

Draft Bolton Transport Strategy

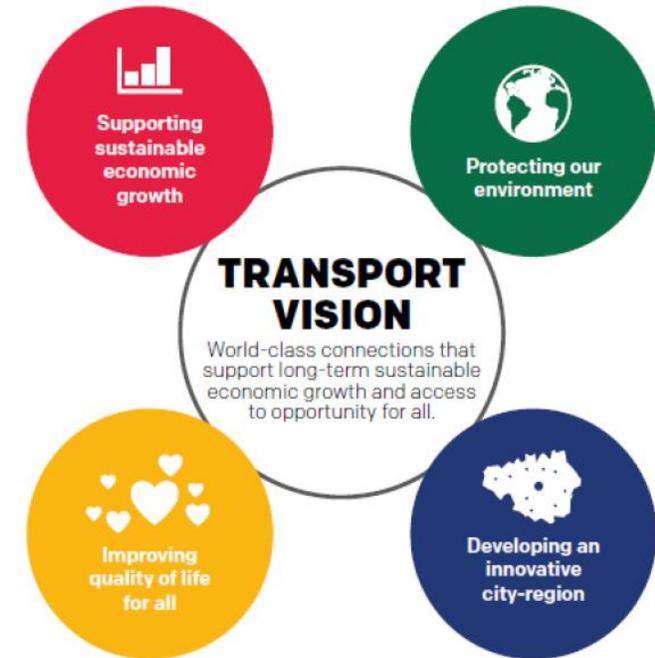
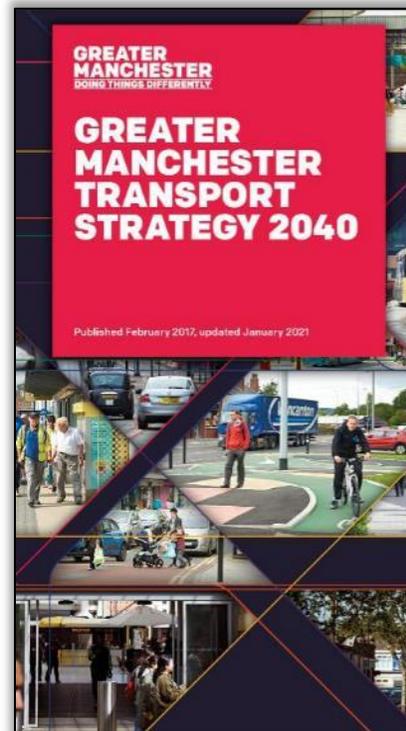


EXECUTIVE SUMMARY: GREATER MANCHESTER TRANSPORT VISION

The Bolton Transport Strategy is a strategic plan for the development of transport within the Borough, outlining how transport will contribute to and support the longer-term aspirations for growth. The priorities extend to transport services across the Greater Manchester city-region. The Bolton Transport Strategy aligns with the vision set out in the Greater Manchester 2040 Transport Strategy (GM2040). We will work with TfGM and our neighbours towards the 'Right Mix' target for half of all trips to be made by public transport, walking, wheeling, or cycling by 2040.

Bolton Transport Strategy identifies our local priorities that we want to bring forward with our regional partners, and which will inform the update to the Greater Manchester Transport Strategy Delivery Plan.

BOLTON TRANSPORT STRATEGY



Source: TfGM

EXECUTIVE SUMMARY: THE VISION FOR BOLTON

Our overall goal is to see Bolton reach its Vision of becoming Active, Connected and Prosperous. A great place to live, work visit or study. Bolton in 2030 maximises the strengths of its assets: its people, businesses, institutions, and communities.

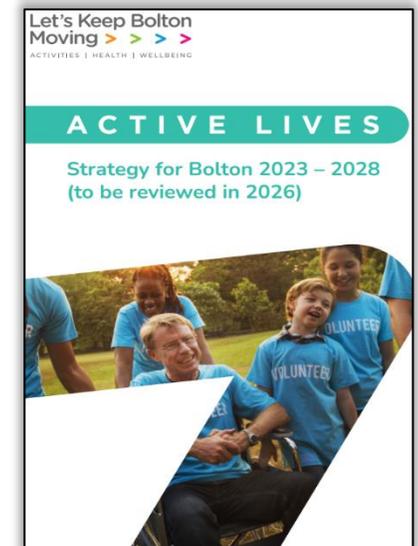
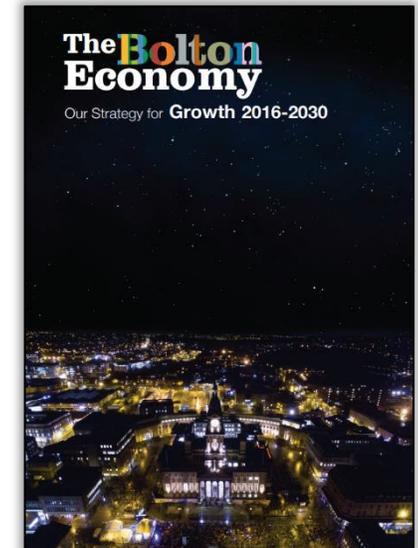
The Vision for transport in Bolton is:

To work towards a zero-carbon transport network that is inclusive, safe, resilient, and sustainable; taking a balanced approach, ensuring that all modes of travel are considered and connected, and responsive to technological change and innovation.

The Council's 'Made in Bolton' Ambitions:

1. **Start Well** - Giving Bolton's children the best start in life.
2. **Live Well** – Improving the health and wellbeing of Bolton residents.
3. **Age Well** – Older people in Bolton stay healthier for longer.
4. **Prosperous Bolton** – Attracting businesses and investment, matching workforce's skills with modern opportunities and employment
5. **Clean and Green** – Our environment is protected and improved, so that more people enjoy it, care for it and are active in it.
6. **Safe, Strong and Distinctive** - Stronger, cohesive, more confident communities in which people feel safe, welcome and connected.

The Bolton Active Lives Strategy 2023-2028 similarly sets out an ambition for Bolton to become an increasingly active, vibrant town where active lives are commonplace. In Bolton we want people to move more, more often. The ambition is to create an environment where people are more active in their daily lives, which in turn will improve health and resilience across communities. This will increase both physical and emotional wellbeing; improve life chances, employability, decrease dependence on health and social care services and support prosperity.



EXECUTIVE SUMMARY: OBJECTIVES

The Bolton Transport Strategy has six objectives which are designed to enable the Bolton Council vision to be achieved whilst also closely aligning our priorities with the transport priorities for Greater Manchester as a whole. This is important because many transport initiatives are cross-boundary into neighbouring authorities and can relate to regional funding arrangements.

Objective 1 -

Support and develop an integrated transport network.

Objective 2 -

Work with partners to develop a transport services that are safe, inclusive and affordable.

Objective 3 -

Develop a transport network that enables people to lead active and healthy lives.

Objective 4 -

Be environmentally responsible in Bolton by lowering carbon and improving air quality.

Objective 5 -

Maintain and develop a reliable transport network to support economic growth and sustainable travel.

Objective 6 -

Improve road safety and travel facilities that encourage vulnerable people to travel with confidence.



Source: AECOM

EXECUTIVE SUMMARY: OUR TRANSPORT PRIORITIES

OUR PRIORITIES FOR BUS SERVICES AND FACILITIES:

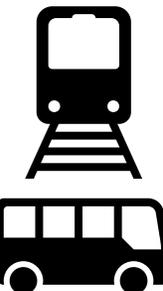
1. Engage TfGM in Bus Franchise Network Reviews to ensure local priorities and aspirations are considered and accommodated in developing an accessible and sustainable transport network.
2. Improved bus waiting facilities and information, which are safer bus stops that are accessible to disabled users.
3. Integrate bus services with Travel Hub proposals.
4. Localised bus services and circulars to support access to hospitals and health facilities.
5. Bus services that support the evening economy and shift workers across Bolton.
6. Quality Bus Transit on key bus corridors: Wigan-Bolton and Bolton-Bury-Rochdale.
7. Improve bus routes to housing and employment developments.
8. Bus alternatives to the car to access out-of-town retail parks.

OUR PRIORITIES FOR RAIL SERVICES:

1. Work with partners to improve rail service frequency and reliability.
2. Electrification of the railway between Bolton and Wigan.
3. Rail capacity improvements on key commuting corridors in north west Manchester.
4. Support regional partners to advocate for improved rail infrastructure into Manchester City Centre to improve the current capacity constraints.
5. Safer access to rail stations by walking and cycling.
6. Affordable and integrated ticketing with the wider Bee Network.
7. Introduce early morning and late evening direct rail service to London.



Source:
AECOM



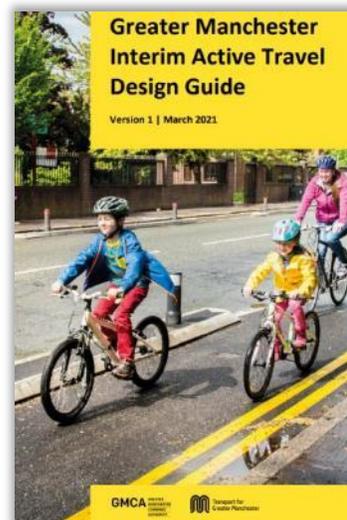
EXECUTIVE SUMMARY: OUR TRANSPORT PRIORITIES

OUR PRIORITIES FOR WALKING, CYCLING AND WHEELING:

1. More safe and secure cycle parking.
2. Develop a robust network of walking, cycling and wheeling routes across the borough.
3. Maintain and improve the Public Rights of Way Network.
4. Support the roll-out of community Bike Libraries and shared bike services.
5. Create and maintain safe and coherent walking and cycle routes to all our district town centres.
6. Require new development to incorporate direct and coherent active travel facilities to local town and village centres.
7. Improve the safety and attractiveness of pedestrian connections with Bolton University.
8. Develop safe and attractive cycling routes to our growth areas at Logistics North and Westhoughton.

AN INCLUSIVE TRANSPORT NETWORK:

1. Make our whole transport network more inclusive.
2. Renew travel plans and policies for workplaces, schools and housing.
3. Work with partners to develop initiatives that encourage children to travel actively.



Source: TfGM

Greater
Manchester
Integrated Care
Partnership

Fairer
Health
For All



EXECUTIVE SUMMARY: OUR TRANSPORT PRIORITIES

OUR PRIORITIES FOR HIGHWAYS, PARKING AND ELECTRIC VEHICLES:

HIGHWAYS

1. Raise the priority of highway maintenance in an updated highway asset management strategy.
2. Manage traffic congestion with smarter use of our highway assets and technology.
3. Road safety improvements.
4. Improvements to support new development and growth.
5. Green infrastructure in the design and maintenance of our highways and footways.

PARKING

1. Update Our Parking Strategy.
2. Car parks are important for our local district centres and Town Council areas.

ELECTRIC VEHICLES

1. Increase the number of electric vehicles charging points and Charging Hubs.
2. Make charging points accessible to areas of Bolton with higher proportions of dwellings with no off-street parking.
3. Provide dedicated electric vehicle charging infrastructure for taxis and Private Hire Vehicles.



Source: AECOM



EXECUTIVE SUMMARY: OUR TRANSPORT PRIORITIES

PREPARING FOR AUTONOMOUS VEHICLES:

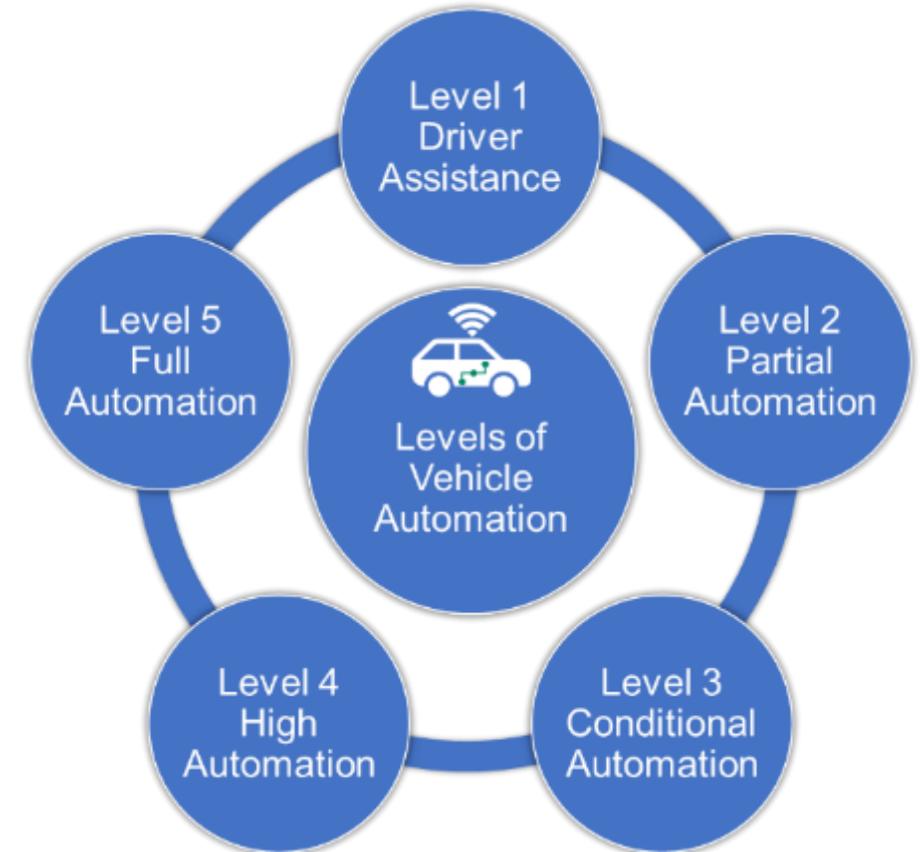
1. Autonomous Vehicles: Future Proofing the Network Study.
2. Work with partners to develop an autonomous vehicle route between Royal Bolton Hospital and Bolton town centre.

The technological innovation of connected and digital vehicles is transforming our transport and road network. Bolton Council will support and better understand the implications of increasing vehicle automation for the road network. This means the road network may need to increasingly connect with traffic and other sensors to accommodate level 4 and 5 automation.

We will aim to develop greater understanding of how the adoption of autonomous vehicles by individuals and operators can be accommodated by changes to infrastructure on the road network.



Source:
Dromos CAM
System



Source: AECOM



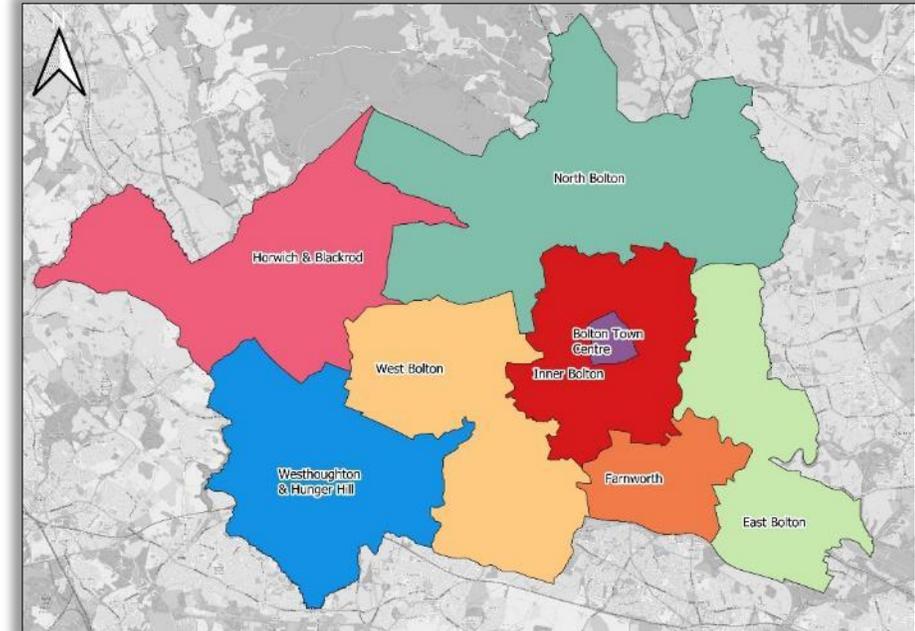
EXECUTIVE SUMMARY: ENGAGEMENT

By collaborating with Bolton Council's partners, stakeholders and Town Council's (Horwich, Blackrod and Westhoughton) local transport issues that need addressing have been identified. These include:

- Unreliable and infrequent bus services.
- Highway environments that impact local public transport reliability.
- Limited pedestrian and cyclist access into and around Town Centres.
- Safety concerns regarding current pedestrian/cycle routes.
- Congestion hotspots.

A variety of transport interventions will be developed to support the unique and significant transport needs of Bolton, in line with local and regional development ambitions. Potential measures will include:

- Developing smaller, localised bus services to service essential amenities such as health facilities.
- Enhancing car parking facilities in local town centres whilst encouraging modal shift to sustainable modes and enabling people to lead active and healthy lives.
- Incorporating more EV charging infrastructure, providing access to residents without off-street parking.
- Upgrading walking and cycling routes across Bolton, establishing a safer active travel environment.
- Assessing junction improvements to better manage congestion with smarter technology and incorporating HGV routing into this assessment.
- Providing more support to Bolton's existing rail infrastructure, preserving this transport link into Manchester City Centre and across the Greater Manchester region.



Source: AECOM



EXECUTIVE SUMMARY: NEXT STEPS WITH OUR PARTNERS

We will engage and listen to our partners both in Greater Manchester and cross-boundary in the wider North West. This is important to align our transport priorities regarding the existing network and operators, innovations and opportunities.

Transport and growth expectations concern our borough and those of our neighbours. Our growth plans for housing and employment land are captured in the Greater Manchester regional spatial strategy 'Places for Everyone'. Transport that enables growth and the realisation of growth areas is a collaborative process to ensure it can be delivered.

The specific schemes within our priorities will be developed with partners to ensure consistency of how we assess specific needs, appraise the case for change, the delivery and monitoring of progress. Our approach will be flexible to each mode of transport, be it highway maintenance and innovation, bus and rail services, and active travel.

Our Members have shaped the priorities in the Bolton Transport Strategy and identified gaps in the planning for highways and public transport, notably to better serve the needs of the vulnerable and disadvantaged. We will collaborate with TfGM to inform the next 5-year Local Implementation Plan (LIP) for Bolton and develop detailed proposals to realise the improvements our communities want to see for an inclusive transport network and healthier society.



Source: TfGM



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1. INTRODUCTION



Source: Bolton Council

INTRODUCTION

The Bolton Transport Strategy is an all-encompassing transport plan for the whole of Bolton, including the Bolton town centre and its district centres.

The strategy sets the strategic direction for travel and mobility within Bolton. It captures existing commitments and priorities for all our communities and identifies the requirements for transport in the future. Planning for the future is important for growth and to respond to changing travel technologies.

We want our residents and visitors to Bolton to thrive as the borough fulfils its ambitions to grow and develop sustainably, support young people and the vulnerable, and look after our environment.

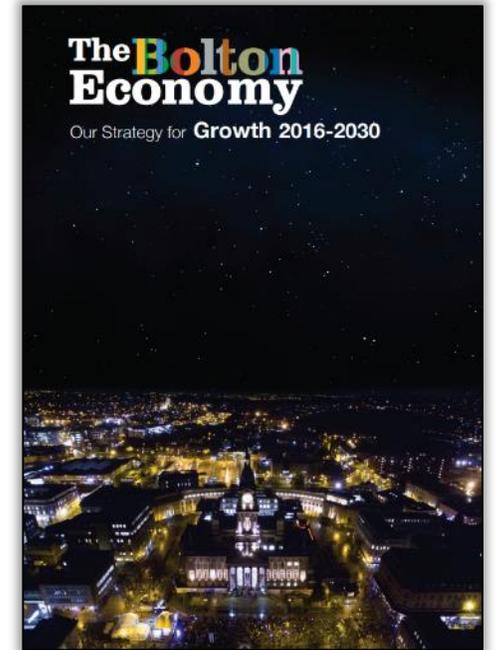
Our overall goal is to see Bolton reach its vision of becoming more active, connected and prosperous. That Bolton will be a great place to live, work, visit or study. To do this we will prioritise the maintenance of the important transport and travel facilities we have now, and work with our partners in Bolton and Greater Manchester to bring forward the transport facilities we need to support our community.

By 2030 we want Bolton to be maximising the strengths in our borough: its people, businesses, institutions, and communities.

Engagement with our communities: The measures in the Bolton Transport Strategy have been informed by engagement with partners, stakeholder and Town Council. The Bolton Transport Strategy has a 20-year timescale and is not expected to realise all the measures in the first 5-years.

The Bolton Transport Strategy fully aligns to measures identified for the borough in the Greater Manchester Transport Strategy 2040 and Bolton Council is fully committed to that delivery strategy now, and the emerging update to the Greater Manchester Local Transport Plan from 2024.

Bolton Council will continue to work closely with TfGM and our communities to realise the ambitions.



