

# 3

## LOCAL ISSUES AND CHALLENGES



# Local issues and challenges

Although we are already signed up and committed to achieving the ambitions of the GM2040, we have our own specific transport issues and challenges that need to be identified and addressed if we are to provide a truly integrated transport system that operates for all our residents.

That is why we need a Local Transport Strategy – one which identifies local issues that a Greater Manchester wide Transport Plan is too strategic to consider.

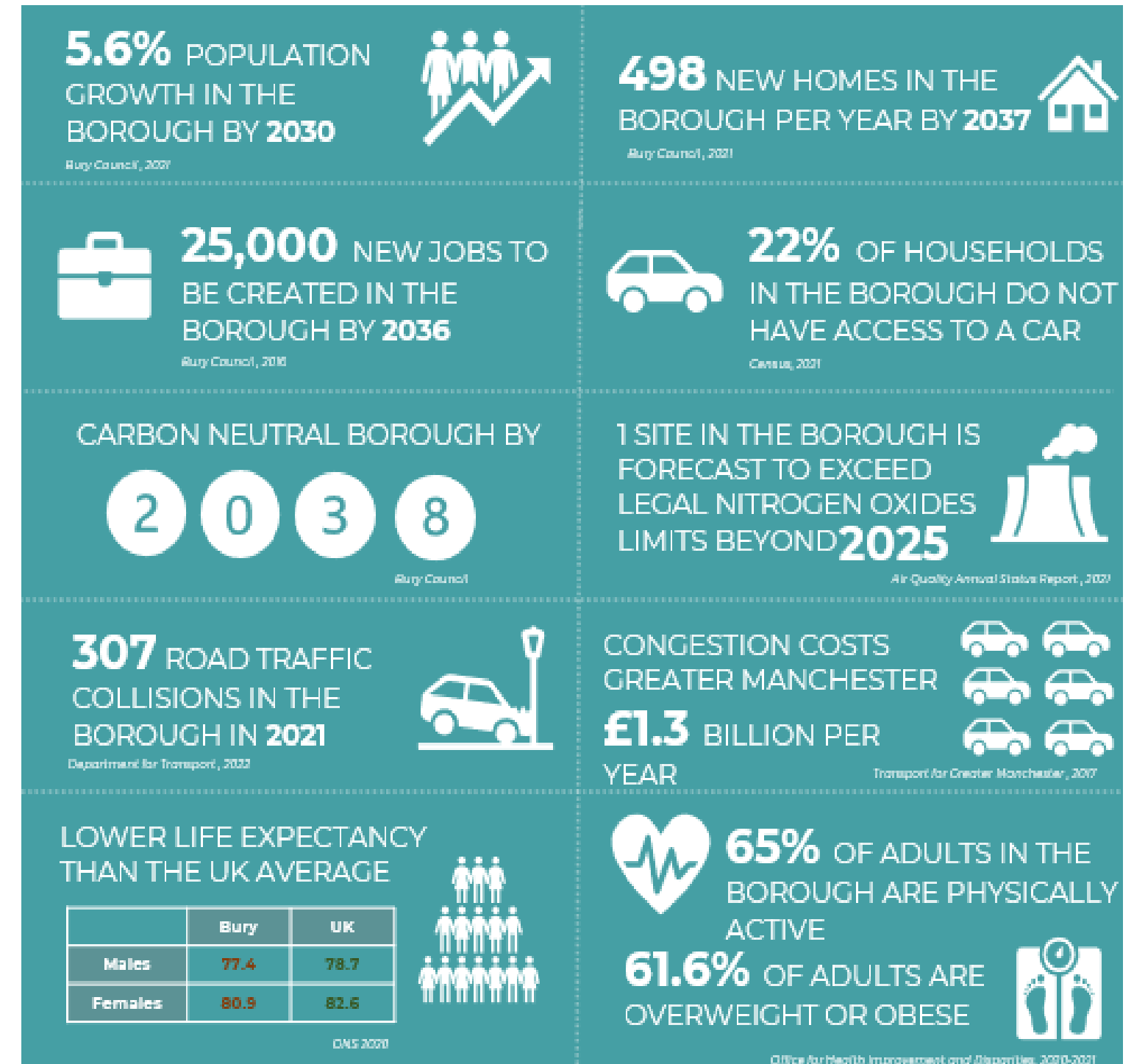
Having our own Local Transport Strategy will complement GM2040 and will set out our own local transport priorities that will sit alongside the more strategic priorities in GM2040.

Crucially, having our own Local Transport Strategy will put us in a stronger position to identify and attract the funding needed to deliver schemes that are locally important for the Borough. It will enable the Council to identify and develop proposals for transport interventions and to competitively bid for monies as and when they become available.

To understand the current transport situation and the transport needs and requirements of different areas of the Borough, a comprehensive baseline assessment was undertaken as part of the development of this Local Transport Strategy.

The feedback we received during the consultation on our draft Strategy has provided us with more information on the Borough's transport issues and challenges, which has been included.

This Chapter summaries some of the key findings from this evidence, setting out the main issues that the subsequent key investment priorities seek to address.





# Local issues and challenges: Metrolink

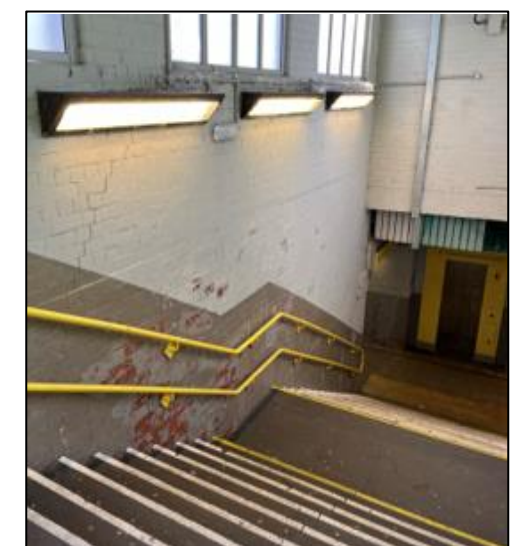
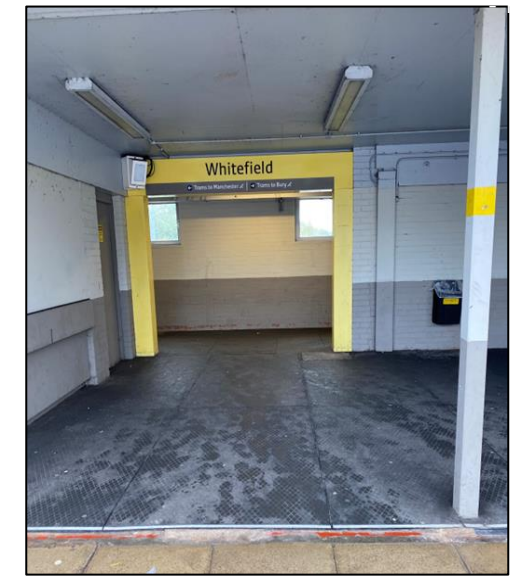
The Bury line has seen significant growth in Metrolink usage and has become an important commuting asset, particularly for those travelling to work in Manchester City Centre. However, there are several issues with the existing Metrolink offer:

- Bury Interchange is outdated and in need of redevelopment to provide an enhanced gateway for Metrolink services coming into Bury town centre, with better connections for buses, pedestrians and cyclists.
- Services on the Bury line are subject to over-crowding during peak periods.
- The current Metrolink line only serves the north-south corridor within the Borough resulting in poor east-west connectivity.
- Anti-social behaviour at Metrolink stops across the borough particularly in areas without much youth provision. The stops are seen as an attractive space to socialise in an antisocial manner, with hotspots of robberies and acquisitive crime.
- The existing line terminates at the Interchange in Bury Town Centre and does not directly serve the townships and more rural areas to the north of Bury town centre.
- The form and design of Metrolink stops in the Borough, which are largely as they were in the days of heavy rail operation and do not meet current passenger needs in terms of quality, waiting environment, safety or accessibility. They need investment to modernise them make them more attractive to users..

The cost of travelling by tram, the reliability of the existing Bury Metrolink service, the overcrowding, particularly at peak times, and the use of the Bury town centre Park and Ride by non-Metrolink users. were also raised as issues in the public consultation.

TfGM is currently working on a programme to increase capacity on the network by providing more double trams where they are needed. Additional trams have been added to the fleet and capacity will be matched to predicted demand. This should help improve the reliability of the existing services and resolve overcrowding at peak times.

The Metrolink system does not receive any public subsidy and is a premium form of public transport.. This makes it more difficult to reduce the cost of tickets and make it more affordable for users.

