

Annex 2

Bury Metropolitan Borough Council



Linkages to Bury's Unitary Development Plan

Timetable for review of Bury UDP

A2.1 The timetable envisaged for the review of the Bury UDP is:

- **Issues Paper** Summer/Autumn 2000
- **Strategy and Spatial Framework** Winter 2000/2001
- **1st Stage Deposit Plan** Winter 2001/2002

Location of development

A2.2 This is identified as follows:

- **Allocations** – the current Bury UDP was developed to promote a balanced transportation strategy, together with encouraging urban regeneration and sustainable development. Allocations, therefore, reflected these guiding principles in terms of concentrating on the existing urban area and focusing on sites within or immediately adjacent to existing centres or sites highly accessible by public transport for high intensity uses such as retailing and employment (particularly B1/office uses). It is envisaged that this approach will be reinforced in the Review UDP in the light of emerging Government and Regional Planning Guidance which is now focusing even more sharply on urban renaissance, sustainable development and reducing the need to travel and use the car.

- **Sequential Tests** – in promoting more sustainable patterns of development the existing Bury UDP sought to locate development within the existing urban area and more specifically within existing centres where appropriate as indicated above (viz. shopping and offices). This approach and the use of sequential tests to ensure priority is given to existing urban areas and particularly brownfield sites is now becoming established practice and will, therefore, be fundamental to the Bury UDP Review. The "sequential test" approach will be used in bringing forward site allocations and will also be used in drawing up criteria based policies against which future development proposals will be assessed.

- **Public Transport Accessibility Criteria** – the existing Bury UDP attempted to take into account public transport accessibility by making a number of allocations to take advantage of town centre locations (areas with high levels of public transport accessibility) and locations along transport corridors, for example, close to Metrolink stations. However, it is recognised that the UDP Review will need to develop a wider range of policies to deal with public transport accessibility. For example, housing policies will possibly need to reflect calls for higher densities and reduced car-parking provision in areas with good public transport accessibility.

Parking standards

A2.3 The existing Bury UDP incorporates car parking standards. However it is recognised that these will need to be reviewed in the light of emerging Government and Regional guidance and the setting of maximum standards.

Travel Plans/developer contributions

A2.4 The existing UDP makes reference to developer contributions being used to assist public transport, cycling and walking, but it is recognised that this aspect of the UDP will need to be reviewed and expanded in the light of emerging Government guidance.

A2.5 Reference to Travel Plans is not specifically covered in existing UDP policies but is an issue to be picked up in the UDP Review to reflect and build on work currently underway to promote such initiatives. The Council has made some progress in developing its own travel plan initiative and progress has been made at Fairfield Hospital with the introduction of a staff survey.

Role as Highway/Planning Authority

Car parking

A2.6 The Council supports the Greater Manchester policy of encouraging short stay parking in town centres with long stay parking located on the periphery. This complements Council policy on transport and sustainability. The Council conducts an annual review of the split between long-stay and short-stay spaces, and the scale of charges in force. There is an exemption from charges for holders of a disabled drivers badge provided they are parked in a designated disabled drivers parking space. A feasibility study into the adoption of decriminalised parking enforcement powers has been completed with implementation scheduled for January 2003 subject to Council approval.

Other measures

A2.7 The authority is pursuing a number of measures to meet LTP objectives which assist in delivering an integrated, sustainable transport system for the Borough. It will seek to maximise available funding by working closely with the private sector, voluntary organisations, agencies or other appropriate organisations. The major initiatives are:

Quality Bus Corridors

A2.8 As part of the delivery of the Greater Manchester Quality Bus Corridor proposals, there are two corridors in Bury. These are:

- **A56/A665 Bury-Salford-Manchester**
- **A58 Rochdale-Bury-Bolton**

A2.9 The A56/A665 QBC is being promoted by a partnership including Bury, Manchester, Salford, GMPTE, and First Manchester, the major bus operator in this corridor. Public consultation at the Area Board level has been undertaken on the initial proposals. Full public consultation on outline proposals will be undertaken in September 2000 with a view to its implementation from April 2001.

A2.10 The QBC is a major component in the multi-million pound redevelopment of the Elms Shopping Precinct in Whitefield and the Longfield Shopping Centre, Prestwich. It will also form an integral part of the Bury Town Centre Traffic Management Scheme which seeks to reduce through traffic in the Town Centre thereby improving access to and egress from the Interchange and improve safety for pedestrians. This scheme is complementary to the park and ride facility at Buckley Wells (see Section A2.12).

A2.11 The A58 Rochdale-Bolton Corridor will be included in a future phase of the QBC programme.