INTRODUCTION

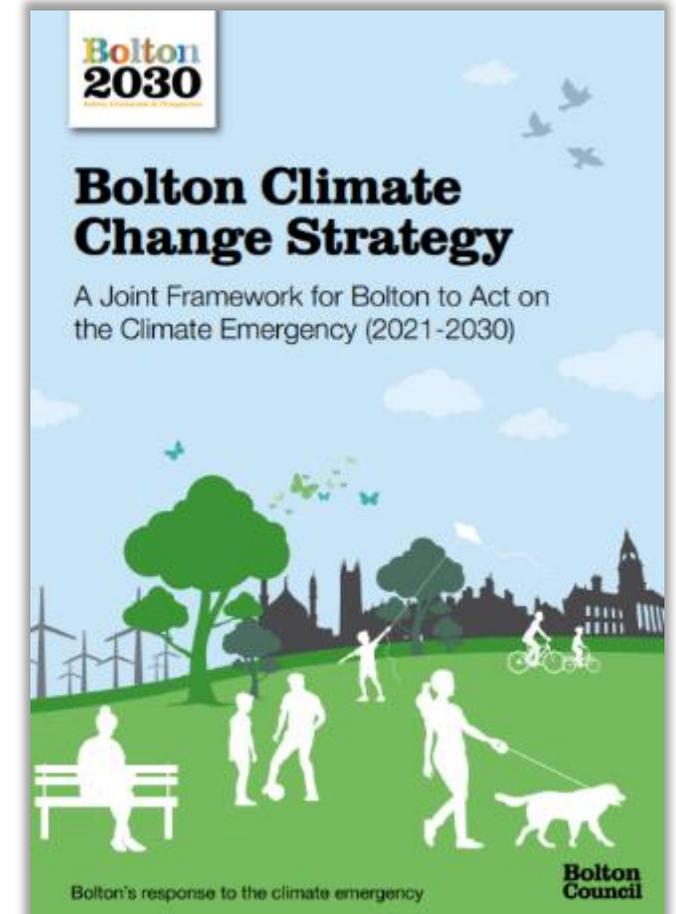
Climate Change:

Bolton's Big Climate Conversation held in 2020 revealed that 84% of Bolton's respondents believe climate change is an important matter, with greener community transport seen as a top idea for reducing Bolton's carbon footprint. Climate change is an ongoing global challenge but with local impacts such as extreme rainfall and heat that require our attention. The Greater Manchester 'Right Mix' ambitions for more journeys to be made by sustainable transport modes is a response to our climate change responsibilities.

We are required to contribute to the United Kingdom's binding carbon reduction targets to achieve net zero carbon emissions by 2050. Reducing vehicle emissions and increasing the number of journeys that use public transport, walking and cycling are important contributors to 'greener community transport'.

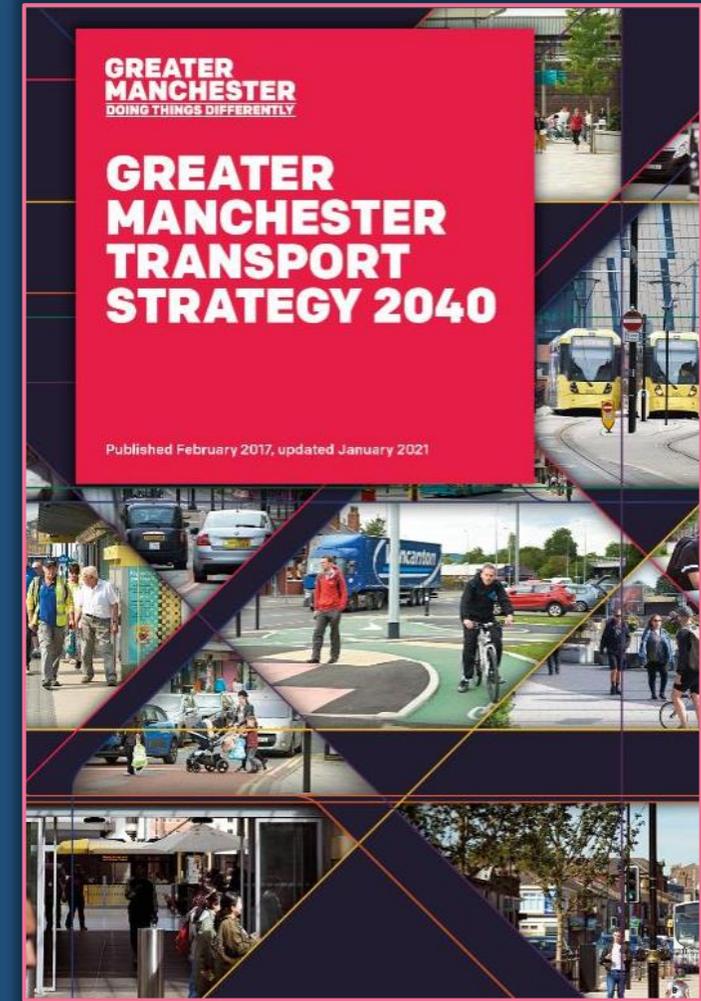
Funding opportunities for transport schemes with Government and Transport for Greater Manchester are increasingly related to carbon reduction aims. For funding successes in the future, we must demonstrate that the changes we want to make to our transport network can support net zero. Unless our responsibilities to climate change are integrated in our transport strategy, it will be harder to deliver the transport changes we need for growth and opportunities in Bolton.

Transport schemes can incorporate 'green infrastructure' such as green drainage, soakaways and planting, which can be incorporated into cycling and highway schemes in a way that is aesthetically attractive for local communities. We can improve our access to funding opportunities by designing transport and green infrastructure together for both transport and health benefits. For some scheme, Biodiversity Net Gain and measures designed to enhance biodiversity as part of a development are required in accordance with the Town and County Planning Act 1990.



Source: Bolton Council

2. GREATER MANCHESTER TRANSPORT STRATEGY 2040

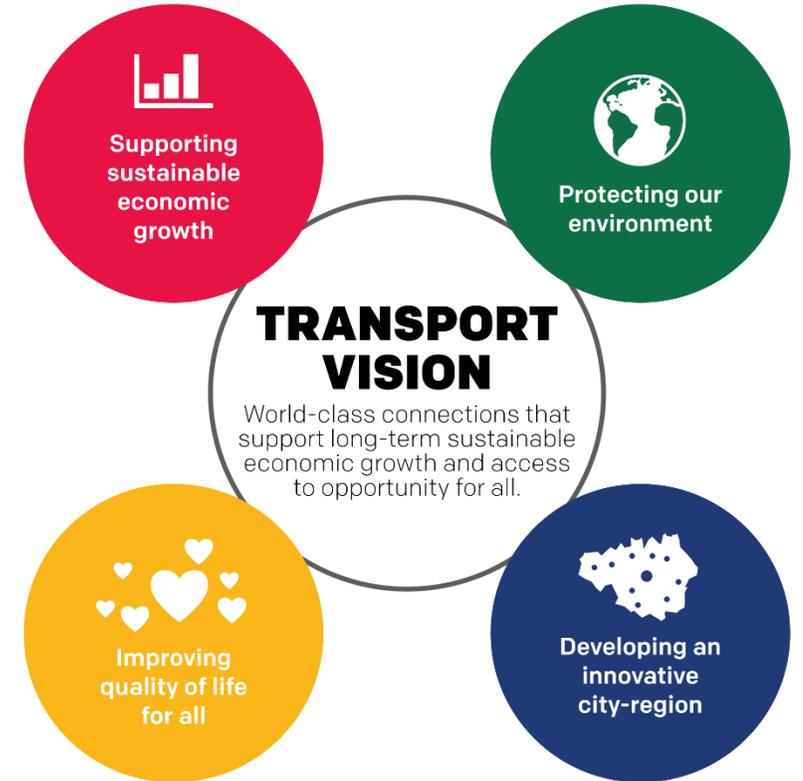
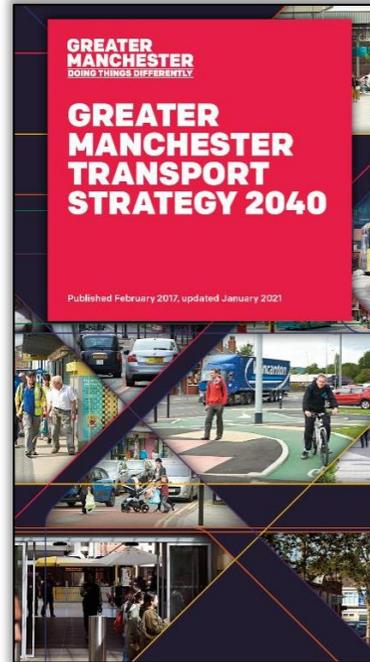


GM TRANSPORT STRATEGY 2040

The Greater Manchester Transport Strategy 2040 sets out Greater Manchester’s short and long-term ambitions for transport. Transport is seen as crucial to supporting Greater Manchester’s ambitious plans for growth, with the vision of having ‘world class connections that support long-term, sustainable economic growth and access to opportunity for all’.

The Bolton Transport Strategy had close synergies with the objectives and includes the proposed schemes within the 5-year Local Implementation Plan, unique to Bolton Council.

**BOLTON
TRANSPORT
STRATEGY**



Source: Greater Manchester Transport Strategy 2040



GM2040: STREETS FOR ALL

Streets for All is Greater Manchester's approach to thinking about the role of streets in creating sustainable, healthy and resilient places. It focuses attention on the needs of people and place, rather than considering the movement of vehicles alone.

The Streets for All framework has five place categories, which are illustrated here. They aim to capture both the highway hierarchy and reframe what the priority considerations should be in each.

The Streets for All Strategy and Design Guide provide a detailed framework for Bolton Council to align their plans to both in terms of the delivery expectations and making the case for change when seeking funding to realise the ambitions.

Bolton's local high streets, district centres and key amenities such as health facilities relate to Destination Places and High Streets categories broadly. Across the borough, improvements to public transport facilities, public realm improvements and design of highway maintenance and improvements will use the Streets for All Strategy.



Source: TfGM

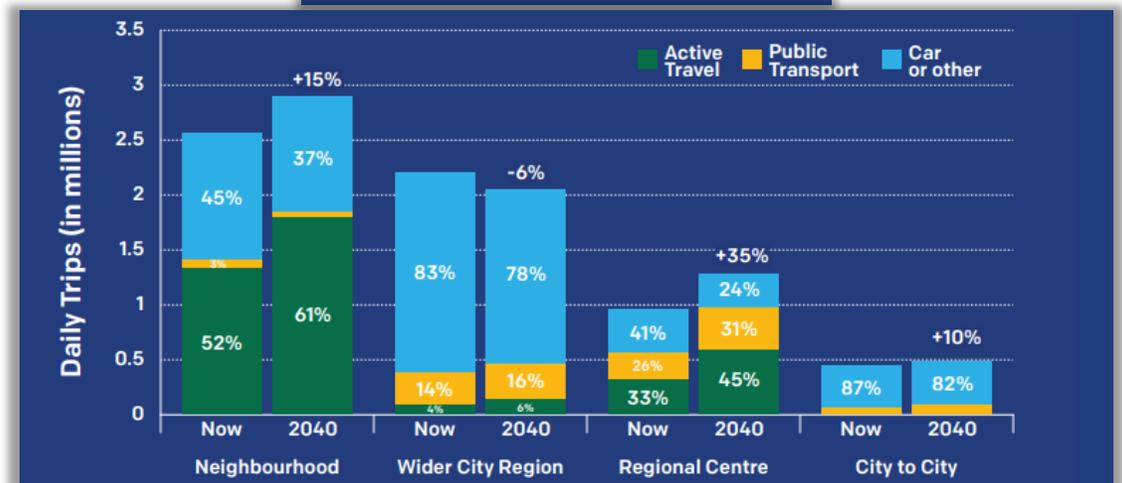
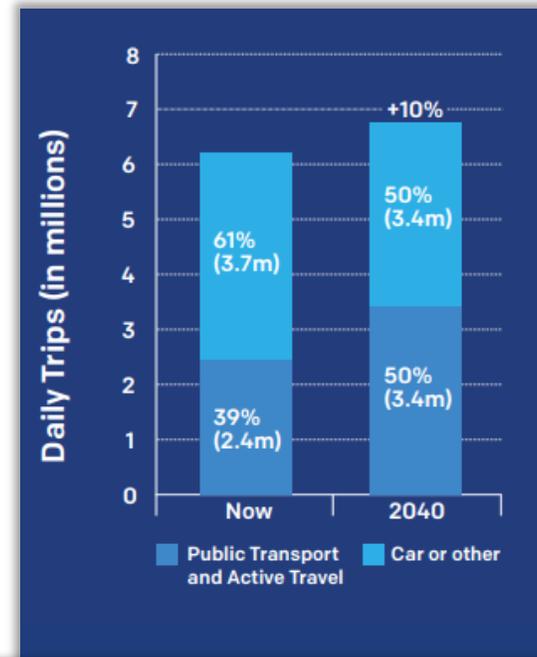
GM2040: THE RIGHT MIX VISION

The 'Right Mix' vision aims at improving Greater Manchester's transport network so that car use can be reduced to 50% of daily trips (or less) and the remaining 50% can be made by public transport, walking and cycling.

'Now' (2019 data) public transport and active modes account for 39% of all trips in Greater Manchester with active modes by walking and cycling being the largest proportion within this at 28%. In Bolton, public transport and active modes account for 35% of all trips, which is less than the Greater Manchester. Car and other traffic modes are a higher proportion in Bolton.

Taking a people-centred approach to changes around how our street are managed and designed will encourage people to spend more time on our streets, which is likely to positively impact local high streets and independent retailers.

Changing the public attituded towards cycling, walking or using public transport over the private car can improve public health, and positively influence our responsibility to climate change and carbon reduction. Not only will it help to reach the Streets for All ambition on reaching net zero transport and improve air quality, but it can also facilitate a more active and health lifestyle.



Source: Streets For All, TfGM

GM2040: BEE NETWORK

The Bee Network is Greater Manchester Combined Authorities commitment to develop an integrated and multi-modal transport network that will make travelling by bus, tram, train and cycling easier. This means users of the network will eventually benefit from simpler and affordable ticketing that works across modes, and services which work better for the public. In the future, the Bee Network Smartphone apps and tools may be integrated with other transport services and facilities.

The Bee Network includes walking and cycling routes, public transport services, the fleets of vehicles that serve them and digital information that will make travel easier for the public. Bolton has both existing plans for the Bee Network and proposed improvements. The Bee Network is important to Greater Manchester and Bolton achieving the 'Right Mix' travel ambitions to 2040, when many more journeys are expected to use sustainable modes of travel such as public transport. The expansion and improvement to the Bee Network is important for growth, prosperity and inclusion in Bolton.

Buses in Greater Manchester have begun to be brought under the franchising operator model by Greater Manchester Combined Authority. Bolton, Wigan and routes through Salford and Bury began operating the first phase of franchised bus services in September 2023. All bus services in Greater Manchester will become franchised over three phases and uses a single brand identity under Bee Network. Zero emission buses will be increasingly rolled-out to support clean air ambitions in our communities.

The Bee Network includes proposed cycling routes and maintenance of existing facilities which is part of the Greater Manchester Local Cycling and Walking Investment Plan (LCWIP). The plan includes schemes in Bolton which we will develop with our partners at Transport for Greater Manchester, our Town Councils and community groups across Bolton.



Source: TfGM

GM2040: ELECTRIC VEHICLES

Bolton Council is working with TfGM to roll-out the aims of the Greater Manchester Electric Vehicle Charging Infrastructure Strategy (EVCIS). This focuses on the publicly accessible charging points to enable Greater Manchester's businesses and residents to transition to electric vehicles.

The EVCIS approach identifies three types of electric vehicle charging facility, slow, fast and rapid:

- Slow Chargers (3.5kW), typically home charging.
- Fast Chargers (between 7kW to 23kW for AC, and 10kW to 22kW for DC), potential located at supermarkets and short-stay locations.
- Rapid Chargers (between 43kW to 44kW for AC, and 50kW to 62.5kW for DC), potentially located at petrol stations, dedicated facilities and motorway service stations.

In Greater Manchester, the current publicly owned Electric Vehicle Charging network 'Be.EV' accounts for approximately one third of the charge points, with the remaining two thirds delivered by over 20 private sector providers and operators.

Bolton Council will work with TfGM to improve the accessibility of electric vehicle recharging to households in terraced dwellings and flats, where on-street electric vehicle charging will be required. Bolton Council support innovative solutions for areas with higher proportions of terraced dwellings which can provide householders with appropriate vehicle charging without obstructing footways to all users.

Bolton Council is working with TfGM on the development of locations for Taxis and Private Hire Vehicles to plug in their electric and hybrid vehicles, which is important for the disabled and elderly people who depend on their services.

The Need for Charging Facilities in Bolton

- The number of electric vehicles is rapidly growing in Bolton and across the country.
- Many of our residents only have on-street parking available to them, which requires a bespoke approach for electric vehicle charging on the adopted highway. This may be delivered through designated Charging Hubs to support residential charging.
- Many area of Greater Manchester have terraced dwellings and a collaborate with our partners is required.



Source: Transport for Greater Manchester

GM2040: CURRENT FUNDING COMMITMENTS

TRANSFORMING CITIES FUND 2 (TCF2)

The transport improvements proposed by the Greater Manchester Strategy 2040 are due to be delivered by a range of delivery bodies, including local authorities, TfGM, National Highways and Network rail, with some improvements requiring partnership working.

Funding secured for these improvements are from sources including GM Transport Fund 1; Growth Deal; and the Transforming Cities Fund. Bolton specific funding is illustrated by the City Region Sustainable Transport Settlement (CRSTS), Innovate UK and the Mayors Challenge Fund (MCF).

CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT (CRSTS)

In July 2022, the Government confirmed that Greater Manchester will receive £1.09 billion of funding from the City Region Sustainable Transport Fund to help transform the transport system of Greater Manchester.

In October 2023, an £8.8 billion second round of the CRSTS2 was announced, with £3.9 billion of this due to be shared between the 6 northern mayoral combined authorities (MCAs), including Greater Manchester.

TRANSFORMING CITIES FUND 2 (TCF2)

The TCF2 programme has been prioritised from the transport pipeline

developed as part of the Greater Manchester Transport Strategy 2040 and the Five-Year Delivery Plan.

In 2018, Greater Manchester was awarded £243 million of the TCF Tranche 1, which aims at driving up productivity through investment in transport infrastructure. A second allocation was announced by the Government in 2019, Tranche 2, with Greater Manchester being awarded a further £69.5 million.

£95 million revenue funding through the Greater Manchester Bus Service Improvements as part of the Government's Bus Back Better Strategy has also been awarded – helping to make bus journeys more affordable through the introduction of lower fares.

INNOVATE UK

Innovate UK have granted Dromos Mobility Limited, in partnership with Transport for Greater Manchester and Bolton Council, £200,000 to conduct a feasibility study of an autonomous system running on a decommissions railway corridor connecting the Bolton Transport Hub to the Royal Bolton Hospital.

MAYORS CHALLENGE FUND (MCF)

As part of the Mayor's Challenge Fund (MCF) an initial £160 million has been made available to help deliver Greater Manchester's Bee Network. The funding secured aims to help deliver the aspirations set out in the Greater Manchester Transport Strategy.

GM2040: SUPPORTING SUSTAINABLE GROWTH PLANS

ALIGNMENT

GM2040 strives to support other regional and national strategies that promote sustainable growth for transport. Places for Everyone, Greater Manchester Low Emission Strategy and Network North are just a few strategies in place.

PLACES FOR EVERYONE

A long-term development plan of nine of the ten Greater Manchester districts, Places for Everyone will determine the type of developments that should take place, making use of brownfield land and urban spaces for jobs, new homes and sustainable growth.

It will ensure new developments sustainably integrate into Greater Manchester's transport network.

GREATER MANCHESTER LOW EMISSION STRATEGY

Up to 2040, the Greater Manchester Emission Strategy will take an integrated approach to carbon emissions and air quality, with the overall aim of reducing both.

The efforts of Bolton's Climate Change Strategy will support the Low Emission Strategy through identifying local priorities and areas of change.

NETWORK NORTH

The £36 billion plan Network North, which falls under the UK Government's Levelling Up agenda, seeks to invest in transport across the country following the dismissal of the HS2 extension. Investment will be provided to a wide range of new projects, with Levelling Up priorities in mind.

Greater Manchester's adopted Local Cycling and Walking Implementation Plan Change a Region to Change a Nation and is supported by the GM Active Travel Commissioner's Active Travel Mission.

3.

