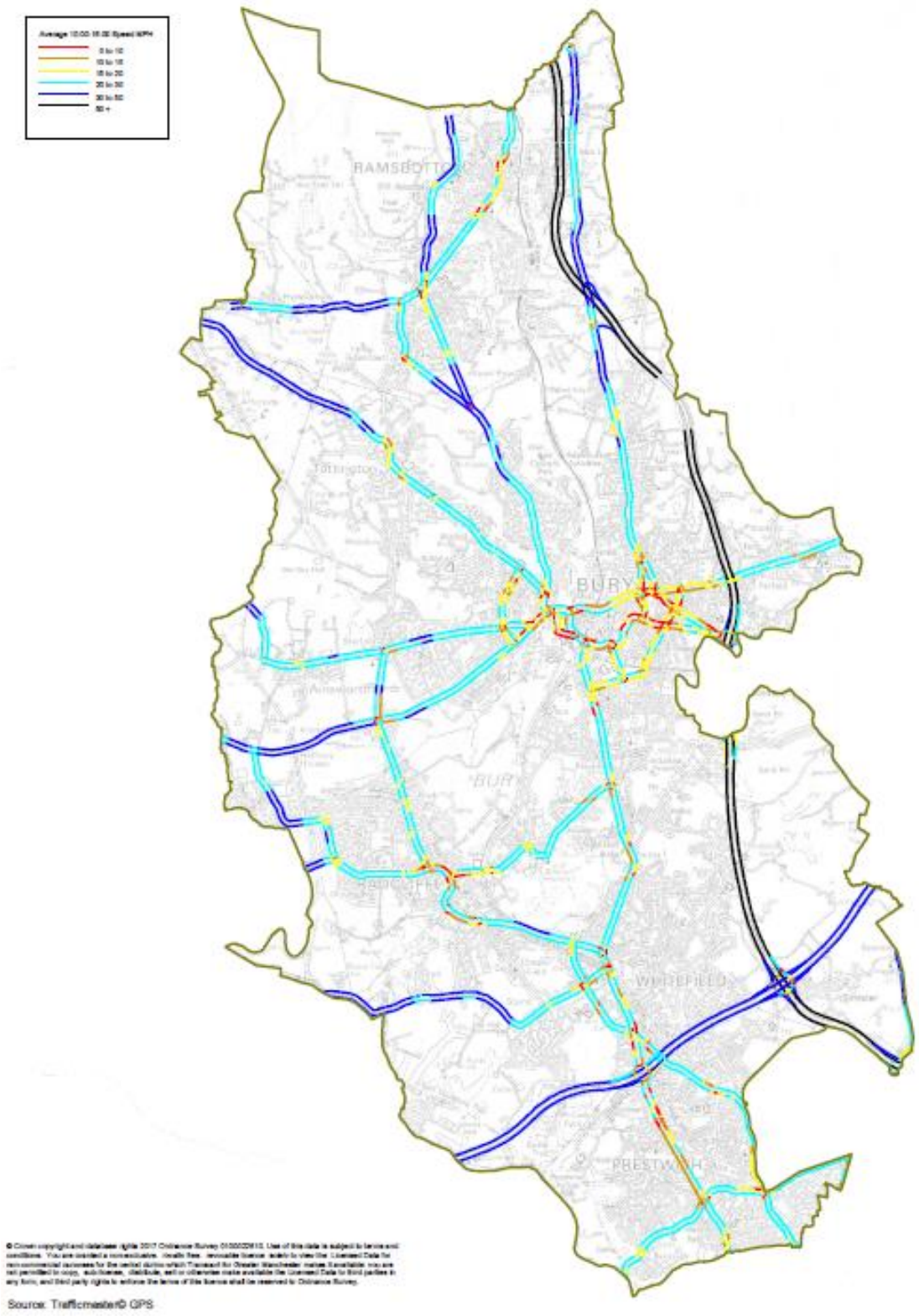
3.17 Figures 5 and 6 show the average speed of vehicles travelling on Bury's roads during the morning (8.00am to 9.00am) and evening (5.00pm to 6.00pm) peaks.

Figure 5 – Average Vehicle Speeds During Morning Peak (8.00am – 9.00pm) 2016



Source: http://www.gmtu.gov.uk/reports/transport2016.htm

Figure 6 – Average Vehicle Speeds During Evening Peak (5.00pm – 6.00pm)



Source: http://www.gmtu.gov.uk/reports/transport2016.htm

3.18 Both Figures show that there are a number of congestion hotspots (shown in red) where average vehicle speeds during the morning and evening peaks range from 0-10 MPH.

