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TRANSPORT STRATEGY: HIGHWAYS



Introduction

Overview of Highways

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.

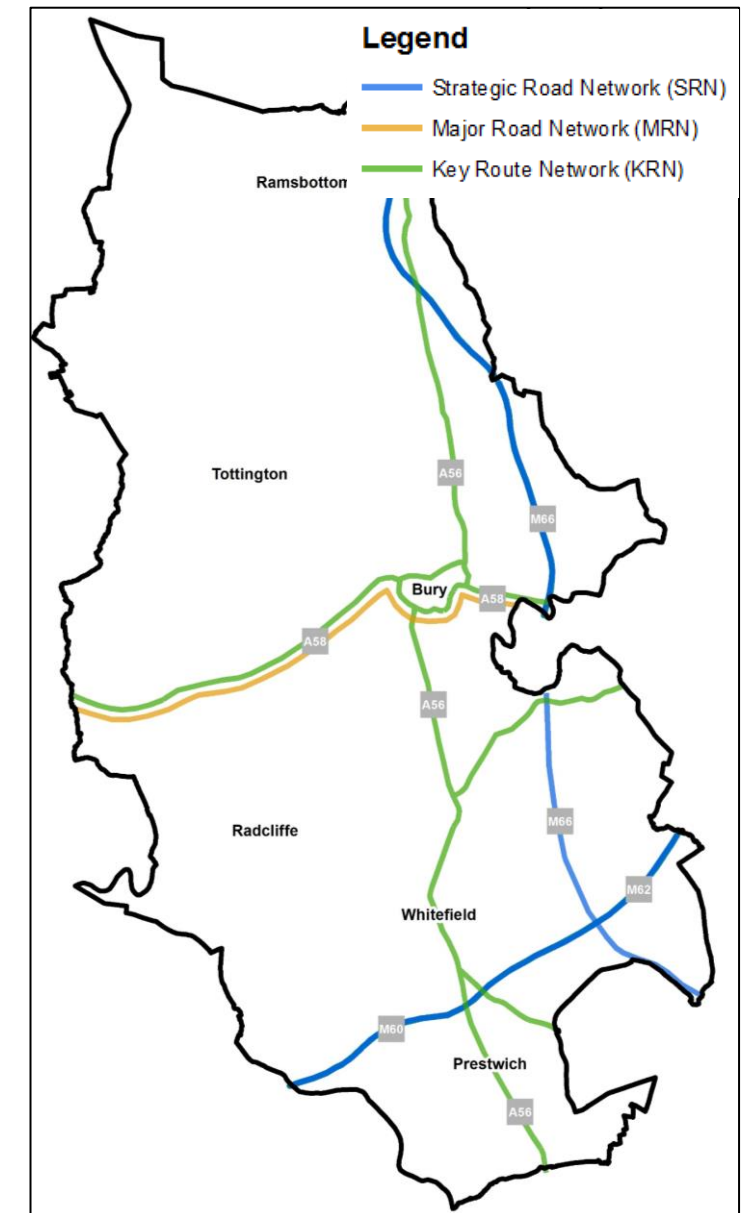
There are issues with congestion and severance. The ring road around Bury town centre, for example, provides strong links to the M66, Rochdale, Bolton and Manchester, however it creates a car dominated environment and severance for pedestrians and cyclists travelling into and out of Bury town centre. 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.

Bury has a number of areas that generate significant freight traffic, such as Pilsworth, and is impacted by major commercial development beyond its boundary including the Heywood Distribution Park. Nearly all freight in Bury is carried by road. This increases the economic impact of congestion, but also results in more vehicles on our roads, carbon emissions, poor air quality, noise pollution and conflict with vulnerable road users.

There are also conflicting demands for parking across the Borough and we need to balance the needs of our residents, local businesses, commuters and visitors across the Borough, which will be a challenge. The scale and nature of this challenge will vary 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. Conversely, some 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 also needed.



Road Network Hierarchy

Strategic Route Network

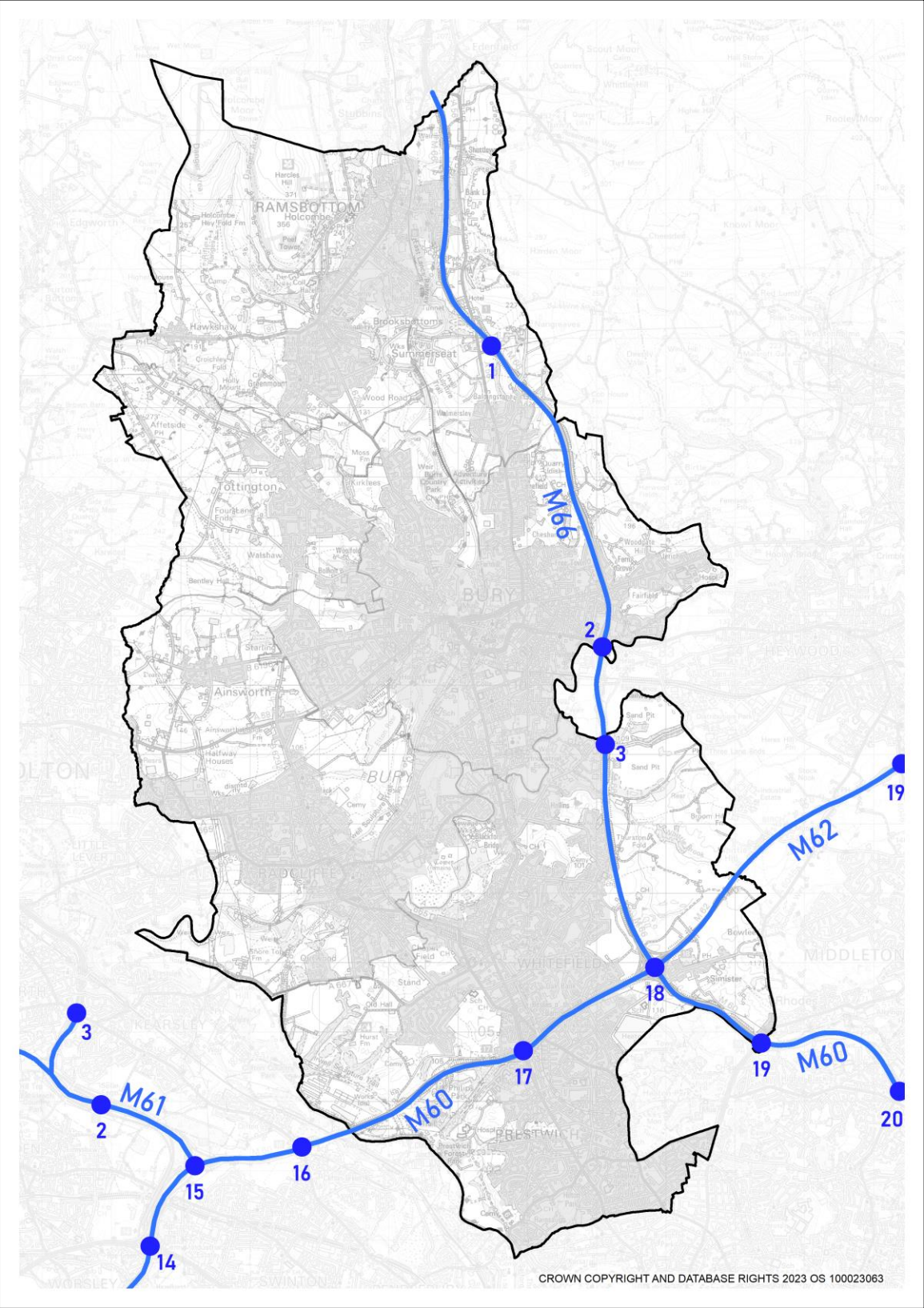
Significant elements of the Motorway network run through Bury. Routes include the M60, M62 and M66. The responsibility for maintaining and operating these routes, which form part of the Strategic Route Network (SRN), rests with National Highways.

