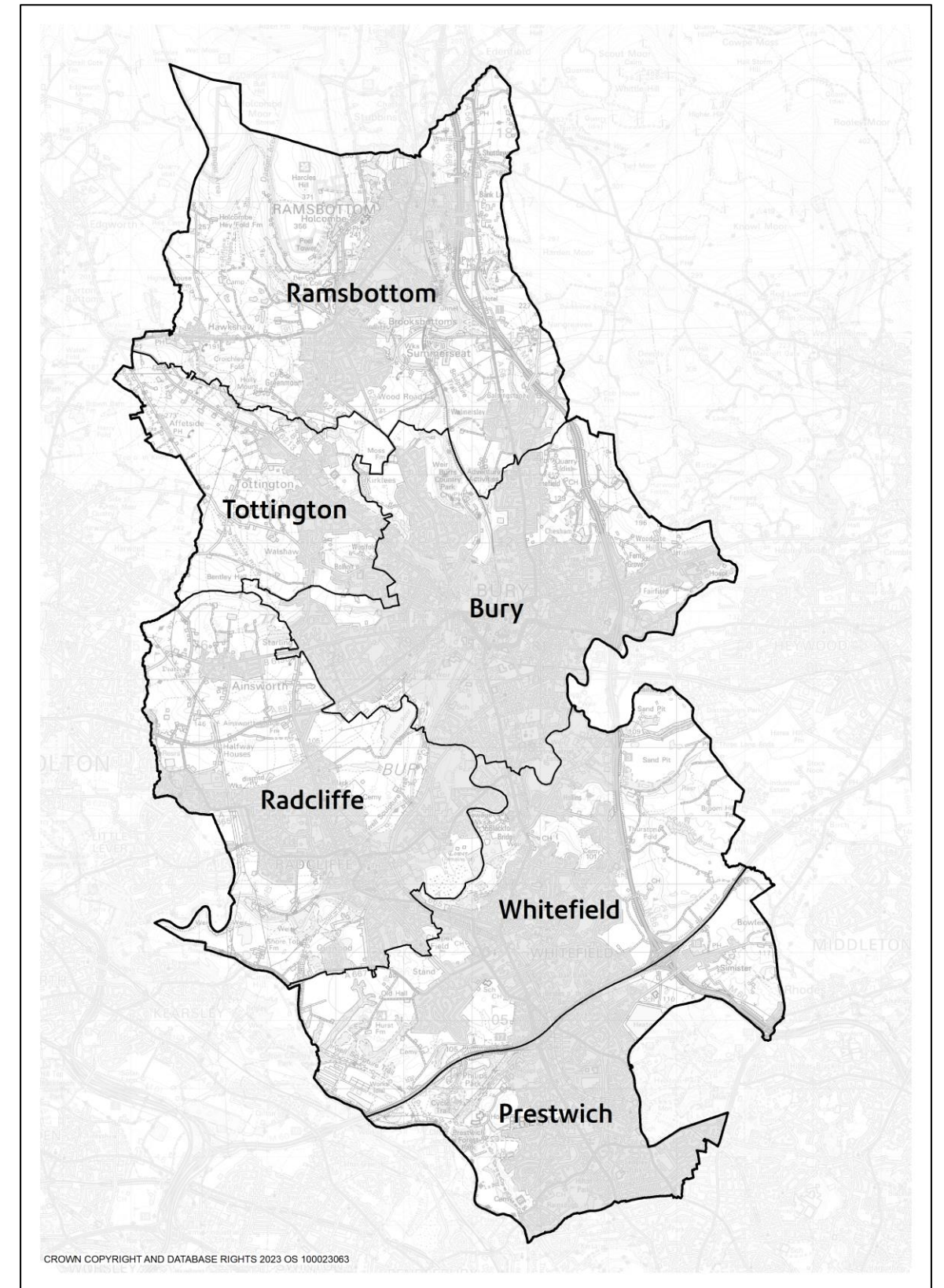


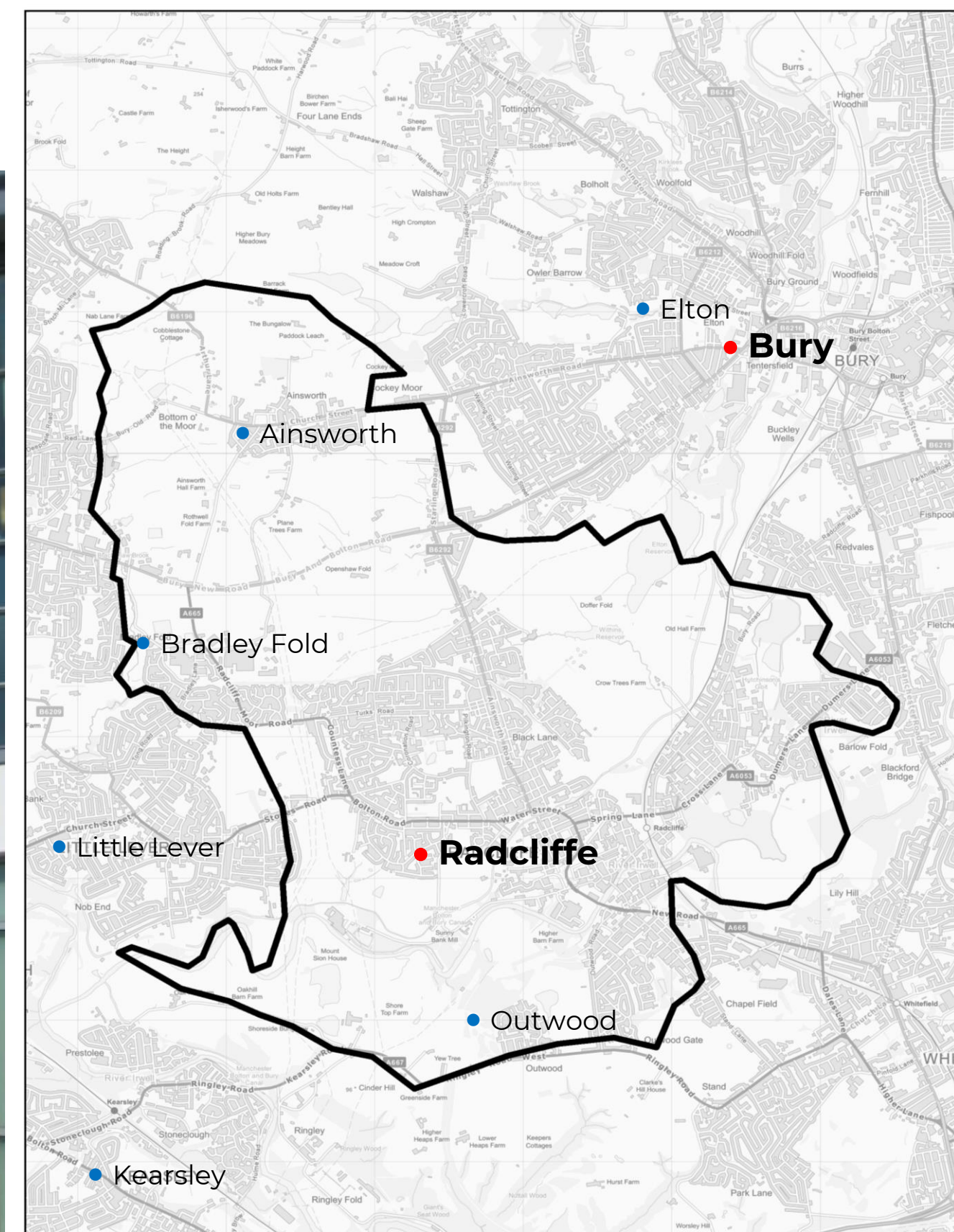
Appendix 1

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 1C: Radcliffe Township



Township	Wards
Radcliffe	Radcliffe North & Ainsworth, Radcliffe West, Radcliffe East

