

# Bury Local Transport Strategy 2040

Summary Document

# Introduction

Welcome to the Bury Local Transport Strategy. We consulted on a draft version in spring/summer 2023 and have used the feedback to inform our final Strategy.

Some key messages were that public transport is not good enough, bus services are unreliable, parts of the borough have little or no public transport, and people don't always feel safe when using buses and trams, walking or cycling, with anti-social behaviour and fear of crime being big concerns.

We think that all our residents, or anyone who visits or works in the Borough, should have a real choice of how they travel. We need to provide a much better public transport system that's safe, affordable and reliable and to make it possible for people to make some of their short local journeys by walking or cycling if they can.

Our Strategy is ambitious and won't happen overnight, but we need to aim big if we are to have a truly inclusive transport system that addresses inequality and supports our growth plans to create jobs and provide more homes.

Balancing competing demands for road space will be a challenge, but we are not anti-car. That's why our Strategy includes not only plans to improve public transport, walking, wheeling and cycling, but also measures to manage and reduce congestion and make journey times more reliable for everyone, including drivers.

As public transport gets better, and walking and cycling routes become safer and more joined up, we should see a gradual change in how people travel.

Our investment priorities will help deliver a London-style transport system that unlocks new sites for development, promotes health and well-being through active travel, and helps meet the Borough's commitment to having fossil-fuel free travel by 2038.

Having a clear transport vision and strategy in place will put us in a stronger position to attract the funding we need to deliver a better transport system and to support our Let's Do It vision 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 think everyone should have a real choice of how they travel*

## Our transport vision is 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 grow the economy, reduce deprivation and improve the health and well-being of residents.


# Strategic Transport Objectives

We have identified six strategic objectives that will help to deliver our vision and structured our Strategy around four themes.




**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 encourage more journeys to be undertaken 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 multimodal transport system 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 system 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.

### Metrolink

- A new Bury interchange
- Bury line stop improvements
- Strengthened connections to Metrolink stops
- A new stop and travel hub/park and ride at Elton Reservoir
- Travel Hubs at other park and rides
- Tram-train technology linking Bury and Rochdale

### Bus

- Bus franchising
- Cheaper fares and integrated ticketing
- Electric buses
- More frequent, reliable services
- Better bus stops and interchanges
- Bus priority measures on key routes
- Quality Bus Transit corridors
- Better routes to bus stops
- New services to developments

### Walking, Wheeling and Cycling

- A Boroughwide network of routes
- New routes for new developments
- Secure cycle parking
- Bike libraries and bike hire
- Safer Routes to School
- Connected Blue and Green Infrastructure

### Highways

- Schemes to reduce congestion and severance
- Schemes to unlock development sites
- Road safety improvements
- Road maintenance and repairs
- Parking strategies
- Electric vehicle charging points

# Our Issues and Challenges

**5.6%** POPULATION GROWTH IN THE BOROUGH BY 2030



**498** NEW HOMES IN THE BOROUGH PER YEAR BY 2037



**25,000** NEW JOBS TO BE CREATED IN THE BOROUGH BY 2036



**22%** OF HOUSEHOLDS IN THE BOROUGH DO NOT HAVE ACCESS TO A CAR



CARBON NEUTRAL BOROUGH BY

**2038**

Bury Council

1 SITE IN THE BOROUGH IS FORECAST TO EXCEED LEGAL NITROGEN OXIDES LIMITS BEYOND 2023



Air Quality Annual Status Report, 2021

**307** ROAD TRAFFIC COLLISIONS IN THE BOROUGH IN 2021



Department for Transport, 2022

CONGESTION COSTS GREATER MANCHESTER

**£1.3** BILLION PER YEAR



Transport for Greater Manchester, 2017

LOWER LIFE EXPECTANCY THAN THE UK AVERAGE

	Bury	UK
Males	78.4	79.4
Females	82.0	83.1



Bury Joint Strategic Needs Assessment 2023

**69.2%** OF ADULTS IN THE BOROUGH ARE PHYSICALLY ACTIVE

**64.9%** OF ADULTS ARE OVERWEIGHT OR OBESE



Bury Joint Strategic Needs Assessment 2023

# The Bee Network

**We are working with Transport for Greater Manchester to deliver the Bee Network – Greater Manchester’s integrated, low-cost, high-frequency public transport network, bringing together local trams, buses and hire bikes – and ultimately local train services – with the largest walking, wheeling and cycling network in the country.**

The Bee Network will be accessible, affordable and easy to use, it will provide local control and accountability and it will deliver an inclusive transport experience for everyone by 2030.

