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TRANSPORT STRATEGY: HIGHWAYS AND PARKING



Introduction

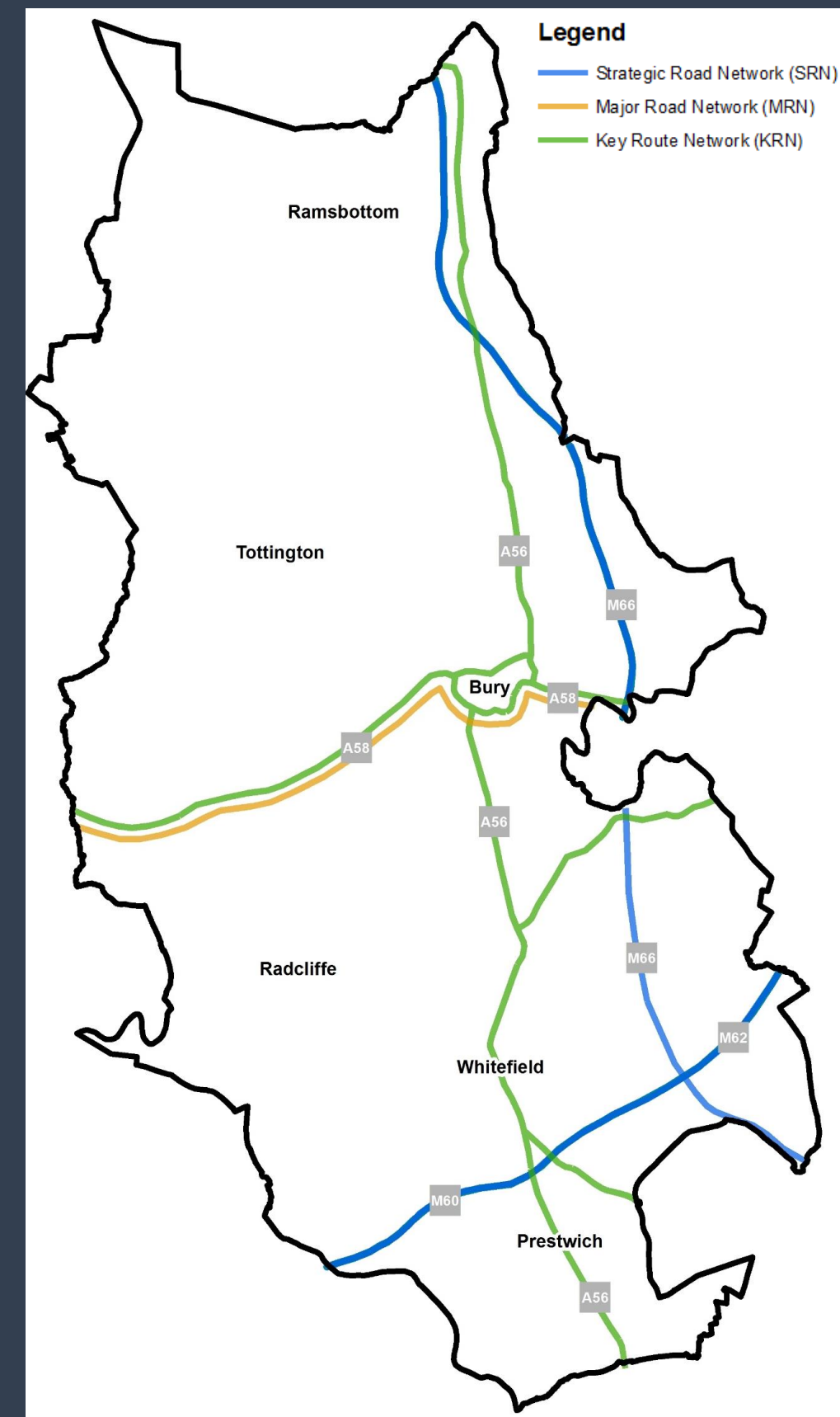
Overview of Highways and Parking

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

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

Parking challenges also exist across the Borough but vary significantly by location. Some areas such as Ramsbottom are facing acute car parking capacity challenges and there is a need to secure investment in additional car parking so as not restrict economic growth and prosperity in the town but at the same time promoting sustainable travel. Conversely areas such as Bury town centre have an over-supply of car parking which presents an opportunity to release some parking areas for new uses, including new retail or residential developments.

