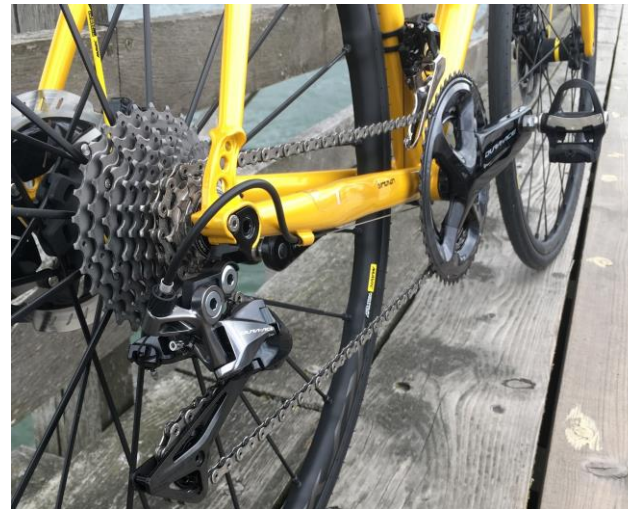


9

AN INTEGRATED TRANSPORT NETWORK



An Integrated Transport Network

Our aim is for other forms of transport such as taxis, private hire vehicles and other demand responsive services to be fully integrated into the Bee Network, along with 'shared mobility' services such as car clubs and cycle hire and other forms of shared transport. Shared services offer an alternative for people who cannot afford to own, or choose not to own, their own vehicle. They can also offer more sustainable options such as electric cars and e-bikes and help to reduce pollution.

We have already introduced some new forms of shared mobility in Bury, such as the e-car clubs operating in Bury and Prestwich town centres as part of a pilot scheme with TfGM and Enterprise and which allow for hourly rental of an electric car.

Bike sharing is another form of shared mobility on offer in Bury in the form of bike libraries. We have introduced several bike libraries in the Borough, where bikes available to borrow for free, including in Radcliffe and Bury libraries and other locations such as Clarence Park and Openshaw Park. In time, e-bikes could become available to borrow through the bike library scheme.

We would also welcome the introduction of the GM Bike Hire scheme into Bury, and we support the proposed trial of bikes on trams, which is one of the commitments in Dame Sarah Storey's Active Travel Mission.

The travel hub concept we are looking to introduce at or close to Metrolink stops, such as the travel hub at Prestwich, will help to integrate tram, bus and park-and-ride alongside shared mobility services such as taxis, car clubs and bike hire, including electric cars and e-bikes.

We will also continue to deliver measures, and put in place appropriate management systems, to improve the reliability of the transport network, such as using technology to join up and manage traffic signals.



GM Cycle Hire Scheme



Enterprise Car Club

An Integrated Transport Network

We have set out our investment priorities for Bury for different types or 'modes' of transport, Metrolink, bus, walking, wheeling and cycling and highways. But all these different types of transport need to be joined up or 'integrated' to provide seamless end-to-end journeys. This is what Greater Manchester's ambitious plan to deliver the Bee Network by 2030 will do.

The creation of the Bee Network will bring together buses, trams, trains and the cycling and walking network together, starting in September 2023. We are working with Transport for Greater Manchester and other partners to deliver the Bee Network in Bury.