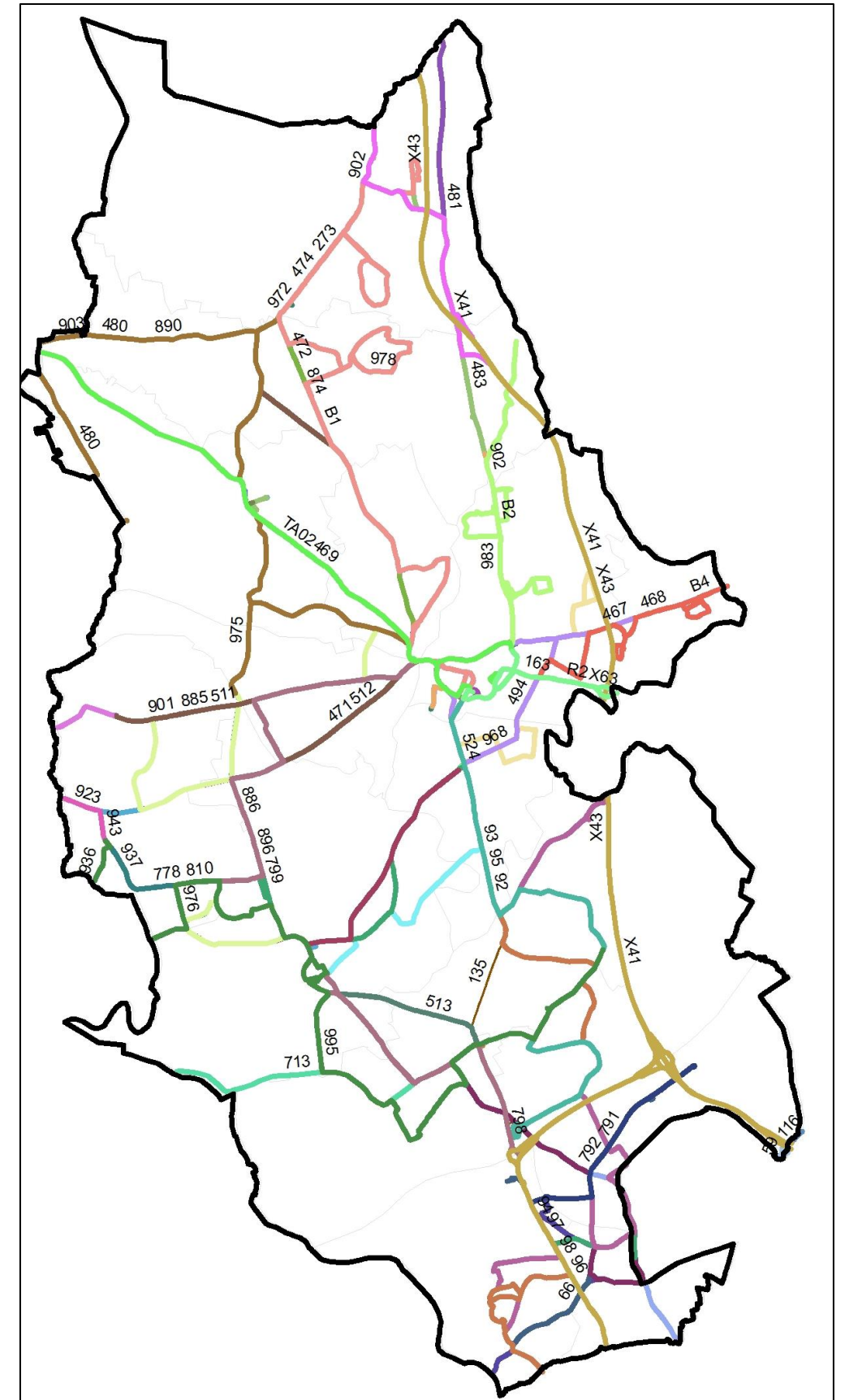


# Local issues and challenges:

## Bus services

Investment in bus services is needed to strengthen the attractiveness of travelling by bus and connecting to other public transport modes. This will support the Greater Manchester Bus Plan target to increase bus patronage by 30% by 2030 and the GM 'Right Mix' vision to reduce the overall share of car trips to no more than half of all journeys by 2040. The adjacent map shows the current bus services in the borough. Some of the key issues and challenges for bus services are summarised below:

- Unreliable and infrequent bus connections from Bury town centre to the northern part of the Borough, leading to a large number of local journeys being made by private vehicles (65% of all journeys starting in Bury are made by car or van).
- Anti-social behaviour at bus stops and on buses and issues with personal safety at bus stops, on routes to bus stops and on the bus.
- Public transport journeys tend to take significantly longer than the same journeys made by private vehicle, particularly from parts of the Borough such as Tottington and Ramsbottom, which discourages the use of more sustainable modes.
- Poor bus stop and interchange infrastructure across the Borough.
- Improved bus connections to existing and future housing and employment sites such as Elton Reservoir and Northern Gateway will be needed to support sustainable movements.
- Strategic connections to Rochdale and Bolton are poor and rely on a small number of services.
- Bury Interchange is dated and in need of redevelopment to provide an enhanced gateway for the Borough with high quality pedestrian routes, expanded public realm and restricted vehicular access around the interchange.



Bury's Current Bus Network

# Local issues and challenges:

## Network condition

Bury's highway network is one of the key elements underpinning the strong performing economy of the Borough. It connects us all to jobs, commerce, services, schools, health care and communities.

The highway network comprises carriageways, footways, rights of way, street lights, cycleways, signs, drains, road markings, street furniture, structures, verges and highway trees within the publicly maintained highway. The value of these assets is estimated at over £1 billion.

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 our road carriageways in good condition is estimated to be £12 million per year.

# Local issues and challenges:

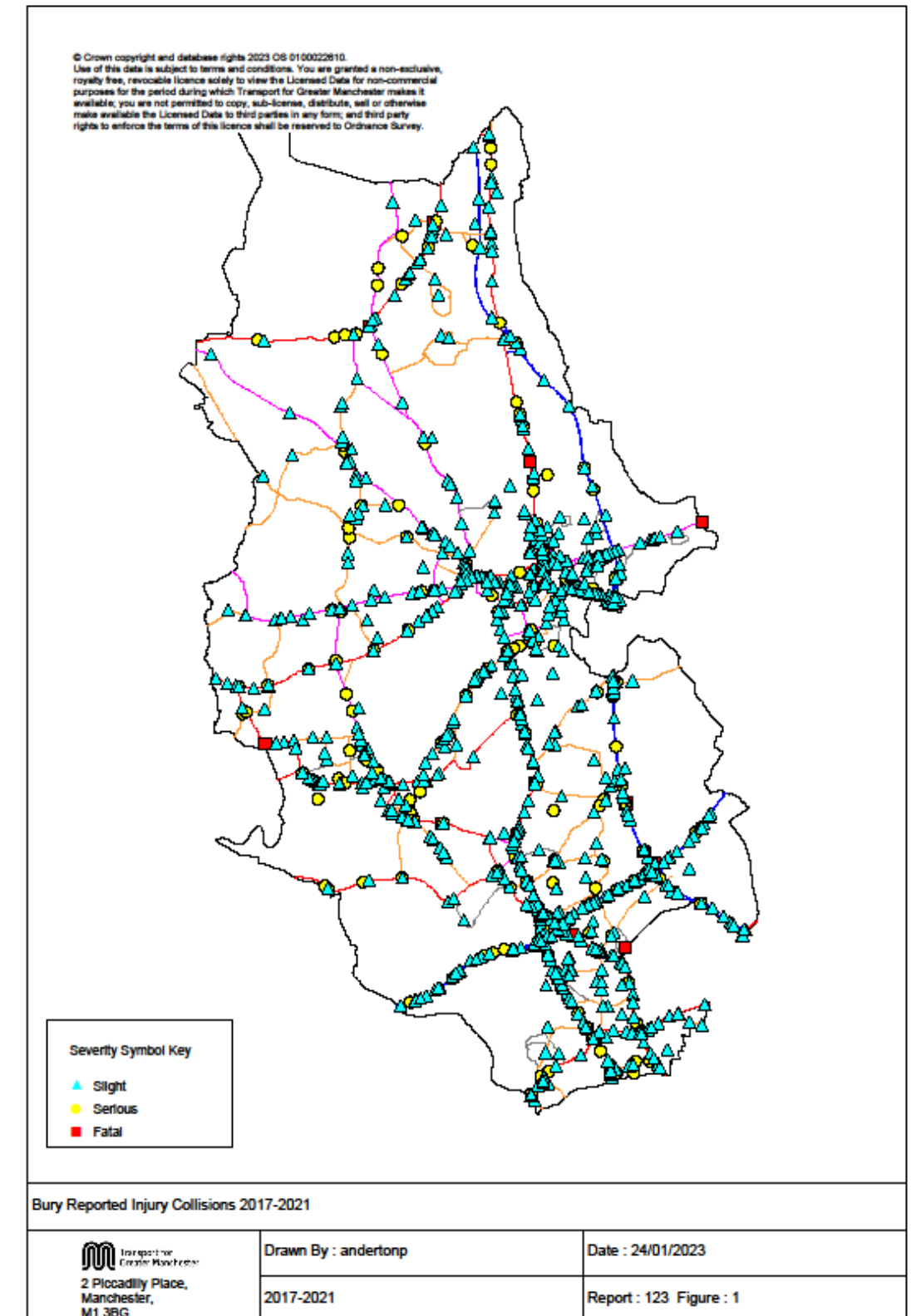
## Road safety

It is essential that people are safe and feel secure when travelling.

Good progress has been made in reducing the number of people killed or seriously injured on our roads, but road safety challenges still exist across the Borough. The wards with the highest casualty rate per 1,000 residents are Bury East, Unsworth and Holyrood. The adjacent map shows the location of collision by severity in the 5 years period 2017 – 2021.

We will continue to work in partnership with Transport for Greater Manchester and others such as Greater Manchester Police to reduce the number of casualties on our roads and achieve the Greater Manchester aspiration of there being no deaths or serious injuries to close to zero by 2040, known as *Vision Zero*.

To encourage people to walk and cycle, we will need to provide safe cycle and pedestrian routes, including upgraded road junctions with protected crossing facilities.



Bury Reported Injury Collisions 2017-2021



# Local issues and challenges:

## Congestion and journey time reliability

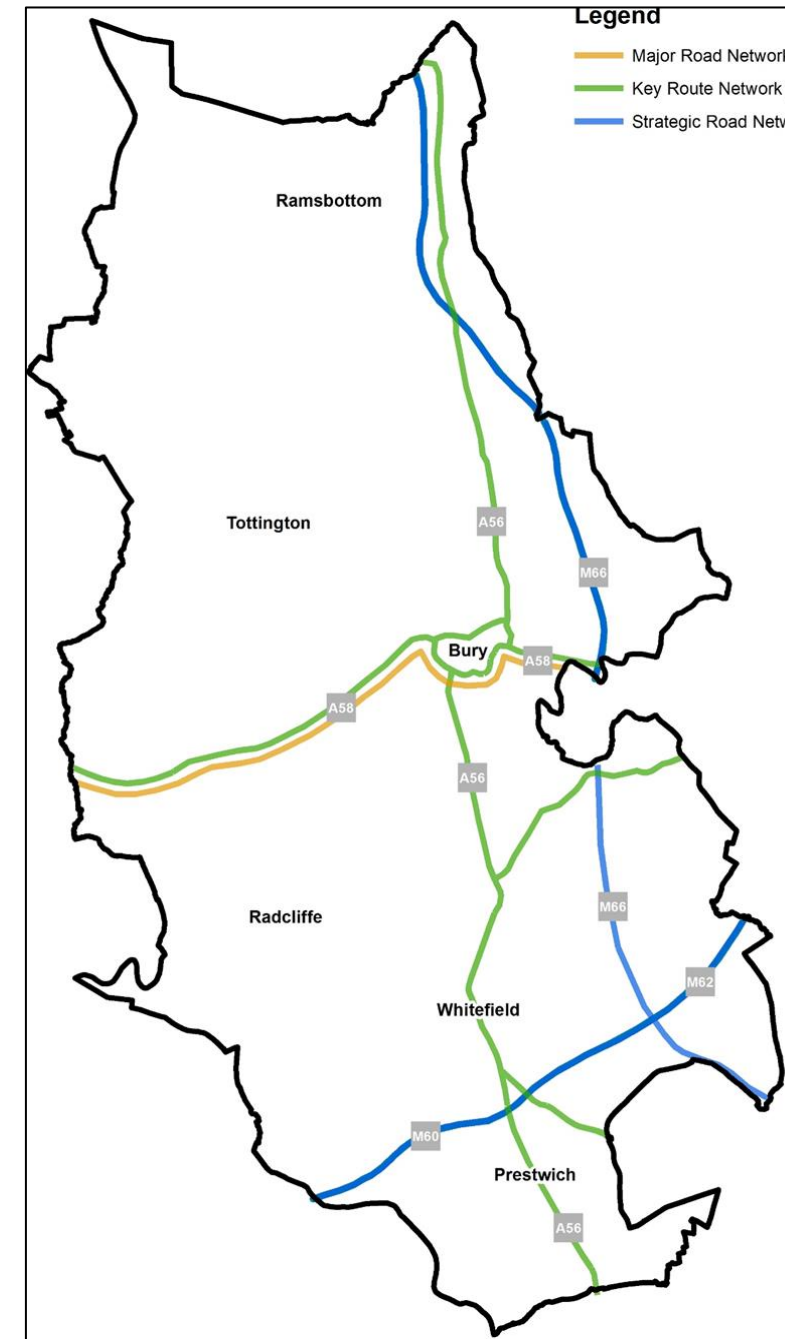
In the last ten years, there has been an increase of 13,400 licensed cars in the Borough, which represents an increase of 15%. As levels of car travel have increased, congestion on Bury's road network has become more prevalent. Congestion has a significant effect on journey times and reliability, which are particularly costly to business and bus users, and increases air pollution.

