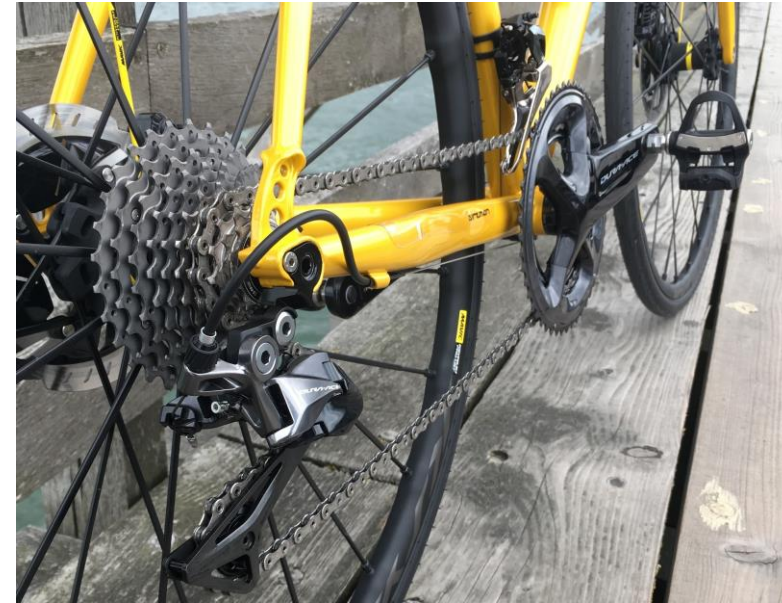


# BURY LOCAL TRANSPORT STRATEGY



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# Foreword

Exciting times are ahead for our Borough as we recover from the impacts of Covid-19. Our *Let's Do It* Strategy sets out the ambition for Bury to 'stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation'. We have already started to deliver this vision. We have won £40 million of Government Levelling Up Fund money which is supporting the development of a new civic hub in the heart of Radcliffe Town Centre and a new market flexihall in Bury Town Centre. But this is just the start of our ambitious plans to deliver more jobs, businesses and homes through our local regeneration strategies such as the Bury Town Centre Masterplan, the Radcliffe Strategic Regeneration Framework and the Ramsbottom Town Plan.

If we are to realise our *Let's Do It* vision and our regeneration plans, we need a state-of-the-art transport system that is effective and affordable. We need our transport network to unlock new sites for development, to promote health and well-being through active travel and to help meet our commitment to having fossil-fuel free travel by 2038. We are already working with the other the Greater Manchester councils and Transport for Greater Manchester to deliver a low carbon London-style fully integrated public transport system across bus, tram, train and bike which we are calling the *Bee Network*, and we have signed up to the Greater Manchester 2040 Transport Strategy (GM2040) which includes an ambition for half of all journeys to be made by cycling, walking or public transport by 2040.

We have already made progress on achieving the GM2040 ambition. Greater Manchester has won over £1 billion of Government funding to invest in transport infrastructure over the next 5 years through the City Region Sustainable Transport Settlement (CRSTS), including over £47m of the £84m needed for a new state-of-the-art interchange in Bury Town Centre. The way buses are run in Greater Manchester is also being transformed, with franchising bringing them back under local control for the first time since they were deregulated in 1986. Lower fares have already been introduced on buses across Greater Manchester to attract passengers back to public transport following the pandemic and to help with the cost-of-living crisis. There are also plans to introduce new electric buses to help improve local air quality. The first fifty of these 'best in class' buses, which also have more space for wheelchairs, came into service when franchising started in September 2023. There is also up to £15.4 million in the CRSTS programme for cycling and walking improvements in Bury, Radcliffe and Ramsbottom town centres for which we are currently developing plans that we will consult on.

This Bury Local Transport Strategy will complement the GM2040 Transport Strategy and other plans and strategies by setting out the transport interventions needed to address our own local transport issues, problems and challenges. For example, we know that many of our residents rely on public transport, cycling or walking to get around and that the current offer falls short of what is needed. Some parts of the Borough have fewer bus services than others and the services that do run can be unreliable. We have invested in some cycling and walking improvements, but we do not have a joined-up network of routes across the Borough. We know that the condition of our roads could be better but years of underinvestment by central government has left us with a maintenance backlog. There are places where our network is congested at certain times of the day and there are too many people killed and seriously injured on our roads. We also need to clean up the air our residents breathe and to help people to make the change to electric vehicles.

We shared our draft Local Transport Strategy with you earlier this year and asked for your views on how best we can deliver a clean, reliable, affordable transport network that meets the needs of all our local communities. We would like to thank you for your feedback, which we have taken into account in producing this final Bury Local Transport Strategy.



Councillor Eamonn O'Brien  
Leader of the Council



Councillor Alan Quinn  
Cabinet Member Environment,  
Climate Change and Operations

# Executive Summary

This Local Transport Strategy is a strategic plan for the development of transport within the Borough, outlining how transport will contribute to and support the longer-term aspirations of the Borough. The Local Transport Strategy sets out an ambitious vision that ‘By 2040, the Borough’s Townships will be connected to each other, to Greater Manchester and beyond by an affordable, safe, reliable and well-maintained low carbon transport system. It will be easy to get around by public transport, on foot and by bike. Walking and cycling will be the first choice for short journeys for those who are able to walk and cycle. Investment in transport will help to grow the economy, reduce deprivation and improve the health and well-being of residents’.

This vision aligns with the Borough’s *Let’s Do It Strategy*, with Greater Manchester’s ambitious plan to deliver the Bee Network, an integrated network composed of bus, tram, cycling and walking routes, by 2030, and with the ambitions set out in the Greater Manchester 2040 Transport Strategy (GM2040) for half of all trips to be made by public transport, walking, wheeling, or cycling by 2040.



Underpinning the overarching vision of this Local Transport Strategy are six strategic objectives which are cross cutting and have been designed to enable the vision to be achieved.

The vision and objectives are supported by a series of investment priorities for different forms of transport that set out the interventions needed to address local transport issues, problems and challenges. There are six key investment priorities for each mode of transport, Metrolink, Bus, Walking, Wheeling and Cycling and Highways. These investment priorities will help create a transport network that will unlock new sites for development, promote health and well-being through active travel and help meet the Borough’s commitment to having fossil-fuel free travel by 2038.

Having key investment priorities will put the Borough in a stronger position to attract the funding needed 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. A summary of the key investment priorities for each mode is set out in the following pages.