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 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, walking, wheeling and cycling by improving existing crossing points and providing additional facilities where these are required.



Bury's Motorway Network

Investment priorities for highways

This Strategy will explore the potential for junction improvements across the Borough that improve road safety and support safer sustainable movements to proposed development and growth sites. It will also look to define how and where new publicly available 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. Provide infrastructure to facilitate new development

3. Deliver road safety improvements

4. Maintain roads and other highway infrastructure

5. Develop a Boroughwide Parking Strategy

6. Expand the network of publicly available electric vehicle charging points

Highways

Investment priority 1: Addressing congestion and severance

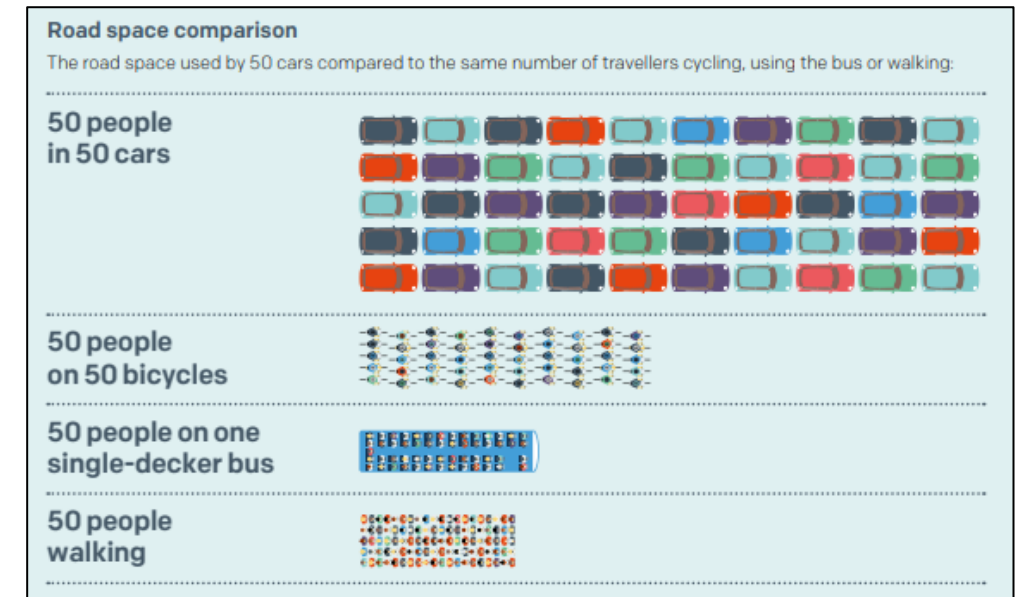
Like all towns across the country, Bury suffers from congestion issues and delays at certain times of the day. Bury has experienced significant increases in traffic volumes in recent years. An increase in private vehicle ownership has led to increased traffic on highways that were not originally designed 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. Congestion currently costs Greater Manchester businesses £1.3bn per year.

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.

The bus system and wider Bee Network can help us tackle the challenge of congestion. Attracting non-bus users to travel by bus and current bus users to use it more is one of the most effective ways to reduce congestion and improve conditions for all road users. On average, each car in Greater Manchester carries just 1.3 people. Buses are able to carry many more people than cars and are a more efficient way to use limited road space. The Greater Manchester Bus Strategy includes many more measures to reduce congestion. These range from better management of road works, to traffic signal improvements.



Road space comparison:
Source: Greater Manchester Congestion Deal

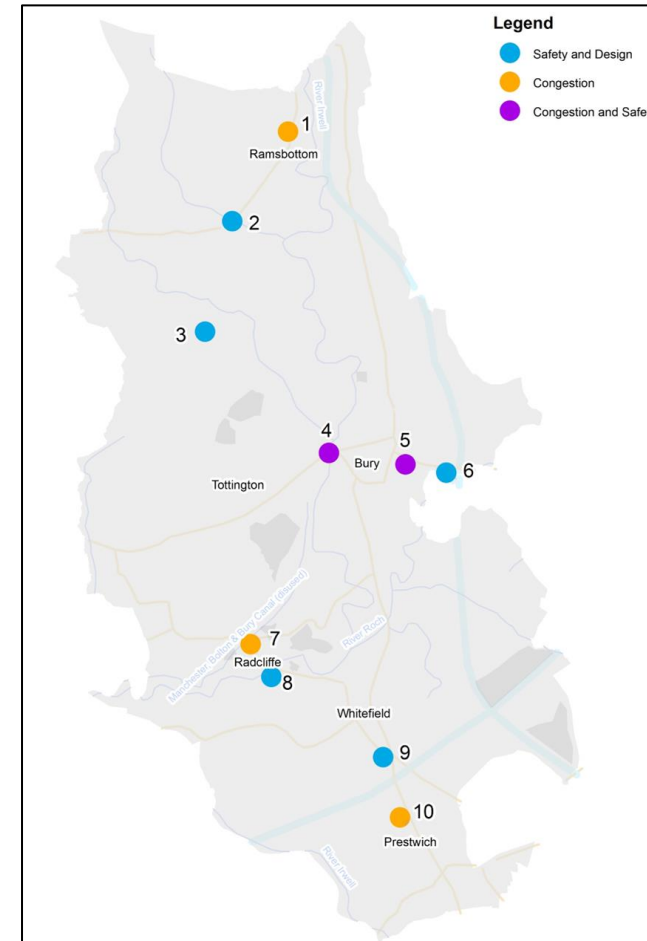
Highways

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 includes a potential proposal to prioritise active travel and bus movements around the south of the town centre, with Peel Way being the main traffic route on the north side of Bury town centre, which is potentially one way to address severance issues. This is one of the longer-term Town Centre Masterplan proposals which would need further investigation and studies to determine if it is feasible. Pilkington Way in Radcliffe is another example of a busy road causing severance.