The locations of several junctions with poor levels of safety, congestion or safety and congestion are reflected on the adjacent map alongside key strategic roads.

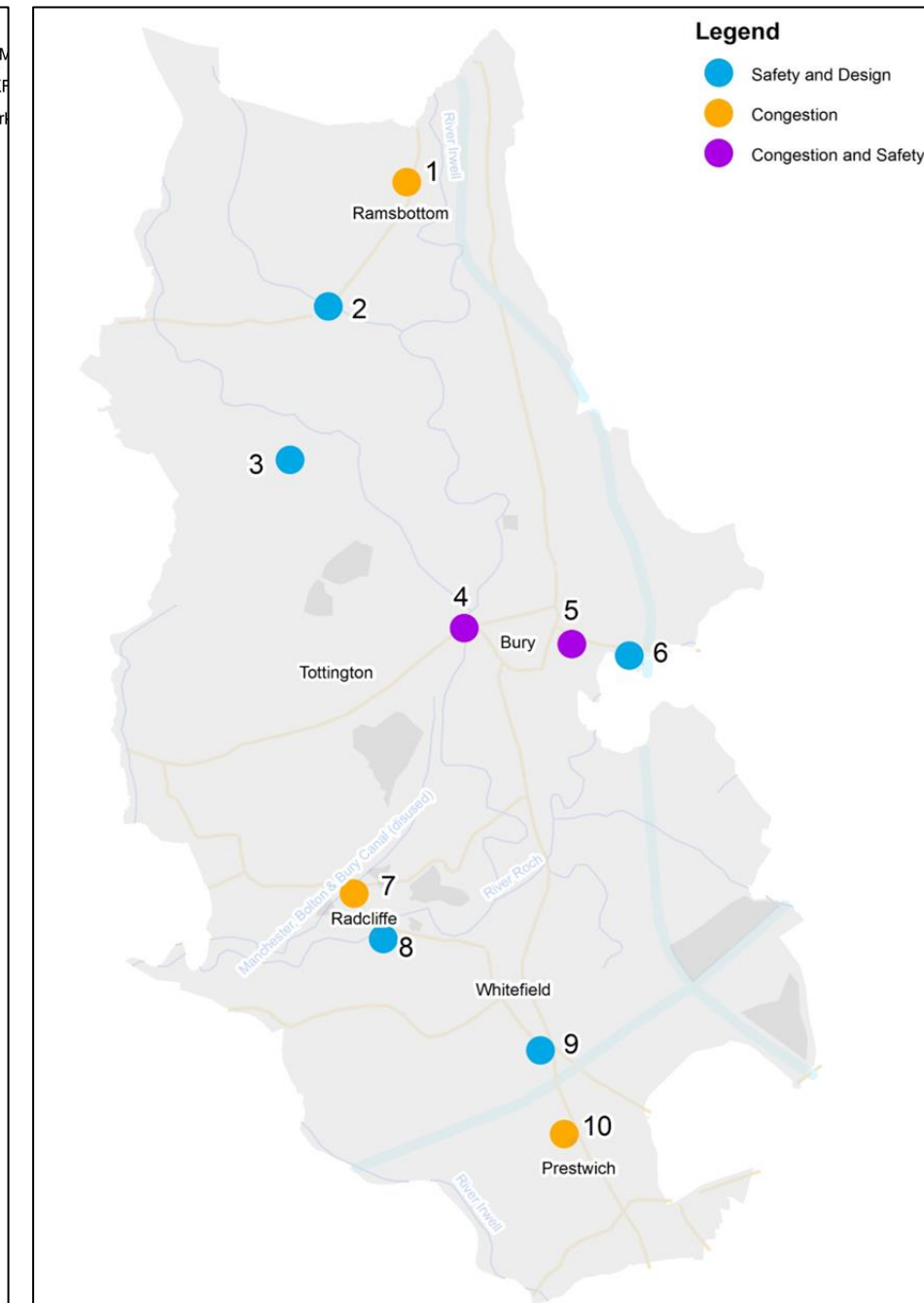
Key areas of traffic delay include the A56 and A58 corridors, around the junctions with the M66 (Heap Bridge and Pilsworth) and M60 (at Simister Island and Whitefield), on other routes around and through the Borough's town centres and connecting routes to the M60 and M66 such as A56 Bury New Road/Manchester Road, A58 Rochdale Road and Hollins Brow/Croft Lane, which often suffer additional problems when there are incidents on the M60 and M66.

Investment is needed at key strategic highway junctions across the Borough to alleviate congestion and improve journey times and reliability for public transport. This includes the local highway network as well as the strategic highway network (motorways).

Future developments within the Borough, such as the Northern Gateway, will impact on travel movements in and around the Borough and there will need to be significant investment to accommodate this – both on the highway and public transport.



Road Network Hierarchy



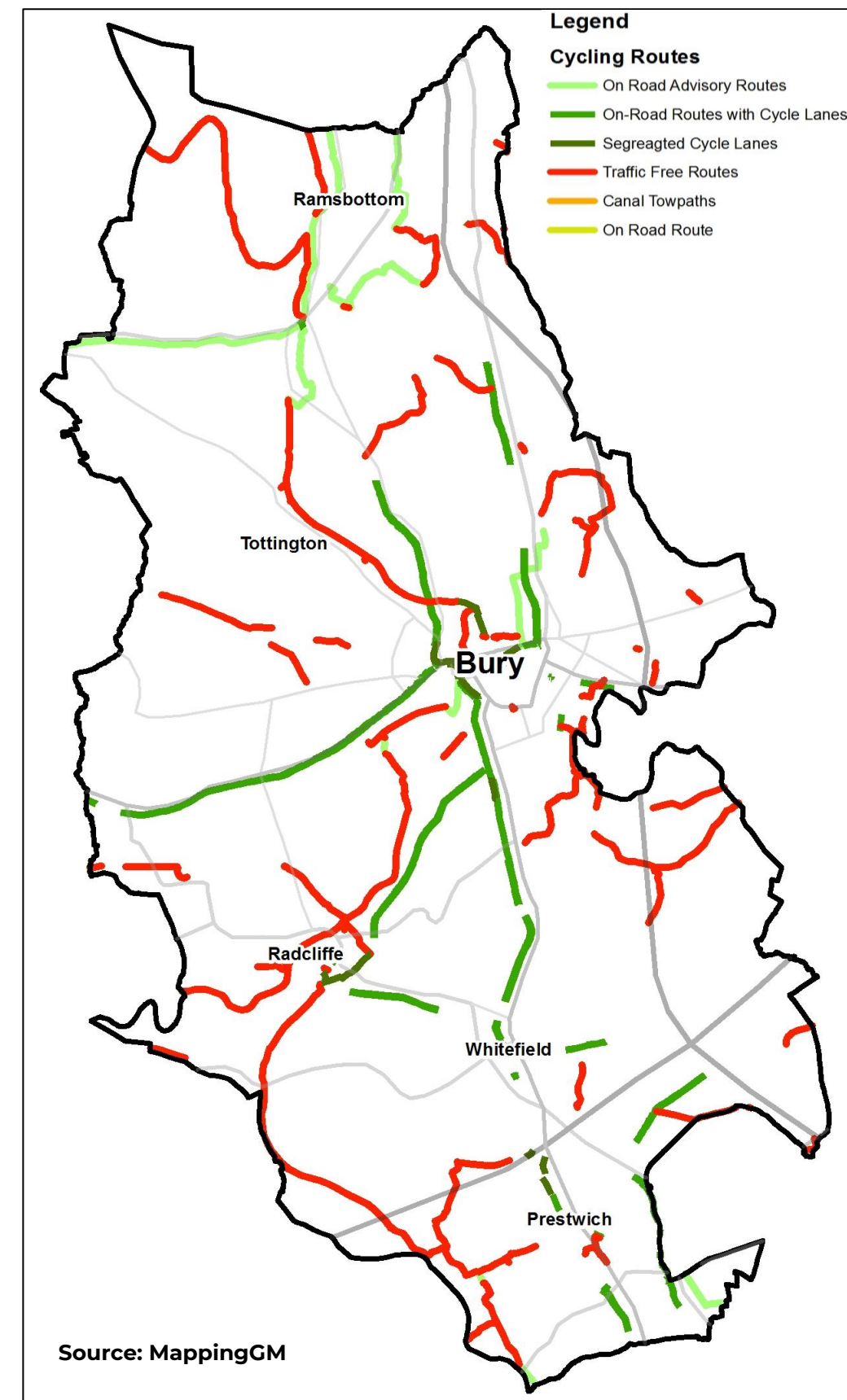
Road Network Congestion

# Local issues and challenges:

## Walking, wheeling and cycling

Although some high-quality cycle and pedestrian facilities have been delivered and others are in-delivery, we need to do more to ensure we have a universally accessible, coherent and connected walking, wheeling and cycling network in Bury. Existing infrastructure may need to be upgraded and joined up with new infrastructure that meets new national LTNI/20 standards as well as Greater Manchester's new Streets for All standards. Current issues and challenges include:

- The fragmented nature of the existing cycle network, as shown on the adjacent map. This does not provide the required standard of connectivity, thereby limiting the number of new journeys being made by bike.
- Existing walking and cycling infrastructure along key strategic routes generally offers a poor environment for pedestrians and cyclists.
- There is a lack of walking and cycling infrastructure to support safe crossings of busy roads, the railway and the river.
- Limited or insufficient cycling infrastructure at key public transport interchanges to support cycle movements as part of first-mile and last-mile journeys.
- New developments such as Northern Gateway, the East Lancashire Paper Mill and Elton Reservoir will need to provide new and upgraded walking, wheeling and cycling infrastructure.
- Bury town centre is encircled by dual carriageway with Peel Way (A56) to the north; Jubilee Way (A58) to the west; Angouleme Way (A58) to the south; and Rochdale Road/Derby Way to the east. Whilst these strategic routes provide good links to the M66, Rochdale, Bolton and Manchester, they are car-dominant environments which constrain permeability for pedestrians and cyclists.
- Making sure people are safe and feel safe when walking, wheeling or cycling, in terms of both road safety and personal security.



