

# 7

## TRANSPORT STRATEGY: WALKING, WHEELING AND CYCLING



# Introduction

## Overview of Walking, Wheeling and Cycling

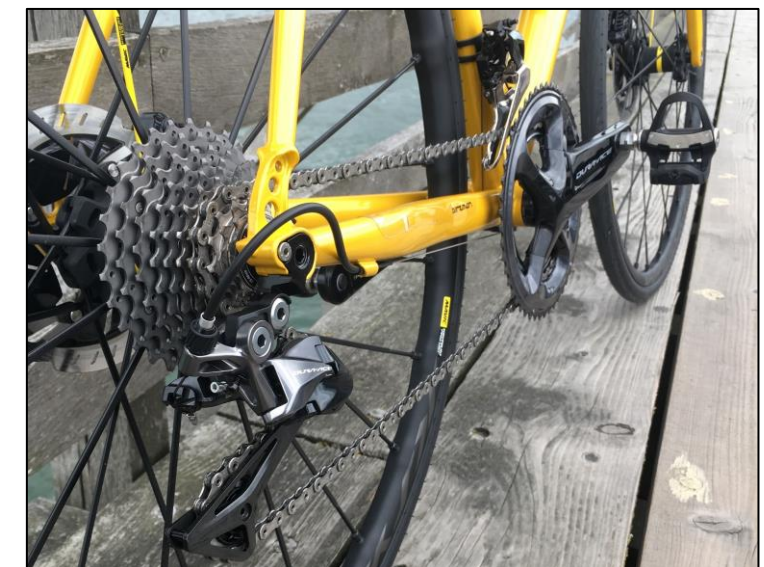
Getting more people to move away from motor vehicles to more active travel modes such as walking, wheeling and cycling is fundamental to achieving Bury's transport vision.

In Bury, more than one in four adults are classed as inactive, doing less than 30 minutes of physical activity a week. Providing people with the opportunity to walk, wheel and cycle is an essential element of the Council's efforts to help Bury residents move around in different ways, particularly for short trips.

Walking, wheeling and cycling are the healthiest ways to travel, either for entire local journeys or as part of longer trips involving other modes of public transport. A key element of improving cycling and pedestrian infrastructure is to ensure connectivity to local access points for other modes of transport such as bus and Metrolink. Promoting active travel will support improvements in individuals' health and help bridge health inequalities between advantaged and disadvantaged communities.

In Greater Manchester, 200 million trips of under 1 km are made by car each year. If a good proportion of these trips were made instead by a 12-minute walk or 4-minute bike ride, it would make a huge contribution to reducing obesity, respiratory illness and carbon emissions, not to mention the cost of travel. So, getting more people to change their travel habits is fundamental to achieving Bury's transport vision.

This means providing safer facilities for walking, wheeling and cycling and improving their integration with public transport services is critical to the success of this transport strategy and reducing congestion.



# Investment priorities for Walking, Wheeling and Cycling

The GM2040 ambition for active travel is for walking trips to increase by a third and cycling trips doubling and doubling again from 2018 levels. This means getting a significant number of people doing active travel more than they currently are. The Bee Network will include the UK's largest cycling and walking network connecting every area and community in Greater Manchester with 1,800 miles of safe routes and 2,400 new crossings. The ambition in Bury is to create a comprehensive network of on and off-road routes and that will provide the infrastructure that will encourage an increase in the number of short trips made through active travel.