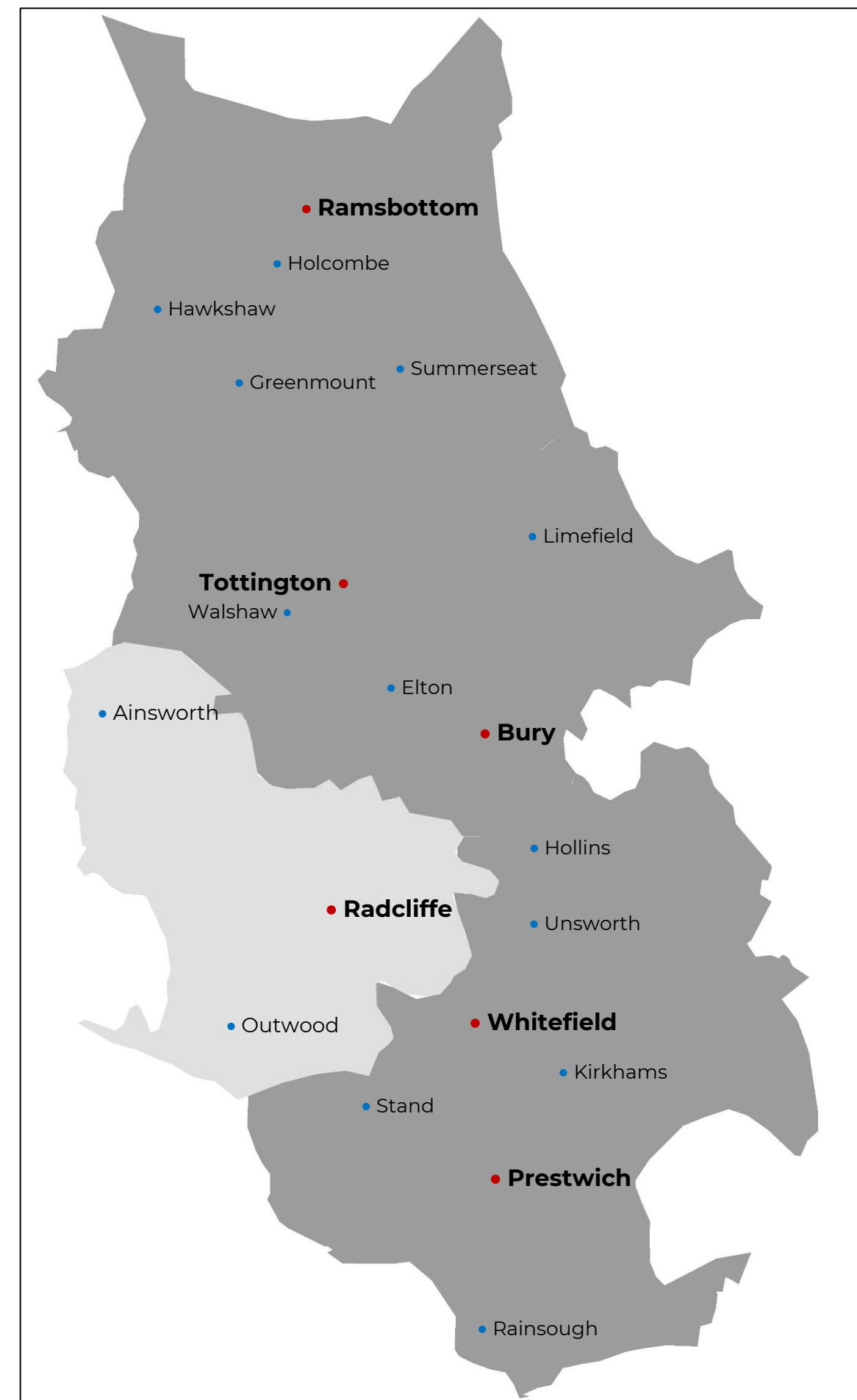
Radcliffe

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

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

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

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



Radcliffe Strategic Regeneration Framework

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

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

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

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

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

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

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

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



Radcliffe Key Housing Sites