LOCAL ISSUES AND CHALLENGES



Source: AECOM

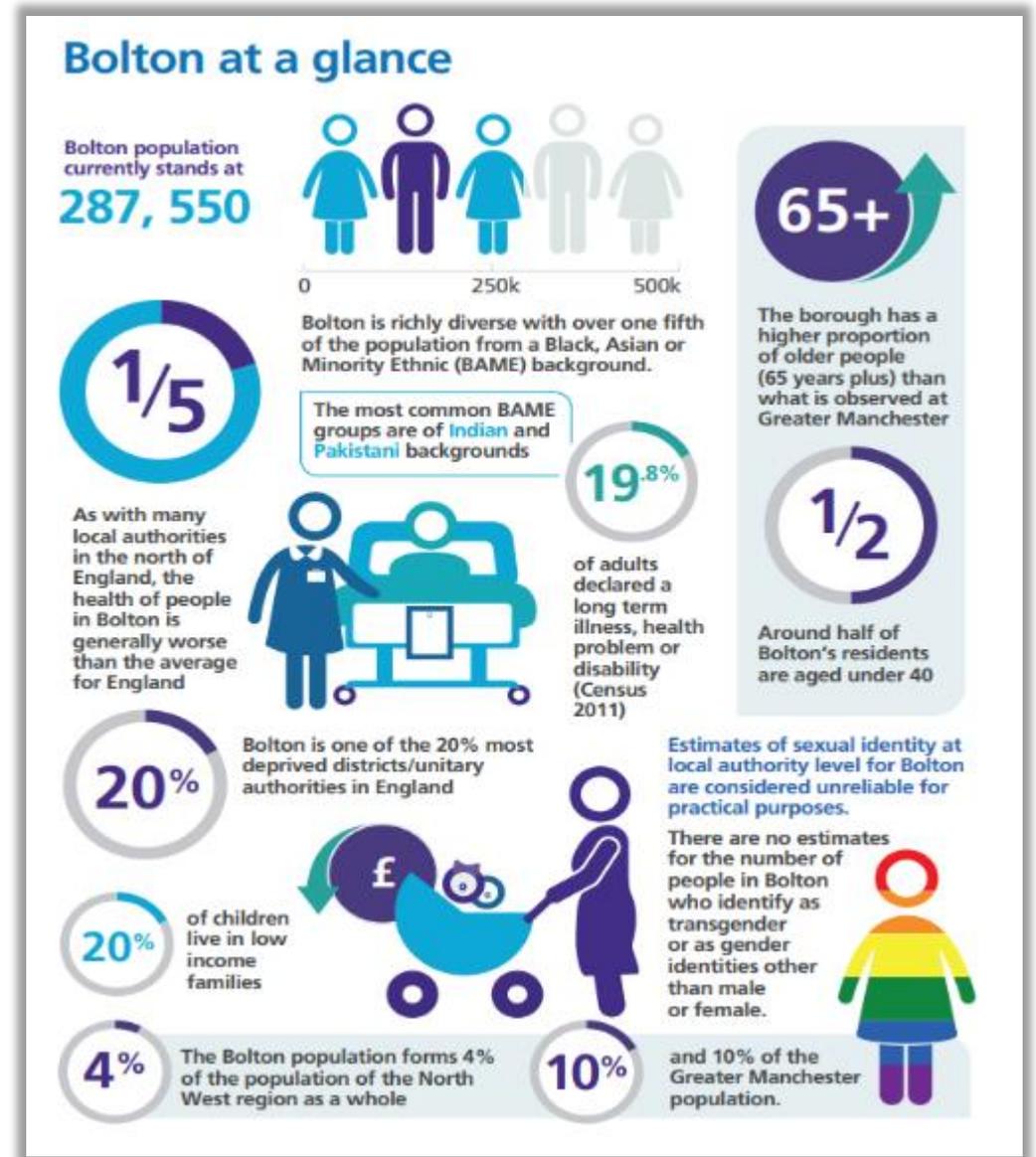
THE BACKGROUND: LOCAL ISSUES AND CHALLENGES

The population of Bolton has grown by around 19,000 people over the last decade, which compares to a similar rate of growth in Greater Manchester. As our community continues to grow across both younger and older age groups, transport services and facilities will be provided to support the needs of the community and businesses.

Bolton has high levels of community deprivation. The 2021 census revealed that 45% of Bolton's population live in an area that is among the 20% most deprived nationally. Given the levels of deprivation, it is particularly important that these areas are well served by sustainable modes of public transport that are an affordable travel option and promote a healthy lifestyle. Public transport can also provide more opportunities to access jobs and education.

Information from the Office for National Statistics shows Bolton has a significantly higher proportion of its population that are economically inactive compared to the North West and Great Britain. Bolton also has higher levels of unemployment than the North West and Great Britain average. This means transport connections are essential to raise levels of economic activity and educational attainment.

When the Covid-19 pandemic struck the economic consequences impacted heavily on the poorest communities in Bolton. Growth opportunities exist in the borough and the wider region, connections with which are essential to support our community with transport that is sustainable, reliable and affordable.



NHS Bolton Foundation Trust, Equality, Diversity & Inclusion Plan 2022-2026.

Annual updates to Bolton's demographic and equality information is provided by Bolton Council's JSNA website.

LOCAL ISSUES AND CHALLENGES: WALKING, WHEELING AND CYCLING

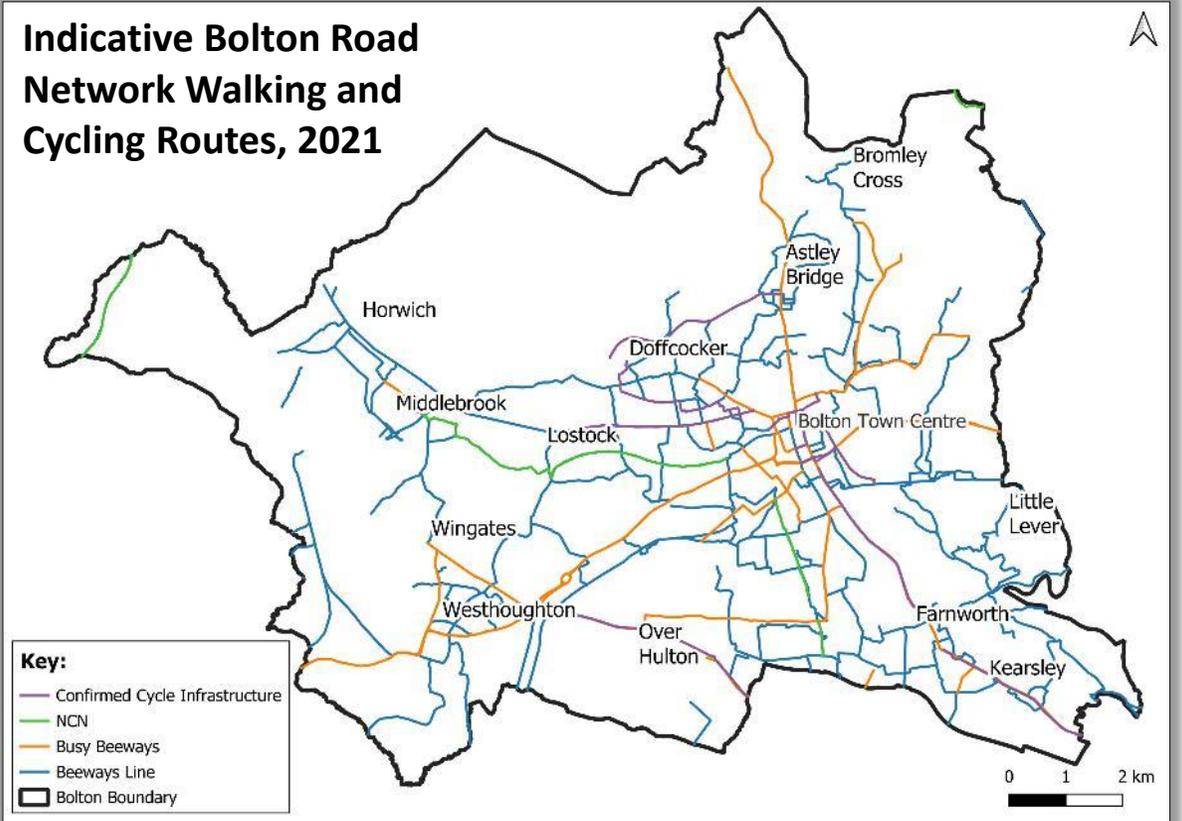
Local journeys should be safe and accessible for pedestrians, wheelchair users, parents and buggies and cyclists where appropriate because short journeys connect people to services, high streets and open spaces. Footways and footpaths in Bolton are fragmented in nature and can be less accessible towards the outskirts of the borough which limits people's ability to safely walk from their homes to the places they want to get to. Safety not only covers physical safety on the road, but also perceptions around personal safety that may be linked to factors including lighting and visibility. The health and wellbeing of our communities requires a maintained network to support sustainable trips to school and the health of the elderly and vulnerable.

The network in Bolton consists of Public Rights of Way (PRoW), National Cycle Network Routes, footways adjacent to the road network and shared routes for pedestrians, cyclists and equestrian users. However, not all junctions within the Borough have safe crossing points along designated walking routes or when in close proximity to educational facilities, health and high street amenities.

Existing facilities may need maintenance or upgrading to the latest standards such as LTN1/20, Greater Manchester Streets for All Design Guide, and we will minimise access controls where possible to aid accessibility on the PRoW network. Better lighting and methods of improving the surveillance and visibility of routes can also improve perceptions of safety.

Confirmed cycle infrastructure is limited to certain areas of Bolton, specifically the centre extending out to Farnworth and Doffcocker.

Indicative Bolton Road Network Walking and Cycling Routes, 2021



Source: AECOM

Note: The latest schemes map is viewable via TfGM [Schemes near me](#) | [TfGM Bee Active](#)

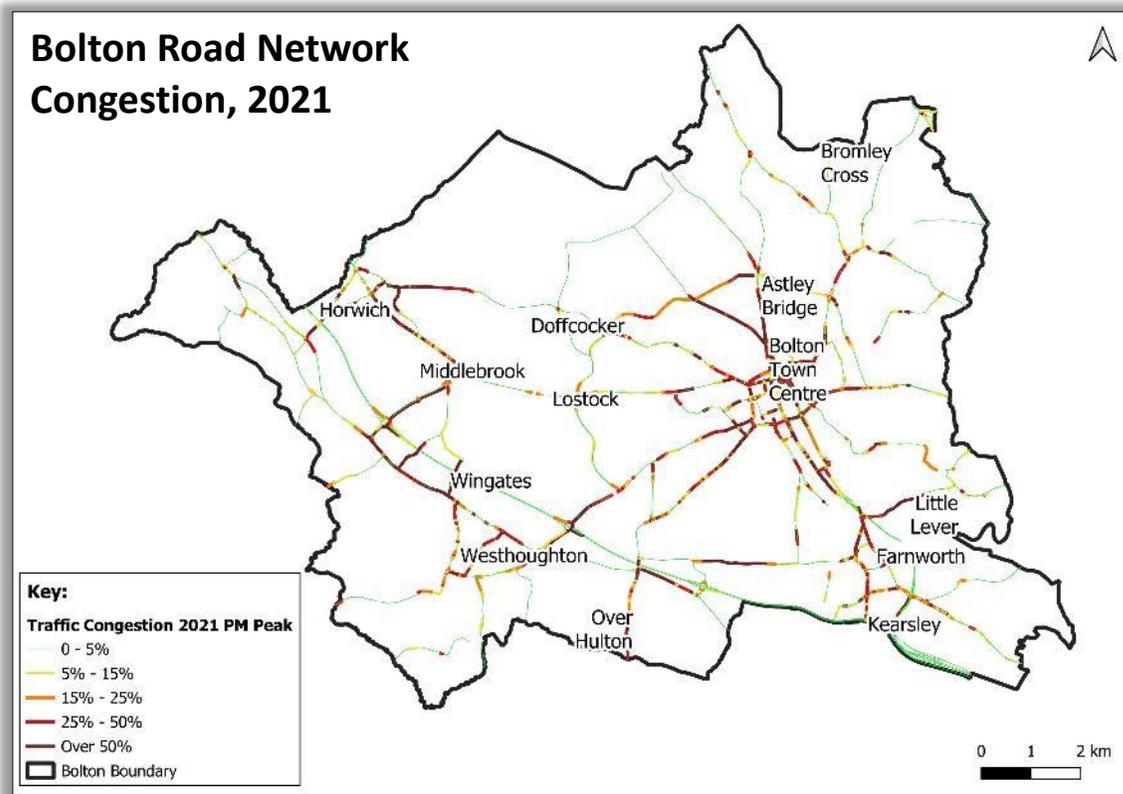
LOCAL ISSUES AND CHALLENGES: CONGESTION AND DELAY

Traffic congestion is a brake on growth and prosperity, it impacts bus services, is a key contributor to poor air quality and the busiest roads can cause severance in our communities.

Our trips by road can currently be short distance within the borough or long-distance using the motorway network. According to the latest (2022) Greater Manchester travel data (TRADS), 74% of Bolton residents' journeys are no more than 5km, which means some people's car journeys could be made by active modes such as cycling. The current pattern of congestion during the morning and evening peak periods is driven by car journeys, which can lead to motor traffic overspilling into residential side roads that are not designed to cope with such traffic. We want to encourage sustainable travel for short journeys by preventing congestion from impacting perceptions of safety around walking, wheeling and cycling.

The growth of logistics and freight in the wider region is important to the prosperity of Bolton both for jobs and services. Improving the worst congestion hot spots is important for a reliable road network and attracting development into the Borough.

The Covid-19 pandemic and the continued trend for hybrid working for some employment sectors has driven a change to traffic trends. Although there has been changes to travel trends across Bolton, there are still areas with high levels of delay and there has been little change in the evening peak demands, which remains at very similar levels of congestion to that before the pandemic.



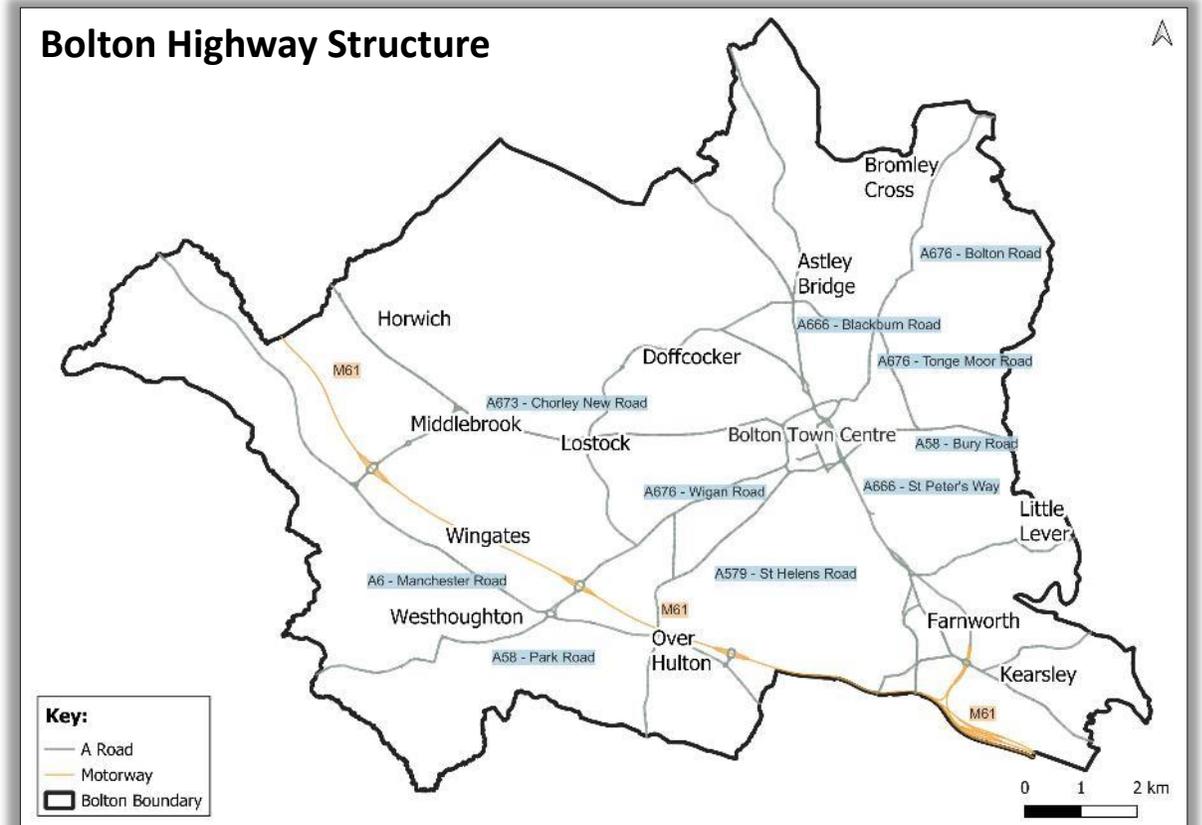
Source: AECOM / DfT

LOCAL ISSUES AND CHALLENGES: HIGHWAY CONDITION

Highway maintenance, including footways, is a particular concern of our communities. Effective pothole and footpath repair, carriageway surface, and maintenance of road crossings, signage and lighting is important for safety on the network. The Bolton Council Highways Asset Management Plan is the key document that details our highway management needs and priorities. In addition, dated street furniture on footways can present barriers to pedestrian and wheelchair access, which we would aim to remove should funding opportunities arise as part of our ambition to improve footway condition.

The Key Route Network in Bolton includes; A6 Chorley Road; A673 Chorley New Road; A579 Derby Street; St.Peter's Way; A575 Albert Road / Egerton Street, Gladstone Road; A6053 Market Street; A6099 Halliwell Road; A666 Blackburn Road. The Key Route Network extends cross-boundary and is important for bus services, freight and other cross-boundary users.

The M61 motorway, the Strategic Road Network, is the responsibility of National Highways, who are a key stakeholder for Bolton Council and TfGM. The capacity and profile of the motorway junctions is important for regional and city-to-city trips, delays at which impact on valuable time for people and businesses.



Source: AECOM

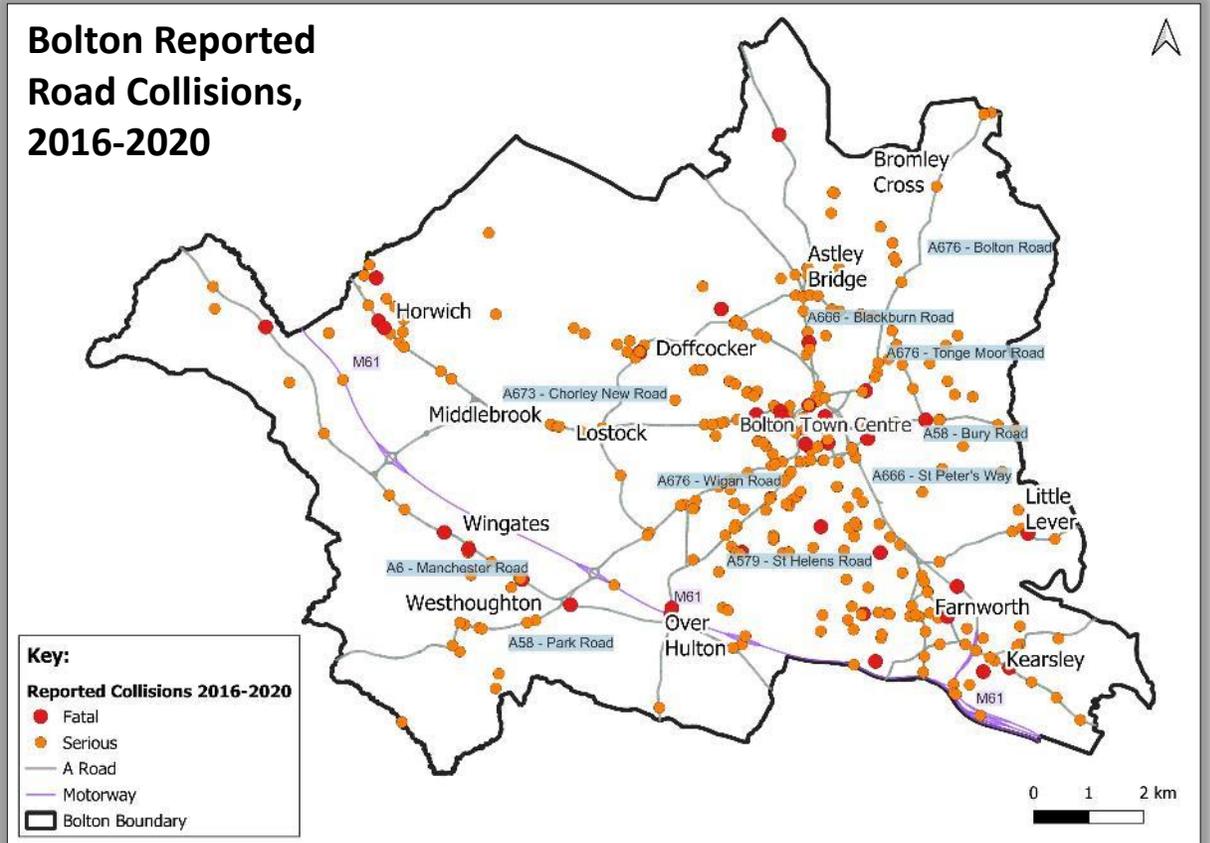
LOCAL ISSUES AND CHALLENGES: ROAD SAFETY

Bolton Council fulfil our statutory duty to identify common collisions and areas with a high proportion of road accidents, helping to understand causes and preventative measures that could be introduced. Design solutions could be bespoke responses to the identified cause or be part of a wider transport scheme. This is important because 1942 road collisions were reported within Bolton between 2016-2020, the majority of which were slight collisions, with 36 fatal and 321 serious collisions.

Clusters of accidents are present along the Chorley New Road extending through Horwich in the proximity of junctions, around Astley Bridge and along the A6 Chorley Road. In addition, there are clusters of fatal accidents in Bolton Town Centre, Horwich Town Centre and A6 corridor where speed enforcement measures are now present.

Greater Manchester is committed to Vision Zero, a strategy with the ambition to eliminate all traffic fatalities and severe injuries whilst also increasing safe and healthy mobility. TfGM will develop a Vision Zero strategy that sets out road safety actions to work towards as well as long-term goals. Identifying current weaknesses in Bolton's road network can assist this process. Bolton Council fully supports the efforts of TfGM to adopt Vision Zero and reduce road danger.