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



Road Network Hierarchy

Strategic Route Network

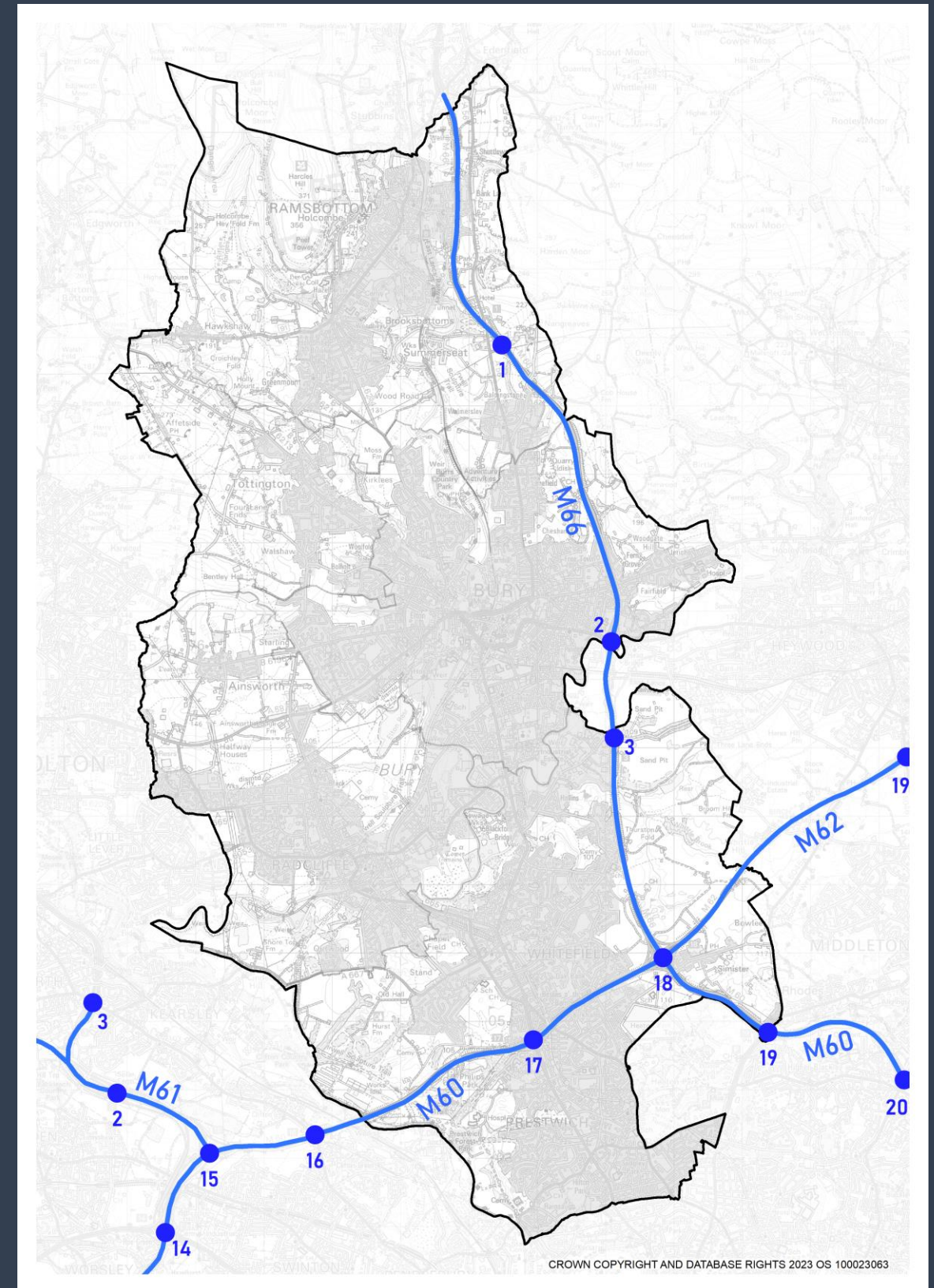
Significant elements of the Motorway network run through Bury. Routes include the M60, M62 and M66. The responsibility for maintaining and operating these routes, which form part of the Strategic Route Network (SRN), rests with National Highways.

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

Bury Council will continue to work with National Highways to support and deliver measures that reduce delay and congestion on the existing Motorway network. This will include National Highways proposals (published Feb 2023) to improve Simister island that are designed to reduce congestion at this location, encourage future growth and discourage traffic from diverting onto the local road network. Bury Council will also work with National Highways on measures that reduce the air quality and environmental impacts of the SRN.