Bury MBC

Metrolink

A2.12 The Council supports the improvement and development of the Metrolink network and, in conjunction with the GMPTe and Serco Metrolink, is currently progressing a number of initiatives. These include:

- **Station improvements** *It is recognised that most of the station structures on the Bury line are very old and in need of repair/renovation/demolition/replacement*
- **Improvements to station car parks to improve capacity** *Such facilities are essential to the further development of Metrolink services*
- **The provision of secure cycle parking at stations or on platforms at Bury, Radcliffe, Whitefield, and Prestwich**
- **New station at Buckley Wells** *This would be a park and ride facility to replace the existing car park at Bury Interchange which would reduce the need for traffic to enter the town centre, and would complement the Town Centre Traffic Management Scheme. It would also significantly increase safety for children travelling to secondary schools located adjacent to the Town Centre*
- **Enhancements to the Metrolink entrance in the Interchange** *This will include improved lighting, lift facilities, the possibility of a ramped access to the platform and improved signposting*

The East Lancashire Railway/East Lancs Rapid Transit Proposals

A2.13 In the last 12 months the East Lancashire Railway Trust has made considerable progress in its objective of opening an extension of its current operation to Heywood. In addition to extending its own services this will give the ELR a connection (to passenger standards) to the main railway network at Castleton. It will also create the opportunity for rail operators to extend their future local or Trans-Pennine services to Heywood, Bury or Rawtenstall. This is supported by the Greater Manchester PTE which will include such proposals in forthcoming refranchising tender documents. The East Lancashire Partnership, Lancashire County Council and Rossendale Borough Council have followed up their recently completed East Lancashire Rapid Transit Study with a more detailed study of the following two corridors:

- **North East Lancashire to Manchester and Bury via Rossendale**
- **Bacup to Manchester via Rochdale or Bury.**

A2.14 This study, which is also supported by Bury and Rochdale Councils, recommends extending rail services from the main rail system at Castleton to Heywood, Bury or Rossendale, and concludes that the most cost effective option for longer distance commuting into Manchester from south-east Lancashire is the development of the current X43 bus service by utilising the proposed Quality Bus Corridor between Bury and Manchester. It also recommends a new Metrolink station be constructed at Buckley Wells to meet current and potential local demand (see Section A2.12).

A2.15 The opening of the Heywood extension increases the potential for transporting freight by rail. The line passes a distribution depot in Rochdale, which was formally rail served, whilst a number of business locations on the Bury to Rawtenstall line have been identified as having potential for rail freight traffic.

Walking and cycling

A2.16 Implementation of schemes through the Bury Cycling Strategy, adopted in September 1996, continues. Since 1996 over 26 kilometres of cycle lanes have been introduced and cycle facilities have been implemented at 19 traffic signal junctions providing 50 advanced stop lines for cyclists, shared footways and subways, and a toucan crossing. District Centres all have formal cycle parking available. During the last year, two new 'off road' sections of the National Cycle Network through Bury have been constructed, funded by the North West Development Agency, the Pilsworth Environmental Company and the Countryside Agency. Leaflets continue to be published which promote cycling. All these will complement the new Greater Manchester Cycling Strategy.

A2.17 The Council is to develop a Strategy for Walking as it recognises that this mode of travel needs a much higher public profile if it is to play a much greater role in a developing integrated public transport network. This will complement and provide further detail for the Greater Manchester Walking Strategy.

School Travel Programme

A2.18 The Council is developing a school travel programme through its School Travel Strategy. Following a study by consultants in 1999, in which five schools were identified for detailed study, a sixth has been added which is keen to develop safer ways to school, including the possibility of a walking bus. A range of measures for these schools, and for future phases, is being considered by the Council's newly formed School Travel Co-ordinating Group which includes representatives from Engineering, Education, Police, Health Authority and Passenger Transport Executive and these will be prioritised in a school travel programme of works.

Details of existing SRB or similar initiatives

SRB

A2.19 Some £6.443 million is being spent on the SRB 3 Borough-wide initiative 'Developing the Leading Edge' over a seven year period, with over £40 million of complementary investment from public and private resources anticipated. It is a multi-agency programme which aims to improve the competitiveness of small and medium-sized enterprises, focusing particularly on Bury's manufacturing and production activities with matched incentives worth £250,000 annually for local businesses. The programme offers a strong focus for environmental improvements with assistance from the Groundwork Trust. Bury's SRB 5 Programme, the "East Bury Initiative", commenced in April 1999 and is a seven year £5.05 million programme of regeneration activity targeted in Bury's most significant pocket of deprivation. It will stimulate investment in the urban fabric, directly address ill health resulting from a poor lifestyle and adverse environmental conditions. It should attract an additional £30 million from other public and private sector sources. This project will remove traffic conflicts within targeted residential areas of East Bury. This will be achieved through a series of community agreed re-routing and traffic calming measures.