**1. To create a Boroughwide active travel network**

**2. Active travel routes to, from and within new development sites**

**3. Secure cycle parking**

**4. Better access to bikes**

**5. Safer Routes to School schemes**

**6. Connecting Blue and Green Infrastructure Networks**

# Walking, Wheeling and Cycling

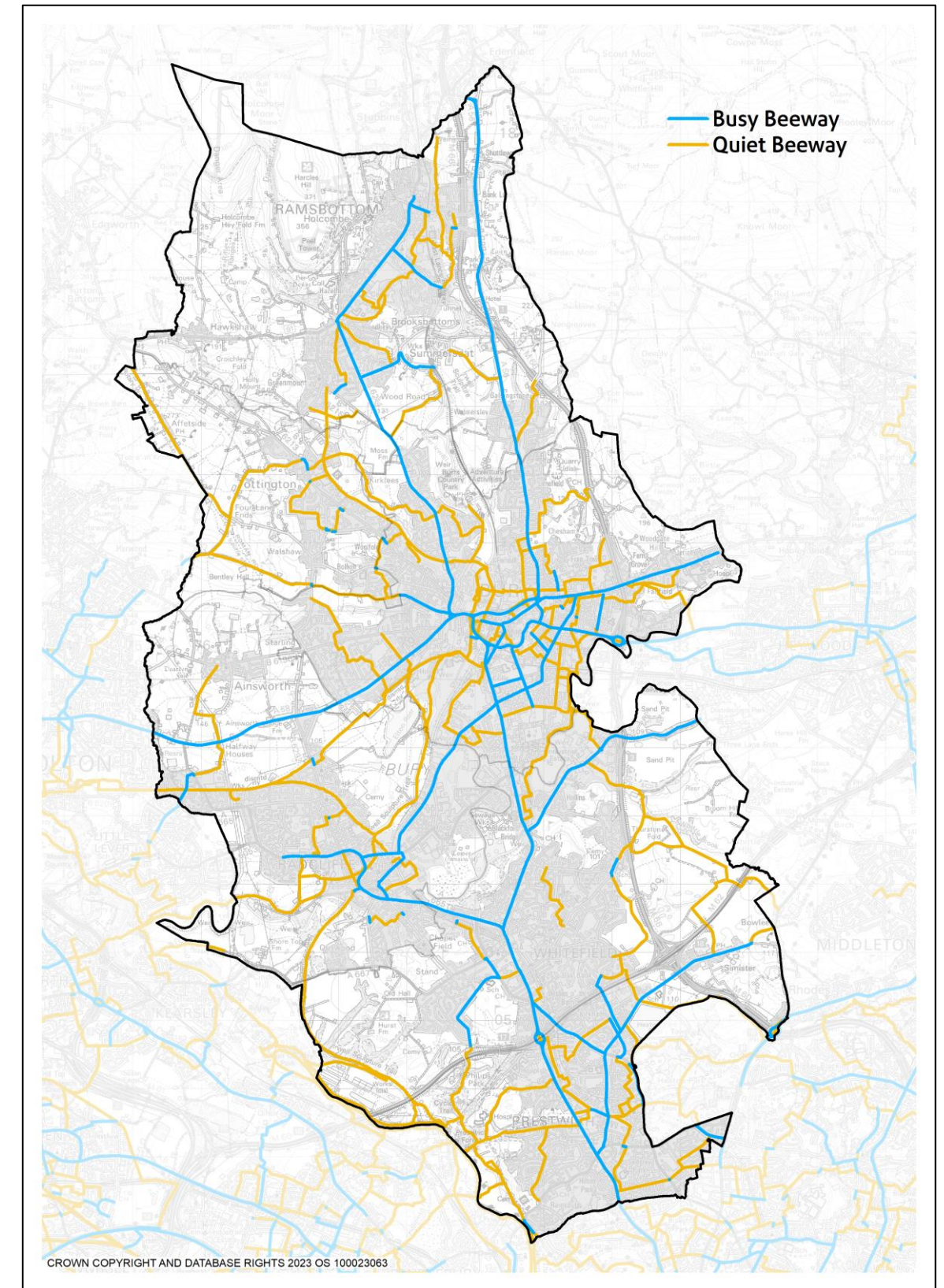
## Investment priority 1: Active Travel Network

The Bee Network is Greater Manchester's bold vision to deliver a joined-up London-style transport system. The Bee Network includes ambitious plans for Greater Manchester to have the largest cycling and walking network in the country, connecting every area and community in Greater Manchester, including in Bury, with more than 1,800 miles of routes and 2,400 new crossings. This ambition is set out in Greater Manchester's adopted Local Cycling and Walking Implementation Plan *Change a Region to Change a Nation* and is supported by GM's Active Travel Commissioner's *Active Travel Mission*.

Our vision for active travel supports the GM's Active Travel Commissioner's Active Travel Mission and aims to create an inclusive and accessible network to facilitate opportunities for communities across the Borough to make more sustainable transport choices and to increase the number of short journeys made by active travel modes.