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

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



Bury's Motorway Network

Investment priorities for highways and parking

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

1. Address congestion and severance issues

2. New or improved highways to accommodate new development sites

3. Programme of road safety interventions

4. Maintenance of roads and highway infrastructure

5. Development of parking strategies in key locations

6. Expand the network of electric vehicle charging points

Highways and Parking

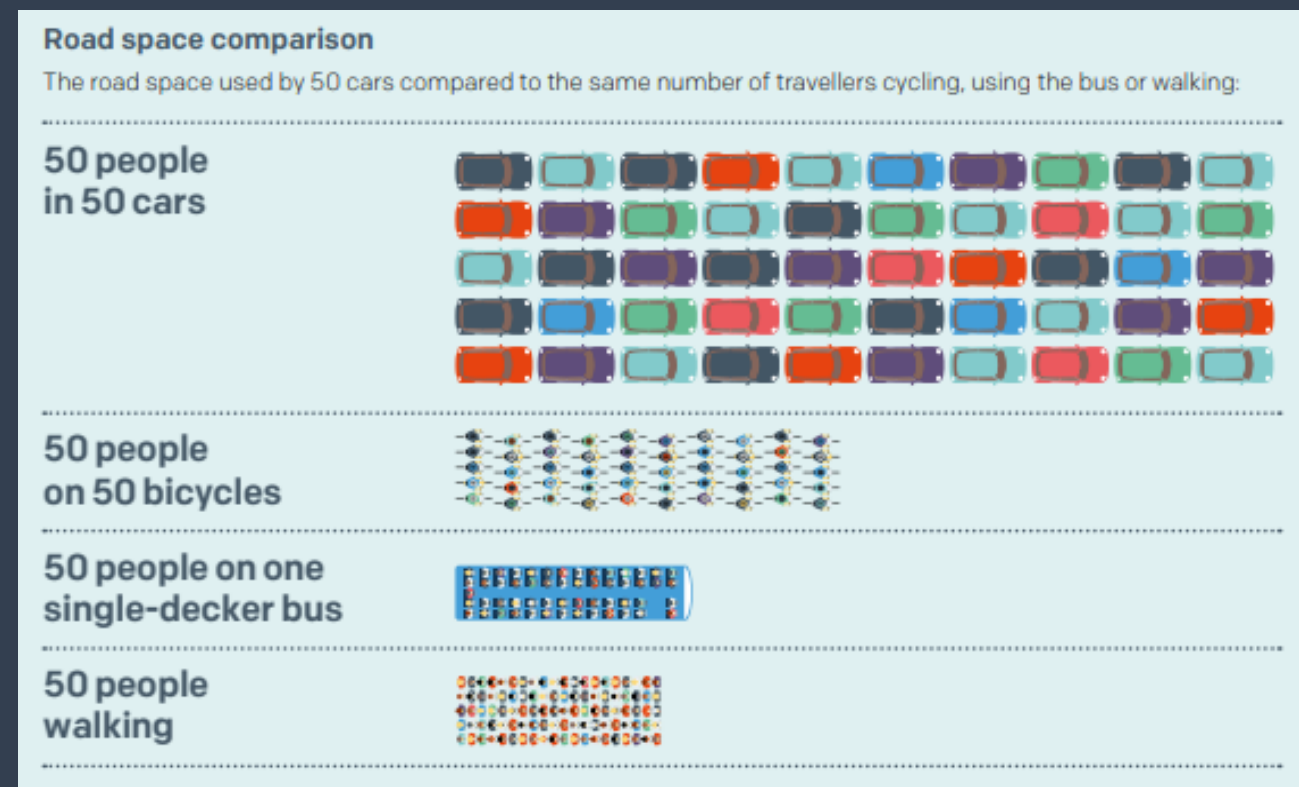
INVESTMENT PRIORITY 1: ADDRESSING CONGESTION AND SEVERANCE

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

Congestion has a significant impact on people's time; access to employment, education and opportunities; as well as on health and wellbeing. It exacerbates noise and air pollution. Further growth will increase demand for transport and infrastructure and will need to be met without creating congestion.

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

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



Road space comparison:
Source: Greater Manchester Congestion Deal

Highways and Parking

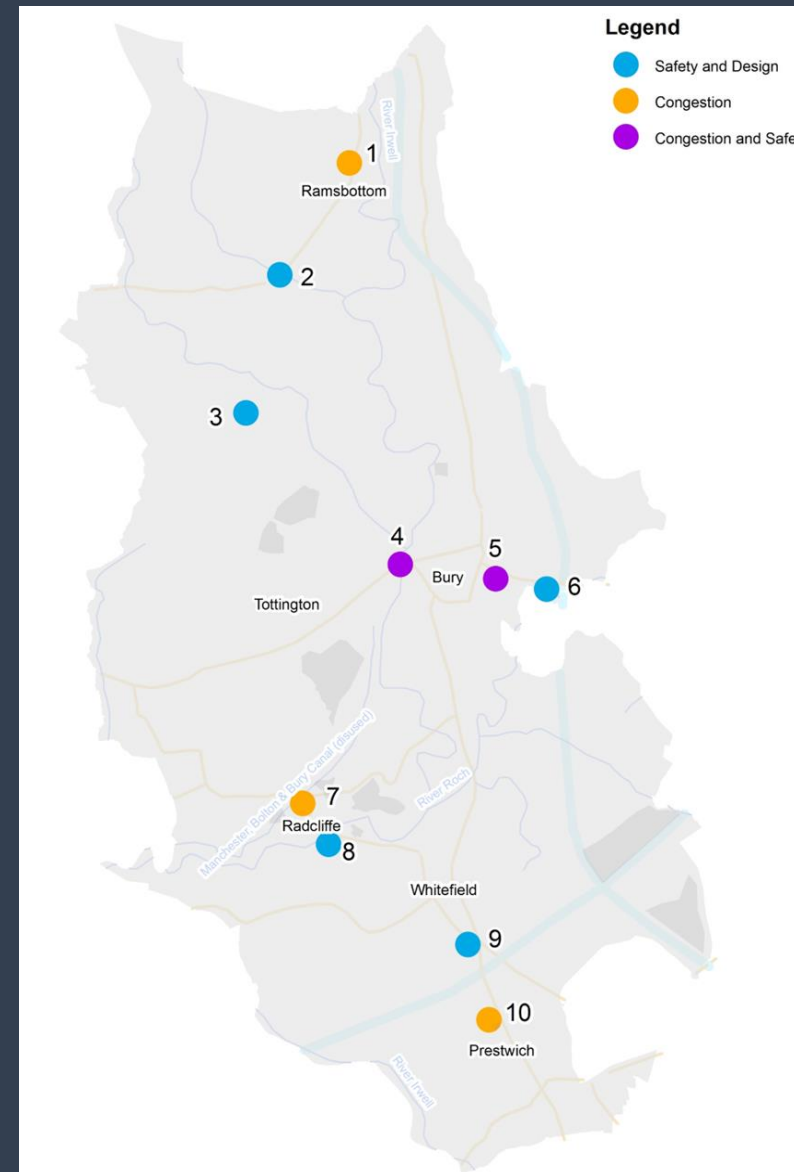
INVESTMENT PRIORITY 1: ADDRESSING CONGESTION AND SEVERANCE

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

The Ring Road around Bury town centre, for example, suffers significant congestion at peak times but provides strong links to the M66, Rochdale, Bolton and Manchester. It creates a car dominated environment and severance for pedestrians and cyclists accessing the town centre. Buses can also suffer significant delays in accessing the Interchange. The Bury Town Centre Masterplan proposes to reconfigure the Southern Ring Road (Angouleme Way, Jubilee Way) to become a 'green street' with high quality walking and cycling infrastructure to address this issue and provide increased bus priority. Peel Way would become the main car route around Bury Town Centre.

Pilkington Way in Radcliffe is another example of a busy road causing severance.

Road Network Congestion



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

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

Highways and Parking

INVESTMENT PRIORITY 1: ADDRESSING CONGESTION AND SEVERANCE

Congestion and delays regularly occur on the highway network in the Borough at several areas such as those detailed on the previous page.