Other initiatives

A2.20 The East Ward Regeneration Project is a corporate area-based regeneration initiative. It is taking a holistic approach over a wide area, with the aim of achieving sustainable regeneration by addressing public sector and private sector housing, education, traffic, crime and vandalism, the environment, and training and employment. Although not accepted by DETR as a National Home Zone pilot, schemes arising from the traffic study in the area will have regard to Home Zone principles. Resources for the project have come from a number of sources including Capital Receipts, SRB 5, Public Sector Housing Investment Programme, Private Sector Renewal Support Grant and Health Action Zone.

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Programme of measures

A2.21 Bury does not have any major schemes in its five-year programme. It is committed, therefore, to a minor works programme which meets LTP objectives. The schemes identified in Table A2.1 below have been selected to meet one or more of the following criteria:

- to provide safe facilities and increase the proportion of cycle and pedestrian journeys
- to reallocate road space to public transport, pedestrians and cyclists
- to provide a secure environment by identifying concerns for personal security of vulnerable road users
- to improve the attractiveness of town centres
- to encourage the development of town centres
- to improve public transport routes
- to increase the accessibility of the public transport network for people with mobility difficulties
- to provide secure parking for cars to reduce the opportunity for vandalism and theft
- to provide good road signing as a fundamental tool in the efficient management of the Boroughs highway network

Table A2.1: Implementation programme

| Scheme name | Type | 2001/02 | 2002/03 | 2003/04 | 2004/05 | 2005/06 |
|---|-----------------------|------------|------------|------------|------------|------------|
| Local Safety Schemes | | | | | | |
| Rolling Programme of Local Safety Schemes | Local safety | 415 | 415 | 415 | 415 | 415 |
| DETR JIFVRU Trial Sites | Local safety | 0 | 0 | 0 | 0 | 0 |
| Minor Works Schemes | | | | | | |
| Implementation of Cycling Strategy for Bury | Cycling | 85 | 99 | 99 | 99 | 99 |
| Rolling Programme Bury Town Centre Strategy | Traffic management | 80 | 100 | 100 | 100 | 100 |
| Market Street - Bus Priority | Bus priority | 7 | 0 | 0 | 0 | 0 |
| Bus Priority Measures | Bus priority | 0 | 0 | 0 | 0 | 0 |
| Disabled Persons Access Pedestrian Measures | New crossing facility | 7 | 15 | 15 | 15 | 15 |
| Environmental Traffic Calming | Congestion measure | 40 | 50 | 50 | 50 | 50 |
| Preparation of LTP | Other scheme | 25 | 25 | 25 | 25 | 25 |
| Residual Payments on Old Schemes | Other highway works | 20 | 20 | 20 | 20 | 20 |
| Safer Routes to School Programme | Pedestrianisation | 30 | 65 | 100 | 100 | 100 |
| Decriminalisation Parking Enforcement | Congestion measure | 80 | 0 | 0 | 0 | 0 |
| PRN Signing | Signing | 35 | 35 | 0 | 0 | 0 |
| | SUB-TOTAL | 824 | 824 | 824 | 824 | 824 |
| Further Minor Works (additional 20%) | | 164 | 164 | 164 | 164 | 164 |
| | TOTAL | 988 | 988 | 988 | 988 | 988 |

A2.22 Should an additional 20% in resources be forthcoming from the Autumn 2000 Comprehensive Spending Review this will be used to accelerate the above programme.

Maintenance and Bridges

Bridge assessment and strengthening

A2.23 Due to the increase in traffic levels and loadings, the ageing stock of highway structures is deteriorating. In order to maintain them and not prejudice the efficiency of the highway network a high level of investment is required.

Table A2.2: Bridge assessment and condition

| | |
|--|----------|
| Outstanding Assessments | 0 |
| Remaining weak structures on PRN | 2 |
| Remaining weak structures on other principal roads | 3 |
| Remaining weak structures on other roads | 4 |
| Total | 9 |

A2.24 If that investment is not made, the condition of the bridges stock will further decline leading to traffic diversions or restrictions in the load carrying capacity of the network.

A2.25 The overall state of the Authority's bridges is slowly improving. This is a consequence of schemes undertaken over the last several years that have concentrated on structures located at strategic points on the highway network.