The Council has worked closely with TfGM to evolve the Bee Network through the delivery of transformational infrastructure as outlined in the following pages. However, to understand what elements of the existing network meet current standards TfGM has carried out an audit of the original elements of the Bee Network which GMCA adopted in 2018 and will publish an updated GM Bee Network vision in due course. As part of the Audit, targeted packages of future infrastructure improvements will be developed which could enable the rapid delivery of significant length/areas of Bee Network active travel routes within the Borough. The Council will continue to work with TfGM to evolve the Bee Network in line with the findings of the Bee Network Audit.

Whilst funding is not available to deliver all the connected network immediately, this Local Transport Strategy provides a mechanism from which we can seek to identify funding sources as they become available.



GM vision for active travel network in Bury (version 2)

# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network

To achieve the committed modal shift targets set out in GM2040 and to deliver the Bee Active Network as our core active travel network, we must make our streets safer, more attractive and inclusive places for everyone to spend time in, as well as pass through. We must invest in safe walking, wheeling and cycling routes to ensure all our residents have the opportunity to make healthy choices. Encouraging active lives need to be placed at the heart of everything we do in Bury and we must provide an environment in which active travel is a safe, enjoyable, natural choice for everyday journeys. By delivering a connected active travel network, we are not only striving to encourage more people to walk, wheel and cycle but we are trying to create a more liveable Borough, with pleasant local neighbourhoods where most daily needs can be met on foot, by wheeling or by cycling.

Whilst the Borough has an extensive network of adopted highways available to all modes of travel, today's traffic speeds and volumes mean that many parts of the network are not particularly conducive to active travel. Wherever feasible, we will therefore prioritise active travel movements and we will target road safety improvements such as safe and fully accessible pedestrian crossing points on streets with high actual and/or perceived levels of collisions/danger for vulnerable road users. Our aim is to create 'Streets for All' that have a pleasant environment for everyone to enjoy. Wherever possible, we will seek to reduce traffic dominance and severance by developing schemes to reduce the impacts of vehicular traffic and speeds, particularly on residential streets. This will enable and encourage increased walking, wheeling and cycling levels. When appropriate we will consider reallocating road space to improve the walking, wheeling and cycling experience. However, any scheme which proposes the reallocation of road space will be subject to detailed transport modelling to ensure that the impacts on general traffic are fully understood and an informed decision can be made on whether or not the scheme should go ahead.

Using Active Travel Capability funding, Bury Council commissioned consultants to review the main walking, wheeling and cycling routes into Ramsbottom, Bury, Radcliffe and Prestwich town centres from surrounding residential areas. The review sets out a revised route network and proposes interventions to bring the existing network to current national design and safety standards as set out in LTN1/20. The draft network and proposed interventions will be the subject of forthcoming public consultations for Radcliffe, Bury and Ramsbottom. Delivery of the proposals will depend on the availability of funding, which is generally applied for and distributed by TfGM.



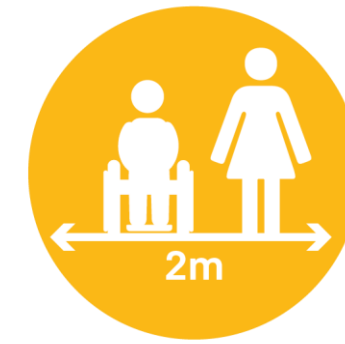
# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network

### Walking and Wheeling – what good looks like

A universally accessible walking and wheeling environment is one where:

- Barriers to movement are identified, then removed or mitigated:
  - Footway achieves desirable minimum unobstructed width of 2m throughout.
  - Regular, well-maintained surface.
  - Dropped / flush kerbs and tactile paving at all junctions and crossings.
  - Raised entry treatments at side streets, with clear pedestrian priority.
  - The footway continues at the same level across side roads, and vehicle crossovers for access to property.
- There are formal crossings strategically located on desire lines.
- Streets feel safe for use by everyone at all times of day.
- Appropriate space is allocated to different functions, for example movement, social activity and greening.
- There are benches or places to rest along the route.



# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network

### Cycling – what good looks like

A universally accessible cycling environment is one where:

#### In neighbourhoods

- People on cycles feel safe sharing the road with motor vehicles.
- Street layout keeps both speed and volume of motor vehicle traffic low.
- Permeability and connectivity are created by, for example, universally accessible modal filters or off-highway connections to provide routes that are more convenient than driving.



#### On busier streets

- Dedicated and protected space for cycling is provided.
- 2m minimum width is provided throughout.
- Cycle facilities are continuous and uninterrupted.
- People on cycles are given priority over general traffic across side roads and vehicle access to properties.
- The cycle facility continues at the same level across side roads and vehicle crossovers for access to property.
- Conflict at junctions is evaluated and managed through design choices.



#### Across the network

- People of all ages, backgrounds and abilities have the opportunity to cycle safely.
- Active Travel routes join up into a coherent and convenient network, offering access to destinations or onward travel options.
- Accessible secure cycle parking is readily available.
- Cycle facilities are designed to accommodate non-standard and adapted cycles.
- Regular, well-maintained surfaces.
- Interaction with large vehicles is minimised.



# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network

### Recently implemented schemes

For several years, the Council has sought opportunities to provide better infrastructure for walking, wheeling and cycling and to promote its use. Recent achievements include:

- The introduction of 'Cyclops' junctions at Market Street / A58 Angouleme Way and A56 Jubilee Way/ A58 Angouleme Way, which has made it safer and easier for residents and visitors to access the market and gives approximately 9,000 college students a more direct route into town.
- 5 new traffic signal-controlled pedestrian and cycle crossings on main roads in Bury - Rochdale Road, Bell Lane (2 no), Wash Lane and Parsonage Street.
- A new shared pedestrian and cycle crossing on Bury New Road near St Marys Road and on A56 Bury New Rd near Sedgley Park Road.
- An upgrade of the signalised junction at A665 Bury Old Road and Heywood Road including pedestrian facilities.
- New pedestrian crossings on Thatch Leach Lane, Croft Lane, Church St (Ainsworth).
- Our first School Streets scheme at Guardian Angels Primary.
- A new bridge and active travel link from Rectory Lane to Milltown Street, Radcliffe.
- A new bridge at Gigg Mills for cyclists and walkers.

### Programmed schemes

We also have several schemes programmed for delivery. These include:

- The Elton link from the canal to the town centre including new a river bridge.
- Further school streets schemes at primary schools in the Borough.
- The Fishpool and Pimhole Active Travel Scheme featuring new controlled crossings, cycle facilities, road closures, traffic calming and one-ways.
- A new traffic signal-controlled crossing for pedestrians and cyclists at Rainsough Brow near Kersal Vale Road, Prestwich.





# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network: City Region Sustainable Travel Settlement (CRSTS) Programme

The CRSTS programme approved by central government in July 2022 includes £15.4m of funding to improve walking, wheeling and cycling routes in Bury Town Centre, Radcliffe and Ramsbottom.

- For Ramsbottom, £2.3m is available from the CRSTS fund to deliver proposals to improve walking and cycling routes into and through the town centre.
- For Radcliffe, £9m is available from the CRSTS fund to deliver proposals which will provide improved walking and cycling facilities in the town centre and connecting routes linking the Metrolink Stop to the proposed Civic Hub and Secondary School Site.
- For Bury Town Centre, £4.1m is available from the CRSTS fund to deliver proposals to provide improved walking and cycling facilities in the town centre improving north/south and east/west routes and linking to onward routes.

Proposals will be prioritised for delivery following a detailed design review process and public consultation for all three towns for which this CRSTS funding is available.



Providing better crossings that reduce severance caused by busy key roads



Improving conditions for bus users and people who cycle through better bus stop facilities



Active neighbourhoods that support local trips by foot and by bike through side road closures

# Walking, Wheeling and Cycling

## Investment priority 1: Active Travel Network: Activation

Alongside the delivery of physical infrastructure, we will carry out a complementary programme of targeted 'activation' work to ensure local communities and potential users are aware of the opportunities offered by new infrastructure. Activation refers to a package of interventions that will encourage people to travel more sustainably by providing them with the opportunity, knowledge and skills to do so.