Bolton Reported Road Collisions, 2016-2020



Source: AECOM/DfT

Note: The latest accident data and trends for Bolton can be observed on the DfT Interactive Dashboard <https://maps.dft.gov.uk/road-casualties/index.html>

LOCAL ISSUES AND CHALLENGES: AIR QUALITY

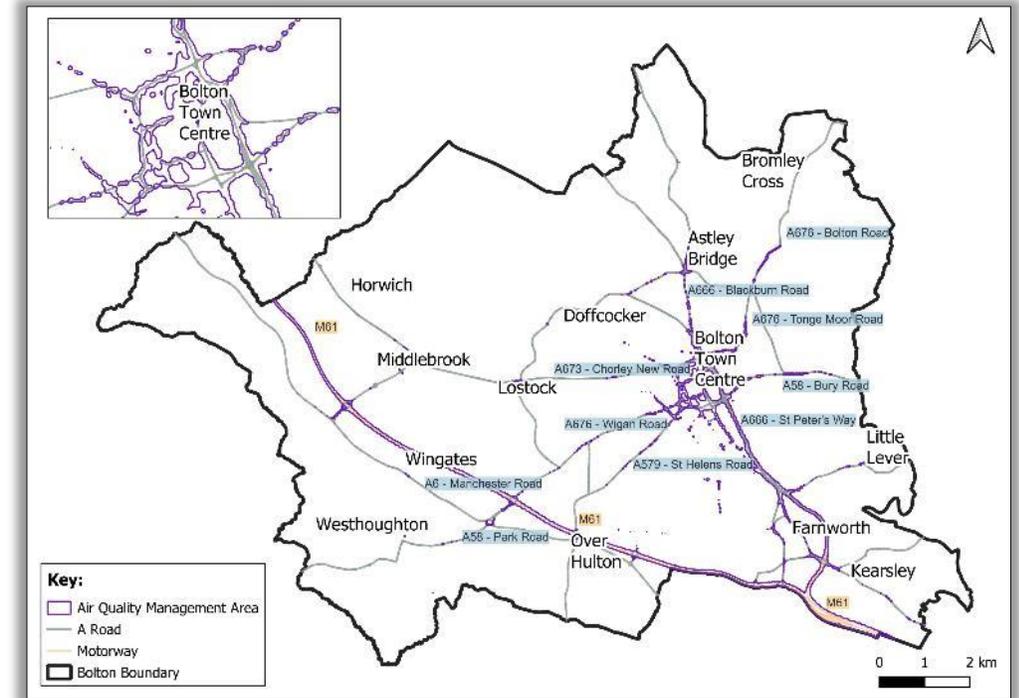
Air quality is a significant environmental risk that poses a threat to health. Every year over 1,000 deaths have air pollution as a contributory cause within Greater Manchester, with road transport emitting 65% of nitrogen oxide emissions.

Bolton Council's Air Quality Management Areas (AQMAs) include the M61 and around Bolton Town Centre, extending north towards Astley Bridge and south towards Farnworth and Kearsley. Identifying these areas facilitate individual action plans to help mitigate and reduce air pollution.

It is a future ambition for Greater Manchester to be net zero carbon by 2038, which will help to alleviate some of GM's air quality issues. Bolton Council fully supports future initiatives to ease the risks associated with poor air quality.

Greater Manchester District	Number of deaths (age 25+)	Percentage of attributable deaths due to exposure to man-made PM _{2.5} (PHOF indicator 3.01)	Estimated number of attributable deaths due to exposure to man-made PM _{2.5}
Bolton	2607	4.8	125
Bury	1719	4.7	81
Manchester	3307	5.2	172
Oldham	2161	5	108
Rochdale	1984	4.7	93
Salford	2046	5.1	104
Stockport	2845	5.1	145
Tameside	2275	5.2	118
Trafford	2035	5	102
Wigan	3179	4.5	143
Greater Manchester	24158	4.6	1111

Source: LAQM Annual Status Report 2021



Bolton Air Quality Management Areas

Source: AECOM/TfGM

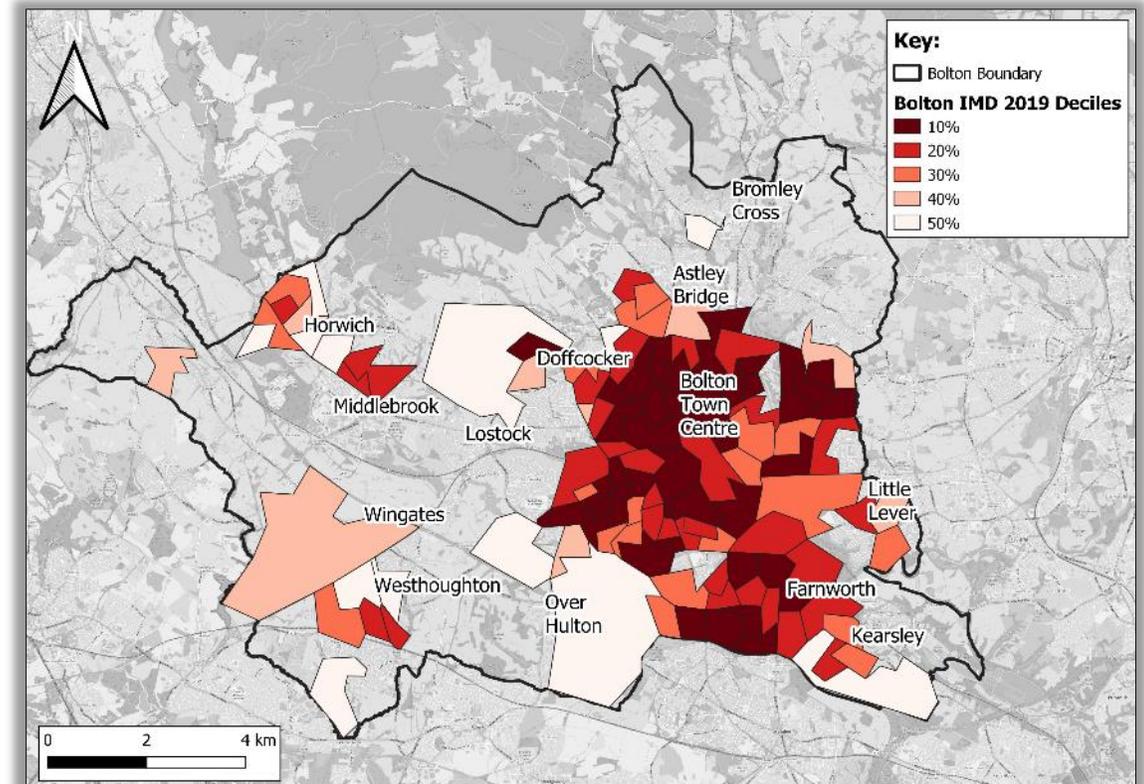
LOCAL ISSUES AND CHALLENGES: INEQUALITY AND CAR OWNERSHIP

Improving transport, supporting deprived households and improving access to employment, training and health opportunities are connected issues. Large areas of the inner Bolton Town Centre are within the 10%-20% most deprived nationally.

The latest Census in 2021 identified around 25% of households in Bolton do not have access to a car or van, which is a similar trend in Greater Manchester (26%) and the North West (25%). Communities in Horwich, Westhoughton, Farnworth and Astley Bridge also have low levels of car ownership. This means public transport by bus, rail, and active travel on safe and accessible routes is important for non-car households and to provide a genuine alternative mode-choice.

The areas in Bolton with the highest percentage of households without access to a car or van correspond with areas that are within the 50% and 10% most deprived areas nationally based on the English Indices of Multiple Deprivation.

The Office for National Statistics Labour Supply data reported shows Bolton has a significantly higher proportion of its population that are economically inactive, around 28.9%. This is higher than the North West average of 23.4% and Great Britain 21.5%. The Covid-19 pandemic had a particularly challenging impact on our communities in Bolton and transport services and providers are essential to raising the borough's skills, attainment and access to economic opportunities.



English Indices of Multiple Deprivation, the most deprived areas in Bolton

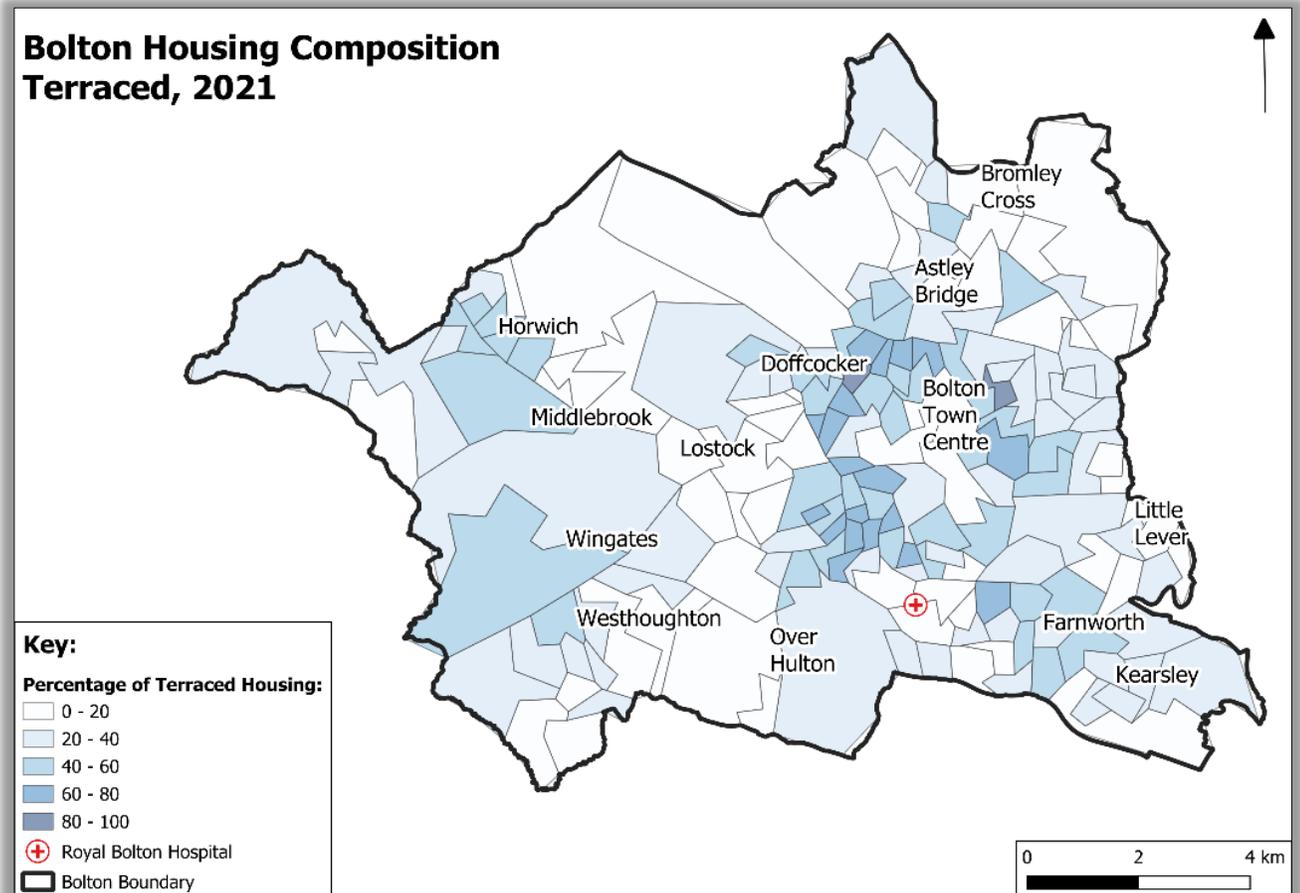
Source: AECOM/ONS

LOCAL ISSUES AND CHALLENGES: ELECTRIC VEHICLE CHARGING FOR COMMUNITIES WITH ON-STREET PARKING

Much of the north of England's built-up areas have a high proportion of terraced dwellings, which typically do not have their own driveway at which a resident's electric vehicle (EV) could be plugged-in. This is a challenge for the uptake of EVs in Bolton with much of the town centre area, Doffcocker, Farnworth and Horwich having higher proportions of terraced dwellings or flats. This means areas with higher proportions of terraced houses and flats should be a priority for EV charging infrastructure.

Bolton Council is working with TfGM to roll-out the aims of the Greater Manchester Electric Vehicle Charging Infrastructure Strategy (EVCIS). This focuses on the publicly accessible charging points to enable businesses and residents to transition to EVs. Rolling out EV charging presents the opportunity to incorporate other ancillary elements related to Streets for All principles.

Currently, Charging Hubs are the preferred approach to delivering more EV charging points within Bolton. EV technology and the ways of charging is a sector that is quickly evolving. Bolton Council will look at good practice and to help influence the evolution of EV charging.



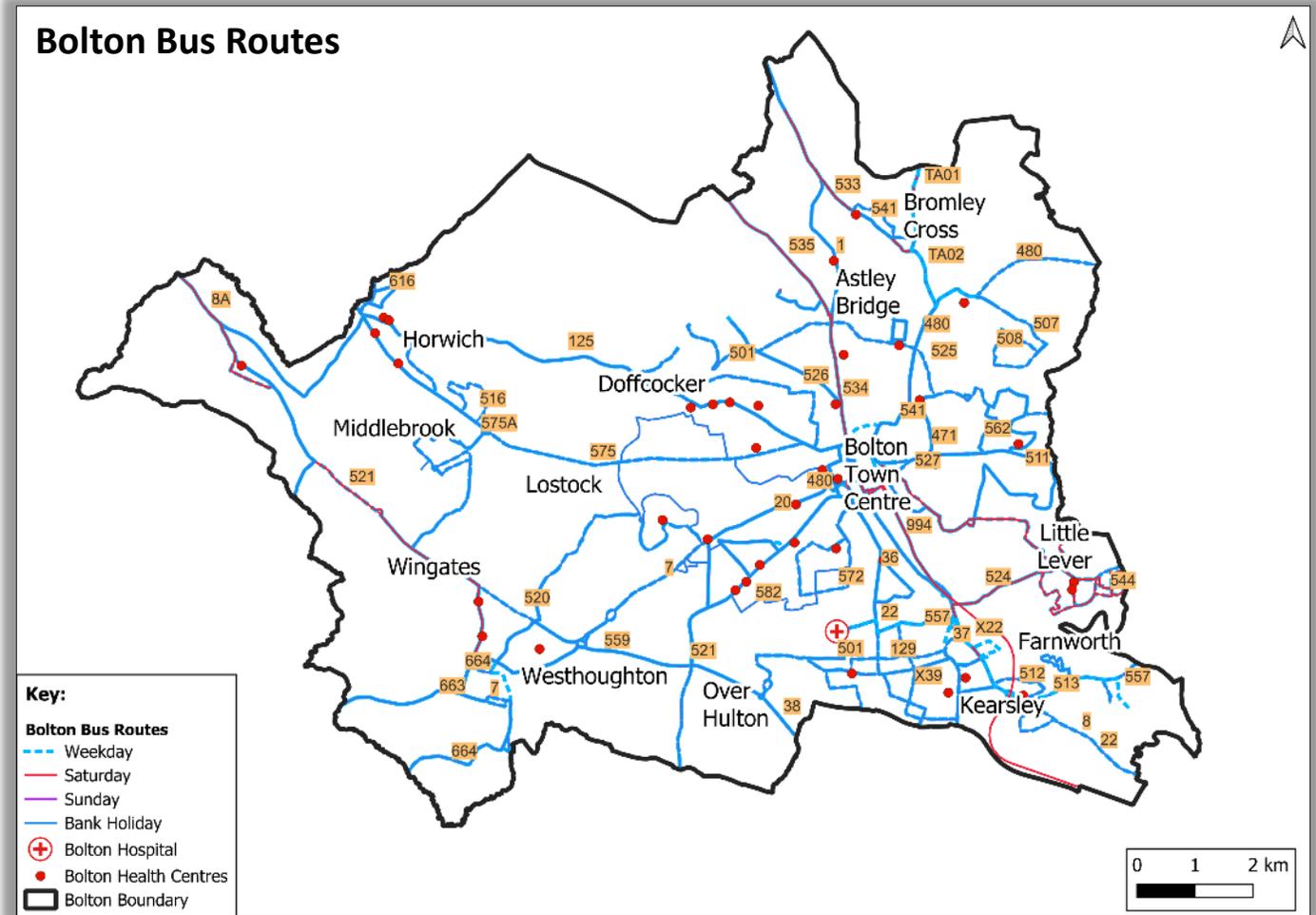
Source: AECOM

LOCAL ISSUES AND CHALLENGES: ACCESS TO HEALTH SERVICES AND CLINICS

Initial engagement with stakeholders during the preparation of the Bolton Transport Strategy revealed that the older and disabled population, who depend upon public transport for travel, do not trust Bolton's bus services to get them to where they need to go.

Bus routes tend to focus on accessing Bolton Town Centre, with little orbital services running between Bolton's outer towns. Bus routes are needed to connect these areas without the need to interchange in Bolton Town Centre. However, as with national trends, bus mileage has been falling in Bolton and Greater Manchester in recent decades, which the Franchised Bee Network aims to reverse.

As health facilities restructure with the changes to local health services and Governance, such as grouping services in the same building, bus routes similarly need to adapt to maintain public access to them. Currently, unless a Bolton resident lives close to one of the main bus corridors into Bolton Town Centre, they can find that bus services do not serve them when needing to access health facilities.



Source: AECOM

4.

TRANSPORT VISION & STRATEGIC OBJECTIVES

TRANSPORT VISION & STRATEGIC VISION: OBJECTIVES

The Bolton Transport Strategy has six objectives which are designed to enable the Bolton Council vision to be achieved whilst also closely aligning our priorities with the transport priorities for Greater Manchester as a whole. This is important because many transport initiatives are cross-boundary into neighbouring authorities and can relate to regional funding arrangements.

The vision for Bolton is:

To work towards a zero-carbon transport network that is inclusive, safe, resilient, and sustainable; taking a balanced approach, ensuring that all modes of travel are considered and connected, and responsive to technological change and innovation.

Objective 1 -

Support and develop an integrated transport network.

Objective 2 -

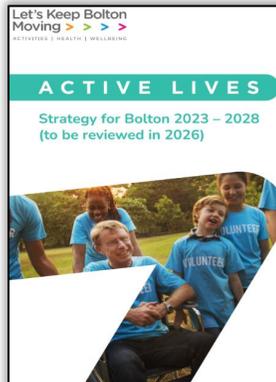
Work with partners to develop a transport services that are safe, inclusive and affordable.

Objective 3 -

Develop a transport network that enables people to lead active and healthy lives.

Objective 4 -

Be environmentally responsible in Bolton by lowering carbon and improving air quality.



The Bolton Active Lives Strategy 2023-2028 similarly sets out an ambition for Bolton to become an increasingly active, vibrant town where active lives are commonplace. In Bolton we want people to move more, more often. The ambition is to create an environment where people are more active in their daily lives, which in turn will improve health and resilience across communities.

Objective 5 -

Maintain and develop a reliable transport network to support economic growth and sustainable travel.

Objective 6 -

Improve road safety and travel facilities that encourage vulnerable people to travel with confidence.

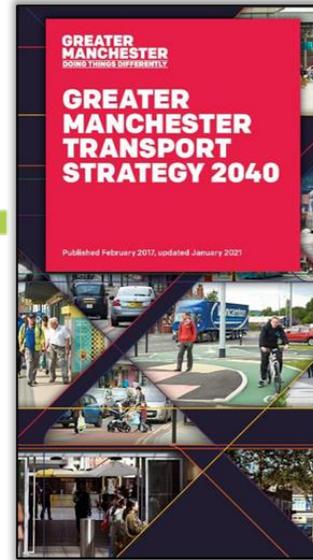
TRANSPORT VISION & STRATEGIC VISION: GREATER MANCHESTER TRANSPORT STRATEGY 2040

The objectives of the Bolton Transport Strategy are very closely aligned with the strategic vision and ambitions of the Greater Manchester Transport Strategy 2040. This is important for the alignment of transport measures and funding opportunities with our partners in Greater Manchester because many local initiatives will be responding to needs that are similarly experienced in neighbouring local authority's such as Bury and wigan.

The Greater Manchester Transport Strategy will be updated in response to the anticipated transport guidance within the Department for Transport's updated Local Transport Plan from 2024, which increases the importance of measures to reduce carbon emissions throughout the transport network.

The Bolton Transport Strategy and the priorities for change to the transport network can closely inform the regional transport needs in the next round of Delivery Plans for each local authority. This means we can mutually support our communities inclusive travel needs whilst also achieving significant transport improvements with our partners.

BOLTON TRANSPORT STRATEGY



Source: Transport for Greater Manchester



Greater Manchester Transport Vision

TRANSPORT VISION & STRATEGIC OBJECTIVES: GREATER MANCHESTER TRANSPORT STRATEGY 2040

Objective 1 - Support and develop an integrated transport network.

- Integrated rail and bus services, ticketing, land-use planning integrated with sustainable transport networks and wider Bee Network.

Objective 2 - Work with partners to develop transport services that are safe, inclusive and affordable.

- Public safety on public transport services, work with providers to reduce anti-social and illegal behaviour. Affordable ticketing / targeted discounting.

Objective 3 - Develop a transport network that enables people to lead active and healthy lives.

- Footpaths, footways and Public Rights of Way in our towns, parks and green spaces that provide a source of leisure and an alternative choice of travel.

Objective 4 - Be environmentally responsible in Bolton by lowering carbon and improving air quality.

- Work with patterns and stakeholders to have in place policies and plans to encourage carbon reduction and improved air quality in the provision of transport services and facilities. Support national net zero aims.

Objective 5 - Maintain and develop a reliable transport network to support economic growth and sustainable travel.

- Journey time reliability for bus, rail, freight / HGVs. Maintenance of the highways, structures and other assets.

Objective 6 - Improve road safety and travel facilities that encourage vulnerable people to travel with confidence.

- Pedestrian crossing facilities, footway surface and compliance with disability standards, lighting and working with partners to improve both passive and active surveillance measures.

5.