We will work with National Highways and TfGM to identify other locations in the Borough where congestion and/or safety is an issue.

We will seek to develop proposals to address these issues that will reduce congestion, improve highway safety, reduce severance and improve bus reliability.

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

We will consider using existing highway powers to enforce moving traffic offences such as blocking yellow box junctions, banned right or left turns and illegal U-turns.



Queuing on the A56 Manchester Road northbound into Bury town centre



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



Pilkington Way, Radcliffe severance



Whitefield A56/B6198 severance

Highways and Parking

INVESTMENT PRIORITY 2: Highway Mitigation for New Developments

Overview

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

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

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

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



New Yellow Box Junction

Highways and Parking

INVESTMENT PRIORITY 2: Highway Mitigation for New Developments

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

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

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



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

Highways and Parking

INVESTMENT PRIORITY 2: Highway Mitigation for New Developments

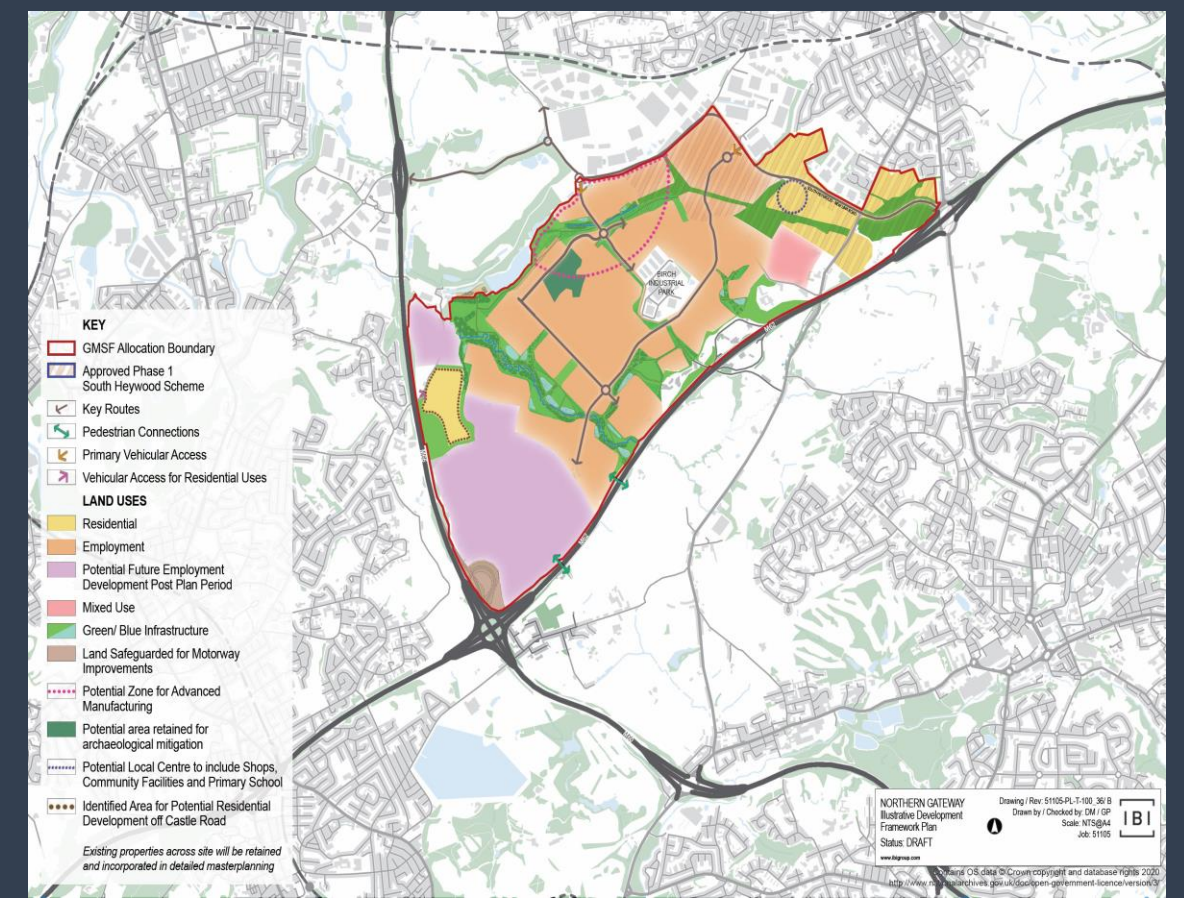
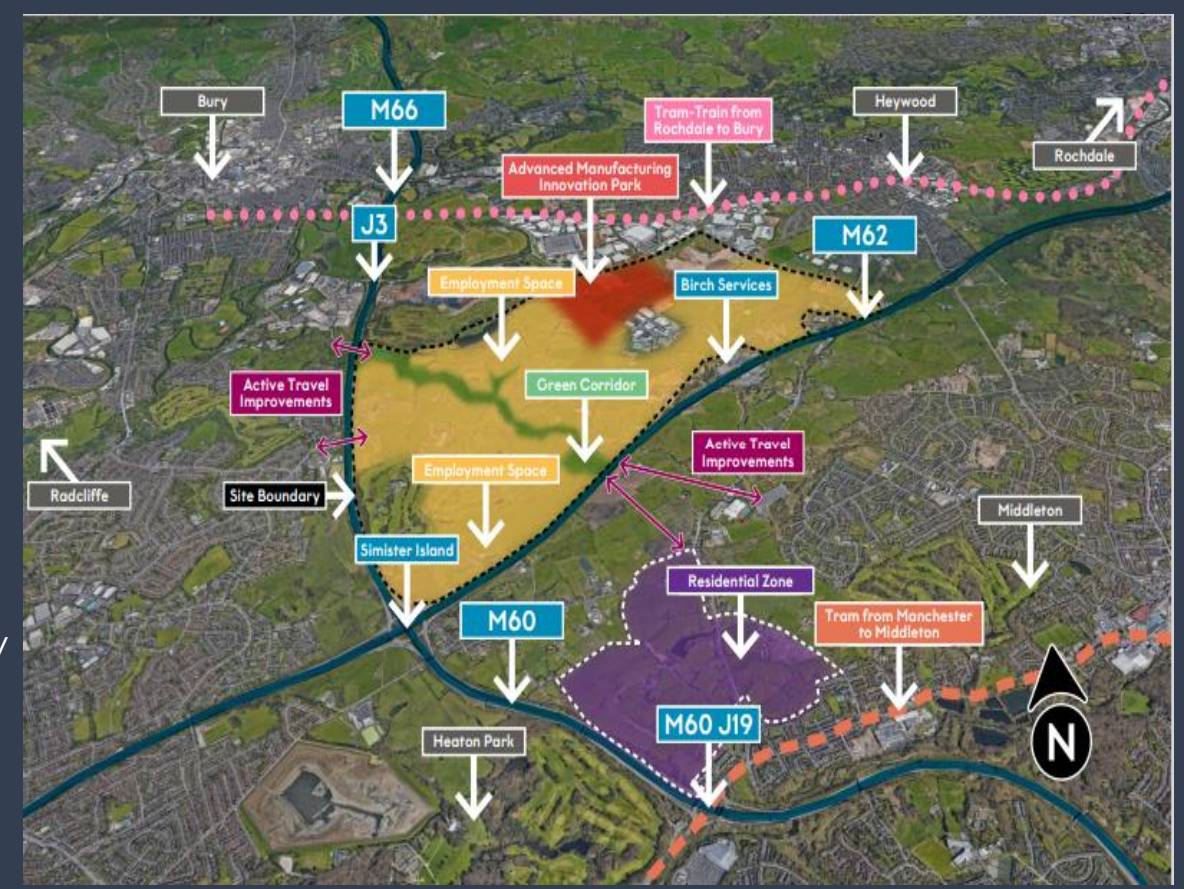
Places for Everyone