3.19 It can be seen that much of this congestion is focused on main routes in and around town centres (particularly Bury town centre) and key motorway junctions.

3.20 Pollution from road traffic is the most significant cause of poor air quality in Greater Manchester. The two pollutants of most concern are nitrogen dioxide (NO2) and particulates less than 10 microns (PM10). Nitrogen dioxide is exceeded in Greater Manchester at roadside locations and in busy town centres. In Bury this includes sections of the A58, the A56 and the M60.

Road traffic is a major source of carbon emissions and is the most significant cause of poor air quality where sections of our major roads and motorways have levels of nitrogen dioxide that exceed minimum acceptable standards

Public Transport

3.21 Bury has a comprehensive network of public transport services which provides links to key local destinations and further afield. Metrolink operates from Bury town centre travelling south to Manchester City Centre and beyond to other areas of Greater Manchester including Eccles, Oldham, Rochdale, Chorlton, Didsbury, Droyslden and Media City and Manchester Airport. Park and Ride sites are provided at key stops including Bury, Radcliffe and Whitefield.

3.22 Bus services in the district comprise local routes from the town centres to suburban housing areas and rural communities with inter-urban services providing frequent links to neighbouring towns including Bolton, Rawtenstall, Bacup and Rochdale. There are also several frequent routes to Manchester, serving various residential areas including those some distance away from Metrolink stops.

3.23 Bury Interchange provides the largest public transport 'hub' for the district and enables convenient transfer between different bus services or between bus and Metrolink. However, the Interchange is considered to be poorly configured and suffers from a poor environment that does not reflect its status as the Borough's key transport hub.

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3.24 The core public transport network is

complemented by 'Ring and Ride' services which provide door-to-door accessible minibus service for people of all ages who find it difficult to use ordinary public transport.

Metrolink

3.25 Since its introduction in 1992, Metrolink usage on the Bury line has seen significant growth and has become an important commuting asset, particularly for those travelling to work in Manchester city centre. However, services on the Bury line are subject to over-crowding during peak periods.

Peak Usage

3.26 Metrolink use is monitored by Transport for Greater Manchester (http://www.gmtu.gov.uk/reports/transport2016.htm). In February 2017, a daily average of 4,159 people boarded Manchester-bound Metrolink services on the Bury line during the morning peak (7.30am-9.30am). This represents an increase of 112% since 1992 and an increase of 9% since 2013.

3.27 Of those, 3,316 people boarded at stations within the Borough (i.e. Bury Interchange, Racliffe, Whitefield, Besses, Prestwich and Heaton Park). With 914 boarders, Bury Interchange sees the highest use on the Bury to Manchester line in terms of boarding Manchester-bound services during the morning peak. This is slightly ahead of Radcliffe which caters for 805 boarders during the morning peak. In general, the number of boarders decreases at stations closer to Manchester.

The Bury line has seen significant growth in Metrolink usage and has become an important commuting asset, particularly for those travelling to work in Manchester City Centre. However, services on the Bury line are subject to over-crowding during peak periods.

3.28 2,071 people alight the Metrolink at stations within the Borough (both Manchester and Bury-bound services) during the morning peak period with the majority of those (978) alighting at Bury Interchange. 386 people alight at Heaton Park Station from both Bury and Manchester-bound services during the morning peak, although the vast majority of these (320) alight from Manchester-bound services. Prestwich is also a popular alighting point (308) during the morning peak with the majority (219) alighting from Bury-bound services.

Off-Peak Usage

3.29 A daily average of 3,713 people boarded Manchester-bound Metrolink services during the off-peak period (9.30am-1.30pm). This represents an increase of 15% since 2014.

3.30 Of those, 2,519 people boarded at stations within the Borough. With 1,186 boarders, Bury Interchange sees the highest use on the Bury to Manchester line in terms of boarding Manchester-bound services during the off-peak period. This is significantly higher than other stops on the Bury to Manchester line. In a similar way to the morning peak, the number of boarders generally decreases at stations closer to Manchester.

3.31 2,648 people alight the Metrolink at stations within the Borough (both Manchester and Bury-bound services) during the off-peak period with the majority of those (1,449) alighting at Bury Interchange. The next highest are Prestwich and Whitefield stations with 342 and 329 people respectively alighting from during the off-peak period.

Buses

3.32 Buses are the most commonly used form of public transport in Bury. As the main mode of public transport, the bus has a key role to play in securing modal shift away from the car and also contributing to social inclusion.

