

# Highways and Transportation

- Introduction
- Strategy, objectives and targets
- Policies and proposals
- HT1 - A balanced transportation strategy
- HT2 - Highway network
- HT3 - Public transport
- HT4 - New development
- HT5 - Accessibility for those with special needs
- HT6 - Pedestrians and cyclists
- HT7 - Freight

## Introduction

All uses of land generate movement of either people or goods and it is, therefore, essential that there is an efficient transport system available to ensure their convenient and safe movement. The social and economic well-being of Bury and its future development and prosperity are also dependent upon good transport and communications. Highways and transportation issues must, therefore, be a major component of any land use based plan.

Recent years have seen unprecedented growth in road traffic, not least attributable to the increased ownership and usage of private cars. This growth is forecast to continue beyond the Plan period and to date has been reflected in the general decline in public transport patronage, although Metrolink patronage in Bury has continued to increase since its introduction in 1992. This trend is further reflected in increased congestion on the highway network, slower journey times, increasing environmental pollution and the continuing unacceptably high level of road traffic accidents.

Although about two-thirds of the households in the Borough have access to a car, a substantial proportion of the population do not, especially the elderly, the disabled, those with special needs and young people. For them, public transport is vitally important, often providing in practice their sole means of transport. However, at the same time, public transport also has a positive role to play in affording an alternative means of transport for those who have their own transport and therefore have a choice in their mode of travel.

It is by attracting those who have such a choice to transfer to public transport, that a better balanced transport system can ultimately be achieved and the problems associated with the ever increasing use of private transport can be redressed. In this respect, the conversion of the Bury to Manchester railway to Metrolink, a modern, fast and efficient light rapid transit system, cannot be underestimated. The introduction of Metrolink is seen as possibly the most important step towards a balanced transportation strategy and its potential in that respect must be recognised in both the local and regional context.

The difficulties of establishing a balanced transportation strategy are reflected in the fact that the responsibility for, and the control of, the transport system rests with various public and private bodies, each with their own work programmes, priorities and differing sources of funding. The announcement of a greatly expanded motorway and trunk road programme in the Government White Paper "Roads for Prosperity" (May 1989), is one example of the way in which major transport initiatives were announced in isolation from initiatives in other transport sectors, e.g. public transport, rather than as part of an overall transport policy. Without reciprocal increases in investment or initiatives in other modes of transport as part of a total transport package, proposals of this type will only serve to create an even greater imbalance in the transport network, especially when carried out in isolation.

However, Central Government is now committed to dealing with these difficulties and the publication of the environment White Paper "This Common Inheritance" in 1990, set down the Government's commitment to supporting the principle of sustainable development.

Promoting sustainable transport systems is but one element of this, the objective of which must be to reconcile the need for efficient transport with the need to protect the environment. At the same time, the Department of Transport is now promoting and supporting a co-ordinated approach to transport investment through a package approach to the preparation of local authority Transport Policies and Programme (TPP) bids. This should in future ensure that transport investment is better co-ordinated and directed.

The UDP does, however, provide a vehicle for the promotion of policies and proposals which can seek to address this imbalance, albeit only at the local/district level. Government guidance on the contents of UDP's is given in PPG12 "Development Plans and Regional Planning Guidance", which states that UDP's "should include land-use policies and proposals relating to the development of the transport network and related services" and "should include an indication of the timescale and priorities for the proposed developments". Plans should also include "land-use policies and proposals related to the management of traffic (including the co-ordination of public transport services, the movement of freight, the control of car and lorry parking and the improvement of cyclist and pedestrian safety)".

In addition, PPG12 also provides guidance on the issue of energy conservation and the need for UDP's to take account of this in the location of new development. By directing new development to locations which reduce the need for car journeys and driving distances, or which permit the choice of using public transport, not only can energy conservation be improved, but vehicle emissions, especially greenhouse gases, can be reduced. At the same time, the provision of transport infrastructure will influence development patterns and must, therefore, be taken into account in UDP preparation. Guidance issued in PPG13 "Transport" reinforces these points by providing advice on the integration of transport and land use planning and on the need to reduce the growth in the length and number of motorised journeys and the need to travel.

There is, therefore, a need for a co-ordinated policy approach at all levels to the resolution of current problems and the guidance of future transportation development. The provision of a balanced and integrated transport network, based on a balanced transportation strategy, is required if the needs and aspirations of all sectors of the community and the travelling public in Bury are to be realised.

The policies and proposals in the UDP will support this aim and help the promotion of a balanced transportation strategy. They will also form the basis for the Council's bid for transport capital funding through the Greater Manchester package bid. This is essentially the Council's annual bid for national resources for expenditure on transport and it is upon the policies and proposals it contains that the Secretary of State for Transport decides the permitted level of expenditure on transport each year. The preparation of a Transport Strategy for the Borough will provide guidance for decision making at the local level and along with the UDP will also form the basis for future TPP submissions. As a land use based plan, the UDP is able to relate land use proposals to transport infrastructure and the policies and proposals in the Plan will endeavour to reflect that strategy, not least by seeking to concentrate employment, shopping and service uses in central locations accessible by public transport and by directing development to locations which can be adequately served by the existing transport infrastructure. However, only by a positive change in policy, not least at national level, can the present imbalance be successfully redressed.