Bury's Current Cycle Network

# Local issues and challenges:

## Balancing competing demands for road space

We recognise that we have a big challenge ahead of us if we are to decarbonise travel and meet our target to be carbon neutral by 2038. Alongside the transition to electric vehicles, more of us will need to use public transport and to walk, wheel or cycle instead of using the car for some of our journeys.

The feedback we received through our consultation included opposing views. Some of you thought we weren't doing enough to support motorists, while others thought we weren't being bold enough and should be doing more for pedestrians and cyclists.

If we are to transform the way we travel, we need to make it much easier for people to switch from the car to sustainable travel for some journeys. We need to give people the choice to leave their car at home. The shift from private cars to more sustainable forms of travel will need to be gradual, and by 2040, we are still expecting that half of all journeys in Greater Manchester will be car trips (it's currently around 61%).

We will need to balance the often-conflicting needs of visitors, local workers, residents and commuters and the needs of different types of transport.

We need to invest in transport in a way that will help to grow the economy, reduce deprivation and improve health and well-being.

We are also required by Government to make changes to road layouts to give more space to pedestrians, cyclists and buses.

Before we make any changes to road layouts, we will use traffic models to assess the potential impact of schemes on general traffic to help us make an informed decision on what to do. We will also engage with residents and local businesses to help shape our plans.





# Local issues and challenges:

## Addressing personal safety

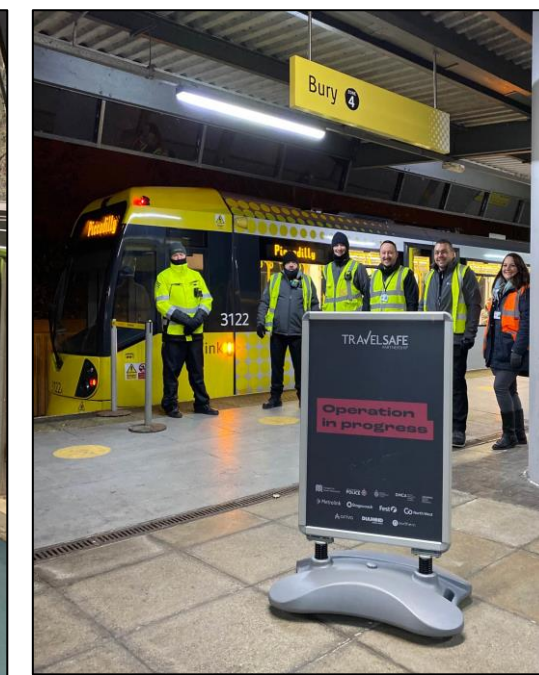
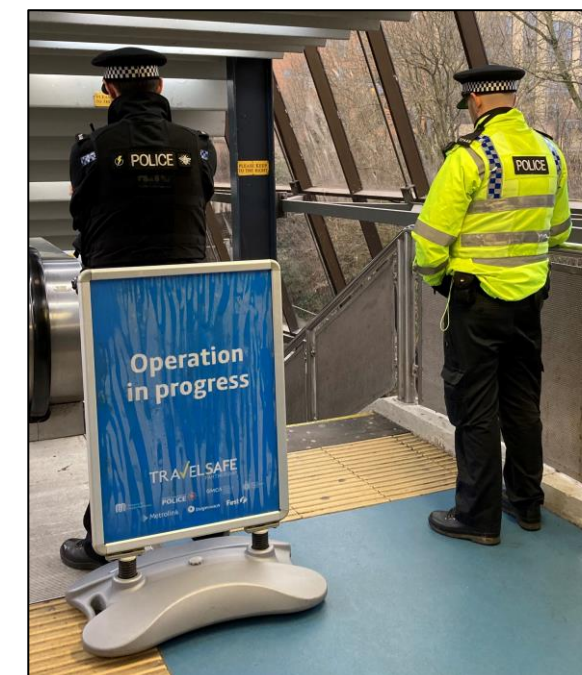
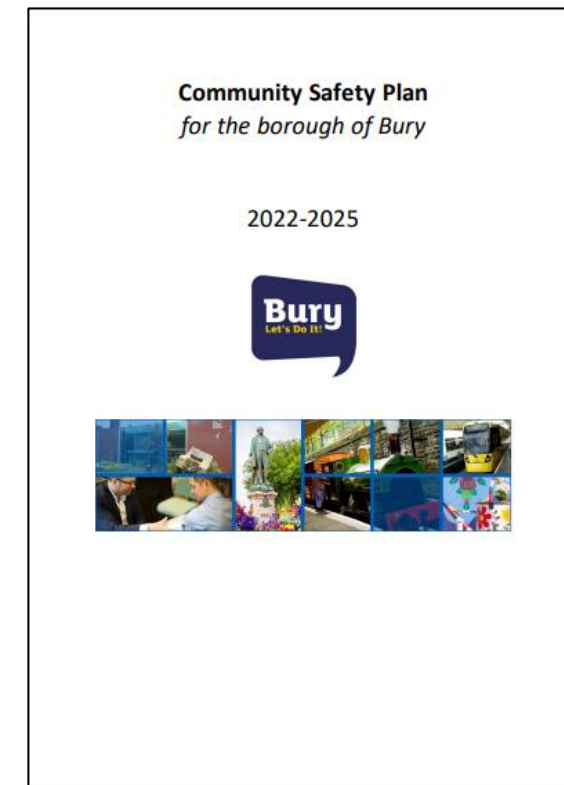
Safety and security are crucial for the use of transport systems, both in terms of preventing casualties or injuries, and in ensuring users feel confident to use transport services and infrastructure for both work and leisure related travel. It is recognised that some groups such as women and girls, black and ethnic minority groups (BAME), the LGBTQI+ community and those with mobility issues can suffer personal security issues on public transport services which can dissuade those groups from travelling in certain ways and at certain times of the day.

Many of the comments we received during our consultation on the draft Transport Strategy were around personal safety.

To ensure that people can use public transport facilities at all times of day, and can walk, wheel or cycle when and where they want to without concern for their safety, the transport system needs to be safer and feel safer.

Bury has a Community Safety Partnership (CSP) which is a multi-agency group set up to deal with community safety issues, including transport related issues around personal safety and road safety. The CSP Community Safety Plan 2022-2025 supports the wider delivery of Bury's Let's Do It ambitions and has six priorities, including to create and maintain safe spaces and to tackle crime and anti-social behaviour. This group co-ordinates delivery of a range of activities across a number of themes. Activities relevant to the transport network include:

- Women and Girls Safety, such as tackling issues at Kay gardens, public transport stops and interchanges, and underpasses.
- Building in Safety within our Town centres, including application of Secure By Design principles to the new Interchange proposals.
- Safer neighbourhoods, including projects such as improvement works to Chesham subways and street scene.
- Road safety including tackling anti-social driving, such as speeding, and implementing traffic calming schemes.





# Local issues and challenges:

## Addressing personal safety

In addition, TfGM jointly leads the GM TravelSafe Partnership alongside Greater Manchester Police (GMP) with support from transport operators, GM local authorities, British Transport Police and GMCA. TravelSafe Specialist Operations are one tool used by the Partnership to address issues of crime and anti-social behaviour and reassure public transport passengers. Across the last year, 30 TravelSafe Specialist Operations were delivered in Bury in partnership with the GMP Transport Unit, Bury Council, Bury Youth Service, local schools/colleges and bus/Metrolink operators.

The TravelSafe Partnership also run an extensive programme of education and engagement and delivered sessions on behaviours and safe travel to over 50,500 young people across the last academic year (2021/22). For Bury this was 7,306 pupils with proactive sessions delivered to all primary schools as part of Crucial Crew and reactive sessions delivered to Philips High School, St Monica's High School, Tottington High School, Unsworth Academy and Bury College.

To provide passengers with further reassurance and help tackle anti-social-behaviour, additional TravelSafe Support and Enforcement Officers (TSEOs) will also be patrolling franchised bus services, interchanges and bus stations. The team will expand their operations as franchising rolls out and will be patrolling all bus services, stations and interchanges by 2025.

TfGM in partnership with GMCA also lead on the #IsThisOK campaign to help tackle gender-based violence on Greater Manchester's public transport network. The campaign is encouraging men travelling on public transport to consider their own behaviour and how it might be deemed unacceptable, while also providing support for how they can safely intervene and report incidents they witness.

TfGM and the GMCA has commissioned a series of videos showing the types of unwanted behaviours that sometimes happen onboard buses, trams and trains. All passengers can quickly discreetly report antisocial or unwanted behaviour using Greater Manchester Police's LiveChat service, which is available 24/7.



# Local issues and challenges:

## Achieving mode shift and meeting GM2040 Right Mix Targets

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.

According to 2019 data (the latest available), there were 495,000 journeys starting in Bury every day. 66% of them were made by car or van, that's over 300,000 journeys every day, with only 32% being made by sustainable modes (24% active travel and 7% by public transport).