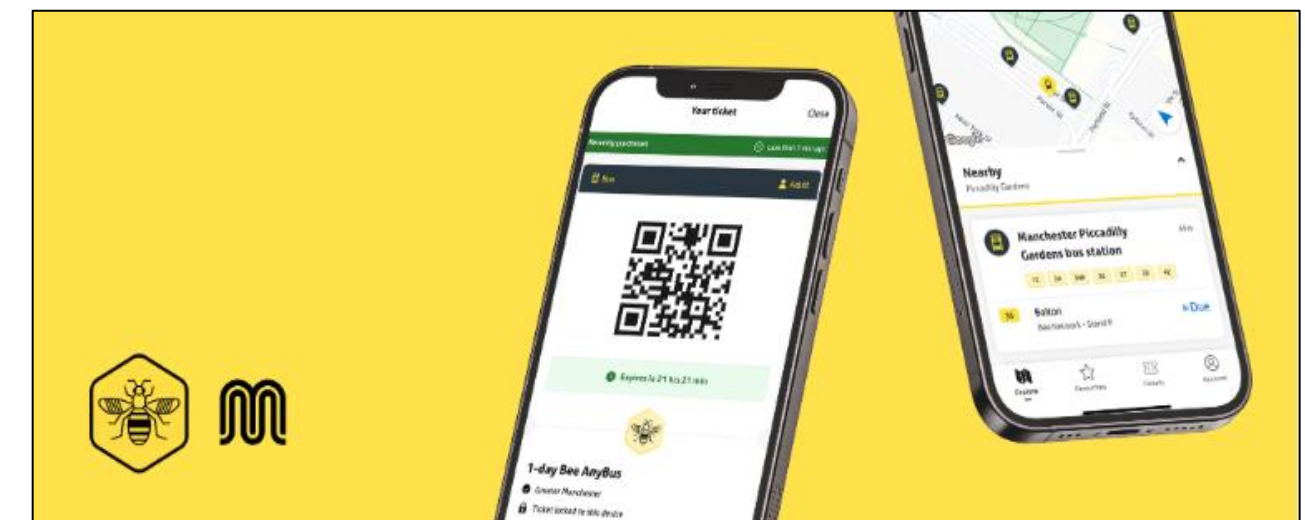
To make the Bee Network happen, Greater Manchester is bringing buses back under local control through bus franchising. This is the biggest change to how buses are run in 40 years. It will mean higher standards for passengers, and buses will be planned to link up with Metrolink, local rail and the cycling and walking network.

Franchised bus services will start running in September 2023 in Bolton, Wigan, and parts of Bury, Salford and Manchester. The rest of Bury's services will follow in March 2024, and by January 2025, all buses in Greater Manchester will be under local control.

Technology will play a role in joining everything together, with a new Bee Network app providing live departure times for nearby bus, tram and train stops and stations, with more features to follow such as journey planning. There will also be a new Bee Network website, with include timetables, live departure times and travel alerts. Passengers will be able to buy bus and tram tickets on the app or from the website, as well as from Travelshops, a Paypoint outlet, on bus, or from an on-stop tram ticket machine. There will also be real time passenger information (RTPI) at some bus stops. Initially RTPI will be rolled out on some stops on Quality Bus Corridor routes, including on Bury-Rochdale corridor.



Zero emission Bee Network Buses



New Bee Network App

10

FUNDING AND DELIVERY



Funding and delivery

The vision and the level of ambition set out in this strategy will take time to deliver. There is scope to deliver some improvements with funding that has already been secured by Bury Council or by Transport for Greater Manchester, but a significant amount of additional funding will be needed. The Council will continue to explore additional funding sources, and 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 funding already secured, or available to Bury Council subject to business case approval by TfGM and GMCA, for the period up to March 2027 is currently around £68 million. This is for a wide range of interventions, from the replacement of old street lighting columns to road safety schemes, from road maintenance to improved walking and cycling routes. The programmes and schemes this funding will deliver can be seen in the summary table on the next page, with more detail provided on each funding stream on the pages that follow.

In addition, Transport for Greater Manchester will be making significant investment in Bury through projects such as the new Bury Interchange, which is being funded through the City Region Sustainable Transport Fund at a cost of over £84 million.



