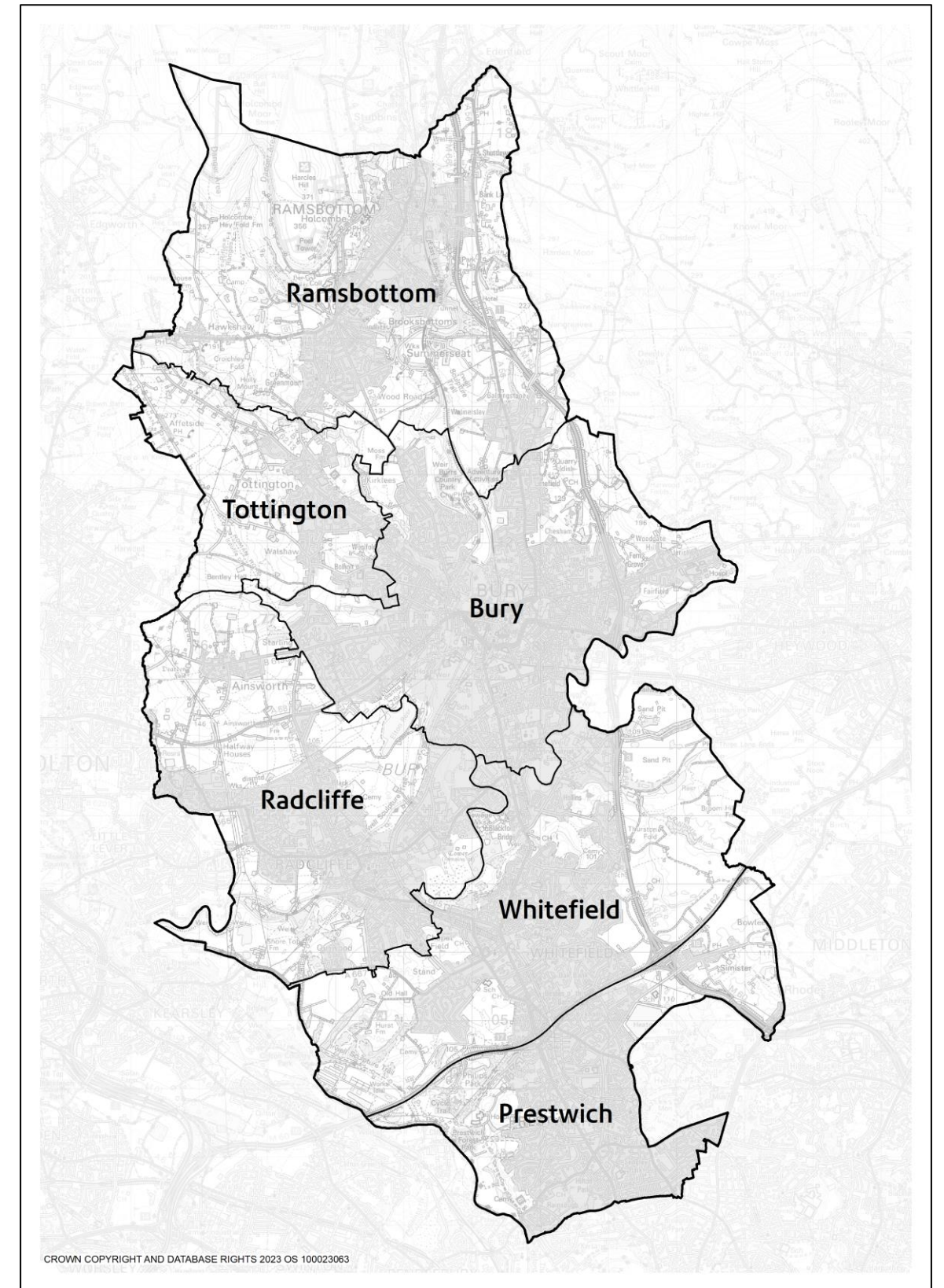


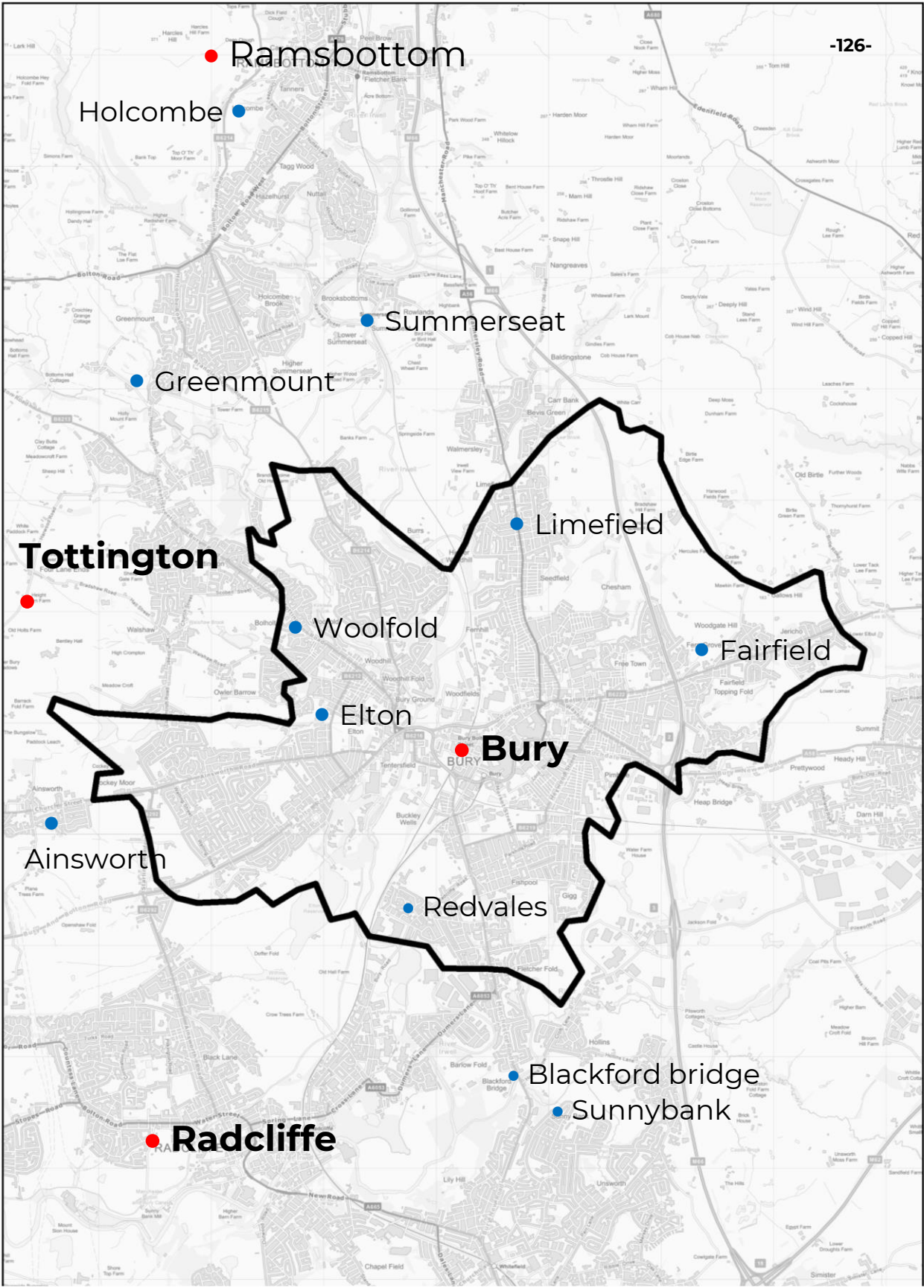
Appendix 1

TOWNSHIP PLANS

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



Appendix 1B: Bury



Township	Wards
Bury	Elton, Moorside, Bury West, Bury East, Redvales

Bury

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

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

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

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



Bury Town Centre Masterplan

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

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