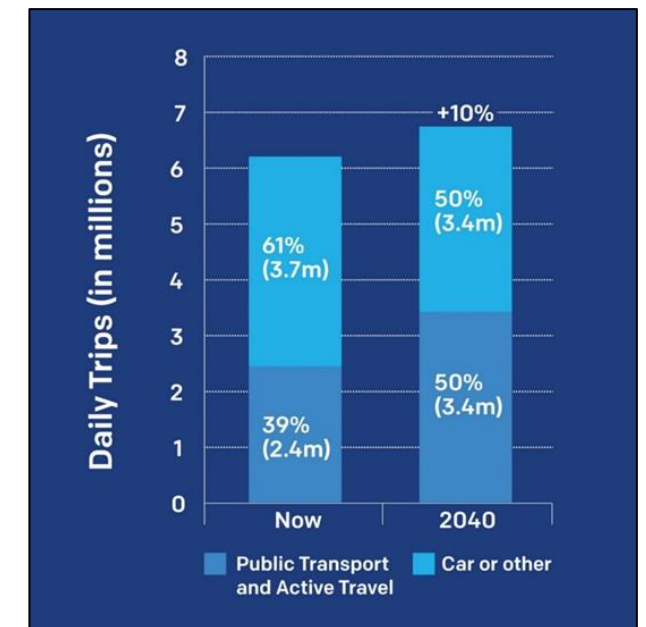
If Bury was to meet the ambition of 50% of journeys being made by sustainable modes by 2040 that would mean over 79,000 trips switching from car or van to a more sustainable mode every day. That's a big challenge and would need better public transport and cycling and walking infrastructure to be in place for it to happen. Our ambitious growth plans will also lead to more trips, which makes the challenge even harder.

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.

However, many people are discouraged from walking and cycling due to high levels of road traffic; a lack of dedicated cycling infrastructure and signage; concerns around road safety and personal safety; and major roads which create severance between neighbourhoods and destinations. Many areas are also blighted by having vehicles parked on pavements, which restricts footway space for people walking.

These challenges are particularly pronounced in areas with dense populations outside Bury's main centres, such as Fishpool and Pimhole. They also impact disproportionately on the 24% of households in Bury that do not have access to a car and rely on making trips by foot, bike and public transport. They also exacerbate the prevalence of environmental and health issues.

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 and people will also need to feel safe when using all forms of public transport.





# Local issues and challenges:

## Supporting growth and regeneration

At the heart of Bury Council's growth ambitions is the goal to ensure that the residents of Bury can access family, friends, jobs, education, recreation and health in an efficient, economic and environmentally friendly way.

Growth must be inclusive and create vibrant and thriving communities that are well connected. It is therefore important 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.

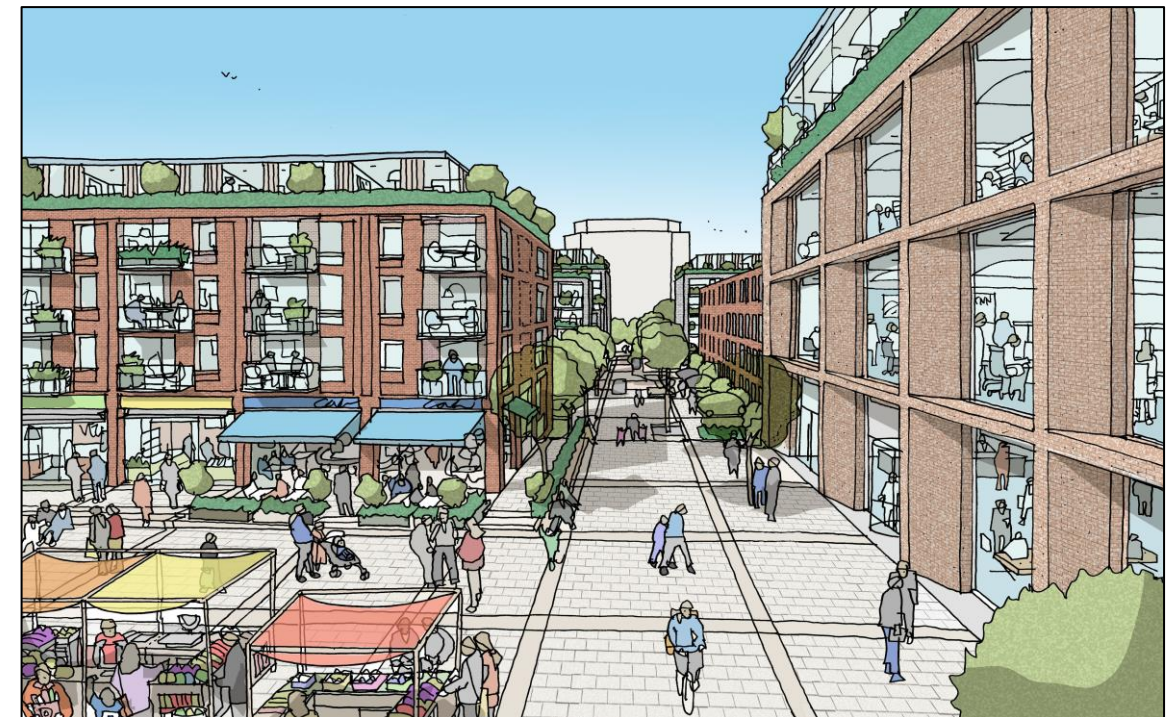
The Council has embarked on significant regeneration and development programmes in its town centres, including Bury, Radcliffe and Prestwich. Transport connectivity is a central part of these aspirations.

Likewise, through the Places for Everyone plan, the Council is seeking to deliver strategic employment and housing sites. These sites will need to be sustainably integrated into Greater Manchester's existing transport network or supported by new infrastructure.

The proposed level of development has the potential to bring extra vehicular traffic to Bury's roads therefore new transport infrastructure will be needed to support this growth in a sustainable manner alongside improved connectivity to ensure Bury residents can access the new employment and housing opportunities.



Radcliffe Hub



Prestwich Town Centre



# Local issues and challenges: Addressing social inequalities

Mobility and accessibility inequalities are highly correlated with social disadvantage. This means that some social groups are more at risk from mobility and accessibility inequalities. Currently households with access to a car face fewer mobility constraints as they can reach more opportunities over longer distances. Lowest income households have lower car ownership levels, primarily due to affordability issues.

The adjacent figure illustrates the percentage of households in Bury Borough that do not own a car or van. On average, access to private vehicles in Bury Borough is slightly higher than in England and Wales as a whole, however, car ownership levels vary significantly across the borough, with some areas, particularly to the north of Bury town centre, having much greater access to private vehicles than areas to the south.

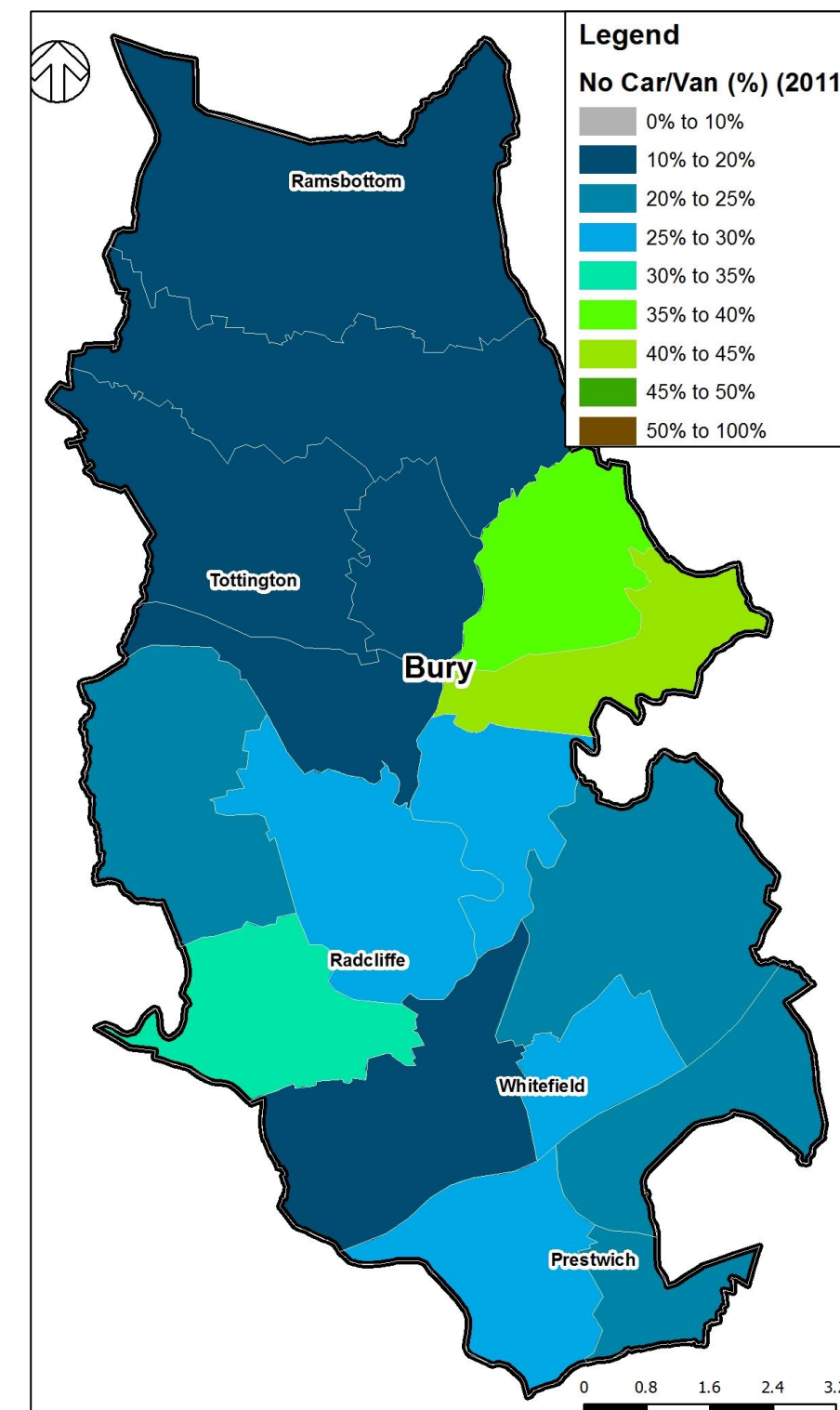
Different transport users have different needs, and it is essential that our transport system is suitable for all, including those with disabilities who may or may not be using mobility aids or vehicles, as well as women, children and those with buggies etc.

If transport is to help to reduce levels of deprivation in support of Bury's Let's Do It! ambition for the Borough to achieve '*faster economic growth than the national average, with lower than national average levels of deprivation*' we must improve our public transport offer and cycling and walking networks to ensure that everyone has equal access to the same opportunities and that we connect areas of deprivation to employment, education and other key services.