## **STRATEGY, OBJECTIVES AND TARGETS**

### **Strategy**

The Strategy for the Plan is in accordance with Strategic Guidance, which advises of the need for an easily accessible and safe transport system, the maintenance and selective improvement of the present system, the provision of transport infrastructure to support existing land uses and service new development and the need to ensure that the public transport network continues to meet peak hour travel demand. In addition, the Strategy for the Plan also reflects guidance issued in PPG12 "Development Plans and Regional Planning Guidance" and PPG13 "Transport". These advise of the need to promote land use policies and proposals relating to the development of the transport infrastructure and the management of traffic, and also of the need to consider the relationship between development and the transport infrastructure in relation to both energy conservation and environmental objectives, not least the reduction of emissions of greenhouse gases and of the need to travel.

In defining its own Strategy for the Plan the Council has in turn identified the need for the Plan to provide for:

- the effective and efficient operation of public transport and the maximisation of the benefits to be derived from Metrolink;
- the promotion of the safety, convenience and mobility of vulnerable road users;
- the optimisation of the transport infrastructure in the location and density of new development;
- the promotion of measures to alleviate the detrimental effects of heavy trafficking on the Borough's roads; and
- the promotion of measures to minimise the environmental impact of traffic.

The Council has adopted a policy of supporting a balanced transportation strategy and this, together with the strategic aims outlined, will be a central theme of the UDP policies.

At the same time, Central Government is now clearly committed to the principle of sustainable development having made clear its intentions to work towards ensuring that development and growth are sustainable in environment White Papers, starting with "This Common Inheritance" in 1990. Promoting sustainable transport systems was also a key element of Agenda 21, agreed at the 1992 Earth Summit in Rio and transport and the environment will, therefore, be a prominent feature of future deliberations.

An effective transport system is essential for modern life, but whilst the growth in transport, particularly road transport, can be beneficial in many instances, it can have a major adverse effect on parts of the environment. The task, therefore, is the need to combine and balance the benefits which can accrue from an efficient transport system with the need to protect the environment and limit the environmental impact of traffic.

## **Objectives and Targets**

To achieve the broad aims for the highways and transportation policies set out in the Strategy, a number of more detailed objectives and targets have been identified below. Each of these objectives is listed, followed by the relevant targets. It should be noted that some of the targets may relate to more than one objective and where this occurs the target has been listed with what is felt to be the most appropriate objective.

### **Objective 1: To promote a balanced transportation strategy.**

- The integration of transportation and land use planning.
- The promotion of Metrolink as a viable alternative to private transport and the development of centres along Metrolink as public transport focal points.

## **Objective 2: To encourage the use of public transport.**

- The promotion of easy interchange between public and private transport.
- The co-ordination of bus and rail services.
- The development of new or enlarged station car parks.
- The construction of new railway stations.
- The promotion of bus priority and other highway measures aimed at increasing the efficiency and attractiveness of bus services.

## **Objective 3: To ensure that the highway network and car parking provision is appropriate to the objectives of a balanced transportation strategy.**

- The identification and implementation of highway improvement schemes.
- The provision of public car parks.
- The provision of car parking with new development.

## **Objective 4: To reduce environmental impact and pollution caused by traffic.**

- Minimising congestion and vehicle emissions by improving the flow of traffic.
- Implementing traffic management measures to reduce the impact of traffic, particularly in residential areas.
- Reducing the visual impact of parked vehicles in the street scene.
- Encouraging the transfer of freight from road to rail.

## **Objective 5: To ensure that all movement can be made safely and conveniently.**

- The reduction of conflict between different modes of movement, particularly between pedestrians/cyclists and motor vehicles.
- The implementation of highway improvement and traffic management schemes to segregate different modes of movement.

## **Objective 6: To reduce road traffic accidents.**

- Giving priority to highway improvement and traffic management schemes which maximise the reduction of road traffic accidents.
- Giving priority to measures designed to cater for those groups most at risk.

## **Objective 7: To ensure that the needs of pedestrians, cyclists, the mobility impaired and those with special needs are properly catered for.**

- The provision of safe, easy and unobstructed access to public transport and buildings.
- The reduction of conflict between motor vehicles and pedestrians, cyclists and other vulnerable groups.
- The increased segregation of different modes of movement.

## **POLICIES AND PROPOSALS**

The detailed development control policies and proposals concerning highways and transportation are presented below. Following each of the policies there is a reasoned justification. The appropriate general land use policies, or Part I policies, which can be found collectively in Part I of the Plan, are

included in this section preceding the relevant Part II policies. The reasoned justifications for these policies are also included here.

Although a number of detailed highways and transportation proposals are listed below, others may come forward during the Plan period in response to changing circumstances, which cannot presently be predicted. Provided that such additional proposals are consistent with the highways and transportation policies and are in general conformity with other policies and proposals in the Plan they will be looked on favourably.