# Executive Summary: Investment Priorities

## Investment priorities for Metrolink:

As part of the transport strategy for the Metrolink service, investment priorities have been identified to help address the key Metrolink issues in Bury, such as the outdated transport interchange, poor quality tram stops on the Bury line and poor environments leading to and around tram stops. The key investment priorities for Metrolink are:

1. **A new transport interchange in Bury town centre.**
2. **Improvements to Metrolink stops on the Bury line.**
3. **Strengthened walking, wheeling and cycling connections to Metrolink stops.**
4. **A new Metrolink stop, travel hub/park and ride at Elton Reservoir.**
5. **Travel Hubs at other Metrolink stops.**
6. **A new tram-train link between Bury and Rochdale.**



## Investment priorities for Bus:

Bus travel is central to the delivery of Greater Manchester's ambitions to provide a sustainable transport network. The GM Bus Strategy is aiming to grow bus patronage by 30% by 2030. Investment in bus services and infrastructure is needed if we are to make travelling by bus more attractive and support Greater Manchester's 'Right Mix' vision to reduce car trips to no more than half of all journeys by 2040. The key investment priorities for bus are:

1. **Bus reform and the introduction of bus franchising in Bury.**
2. **Better and more reliable bus services in all parts of the Borough.**
3. **A new Bury Town Centre Interchange.**
4. **Bus priority measures on key routes.**
5. **Better bus stops and stations.**
6. **Bus services to new developments.**





# Executive Summary: Investment Priorities

## Investment priorities for Walking, Wheeling and Cycling:

The priority is to increase the number of short journeys made by walking, wheeling and cycling for those who are able to do so. The ambition in Bury and across Greater Manchester is to create a comprehensive network of on and off-road routes that will provide the infrastructure needed to encourage more short trips to be made by active travel. The key investment priorities for Walking, Wheeling and Cycling are:

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.**



## 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 public electric vehicle charging points are located, looking at both on and off-street locations and key public transport interchanges. The key investment priorities for Highways are to:

1. **Address congestion and severance.**
2. **Provide access to new developments.**
3. **Deliver road safety improvements.**
4. **Maintain roads and other highway infrastructure.**
5. **Develop a parking strategy for the Borough.**
6. **Expand the network of publicly available electric vehicle charging points.**



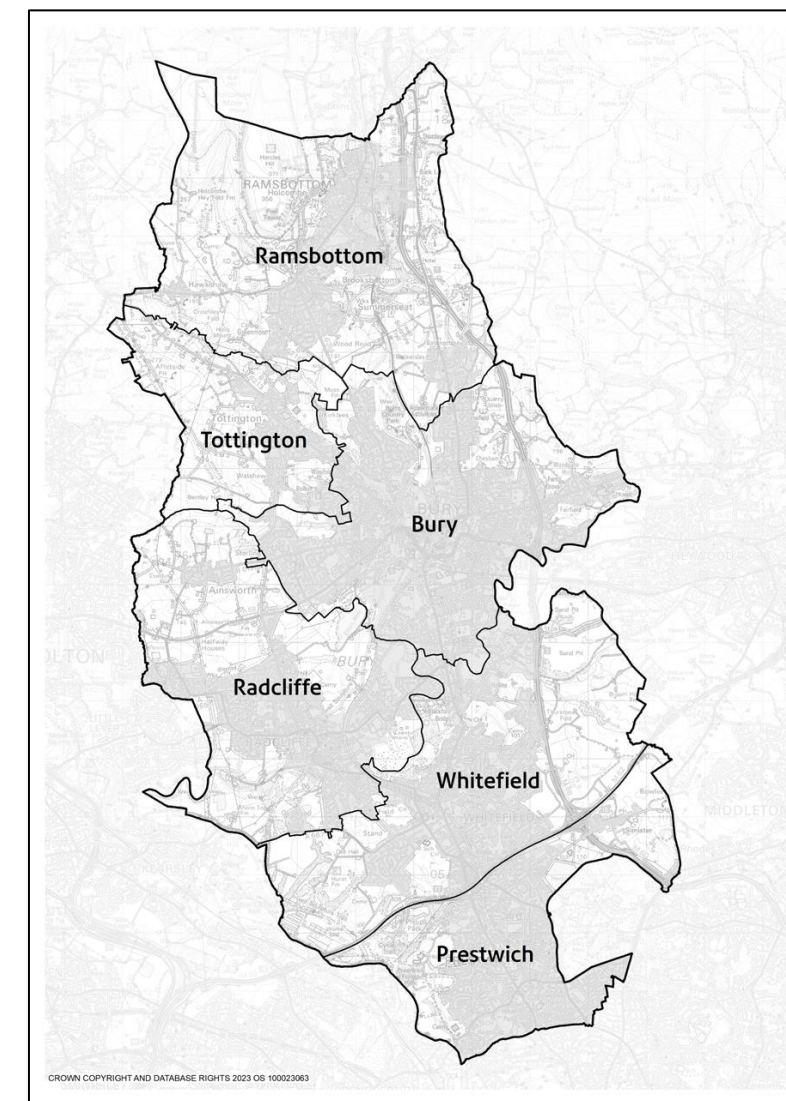
# Executive Summary: Townships

Local transport issues which need to be addressed within each of the Borough's six Townships (Ramsbottom, Tottington, Bury, Radcliffe, Whitefield and Prestwich) have been identified within this Bury Local Transport Strategy. These include:

- The poor quality of public transport, particularly bus services, which are unreliable and infrequent.
- Issues around personal safety on all forms of transport.
- A poor sense of arrival and stop environment at all Metrolink stops along the Bury line, but particularly Bury Interchange.
- Congestion hotspots.
- Car dominated environments which lead to severance for pedestrians and cyclists travelling into and out of the Townships.
- A lack of safe and continuous active travel routes.
- Poor wayfinding and legibility.

A range of transport interventions will be considered for each Township to support its unique transport and regeneration needs in line with this Strategy's strategic objectives and key investment priorities. Potential measures include:

- The provision of a new and upgraded Transport Interchange in Bury.
- Metrolink stop improvements that focus on making stop environments feel safer and more welcoming to encourage more people to use Metrolink.
- Improvements to bus services to provide more frequent and reliable bus services through the introduction of bus franchising, which will see buses being brought back under local control for the first time since they were deregulated in 1986.
- The development and implementation of a high-quality walking, wheeling and cycling network that provides safe and attractive routes for all ages and abilities in each Township.
- The provision of an expanded network of publicly available electric vehicle charging points.
- Implementation of road safety schemes such as Safer Routes to School.
- Continued capital investment in highways maintenance, prioritising areas in accordance with highway asset management principles and best practice.



| Township                         | Wards  |
|----------------------------------|--|
| <b>Ramsbottom and Tottington</b> | <b>Ramsbottom, North Manor, Tottington</b>                             |
| <b>Bury</b>                      | <b>Elton, Moorside, Bury West, Bury East, Redvales</b>                 |
| <b>Radcliffe</b>                 | <b>Radcliffe North &amp; Ainsworth, Radcliffe West, Radcliffe East</b> |
| <b>Whitefield</b>                | <b>Unsworth, Besses, Pilkington Park</b>                               |
| <b>Prestwich</b>                 | <b>Holyrood, St. Mary's, Sedgley</b>                                   |



# Executive Summary: Funding

The Bury Local Transport Strategy acknowledges that delivering a Boroughwide integrated transport network will take time. The cost of the interventions required to deliver the Strategy is more than the funding currently available. There is scope to finance future interventions via other relevant funding streams as they come forward, and the Council will continue to explore any additional funding sources to deliver the objectives and key investment priorities outlined in this Local Transport Strategy. Developer contributions will also be sought to provide the appropriate infrastructure as and when development plots come forward, in line with the Council's adopted Development Plan and Supplementary Planning Documents/Guidance.

The main source of funding for transport improvements is central government. In July 2022, the government confirmed a package of capital and revenue funding for Greater Manchester, including £1.07 billion of capital funding from the City Region Sustainable Transport Settlement (CRSTS) and £95 million of revenue funding through the Greater Manchester Bus Service Improvement Plan as part of the national Bus Back Better Strategy. CRSTS funding will deliver investments in local roads, bus, train and tram services over the five years to March 2027: with new quality bus corridors, walking, wheeling and cycling routes and improved transport infrastructure and connectivity for towns across Greater Manchester.