We will continue to work with partners such as Transport for Greater Manchester to ensure all elements of the transport network are designed to be affordable, inclusive and accessible to everyone.



Location	%
Ramsbottom	16.3%
Tottington	11.9%
Bury	29.3%
Radcliffe	27.0%
Whitefield	22.5%
Prestwich	23.5%
Bury Borough	22.1%
Greater Manchester	21.0%
North West	24.7%
England and Wales	26.0%



Car Ownership (2011)

# Local issues and challenges:

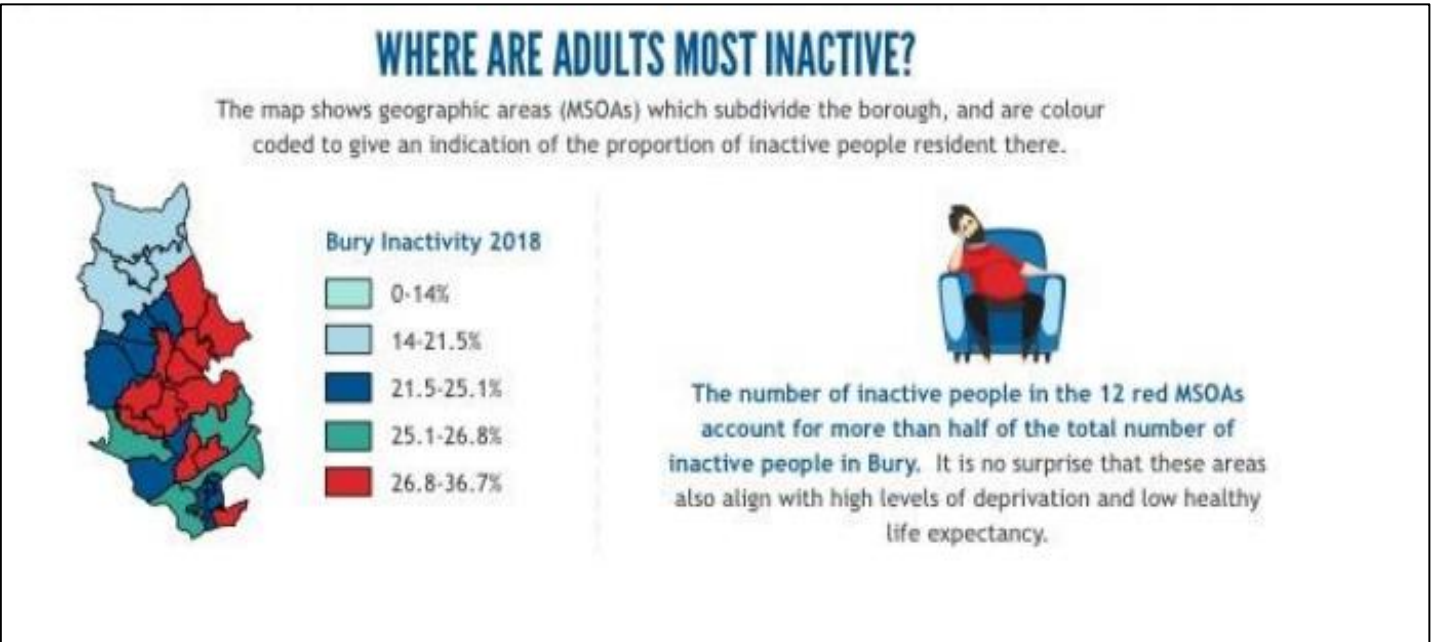
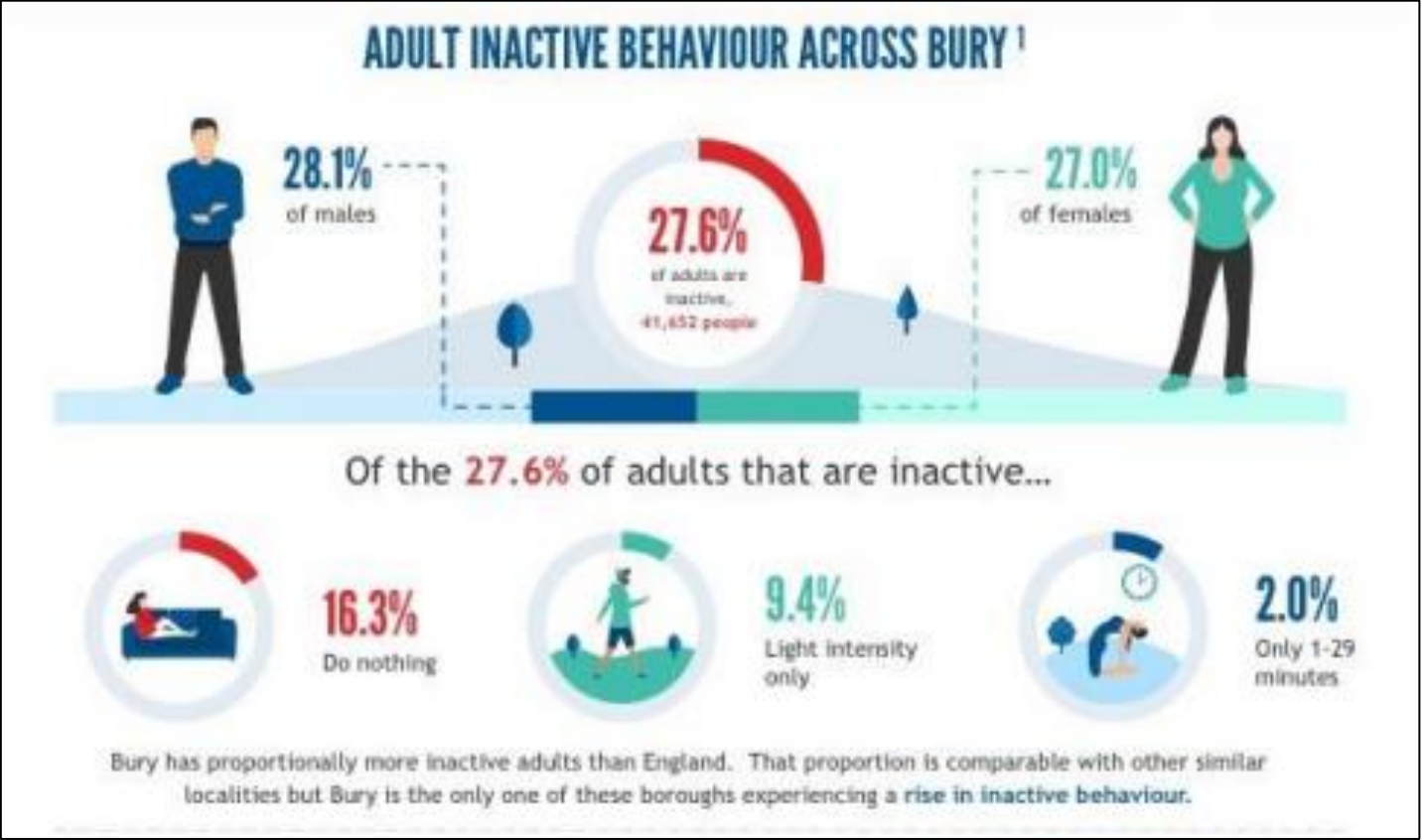
## Increasing physical inactivity

Physical inactivity is the fourth leading cause of premature deaths in the UK, causing one in six deaths and contributing to poor rates of healthy life expectancy. In Bury, more than one in four adults are classed as inactive, doing less than 30 minutes of physical activity a week. A similar percentage of young people are not meeting Chief Medical Officer guidelines for physical activity. In addition, too many young people in the Borough are not undertaking active travel to school with 63% of secondary and 41% of primary pupils travelling to school by car or van.

Overreliance on car travel, particularly for short journeys, is a main contributor to physical inactivity which is linked to long term conditions such as heart disease and cancer, the biggest causes of premature death. The impact of over-reliance on private cars has huge and damaging impacts on the lives of people who live and work in Bury as well as those who visit.

It is estimated that physical inactivity in our Borough costs of £4.5 million each year. Being physically active provides a great opportunity to help make Bury a better place to live and work and transport plays an important role in connecting our neighbourhoods and town centres, providing sustainable and active forms of travel.

Bury Moving, the Physical Activity Strategy for Bury has a vision to *increase the number of people (of all ages) walking, cycling and moving more in Bury*, which contributes towards the Bury Moving Vision of getting 75% of the Bury population moving more by 2025 and supports climate targets for improving air quality and reducing CO2 emissions produced by traffic & travel in Bury.