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

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

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



Bury Key Housing Sites

Millgate

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

Former Police Station, Irwell Street

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

Townside Fields and Q-Park airspace, Knowsley Street

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

Humphrey House

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

Seedfield, Parkinson Street, Bury

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

Former William Kemp Heaton

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

Former Millwood School site, Fletcher Fold Road, Bury

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



Fairfield General Hospital

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

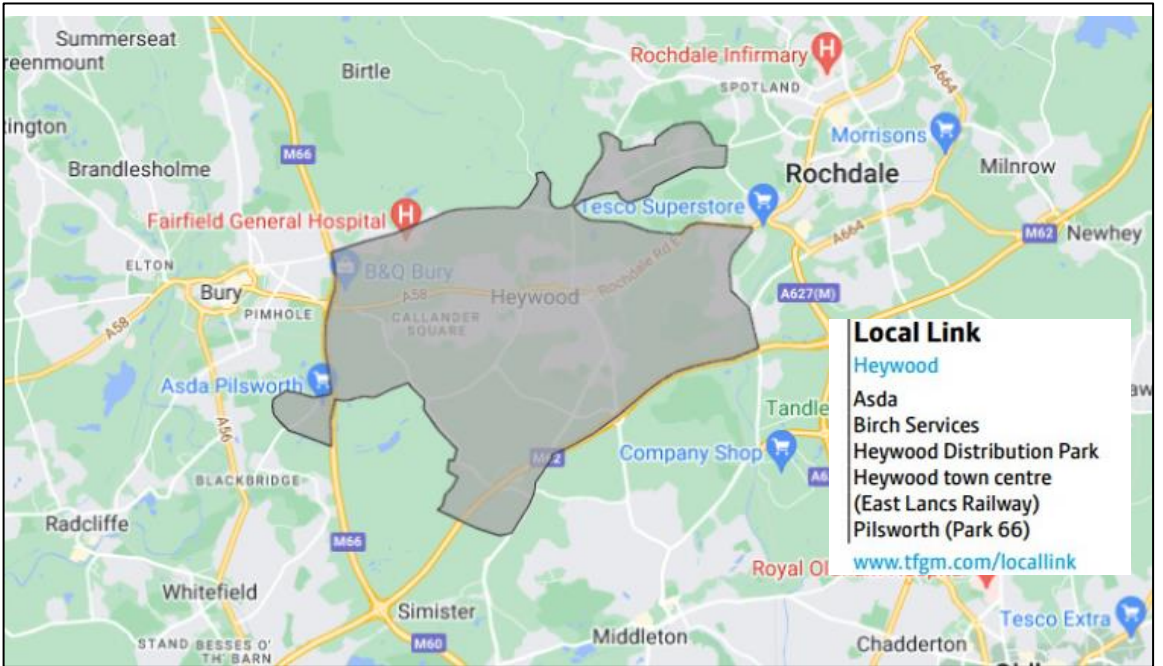
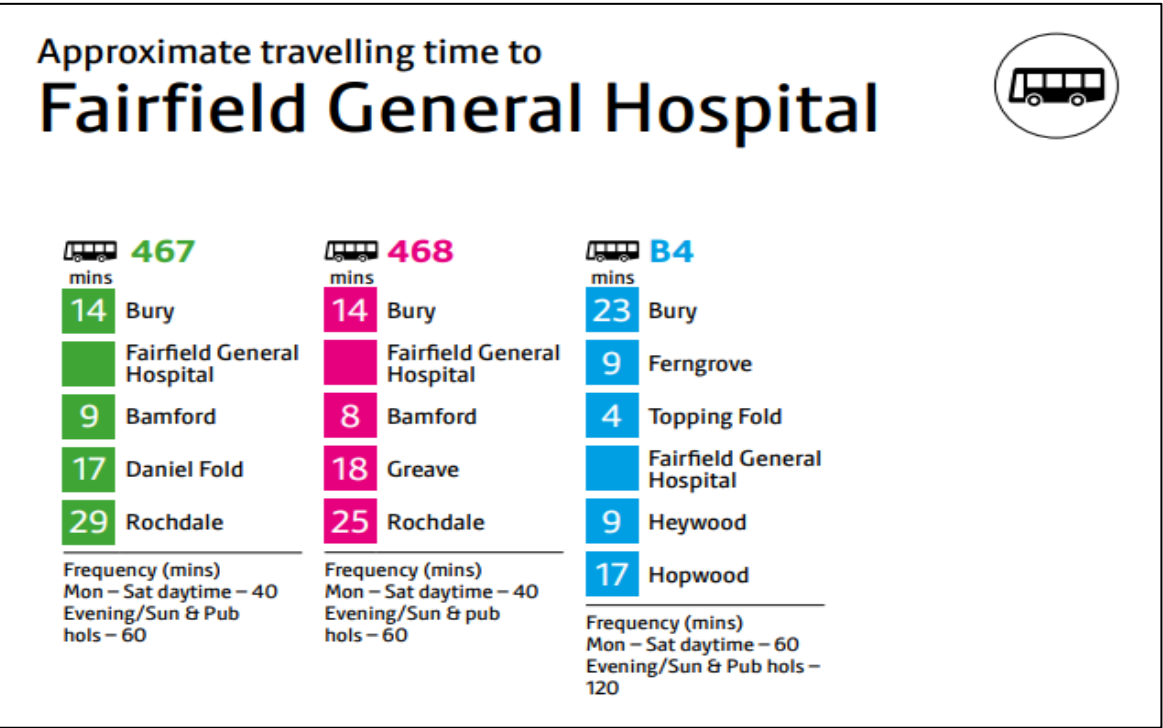
The volume of traffic visiting the Hospital has continued to rise as patients, staff and visitors become more reliant on the car as the primary mode of transport and this has created acute pressures on the site's car parking facilities. Currently, car parking demand by staff and visitors far exceeds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