The Bee Network will help to deliver the Greater Manchester Transport Strategy aim of a million more sustainable journeys every day by 2040.

Buses are the cornerstone of the Bee Network, which includes a plan to bring them back under local control through franchising. This is the biggest change to buses in nearly 40 years. Franchising is being rolled out in three phases.

The launch of the first franchised bus services in Bolton, Wigan and parts of Salford and Bury on 24th September 2023 represented the start of the Bee Network.

The rest of Bury’s bus services will be back under local control when phase two of bus franchising rolls out on 24th March 2024 – bus services in Oldham, Rochdale and parts of Salford and north Manchester will also join the network at this point.

The final phase of bus franchising will launch on 5th January 2025 when bus services in Stockport, Tameside, Trafford, and the remaining parts of Manchester and Salford join the Bee Network.

## Making it easier for you to get around by bus, tram, train, walking, wheeling or cycling



Bee Network bus fares will be kept as low as possible, with a new flexible range of tickets covering bus and tram. High standards have been set for Bee Network bus drivers, customer service and vehicles and to make sure services run on time and are safe, accessible and reliable.

**The Bee Network will help to deliver the Greater Manchester Transport Strategy aim of a million more sustainable journeys every day by 2040**

The aim is for the Bee Network to have a zero-emission bus fleet by 2032. The TravelSafe team will expand their operations as the Bee Network rolls out and will be patrolling all bus services, stations and interchanges by 2025. Bee Network bus services will be planned to link up with Metrolink, local rail and the cycling and walking network.

Like all Greater Manchester councils, we have also signed up to deliver the ambitions and policies of the Greater Manchester 2040 Transport Strategy, which is the statutory Local Transport Plan for the city-region. This Plan was published in 2017 and is being updated to reflect the development of the Bee Network and other changing circumstances such as the target for transport to be carbon neutral by 2038.

The Bee Network and the GM2040 Transport Strategy together will help to deliver the Bury Local Transport Strategy vision, objectives and investment priorities.

To find out more about the Bee Network visit: <http://tfgm.com/the-bee-network>

To find out more about the Greater Manchester Transport Strategy 2040 visit: <http://tfgm.com/2040-transport-strategy>



The objectives of our Strategy are supported by a series of investment priorities for different types of transport that set out interventions needed to address local transport issues and challenges.

## Metrolink

For Metrolink, this includes a redeveloped interchange in Bury town centre, along with proposals to ensure that existing stops on the Bury line are modernised.

The existing Bury Interchange will be replaced with a modern, future-proofed, low carbon, safe, secure and accessible facility. Plans include a new concourse building, a refurbished Metrolink platform, upgraded lifts, stairs and escalator, a new step free access to the Metrolink platform from the south of the town centre and a new travel hub with additional capacity for cycles and e-bikes.

We are working with TfGM to explore the potential for tram-train technology to connect Bury and Rochdale as part of a future Metrolink network. We are also looking at how we could create Travel Hubs at some of our Metrolink stops which would bring a range of transport options into one place, including parking for cars, electric vehicles, bicycles and e-bikes and other facilities such as parcel lockers.

Our Investment priorities for Metrolink also include a new stop and travel hub/park and ride at Elton Reservoir and improving walking, wheeling and cycling connections to existing stops to make it safer and easier for people to walk, wheel and cycle to use the Metrolink at all times of the day.

## Bus

Improving bus travel is a key part of our Transport Strategy. Buses provide a vital link to jobs and essential services, particularly for the 24% of households in Bury that don't have access to a private car.

**The new Bury Interchange will transform the experience of bus passengers**

By March 2024, all Bury's bus services will be franchised. Once franchising is in place we will start to review the network to see what improvements could be made to services, such as new routes or more frequent services. The review of Bury's services will begin in summer 2024. In Bury, we will set up a Local Bee Network Forum to enable the local community and other stakeholders to feed into the review process. There will also be public consultation on any proposed changes to the network.