# Local issues and challenges: Embracing new technology

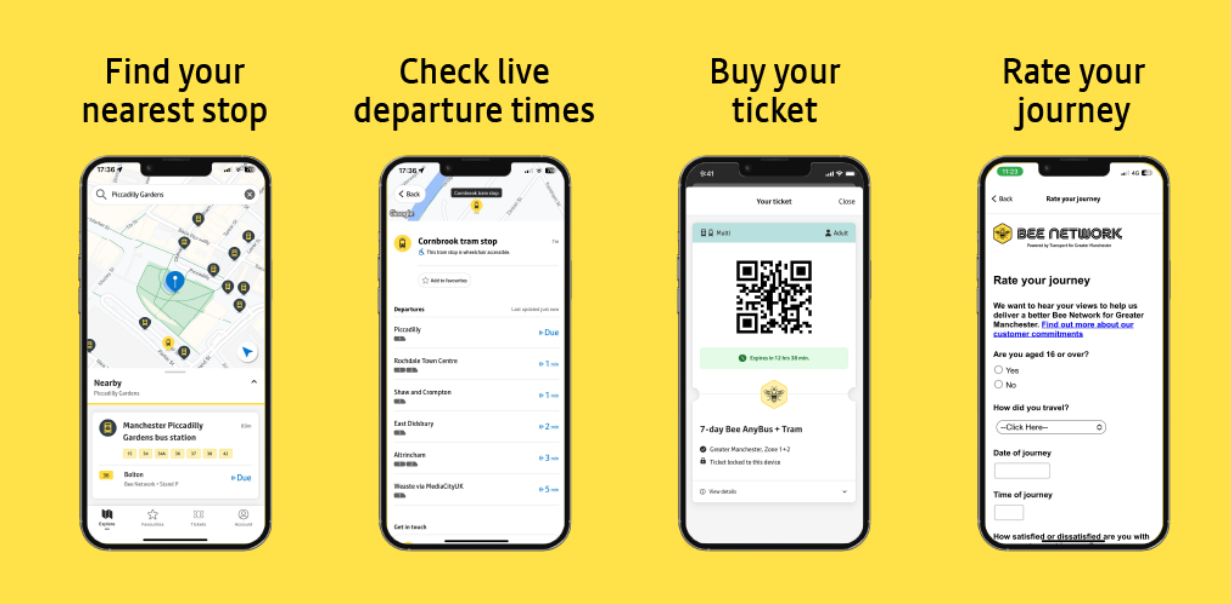
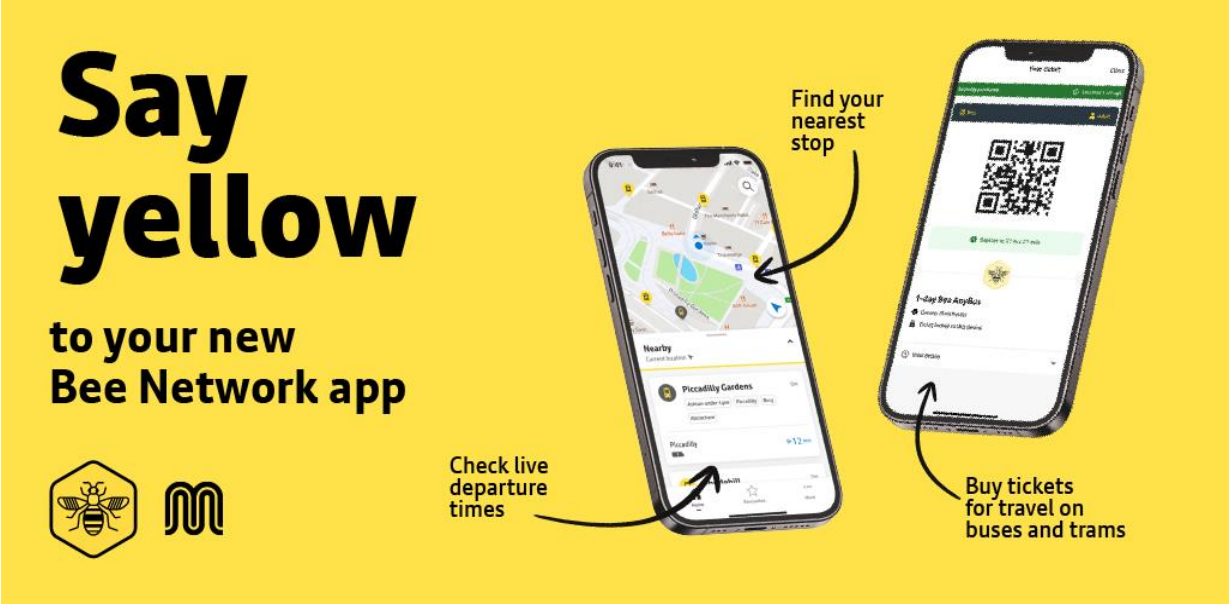
Technology and innovation are becoming more prominent in terms of the role they play in the transport network, and this is likely to increase. Technology enables the facilities that are required in order to develop, expand and link different modes of transport, such as integrated ticketing that will make it easier for passengers to book and pay for transport with a single transaction, ensure best value for money and support journeys that combine several modes.

Improvements in technology will provide opportunities to better manage our transport network and communication with the travelling public. Making best use of digital connections and technological innovations will be important to the continued success of Bury.

Shared mobility services have the potential to complement Bury’s core transport system. Over the next decade, carsharing will become a key alternative to car ownership and will facilitate new patterns of car use, where people can live car-free lives and still have access to a car for essential journeys. In addition, car clubs can be a more affordable way to access a car compared to car ownership.

However, innovative mobility options and their operations need to be safe and secure for everyone and need to allow all Bury residents to benefit from them. Services need to be inclusive to avoid the further exclusion of segments of society with limited or no access to digital services.

Electric vehicles and electromobility options, such as shared electric cars, electric bikes, and electric cargo bikes will also play an important role in the Borough’s transport system and in delivering local and regional transport objectives.



# Local issues and challenges:

## Reducing carbon emissions

The transport network is one of the biggest contributors to carbon emissions and this means measures must be taken locally and nationally to reduce vehicle carbon emissions or enable travel by zero emission modes.

Like all the Greater Manchester local authorities, Bury Council has declared a climate emergency and set a target to be carbon neutral by 2038. Adopted in 2021, the Council has devised a strategy for achieving carbon neutrality by 2038. The Strategy has nine key action areas, one of which is transport. The actions in this Local Transport Strategy will help facilitate fossil-fuel free travel by 2038 through promoting active travel, public transport and the transition to electric vehicles.

Transport decarbonisation will be achieved by Enabling residents and businesses to use The use of zero emission vehicles will help to decarbonise transport. Zero emission buses are being introduced across Greater Manchester. We also have plans to extend Bury's network of publicly accessible electric vehicle charging infrastructure (EVCI) points.

According to the Climate Action Strategy, Bury needs a minimum of 108 public electric vehicle charge points and there are currently only 24. The Council is currently behind the national average for provision of EVCI per 100,000 of the population.

Decarbonising transport can also be achieved if a higher proportion of travel is by walking, cycling and wheeling, particularly for short trips to school, work or transport interchanges with bus and Metrolink. Bury will support and welcome measures to make walking, wheeling and cycling easier, including the Active Bee Network and shared mobility measures such as the Greater Manchester Cycle Hire Scheme in order to facilitate lower carbon journeys.





# Local issues and challenges: Improving air quality

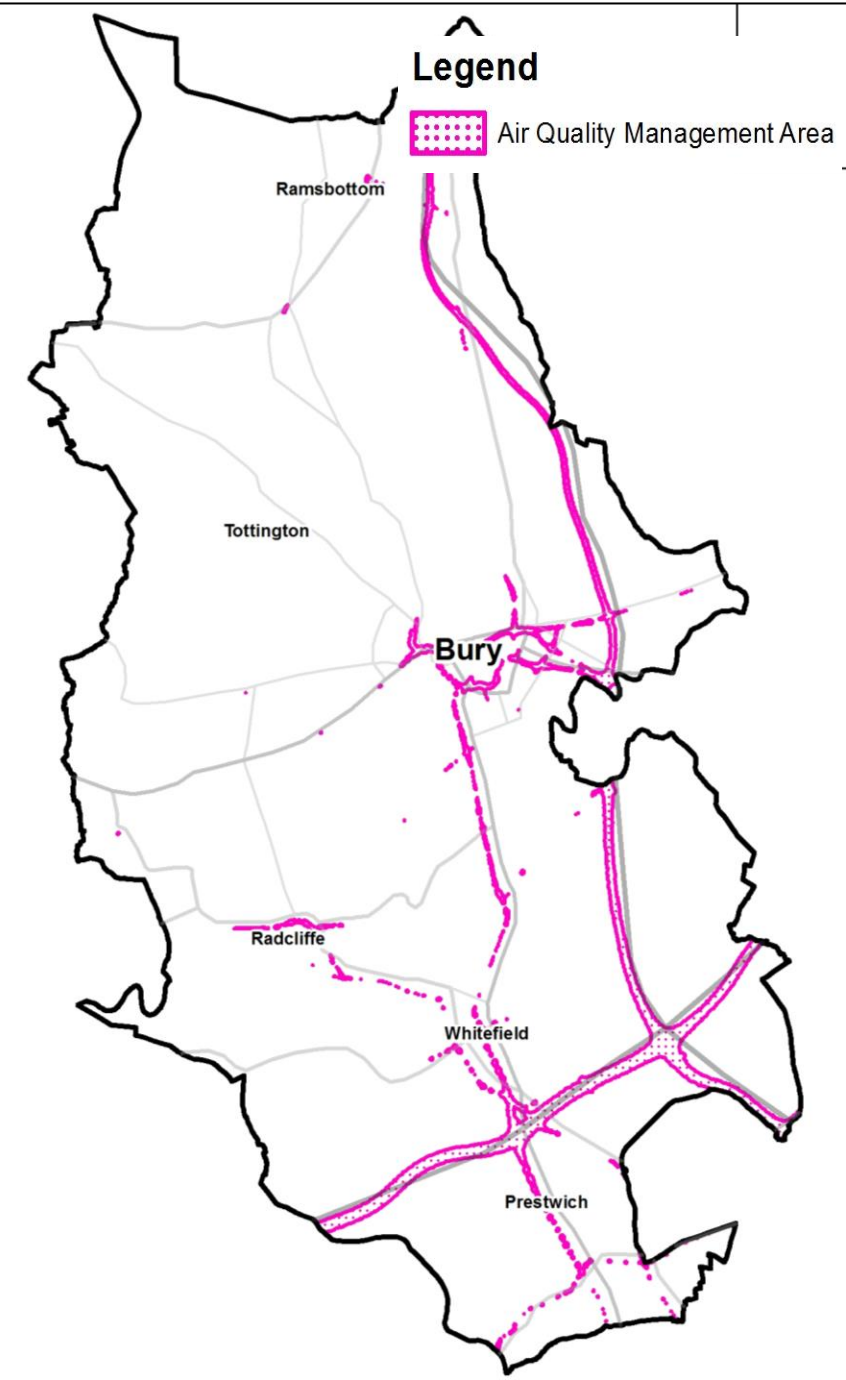
Poor air quality damages everyone’s health, but it can be particularly significant on the most vulnerable in our communities. Long-term exposure to elevated levels of particulates and nitrogen dioxide can contribute to the development of cardiovascular or respiratory diseases and may reduce life expectancy. The main source of nitrogen dioxide is road vehicles (especially older, diesel ones). Reducing these emissions is vital to clean up our air and to prevent people contracting and suffering from serious health conditions.

The adjacent map shows the Air Quality Management Areas (AQMA) declared across the Borough. The AQMA incorporates the majority of the major strategic roads in the Borough including the A56, A58, M62 and M66 while the table sets out the attributable deaths and years of life lost in the Borough due to air quality issues.

It is estimated that approximately 5% of deaths in GM are attributable to particulate pollution, the equivalent figure for Bury being 4.5%. Currently, Greater Manchester and Bury are compliant with the legal limits of particulate matter, but because of its impact on health it is important to ensure that it is reduced as much as possible.

Greater Manchester’s Clean Air Plan air quality modelling indicates that the A58 Bolton Street, Bury Bridge, is one of 13 points in Greater Manchester where roadside nitrogen dioxide exceedances of legal levels persist to 2025.