### **HT1 - A BALANCED TRANSPORTATION STRATEGY**

**The Council will promote a balanced transportation strategy by ensuring that there is a co-ordinated approach to the formulation of policies and proposals for the alteration, upgrading or improvement of the transport network. This can be achieved by:**

- **implementing measures designed to increase the attractiveness of public transport as a viable alternative to private transport;**
- **facilitating better interchange between different modes of transport whether public or private;**
- **improving the accessibility of public transport to those travellers whose mobility is impaired;**
- **diverting road traffic, especially through traffic, onto major roads;**
- **improving the capacity of major roads by selective improvement, also aimed at reducing road traffic accidents.**

#### **Justification**

If the movement of people and goods is to be effectively and economically carried out, it is essential that the various elements or modes of movement are fully integrated and balanced to meet the differing needs within the community. A fragmented system will not resolve the problems of poor accessibility, congestion on the highway network, unreliability of public transport or the poor interchange between the various elements of the whole network.

This is an issue which is not confined to district boundaries, but relates to wider horizons. It is concerned with all aspects of transportation including financial resources and the management, operation and inter-relationship of different modes of transport. The UDP is, however, a district-based, land use plan setting out policies and proposals for the development of land. It cannot, therefore, have a direct influence on, for instance, policies and proposals in other districts or on the allocation of financial resources, though it should be aware of these.

In promoting a balanced transportation strategy, the Council must ensure that all the policies and proposals in the UDP are consistent with that aim. This can, however, only be achieved in transportation terms by promoting the continued maintenance, improvement and accessibility of the existing infrastructure.

This policy, therefore, seeks to ensure that decisions on the alteration, upgrading or improvement of the transport network are not taken in isolation, but in the light of the needs of the whole network and those who rely on it for movement of themselves or their goods by whatever mode. This policy will also ensure that the travel needs of the less privileged members of the community, who are unable to provide their own transport, continue to be met to a satisfactory level and standard and that a viable alternative exists for those who have a choice in their mode of travel.

The promotion of a balanced transportation strategy is supported by the Department of Transport through the package approach to TPP's, whereby the ten local highway authorities in Greater Manchester, together with the Greater Manchester Passenger Transport Authority, now submit a joint package bid for transport capital funding for the whole of Greater Manchester each year.

## **HT2 - HIGHWAY NETWORK**

The present highway network of roads, footpaths and associated infrastructure will be maintained and selectively improved. In particular, preference will be given to improvement schemes which seek to:

- improve road safety;
- improve the operation and therefore the attractiveness of the public transport network;
- improve or protect the economic viability of the Borough or local area;
- improve the flow of traffic;
- improve or protect the environment.

### **Justification**

Strategic Guidance for Greater Manchester clearly supports the continued maintenance and improvement of the present transport system, on the basis that any improvement to it would enhance rather than detract from the overall economic and environmental well-being of the area.

With limited capital resources for highway improvement, it is necessary to undertake highway or infrastructure improvements which will make the best use of the existing network. The priority for such improvement works will relate to those criteria listed in the policy so as to ensure that the benefits to be gained from the limited resources available are maximised in line with current thinking and guidance, particularly PPG12 "Development Plans and Regional Planning Guidance", PPG13 "Transport" and the Council's own Transport Policies and Programme (TPP) and Road Safety Plan.

### **HT2/1 - The Strategic Route Network**

**The Council has defined a Strategic Route Network. This will be maintained and selectively improved.**

#### **Justification**

The Strategic Route Network (SRN) comprises those roads, excluding motorways, which are considered to be of more than purely local significance. They, therefore, comprise the main corridors of movement both within and through the Borough and provide the vital links to roads of more regional significance. By ensuring that the SRN is adequately maintained and selectively improved, it will be possible to direct traffic, especially through traffic, onto it without the need in most cases to use local roads. The SRN is identified on the proposals map in accordance with guidance in PPG12 "Development Plans and Regional Planning Guidance".

### **HT2/2 - Improvements to the Strategic Route Network**

**The Council will undertake highway improvements and implement traffic management measures at selective locations on the Strategic Route Network.**

**The following locations have been identified for possible action, all exhibit problems of congestion, particularly at peak periods and especially at road junctions. Apart from resolving the traffic movement problems, the opportunity will be taken to improve pedestrian and cyclist movement and introduce measures designed specifically to reduce road traffic accidents.**

HT 2/2/1 - A676, Ramsbottom Town Centre (Bolton Street/Ramsbottom Lane).

HT 2/2/2 - A58 (Bury Bridge), Bury.

HT 2/2/3 - A58, Rochdale Road, Bury - widening between Angouleme Way and Bond Street.

HT 2/2/4 - A665, Blackburn Street/Spring Lane Junction, Radcliffe.

HT 2/2/5 - A56, Bury New Road/Church Lane/Stanley Road Junction, Whitefield.