A lack of appropriate alternatives such as accessible public transport and active travel solutions further exacerbates these issues. The Hospital is not well served by public transport and active travel routes to the site are poor.

The hospital is also around 10 minutes by bus from Bury Interchange.

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

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



Heywood Local Link Service

Fairfield General Hospital

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

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

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

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

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



Bury Transport Issues

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

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

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

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

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

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



Summary of transport issues in the Bury township

- Bury Interchange is outdated and needs upgrading to enhance the sense of arrival into the town centre.
- The ring road around Bury town centre creates a car dominated environment and severance for pedestrians and cyclists travelling into and out of the town centre.
- The town centre is where the Borough's two main roads come together and there are significant volumes of traffic movement through the town and journey times can be unreliable.
- Existing cycle infrastructure is of poor quality and does not provide a continuous cycling network.
- Pedestrian and cyclist experiences are often hampered by busy roads, complicated junctions and narrow footways.
- Key gateways into Bury town centre need to be redesigned and upgraded to prioritise active travel movements.
- Greater Manchester's Clean Air Plan air quality modelling indicates that the A58 Bolton Street, Bury Bridge, is one of 13 points in Greater Manchester where roadside nitrogen dioxide exceedances of legal levels persist to 2025.
- Large areas of surface car parking create areas of urban voids.
- Fairfield General Hospital generates a significant number of journeys each day and is not well-served by public transport, with no direct routes to townships.

What we have done

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

What we and our partners have already done ...

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

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



Bury

What we propose to do: Metrolink

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

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



Bury

What we propose to do:

Bus

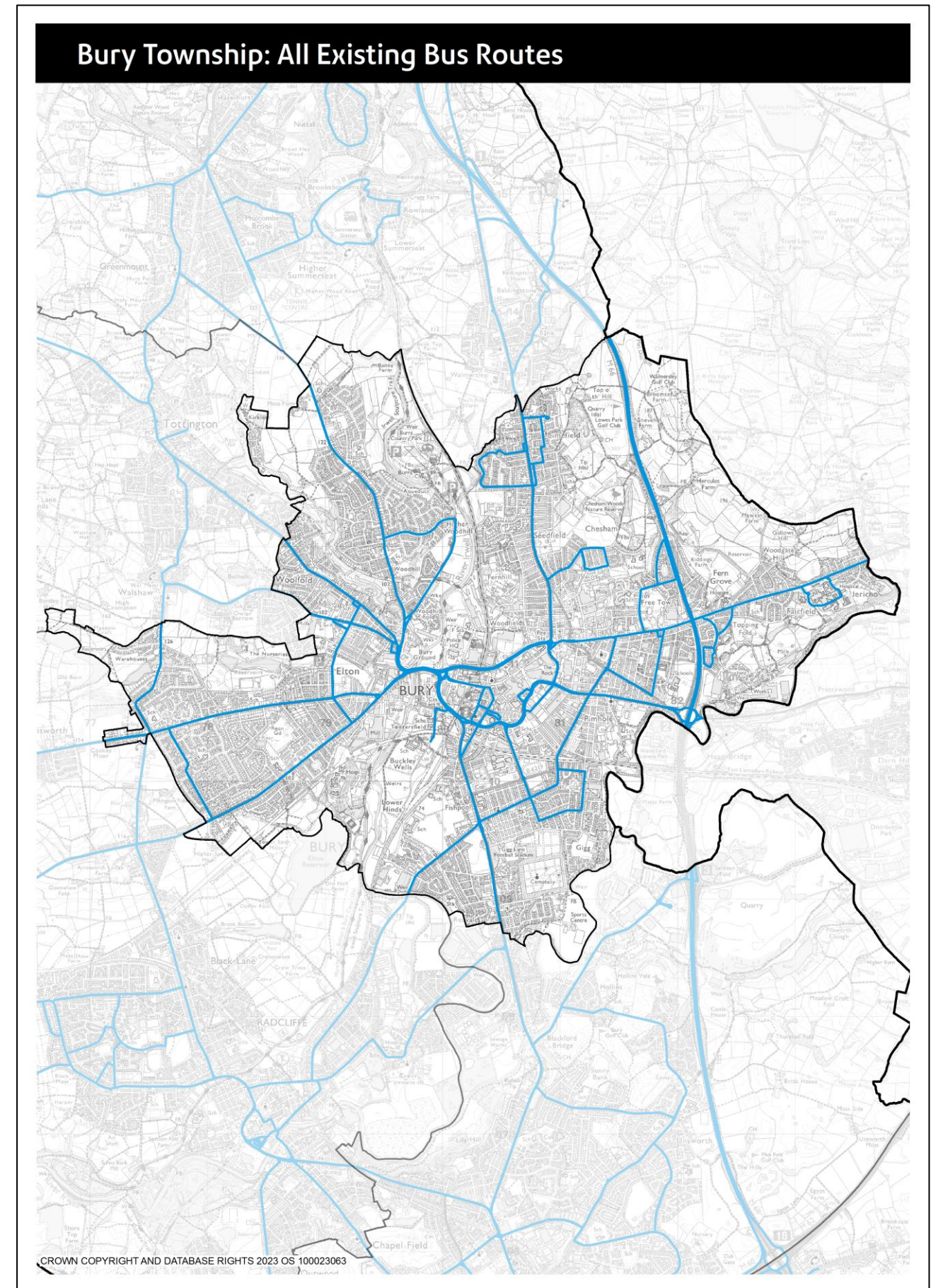
We will work with Transport for Greater Manchester (TfGM) to secure investment to improve bus services and bus infrastructure in Bury.