3.33 In 2016, the morning peak (07:30 – 09:30) sees 2,752 trips into Bury Key Centre. This represents a modest 3% increase in bus patronage into Bury key centre since 2002.

3.34 Bus lanes are located along key stretches of major throughroutes in the Borough in order to reduce bus journey times and ensure that bus services provide a real alternative to car use. Bus lanes are currently located at:

- Manchester Road, Bury (alongside Redvales Playing Fields);
- Bolton Road, Bury (three sections);
- Bury Old Road, Prestwich (two sections); and
- Bury New Road, Prestwich/Whitefield.

3.35 The bus lanes are in force from Monday to Friday, from 7am to 10am and from 4pm to 7pm, except the Manchester Road bus lane which is in operation from 7am to 7pm.

Park and Ride

3.36 There are currently four Metrolink Park and Ride facilities within the Borough, at Bury, Radcliffe, Whitefield and Prestwich. Collectively, car parks at these stations have the capacity to accommodate 721 cars, as shown in Table 7.

Table 5 – Park and Ride Facilities in Bury

Station	Park and Ride Spaces
Bury	100
Radcliffe	369
Whitefield	216
Prestwich	36
Total	721

Park and Ride Facilities at Radcliffe and Whitefield are at capacity and, given the amount of Metrolink usage, the park and ride facilities at Bury Interchange and Prestwich station are considered to be inadequate

3.37 The popularity of park and ride facilities at Radcliffe and Whitefield led to TfGM increasing car parking capacity at these stations through the addition of new decks. However, these are also now at capacity early on week days.

3.38 In comparison to Radcliffe and Whitefield and given the amount of Metrolink usage, the park and ride facilities at Bury Interchange and Prestwich station are considered to be inadequate.

Car Parking

3.39 Car parking is a key consideration for people who travel by car in Bury. Bury Council manages and maintains most of the on-street and off-street car parking in the Borough's town centres. The provision of Council-owned car parking is set out in Table 8 below.

Table 6 – Car Parking Spaces

Location	Car Parks	Spaces	Disabled	Total
Bury Town Centre	12	1,469	75	1,544
Outside Bury TC	6	116	3	119
Ramsbottom	8	140	9	149
Tottington	2	39	2	41
Radcliffe	16	501	26	527
Whitefield	2	75	3	78
Prestwich	9	431	21	452
Total	55	2,771	139	2,910

Source: Bury Council 2018 https://www.bury.gov.uk/index.aspx?articleid=11204

3.40 There are currently 55 Council-controlled car parks in the Borough with spaces for 2,910 cars (including 139 disabled spaces). Over half (1,544) of these spaces are on car parks within Bury town centre and these are supplemented by privately-owned car parks at the Mill Gate, the Rock, Bury Interchange and at Q Park on Knowsley Street which collectively provide for in excess of 2,300 spaces as well as 419 'pay-and-display' on-street spaces.

Ramsbottom suffers from a lack of car/coach parking provision, particularly given the attractiveness of the town as a tourist destination.

3.41 In terms of the Borough's other town centres, Radcliffe and Prestwich are reasonable well served with 527 (including 26 disabled) and 452 (including 21 disabled) spaces respectively. However, Ramsbottom, with 149 (including 9 disabled) spaces, does suffer from a lack of car parking provision, particularly given the attractiveness of the town as a tourist destination. It also lacks provision of coach parking.

Low and Ultra Low Emissions Vehicles

3.42 It is estimated by the National Grid that there will be 1 million electric vehicles on UK roads by 2022 and therefore it will be important that we increase the infrastructure for electric vehicle charging both on and off road.

An increase in the use of low and ultra-low emissions vehicles

3.43 There is a major challenge around provision of home charging points for properties that don't have off road parking as well as other required changes relating to low emissions transport innovations such as fuelling stations for new low emissions gas based fuels for HGVs.