TRANSPORT STRATEGY: BUS SERVICES AND FACILITIES



Source: AECOM

BUS SERVICES AND FACILITIES: INTRODUCTION

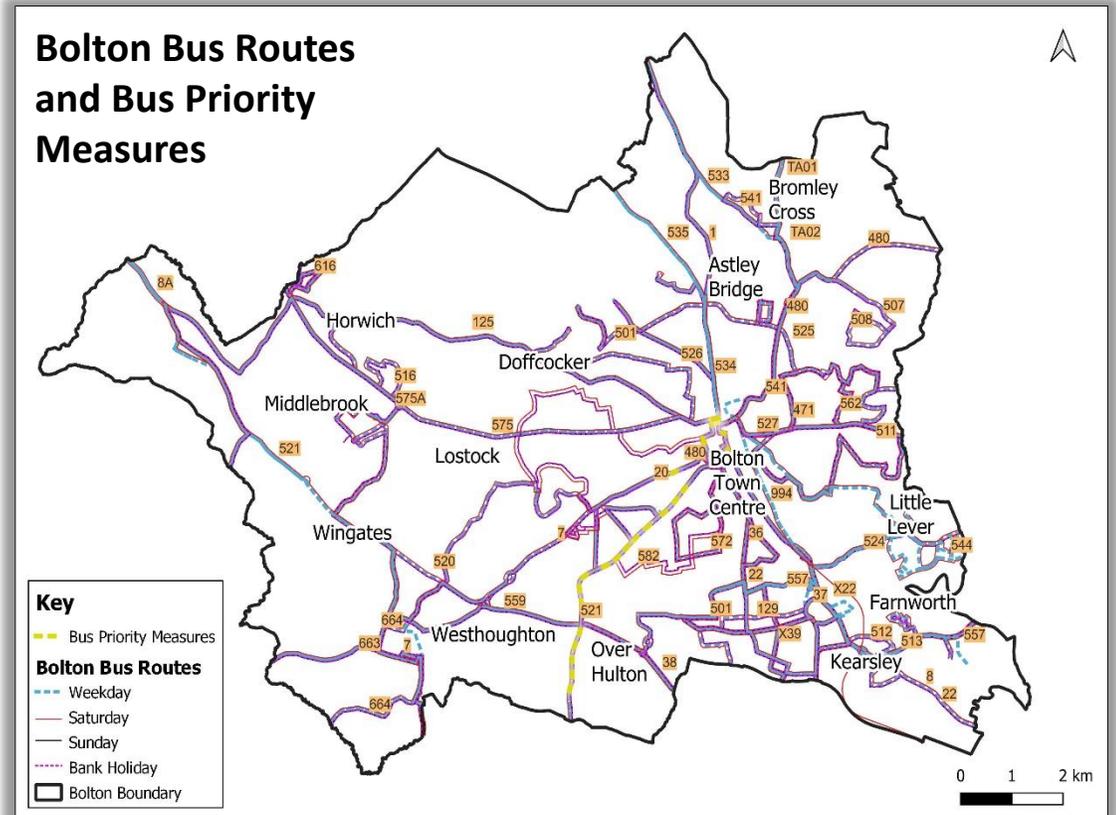
Bus services in Bolton provide essential connections within the borough and cross-boundary to our neighbouring authorities.

Since September 2023 the first franchised bus services began operating in Greater Manchester, and have included services in Bolton, Wigan and services through Salford to Manchester City Centre. This provides Bolton with an excellent opportunity to help drive the priorities for bus including considerations of routes, frequency, ticketing and integration with other services.

Buses are central to the sustainable transport mix because nationally, bus services occupy the highest mode-share for all sustainable modes for journeys up to 10 miles. In Bolton and across the country they are relied on by low income and vulnerable groups.

Bolton Interchange in the town centre is an important hub to connect the public with onward bus services, rail and the town centre. The interchange serves around 10% of bus departures in Greater Manchester, which is comparable to Piccadilly Bus Station. The access to the interchange and the user experience of the facility is important to attracting more people to use public transport.

Buses are important for providing our residents and business with connections to employment, training and retail destinations. An aging society and increased costs of driving for older persons also place our focus on bus connections to health facilities. Potential local circular services and safer access to bus waiting facilities are important for an inclusive public transport network.



Source: AECOM / Bolton Council / TfGM



BUS SERVICES AND FACILITIES: OUR EXISTING BUS INFRASTRUCTURE

There are over 5.2 kilometres of bus lanes in the borough, which provide a facility for better bus journey reliability and the avoidance of congestion. The 'Salford Bolton Network Improvement Programme' (SBNI) has provided similar improvements in both Bolton and Salford to improve the reliability cross-boundary bus services. The multi-modal package of local network interventions is focussed on improving the safety of short and medium trips by walking, cycling and bus.

As noted in Greater Manchester's Transport Strategy 5-year Delivery Plan, there are two proposed Quality Bus Transit (QBT) routes between Bolton and Wigan and Bolton, Bury and Rochdale. Both QBTs are at an early stage with business cases still needing to be developed. Although these are at an early stage it is important to keep these in mind throughout the transport strategy.

Going forward, a confluence of favourable operational changes in Greater Manchester provide opportunities; zero-emission fleets; opportunities for intelligent traffic signals; better telecommunications technology; and national support from Government present opportunities for the franchised bus network to significantly improve services for Bolton.



Source:
AECOM



BUS SERVICES AND FACILITIES: BUS SERVICE IMPROVEMENT PLAN

Changes to the running of bus services in Greater Manchester through franchising have put more control of the bus priorities in the hands of TfGM and the ten local authorities of Greater Manchester. In 2023, franchised bus operations commenced in Bolton and Wigan which are the Tranche 1 local authority districts as part of 3 tranches of roll-out. A key challenge will be funding the priorities for bus improvements in Bolton and across Greater Manchester whilst using the opportunities to improve the efficiency of the network. Working with partners at TfGM, we will consider bus priority improvements and use of technology to improve both journey times and bus stop waiting facilities.

The National Bus Strategy, Bus Back Better (2021) set out the requirements for local transport authorities to publish Bus Service Improvement Plans (BSIPs) and for stakeholders such as Bolton Council to inform them. In a franchised bus service environment, it will be important for Bolton Council to inform our partners of issues and priorities to support continual service improvement. This also means the opportunity now exists for Bolton to decide what the priorities are for timetables and routes.

The Greater Manchester BSIP is committed to general bus services, local links and school services. The BSIP and bus franchising includes the following areas of improvement:

Better journeys

- New buses and technology
- Better networks and easier payment options
- Better ticket choice, information and accessibility

Better places

- Better links to jobs and increased productivity
- Reduced congestion and low or zero emission fleets.

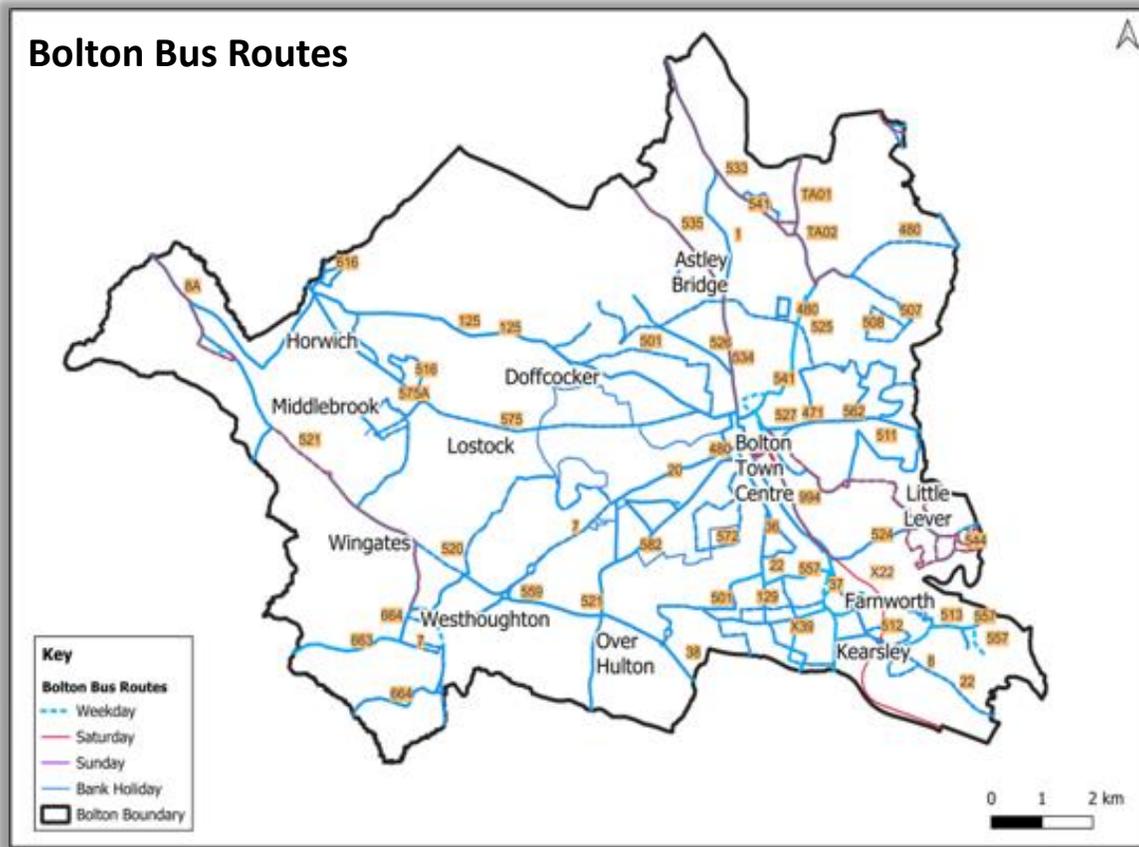
Community services

- Better value
- Better discounts for targeted groups
- Innovative services and products
- More competition and better joined up services



BUS SERVICES AND FACILITIES: OUR PRIORITIES

Bolton residents and visitors should have access to an accessible and inclusive bus system that is increasingly low emission to support air quality and carbon emission aims.



Source: AECOM

- 1 Engage TfGM in Bus Franchise Network Reviews to ensure local priorities and aspirations are considered and accommodated in developing an accessible and sustainable transport network .
- 2 Improved bus waiting facilities and information, which are safer and accessible to disabled users.
- 3 Integrate bus services with Travel Hub proposals.
- 4 Localised bus services and circulars to support access to hospitals and health facilities in Bolton.
- 5 Bus services that support the evening economy and shift workers across Bolton.
- 6 Quality Bus Transit on key bus corridors: Wigan-Bolton and Bolton-Bury-Rochdale.
- 7 Improve bus routes to housing and employment developments.
- 8 Bus alternatives to the car to access out-of-town retail parks.



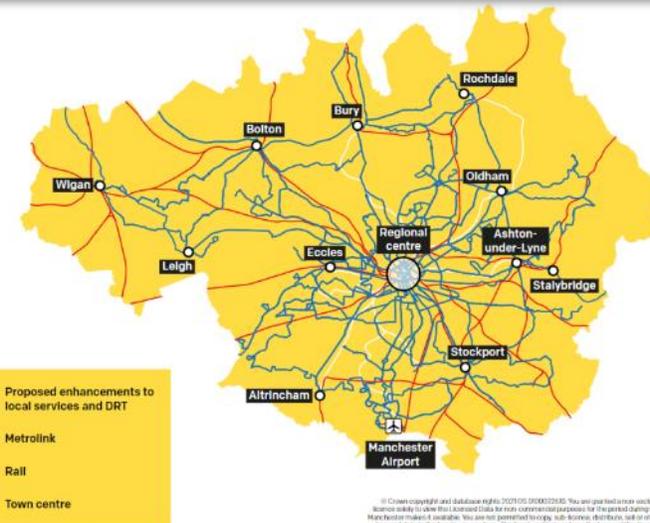
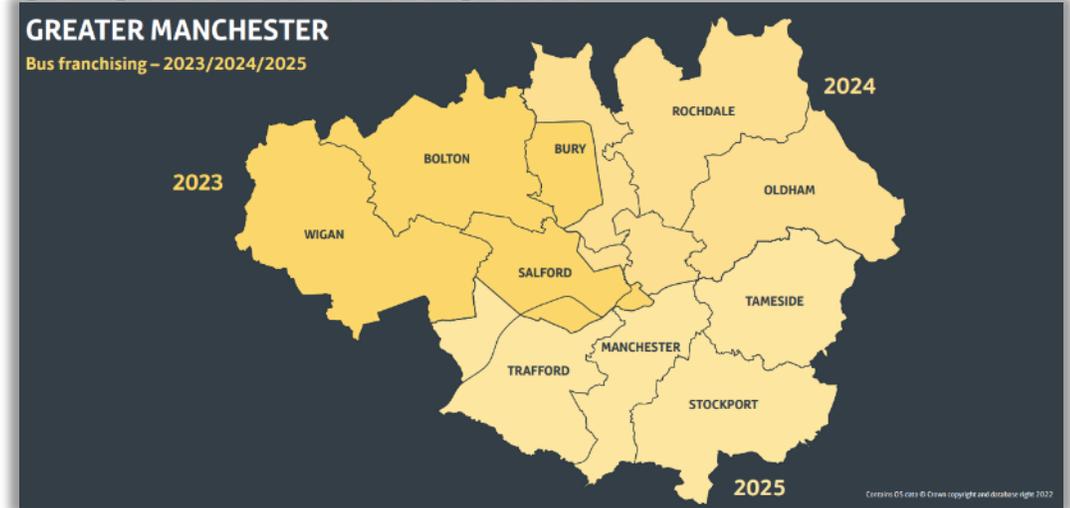
BUS SERVICES AND FACILITIES: PRIORITY 1, ENGAGE TFGM IN BUS FRANCHISE NETWORK REVIEWS TO ENSURE LOCAL PRIORITIES AND ASPIRATIONS ARE CONSIDERED AND ACCOMMODATED IN DEVELOPING AN ACCESSIBLE AND SUSTAINABLE TRANSPORT NETWORK

In 2023 the Greater Manchester Combined Authority (GMCA) started the first tranche of plans to bring buses back under local control for the first time since they were deregulated in Manchester in 1986. The new system is called franchising and has been used in London for two decades. The bus franchising scheme is part of Greater Manchester's wider plans to reform the bus market and integrate it with wider spatial planning for housing, skills and integrated public transport.

Operated as franchised bus services, TfGM coordinate the bus network and contracts bus companies to run services based on what passengers need, with any profit being reinvested in buses. Franchising brings significant benefits to bus users in Bolton. Buses can operate as part of an integrated public transport network which can mean allowing people to change easily between bus, rail and other modes at locations such as Bolton Interchange. Bolton Council want franchising to provide more affordable tickets, better service frequencies and improved understanding of the services available.

Franchising is to be delivered across Greater Manchester in three tranches. Bolton, Bury and Wigan are in the first tranche, which commenced in September 2023. All buses in Greater Manchester will be under public control by January 2025.

Bolton Council will continue to work with partners to improve the reliability of bus services and advocate for localised services to improve connections to health facilities, schools, housing developments and key amenities.



Source: TfGM; Bus Franchising and the proposed high-frequency bus routes



BUS SERVICES AND FACILITIES: PRIORITY 2, IMPROVED BUS WAITING FACILITIES AND INFORMATION, WHICH ARE SAFER AND ACCESSIBLE TO DISABLED USERS

BUS WAITING FACILITY AND BUS STOPS

We want to improve the standard of bus stops and waiting facilities to meet expectations of personal safety, lighting and digital information. Bus stops need to be fully accessible and be an attractive waiting environment at all times of the year. Whilst bus fleets have modernised, many bus stops have not and Bolton Council want to see this change.

We will work with TfGM to bring forward bus stops improvements, more bus shelters and raised kerbs to facilitate level boarding and alighting. Digital real-time journey information could be more widely available across our many devices and bus stop display systems using the internet and vehicle tracking technology.

Bus stops should be safe to access from the opposite side of a carriageway. We will prioritise the most popular routes and Quality Bus Corridors with safer road crossings in the immediate vicinity of bus stops that experience the highest on-boarding demand from customers. This is important for pedestrian road safety in the vicinity of popular bus stops. Similarly, we will identify footway and footpath improvements to bus stops.



Source: AECOM

BUS SERVICES AND FACILITIES: PRIORITY 3, INTEGRATE BUS SERVICES WITH TRAVEL HUB PROPOSALS

Transport for Greater Manchester are rolling out Travel Hubs, which will offer a range of travel and transport facilities. The facilities may be public transport with cycling, or at a larger scale, the potential integration of car clubs and electric vehicle charging.

We will work closely with TfGM to identify which Travel Hub proposals could also offer bus connections, and the quality and service provision that the Travel Hubs should include depending on the local area in Bolton.



BUS SERVICES AND FACILITIES: PRIORITY 4, LOCALISED BUS SERVICES AND CIRCULARS TO SUPPORT ACCESS TO HOSPITALS AND HEALTH FACILITIES IN BOLTON

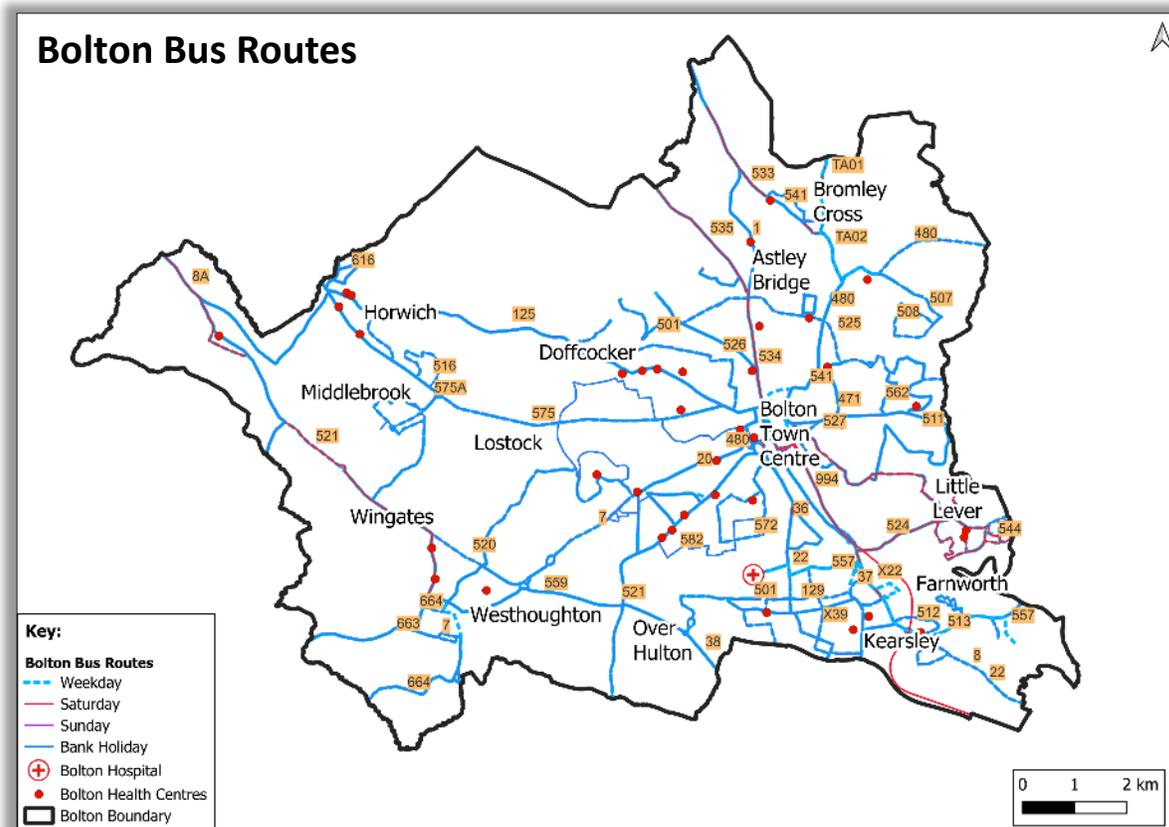
Bolton has an aging population according to the 2021 Census and the Bolton Joint Strategic Needs Assessment. Around 18% of the adult population have a registered disability and 9% have a long-term health condition. Access to health services is important for society and our local economy.

Buses are essential for our vulnerable people to access employment and training and increasingly important for access to health facilities. The map adjacent illustrates many health facilities are on or near bus services on radial routes to the town centre. However, few services connect between out-of-centre health facilities on orbital service patterns.

During the development of the transport strategy, our Members in Blackrod, Horwich and Westhoughton expressed a particular need for connections with health facilities to support journeys to medical appointments. The structure of local clinical services and has changed over the last decade leaving many people with long and protracted public transport journeys to access the treatment that may require.

Bolton Council will work with TfGM and our partners to identify existing low frequency services and potential new routes that can increase people's confidence to use the bus for trips to health facilities.

Better information for vulnerable people regarding how they may travel between health facilities is a key customer information priority to ensure our transport network is inclusive. This relates to an effective roll-out of clearer and affordable ticketing as part of the Greater Manchester Bus Service Improvement Plan.