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

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

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

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



Bury

What we propose to do:

Bus

Proposed high frequency bus routes

The Greater Manchester's Bus Service Improvement Plan (BSIP, submitted to Government in October 2021, set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes to form a 'London-style network'.

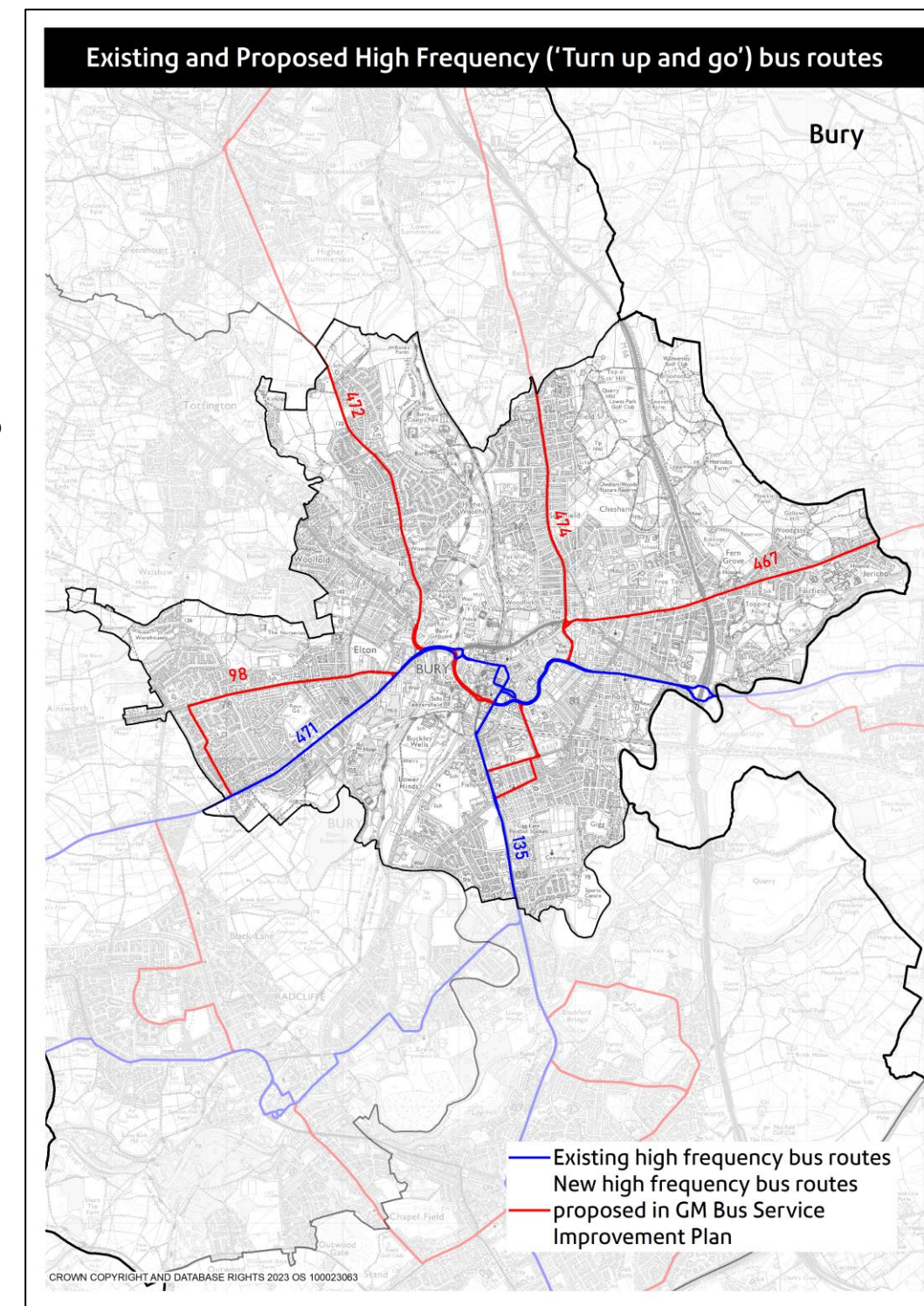
BSIP contains a target for 70 additional routes across the GM bus network to be brought up to a high frequency standard by March 2025, with a particular focus on linking key towns and district centres. The adjacent map shows which bus services and routes in Greater Manchester's proposed high frequency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