### **Justification**

Road junctions are the greatest point of conflict between turning vehicles, pedestrians and cyclists on the highway network and are, therefore, the most likely source of road traffic accidents. They are also a significant cause of delay on the network and consequently the cause of traffic taking short cuts through residential or other areas with its adverse environmental impact. The maintenance and selective improvement of the present transport system is referred to in Strategic Guidance for Greater Manchester, but by concentrating the Council's limited financial resources on the improvement of road junctions on the Strategic Route Network the greatest benefit can be gained in terms of road safety, environmental protection of adjacent areas and traffic flows. Preference will be given to improvement schemes in accordance with the considerations listed in Policy HT2 and the Council's Transport Policies and Programme.

### **HT2/3 - Improvements to Other Roads**

**The Council will undertake minor highway improvements and implement local traffic management schemes where necessary to ensure the safe and efficient operation of all other roads in the Borough.**

**In particular, the Council will give priority to road improvement schemes which:**

- **contribute to road safety;**
- **improve the flow of traffic without necessarily encouraging increased traffic speed;**
- **facilitate the improvement or protection of the environment;**
- **enable bus services to operate more efficiently and over a wider area;**
- **encourage cycling and walking as alternatives to the use of private cars, particularly for local journeys.**

### **Justification**

Those roads not part of the SRN mainly serve as local/district distributors. These roads also suffer from problems such as congestion, resulting from on-street parking, poor servicing arrangements and environmental problems. In the older areas particularly, the street pattern is not designed to meet present day needs and the roads are of inadequate width.

Many of these problems can be overcome by minor highway improvements, better parking arrangements and traffic management schemes which will be implemented in accordance with the considerations set down in Policy HT2 and the Council's Transport Policies and Programme.

### **HT2/4 - Car Parking and New Development**

**The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.**

### **Justification**

The Borough's car parking standards for development control are set out in Appendix 4 of the Plan and are for the assistance of applicants in the submission of planning applications. Car parking provision and adequate servicing arrangements are needed to ensure the efficient operation of all new developments and to ensure that the car parking and servicing needs arising from a particular development do not adversely affect the safe and efficient operation of the highway network or the local environment. The standards reflect the Council's support for a balanced transportation strategy and guidance in PPG13 "Transport".

Car parking provision must also relate to the availability of public transport and should be set at a level which encourages the use of public transport. In accordance with PPG13 "Transport", local authorities "should adopt reduced requirements for parking for locations which have good access to other means of travel than the private car". This relates particularly to the Borough's main bus and Metrolink corridors and to the town and district centres, which are well served by public transport.

### **HT2/5 - Public Car Parks**

**The Council will seek to ensure that an adequate level of public car parking provision is made in the town and district centres, but will give priority to the provision of short stay parking.**

**The following sites have been identified for new car parking provision:**

#### HT2/5/1 - Land at Bolton Street/Irwell Street Junction, Bury (0.22 ha.).

This site will help to make up for the shortfall of spaces in the western part of the town centre and for the tourism/leisure requirements in the Castlecroft area.

#### HT2/5/2 - Land at Belle Vue Terrace, Bury (0.53 ha.).

This site is identified primarily to make provision for the parking requirement likely to be generated by the development of a site on Haymarket Street for office/shopping uses (see Economy Proposal EC5/1/5) and for the shortfall in this part of the town centre.

#### HT2/5/3 - The Rock/Rochdale Road, Bury (0.70 ha.).

The shopping section of the UDP identifies an Opportunity Site of 1.54 ha. at The Rock/Rochdale Road junction with potential for development for car parking and retail uses (See Shopping Proposal S3/1/10). The extent of this site in addition to the existing car park amounts to 0.70 ha.

#### HT2/5/4 - Land Adjacent to Fairfax Road Car Park, Prestwich (0.07 ha.).

The success of Metrolink has generated demand for additional long stay commuter parking in Prestwich. This site is a natural extension of the existing car park off Fairfax Road.

### **Justification**

The economic viability of any town or district centre depends largely upon its accessibility to those who wish to visit it for whatever purpose. It is known that most shopping trips in the Borough are made by car and that there is substantial demand for long stay parking for workers, particularly in Bury Town Centre.

So far as shopping trips are concerned, it is essential that the Borough is able to meet those parking demands if it is to remain economically viable and compete effectively with other centres in Greater Manchester. Priority will, therefore, be given to the needs of short stay parkers, but overall there is a need to strike a balance in parking provision between the need to ensure the economic viability of the town and district centres and the Council's wish to support a balanced transportation strategy.

### **HT2/6 - Replacement Car Parking**

**The Council will require all development proposals to make provision for the replacement of any car parking spaces lost as a result of the development in a location and manner to be agreed with the Local Planning Authority.**

### **Justification**

The economic viability of town centres, in particular, is dependent upon their ability to meet the needs of those who wish to visit the centre by car. This is especially true of short stay parkers who make up the majority of shopping trips to most centres. It is, therefore, essential that the level of parking provision is maintained and that new developments make provision not only for their own needs in accordance with Policy HT2/4, but also make provision for the replacement of any existing public or private car parking spaces lost as a result of the development.