There are many ways we can reduce congestion, ranging from better management of road works, to traffic signal improvements. We are part the Greater Manchester Road Activity Permit Scheme, which covers any person or organisation who wants to carry out work or other activities that may affect a road and its users. The scheme helps us coordinate works to reduce the impact of roadworks and minimise delays and disruptions.



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.

Road Network Congestion

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

Investment priority 1: Addressing congestion and severance

A new Intelligent Transport System is planned for Greater Manchester, which will improve network management, which will help to reduce congestion. We will work with the other GM highway authorities and the utility companies to develop a Greater Manchester Roadworks Charter to reduce delays on the network.

We are also planning to apply to the Department for Transport (DfT) for powers to enforce moving traffic offences such as:

- Entering a yellow box junction when the exit is not clear.
- Undertaking banned turns.
- Driving through a 'No entry' sign.

Currently, Greater Manchester Police (GMP) are responsible for enforcing moving traffic offences in the Bury borough. Taking over this responsibility will allow GMP to focus on other policing priorities. GMP will continue to be responsible for enforcing speed limits and weight restrictions.

Congestion and delays regularly occur on the Borough's highway network in several places 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 aim to develop proposals to address these issues and reduce congestion, improve highway safety, reduce severance and improve bus reliability.

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



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

Investment priority 2: Provide infrastructure to facilitate new development

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 minimised, and improved whenever possible.



New Yellow Box Junction

Highways

Investment priority 2: Provide infrastructure to facilitate new development

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



Dumers Lane before and after with pedestrian crossing facilities

Highways

Investment priority 2: Provide infrastructure to facilitate new development

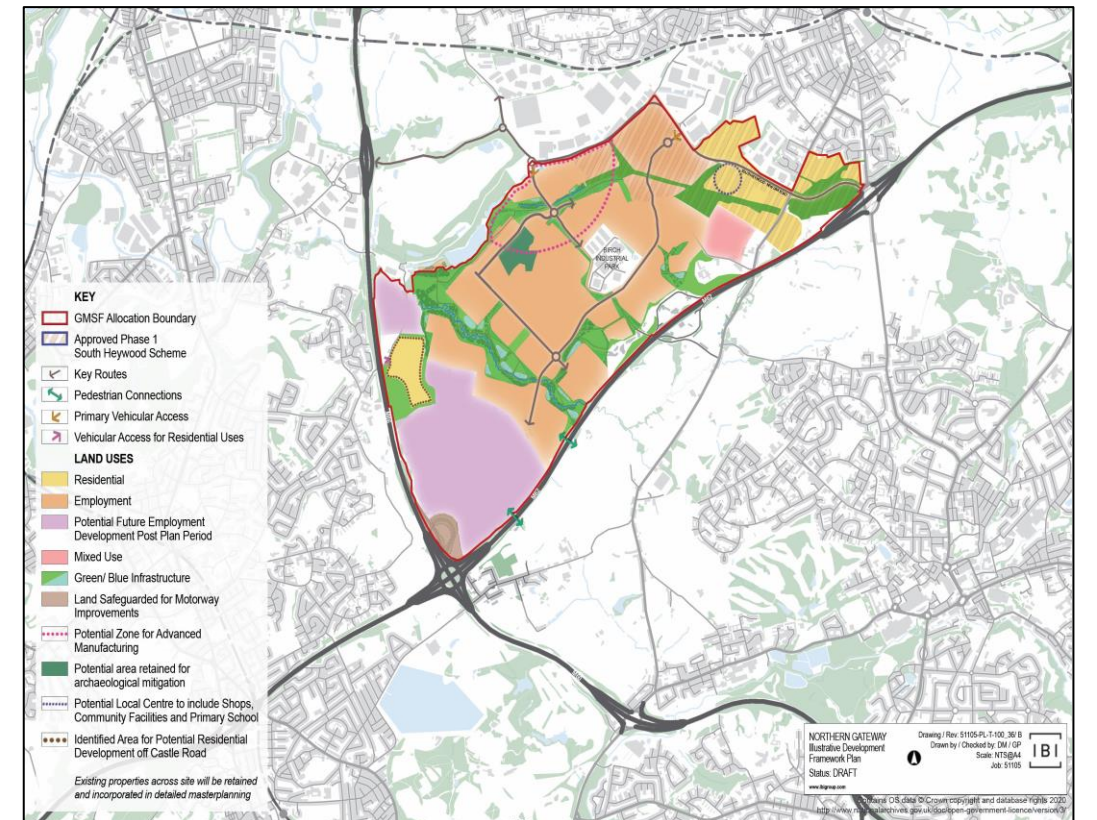
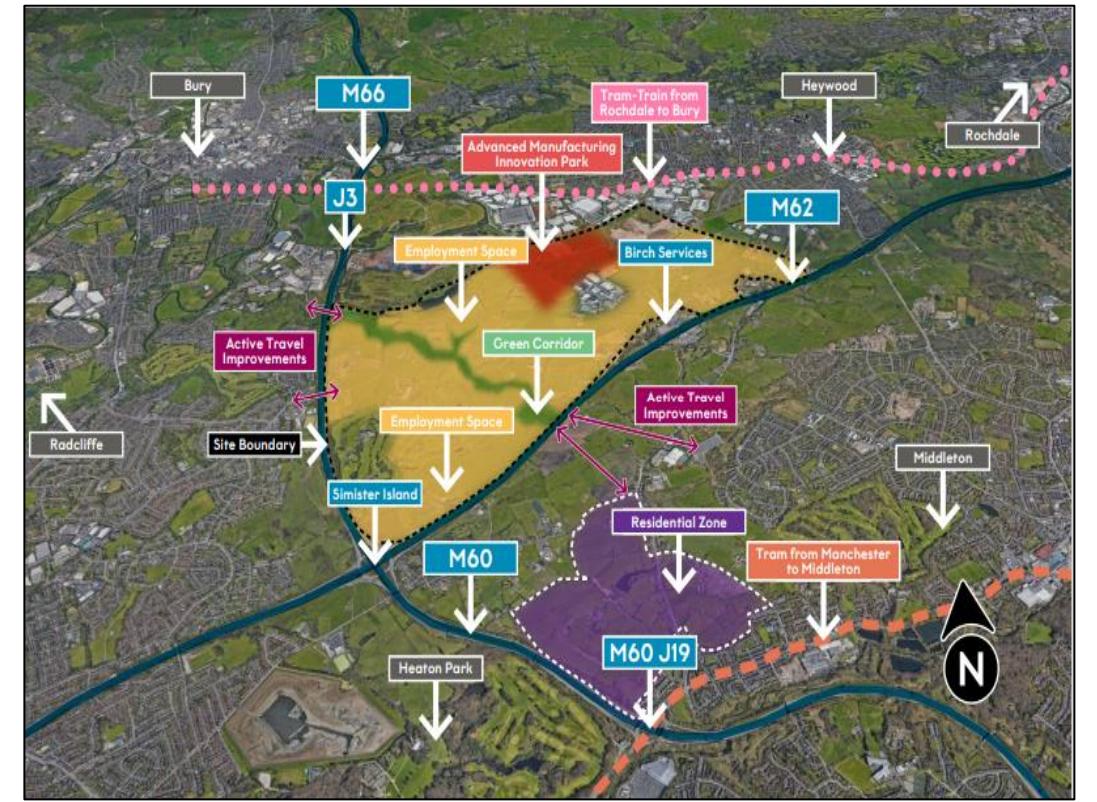
Places for Everyone