Bury's transport investment programme to April 2022 - March 2027

Capital funding committed or available to Bury Council for transport improvements April 2022 – March 2027	Funding source	Committed capital funding *
Active travel schemes in Radcliffe town centre	CRSTS & UU	£9.500m
Active travel schemes in Bury town centre	CRSTS	£4.100m
Active travel schemes in Ramsbottom town centre	CRSTS	£2.300m
Capital maintenance – non-KRN roads, bridges & structures, street lighting	CRSTS	£13.197m
Key Route Network Carriageway Maintenance	CRSTS	£4.500m
Highways Investment Strategy (road maintenance) (2023/24-2025/26)	Council	£12.000m
Road safety	Council	£0.530m
Public Rights of Way	Council	£0.080m
Local safety schemes (funding for 2022/23 and 2023/24 only)	CRSTS	£1.086m
Traffic management / traffic calming	Council	£0.216m
Electric vehicle charging infrastructure	CRSTS	£0.651m
Electric vehicle charging infrastructure	LEVI	£1.292m
Street lighting (2023/24 – 2024/25)	Council	£2.805m
Walking and cycling improvements including: Fishpool & Pimhole junctions and crossings and Radcliffe: Milltown Street Bridge	MCF	£10.000m
Fishpool and Pimhole Active Neighbourhood	ATF2	£0.750m
Parkhills Road - Heywood Street Junctions and Radcliffe Metrolink Active Access Package	ATF4	£1.850m
Total committed funding		£68.414m

* Indicative allocations as in some cases funding is subject to business case approval by funder

Committed Funding

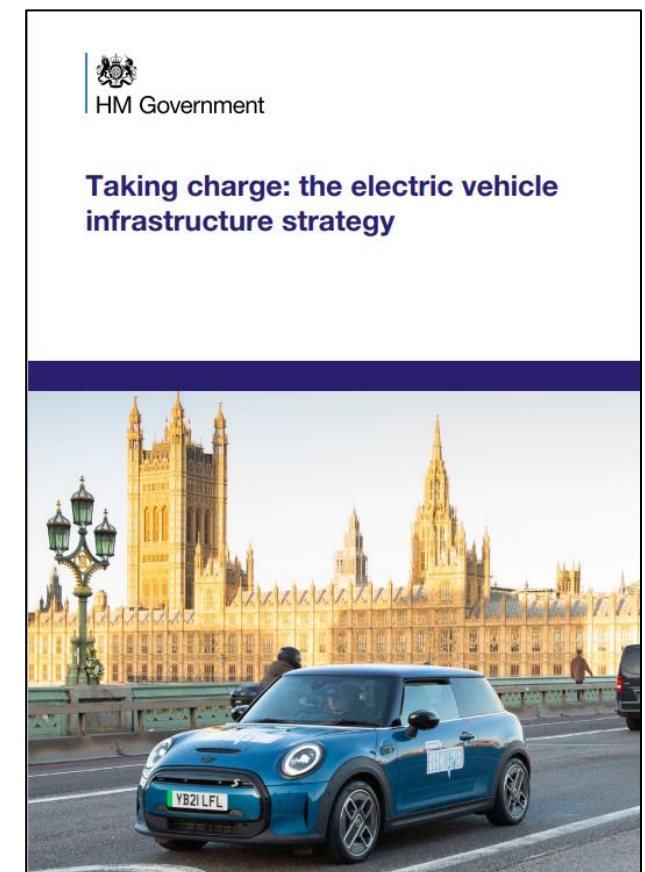
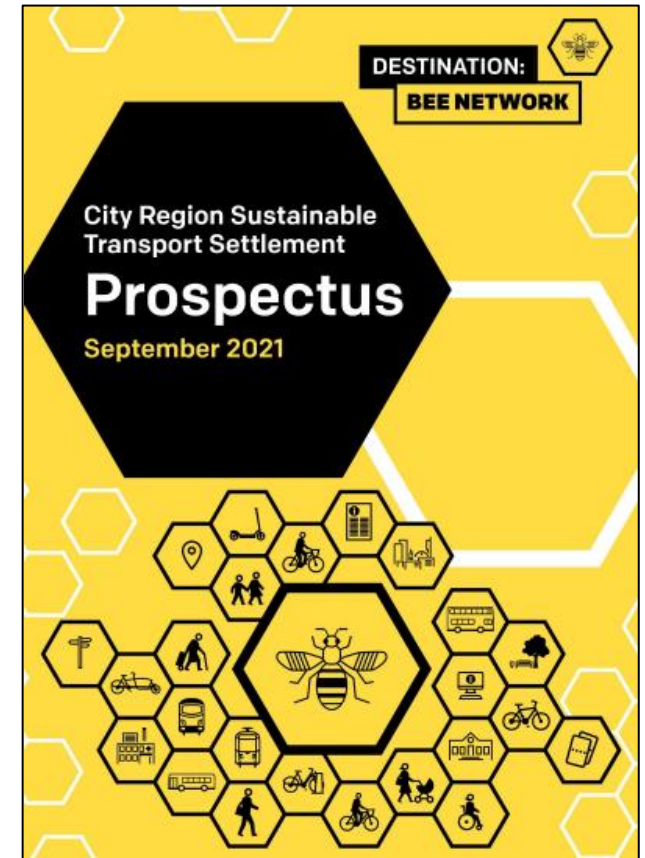
City Region Sustainable Transport Settlement (CRSTS)