There is also the need to maintain the level of parking provision outside town centres, not least in local shopping centres or in relation to specific developments which generate a substantial demand for car parking space. Where development proposals would, however, only result in the loss of a very small proportion of the available car parking space, or would not be detrimental to the overall car parking situation or the economic viability of the centre or development in question, the replacement of those spaces may not be required. It would, though, be necessary to consider the cumulative effect on the car parking situation of such losses incurred by incremental development.

### **HT2/7 - Lorry Parking**

**The Council will, where appropriate, support the provision of off-street lorry parking facilities, particularly where these would:**

- **reduce the environmental impact caused by lorries parked on the highway, especially in residential areas;**
- **improve road safety;**
- **assist the free flow of traffic.**

### **Justification**

The parking of heavy goods vehicles (HGV's) on the highway, especially in residential areas, is environmentally unacceptable and also, because of the sheer size of such vehicles, a potential road safety hazard in such locations for both pedestrians and other road users. In order to reduce the impact of such parking the Council will, where appropriate, support the provision of off-street lorry parking facilities and if necessary back these up with on-street parking controls. Night-time and Sunday waiting by HGV's is already prohibited on all roads in the Borough south and west of the M60 under the provisions of the Greater Manchester Urban Core Scheme 1983.

### **HT2/8 - Taxi and Private Hire Businesses**

**Proposals for taxi or private hire businesses will be looked upon favourably, providing that the following criteria are satisfied:**

- **adequate car parking facilities are provided for the needs of employees and vehicles used in connection with the business;**
- **it will not have an unacceptable adverse effect on the amenities of neighbouring residents or occupiers;**
- **it will not have an unacceptable adverse effect on the local highway network, in terms of road safety and traffic circulation in particular.**

### **Justification**

The use of taxis and private hire cars accounts for a substantial amount of passenger movement across a wide section of the community. The provision of operational bases for such businesses is, therefore, an important element of the transport infrastructure. However, they can often give rise to considerable problems in terms of their location and the levels of activity which they generate, particularly late at night and at weekends. The purpose of this policy is to set down criteria which will determine the acceptability of such business operations and their compatibility with neighbouring uses, and ensure the safe and efficient operation of the local highway network.

### **HT2/9 - Highways Agency Road Schemes**

**The Highways Agency has identified a number of major highway schemes as part of the national trunk road programme. The following scheme has been identified within the Borough:**

### **Justification**

It is a requirement of PPG12 "Development Plans and Regional Planning Guidance" that all major highway schemes listed in the national trunk road programme should be included in the Plan. The scheme referred to is the responsibility of the Highways Agency.

### **HT2/10 - Development Affecting Trunk Roads**

**Highway improvements may be needed to accommodate traffic generated by development. Applications for planning permission may be required to be accompanied by a thorough Traffic Impact Assessment (provided by the applicant) identifying the effect on the highway network of traffic generated by the development.**

**The Highways Agency will not oppose the grant of planning permission for development, providing that any traffic problems on its trunk roads can satisfactorily be overcome by the carrying out of highway works, which should be consistent with the role and function of the highway and ensure that the highway will adequately cater for forecast traffic flows, including increases associated with the development.**

### **Justification**

A Traffic Impact Assessment is required by the Highways Agency to identify whether or not a proposal is feasible in traffic terms, and to ascertain the necessity and scope for acceptable highway improvement works. The need for such an assessment is a matter for negotiation between the developer and the Highways Agency. Works may be required to protect the safety and efficiency of the trunk and local road networks. Any development must be satisfactorily integrated into, and co-ordinated with, the highway network. Any necessary highway improvements should be designed and implemented in line with current Government guidelines and the cost should be borne by the developer.

### **HT3 - PUBLIC TRANSPORT**

**The Council will encourage land use measures aimed at maintaining and increasing the use of public transport.**

### **Justification**

The Council is aware of the continuing growth in car ownership and usage and the adverse effects this has in environmental, economic and transportation terms. Increased usage of public transport will help to counter these problems, but the Council has no powers to control the operation of public transport. It can, however, assist in the more efficient operation of public transport services. By undertaking highway improvements or promoting bus priority measures aimed at increasing operational reliability, public confidence in bus transport can be raised. Similarly, schemes for new car parks and stations in relation to Metrolink can facilitate better integration of the transport network and further enhance the potential Metrolink affords, especially for travel to and across the Regional Centre.

Despite increasing car ownership many households still do not have access to a car and must consequently rely heavily on public transport. There are also many people who could quite easily use public transport as a viable alternative to the private car and who need to be encouraged to make use of public transport not least for journeys to work. To this end, the Council will support the policies of the Greater Manchester Passenger Transport Authority/Executive, which aim to maintain and enhance the existing public transport system and encourage its more widespread use.

At the regional level, the continued growth of Manchester International Airport is supported by the Council both in terms of its benefits to travellers from Bury and the spin-off in economic terms gained by the local economy from the presence of such a large airport in the region.