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

Northern Gateway

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

Whilst further work is required to define the extent of the required mitigation, significant highway interventions will be required on both the SRN and the local highway network, including major investment on the motorway at M66 Junctions 2 and 3, the A576/M60 J19 and on the local highway network at Moss Hall Road, Pilsworth Road, Hollins Lane and A6045 Heywood Road. Improvements will also be needed to ensure that public transport and active travel are viable alternatives to the private car.



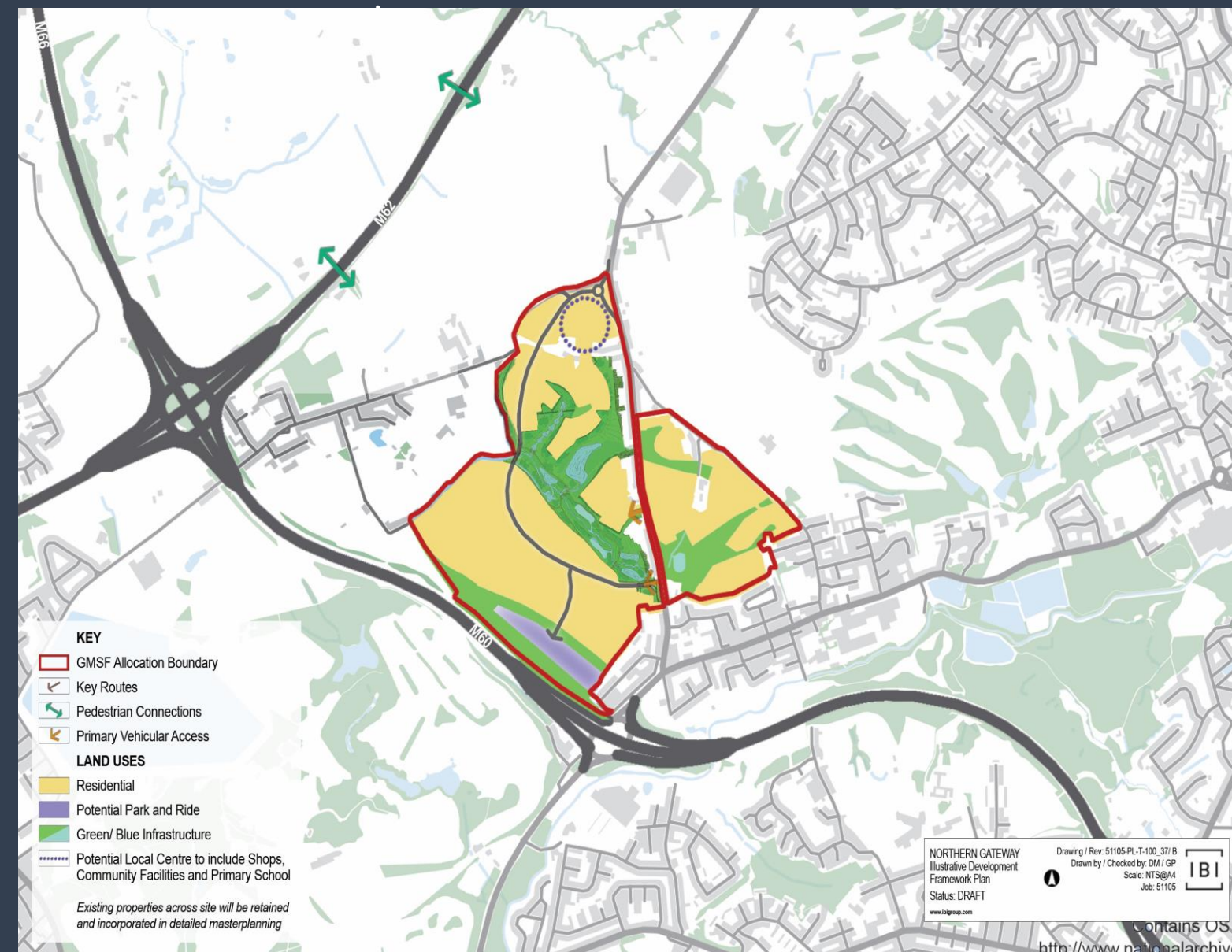
Highways and Parking

INVESTMENT PRIORITY 2: Highway Mitigation for New Developments

Simister/Bowlee

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

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



Highways and Parking

INVESTMENT PRIORITY 2: Highway Mitigation for New Developments

Elton Reservoir

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

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

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