Activation Plans help to ensure that the benefits of new infrastructure are realised. This work contributes to achieving objectives around public health, active travel and decarbonisation. Activation work is led by public health specialists with support from Bury's Walking and Cycling Forum. The Forum was established in 2020 to champion opportunities for cycling and walking as part of the Bury Moving Strategy.

Activation Plans can include a wide range of measures targeted at schools, businesses and local communities. To date, bespoke activation plans have been developed alongside the delivery of schemes funded through the GM Mayor's Walking and Cycling Fund.

Activation activities include:

- Cycle & Stride.
- School Streets.
- Bike Libraries.
- Cycle Parking Grants.
- Cycle Training.
- Bike maintenance courses.



Bike maintenance



Cycle training



Openshaw Park Bike Library



The Sunnywood Project: St. Gabriel's RC High School visit to the Jubilee Way crossing

# Walking, Wheeling and Cycling

## Investment priority 2: Access to new development sites

Historically, highway design has been led by national guidance such as the Design Manual for Roads and Bridges or the Manual for Streets. In recent years there have been attempts to produce guidance which better balances the needs of all highway users. For example, in Greater Manchester, the Streets for All strategy (2021) adopts a people-centred approach to street design seeking to ensure streets are liveable for all people who use them.

Bury Council's Unitary Development Plan included proposals for routes that have subsequently been incorporated into new housing developments. Similarly, the draft Greater Manchester Places for Everyone Plan sets out strategic proposals for development sites that will be served by sustainable modes including public transport, walking and cycling, as well as being accessible to freight and private vehicles. The emerging Bury Local Plan will potentially identify specific routes and reinforce the requirement for developments to meet Streets for All design standards.

High standard, safe walking, wheeling and cycling routes are to be created to, from and within all new development sites within the Borough. All new developments must ensure that they are integrated into Bury's transport network and are supported by new infrastructure to provide people with a genuine alternative travel choice to the private car. Active travel connections will need to be available before people start travelling to and from new developments to engrain sustainable travel behaviour and avoid locking-in car dependency.