Greater Manchester local authorities, including Bury, are currently working together to develop and implement a Greater Manchester-wide Clean Air Plan to tackle exceedances of nitrogen dioxide legal levels. Bury will continue to support this work to improve air quality.



	<b>Bury Borough (2018)</b>
Number of Deaths (age 25+)	1,798
Percentage of attributable deaths due to exposure to man-made PM2.5	4.5%
Estimated number of attributable deaths due to exposure to manmade PM2.5	81

Attributable Deaths and Years of Life lost in Bury Borough



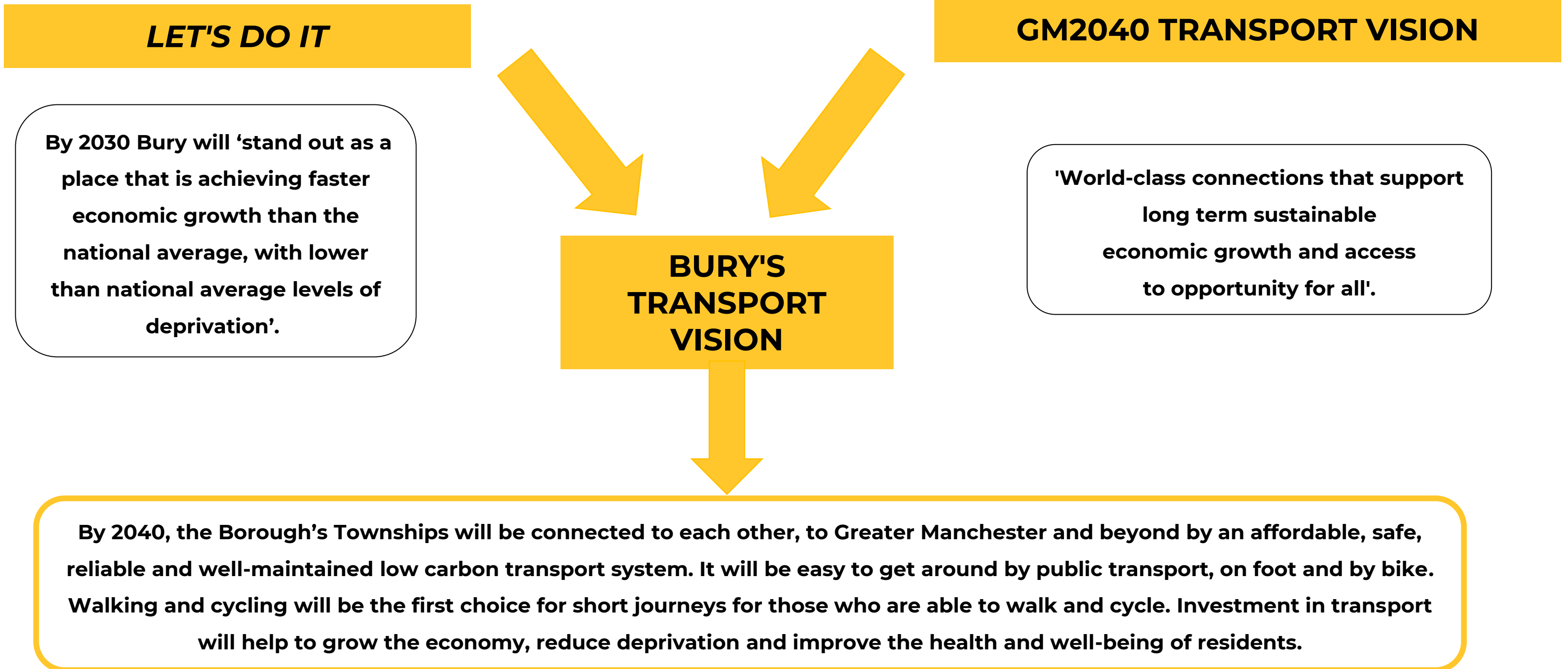
# 4

# TRANSPORT VISION & OBJECTIVES



# Transport Vision

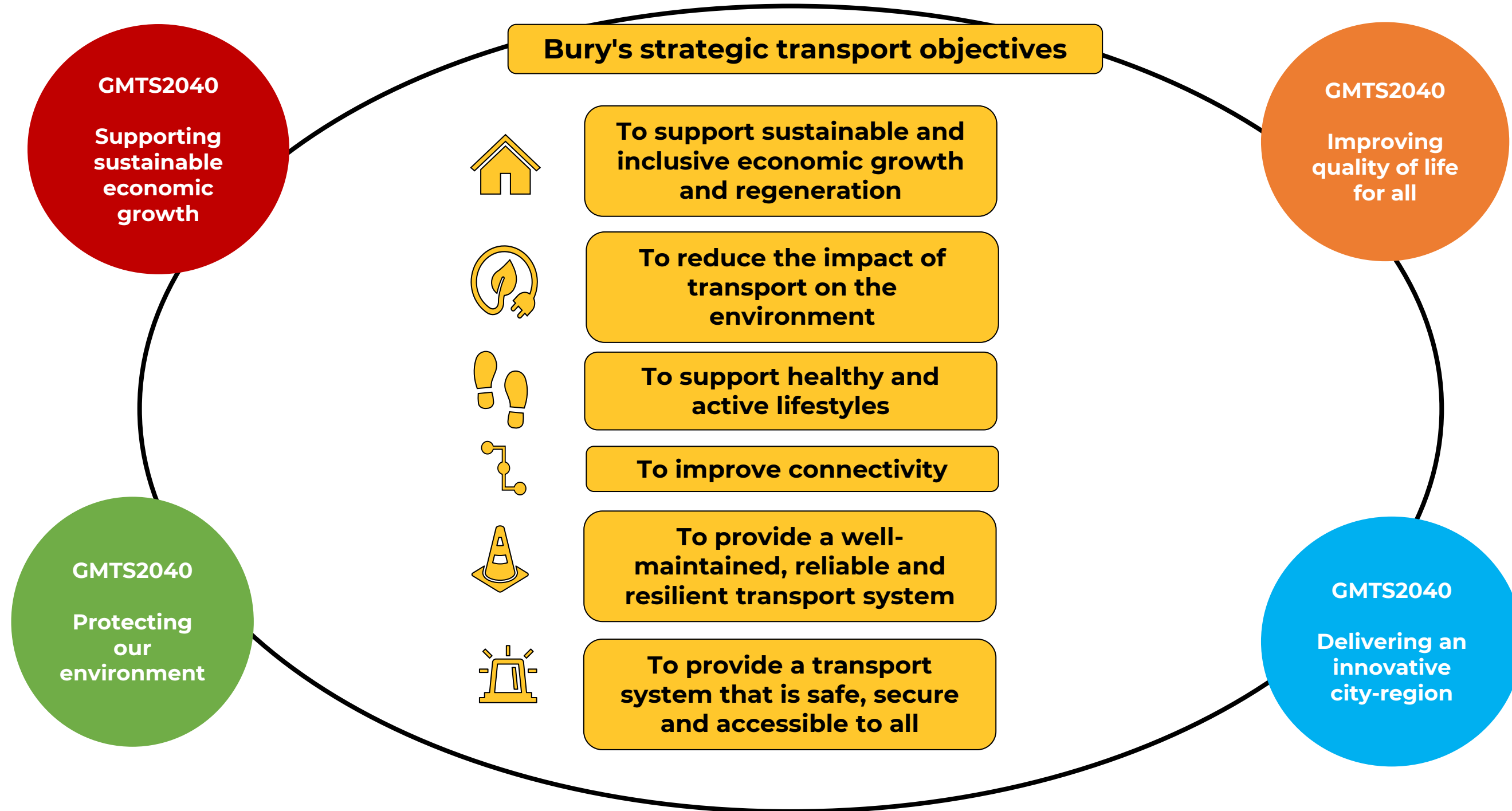
Bury's Vision for transport and movement in the Borough has been informed by our LET's DO IT Strategy vision, the vision set out in the GM2040 Transport Strategy, and the feedback received on the consultation draft Bury Local Transport Strategy.





# Bury's strategic transport objectives

To achieve the Vision of the Bury Local Transport Strategy and to guide how and where transport investment is prioritised in the Borough, a series of Strategic Objectives have been developed as shown below. These Strategic Objectives have been informed by the four objectives of the GM2040 Strategy and reflect the key transport, socio-economic and environmental issues and challenges in Bury and the distinct transport needs and requirements of residents, workers and visitors in the Borough.

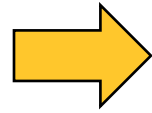


# Bury's strategic transport objectives

Bury's Strategic Transport Objectives have helped to shape the key investment priorities that are set out in the subsequent chapters of this Local Transport Strategy. These Strategic Objectives will help to achieve a truly integrated transport system across the Borough.



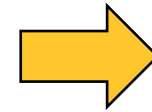
**To support sustainable and inclusive economic growth and regeneration**



By enabling new jobs and houses in the Borough to be delivered in an inclusive and sustainable manner through targeted transport investment in key growth and development locations.



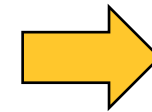
**To reduce the impact of transport on the environment**



By investing in low carbon travel to support the climate emergency and help Bury be carbon neutral by 2038. By cleaning up our air and reducing pollution from road vehicles that is harmful to health.



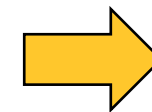
**To support healthy and active lifestyles**



By creating a comprehensive walking and cycling network to enable more journeys to be made by on foot and by bicycle, particularly short local journeys in support of the Borough's Bury Moving Strategy target of 75% of residents being active or fairly active by 2025.



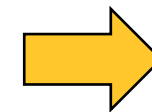
**To improve connectivity**



By delivering a high quality, modern and integrated multi-modal transport network to connect the Borough's Townships to each other, to Greater Manchester and beyond.



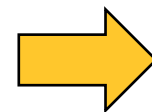
**To provide a well-maintained, reliable and resilient transport system**



By ensuring the best and most cost-effective use of existing resources to manage and maintain a safe and resilient transport network that can stand up to extreme weather events such as flooding. By reducing congestion and improving journey times for everyone.



**To provide a transport system that is safe, secure and accessible to all**



By continuing to work with Transport for Greater Manchester and others, such as Greater Manchester Police, to provide a transport system that *is* safe and *feels* safe to use. To reduce the number of casualties on our roads and achieve the GM vision of there being no deaths or serious injuries by 2040. To ensure that everyone has equal access to the transport system.