Highways and Parking

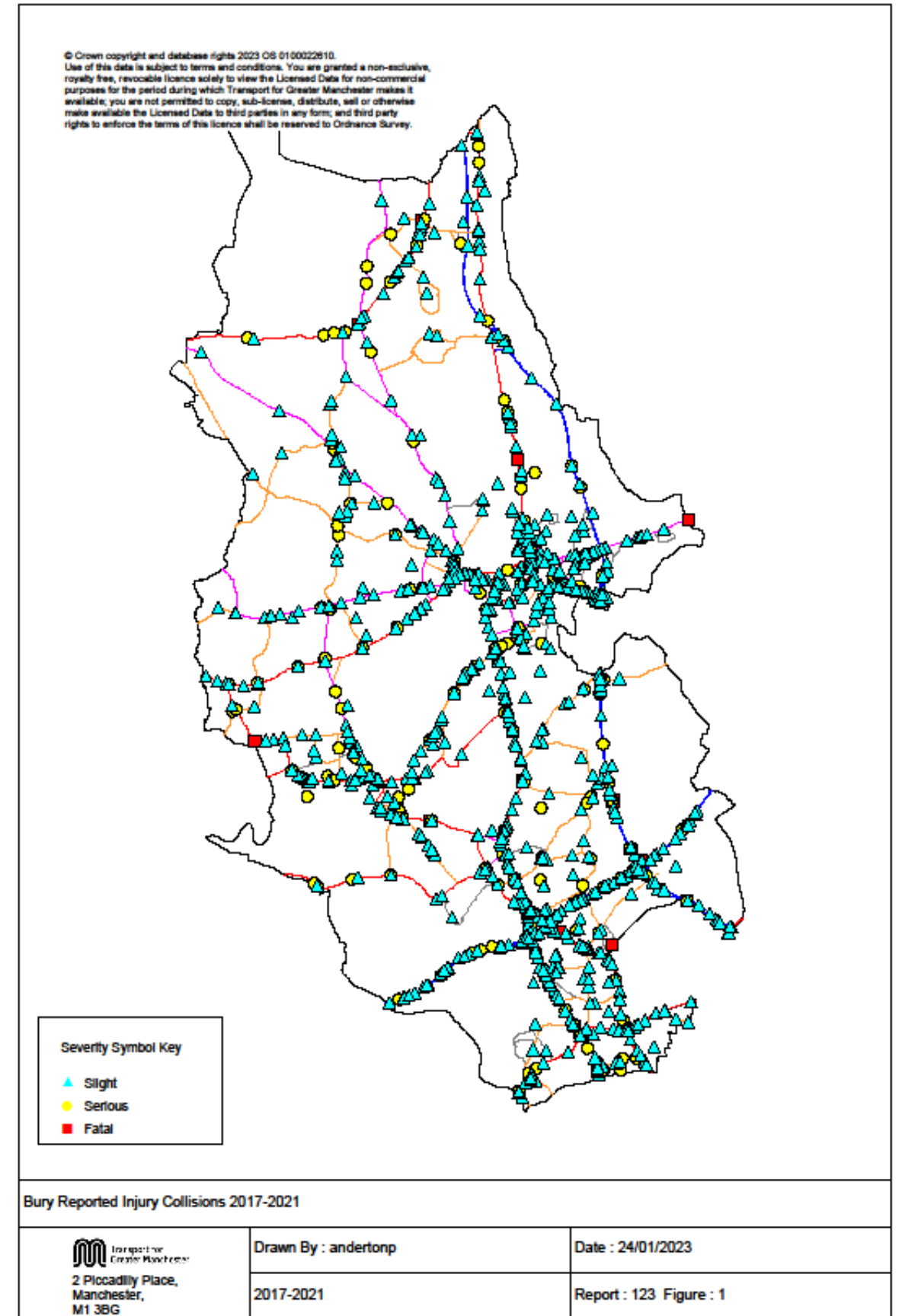
INVESTMENT PRIORITY 3: Road Safety

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

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

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

In 2022/23 Bury also received a further £543,000 of Integrated Transport Block funding through CRSTS (City Region Sustainable Transport Settlement) for road safety schemes. This funding will be used to improve road safety around schools, through the introduction of School Streets and Safer Routes to School, as well as engineering measures to address locations where there are higher than expected casualty rates. These together with the introduction of pedestrian facilities at signalised junctions are our priorities for road safety.



Bury reported Injury Collisions 2017-2021

Highways and Parking

INVESTMENT PRIORITY 3: Road Safety

Our programme of road safety education and training will continue to be delivered across the Borough, including pedestrian training for Year 2 and Year 5, and Bikeability cycle training for Years 5, 6 and 7.