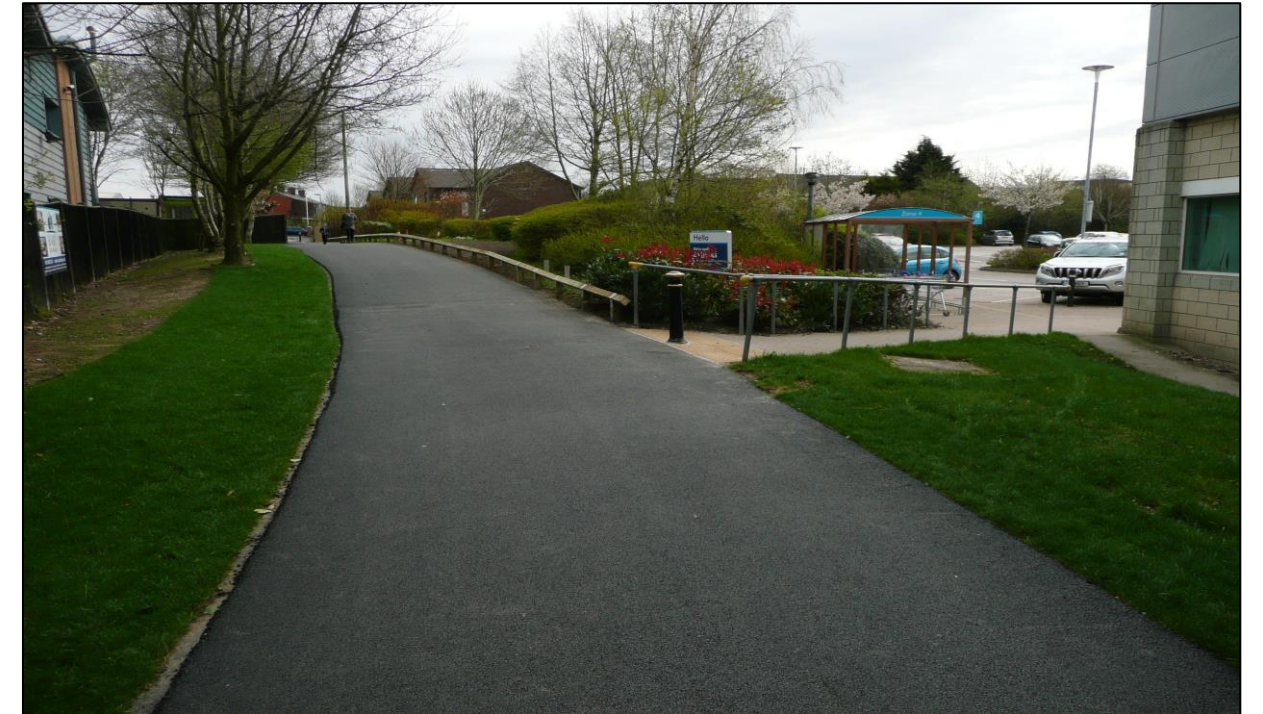
# Walking, Wheeling and Cycling

## Investment priority 2: Access to new development sites

Development Plans will ensure that Bury residents are able to access the opportunities that are created by sustainable travel modes. A coherent and comprehensive active travel network will need to be delivered and well maintained in the future to connect local communities to new development sites and join them up with wider existing and proposed routes across the Bee Network.

This may involve retrofitting existing highways, reallocating road space and ensuring priority is given to active and sustainable modes. We will also need to improve and keep well maintained traffic-free routes in the area around developments such as public rights of way and existing walking routes.

It will be important to ensure that the right transport infrastructure is built into new developments from the outset and that new developments are connected to existing sustainable transport networks to enable people to reach their destination. A clear, sensible layout with through routes ensuring the permeability of new developments for active travel modes is essential.



# Walking, Wheeling and Cycling

## Investment priority 3: Secure cycle parking

Minimum requirements for cycle parking at new developments in Bury are currently set out in Supplementary Planning Document 11: 'Parking Standards in Bury'. This document deals with the quantity and quality of parking provision for both long-stay and short-stay facilities. The requirements include:

- appropriate signage.
- high levels of accessibility and parking to be located off accessible routes.
- adequate levels of security, preferably to be overlooked by the public or staff, or at least by CCTV cameras, to maximise surveillance.
- appropriate levels and type of lighting.
- measures that ensure the safety of pedestrians (i.e. the location of facilities should avoid conflict with pedestrians and those who are mobility impaired).
- convenience appropriate to the end user and duration of use in mind.
- appropriate design standards.

In order to create a Boroughwide cycle network that is safe, comfortable and accessible for all, safe and secure cycle storage needs to be rolled out across the Borough. By providing modern and accessible cycle storage such as the cycle hub at Bury Interchange, it is hoped to increase cycling levels and improve cycle safety across the Borough. Cycle hubs provide a safe and secure place to lock a bike under cover, away from potential thieves and where it is protected by CCTV and has a swipe-card entry system.



# Walking, Wheeling and Cycling

## Investment priority 4: Better access to bikes

### GM Bike Hire

TfGM introduced a cycle hire service with provider Beryl in November 2021 which is like cycle hire in London and other cities. The initial roll-out involves Manchester City Council, Salford City Council and Trafford Council. The intention is to extend the scheme to other Greater Manchester local authority areas as and when funding becomes available. When the full scheme is rolled out, it will give hundreds of thousands of Greater Manchester residents and workers an affordable, convenient and quick way to get around. To ensure that Bury residents, workers and visitors can benefit from easy access to affordable public cycle hire, Bury Council will work with TfGM to understand the progress and successes with a view to expanding the scheme into Bury in a later phase.

### Bike Libraries

In the meantime, Bury has been piloting bike libraries, attached to local libraries, where people can borrow a bike, a bit like borrowing a book. Bike libraries are based in the heart of a community, within easy reach by foot, in places such as community centres, schools, village halls, libraries or local business premises. Bikes are free to borrow and can be borrowed for up to a week at a time and returned anytime the library is open. A bike lock is provided for the duration of the bike loan. Currently, bikes are available for loan from Radcliffe and Bury libraries and other locations such as Clarence Park and Openshaw Park.

Electrically assisted e-bikes can also offer an appealing car-free travel option for many people including those less confident and those less physically able. Going forward consideration will be given to offering e-bike loans as part of the Bike Library offer.