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

The Former East Lancashire Paper Mill site

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

School Street

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

Blackburn Street/Green Street

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

Whittaker Street

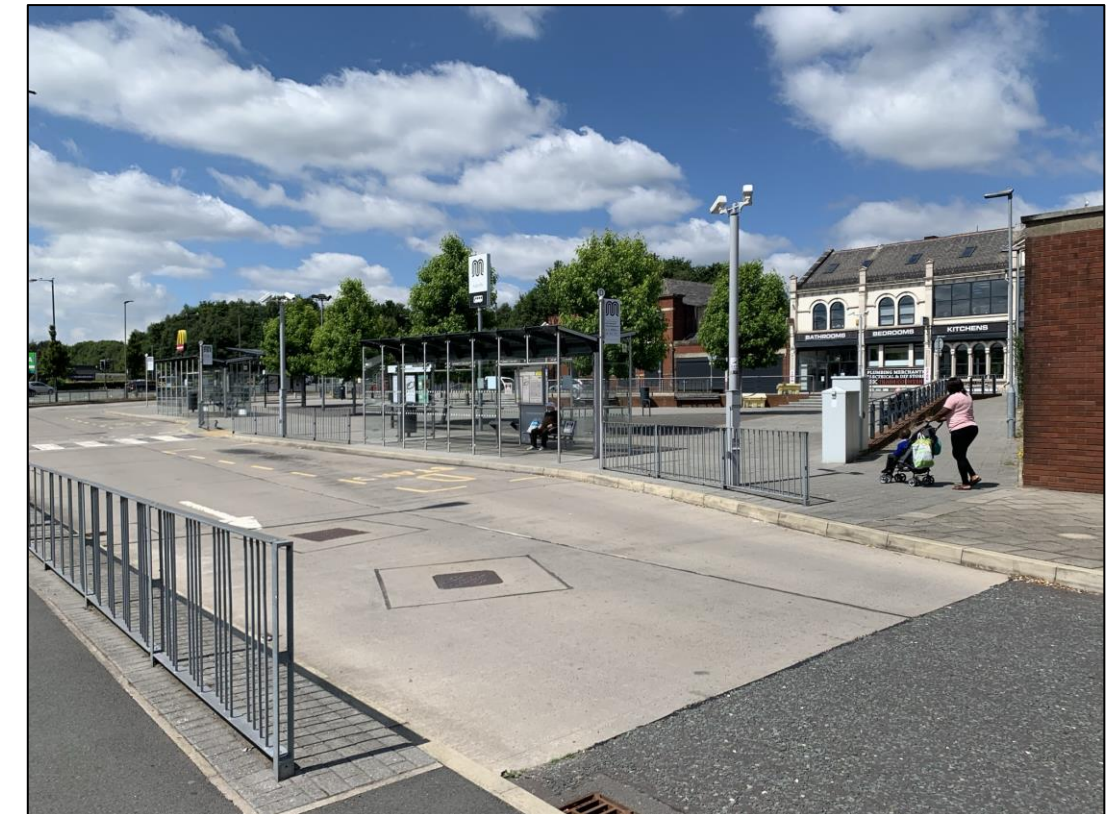
This site has now been vacated and will be brought forward for residential development.



Radcliffe Transport Issues

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

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



Summary of transport issues in Radcliffe

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

What we have done

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

What we and our partners have already done ...