To help deliver more frequent and reliable services, we will explore how we could prioritise bus movements across the Borough. We may need to introduce bus priority measures such as bus lanes on key routes. We are working with Transport for Greater Manchester to investigate potential bus improvements on the A58 between Bury and Rochdale as part of a Quality Bus Transit scheme.

The new Bury Interchange will transform the experience of bus passengers with modern facilities to rival those seen at bus stations in other parts of Greater Manchester. We also want to improve the routes to bus stops for pedestrians and create a better waiting environment at bus stops.

Cheaper bus fares, integrated ticketing and modern, accessible electric buses are all part of the bus franchise scheme.

**The existing Bury Interchange will be replaced with a modern, future-proofed, low carbon, safe, secure and accessible facility**

## Walking, Wheeling & Cycling

Making it safer and more pleasant for us to make more of our short journeys by walking, wheeling and cycling is a key part of our Local Transport Strategy. This will help with our plans to become a carbon neutral Borough by 2038 and to clean up our air. Walking, wheeling and cycling are also the cheapest and healthiest forms of travel.

Our ambition is to create a safe inclusive and accessible network of routes for walking, wheeling and cycling and to connect them to public transport for longer journeys. We will identify and remove barriers to walking, wheeling and cycling where we can, which could mean providing more crossing facilities and giving more road space to pedestrians and cyclists. We also want to provide more cycle parking and cycle hubs, and better access to bikes, with more bike libraries in the short-term and bringing the GM cycle hire scheme to Bury in the longer-term.

In planning new developments we will make sure that active travel facilities are provided from the outset. We will also focus on creating safer routes to school and implementing School Street schemes to make it easier for short journeys to school to be made by walking, wheeling or cycling.

**Walking, wheeling and cycling is a key part of our Local Transport Strategy**

## Highway Network

We recognise that congestion is a significant area of concern and causes frustration and inconvenience to people. Our Strategy includes measures that will benefit drivers by reducing congestion and making journey times more reliable, such as managing roadworks better, improving traffic signals and plans to enforce moving traffic offences such as entering a yellow box junction when the exit is not clear. Our Strategy will also provide more capacity on the highway network where it is needed to support new development, including new roads and junction improvements. These measures sit alongside our plans for public transport and active travel.

**We want to make the highway network safer and more reliable for everyone**

Too many people are killed or seriously injured on our roads every year. Every death is one too many which is why our Strategy supports GM's Vision Zero aspiration for there to be no road deaths or serious injuries by 2040.

Our highway network is what connects us all to jobs, services, schools and healthcare. We need to keep it in good condition as cost-effectively as we can, fixing potholes and continuing to invest heavily in road maintenance through our Highway Investment Strategy. We will develop bespoke parking strategies for our towns that meet resident, business and visitor needs, and we will increase the number of publicly available electric vehicle charging points across the Borough to support the move towards electric vehicles.



# Townships

This Strategy is not a one size fits all and we recognise that our six Townships all have their own identity and unique characteristics. To be effective it is important that our Transport Strategy considers the needs of each one.

## Ramsbottom and Tottington

Our Transport Strategy needs to support the Ramsbottom Town Plan and help bring its ideas forward to support more sustainable travel. We also need to look at ways of resolving parking pressures in the town in a way that meets the needs of residents, businesses and the town's many visitors.

We have secured £2.3 million of Government funding to improve walking, wheeling and cycling routes in and around Ramsbottom town centre. We are developing our ideas and will be consulting on them in 2024.

We also need to work with partners such as Transport for Greater Manchester to get better bus services for Ramsbottom and Tottington. This could include more high frequency bus routes as well as Local Link type services to some parts of the Ramsbottom and Tottington townships.

## Bury

We need our Transport Strategy to support the ambitions of the Town Centre Masterplan, the Millgate Regeneration Framework and complement the new market flexihall plans that have attracted £20 million of government Levelling Up Fund money. We need a new state-of-the-art Bury Interchange and a new step-free access to the Metrolink platform from the south of the town centre to support development.