The CRSTS programme includes several schemes in Bury such as a new state of the art interchange in Bury Town Centre, funding to develop plans for a new Metrolink Stop and Travel Hub/Park and Ride at Elton Reservoir and to investigate new tram-train technology between Bury, Heywood, Rochdale and Oldham. Funding is also available to help improve bus routes so that buses are more reliable and can become a real alternative to the car, with proposals being developed to upgrade key bus routes between Bury and Bolton and Rochdale town centres. The CRSTS programme also includes funding to improve walking, wheeling and cycling routes in Bury town centre and to deliver some of the active travel improvements identified in the Radcliffe Strategic Regeneration Framework and the Ramsbottom Town Plan. There is also money allocated to invest in resurfacing some of the Borough's main roads and for road safety improvements.

Bury also continues to deliver a programme of capital investment in highways maintenance, prioritising areas in accordance with highway asset management principles and best practice. Future investment will see a further £9.5 million invested in maintaining the highway network over the period 2023/24 to 2025/26 through the Highways Investment Strategy. This is in addition to maintenance funding that Bury has received through the CRSTS.





# 1

# INTRODUCTION





# Introduction

Bury's *Let's Do It! Strategy* is the overarching strategy for the Borough which includes a Vision for the Borough to be **'a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation'**.

In support of this, the Council is driving forward multiple development sites that will create new employment and homes for our residents, as well as regenerating our main town centres in Bury, Radcliffe, Ramsbottom and Prestwich.

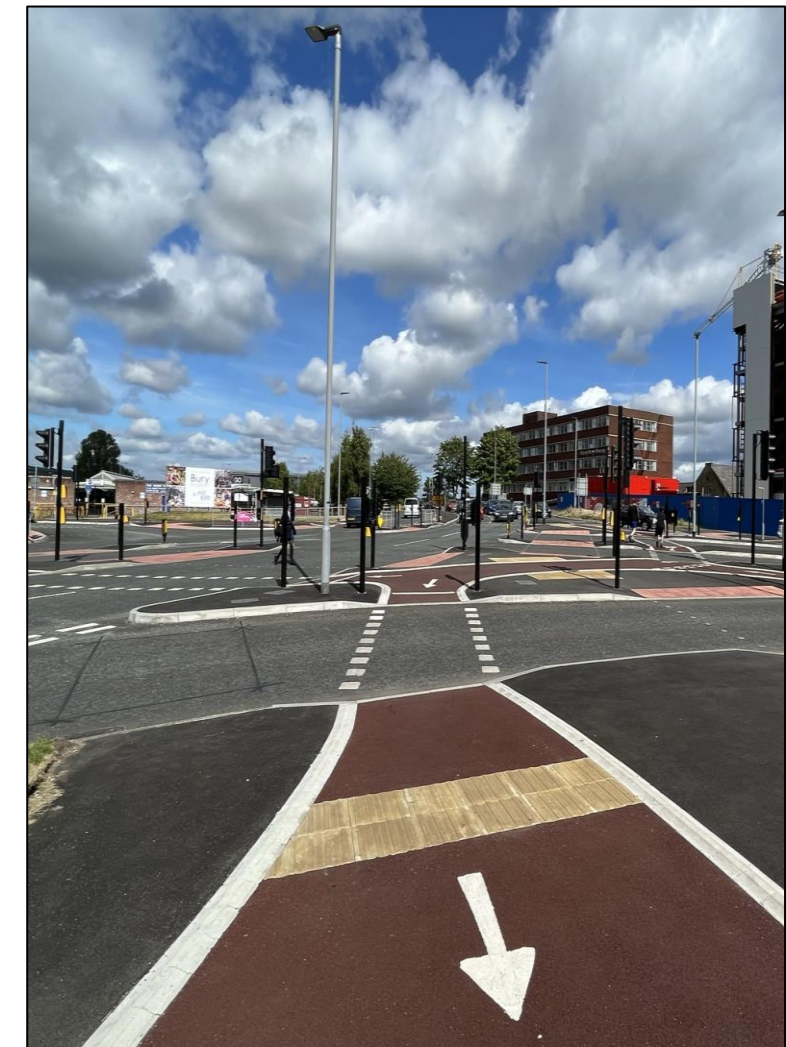
Bury Council is one of the ten Greater Manchester local authorities that have signed up to the ambitions and policies of the Greater Manchester 2040 Transport Strategy and is working towards the 'Right Mix' target for half of all trips to be made by public transport, walking, wheeling or cycling by 2040 and Net Zero Carbon emissions by 2038.

Improving transport and connectivity will be vital in helping to achieve the aims of these and other related plans and strategies as well as in helping to deliver Bury's ambitions for growth and regeneration.

Whilst Bury is committed to achieving the GM2040 ambitions, the Borough has its own unique transport challenges that need to be addressed. That is why we have identified the need for a Boroughwide **Bury Local Transport Strategy** that sets out how Bury can contribute towards achieving the aims of GM2040 and what local interventions are needed to support the Right Mix and Net Zero Carbon emissions. It reflects Bury's specific transport needs and ambitions and makes the case for transport investment. It will be used to guide future funding bids and programmes of work and to inform and influence the GM2040 Transport Strategy and Delivery Plan updates, including the Bury Local Implementation Plan within the GM2040 Transport Strategy.

This Bury Local Transport Strategy sets out the regional policy context (chapter 2) and local transport issues (chapter 3) before setting out a vision and transport objectives for the Borough (chapter 4). It then sets out the key investment priorities that are designed to achieve the vision and objectives for different forms of transport. Chapter 9 looks at how all these forms of transport will be joined together. Funding and delivery comes next (chapter 10) and finally the next steps (chapter 11). Appended to the Strategy are more details on what this means for each of our six townships as well as more details on our strategic development sites.

The impact of Greater Manchester-wide policies such as bus franchising, as well as major development proposals such as Elton Reservoir and Northern Gateway, are considered throughout this Strategy.



# Consultation

We consulted on the draft version of this Bury Local Transport Strategy, from the 24th March until the end of June. Thank you to everyone who completed the survey, attended one of our public drop-in sessions or other stakeholder events, or submitted their views in a letter or an email.

We got your message loud and clear about the poor quality of the public transport offer, particularly bus services, and how you do not feel safe when travelling due to anti-social behaviour and fear of crime. Our job is to make sure you both **are safe** and **feel safe** when travelling for whatever reason at whatever time of day.

We also got some very differing views on whether we were doing enough for motorists, or whether we were doing enough for pedestrians and cyclists. The fact is we want to make it easier for everyone to get around but we must reduce our carbon emissions. We can't and won't change things overnight, but we will need to make a gradual change in the way we travel. We've added the challenge of balancing competing demands for road space to the '*Local issues and challenges*' chapter.

We have reviewed all your feedback and used it to finalise the Strategy. The outcome of the public consultation was reported to Council Members in October 2023 and a consultation statement was published alongside this final Strategy.

Based on your feedback we have made a number of changes throughout the Strategy, adding in additional information you shared with us on your experience of using the existing transport system. A schedule of amendments was published alongside this final Strategy. Some of the main changes we have made are as follows:

- We have revised our transport vision to make it clear that we want all our residents, businesses and visitors **to have a choice of how they travel**. We can only make this possible by **providing a much better public transport system** and **making it safe for people to make some of their short local journeys on foot and by bike if they are able to walk or cycle**.
- Our vision also includes some of the main features you told us the transport system would need to have to be **attractive**, such as being '**affordable, safe, reliable and well-maintained**'.
- There are also some new issues and challenges in there, such as balancing competing demands for road space and low levels of physical activity, and we've added more on ones such as personal safety.
- We have also revised our transport objectives to better reflect the issues we need to address, such as reliability, air pollution and personal safety.