### **HT3/1 - Schemes to Assist Bus Movement**

**The Council, in pursuing a balanced transportation strategy, will promote and support measures to assist bus movement. In particular, the Council will encourage:**

- **highway improvement or traffic management schemes designed to assist bus movement so as to improve operational efficiency;**
- **the provision of lay-bys, bus turnrounds or other infrastructure designed to make bus operation more efficient and attractive to potential users;**
- **the introduction of bus priority measures at appropriate locations or along specific traffic corridors.**

### **Justification**

If the travelling public are to be encouraged or expected to make greater use of buses it is essential that services operate as efficiently as possible. In its role as Highway Authority, the Council can undertake minor highway improvements to facilitate easier bus movement or implement traffic management measures aimed at giving priority to bus movements.

No bus priority schemes have been identified to date (September 1994) and, therefore, none can be identified on the Proposals Map in accordance with the advice in PPG 13 "Transport". However, a bus priority study for Bury Town Centre and specified radial routes is currently being undertaken by the Greater Manchester Passenger Transport Executive in conjunction with the Council.

### **HT3/2 - Bus Services**

**The Council will, in conjunction with the Greater Manchester Passenger Transport Executive (GMPTE), seek to ensure that adequate bus services and infrastructure are provided in all parts of the Borough so that the needs of those persons wishing to travel to or from areas of existing or proposed development are met.**

**To assist in this the Council will seek to:**

- **identify those areas where infrastructure or highway improvements may be appropriate to improve the operation and attractiveness of bus services;**
- **promote development locational policies designed to improve accessibility to public transport and thereby encourage both the provision of bus services and their use;**
- **promote environmental improvements at bus stops and other passenger areas in the interests of passenger safety and visual amenity.**

### **Justification**

Although it is not the role of the Council to provide bus services, it will, wherever necessary, make approaches to the GMPTE with a view to ensuring that the best possible bus service is provided to serve the whole Borough, both on the basis of social need and in order to ensure an adequate alternative for those who have private cars. Because much of the population is dependent upon public transport as its sole means of travel, it is essential that bus services are provided to all parts of the Borough to serve all areas of development, both existing and proposed.

If the Council's aim of supporting an integrated and balanced transport system is to be achieved and public transport is to offer a viable and attractive alternative to the private car, the necessary infrastructure must also be provided to ensure the efficient operation of bus services and the availability of a safe and pleasant environment for all bus users. In this respect, the Council can assist in the identification of sites for bus turnrounds, lay-bys, interchange facilities or other

infrastructure, as well as seeking to improve the environment around bus stops and other passenger areas, for both safety and visual reasons.

PPG 13 "Transport" encourages the use of public transport as an alternative to the private car and it is intended that the measures put forward in this policy will encourage both the increased use of bus services and their provision by the bus operators.

### **HT3/3 - Design of Roads for Bus Routes**

**The Council will ensure that where appropriate the road layout in all new developments, especially residential developments, incorporates appropriate roads to a sufficient standard of design to accommodate bus services.**

#### **Justification**

If bus usage is to be encouraged it must also be made as conveniently available as possible by ensuring that bus routes can pass through all large areas of new development. This policy will ensure that bus services can be provided as close as possible to the potential customer and thereby afford a reasonable alternative to private transport. This policy is complemented by Housing Policy H2/2 - The Layout of New Residential Development.

### **HT3/4 - Schemes to Assist Metrolink**

**The Council will support the provision of new or improved stations and car parks on the Metrolink system.**

**The following sites have been proposed for the provision of a new station and car parks, which will increase the available park and ride facilities on Metrolink:**

#### HT3/4/1 - New Station and Car Park off Baron Street, Bury (2.05 ha.).

Occupies part of the site of former British Rail Depot and of the railway cutting leading to Bury Interchange. Planning permission has been granted in two phases.

#### HT3/4/2 - New Car Park at Whitefield Station (0.70 ha.).

The site comprises a former railway goods yard located between Whitefield Station and Whitefield Park.

#### HT3/4/3 - New Car Park at Prestwich Station (0.70 ha.).

The site, indicated on the Prestwich Town Centre Inset Map, is a gross area and includes land and infrastructure much of which would remain relatively undisturbed until such time as the proposal might proceed.

#### **Justification**

The provision of new or improved stations and car parks will encourage the increased use of Metrolink by both shoppers and commuters. It will make the system more accessible to the general public and encourage the transfer from private to public transport. The provision of such facilities will support the aim of achieving a more balanced and integrated transport system.

### **HT4 - NEW DEVELOPMENT**

**In considering the location of new or intensified development, the Council will encourage proposals which:**

- **support the principles of sustainable development;**
- **assist the implementation of a balanced transportation strategy;**
- **minimise the environmental impact of traffic.**

**In particular, new development will be encouraged where use can be made of public transport or spare capacity in the existing highway network, provided that this is also in accordance with other policies of the Plan.**

### **Justification**

The Unitary Development Plan is able to directly control land use allocations, and on the basis that all uses of land generate traffic, the Council can, therefore, seek to ensure that all new development is directed, as far as possible, towards locations where the existing highway network is able to accommodate traffic generated by the development or where there is an adequate public transport service. By guiding new development to locations which reduce the need for car journeys and the distances driven, or which permit the choice of more energy efficient public transport in accordance with PPG 13 "Transport", the adverse environmental effects of increased traffic will be minimised and the possible need for costly highway improvements avoided.