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

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



Radcliffe

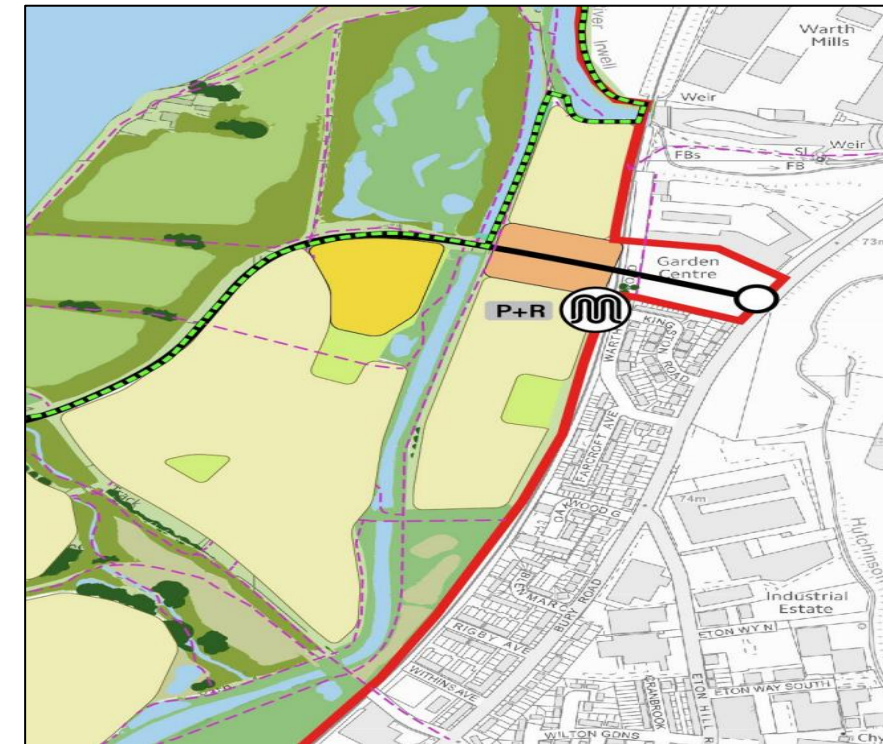
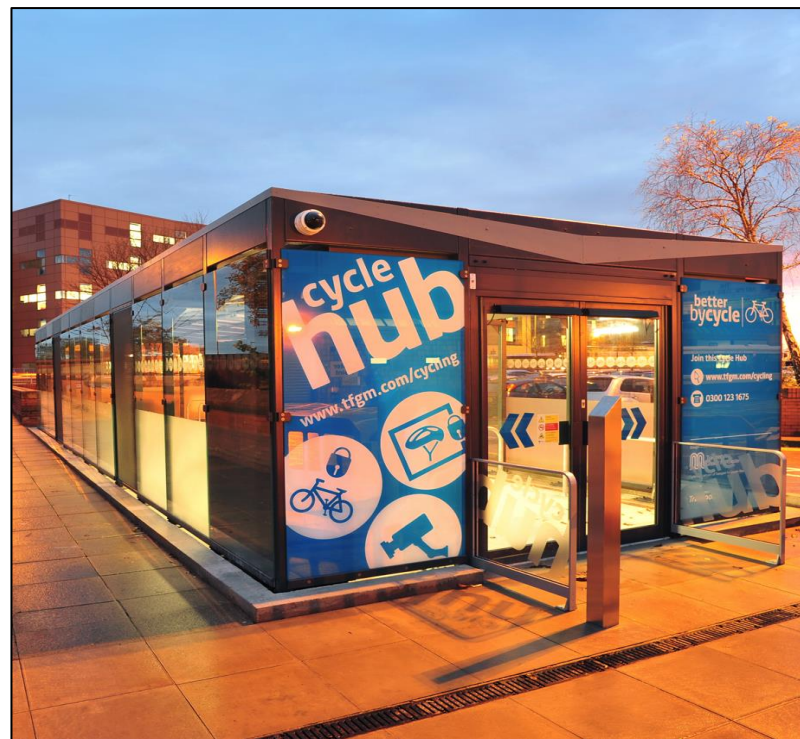
What we propose to do: Metrolink

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

Provide better crossing facilities to make it safer for pedestrians and cyclists to get to the tram stop along Church Street West.