**DRAFT BURY LOCAL TRANSPORT STRATEGY  
2040**



**Get involved and have your say...**

**Consultation runs from  
24th March to Friday 30th June**

To take part, submit a questionnaire at [www.onecommunitybury.co.uk/bury-transport-strategy](http://www.onecommunitybury.co.uk/bury-transport-strategy) or email your comments to [engagement@bury.gov.uk](mailto:engagement@bury.gov.uk) or

**COME ALONG TO ONE OF OUR DROP-IN SESSIONS**

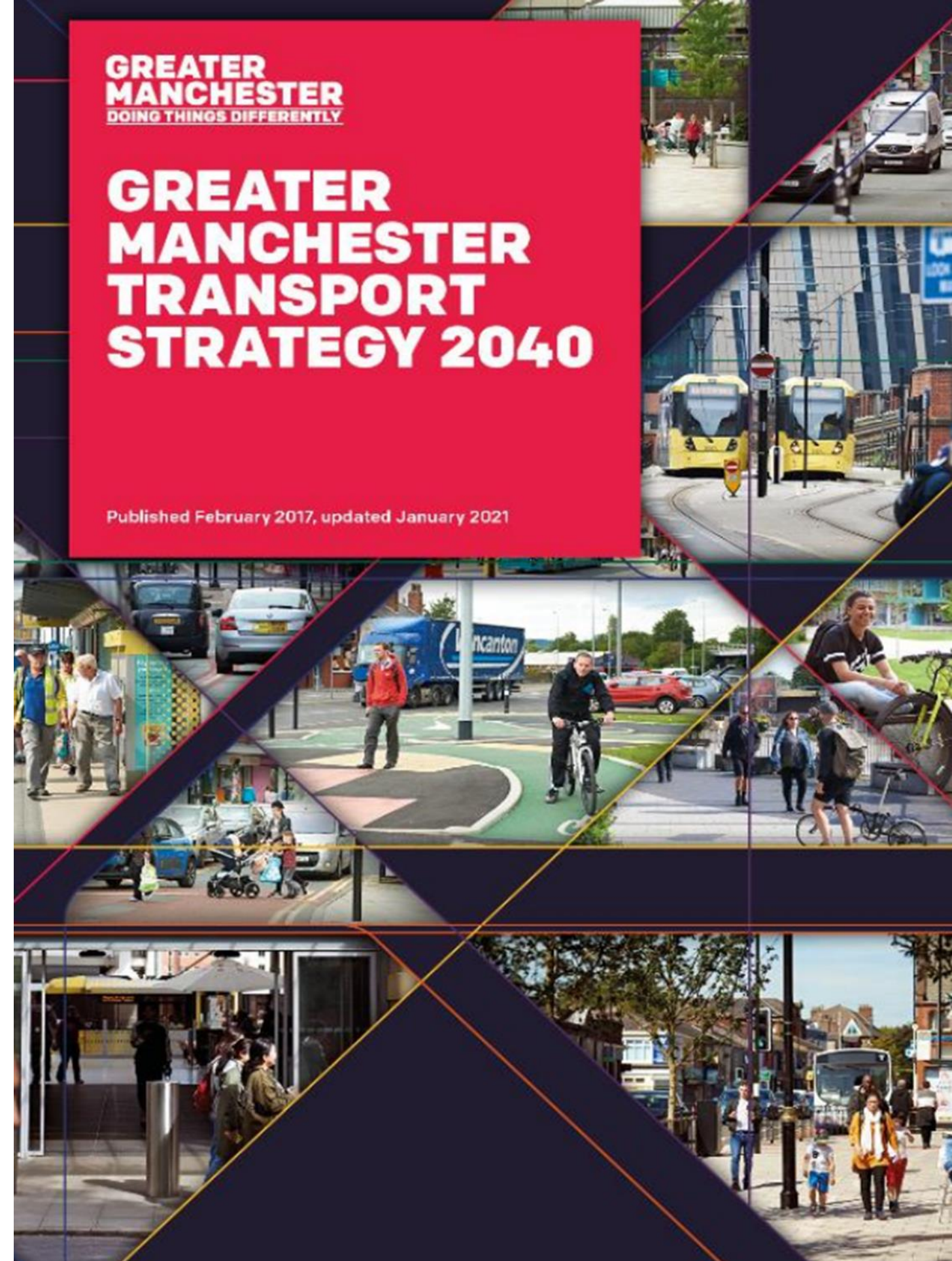
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| Thursday 1st June  | The Tottington Centre                     | 4.30pm-6.30pm |
| Wednesday 7th June | Peel Room, Bury Town Hall                 | 5.30pm-7.00pm |
| Thursday 8th June  | Ramsbottom Library                        | 4.30pm-6.30pm |
| Monday 12th June   | Oasis Centre, Whitefield Methodist Church | 4.30pm-6.30pm |
| Thursday 15th June | Radcliffe Library                         | 4.30pm-6.30pm |
| Thursday 22nd June | Prestwich Library                         | 4.30pm-6.30pm |

Find out more at [www.bury.gov.uk/planning-building-control/regeneration/transport-strategy](http://www.bury.gov.uk/planning-building-control/regeneration/transport-strategy)



# 2

# GREATER MANCHESTER TRANSPORT STRATEGY 2040



# Greater Manchester Transport Strategy 2040

The Greater Manchester Transport Strategy 2040 (GM2040) sets out the long-term ambition for transport in Greater Manchester, including Bury, and underlines the importance of transport in supporting Greater Manchester's ambitious plans, including those set out in the overarching Greater Manchester Strategy.