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

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

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

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



Bury

What we propose to do: Walking, Wheeling & Cycling

Fishpool and Pimhole

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

National Cycle Route 6

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

Angouleme Way

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

Bury Town Centre

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

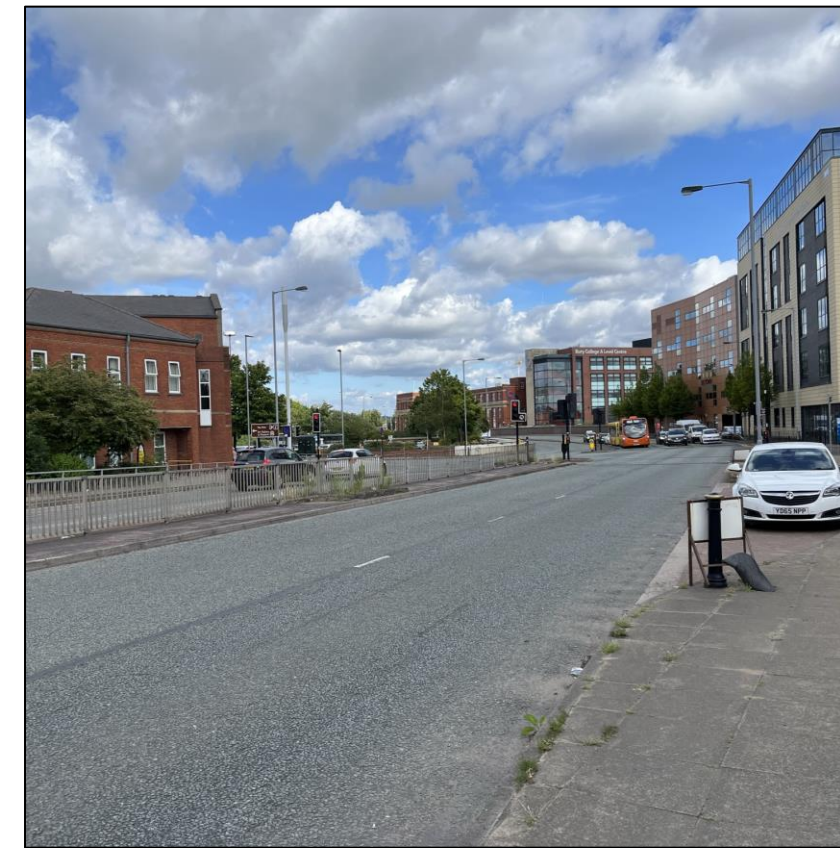


Bury

What we propose to do: Highways

On highways we will:

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



Bury

Summary Plan

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

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

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