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

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



Radcliffe

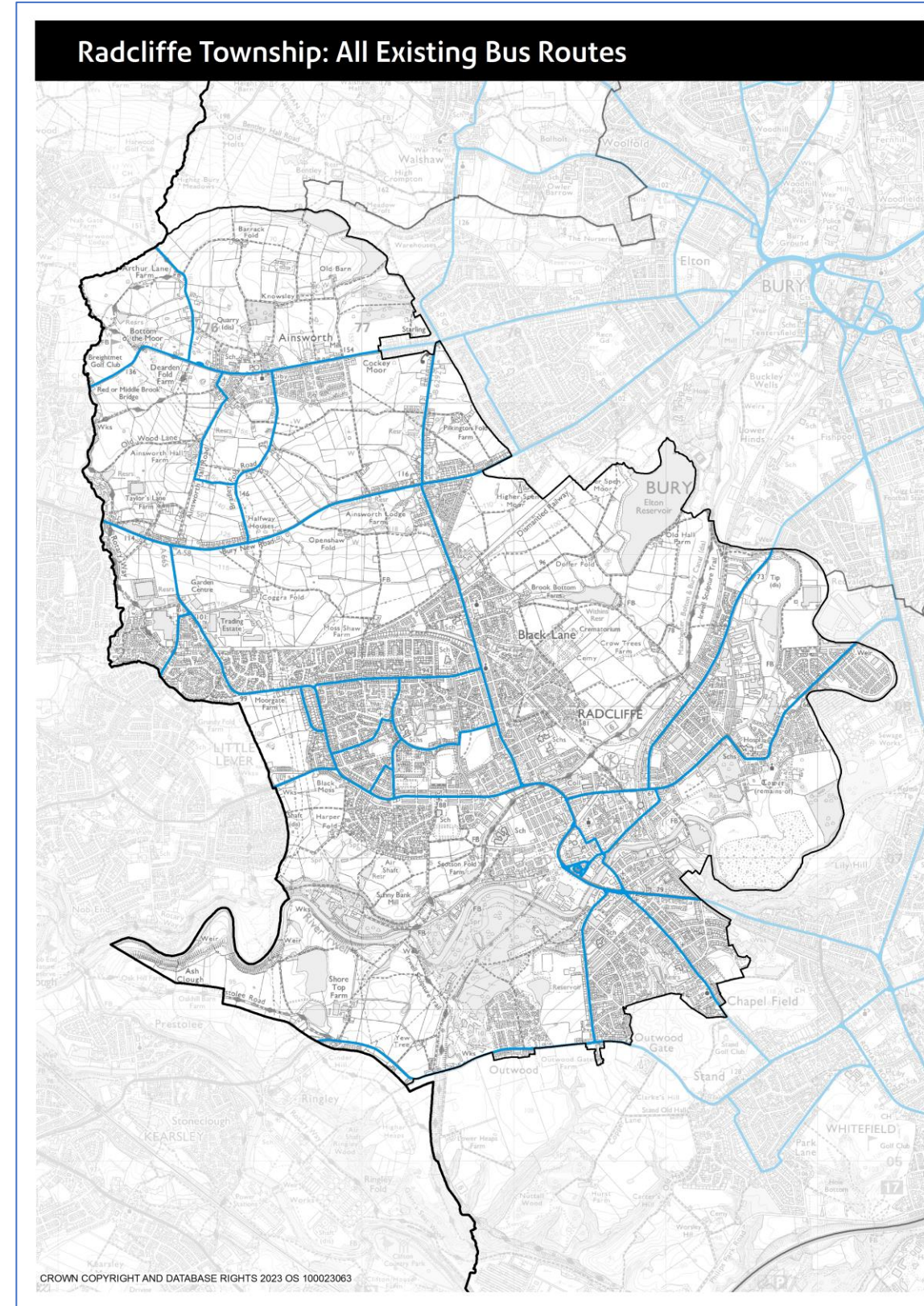
What we propose to do: Bus

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

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

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

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



Radcliffe

What we propose to do:

Bus

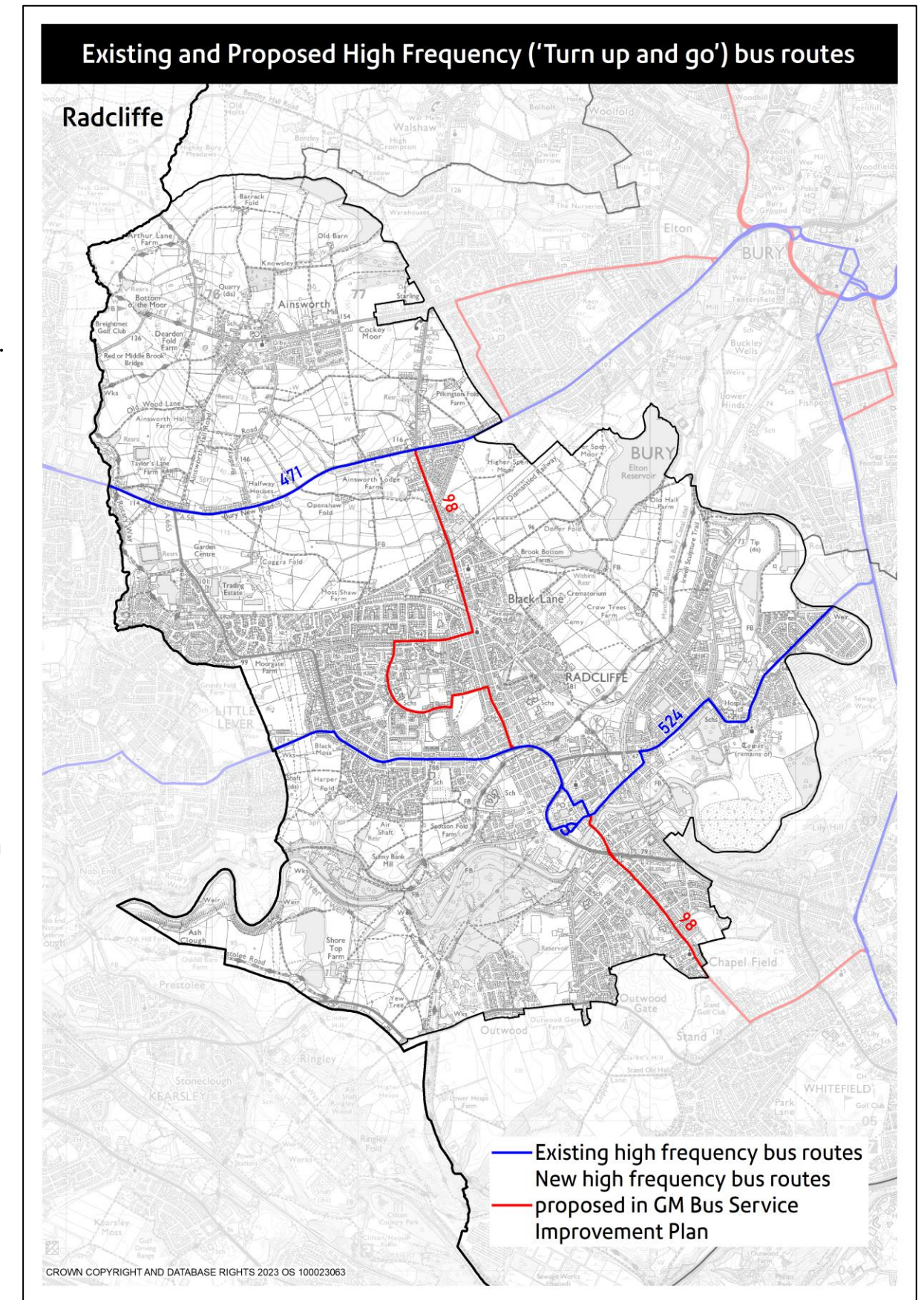
The Greater Manchester's Bus Service Improvement Plan (BSIP), submitted to Government in October 2021, set out TfGM's aim to stabilise and then strengthen bus services and routes to a minimum 'turn up and go' frequency (at least every 10 minutes per hour on Monday to Saturday daytimes) on major routes 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 Radcliffe 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 Radcliffe township. Some of the routes already benefit from a high frequency service (the blue routes on the map). These proposed high frequency routes would be an enhancement of the existing service. They would not be the only bus services in Radcliffe township.

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



Radcliffe

What we propose to do: Highways

On highways, we propose to:

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



RADCLIFFE PARKING



CLIENT: BURY COUNCIL

Bury COUNCIL **wsp**

Radcliffe

What we propose to do: Walking, Wheeling and Cycling

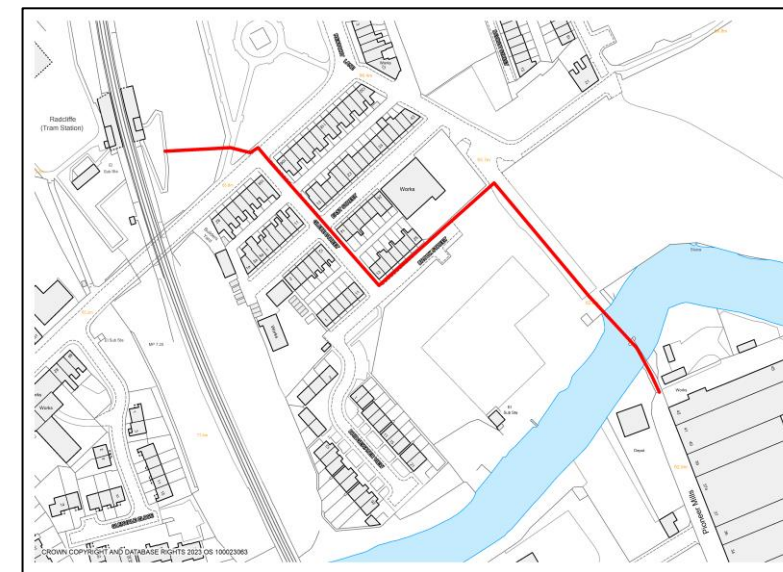
We have secured £9m of City Region Sustainable Transport Settlement funding to improve walking and cycling infrastructure in and around Radcliffe town centre. We have until March 2027 to spend this money. We have continued to develop the ideas included in the draft Strategy and will be carrying out public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

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

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



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



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

Radcliffe

Summary Plan

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

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

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