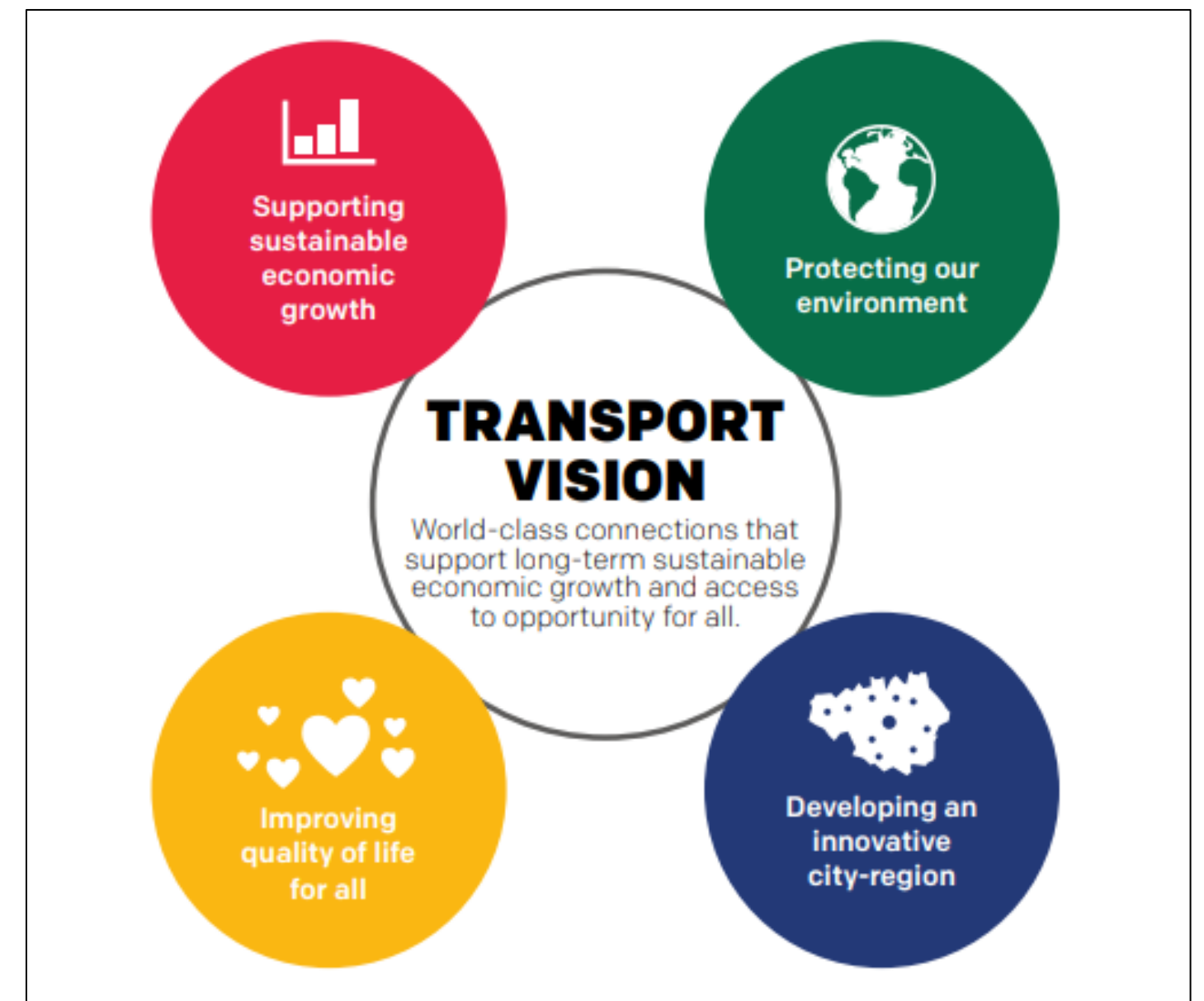
All ten Greater Manchester local authorities and Transport for Greater Manchester, are signed up to GM2040 and all its ambitions, policies and projects.

The Plan sets out how an integrated transport system will be developed across Greater Manchester by 2040 and proposes a £3 billion capital investment programme.

It includes a vision for Greater Manchester to have *'World class connections that support long-term, sustainable economic growth and access to opportunity for all'*. The four key ambitions of the GM2040 vision, which are shown in the adjacent diagram, also apply to this Bury Local Transport Strategy.

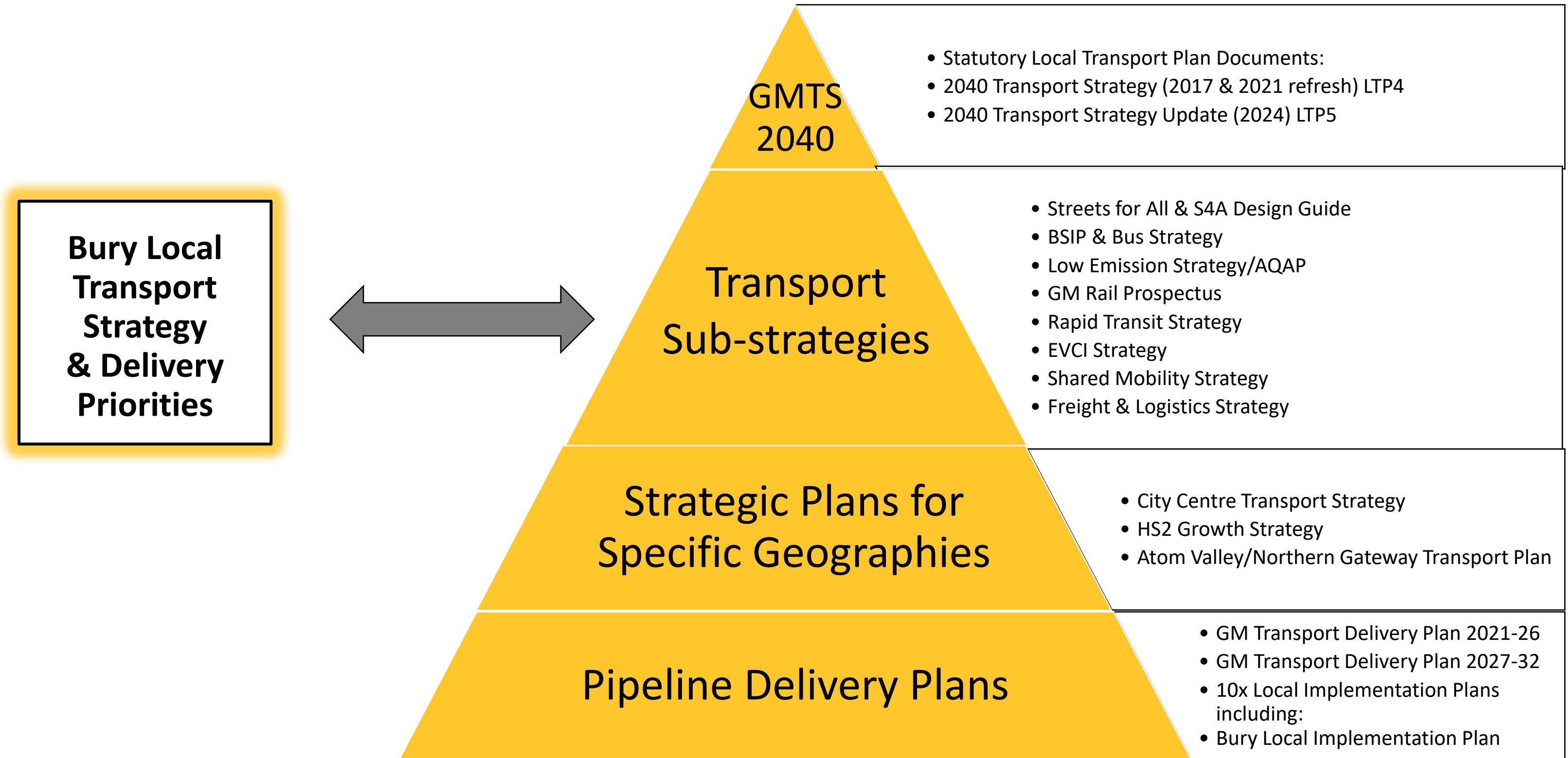
The main source of funding for transport improvements is central government. Having GM2040 in place helps to secure government funding for investment in transport across Greater Manchester, including for projects in Bury.

GM2040 is supported by a Five-Year Transport Delivery Plan, several transport sub-strategies at various stages of development, such as the Greater Manchester Bus Strategy (published) and a Streets for All Strategy (published) and accompanying Streets for All Design Guide (in development), plans for specific areas, such as an Atom Valley/Northern Gateway Transport Plan (in development) and a Local Implementation Plan for each of the ten Greater Manchester local authorities (published). The diagram on the next page shows how the GM2040 Transport Strategy documents sit together.