Cycling

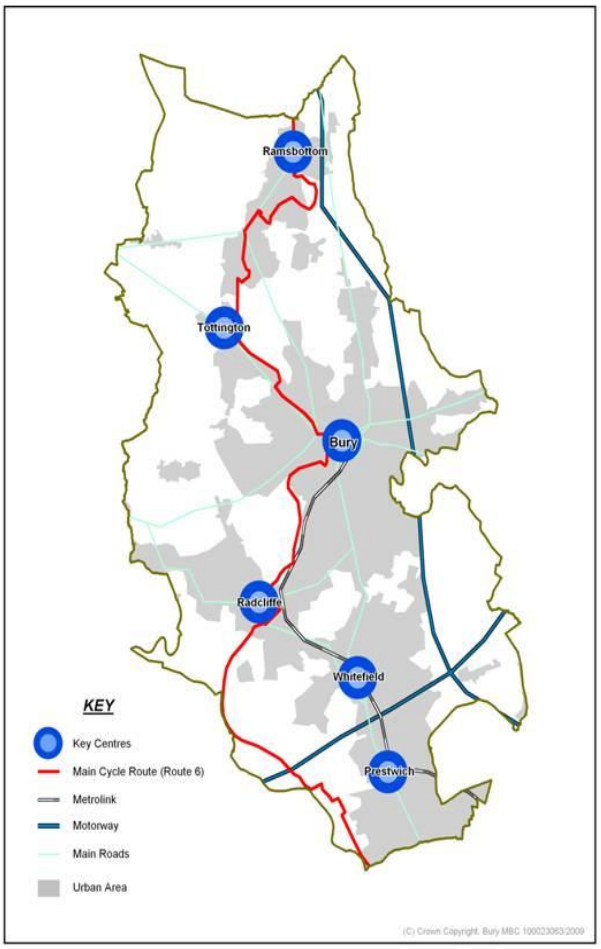
3.44 The National Cycle Network (NCN) is a 10,000 mile network of safe and attractive routes throughout the UK, and is co-ordinated by the charity Sustrans. Route 6 of the Network runs between Preston and Manchester and passes through Bury en-route interlinking with the Borough's local cycle network. Figure 4 shows the route of NCN6 within Bury.

3.45 Sections of the local network are being extended and improved as opportunities arise. In particular, new on-road and off-road routes have recently been developed in and around Bury Town Centre in conjunction with new development at Chamberhall and the Woolfold Gap project.

3.46 A cycle hub has also been erected at Bury Interchange, which provides facilities for commuters to leave their bikes in a safe, secure and dry unit while they are at work.

3.47 TfGM Transport Statistics for Bury (2016) show that pedal cycles account for 0.6% of traffic on Bury's A roads, 0.6% on B roads and 1.0% on minor roads. This is lower than Greater Manchester as a whole where pedal cycles account for 0.7% of traffic on A roads, 1.6% on B roads and 1.5% on minor roads.

Figure 2 – Route 6 Cycle Network



3.48 In 2016, Bolton Street in Bury (A58) was recorded as having the highest flow of pedal cycles with 327 between 07:00 and 19:00.

3.49 In May 2018 it was announced that between 2018 and 2022, £160m will be made available from the Transforming Cities Fund to make encourage more people to cycle and walk more often in Greater Manchester. Funding bids for schemes will be invited quarterly and will be expected to comply with principles set out in the GM Cycling Commissioner's 'Made to Move' and 'Beelines' reports.

> An opportunity to significantly improve cycling infrastructure in Bury through the GM Beelines project

Accessible Transport

3.50 Taxis and private hire vehicles, Community Transport, Shopmobility, Ring and Ride, Local Link (Ramsbottom/Tottington and Little Lever/South Radcliffe) and Taxi Voucher schemes form part of the transport choice available to people with limited access to other transport. Bury currently licences 723 Private hire vehicles and 88 hackney carriages.

4 Summary of Key Issues

4.1 The various Topic Papers sitting behind the Local Plan are available on the Council's web site at www.bury.gov.uk/localplan. These have drawn together a profile of the Borough which has, in turn, highlighted a number of Key Issues for the Local Plan to consider. These Key Issues are as follows:

Key Issues for Transport:

- Traffic congestion at peak periods is largely focused on main routes in and around town centres (particularly Bury town centre) and key motorway junctions and is largely caused by extensive use of the private car.
- Road traffic is a major source of carbon emissions and is the most significant cause of poor air quality where sections of our major roads and motorways have levels of nitrogen dioxide that exceed minimum acceptable.
- Bury Interchange is considered to be poorly configured and suffers from a poor environment that does not reflect its status as the Borough's key transport hub.
- The Bury line has seen significant growth in Metrolink usage and has become an important commuting asset, particularly for those travelling to work in Manchester City Centre. However, services on the Bury line are subject to over-crowding during peak periods.
- Park and Ride Facilities at Radcliffe and Whitefield are at capacity and, given the amount of Metrolink usage, the park and ride facilities at Bury Interchange and Prestwich station are considered to be inadequate.
- Ramsbottom suffers from a lack of car/coach parking provision, particularly given the attractiveness of the town as a tourist destination.
- An increase in the use of low and ultra-low emissions vehicles.
- An opportunity to significantly improve cycling infrastructure in Bury through the GM Beelines project