Places for Everyone (PfE) is a long-term plan identifying potential development sites for nine Greater Manchester Councils 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 on the M66 and M62 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.



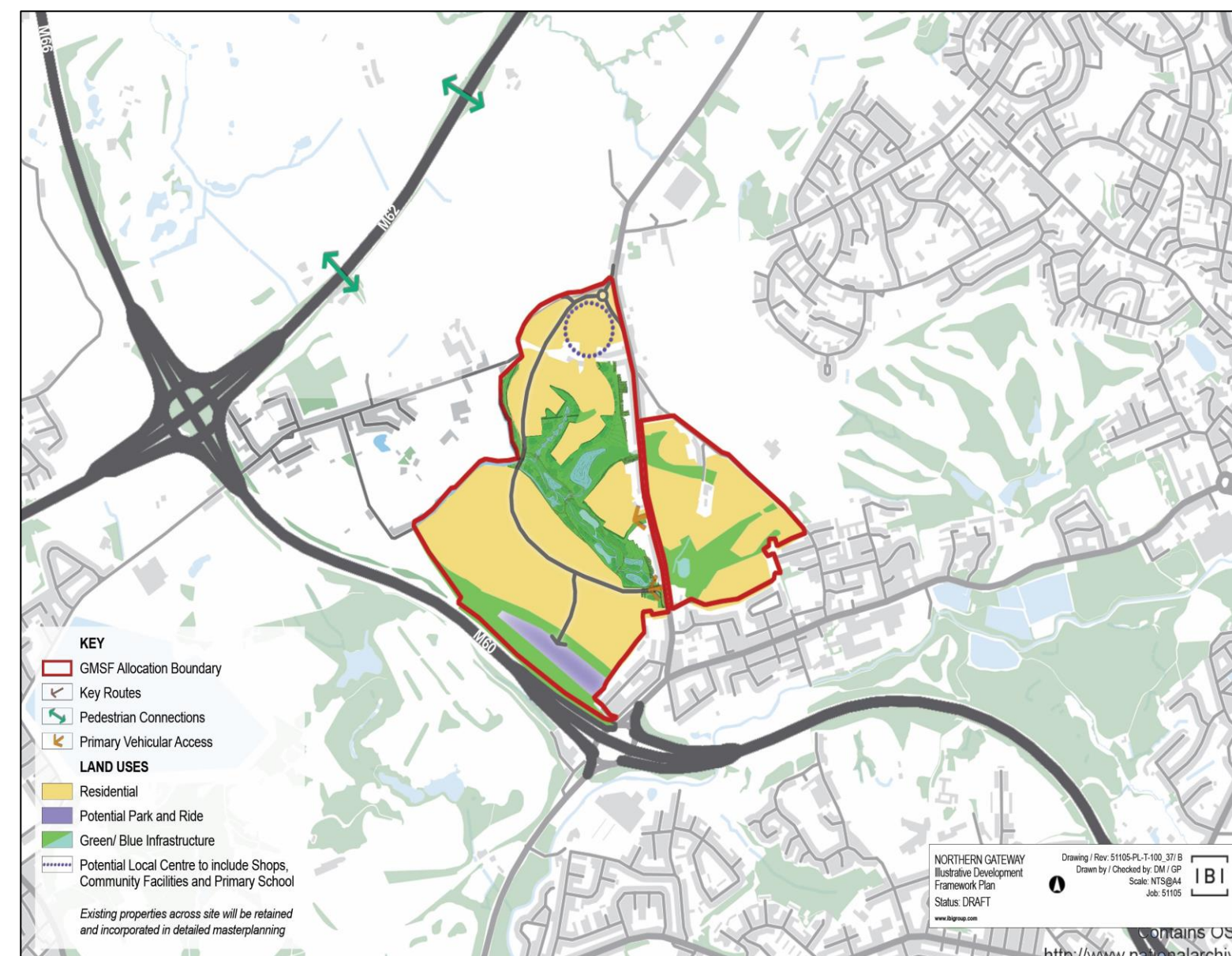
Highways

Investment priority 2: Provide infrastructure to facilitate new development

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

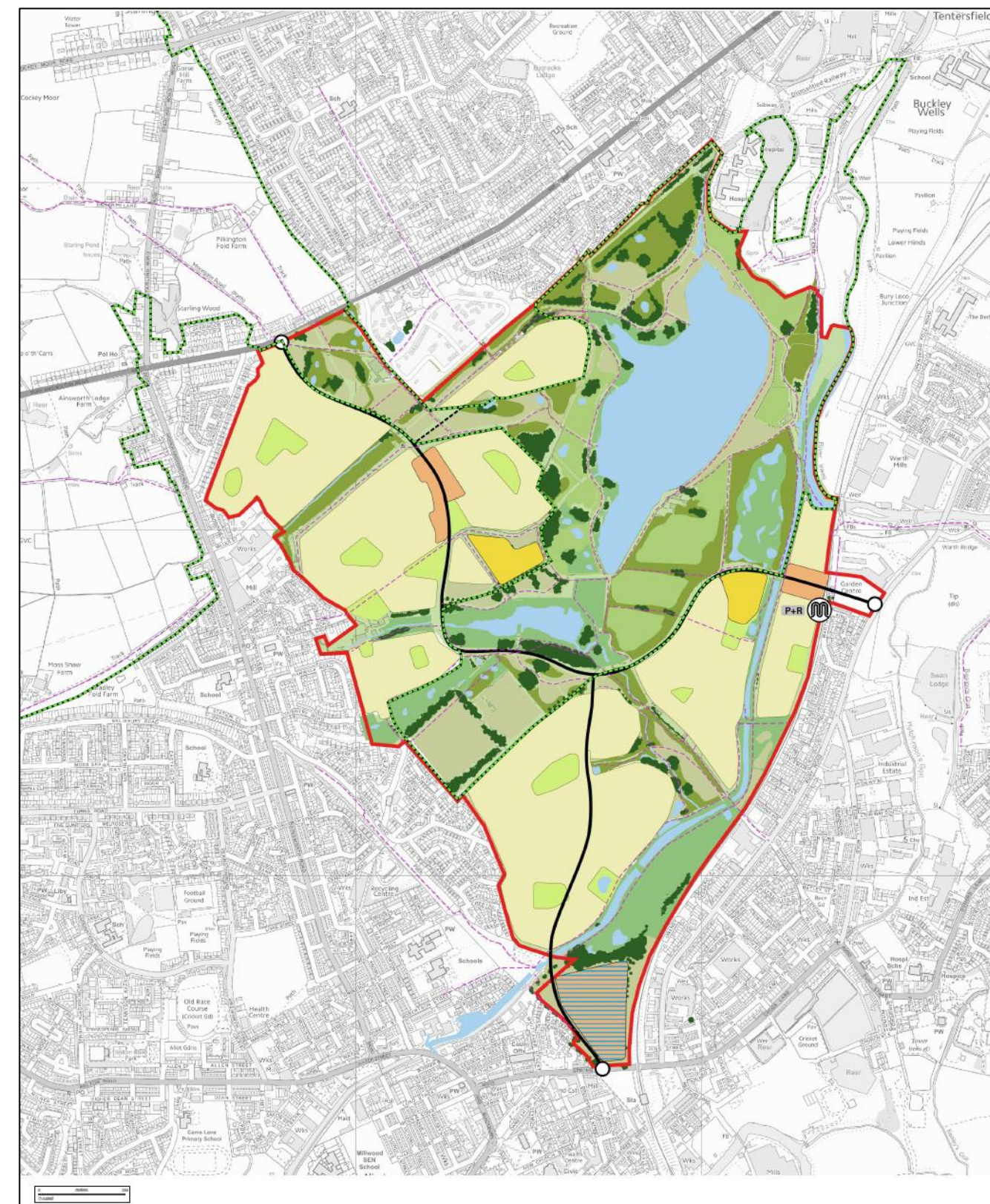
Investment priority 2: Provide infrastructure to facilitate new development

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.