A2.26 Within Bury MBC, there are no outstanding principal inspections and assessments of bridges. It is important, however, that the inspection and assessment of all highway structures is continued to enable the early detection of any possible defects which can then be dealt with efficiently and economically. Also, every year more structures are identified as belonging to the Council and some of these require inspections and assessments to determine their initial state of repair.

Table A2.3: Bridge assessment and strengthening programme

| Scheme name | 2001/02 £000s | 2002/03 £000s | 2003/04 £000s | 2004/05 £000s | 2005/06 £000s |
|--|------------------|------------------|------------------|------------------|------------------|
| Tottington Road & Walshaw Road Bridges, Bury | 5 | 0 | 0 | 0 | 0 |
| A58 Bolton Rd Culvert/ Woodhill Mills Bridge, Bury | 5 | 0 | 0 | 0 | 0 |
| High Street Retaining Wall, Bury | 3 | 0 | 0 | 0 | 0 |
| A56 Peel Way Bridges, Bury | 50 | 0 | 0 | 0 | 0 |
| Peel Bridge, Ramsbottom | 205 | 5 | 0 | 0 | 0 |
| Bridge Assessments | 30 | 30 | 30 | 30 | 30 |
| A56 Bury Loop & Leicester Road Bridges, Bury | 250 | 200 | 0 | 0 | 0 |
| A56 Manchester Rd / Knowsley Street Bridges, Bury | 95 | 140 | 10 | 0 | 0 |
| A56 Blackford Bridge, Bury | 160 | 200 | 10 | 0 | 0 |
| A58 Heap Bridge / A56 Pigs Lee Bridge, Bury | 149 | 327 | 10 | 0 | 0 |
| Masonry Parapets Strengthening | 150 | 150 | 200 | 200 | 200 |
| Retaining Wall Strengthening | 200 | 200 | 250 | 300 | 400 |
| Other Bridge Strengthening | 200 | 250 | 250 | 300 | 400 |
| A665 Bradley Fold Bridge, Radcliffe | 0 | 0 | 180 | 170 | 100 |
| A58 Moorgate/ Whitehead Culverts, Bury | 0 | 0 | 232 | 202 | 100 |
| Warth / Hardy's Gate Bridges, Radcliffe | 0 | 0 | 280 | 250 | 10 |
| Florence Nightingale Bridges, Bury | 0 | 0 | 50 | 50 | 262 |
| Total | 1502 | 1502 | 1502 | 1502 | 1502 |

Bury MBC

Culverts, retaining walls and masonry parapets

A2.27 Many of the culverts constructed at the beginning of the last century are now reaching the end of their design life. A collapse could cause severe disruption or endanger highway users and, therefore, an increased level of inspection is needed to ensure health and safety is not compromised. Similarly, the many miles of dry stone walls built during the expansion of Bury are in need of inspection and maintenance to prevent danger to highway users from collapse. It is this Council's opinion that this action is necessary even though the structures are not registered as belonging to the Authority. A large number of the Authority's structures incorporate masonry parapets, many of which are showing signs of distress particularly due to cumulative thermal expansion effects. In light of recent changes in the accepted criteria for assessment of masonry parapets, it is appropriate to re-assess many of the parapets on Bury's bridges, especially those on major roads, with a view to undertaking remedial works.

Maintenance of the Principal Road Network

A2.28 The 62 kilometres of Principal Roads in the Borough were fully surveyed by deflectograph and SCRIM in 1999, and whilst the results are not yet available, previous surveys indicated a general need for strengthening by way of a 50-75mm overlay on approximately 40% of the carriageway length with other areas requiring thicker overlays or reconstruction. Some 18.8% show a zero residual life, with a further 12% having a residual life of less than five years. The skid resistance on up to 50% of the carriageway area was at, or below, investigatory level.

A2.29 Refurbishment priorities are compiled from deflectograph, SCRIM, annual site assessments and the development of designated Quality Bus corridor routes, freight routes, bridge repairs and traffic management initiatives. The UK Pavement Management System (UKPMS) will be implemented in 2001/02.

A2.30 An element of footway refurbishment is included in the programme in order to allow resurfacing and strengthening works on the highway to be undertaken. Many of the untreated lengths of carriageway will require extensive patching to retain their integrity through the programme period.

A2.31 In 1992 a ten year programme was produced for the refurbishment of the Principal Road Network. Despite works being carried out annually the programme stood at 12 years in 1999, due both to the continued deterioration of the network and as a result of a continued low level of allocation received.