# GM2040 Transport Strategy Document Hierarchy





# Updating Local Transport Plans

Every local authority in England outside London is required by law to produce a Local Transport Plan for their area and submit them to the Department for Transport. A Local Transport Plan (LTP) assesses an area's transport needs and challenges and sets out different ways in which these challenges will be addressed. In Greater Manchester, the ten local Councils and Transport for Greater Manchester must work together to produce a single Local Transport Plan for the city-region.

The GM2040 suite of transport strategy documents is Greater Manchester's Local Transport Plan.

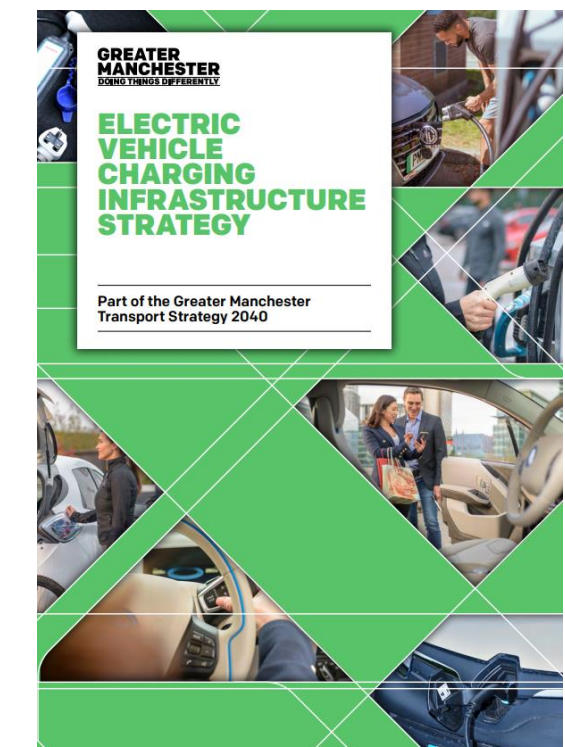
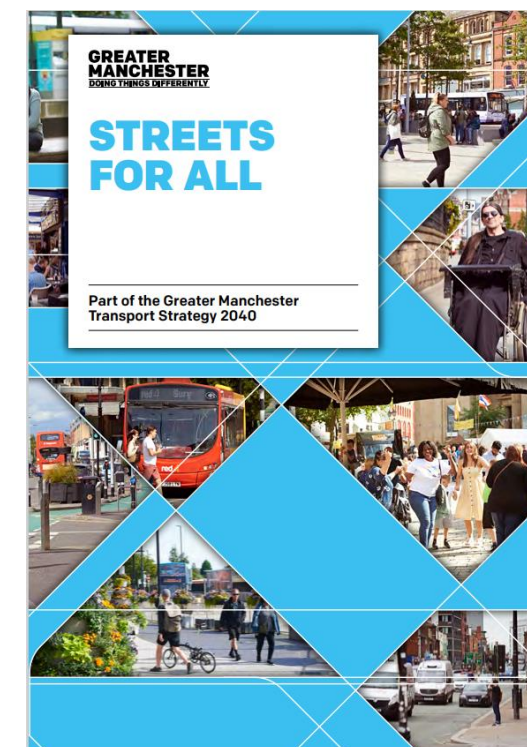
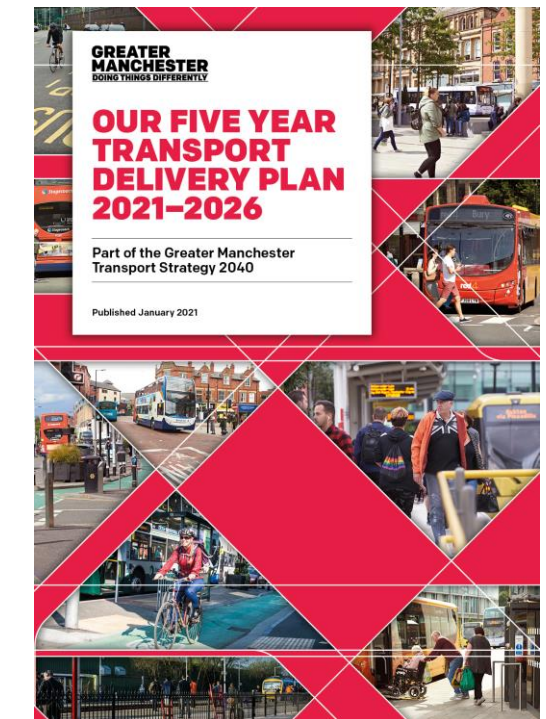
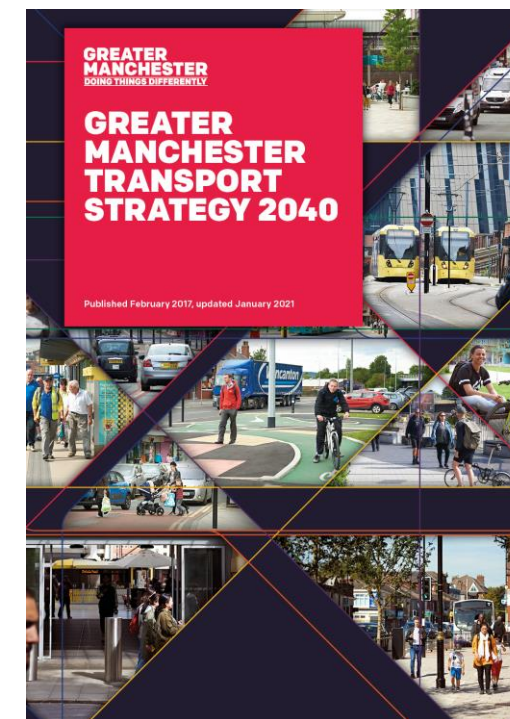
Greater Manchester has produced three previous LTPs that collectively cover the period 2001-2021. The current LTP runs from 2021 until 2040. It is referred to as LTP4 or the GM2040 Transport Strategy.

The government wants new Local Transport Plans to be submitted in 2024. Transport for Greater Manchester will take the lead on updating the GM2040 Transport Strategy and producing LTP5. We are waiting for the publication of new guidance for preparing LTPs from the government, including guidance on how we must estimate the carbon impacts of proposed interventions.