- A58/Ainsworth Road/Starling Road (signal improvements).



Highways

Investment priority 2: Provide infrastructure to facilitate new development

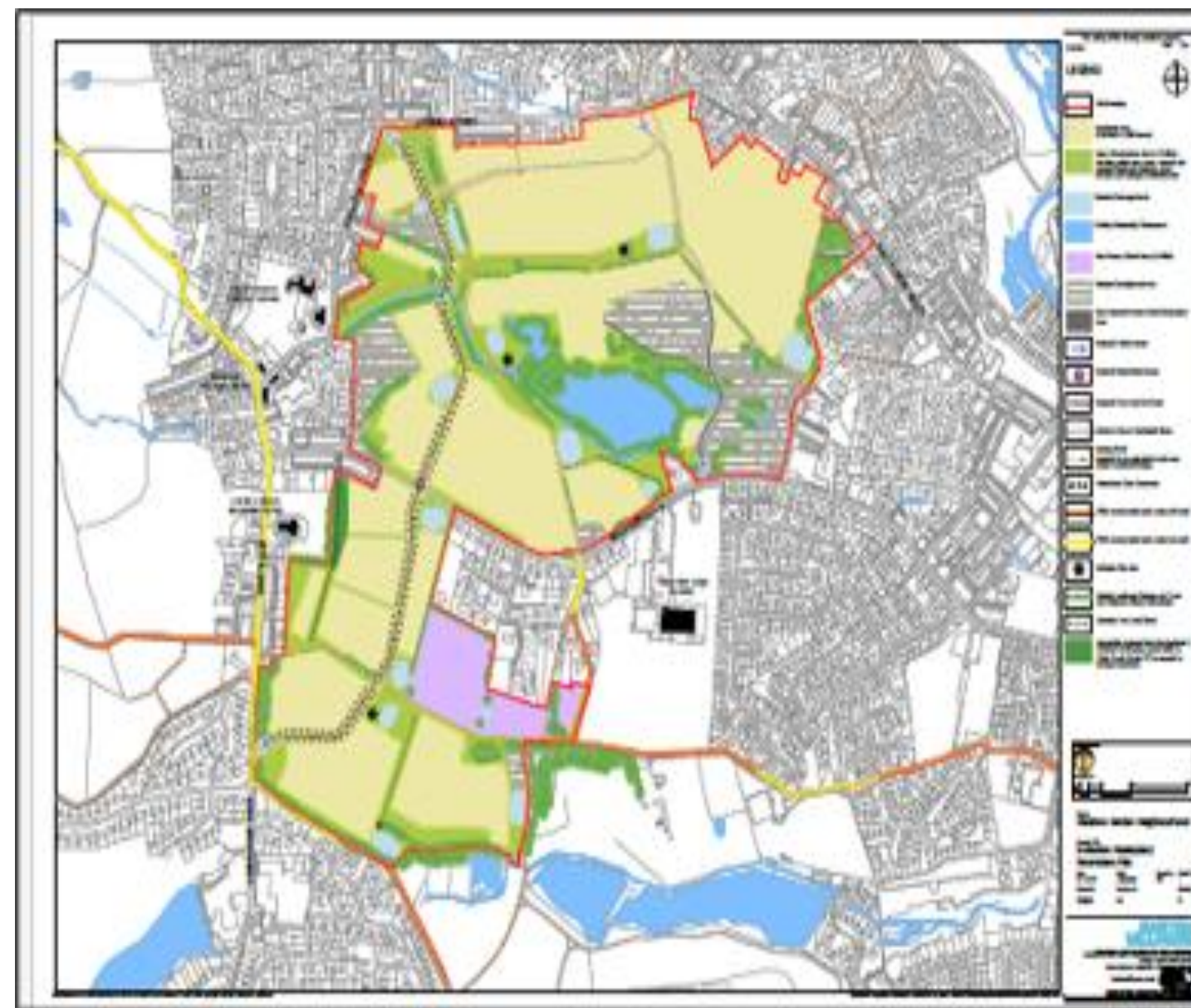
Walshaw

The PfE proposals for Walshaw include the provision of an internal spine road, running north to south between Lowercroft Road and Scobell Street. This will provide for development traffic and existing through traffic, reducing flows of traffic passing through Walshaw. The link road will also permit buses to pass through the site, providing flexibility in terms of service provision and routing.