This policy should be read in conjunction with Policy HT2/10 - Development Affecting Trunk Roads.

## **HT5 - ACCESSIBILITY FOR THOSE WITH SPECIAL NEEDS**

**The Council will seek to improve accessibility, and the means of movement for the mobility impaired and those with special needs.**

### **Justification**

A large proportion of the population is mobility impaired, whether as a result of personal physical disability or because of the hindrance of a push chair, small children or some similar handicap. Whatever the cause, access into many buildings, onto public transport, or across land can be very difficult if not sometimes impossible. All persons should be able to reach their destination without undue difficulty and to this end the Council will seek to ensure that facilities such as ramped accesses, dropped kerbs, sufficiently wide doorways or other accesses are provided where they are considered to be appropriate or necessary.

Much has already been done to improve accessibility to public transport in Bury by the introduction of the "Ring and Ride" and "Localine" bus services, which are specially tailored to meet the needs of the mobility impaired. The further extension of these Passenger Transport Authority funded schemes will be encouraged.

### **HT5/1 - Access for Those with Special Needs**

**The Council will encourage the provision of satisfactory access to public transport, car parks, pedestrian areas and public and private buildings for the mobility impaired and those with special needs. This will be achieved by proposals which include:**

- **the provision of specially demarcated car parking spaces;**
- **ramped accesses in preference to steps in public and private areas;**
- **greater coverage of the Borough by the "Ring and Ride" and "Localine" services funded by the Greater Manchester Passenger Transport Authority;**
- **better design of buildings incorporating details such as wider and/or automatic doors.**

### **Justification**

Estimates indicate that up to 13% of the population suffers from some form of physical disability which impairs their movement. Add to these the large number of people whose movement is hindered by prams, pushchairs or other restrictions to movement and a measure of the scale of the problem can be envisaged. Implementation of this policy will ease the problems faced by these people and ensure equality of access to all land and buildings.

New development should use imaginative design solutions to provide access arrangements and facilities for these groups. In securing provision for disabled people attention is drawn to the statutory

obligations of the Chronically Sick and Disabled Persons Act 1970 and the British Standards Institution's Code of Practice, BS 5810: 1979 "Access for the Disabled to Buildings".

However, planning control is limited in this context and when access considerations are not covered by the Building Regulations or other legislation, they should be resolved by negotiation with the developer. In this respect, it is also recommended that developers acquaint themselves with the provisions of the Disability Discrimination Act 1995.

## **HT6 - PEDESTRIANS AND CYCLISTS**

**The Council will seek to provide new and improved facilities for pedestrians and cyclists.**

### **Justification**

Although cycling accounts for a relatively small proportion of all journeys, it is none the less important if the transport aspirations of the whole community are to be recognised and a balanced transportation strategy encouraged. Pedestrian movement, however, occurs with all modes of transport at some stage and amongst all age groups.

The importance of existing, or the provision of new facilities for cyclists and pedestrians will, therefore, be encouraged and, at the same time, made safer and more convenient for all users. This will also encourage cycling and walking as alternatives to the use of the private motor car for some journeys in accordance with PPG 13 "Transport".

The maintenance and improvement of access to the countryside for cyclists and pedestrians is dealt with in Recreation and Tourism Policies RT3/3 (a) and RT3/4. Other policies concerned with the improvement of facilities for pedestrians and cyclists are Policies HT2/2, HT6/1, HT6/2 and HT6/3.

### **HT6/1 - Pedestrian and Cyclist Movement**

**The Council will seek to ensure that pedestrians and cyclists are able to move safely and conveniently. This can be achieved by:**

- **eliminating points of conflict between pedestrians/cyclists and motor vehicles;**
- **providing direct and convenient routes;**
- **ensuring that routes are well lit and clearly signed;**
- **extending pedestrian areas, especially in Bury town centre and other district or local centres, where appropriate;**
- **ensuring that all proposals for development recognise the needs of pedestrians and cyclists;**
- **making exemptions for cyclists in Traffic Regulation Orders and pedestrianisation schemes, where appropriate;**
- **providing secure cycle parking and identifying cycle routes, including recommended routes and cycle lanes through busy urban areas, where appropriate.**

### **Justification**

It is acknowledged that pedestrians and cyclists are most at risk from personal injury as a result of road traffic accidents. By creating new or upgrading existing pedestrian/cycle routes and providing cycle lanes, the number of accidents can be reduced and the environment for these groups substantially improved. The introduction of traffic calming measures, especially in town centres and residential areas, can have significant benefits. The improvement or provision of facilities for pedestrians and cyclists is also dealt with under Recreation and Tourism Policy RT3/4, Highways and Transportation Policies HT2/2, HT6/2, HT6/3 and Town Centre Policy TC1/2.