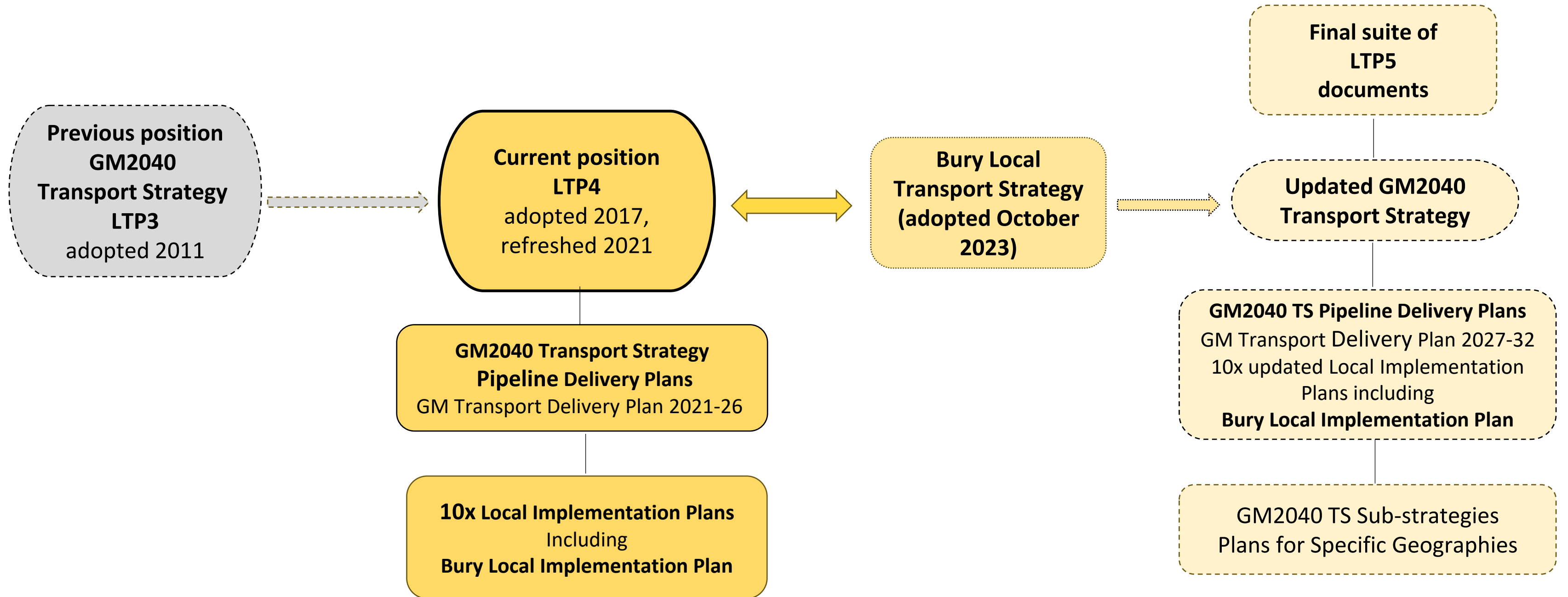
As part of the preparation of LTP5, Transport for Greater Manchester will consult people across Greater Manchester on a draft LTP5.

We will use our Bury Local Transport Strategy to influence and inform the preparation of the updated suite of GM Transport Strategy documents, including the updated GM2040 Delivery Plan and the Bury Local Implementation Plan that is part of the GM Delivery Plan.

The diagram on the next page shows the updating of the current GM2040 Transport Strategy suite of documents (LTP4) into the new Greater Manchester Local Transport Plan, LTP5, over time.



# Timeline for updating GM2040 Transport Strategy





# GM2040: Bury Local Implementation Plan

The refresh of the GM2040 Transport Strategy and Delivery Plan in 2020/21 saw the introduction of a Local Implementation Plan (LIP) for each of the 10 GM local authorities. These were prepared by the local authorities in partnership with TfGM.

Bury's Local Implementation Plan was approved by Council members in November 2020 and appended to the refreshed GM2040 Delivery Plan. Local Implementation Plans focussed on township and neighbourhood priorities and particularly on active travel. LIPs summarised the key local transport issues and opportunities in each local authority, providing an added layer of local detail that was not provided in the 2040 Transport Strategy document.

Bury's LIP set out four key outcomes that we would work towards by 2026, which were:

- Outcome 1: Increase the number of neighbourhood journeys (under 2km) made by foot and by bike across the borough of Bury.
- Outcome 2: Enhance connections to/from and within the centres of Bury, Prestwich, Radcliffe, Ramsbottom, Tottington and Whitefield by foot, bike, and public transport.
- Outcome 3: Create clean, green streets, and relieve local communities from the impacts of congestion.
- Outcome 4: Improve access to Metrolink for residents, workers and visitors

LIPs were intended to be 'live' documents, to be updated as local authorities developed their own local strategies, or as planned schemes were delivered, and new ones were developed. The Bury LIP 2021-2026 has informed the development of the Bury Local Transport Strategy and the outcomes we had set for 2026 have been reflected in our transport vision, objectives and investment priorities.

We will use the Bury Local Transport Strategy to inform development of the next Bury Local Implementation which will be part of the new GM Transport Delivery Plan 2027-32.





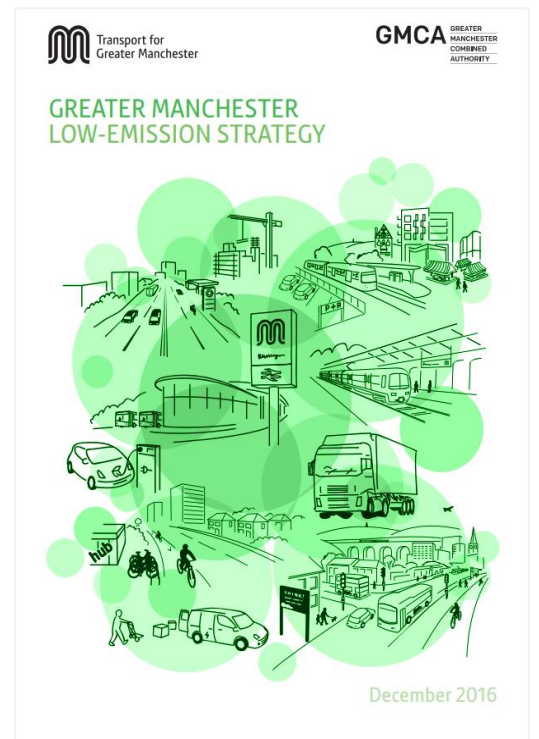
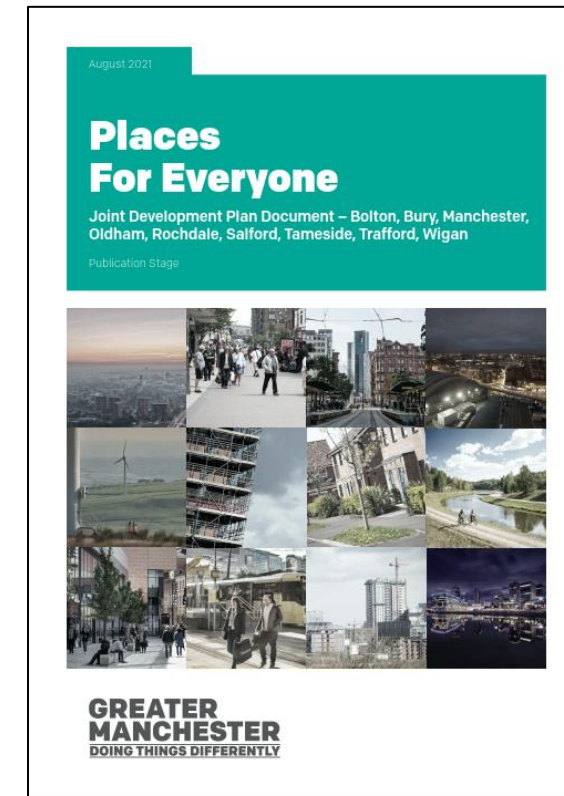
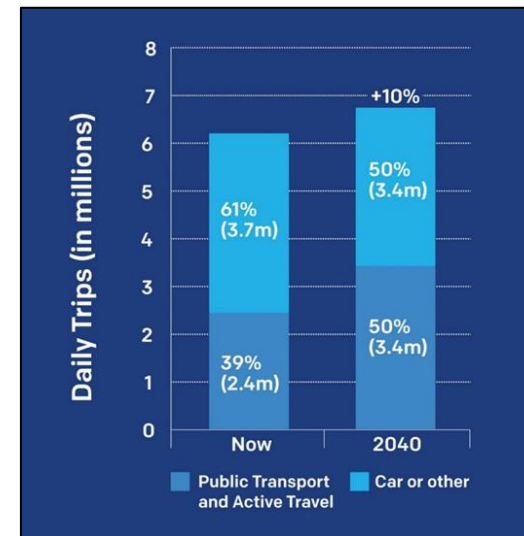
# Greater Manchester Transport Strategy 2040

GM2040 supports several other Greater Manchester Strategies and plans including: the Greater Manchester Strategy (2021-2031), Places for Everyone, the GM Clean Air Plan, the Greater Manchester Local Industrial Strategy, the 5-Year Environment Plan, the GM Low Emission Strategy and Growth Locations Plans and Local Investment Frameworks.