A further priority-controlled access would be provided on Scobell Street to the east, near the junction with the B6213 Tottington Road. It is also proposed that a new priority-controlled junction be provided on Tottington Road, to the south of the junction with Scobell Street and near to the junction with Darlington Close.

Local highway improvement works are also proposed and 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:

- Crostons Road/Tottington Road Junction
- Tottington Road/Walshaw Road Priority Junction
- Cockey Moor Road Junction
- A58 Bolton Road/Ainsworth Road
- A58 Bolton & Bury Road/Starling Road



Highways

Investment priority 3: Deliver road safety improvements

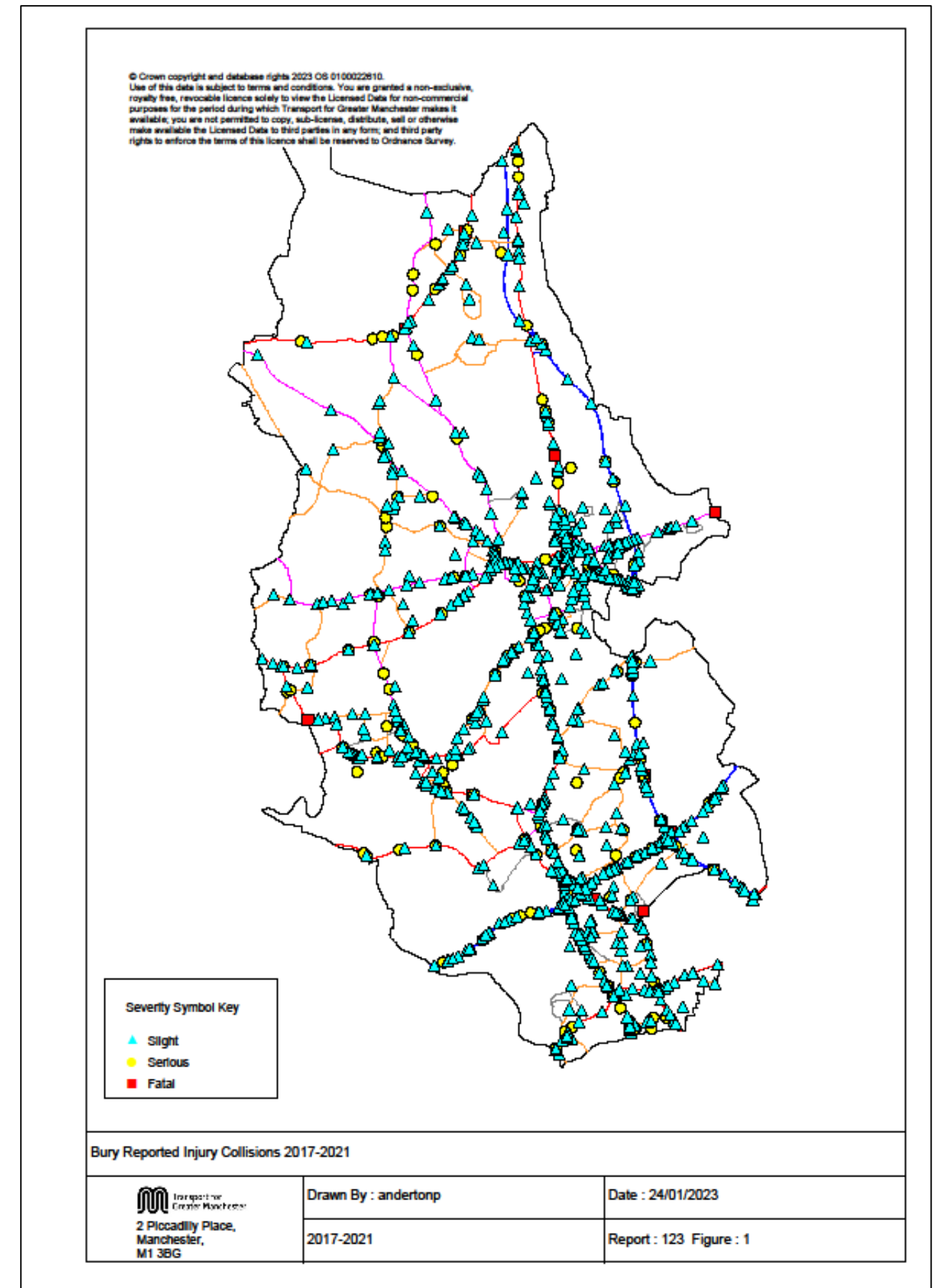
Road safety challenges exist across the borough, with the wards with the highest casualty rate per 1,000 people living in the ward being Bury East ward, Unsworth and Holyrood.

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 £543,000 from GM's 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 and cyclist facilities, at signalised junctions which currently do not have them, and the introduction of new crossings, are our priorities for road safety. We will make our signalised crossing accessible with tactile paving, audible signals and rotating cones. We have some examples of places where you find it difficult to cross, such as Junction of Wash Lane, Bell Lane, Moorgate, Brook Street and Lomax Street, the Bury New Road/Pinfold Lane junction and Pinfold Lane/Parr Lane/Higher Lane, which we will investigate as part of the implementation of this Strategy.

We will apply the latest government design standards and the GM Streets for All standards to our schemes and carry out road safety audits, all of which will ensure they are safe and feel safe to use.



Bury reported Injury Collisions 2017-2021

Highways

Investment priority 3: Deliver road safety improvements

New infrastructure alone will not ensure 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. Alongside Bury Council's cycle training offer for secondary schools, Transport for Greater Manchester has teamed up with BikeRight! to deliver a unique cycling experience for secondary school pupils aimed at encouraging cycling to school as well as cycling for leisure and fitness called 'Own the Ride'.