### Travel Hubs

TfGM is planning the rollout of Travel Hubs at Metrolink stops and rail stations across Greater Manchester. The Travel Hubs approach will consider the full range of modal integration – including bus, taxi, park-and-ride, drop-off/pick-up and shared mobility (such as car clubs, bike hire and electrically assisted e-bikes) with active modes. Other facilities such as electric vehicle charging infrastructure, parcel lockers and commercial opportunities will be considered to improve the overall customer experience. Bury Council will work with TfGM to identify potential locations for Travel Hubs at public transport hubs in the Borough.



# Walking, Wheeling and Cycling

## Investment priority 5: Safer Routes to School

Being active plays a key role in brain development in early childhood and is also good for longer-term educational attainment. Walking and cycling to school is key to supporting health efforts such as reducing childhood obesity and increasing participation in exercise. Improving and providing Safer Routes to School is a key priority of Greater Manchester's Walking and Cycling Commissioner. However, the school run has become one of our major traffic generators and car drop-off and collection at schools increases the risk of collisions in their vicinity and places pressure on local roads. Car use and the desire for people to make onward journeys after the school drop-off are a challenge. Catchment areas have increased in size and without change to how people travel to schools, car drop off will become increasingly common.

Bury Council and TfGM are developing a School Streets Programme, which will encourage short journeys between home and school to use walking and cycling as much as possible. Congestion and air quality issues related to school travel impact communities' ability to travel and affect people's health. Bury has created its first 'school street' at Guardian Angels RC Primary, Elton. At arrival and leaving times the road outside the school is closed to most vehicular traffic to reduce collision risk and encourage parents to walk or cycle to school with their children. It is intended that this will be the first of many School Streets in the Borough. Guardian Angels Primary School takes part in *WOW* – the walk to school challenge from Living Streets. Since starting *WOW* this academic year, Guardian Angels Primary School's active journey rates have increased by 15 per cent.

Free cycle training is offered to all schools in the Borough for children able to ride a bike. Bikeability cycle training equips children with vital life skills. Pupils not only learn to cycle but they gain independence, social skills and a sense of wellbeing. After Bikeability training, children are better at responding to risk and report increased confidence. As a result, more children cycle to school which in turn improves mental health and wellbeing. Bikeability training is provided through a third party and is funded by The Department for Transport. Bury Council will continue to deliver Bikeability cycle training for Years 5, 6 and 7.

Bury Council will also consider using existing enforcement powers at school keep clear markings (zig zags) to keep the space outside schools free of cars and make it safer for children to cross the road.



# Walking, Wheeling and Cycling

## Investment priority 6: Connecting blue and green infrastructure networks

National Planning Guidance defines green infrastructure as a network of multifunctional greenspace which delivers a wide range of benefits. Green infrastructure benefits biodiversity (in providing habitats), human health (in providing opportunities for relaxation and exercise away from polluted air) and climate change (in sequestering carbon dioxide). Often green infrastructure is considered alongside blue infrastructure, which is land required to reduce flood risk or to improve the quality of waterbodies and watercourses.

Bury is the 8<sup>th</sup> (out of 10) most deprived boroughs within Greater Manchester and 61% of adults within the Borough are overweight or obese. Opportunities to access high quality open space can have a major influence on people’s quality of life. Access to areas of greenspace is widely regarded as being good for mental health and wellbeing. Enabling active environments like making green spaces, sports and recreation opportunities more accessible is one way in which we can motivate and support people to move more.

To support and facilitate Bury’s ambitions towards delivering the Bee Network by providing attractive, safe and easily accessible walking, wheeling and cycling routes, we need to create better connections to and from our existing areas of green and blue infrastructure. Off-road pedestrian and cycle routes that are along green corridors, or run alongside green infrastructure assets, or blue infrastructure corridors, provide safe and attractive links between the main urban areas of the Borough and beyond to the wider countryside



Roch Valley Greenway Crossing under construction – providing a crossing over the river for pedestrians, cyclists and horses.