The preparation of a Transport Strategy for the Borough will guide the preparation of detailed policies for cycling facilities.

## **HT6/2 - Pedestrian/Vehicular Conflict**

The Council will take action, as appropriate, to reduce pedestrian/vehicular conflict through measures which include:

- **pavement widening/realignment;**
- **pedestrianisation schemes;**
- **improved pedestrian crossing facilities;**
- **proposals designed to reduce traffic speed;**
- **provision of clearly signed pedestrian routes.**

### **Justification**

Pedestrians are amongst the most vulnerable section of the community in terms of road traffic accidents. Such accidents have been increasing in recent years and in 1990 represented over half of all road traffic fatalities in Bury. There are many points of conflict between pedestrians and vehicles which could be identified for possible action, but the problem is probably greatest in town centres where there are large numbers of both pedestrians and vehicles.

Measures which will help to reduce this conflict and create a safer and more pleasant environment for pedestrians will be supported. Such measures can range from complete pedestrianisation to partial segregation. The measures considered appropriate to any situation must be determined on site in the light of local circumstances. Various locations will come forward for consideration in this respect during the Plan period and these will be dealt with as appropriate. However, in considering specific policies and proposals for the Borough's town centres, various locations have come to light for consideration in this respect. These locations are identified on the Town Centre Inset Maps and are referred to in Town Centre Policy TC1/2. In addition, Policy HT2/2 identifies locations where opportunities for improved pedestrian facilities might be included as part of improvements to the Strategic Route Network.

### HT6/3 - Cycle Routes

The Council will give consideration to the establishment of designated cycle routes. The following areas are presently identified as having potential for defined cycle routes:

#### HT6/3/1 - The Kirklees Valley.

A route linking Bury Town Centre and Greenmount primarily along a former railway line.

#### HT6/3/2 - Former Bolton to Bury/Radcliffe Railway Line.

Routes from Bradley Fold to Bury and from Bradley Fold to the Manchester, Bolton and Bury Canal in Radcliffe along a former railway line.

#### HT6/3/3 - The Roch Valley.

A route from Springwater Park in the Irwell Valley along the valley of the River Roch to link with the Ashworth Valley in Rochdale. For a part of its length the proposed route lies within the Borough of Rochdale and is, therefore, not shown on the Proposals Map.

#### HT6/3/4 - The Irwell Valley south of Bury Town Centre.

This route follows the canal tow path and a former railway line linking Prestwich Forest Park with Radcliffe and Bury Town Centres.

### **Justification**

The provision of cycle routes in the locations identified would create a cycle route almost the whole length of the Borough and would facilitate links to existing defined cycle routes, particularly in the West Pennine Moors area. At some points the routes will be shared with walkers and horse riders. By providing defined cycle routes as part of a Transport Strategy for the Borough it is hoped that cycling

can be encouraged both for recreational purposes and for journeys to work and school as an alternative to the use of private motor cars (See also Recreation and Tourism Policy RT3/4).

These routes will be safeguarded and any development which would prejudice their establishment or use will not be permitted. In implementing this policy the Council will ensure that, where appropriate, both new footpaths and improvements to existing footpaths take account of the need to minimise conflicts between different user groups. The Council will ensure that both reclamation schemes and new development proposals along the proposed recreation routes make satisfactory provision for public access. The improvement or provision of facilities for cyclists is also considered under Policies HT2/2 and HT6/1.

## **HT7 - FREIGHT**

**The Council will support measures which encourage and facilitate the transfer of freight from road to rail.**

### **Justification**

Almost 90% of inland freight movement in Britain was made by road in 1988 and goods vehicle mileage continues to grow. This is a major contributor to increasing road congestion and environmental and atmospheric pollution. By supporting measures which will encourage the transfer of freight from road to rail, the Council can make a positive contribution towards reducing the detrimental effects of road traffic. Furthermore, the relaxation of trade barriers within Europe and the opening of the Channel Tunnel in 1993 also afford great potential for increased trade with the rest of Europe, where there is already a greater emphasis on the movement of freight by rail.

This policy will help to ensure that this potential is not lost and that the environmental impact of increased freight traffic is minimised.

### **HT7/1 - Freight Facilities**

**The provision of facilities for the transfer of freight from road to the East Lancashire Railway will be supported at appropriate locations in response to demand from industrialists and other users.**

### **Justification**

The proposed extension of the East Lancashire Railway with the construction of the Heywood Link from the centre of Bury to Heywood and the proposed freight facilities in and around Heywood Business Park in particular, will afford direct access for freight traffic to the national rail network.

Proposals for freight transfer facilities in connection with the East Lancashire Railway will be considered in respect of their environmental implications for both the immediate and also the wider area.

The protection of the line of the Heywood Link is essential if the East Lancashire Railway is to have a role in freight transport. This protection is afforded by Recreation and Tourism Proposal RT4/6/4.