Bury Council supports Greater Manchester's aspiration for there to be no deaths or serious injuries on Greater Manchester's roads by 2040. This is known as 'Vision Zero'. This is one of the commitments Greater Manchester's Active Travel Commissioner, Dame Sarah Storey, has included in her refreshed Active Travel Mission. A new Road Danger Reduction Action Plan will be developed to help achieve Vision Zero. We will work with the Commissioner, with Greater Manchester Police, other GM local authorities and the Safer Roads Greater Manchester Partnership.

Tackling the school run is also one of the Active Travel Mission priorities, which includes the developing a new plan for travel between home and school that reduces the number of children being driven less than 2km to their school and helps support Greater Manchester's ambitions for improved air quality.



Bikeability Training



A56 Bury New Road Sedgley Park Pedestrian Crossing



Road Danger Reduction

Greater Manchester to adopt Vision Zero where the target is no deaths and severe injuries on Greater Manchester's roads.



Home to School Travel

Ensure education establishments across the region are provided with the tools to engage with every option available to support our youngest members of society.

Highways

Investment priority 3: Deliver road safety improvements

What we have 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.
- Bolton Road West near Ada Street – Puffin Crossing.
- Market Street, Tottington near Laurel Street Zebra Crossing.

What we have programmed for delivery

- Stand Lane near Clough Street - Zebra Crossing.
- Tottington Road near Walmsley Street – Zebra Crossing.
- Park Road and Windsor Road area – 20mph Zone and traffic calming measures.
- 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

Investment priority 4: Maintain roads and other highway infrastructure

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.

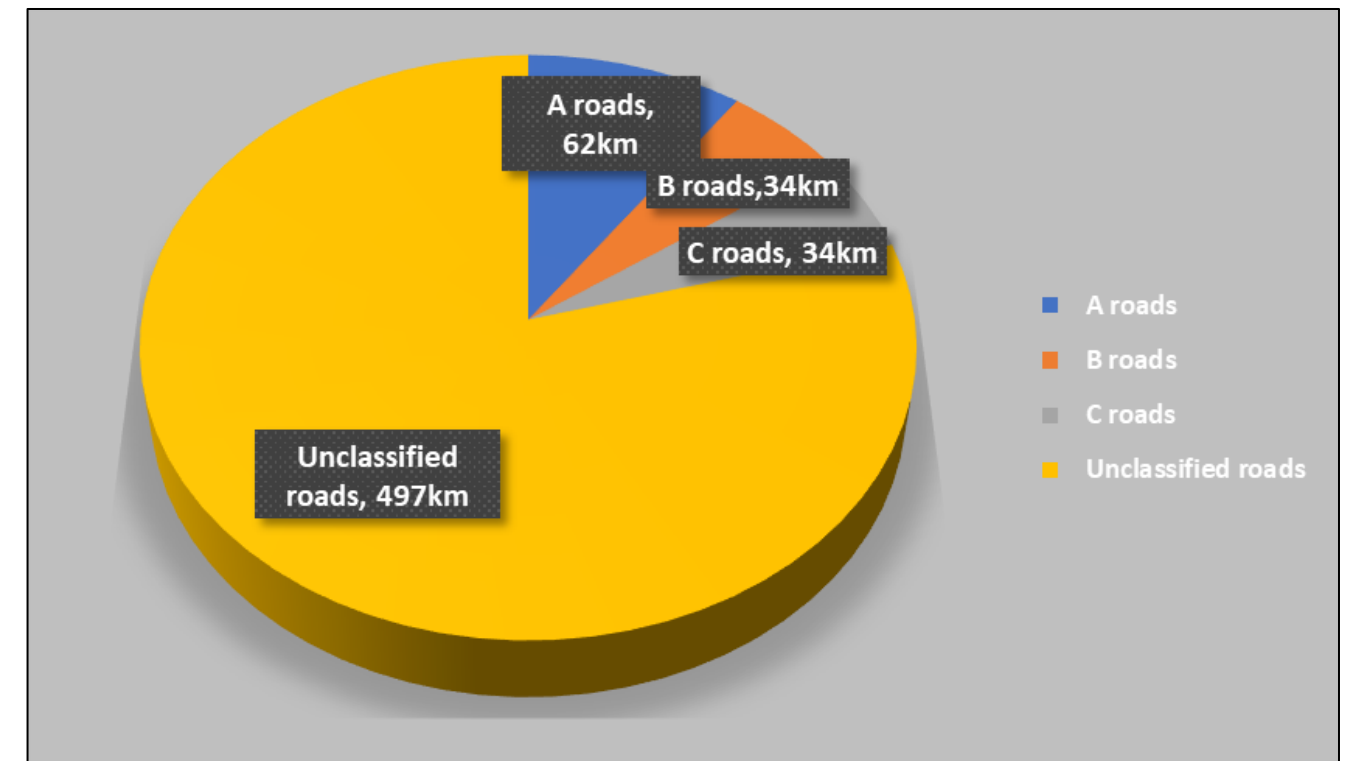
The value of these assets is estimated at over £1 billion.

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

Investment priority 4: Maintain roads and other highway infrastructure

Footways and cycleways

Well-maintained footways are important in encouraging and facilitating active travel. We undertake an annual programme of footway improvement works as part of our highway maintenance programme. The programme is approved on an annual basis in accordance with Council approvals procedures. The extent of works we can undertake in any given year is limited by the funding available.