On bus, the Quality Bus Transit proposals being investigated for the A58 Bury to Rochdale corridor complement the Masterplan proposal to reconfigure Angouleme Way and prioritise bus movements around the south of the town centre. This would reduce the severance the ring road creates for pedestrians and cyclists wanting to access the town centre. The 471 service that uses Angouleme Way and connects Bury with Bolton and Rochdale is one the first services to benefit from the roll-out of bus franchising, including new electric buses which will help to address persistent air quality issues at Bury Bridge.

We have secured £4.1 million of Government funding to improve walking, wheeling and cycling routes in and around Bury town centre. We are developing our ideas and will be consulting in 2024. We have also built a new bridge at Gigg Mills to help pedestrians and cyclists.

## Radcliffe

Our Transport Strategy needs to support the ambitions set out in the Radcliffe Strategic Regeneration Framework. These include plans for a new Civic Hub, which has attracted £20 million of government Levelling Up Fund money, improvements to the Market Hall, a new secondary school and new homes on sites such as the former East Lancashire Paper Mill.

We have already secured £9 million of Government funding to deliver walking, wheeling and cycling schemes in and around Radcliffe town centre which will link some of Radcliffe's new and existing facilities together. We are developing our

ideas and will be consulting on them in 2024. We have also secured funding for a new foot/cycle bridge and active travel link from Rectory Lane to Milltown Street.

Other proposals include franchised bus services, more high frequency bus routes, a new Metrolink stop and travel hub/park and ride at Elton Reservoir and improved routes to the existing Radcliffe Metrolink stop to make it easier for people to walk, wheel and cycle there. We will also develop a parking strategy that meets resident, business and visitor needs.

## Whitefield

Although Whitefield has good road and public transport connections to both Bury town centre and Manchester City Centre, it still has issues that we need to address through our Transport Strategy.

Customer parking for local businesses in the town centre can be difficult and both Whitefield and Besses O'Th' Barn Metrolink stops are in need of improvement. There are also places on the road network that suffer from congestion, which causes delays for general traffic and buses, and the busy A56 makes for a vehicle-dominated Whitefield town centre.

Whitefield is being selected to receive support from the Government's High Street Task Force. A new town plan is being developed to help unlock Whitefield's potential for regeneration, which our Transport Strategy will need to support. The Whitefield Town Centre Plan will set out the Councils and the Whitefield community's vision for their town centre - identifying the short, medium and long-term proposals and priorities.

As part of Greater Manchester's ambitious plan to reform the bus offer through franchising, there are more high frequency bus routes planned for Whitefield.

## Prestwich

Prestwich is a thriving town and one of the best places to live in the north-west. Our Transport Strategy needs to support the plans for Prestwich Village, including redevelopment of the existing Longfield Centre which we are bringing forward in partnership with Muse.

Some parts of the township have good road, Metrolink and bus connections to Bury town centre and Manchester City Centre, and good access to the motorway network via the A56 Bury New Road however, there are other parts such as Simister and Rainsough/Carr Clough where connectivity is poor and public transport is limited.

The A56 Bury New Road and the A576 Bury Old Road are very busy main roads and often experience congestion and delay, particularly if there is an incident on the motorway, which we will try to address.

Prestwich, Heaton Park and Bowker Vale Metrolink stops all need improving, including routes to the stops, platform access and buildings with the lifts at Heaton Park being a particular issue as they often break down.



Our strategy sets out a range of exciting and complementary measures which will help deliver a modern transport system. Although we have set our investment priorities out for different types of transport - Metrolink, bus, walking, wheeling and cycling and highways - we will be joining them up to create a truly integrated network that will make it much easier to get around.

## Northern Gateway



**2,750**

Residential units



**1.2million m<sup>2</sup>**

New floor space



**£650m**

Construction investment



**20,000**

jobs



**2,000**

supporting jobs



## Strategic Sites

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 healthcare in an efficient, economic and environmentally friendly way.

Growth must be inclusive and create vibrant and thriving communities that are well connected by public transport. 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 (PfE), 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.

Northern Gateway is the most significant proposal in the north of the Greater Manchester conurbation and is Bury's largest strategic allocation in PfE.

Northern Gateway is a nationally significant opportunity for employment development and is made up of two key allocations which fall within Bury and Rochdale and propose delivery of around 2,750 new homes and 1.2m sqm of industrial and warehousing space (1,550 new homes are proposed in Bury). Housing is also proposed at Elton Reservoir (3,500 new homes) and Walshaw (1,250 new homes).