The GM2040 ambition is for half of all journeys in Greater Manchester to be made by public transport or active travel by 2040. This is referred to as the 'Right Mix'. This will mean one million more sustainable journeys every day in Greater Manchester by 2040.

Too many short trips in Greater Manchester are made by car. In Bury, 42% of all trips are under 2km and 48% of these are made by car. Many of these short trips could be made on foot in around 20 minutes or by bike in 8 minutes.

Over a third (36%) of all the journeys that start in Bury each day are to destinations elsewhere in Greater Manchester such as Rochdale and Bolton. For many Bury residents, particularly in areas to the north of the borough, the public transport offer to these destinations is limited leading to 75% of people making these type of trips by car and only 14% using public transport. If we are to get more people using public transport it will need to serve the Borough better than it does now.



# GM2040: The new Streets for All approach

Greater Manchester has adopted a new Streets for All approach which will help to support the ambition for half of all journeys to be made by public transport or by walking, wheeling and cycling. The Streets for All approach will apply to everything we do on our streets. Streets for All places a strong emphasis on reducing traffic and road danger and on improving the environment for pedestrians, cyclists and public transport users. This people-centred approach to street planning, design and network management is needed to level up the transport network, support growth and productivity and enable us to meet our decarbonisation targets. The Streets for All vision is *'to ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses.'*

The new Streets for All approach puts pedestrians at the top of a 'hierarchy of road users', those who could do the greatest harm, such as drivers, will have a greater level of responsibility to ensure they reduce the danger they can pose to people walking, wheeling or cycling. Streets for All identifies five main street types shown on the adjacent diagram.





# GM2040: The Bee Network

The Bee Network is Greater Manchester's bold vision to deliver a joined-up London-style transport system, transforming how people travel in and around Greater Manchester and enabling them to travel seamlessly across the city-region on buses, trams and trains, as well as by walking, wheeling or cycling.

Buses are being brought under local control through franchising and will be run by the Greater Manchester Combined Authority (GMCA) in the biggest change to public transport in the city-region in over 30 years. The first phase of franchising got underway in Wigan, Bolton and parts of Salford and Bury in September 2023. All bus services in Greater Manchester will have been franchised by January 2025.

Lower fares have already been introduced on buses across Greater Manchester to attract passengers back to public transport following the pandemic and to help with the cost of living crisis. New state of the art electric buses are also being introduced to help improve local air quality. The first fifty of these came into service as part of the first phase of franchising in Wigan, Bolton and parts of Bury and Salford in September 2023 and another 170 will follow as franchising is rolled out. These new buses also feature audio-visual announcements and USB-charging provision, as well as accessible ramps and two wheelchair spaces.

The Bee Network also includes ambitious plans for Greater Manchester to have the largest cycling and walking network in the country, the Bee Active Network, 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 the GM Active Travel Commissioner's *Active Travel Mission*.

The aspirational Bee Active Network published in 2018 has been reviewed and updated to whether existing infrastructure meets current standards and what is needed to upgrade them, what parts of the network have been delivered and what new routes are needed to connect everything up. This work will help to identify a pipeline of future schemes.

The GM Cycle Hire Scheme is another part of the Bee Network and is now up and running in the Regional Centre in Manchester, Salford and Trafford. In time, this should be expanded more widely across Greater Manchester. Bury Council would support its expansion into the Borough.



# GM2040: Current Funding Programme

The main source of funding for delivering the GM2040 Transport Strategy and the Bee Network is Central Government. To secure Government funding to maintain and improve the transport system our local and Greater Manchester transport strategies must help to deliver Government's transport objectives which are:

- **Delivering growth and productivity:** Improving connections to jobs and homes and improving links between towns and cities by providing investment in high quality public transport, cycling and walking infrastructure.
- **Levelling-up:** Providing better access to jobs, education and services in a fairer way, opening up opportunities for residents living in less-connected areas and for those with lower incomes by improving bus frequency and reliability.
- **Decarbonising transport:** Enhancing public transport services, creating new walking and cycling routes, and improving existing ones to help reduce car dependency. Offering more opportunities for people to travel sustainably and delivering improvements to air quality to improve the health and wellbeing of residents.

The City Region Sustainable Transport Settlement (CRSTS) and funding for bus service improvements are the main Government funding sources for investment in local transport right now. There is also an Active Travel Fund that is administered for Government by Active Travel England which invites funding bids from local authorities.

Greater Manchester submitted a bid to the City Region Sustainable Transport Fund in September 2021 followed by a Bus Service Improvement Plan bid in October 2021. These were both successful and secured money for transport improvements across Greater Manchester, including in Bury.





# GM2040: Current Funding Programme

## City Region Sustainable Transport Settlement (CRSTS)

In July 2022, the government confirmed a package of funding for Greater Manchester, including £1.07 billion of capital funding from the City Region Sustainable Transport Settlement (CRSTS) and £95 million of revenue funding through the Greater Manchester Bus Service Improvement as part of the national Bus Back Better Strategy. The CRSTS funding will deliver investments in local roads, bus, train and tram services over the five years to March 2027: with new quality bus corridors, cycling and walking routes and improved transport infrastructure and connectivity for towns across Greater Manchester.

The bus revenue funding is helping to make bus journeys more affordable through the introduction of lower fares.

## Bury schemes in the CRSTS programme

The CRSTS programme approved by central government in July 2022 includes several schemes in Bury such as a new state of the art interchange in Bury Town Centre. The redevelopment of Bury Interchange will be Greater Manchester's first operationally carbon neutral transport interchange. The £81 million scheme (£45 million CRSTS in the initial tranche, £36 million future CRSTS funding post 2027) will include full multi-modal integration including capacity for bus, cycle/active travel parking, Metrolink and vertical circulation upgrades. This scheme is a key element of our Town Centre Masterplan, and we are working closely with TfGM to bring it forward. There is also funding to:

- develop plans for a new Metrolink Stop and Park and Ride/Travel Hub at Elton Reservoir.
- investigate new tram-train technology between Bury, Heywood, Rochdale and Oldham, which would allow Metrolink vehicles to travel along heavy rail lines.
- improve bus routes so that buses are more reliable and can become a real alternative to the car, with proposals being developed to upgrade key bus routes, including the A58 between Bolton, Bury and Rochdale town centres.
- improve walking and cycling routes in Bury Town Centre and to deliver some of the active travel improvements identified in the Radcliffe Strategic Regeneration Framework and the Ramsbottom Town Plan.
- invest in resurfacing some of the Borough's main roads.

More information on what CRSTS funding means for Bury is set out in within this Transport Strategy.