The first round of Government's City Region Sustainable Transport Settlement (CRSTS) will be the main source of funding for delivering Bury's transport investment priorities. Greater Manchester has secured over £1 billion from this fund to invest in transport infrastructure over the 5-year period up to March 2027. Greater Manchester's CRSTS programme includes several schemes where Bury Council will be the lead authority. The value of Bury-led schemes in the CRSTS programme is approximately £35 million, the breakdown of which is below. This figure does not include funding for TfGM-led schemes in Bury, such as Bury Interchange, details of which can be found on later pages.

- **£15.4m** for cycling and walking improvements in Bury, Radcliffe and Ramsbottom town centres. Initial concept ideas were included in the draft Bury Local Transport Strategy, with public consultation to be held in due course on more developed proposals. A contribution has also been secured from United Utilities' Green Recovery Round Phase 2 fund for a Sustainable Urban Drainage Scheme to be implemented as part of the active travel proposals for Radcliffe.
- **£13.197m** for maintaining roads, bridges and other structures (including Pothole Funding for 2023/24).
- **£4.5m** to investment in the Key Route Network in Bury. The Key Route Network is made up of some of the busiest roads in Greater Manchester and is overseen by TfGM.
- **£1.086m** to invest in improvements that will make the road network safer.
- **£651,000** to invest in expanding the Borough's network of publicly available Electric Vehicle Charging Points, which will be used alongside *LEVI* funding to appoint a supplier to install, operate, and maintain a network of EVCI aimed at supporting residents who do not have access to off-street parking.

Local Electric Vehicle Infrastructure Fund

Greater Manchester has secured £16.158m capital funding from the Office for Zero Emission Vehicle's (OZEV) Local Electric Vehicle Infrastructure Fund (LEVI). Bury has secured a £1.292m share of this fund which will be used alongside the CRSTS funding as detailed above. This fund was announced as part of the Government's Electric Vehicle Infrastructure Strategy.



Committed Funding

Highways Investment Strategy (HIS)

The funding the local authority receives of approximately £1.2 million per year from central government for highway maintenance is now part of the CRSTS settlement. However, this level of funding has not been enough to stop the condition of the highway network deteriorating further. As such, the Council is investing additional funding of its own into highway maintenance through the Highways Investment Strategy (HIS) - £20 million in tranches 1 and 2 since 2017/18, with a further £10 million for the 3-year period 2023/24 – 2025/26. Details of the road maintenance programme are published on our website each year.

Street Lighting Replacement Programme

The Council is investing a further £2.805 million on upgrading older street lighting infrastructure with modern, energy saving options. This is part of a £5.5 million five-year programme to replace approximately 3,200 lighting columns across the Borough that are coming to the end of their serviceable life. More energy efficient LED street lamps are also being installed at the same time. Details of the programme are published on our website.

Walking and Cycling schemes

Bury has been successful in securing funding of £12.6 million from a number of different active travel funding streams including the GM Mayor's Cycling and Walking Challenge Fund and several rounds of Government's Active Travel Fund.



Committed Funding

Other City Region Sustainable Transport Settlement (CRSTS) investment in Bury

Greater Manchester's £1 billion CRSTS programme also includes over £47m for the first phase of the new Bury Interchange (currently estimated to be £84m in total), including a new step-free southern access to the Metrolink platforms. The redevelopment of the Bury Interchange, which will act as the catalyst for wider investment and development around the town, providing a modern interchange that integrates with its surroundings. Funding will also be needed from the second round of Government CRSTS funding for the Interchange.