A2.32 If additional funding was to be made available it would be possible to bring planned schemes forward from later years and so make positive inroads into the maintenance backlog.

A2.33 National Best Value indicators will be used to monitor progress together with local indicators established to suit the Authority's particular circumstances.

Table A2.4: Principal Road Structural Maintenance (£000s)

| Principal Structural Road Maintenance | 2001/02 | 2002/03 | 2003/04 | 2004/05 | 2005/06 |
|--|----------------|----------------|----------------|----------------|----------------|
| HRA Patching/Overseal Banding | 78 | 95 | 97 | 79 | 68 |
| Principal Road Assessment | 20 | 20 | 20 | 20 | 20 |
| A665 Water Street, Radcliffe Ainsworth Road to Pilkington Way | 109 | | | | |
| A665 Bury Old Road, Prestwich Cuckoo Lane to Heywood Road | 197 | | | | |
| A56 Whalley Road, Ramsbottom Pack Horse to Bury New Road | 210 | | | | |
| A676 Ramsbottom Road, Tottington No 60 to Bolton Boundary | 124 | | | | |
| A6053 Bury Street, Radcliffe Eton Hill Road to Dumers Lane | 102 | | | | |
| A665 Bury Old Road, Prestwich Orange Hill Road to Whittaker Lane | 148 | | | | |
| A6053 Cross Lane, Radcliffe Bury Road to Eton Hill Road | | 196 | | | |
| A665 Bury Old Road, Prestwich Whittaker Lane to Scholes Lane | | 200 | | | |
| A665 Bury Old Road, Prestwich Heywood Road to Orange Hill Road | | 158 | | | |
| A6044 Sheepfoot Lane, Prestwich Meade Hill Road to Bury Old Road | | 161 | | | |
| A56 Manchester Road, Bury Tennyson Avenue to Hampson Mill Lane | | 158 | | | |
| A667 Ringley Road West, Radcliffe Wood Street to Outwood Road | | | 244 | | |
| A56 Manchester Road, Ramsbottom No 366 to Bass Lane | | | 215 | | |
| A56 Manchester Road, Bury Crossfield Street to Hollins Brow | | | 91 | | |
| A676 Bolton Road, Tottington Holcombe Road to Loe Bank | | | 184 | | |
| A56 Bury New Road, Whitefield Moss Lane to Sefton Street | | | 137 | | |
| A676 Bolton Road, Tottington Loe Bank to No217 | | | | 174 | |
| A56 Bury New Road, Prestwich Scholes Lane to Kings Road | | | | 168 | |
| A56 Bury New Road, Prestwich Butterstile Lane to St Mary's Road | | | | 175 | |
| A56 Bury New Road, Whitefield No 401 to Rufford Drive | | | | 119 | |
| A56 Manchester Road, Bury Hampson Mill Lane to Crossfield Street | | | | 97 | |
| A6053 Spring Lane, Radcliffe Blackburn Street to Bury Road | | | | 156 | |
| A56 Manchester Road, Bury No 401 to Sunnybank Road | | | | | 178 |
| A56 Whalley Road, Ramsbottom Church Road to Pack Horse | | | | | 139 |
| A665 Radcliffe Moor Road, Radcliffe Turks Road to Porchester Drive | | | | | 125 |
| A6053 Stopes Road, Radcliffe Bolton Road to Boundary | | | | | 134 |
| A667 Ringley Road, Radcliffe Outwood Road to Old Hall Lane | | | | | 162 |
| A6044 Sheepfoot Lane, Prestwich Meade Hill Road to Middleton Road | | | | | 162 |
| TOTAL | 988 | 988 | 988 | 988 | 988 |

Bury MBC

Revenue

A.2.34 The allocation of TSG and SCA funding over recent years has, to some extent, enabled the underfunded revenue resources to be concentrated upon the other classified and unclassified road infrastructure and as such the revenue and capital programmes have become intrinsically linked. The introduction of UKPMS to non-principal roads will assist with identifying areas of need.

Table A2.5: Transport Revenue Expenditure

| Revenue Expenditure | 2000/01 £000's |
|--|-------------------|
| Structural maintenance | 1568 |
| Street lighting maintenance | 768 |
| Street lighting energy | 390 |
| Cyclic maintenance | 1735 |
| Winter maintenance | 236 |
| Bridges/Structures maintenance | 189 |
| Traffic management and safety | 21 |
| Urban Traffic Control | 218 |
| Greater Manchester Transportation Unit | 50 |
| Road Safety education | 121 |
| School Crossing Patrol Service | 329 |
| Car parking | 1009 |
| Insurance | 549 |
| Total | 7183 |