Source: AECOM

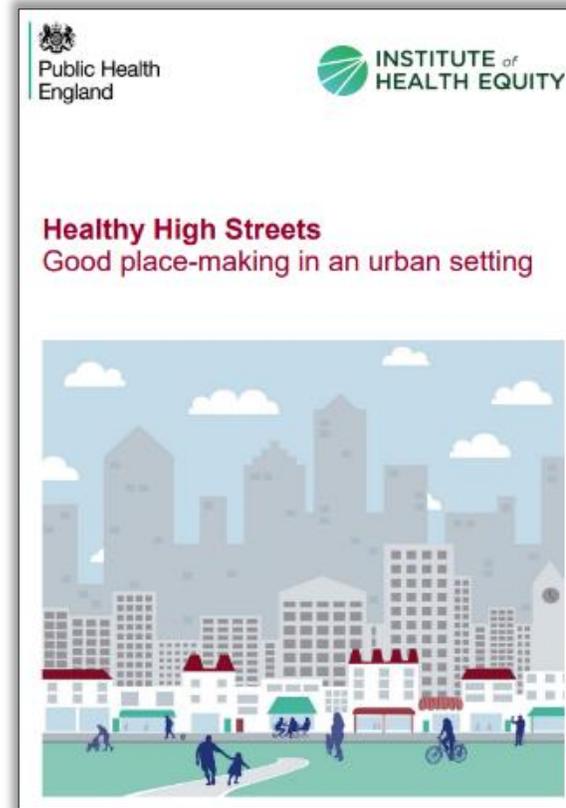


BUS SERVICES AND FACILITIES: PRIORITY 5, BUS SERVICES THAT SUPPORT THE EVENING ECONOMY AND SHIFT WORKERS ACROSS BOLTON

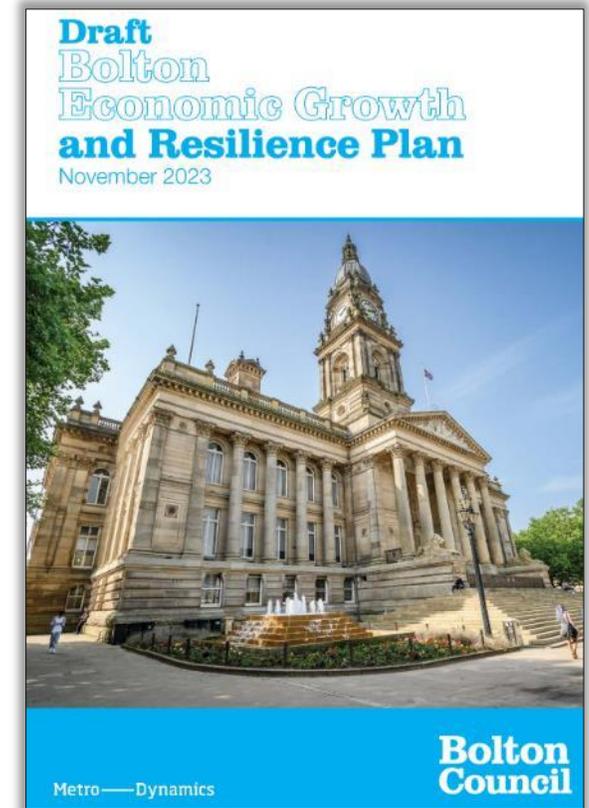
Bolton Town Centre has undergone changes as the retail structure across the country has changed to both an online and in-store offer. Our high streets are shifting to a more diverse offer of retail, leisure and experiences such as health and beauty, cafes and restaurants. We want our bus services to support the changing dynamic of our high street, including services that support the both the day and evening economy.

Bolton Council is encouraging the Town Centre to be a place of work, leisure and residential through the Bolton Town Centre Framework. This means a future where people living in the Town Centre require bus services to connect them to amenities and opportunities across the wider borough and beyond.

Bus services need to better connect with the growth of out-of-town strategic growth areas such as warehouse and distribution centres, which have developed in Bolton. We want our bus services to better connect our town with the job opportunities that continue to grow whilst also supporting connections with Bolton Royal Hospital, supermarkets and other locations where employees need to travel throughout the day. We will work with the Combined Authority and our partners to realise better bus services to support shift workers.



Source: Public Health England



Source: Bolton Council

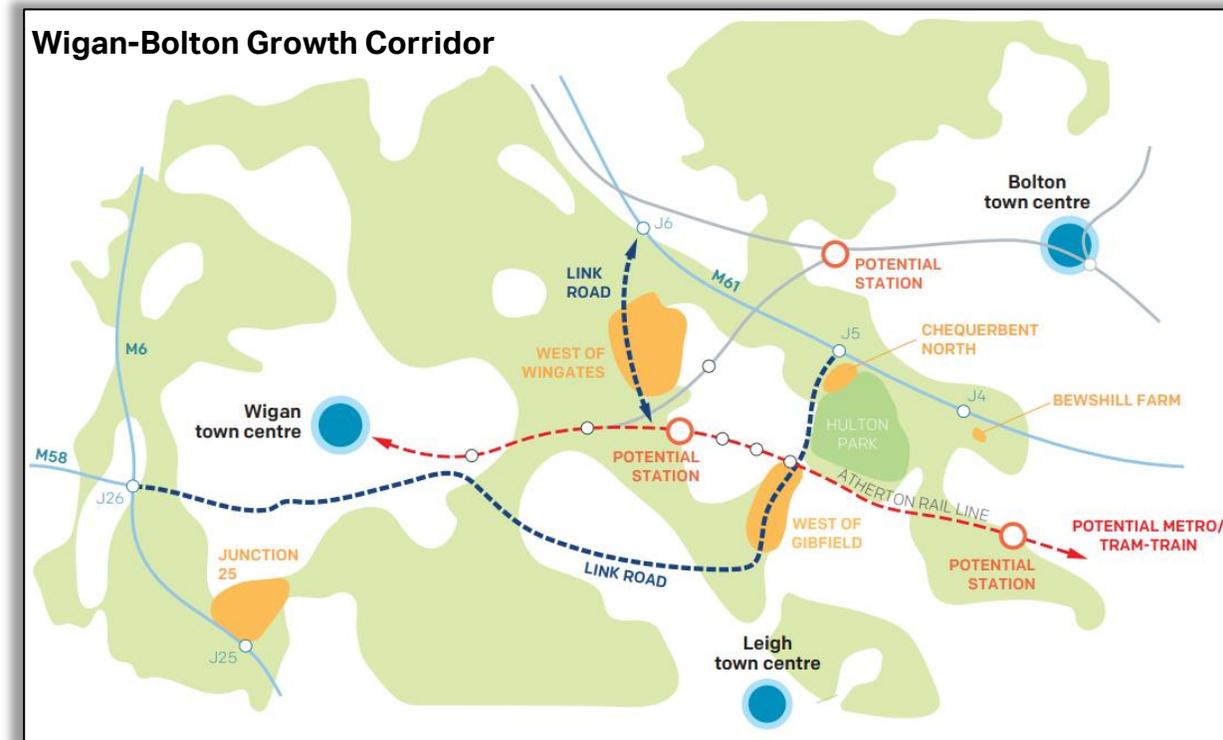


BUS SERVICES AND FACILITIES: PRIORITY 6, QUALITY BUS TRANSIT: WIGAN-BOLTON, BOLTON-BURY-ROCHDALE

Bolton Council will support improvements to the high frequency services to Wigan, Bury, Salford and Manchester because they are important to our residents, businesses and the operation of the bus network. We will work with our partners at TfGM and neighbouring authorities to develop the bus priority measures that support Quality Bus Transit improvements on the corridors; Bolton - Wigan on the A579 and A58/A676; and Bolton – Bury on the A58. Bolton Council will prioritise measures on the highway network and at junctions where bus delay constraints occur.

Bus services in the Wigan-Bolton Growth Corridor include proposed Quality Bus Transit, which is a programme to improve service reliability and bus stops over the duration of the plan. Bolton Council will develop the Quality Bus Transit corridor with Wigan Council and TfGM, and which will support improvements as part of the Greater Manchester Bus Service Improvement Plan (BSIP).

The Salford Bolton Network Improvement Programme (SBNI) is an example of good practice to identify improvements on the highway network for improved services. Bus service improvements on frequent bus corridors to Wigan, Bury and Salford will form part of the integrated Bee Network of public transport modes, ticketing and accessible information.



Source: Transport for Greater Manchester



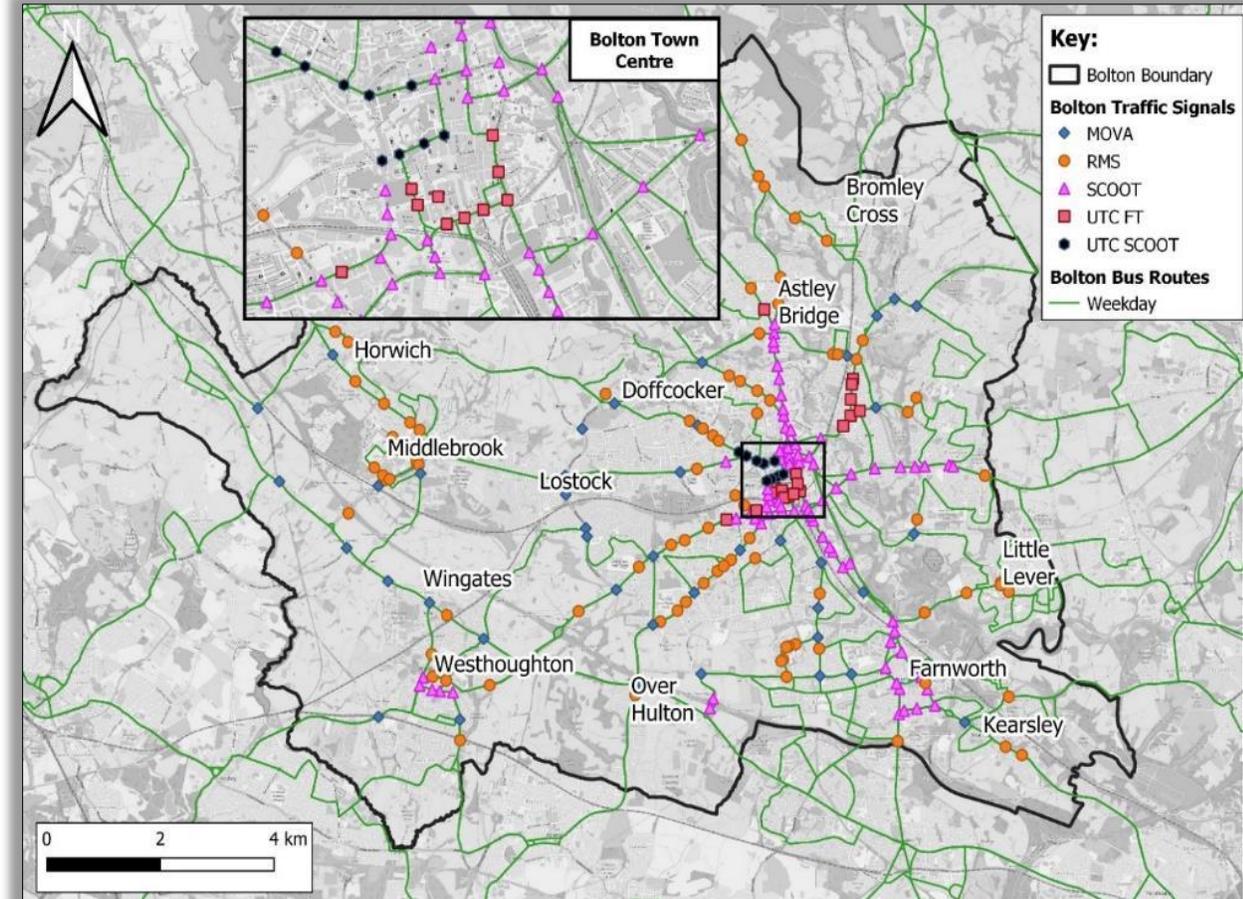
BUS SERVICES AND FACILITIES: PRIORITY 7, IMPROVE BUS ROUTES TO HOUSING AND EMPLOYMENT DEVELOPMENTS

Bolton Council has a statutory requirement to identify locations for new housing development to support our growth and housing needs. In alignment with the Greater Manchester 'Right-Mix' ambitions we expect new developments and existing residential areas to be better connected with our bus network. There are opportunities to utilise digital technology to make the network more efficient, reliable and informative for users regarding timetable and ticketing information.

Signalised junctions and the bus technology associated with them are a notable for service improvements and journey reliability. We would encourage site promoters for new development to consider both the routes and technology available when framing sustainable travel needs. We will work with TfGM and our highway partners to raise the standard of technology being used and the integration of digital sensors to manage congestion where new development could create pressures on the existing road network. Examples include bus tracking for prioritising buses at signalised junctions, integrated air quality monitoring and efficient pedestrian detection at crossings.

Digital and internet-connected devices are increasingly abundant in our lives and communities. The technology can provide residents at housing developments with understanding of the alternative mode choice provided by bus services, where coupled with genuine service improvements to frequency and reliability.

The map adjacent illustrates the types of traffic signal control on Bolton's road network. The latest SCOOT systems shown in purple are not widespread and could be prioritised with bus service improvements to support growth.



Source: Transport for Greater Manchester



BUS SERVICES AND FACILITIES: PRIORITY 8, BUS ALTERNATIVES TO THE CAR TO ACCESS OUT-OF-TOWN RETAIL PARKS

Inclusive growth in Bolton requires reliable and frequent bus services to connect people and homes with retail employment opportunities, as well as essential services such as pharmacies. Protected groups such as the disabled and elderly rely on bus services to access key amenities and we will priorities alternatives to the car for access to retail parks. Notable examples include supermarkets in the town centre and Middlebrook Retail & Leisure Park.

Whilst many frequent bus routes connect to Bolton Town Centre, growth across the Borough increasingly requires radial services running between Bolton's other towns and opportunity areas. Bus services will be essential to provide an alternative to the car and a travel mode for those who cannot drive.

We will work with TfGM as part of the Bus Franchising Operating Model to identify and access opportunities to improve bus services to retail parks.



Source: AECOM



BUS SERVICES AND FACILITIES: ALIGNMENT OF THE PRIORITIES WITH POLICY OBJECTIVES

Proposed priorities for bus services and facilities in comparison to Bolton Council's existing 'Made in Bolton' objectives						
Bus Services And Facilities	Objective 1 Support and develop an integrated transport network.	Objective 2 Work with partners to develop a transport services that are safe, inclusive and affordable.	Objective 3 Develop a transport network that enables people to lead active and healthy lives.	Objective 4 Be environmentally responsible in Bolton by lowering carbon emissions and improving air quality.	Objective 5 Maintain and develop a reliable transport network to support economic growth and sustainable travel.	Objective 6 Improve road safety and travel facilities that encourage vulnerable people to travel with confidence.
Engage TfGM in Bus Franchise Network Reviews to ensure local priorities and aspirations are considered and accommodated in developing an accessible and sustainable transport network .	✓	✓			✓	
Improved bus waiting facilities and information, and which are safer and accessible to disabled users.		✓	✓			✓
Integrate bus services with Travel Hub proposals.	✓		✓		✓	
Localised bus services and circulars to support access to hospitals and health facilities Bolton.	✓		✓		✓	✓
Bus services that support the evening economy and shift workers across Bolton.	✓	✓			✓	
Quality Bus Transit on key bus corridors: Wigan-Bolton and Bolton-Bury-Rochdale.	✓		✓	✓	✓	
Improve bus routes to new housing and employment developments.			✓	✓	✓	✓
Alternatives to the car to access out-of-town retail parks.	✓		✓	✓	✓	✓



6.

TRANSPORT STRATEGY: RAIL SERVICES



Source: AECOM

RAIL SERVICES: INTRODUCTION

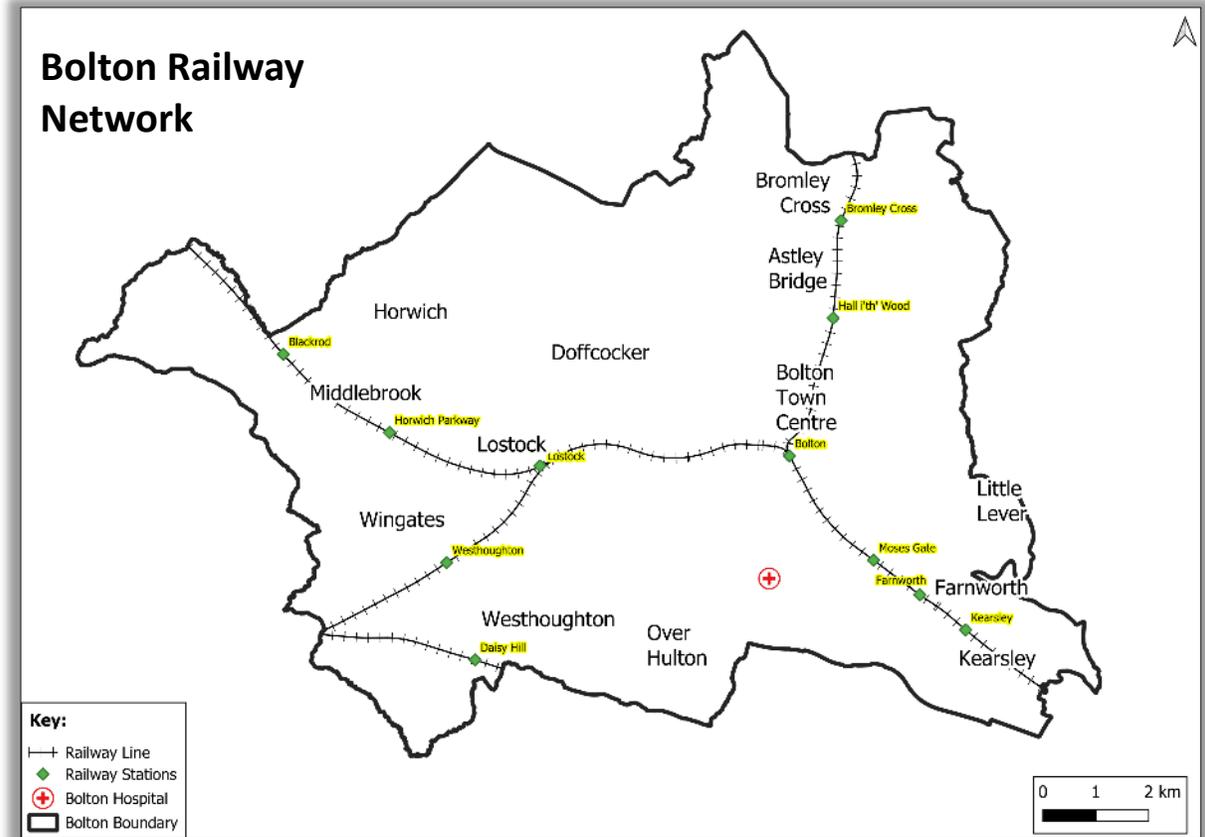
11 rail stations are located within the Bolton borough, served by Northern and TransPennine Express, connecting Bolton to areas including Glasgow, Edinburgh and Blackpool.

Bolton Station is the busiest in the borough with a footfall of over 3 million between 2019-2020 before the pandemic, and over 2.3 million in 2021-2022. It is a station managed by Northern, with both Northern and TransPennine operating through the station.

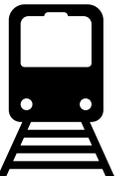
The poor service reliability that led to the transfer of both Northern and TransPennine Express to the Government's 'Operator of Last Resort' (OLR) have been a source of consumer and business concerns. Poor reliability, reduced rail frequency from many of the borough's stations, fleet capacity and station amenity have been raised during the preparation of the Bolton Transport Strategy.

The National Travel Survey 2023 highlighted a national trend for rail usage by commuters to be around 40% down on pre-pandemic levels. Leisure and education related rail trips have recovered but occupy a smaller segment of user demand.

In Bolton, station usage across the majority of Bolton's stations has significantly reduced between 2019-2020 and 2021-2022. Blackrod (-78%) and Daisy Hill (-52%) saw the largest reductions in usage across the period whilst Bolton Station in the town centre has seen a reduction of -28%. This means improved station accessibility for active travel and vehicle modes are important to support the case for better rail services.



Source: AECOM



RAIL SERVICES: OUR EXISTING RAIL INFRASTRUCTURE

In 2020, Network Rail, with support from Northern and TransPennine Express, completed their multi-million-pound upgrade of Bolton Railway Station. This combined with Bolton Bus Station to form Bolton Interchange. The upgrade is part of the Great Northern Rail Project (GNRP), a programme of improvements aiming to transform northern train travel as part of Britain's Railway Upgrade Plan.

Following on from its completion in 2020, roads around the Bolton Interchange received improvements as part of Bolton Council's wider scheme of safer roads. Such improvements included:

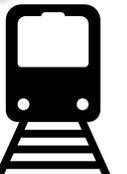
- A new Bolton rail station drop off / pick up facility;
- A cycle link between the recently completed CYCLOPS junction improvement at Newport St and Trinity St to the cycle hub outside Bolton Interchange.

Improvements to services and facilities at Bolton's other stations are a central aspiration for the Bolton Transport Strategy. Horwich Parkway was the first train station in Greater Manchester to come under local control by Transport for Greater Manchester having previously been operated by Northern. This is a significant step in the region's long-term vision for rail and can be a blueprint for station management at other stations in the future.

Local control of rail stations means we can prioritise car parking facilities and electric vehicle charging, safe active travel routes and interchange with bus timetables to support an integrated transport system. Bolton Council will work with TfGM to realise these aims.