# Walking, Wheeling and Cycling

## Investment priority 6: Connecting blue and green infrastructure networks

Improving pedestrian links to the River Irwell, for example, would allow the Borough to reclaim an attractive natural feature and provide health and wellbeing benefits. A proposed new Milltown Street Bridge to replace the original bridge that was badly damaged by flooding in December 2015, will provide improved cycle links in Radcliffe and significantly improve connectivity in the area in general.

Development and promotion of safe "off-road" active travel routes for walkers, runners and cyclists along the Manchester Bolton & Bury Canal towpath would help improve links for some of the most deprived areas of the borough to schools, employment and leisure facilities. The Canal provides a continuous pedestrian and cycle link between Moses Gate Country Park and Bury, via Radcliffe and provides a valuable free transport option for those who most need it. Our initial CRSTS proposals for Radcliffe include a new signalised crossing at Water Street which will help to connect the town's active network to the Canal. Consideration will also be given to raising the height of the Water Street Bridge over the canal to allow for walking, running and cycling activities to pass under the street, along with boat navigation.

### Public Rights of Way Network

Public Rights of Way (PRoW) are a significant part of our heritage and a major leisure resource. They provide access to the countryside and offer opportunities for exercise and recreation. They are also an important asset in terms of sustainable transport, health and wellbeing, social inclusion and tourism.

The PRoW network is a key component of delivering a connected transport infrastructure across the Borough. It provides a traffic-free alternatives to on-road routes, which can encourage people to travel by cycle or foot. To maximise the potential of the PROW network, walking, wheeling and cycling must be integrated with planning and the Council must work with developers to ensure new routes are incorporated to link to other networks such as the Village Link (a trail around and between six of Bury's most historic villages) and transport hubs and to ensure routes and green spaces are well connected and attractive to use.

A Rights of Way Improvement Plan (ROWIP) will be prepared by the Council and will set out how the Council intends to manage and secure an improved PROW network in order to meet the needs of walkers, wheelers and cyclists.



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



Public Rights of Way improvements at  
Redisher Woods

# Walking, Wheeling and Cycling

## Investment priority 6: Connecting blue and green infrastructure networks

### Improving the Environment

Whenever possible, Bury Council will invest in infrastructure that improves the environment and addresses Climate Change challenges. An example is through investment in Sustainable Drainage Systems known as SUDS. These systems are designed to slow water run off rates through the provision of attenuation facilities and the introduction of trees and increased soft landscaping and green infrastructure.

Recently completed works on Prestwich High Street involved the introduction of street trees and SUDS drainage. As part of the improvements to the footways along Prestwich High Street, street trees were planted to enhance the appearance and appeal of the town centre and provide a range of other benefits including improved air quality and a more attractive walking environment. The trees were also used to provide a natural solution for managing surface water runoff to reduce flash flooding and remove pollution contained in the water before it enters the sewer system.



Prestwich High Street BEFORE



Prestwich High Street – After, SUDS drainage incorporated within tree pits

# Linkages to the GM2040 Objectives and BLTS Objectives

The table below demonstrates how our Investment Priorities for Walking, Wheeling and Cycling contribute to the objectives of both the GM2040 and this Bury Local Transport Strategy.

BLTS Investment Priorities	GMTS 2040 Objectives				BLTS Objectives					
	Supporting Sustainable Economic Growth	Improving Quality of Life for All	Protecting our Environment	Delivering an Innovative City-Region	Supporting sustainable & inclusive growth and regeneration	Reducing the impact of transport on the environment	Supporting healthy and active lifestyles	Improving connectivity	Providing a well-maintained, reliable and resilient transport system	Providing a transport system that is safe, secure and accessible to all
<b>Walking, Wheeling and Cycling</b>										
<b>1. To create a Boroughwide Active Travel Network</b>	✓	✓	✓		✓	✓	✓	✓	✓	✓
<b>2. Active Travel routes, to, from and within new Development Sites</b>	✓	✓	✓		✓	✓	✓	✓	✓	✓
<b>3. More Secure Cycle Parking</b>		✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>4. Better Access to Bikes</b>		✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>5. Safer Routes to School</b>		✓	✓		✓	✓	✓	✓	✓	✓
<b>6. Connecting Blue and Green Infrastructure Networks</b>	✓	✓	✓		✓	✓	✓	✓	✓	✓