In order to achieve the GM Strategy vision of making GM one of the best places in the world to grow up, get on and grow old; and the GM Transport Strategy of world-class connections – the formal adoption of Zero Road Deaths (and serious injuries) by 2050 will be achieved through the adoption of Vision Zero across Greater Manchester.

Bury Council supports the adoption of Vision Zero and will work towards achieving this ambition.



Bikeability Training



A56 Bury New Road Sedgley Park Pedestrian Crossing

Highways and Parking

INVESTMENT PRIORITY 3: Road Safety

WHAT HAVE WE ACHIEVED

- Albert Street, area 20mph Speed Limit scheme
- Hollins Lane, pedestrian refuges
- Colville Drive 20mph Zone School Zone
- Brandlesholme Road, Signing and lining improvements and Safety Sign
- Stanley Road, 20mph Zone and enhancements to existing traffic calming
- Rufford Drive, 20mph School Zone
- Thatch Leach Lane and Sunnybank Road interactive safety signs
- School Street initiative at Guardian Angels Primary School

WHAT WE HAVE PROGRAMMED FOR DELIVERY

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



School Streets Initiative – Guardian Angels Primary

Highways and Parking

INVESTMENT PRIORITY 4: Highway Maintenance

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

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

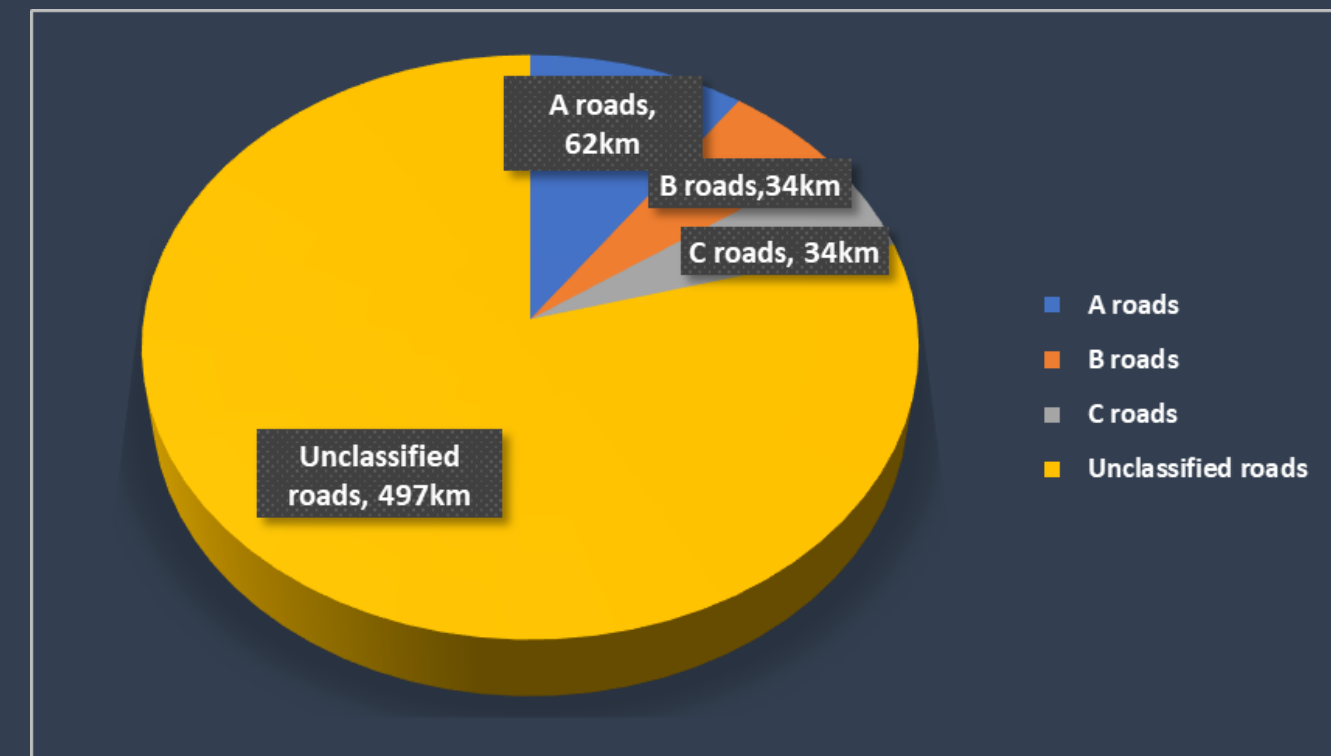
The value of these assets is estimated at over £1 billion.

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

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

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

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



The carriageway network in Bury (km)

Highways and Parking

INVESTMENT PRIORITY 4: Highway Maintenance

Street lighting replacement programme

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

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

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

We are installing LED lighting because:

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



Highways and Parking

INVESTMENT PRIORITY 4: Highway Maintenance

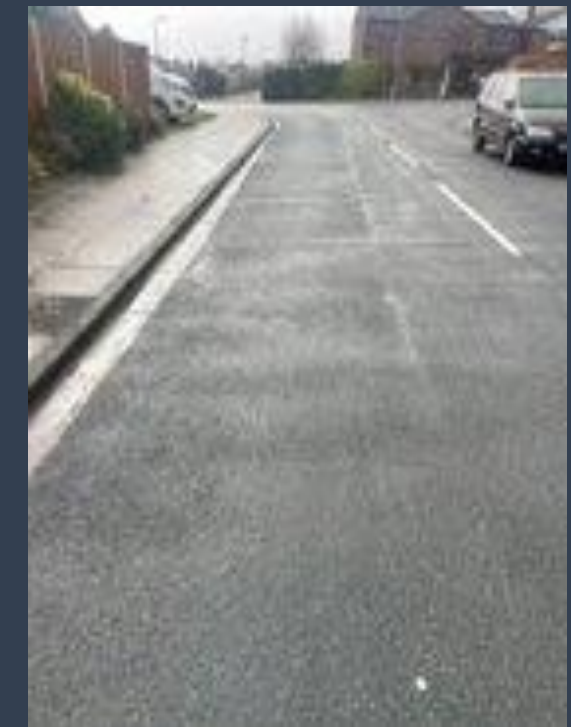
Current Investment

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

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

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

Preventative maintenance will stop further deterioration and includes patching, micro asphalt and surface dressing. Full resurfacing is undertaken on the worst areas of highway that have gone beyond using any preventative treatment and require full resurfacing or reconstruction.