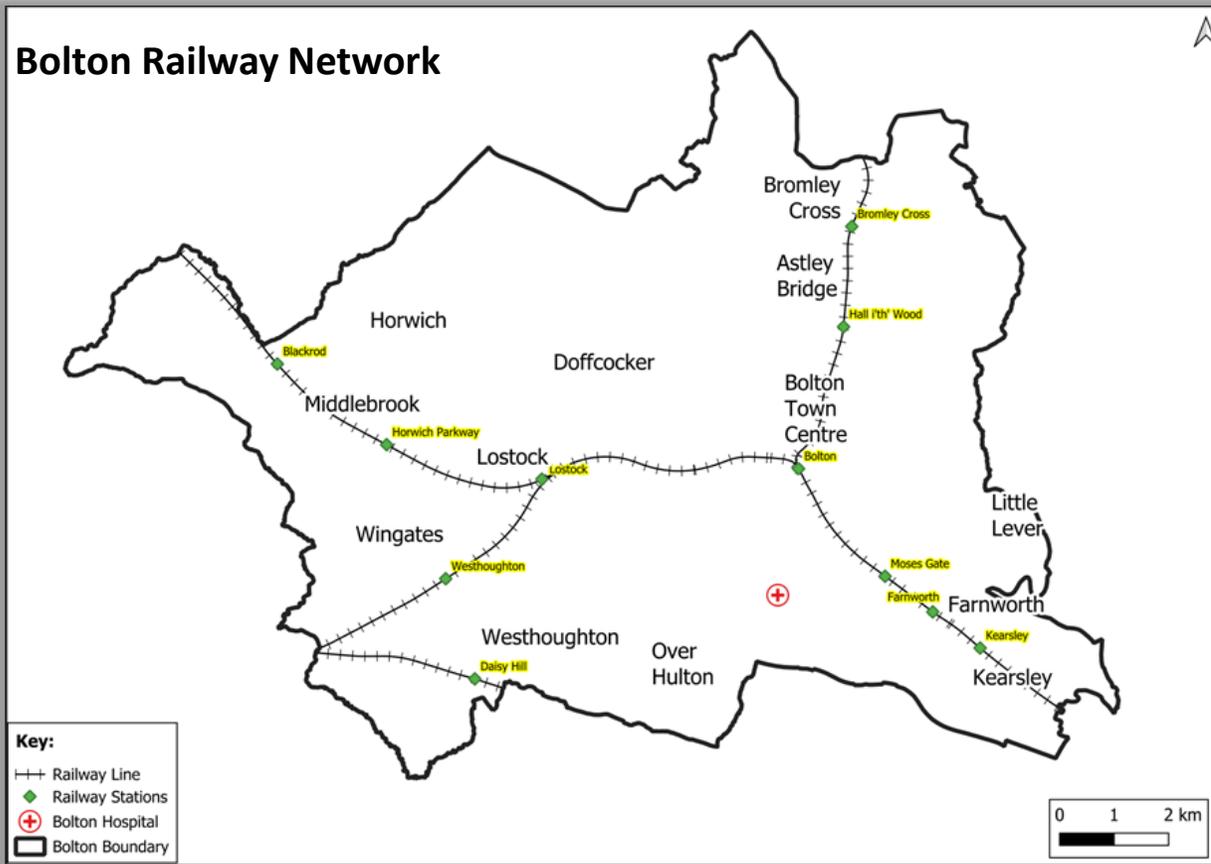


Source: AECOM



RAIL SERVICES: OUR PRIORITIES

Bolton residents and visitors should be able to depend upon a frequent and reliable rail service, connecting them with Greater Manchester and further.



Source: AECOM

- 1 Work with partners to improve rail service frequency and reliability.
- 2 Electrification of the railway between Bolton and Wigan.
- 3 Rail capacity improvements on key commuting corridors in north west Manchester.
- 4 Support regional partners to advocate for improved rail infrastructure into Manchester City Centre to improve the current capacity constraints.
- 5 Safer access to rail stations by walking and cycling.
- 6 Affordable and integrated ticketing with the wider Bee Network.
- 7 Introduce early morning and late evening direct rail service to London.



RAIL SERVICES: PRIORITY 1, WORK WITH PARTNERS TO IMPROVE RAIL SERVICE FREQUENCY AND RELIABILITY

Bolton Council will work with TfGM and our rail partners to strongly advocate for reliable rail services from our stations. Rail reliability for our communities and those across the region is a significant barrier to opportunities and prosperity. This issue has been highlighted by the think tank Centre for Cities regarding the Levelling Up agenda. Rail reliability is important to realise inclusive growth across Bolton and our communities require dependable services.

Our stations in Bolton have a half-hourly rail service on the Manchester to Preston Line, an hourly service for stations on the Bolton to Wigan Line and likewise an hourly service to Blackburn and Clitheroe. A half-hourly service from all our rail stations is important to encourage more people to use the train for trips both within Bolton and beyond. A more frequent service to Manchester City Centre and Preston is our aspiration to support Bolton's growth and regeneration, maximising capacity at the local level.

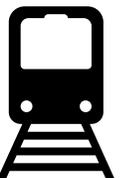
We will work with our partners at TfGM to progress Metrolink services to Bolton as a long-term aspiration, which could improve rail service frequency. We have the aspiration to bring Metrolink services to Bolton to support our economic growth plans.



Source: AECOM

RAIL SERVICES: PRIORITY 2, ELECTRIFICATION OF THE RAILWAY BETWEEN BOLTON AND WIGAN

Electrifying the railway line between Bolton and Wigan is targeted to be completed by 2025. These works will help to futureproof the route and ensure it is prepared for Northern Rail's latest fleet. Improvements have also included platform extensions and modifications to level crossings. Maintaining these cross-boundary connections to areas including Bolton will improve the resilience of the rail network and support access to opportunities, skills and training.



RAIL SERVICES: PRIORITY 3, RAIL CAPACITY IMPROVEMENTS ON KEY COMMUTING CORRIDORS IN NORTH WEST MANCHESTER

Bolton Council will work with TfGM and our rail partners to strongly advocate for major improvements to regional rail capacity through North West Manchester and connections to the wider North West region. This is essential so service frequency and reliability can be achieved.

A lack of capacity between Bolton, Manchester, Blackburn and Clitheroe can lead to peak-time overcrowding was an issue identified by the North West Manchester Rail Capacity Study. Interventions could be made at some stations in Bolton such as reinstating former platforms at Lostock Station serving journeys to Wigan, a development which could enhance the network's rail services.

Currently, sections of the network in the borough which are single track impose significant constraints to rail capacity, leading to delays to services which can have adverse knock-on effects. Re-instating a double-track layout to single track sections would allow for an increase in the number of services, for example from Bolton via the Ribble Valley corridor.

Service consolidation could also optimise the use of capacity in the corridor for local services. Concepts like this would require further study to determine a suitable balance between Bolton's wider connection and the appropriate capacity of the rail line.

Announced in 2023, Network North could bring investment to areas including Greater Manchester for better rail services and other transport priorities.



Source: AECOM



RAIL SERVICES: PRIORITY 4, SUPPORT REGIONAL PARTNERS TO ADVOCATE FOR IMPROVED RAIL INFRASTRUCTURE INTO MANCHESTER CITY CENTRE TO IMPROVE THE CURRENT CAPACITY CONSTRAINTS

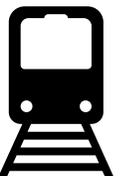
Bolton Council will support partners at Transport for Greater Manchester and Transport for the North to advocate for improved rail infrastructure concerned with releasing the limited capacity of services through Manchester City Centre. The North West Manchester Rail Capacity Study identified that many of the regions rail constraints are due to capacity limitations through the city centre, which has impacts to current and aspirational services to Manchester, the wider North West and London.

RAIL SERVICES: PRIORITY 5, SAFER ACCESS TO RAIL STATIONS BY WALKING AND CYCLING

The accessibility of our 11 rail stations in Bolton from residential and employment areas varies across the borough in regard to direct and attractive pedestrian routes, station facilities and integrated bus services. Bolton Council want to work with developers and partners to improve routes to stations using the latest design standards. Connecting our communities with well-maintained paths to stations is important for our prosperity, health and wellbeing. Providing more opportunities to walk and cycle increases physical activity and reduces the number of short journeys made by cars.

Feeling unsafe whilst walking and cycling across the borough is linked to causes including; inadequate lighting during the months with shorter daylight hours; speeding vehicles; and a lack of safe crossings. Consultation activity undertaken for the A673 Chorley New Road revealed that 35% of respondents felt unsafe as a cyclist and this sentiment has been articulated during the preparation of the Bolton Transport Strategy.

The Greater Manchester Transport Strategy similarly aims to improve walking and cycling networks to rail stations as part of the Bee Network. Integrating these aims with the transport network in Bolton including our footways and Public Rights of Way can provide safer access to railway stations.



RAIL SERVICES: PRIORITY 6, AFFORDABLE AND INTEGRATED TICKETING WITH THE WIDER BEE NETWORK

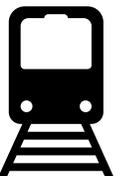
The launch of TfGM's Bee Network has introduced a more integrated ticketing system, combining bus and tram travel in a cheaper and more convenient way. The success of this favours the wider aspiration for train travel to be integrated. By 2030, Greater Manchester would like to see local train services integrated into the Bee Network, taken forward by a new Rail Partnership with Great British Railways. Bolton support this because it will provide a seamless service for public transport across Greater Manchester.

RAIL SERVICES: PRIORITY 7, INTRODUCE EARLY MORNING AND LATE EVENING DIRECT RAIL SERVICE TO LONDON

Bolton Council will advocate for an early morning and late evening direct rail service to London. A direct London service had been in operation prior to the introduction of the rail franchising arrangements in the 1990s and is important to make Bolton a more attractive place for businesses to invest. A direct service to the capital can raise the profile of the borough and support efforts to increase the economic performance of the northern Greater Manchester city-region. It would support key drivers for the borough's growth and place-making such as University of Bolton.



Source: AECOM



RAIL SERVICES: ALIGNMENT OF THE PRIORITIES WITH POLICY OBJECTIVES

Proposed priorities to support rail services in comparison to Bolton Council's existing 'Made in Bolton' objectives

Rail Services	Objective 1 Support and develop an integrated transport network.	Objective 2 Work with partners to develop a transport services that are safe, inclusive and affordable.	Objective 3 Develop a transport network that enables people to lead active and healthy lives.	Objective 4 Be environmentally responsible in Bolton by lowering carbon emissions and improving air quality.	Objective 5 Maintain and develop a reliable transport network to support economic growth and sustainable travel.	Objective 6 Improve road safety and travel facilities that encourage vulnerable people to travel with confidence.
Work with partners to improve rail service frequency and reliability.	✓	✓	✓		✓	
Electrification of the railway between Bolton and Wigan.		✓		✓	✓	
Rail capacity improvements on key commuting corridors in north west Manchester.	✓	✓	✓		✓	
Support regional partners to advocate for improved rail infrastructure into Manchester City Centre to improve the current capacity constraints.	✓	✓	✓		✓	
Safer access to rail stations by walking and cycling.	✓	✓	✓	✓	✓	
Affordable and integrated ticketing with the wider Bee Network.	✓				✓	
Introduce early morning and late evening direct rail service to London.	✓				✓	



7.

TRANSPORT STRATEGY: WALKING, WHEELING AND CYCLING



Source: Bikeability

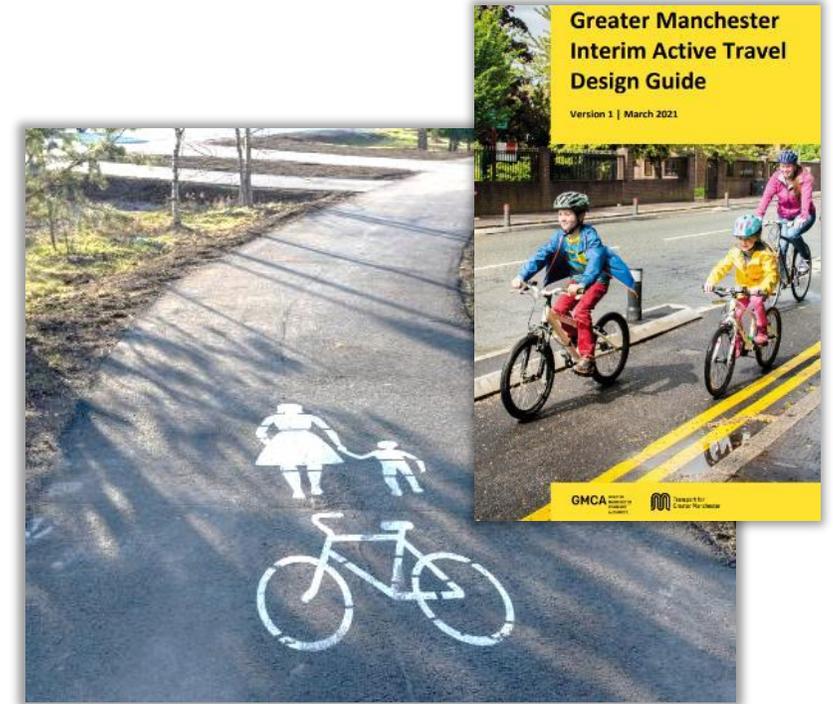
WALKING, WHEELING AND CYCLING: INTRODUCTION

Growth and prosperity in Bolton is closely linked to our health and wellbeing, and the Bolton Transport Strategy has an important role to identify 'active travel' priorities for healthier lifestyles and social inclusion. We want our communities to be able to start, live and age well. This means access to opportunities for young people, and access to services and green spaces for the vulnerable.

Safe and accessible facilities for walking, cycling and wheeling are important for an inclusive transport network. 'Wheeling' is a consideration of wheelchair users, mobility scooters and baby buggies, which require well-maintained paths for their use. 25% of households in Bolton do not own a car or van according to the 2021 Census, which is a similar rate to Greater Manchester as a whole. This means our communities, educational facilities and places of work need to be accessible to active modes of travel.

The Greater Manchester ambition to have a 'Right Mix' of sustainable transport trips of around 50% of all journeys in the region by 2040 is an ambition Bolton Council share with our city-region neighbours. To achieve this, we will prioritise existing walking and cycling plans as part of the Bee Network and identify new priorities with our communities and stakeholders that respond to the gaps across our borough. This will include better lighting, signage and path resurfacing, new segregated and quiet routes, and safer road crossing facilities.

Bolton Council will work with the Greater Manchester Integrated Care Partnership to reduce health inequality and raise our attainment against the social determinants of health. During the preparation of the Bolton Transport Strategy, articulated concerns have included access to health facilities, parks and green spaces and maintenance of our Public Rights of Way. The priorities here aim to respond to our local concerns for active travel facilities.



**Greater
Manchester
Integrated Care
Partnership**

**Fairer
Health
For All**



WALKING, WHEELING AND CYCLING: WHAT WE ARE DOING NOW

Across the Bolton borough, schemes are underway to enhance Bolton's walking, wheeling and cycling infrastructure.

The **Manchester Road Corridor** scheme, due to be completed in 2024, will see enhanced cycle lane provision along the B6536, A575 Manchester Road, A6053 Bolton Road and Market Street, between Bolton Town Centre and Farnworth Town Centre.

Having identified this corridor as a priority route for residents, this scheme looks to strengthen the active travel corridor, protecting cyclists and making cycling a more desirable mode of transport within the area.

The **Bolton Town Centre East** project, due to be completed in 2024, aims at improving links within and around Bolton Town Centre for cyclists and pedestrians. Proposed changes include:

- New segregated cycle lanes on key routes;
- Additional cycle parking spaces; and
- New toucan crossings.

Many improvements have already been introduced for use by both pedestrians and cyclists, such as the scheme along the A579 Trinity Street. In addition, the recently consulted on **Farnworth Town Centre Masterplan** 'Streets for All' scheme in Farnworth, which supports the, will progress in the short-term and the Bolton Transport Strategy will advocate for the local plans and masterplans of our communities in the borough so they can gain the funding required.

-  Manchester Road Corridor segregated cycle route.
-  Bolton Town Centre East segregated cycle route.
-  Pedestrian and cyclist road crossings to improve safety.



Source: AECOM



WALKING, WHEELING AND CYCLING: THE MICRO-MOBILITY OPPORTUNITY

Electric assisted bicycles, e-scooters and other battery powered single-person transport are being made possible by breakthroughs in lithium batteries and smartphone apps. Where they are legally permitted on the public highway, they can enable point-to-point transport links where there are perceived gaps in the public transport network related to scheduling needs and affordability. However, they are at different stages of legislative backing for use on the highways in the UK and have been a divisive issue in the many local areas that have trialled e-scooter hire in a temporary initiative with the Department for Transport.

Legislation and research of the benefits or risks of e-scooters is being developed by the UK Government, which may result in an update to the Highway Code.

Bolton Council and partners at TfGM will respond to the changes in legislation and plan accordingly, which could include changes to highway signage, local Traffic Regulation Orders and travel information at transport interchanges and public services.

Micro-mobility and related smartphone apps have supported the rise of employment opportunities in courier services, known as aggregator services. These employment opportunities did not exist only a short time ago and are predominantly operated by cyclists, often with electric-assisted bicycles, including cargo bikes. Aggregator services and the bicycles used are expected to remain an important part of the economy and provide opportunities for flexible work, training and entrepreneurship.



Source: Royal Mail



Source: AECOM

E-Scooter Trials:
The UK Government has encouraged scooter hire trials to understand the widespread concerns and policy needs before making any changes to legislation and the Highway Code.



WALKING, WHEELING AND CYCLING: OUR PRIORITIES

Our six priorities for walking, cycling and wheeling are important for the regeneration of Bolton Town Centre. They will provide linkages across the borough to Bolton University, Royal Bolton Hospital, our parks and homes, and growth areas.

Bolton has examples of good practice for the design of cycling facilities but there is much more that can be delivered at all scales. We need to prioritise walking wheeling and cycling because it is important for social inclusion, health and providing an alternative to the car.

Our priorities are to improve the current provision of facilities including the maintenance of existing routes for year-round use. In addition, we want to improve access with disabled people according with the latest design standards.

New housing and employment development is important to support growth in the borough. However, the travel demands associated with it can generate increasing numbers of journeys in our communities. We want new development to be accessible by a choice of transport modes with walking and cycling the highest priority for short journeys.

Bolton Council will work with the Greater Manchester Combined Authority to align our priorities with the 'Right-Mix' in the Greater Manchester 2040 Transport Strategy, and the sustainable travel expectation of the 'Places for Everyone' regional spatial strategy.

1

More safe and secure cycle parking.

2

Develop a robust network of walking, cycling and wheeling routes across the borough.

3

Maintain and improve the Public Rights of Way network.

4

Support the roll-out of community Bike Libraries and shared bike services.

5

Create and maintain safe and coherent walking and cycle routes to all our district town centres.

6

Require new development to incorporate direct and coherent active travel facilities to local town and village centres.

7

Improve the safety and attractiveness of pedestrian connections with Bolton University.

8

Develop safe and attractive cycling routes to our growth areas at Logistics North and Westhoughton.



WALKING, WHEELING AND CYCLING: PRIORITY 1, MORE SAFE AND SECURE CYCLE PARKING

During the preparation of the Bolton Transport Strategy, a priority for more safe and secure cycle parking was articulated. Cycle parking for our high streets, schools and other public premises is necessary to help communities cycle with the confidence that their destination will have appropriate cycle parking, whether it is for a short-stay or long-stay use.

CYCLE PARKING STRATEGY

The Greater Manchester Active Travel Design Guide among other sources provides detailed guidance for the form, location, purpose, capacity and surveillance measures in each cycle parking location. Bolton Council will draw on existing funding sources and work with partners, to incorporate appropriate cycle parking that mutually supports cyclists, stakeholders and improves the public realm.

We will develop a Cycle Parking Strategy which will include our town centres and local district centres. This will both review current facilities and identify requirements.



Source: Greater Manchester Cycling Design Guidance, TfGM



Source: Greater Manchester Active Travel Design Guide, TfGM



WALKING, WHEELING AND CYCLING: PRIORITY 2, DEVELOP A ROBUST NETWORK OF WALKING, CYCLING AND WHEELING ROUTES ACROSS THE BOROUGH.

Bolton Council will continue to work with our stakeholders, Transport for Greater Manchester and our delivery partners to develop the existing plans for the town centre. The priorities shown here all have funding commitments in place.

During the development of the cycling schemes, Bolton Council will continue to engage with our communities and respond to the funding requirements with TfGM. Bolton Council want to prioritise pedestrians equally with cyclists, which is important for inclusive design and support for the changes being made.

The Bolton Transport Strategy was prepared during a period of high inflation nationally, which has been a challenge for many existing infrastructure schemes. Bolton Council will work with partners to ensure delivery of the active travel improvements despite the funding pressures.

Scheme	Comment
Manchester Road Corridor	Funded by 'Active Travel Fund 2', this is a £1.2 million light segregation scheme linking Trinity Street with Farnworth Streets. Completion is anticipated early in 2024 and includes multiple schemes, including Farnworth Streets For All Phase 1 and 2. The scheme has the long-term aspiration to connect Farnworth and Bolton Town Centre with safer cycling routes, filling gaps in the network.
Topp Way	The Topp Way scheme funded by the City Region Sustainable Transport Settlements (CRSTS) programme has been awarded programme entry status. It proposes a CYCLOPS junction at the Topp Way/High bridge Street location, providing cycle and pedestrian crossing facilities.
Town Centre East	Funded by 'Mayors Challenge Fund' for each of the 10 Greater Manchester local authorities, Phase 1 of the scheme started on site in Autumn 2023 with works within the heart of the town centre expected early in 2024.
Town Centre to Doffcocker	Funded by 'Mayors Challenge Fund', the scheme will connect the Town Centre with Doffcocker via Queens Park and include improved pedestrian facilities such as new road crossings.
Pedestrian / Cyclist Crossings	Funded by 'Mayors Challenge Fund' and related to the Town Centre to Doffcocker scheme, this commitment includes the crossings on the highway at; Chorley Old Road / Moorside Avenue signal junction; and Chorley New Road / New Hall Lane; and Chorley Old Road / Captains Clough. Only the latter is still to be delivered and has received Combined Authority approval to appoint a contractor for delivery.