The new homes, jobs and investment generated from these strategic sites will be transformational and will help to reduce inequalities and improve the lives of Bury residents.

## Delivering our Strategy

Our Strategy sets out a range of exciting and complementary measures which will help deliver a modern transport system that everyone can benefit from.

We have secured some funding already which will help us make progress towards delivering our transport vision over the next five years, but full delivery will need a significant amount of additional funding.

The main source of funding for transport investment is central government. Greater Manchester has secured over £1 billion from the government's first City Region Sustainable Transport Settlement (CRSTS1) to invest in transport infrastructure over the five-year period up to March 2027. This includes over £47 million of the £84 million needed for the new Bury Interchange and funding to investigate the possibility of a tram-train link connecting Bury with Heywood, Rochdale and Oldham.

There is also up to £15 million available in the CRSTS1 programme for walking, wheeling and cycling improvements in Bury, Radcliffe and Ramsbottom town centres for which we are currently developing plans and £17 million for road maintenance over the next 5 years.

As a Council, we have also been investing heavily in repairing and maintaining the highway network. We have borrowed £35m, spending £20 million in the six years to March 2023 through our Highway Investment Strategy, resurfacing over 40 km of carriageway, carrying out preventative maintenance and repairing thousands of potholes. We will invest another £9.5 million over the next two years. This also includes £5m on replacing old streetlights with new LED ones.

In October 2023, the Government announced an even bigger CRSTS2 fund, more money for road maintenance and infrastructure, and bus and rail improvements. Whilst further details of this new funding are awaited, we do know that Greater Manchester could potentially receive around £2.5 billion from CRSTS2 for the period April 2027 to March 2032 and we will want a fair share of this to be invested in Bury. Having this Local Transport Strategy in place with clear investment priorities will help us make the case for that investment in the Borough.



To ensure that we are making a real difference to the people in our communities, we are committed to delivering social value by spending as much money as possible within the local and UK economy and getting the best social, environmental and economic benefits from every £1 spent.

## Investing in the network

**£1.5m**

Road safety

**£1.9m**

EV charging points

**£2.8m**

Street Lighting

**£4.5m**

Key Route Network maintenance

**£12.6m**

Walking and cycling

**£16m**

Active travel in Ramsbottom, Bury and Radcliffe

**£25m**

Local road maintenance

**£47m**

Bury Interchange, with more to come

## Next steps

We will keep this Strategy under review and prepare an annual report covering progress made in delivering our investment priorities.

We will continue to design, develop and deliver the schemes and programmes of work we have secured funding for, engaging and consulting with residents and other stakeholders when and where appropriate, and working with our partners to ensure that schemes such as Bury Interchange support our regeneration plans and meet local needs.

We will use this Strategy to inform the work we are doing with Transport for Greater Manchester and the other nine Greater Manchester local authorities to update the GM2040 Transport Strategy and the supporting five-year Delivery Plan and meet Government's requirement for a new statutory Local Transport Plan 5 for the city-region by summer 2024.

We will develop a pipeline of unfunded schemes that we can feed into the GM2040 five-year Delivery Plan, which will be updated once the GM2040 Strategy has been updated.

We 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.

For more information on the Bury Local Transport Strategy or to view the full Strategy go to: [www.bury.gov.uk](http://www.bury.gov.uk)

### Councillor Eamonn O'Brien, Leader of the Council



“Our Strategy is ambitious and won't happen overnight, but if we are to deliver our ambitious growth and regeneration plans, creating the jobs and new homes we need, and to meet our target to be carbon neutral by 2038, we need a modern and truly integrated transport system that is safe and affordable and gives everyone a real choice of how they travel. ”

### Councillor Alan Quinn, Cabinet Member Environment, Climate Change and Operations



“Taking buses back under local control is a major step forward in delivering a truly integrated transport system that we can be proud of, but we also need more funding to invest in maintaining and improving our local road network as this is what connects us all to jobs, schools and health services. ”



For more information on the Bury Local Transport Strategy visit:

[www.bury.gov.uk/roads-travel-and-parking/bury-local-transport-strategy](http://www.bury.gov.uk/roads-travel-and-parking/bury-local-transport-strategy)



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Find out more about the Greater Manchester Transport Strategy 2040 visit:

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