Newington Drive, Bury
Before and After Surface Dressing

Future Investment

Tranche 3 of this strategy will see a further £9.5 million invested in maintaining the highway network over the period 2023/24 to 2025/26. This is in addition to maintenance funding that Bury has received through the City Region Sustainable Transport Settlement (CRSTS). Therefore, for the period 2022/23 to 2026/27, Bury will invest £22,245 million into highways maintenance.

Priorities over this period will be to maintain the condition of the strategic network while also addressing surface condition issues with the carriageways of the unclassified network and long-term structures work needed on the Key Route Network.

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

Highways and Parking

INVESTMENT PRIORITY 4: Highway Maintenance

WHAT HAVE WE ACHIEVED

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

WHAT WE HAVE PROGRAMMED FOR DELIVERY

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



Resurfacing underway at Bury Bridge, Bury

Highways and Parking

INVESTMENT PRIORITY 5: CAR PARKING

Parking challenges across the Borough vary significantly by location. Areas such as Ramsbottom are facing acute car parking capacity challenges and there is a need to secure investment in additional car parking so as not to restrict economic growth and prosperity within the town. Conversely, areas such as Bury have an oversupply of car parking and this presents opportunities to release some spaces for new uses, including new retail or residential developments.

It is also recognised that wayfinding to existing council owned car parks and the quality of some existing council car parks needs improving. Surfacing and drainage on council car parks is an issue in some areas of the Borough, and maintenance will be required to help address these issues.

Detailed car parking strategies that support regeneration across the Borough, provide for travel hubs and create additional parking provision where necessary will be developed. These car parking strategies will highlight the characteristics and constraints of the existing car parking offer within the townships and develop a series of short and long-term development options that could be progressed by the Council to improve the efficiency and quality of car parking within the township.

Three parking studies have been completed in the Borough in the last 12 months. These parking studies have been undertaken in Radcliffe, Bury and Ramsbottom. Key findings and recommendations from these studies can be found on the next page.



Highways and Parking

INVESTMENT PRIORITY 5: CAR PARKING

Radcliffe Parking Study

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

Bury Parking Study

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

Ramsbottom Parking Study

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

RADCLIFFE PARKING



CLIENT: BURY COUNCIL



BURY PARKING



CLIENT: BURY COUNCIL



RAMSBOTTOM PARKING



CLIENT: BURY COUNCIL



Highways and Parking

INVESTMENT PRIORITY 6: Electric Vehicle Charging Points

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

This Local Transport Strategy focuses on reducing car use and enabling a switch to walking, cycling and public transport as the most effective ways to achieve air quality improvement. However, where vehicles are essential, they should be as clean and energy efficient as possible.

There are currently 23 publicly accessible Electric Vehicle Charging Points across the Borough. Nine of these are TfGM/Bury Council facilities, seven of which are fast chargers located in Council car parks, and two are rapid chargers in the Rock and Millgate car parks in Bury town centre.

Our aspiration is to increase the number of publicly available chargers and we are aiming to appoint a supplier to install Electric Vehicle Charging Infrastructure (EVCI) on Council Land under a concessionary arrangement. The supplier should be appointed in March 2023 with infrastructure starting to be installed by Autumn 2023.

Prestwich Metrolink, Elton Reservoir Metrolink and Bury Interchange have all been identified as potential locations for the installation of Electric Vehicle Charging Infrastructure.

The Council will be looking to access the Local Electric Vehicle Infrastructure (LEVI) Funding when it is released later this year (2023). This will assist the Council to install EVCI in areas where there isn't a viable commercial option. In addition, the Council will continue to work with TfGM and the GMCA to look at a strategic approach to EVCI and the best way to use the £8.5m CRSTS funding earmarked for EVCI across Greater Manchester.



Highways and Parking

INVESTMENT PRIORITY 6: Electric Vehicle Charging Points

EV taxis

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

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

E-Car Clubs

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

There are currently two e-car clubs operating in Bury under the trial by Enterprise Car Club, with two electric vehicles at each location. They are at The Market car park in the centre of Bury and Fairfax Road car park in Prestwich.

We are also working with TfGM on a proposal to expand car clubs across Greater Manchester.

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

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



Linkages to the GM2040 Objectives and LTS Objectives

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

LTS Investment Priorities	GM2040 Objectives				LTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting Sustainable Growth and Regeneration	Reduce Carbon Emissions	Encourage Healthy Active Lifestyles	Improve connectivity	Improve Maintenance and management of the Transport Network	Improve Road Safety
Highways and Parking										
1. Address congestion and severance issues	✓	✓	✓		✓	✓		✓	✓	✓
2. New or improved highway network to accommodate access to new development sites	✓	✓			✓			✓	✓	
3. An ongoing programme of Road Safety Interventions		✓							✓	✓
4. Ongoing maintenance of roads highways infrastructure	✓	✓			✓				✓	✓
5. Development of parking strategies in key locations	✓				✓			✓	✓	
6. Expand the network of Electric Vehicle Charging Points		✓	✓	✓		✓	✓	✓		