Bury Council is also working with Transport for Greater Manchester to secure further CRSTS investment in Bury through TfGM-led Metrolink programmes, cross boundary bus schemes and other programmes including:

- Metrolink stop improvements (in addition to Bury Interchange).
- Development work on the potential new Elton Metrolink Stop and Travel Hub/Park and Ride.
- Quality Bus Transit corridors on the A58 Bury – Rochdale corridor and the Bury – Bolton Corridor, including scheme development and potential delivery.
- Bus Priority and Streets for All scheme development on the A56 corridor into Manchester City Centre.
- Bus Pinchpoint scheme to address locations where buses experience delays.
- The Bury-Heywood-Rochdale Tram-Train Pathfinder scheme to investigate the potential for new tram-train technology between Bury, Heywood, Rochdale and Oldham that would allow Metrolink vehicles to travel along heavy rail lines.

We are also working with TfGM on the regeneration proposals for Prestwich, including the development of proposals for a Travel Hub at Fairfax Road. Although Prestwich is not currently in line for CRSTS funding from TfGM's Travel Hubs programme, the Council will continue to work with TfGM and be ready to progress the scheme should CRSTS funding become available.



Future Funding

City Region Sustainable Transport Settlement (CRSTS) Round 2

Government has announced that there will be a second round of the CRSTS fund for the five-year period from April 2027, which could see central government make around £8.8 billion of funding available. The amount of funding Greater Manchester could potentially secure from this fund is not yet known, but having this Bury Local Transport Strategy in place will help us to make the case for Bury schemes to be included in the any GM bid for this or any other funding opportunity that comes along.

Once we have this Strategy in place, we will need to do further work to develop a pipeline of unfunded schemes that we can put forward to future funding opportunities such as CRSTS2.

Strategic Road Network funding

Proposed investment in the Strategic Road Network (SRN) is set out in Government's Road Investment Strategy (RIS). RIS2, which was published in March 2020 and runs from 2020/21 to 2024/25, includes a commitment for National Highways to improve Simister Island Interchange between the M62, M60 and M66. This is one of the busiest motorway junctions in the north-west, used by around 90,000 vehicles each day. It was not designed to accommodate this volume of traffic and as a result it suffers from congestion and delay. We will continue to work with National Highways as they develop their proposals for Simister Island. We will also continue working with National Highways and the Department for Transport as they develop the third and subsequent Road Investment Strategies to ensure that the significant investment needed in the SRN to deliver Northern Gateway is included in their pipeline of future schemes.



11

NEXT STEPS



NEXT STEPS

This Bury Local Transport Strategy sets out how Bury Council plans to meet its ambitions to develop a genuinely integrated transport network that will support a healthy, green, connected and thriving Borough.

The Bury Local Transport Strategy aligns with the Greater Manchester Transport Strategy 2040, including the aspiration for half of all journeys to be made by active and sustainable transport modes by 2040, and the delivery of a joined-up London-style transport system - *the Bee Network*.

Our vision for transport set out in this Bury Local Transport Strategy is to create an attractive, well-connected Borough that supports economic growth, helps to reduce deprivation and to improve health and well-being. By 2040, the Borough will be connected by a modern and efficient transport network, including comprehensive, affordable, safe, reliable, high quality and sustainable transport links.

The Transport Strategy will support our ambitions for sustainable growth and development over the next 20 years, as well as helping to tackle issues around air quality as the country moves away from polluting vehicles.

We have used your feedback to help finalise the Strategy. We will keep this Strategy under review and prepare an annual progress report covering progress against our investment priorities. We will also use this Strategy to inform the work we are doing with Transport for Greater Manchester and the other GM local authorities to update the GM2040 Transport Strategy and meet Government's requirement for a new statutory Local Transport Plan 5 for the city-region to be submitted by next summer.

As well as continuing to develop, consult upon where necessary, and deliver the schemes we have already secured funding for, we will develop a pipeline of unfunded schemes that we can feed into the GM2040 5-year Delivery Plan, which will be updated once the GM2040 Strategy has been updated.