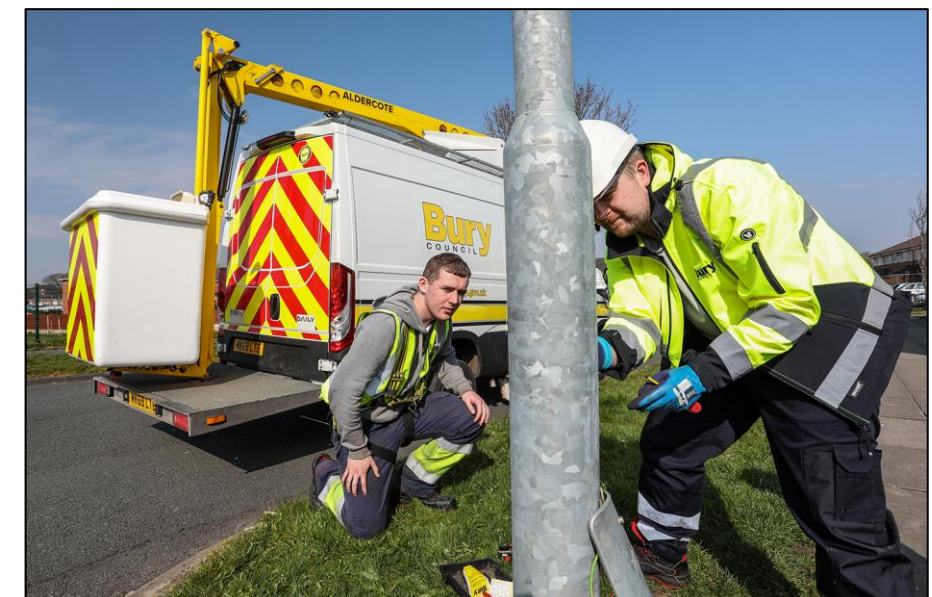
All 1,200 km of footway in the Borough are inspected at least once a year by trained Highway Inspectors, who walk them, identify any hazardous defects and arrange for repairs to be carried out. Some of the busiest footways, such as those in town centres, are inspected every month. How quickly we repair footway defects depends on the level of risk they pose to the public. Defects presenting the greatest risk to the public are repaired first. Any defects that are a major risk to the public are repaired at the same time as the inspection if possible or are barriered off until a repair can be completed. In addition to these planned inspections, ad hoc inspections are carried out in response to customer enquiries, and action taken if needed. We inspect all footway defects reported to us online or by phone. We also carry out safety inspections and repair cycle tracks, shared cycle/pedestrian tracks and cycle lanes on the highway.

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

Investment priority 4: Maintain roads and other highway infrastructure

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 Council 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 £22.25 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

Investment priority 4: Maintain roads and other highway infrastructure

What we have 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.



White lining

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

Investment priority 5: Develop a Boroughwide Parking Strategy

Bury Council's parking responsibilities include on-street parking provision, car parks, civil parking enforcement, residential parking, and managing parking demand. We need to manage parking in a way that meets the often conflicting needs of our residents, local businesses, commuters and visitors across the Borough. There are also parking issues associated with the drop-off and pick-up of children in the vicinity of schools, during term time and at the beginning and end of the school day.

At the same time as managing the demand for parking, we need to reduce the impact of parking on the environment, support our plans for economic growth and regeneration and support the gradual increase in the amount of people walking and cycling for short trips and using public transport. We also need to support the growing demand for electric vehicle charging points and to provide safe and secure bike parking.

The Council owns a wide range of car parks across the Borough. We have introduced PayByPhone technology in Bury town centre to make paying for parking quicker and easier for those who wish to use it.

We also have a number of coach parking bays on Market Street, although these may need to be relocated to accommodate improvements to walking and cycling routes into the town.

We provide parking spaces reserved for disabled drivers throughout the borough for drivers with permits under the Blue Badge scheme. We have also introduced a number of resident parking schemes in the borough and more recently have begun to implement school streets, with our first one at Guardian Angels Primary School.

We know that some of our car parks are in need of maintenance, with issues such as surfacing and drainage needing to be addressed.

There are also several Metrolink-owned Park and Ride sites that support the use of public transport for longer journeys.



Ramsbottom



Radcliffe



Bury

Highways

Investment priority 5: Develop a Boroughwide Parking Strategy

Managing the conflicting demands for car parking across the Borough will be a challenge, particularly with the potential increase in demand for additional movement and travel that is generated by new development.

The scale and nature of this challenge will vary by location and there will be no one-size-fits-all parking strategy for the Borough. Our parking strategy will need to respond to the different demands of each of our town centres.

Areas such as Ramsbottom are facing acute car parking capacity challenges and there is a need to secure investment in additional car parking. Conversely, some areas such as Bury town centre have an oversupply of car parking and this presents opportunities to release some spaces for new uses, including new retail or residential developments.

We will need individual parking strategies that support regeneration across the Borough. These strategies could involve providing more parking and could include new travel hubs with car club spaces, electric vehicle charging points and cycle hire featuring alongside conventional parking spaces. These car parking strategies will highlight the characteristics and constraints of the existing 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.

We have started the process of collecting data to inform the development of parking strategies for three of our towns. Parking studies have been carried out in Radcliffe, Bury and Ramsbottom as detailed on the next page. In Prestwich, parking is being considered as part of the regeneration plans and includes the consolidation of parking into a new travel hub on Fairfax Road and in Whitefield it will be considered as part of the emerging Whitefield Town Plan. We are aware that one of our partners, Bury Care Organisation (BCO), has issues with parking capacity for staff and visitors at Fairfield Hospital, which can have an adverse impact on the surrounding community such as parking on residential streets. We will support BCO where we can in resolving this issue.



Millgate Shopping Centre Car Park



Bury town centre

Highways

Investment priority 5: Develop a Boroughwide Parking Strategy

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 parking strategy for Ramsbottom.

RADCLIFFE PARKING



CLIENT: BURY COUNCIL



BURY PARKING



CLIENT: BURY COUNCIL



RAMSBOTTOM PARKING



CLIENT: BURY COUNCIL



Highways

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. Electric Vehicles (EVs) can play an important part in the decarbonisation of transport and help the Council achieve its carbon and air quality goals. The Government has announced a ban of sales of new petrol and diesel cars by 2035 (initially 2030, revised to 2035 in September 2023) and electric vehicles are currently the most viable alternative. We need to increase public Electric Vehicle Charging Infrastructure (EVCI) to give people the confidence to make the transition to an EV if they wish. According to government statistics (Electric vehicle charging device statistics: April 2023), there are 15 electric vehicle charging devices per 100,000 population in Bury. This is a quarter of the UK average of 60 devices per 100,000.

To increase the number of publicly available charging points across the Borough, we have appointed a supplier, Be.EV, to install Electric Vehicle Charging Infrastructure (EVCI) under a concessionary contract on Council land. This contract is aimed at rapid charging infrastructure in areas with a good throughput of traffic.

Although this contract will lead to a significant number of rapid chargepoints in areas where residents do not have off street parking (a drive), we will need to do more to address chargepoint availability in many more residential areas where properties do not have off street parking. We also plan to work with a supplier to install, operate, and maintain a network of EVCI aimed at supporting residents who do not have access to off-street parking. We will do this with almost £2m of funding we have secured from the City Region Sustainable Transport Settlement (CRSTS) combined with the Government's Local Electric Vehicle Infrastructure (LEVI) fund. The successful supplier will keep the income from the network and operate it independently, which will mean there are no revenue implications for the Council.



Highways

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.
- 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 BLTS Objectives

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

LTS 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
Highways										
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	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