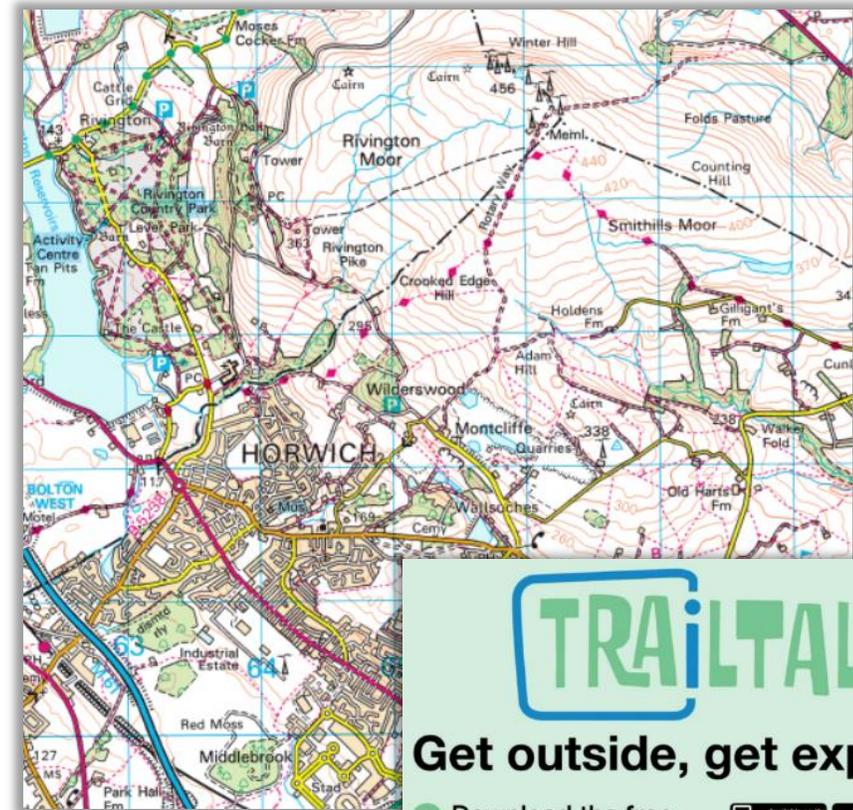


WALKING, WHEELING AND CYCLING: PRIORITY 3, MAINTAIN AND IMPROVE THE PUBLIC RIGHTS OF WAY NETWORK

In Bolton there are around 300km of public footpaths, 48km of Restricted Byways and 3.5km of Bridleways providing opportunities for walking, cycling, the use of a horse drawn vehicle and for equestrian users. Since the 2020 Bolton Council Highway Asset Management Plan, the Covid-19 pandemic both challenged our society but also encouraged a new interest in recreational walking and exercise for many. Public Rights of Way (PRoW) are related to our aims for the transport network to support people's wellbeing and inclusion.

Bolton Council have produced a Public Rights of Way Improvement Plan that sets out how, as Highway Authority, the Council intends to manage and secure an improved PRoW. The focus on maintenance of the network and connecting people with our parks and green spaces, town centres and other transport services. This is important in respect of the management and improvements to Bolton Council's PRoW network to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems.

We want to improve accessibility of the PRoW network using the latest guidance and we will continue to work with land-owners who are responsible for maintaining safe access for the public to PRoW. Maintaining the PRoW network is a challenge financially with limited resources to maintain the full extent of the network. We will engage closely with Bolton's voluntary path maintenance groups to maintain the PRoW network.



Source: Bing Maps / Ordnance Survey 2023



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Bolton Council



WALKING, WHEELING AND CYCLING: PRIORITY 4, SUPPORT THE ROLL-OUT OF COMMUNITY BIKE LIBRARIES AND SHARED BIKE SERVICES

'Bike Libraries' are community-led bicycle borrowing initiatives to help people try cycling or use a bicycle for a short period of time. They are a feature of the Greater Manchester 'Bee Active' network and can gain support from Transport for Greater Manchester for their roll-out. This link can provide further details <https://beeactive.tfgm.com/cycling/bike-libraries/>

Bike Libraries can be an excellent 'gateway' into cycling for many vulnerable people who may either not have the confidence or means to ride a bike, or who may need use of an adapted bike.

There are two Bike Libraries in Bolton, one in Blackrod and the other in Great Lever near the town centre:

- Blackrod Sports and Community Centre, Greenbarn Way, BL6 5TG. <https://www.blackrodsacc.org.uk/>
- Cyclewell Bicycle & E-Bike Repair, Higher Swan Lane, BL3 3AQ <https://bookwhen.com/boltonbikelibrary>

Bolton Council will support communities wanting to introduce or expand their Bike Library offer, and support with funding applications and administering the setup of the facility with our partners at TfGM.

How do I use a bike library?

GM's bike libraries are grassroots community projects, please contact your nearest from our list below for details on how to register and arrange a loan.



Find your nearest bike library

Contact your nearest library

Agree terms with bike library and get riding!

Source: [Transport for Greater Manchester](https://www.transportforgreatermanchester.gov.uk/)



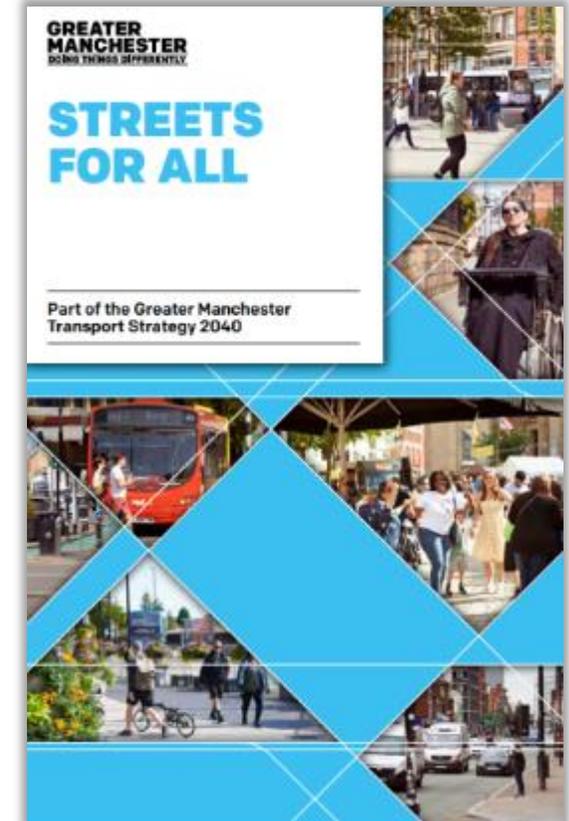
WALKING, WHEELING AND CYCLING: PRIORITY 5, CREATE AND MAINTAIN SAFE AND COHERENT WALKING AND CYCLE ROUTES TO ALL OUR DISTRICT TOWN CENTRES

Our town centres in Bolton, Blackrod, Farnworth, Horwich, Little Lever and Westhoughton have faced many pressures stemming from the Covid-19 pandemic and structural changes to the retail landscape. Opportunities exist for revitalising high streets for hospitality, entertainment and the evening economy, for which access by safe walking routes and public realm are a priority.

Bolton Council will develop existing plans for Bolton Town Centre West and Farnworth and support the update to masterplans for our town centres that align with local ambitions for each community. It is important they can incorporate measures that will draw on funding with TfGM such as cycling facilities.

We will review routes with regard to the latest design guidance and assessment criteria that align with the TfGM Streets for All Strategy and the 5-principles of LTN 1/20.

Scheme	Comment
Bolton Town Centre West	Replicating the Town Centre East scheme, this priority will better link Bolton University and College with the Town Centre, Bolton Interchange and Trinity Street. The route identification and feasibility is complete to date.
Farnworth	<p>Future High Streets Funding will deliver Phase 1 of the 'Streets for All' scheme between King Streets and Fredrick Street, including Council Square. The scheme is currently at detailed design stage.</p> <p>Phase 2 of the scheme will be delivered with funding from the City Regional Sustainable Transport Fund, extending the scheme to Gladstone Road to the north and Long Causeway to the South. It needs a Full Business Case.</p>



WALKING, WHEELING AND CYCLING: PRIORITY 6, REQUIRE NEW DEVELOPMENT TO INCORPORATE DIRECT AND COHERENT ACTIVE TRAVEL FACILITIES TO LOCAL TOWN AND VILLAGE CENTRES

Across Bolton, our communities want to be able to safely walk to their nearest retail facilities and services using maintained and attractive routes that are accessible to wheelchairs, baby buggies and the vulnerable. We want it to be possible to walk or cycle to our high streets from housing areas and to be able to transit through areas of new development on direct and attractive routes that can form part of our Bee Network.

Developments for either housing or employment should be located where they will be well-served by public transport, walking and cycling, or substantial improvements be made to accommodate travel by active modes. This means public transport should be available and physically accessible considering disability and gender-based safety. Services should be accessible for those without use of a car or van, and pedestrian routes should be illuminated, designed and maintained in a way that can reduce the risk of anti-social behaviour using passive and active surveillance techniques.

It is mutually beneficial for place-making, supporting net zero and sustainable urban development if healthy lifestyles are encouraged through the design of a development.

UPDATED SUPPLEMENTARY PLANNING DOCUMENTS

We will update our Supplementary Planning Document (SPD) for Accessibility, Transport and Road Safety, which includes expectations related to provision for cyclists. Updated guidance is important to ensure officers and development site promoters promote safe active travel design that will make cycling a genuine, attractive choice for both local trips and integrated journeys with public transport modes. In addition, the updated SPD will retain the existing provisions that Bolton Council will protect the line of proposed off-road routes from development and ensure cycle parking is provided as part of new developments.

Bolton Council will work with transport partners to integrate existing publicly funded active travel schemes with new development, maintain and enhance existing facilities, and work with developers to integrate their proposals with our network.



Source: AECOM



WALKING, WHEELING AND CYCLING: PRIORITY 7, IMPROVE THE SAFETY AND ATTRACTIVENESS OF PEDESTRIAN CONNECTIONS WITH BOLTON UNIVERSITY

The Bolton Education Quarter (BEQ) Masterplan provides a vision for how the active travel and public transport connections between the University of Bolton, Bolton Interchange and the town centre may be developed. Improving the educational attainment of our young people, their skills and access to them are a priority both for Bolton Council and the Greater Manchester Combined Authority. This is important for an inclusive society that can grow sustainably.

The BEQ Masterplan responds to a need to improve the integration of the University with the town centre for pedestrians and to enhance sense of place in the town. Improvements to pedestrian crossing facilities have been installed in the last decade. However, there remains a severance effect on peoples' trips caused by the traffic on Moor Lane and Black Horse Street. In addition, the form of land uses in the area contribute to barriers to movement.

Bolton Council will work with the University, our Members and stakeholders to develop the masterplan and incorporate the Bolton Town Centre West cycling and walking scheme. This means we will identify the short and long-term priorities for the maintenance of existing facilities and upgrades to the pedestrian routes. In the long-term, we will develop the masterplan to provide more direct pedestrian movement.



Source: Bolton Council / BDP



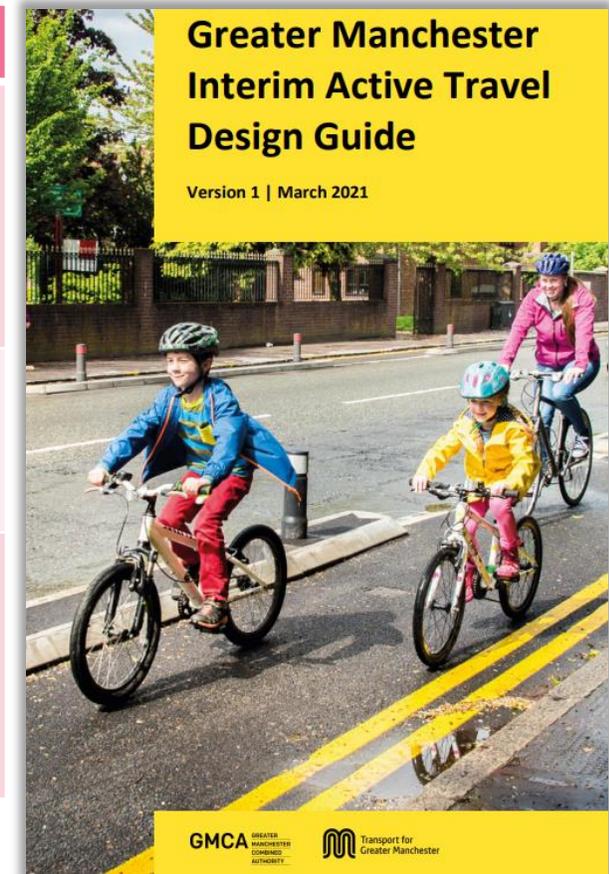
WALKING, WHEELING AND CYCLING: PRIORITY 8, DEVELOP SAFE AND ATTRACTIVE CYCLING ROUTES TO OUR GROWTH AREAS AT LOGISTICS NORTH AND WESTHOUGHTON

Sustainable growth and development in Bolton for new housing, business and employment requires places to be safely accessible by walking and cycling routes. These should adhere to the latest design standards such as Department for Transport; Local Transport Note 1/20 and the Greater Manchester Active Travel Design Guide. This means routes should be coherent to use, direct, safe, comfortable and attractive.

Bolton Council will develop the existing pipeline of cycling and walking schemes in Westhoughton and Horwich with our Members in each community and partners at TfGM.

Across the borough, the council will raise the expectation with applicants for major new development to provide accessible walking and cycling routes. Routes should be illuminated, safe and accessible to the vulnerable using the latest design guidance and best practice. This is mutually important to realise the full potential of place-making whilst providing an alternate mode of travel to the car for local trips.

Scheme	Comment
Westhoughton;	Currently in the pipeline for funding, an initial consultation and concept design has been complete. The design includes the Market Street /Wigan Road Junction.
Astley Bridge / Crompton	Currently in the pipeline for funding, an initial consultation and concept design has been complete.
Horwich Active Neighbourhood	Link to Horwich Town Centre Masterplan. Potential to link neighbourhoods to town centre. Route identification and feasibility complete.



WALKING, WHEELING AND CYCLING: ALIGNMENT OF THE PRIORITIES WITH POLICY OBJECTIVES

Walking, Cycling and Wheeling	Proposed priorities for walking, cycling and wheeling in comparison to Bolton Council's existing 'Made in Bolton' objectives					
	Objective 1 Support and develop an integrated transport network.	Objective 2 Work with partners to develop a transport services that are safe, inclusive and affordable.	Objective 3 Develop a transport network that enables people to lead active and healthy lives.	Objective 4 Be environmentally responsible in Bolton by lowering carbon emissions and improving air quality.	Objective 5 Maintain and develop a reliable transport network to support economic growth and sustainable travel.	Objective 6 Improve road safety and travel facilities that encourage vulnerable people to travel with confidence.
More safe and secure cycle parking.			✓	✓		
Develop a robust network of walking, cycling and wheeling routes across the borough.	✓	✓	✓	✓	✓	✓
Maintain and improve Public Rights of Way Network.	✓	✓	✓	✓	✓	✓
Support the roll-out of community Bike Libraries and shared bike services.		✓	✓	✓		
Create and maintain safe and coherent walking and cycle routes to all our district town centres.		✓	✓	✓		
Require new development to incorporate direct and coherent active travel facilities to local town and village centres.			✓	✓	✓	✓
Improve the safety and attractiveness of pedestrian connections with Bolton University.	✓	✓	✓	✓	✓	✓
Develop safe and attractive cycling routes to our growth areas at Logistics North and Westhoughton.		✓	✓	✓	✓	✓



8.

TRANSPORT STRATEGY: AN INCLUSIVE TRANSPORT NETWORK

AN INCLUSIVE TRANSPORT NETWORK: INTRODUCTION

Supporting the vulnerable members of the community and protected groups will be essential for ensuring Bolton has a strong transport strategy that is accessible to all regardless of disability, age, gender, ethnicity, sexual orientation and gender assignment.

Vulnerable and protected groups can experience a range of physical and perceived barriers when accessing public transport, and other modes of travel. Physical and mental disabilities, and perceptions of safety are just some of the barriers impacting how a person can travel around Bolton and for which this section of the Transport Strategy identifies priorities.

Effective and maintained workplace travel plans, prioritising inclusive travel, safer travel to schools and considering transport affordability are important. Bus services, 'Ring and Ride' and Taxi Voucher schemes are often relied upon by many vulnerable groups, providing travel to essential services across Bolton. Many people rely on a door-to-door service for travel to hospitals, town centres and other amenities. Existing schemes such as discounted travel passes, and taxi travel vouchers ensure vulnerable groups remain connected.



AN INCLUSIVE TRANSPORT NETWORK: OUR PRIORITIES

Whilst there are current initiatives within Bolton that try to support vulnerable groups and their travel requirements, more can still be done to provide these individuals with wider transport access. Renewing pre-existing travel plans will help to encourage the use of more sustainable modes of travel to schools and workplaces.



Source: AECOM

1

Make our whole transport network more inclusive.

2

Renew travel plans and policies for workplaces, schools and housing.

3

Work with partners to develop initiatives that encourage children to travel actively.



AN INCLUSIVE TRANSPORT NETWORK: PRIORITY 1, MAKE OUR WHOLE TRANSPORT NETWORK MORE INCLUSIVE

Our transport network, including the pedestrian environment, highways, public transport facilities and vehicles, need to be maintained and designed to ensure people feel safe to make their journey. This means framing the need beyond compliance with disabled access requirements and ensuring vulnerable people can confidently travel with regard to age and disability. Considering all equality characteristics, such as gender-based considerations related to travel safety for women and young families, and protected groups including black and ethnic minorities, LGBTQIA+, religion and belief groups among others, also need to be included in our prioritisation of transport needs.

Making our transport network more inclusive can include short-term maintenance and repair needs such as path surfaces and lighting, or near and long-term developments related to public transport routes and improved public transport interchanges such as rail stations.

We want travel safety and inclusion to be a central expectation when we work with our partners across Greater Manchester, including Transport for Greater Manchester, transport operators and those who manage our public realm, designers and law enforcement agencies. Reducing actual and perceived travel barriers is closely linked to our wider social and economic growth ambitions to improve health, enable access to training and employment opportunities, and ensuring employers have the skills they need to grow.



Source: AECOM



AN INCLUSIVE TRANSPORT NETWORK: PRIORITY 2, RENEW TRAVEL PLANS AND POLICIES FOR WORKPLACES, SCHOOLS AND HOUSING

Travel plans are a useful tool to manage and understand travel access to local facilities such as schools and hospitals, and to grasp how new developments will generate new movement within the local area. School travel plans are a common practice, whereby the school agrees to actions that seek to reduce the amount of car travel to school in favour of more sustainable means. Whilst these plans mostly depend on the assertion of the school, Bolton Council encourages these efforts and may monitor their progress.

For new housing developments, travel plans can be integral to broader transport visions that the developments are a part of. Although not always required, they can be a helpful guide to travel queries that may emerge around the new developments, covering topics such as car dependency, highway impacts and access to public transport. Bolton Council will support the production and distribution of travel plans where appropriate for future developments.

Travel plans not only factor-in the use of more sustainable transport modes, but also support independent travel for more vulnerable members of the community.



Source: UK Health Security Agency, GOV.UK



AN INCLUSIVE TRANSPORT NETWORK: PRIORITY 3, WORK WITH PARTNERS TO DEVELOP INITIATIVES THAT ENCOURAGE CHILDREN TO TRAVEL ACTIVELY

SCHOOL STREETS

Inspiring children to adopt an active lifestyle at an early age can help to form a healthy attitude to active travel for life, positively influencing future generations. School Travel Plans can frame the methods and responsible persons that will pedal the initiatives to introduce children to active travel, whether it be through walking, wheeling or cycling.

School Streets initiatives are helping schools realise their capability to support children walking or cycling to school safely. St Peter's CE Primary School in Farnworth are an example of a school exploring the safety improvements and changes to modes of travel that a School Streets scheme can motivate. Such scheme may involve closing nearby roads to vehicles for short periods during the school drop-off and pick-up times.

Bolton Council will support schools wishing to explore the adoption of School Streets initiatives for both primary and secondary schools. Primary schools are notable because distances between pupils' homes and the school are typically shorter and could be made by either walking or cycling. Such initiatives can be better for local traffic congestion, air quality and wellbeing.

PERSPECTIVE

There are barriers caused by some people's perception of the safety of walking and cycling to schools, disabled access on the route and gender-based safety concerns when daylight-hours are limited in winter. Bolton Council want to support schools by understanding where perceived barriers, access limitations and gender-based concerns exist, and implement improvements as part of our highway maintenance regime if solutions can be implemented in the short-term.



Source: TfGM



AN INCLUSIVE TRANSPORT NETWORK: ALIGNMENT OF THE PRIORITIES WITH POLICY OBJECTIVES

Proposed priorities for an inclusive transport network in comparison to Bolton Council's existing 'Made in Bolton' objectives						
An Inclusive Transport Network: Our Priorities	Objective 1 Support and develop an integrated transport network.	Objective 2 Work with partners to develop a transport services that are safe, inclusive and affordable.	Objective 3 Develop a transport network that enables people to lead active and healthy lives.	Objective 4 Be environmentally responsible in Bolton by lowering carbon emissions and improving air quality.	Objective 5 Maintain and develop a reliable transport network to support economic growth and sustainable travel.	Objective 6 Improve road safety and travel facilities that encourage vulnerable people to travel with confidence.
Make our whole transport network more inclusive.	✓	✓		✓		✓
Work renew travel plans and policies for workplaces, schools and housing.		✓	✓			✓
Work with partners to develop initiatives that encourage children to travel actively.		✓	✓	✓	✓	✓



9.

TRANSPORT STRATEGY: HIGHWAYS, PARKING AND ELECTRIC VEHICLES



Source: AECOM

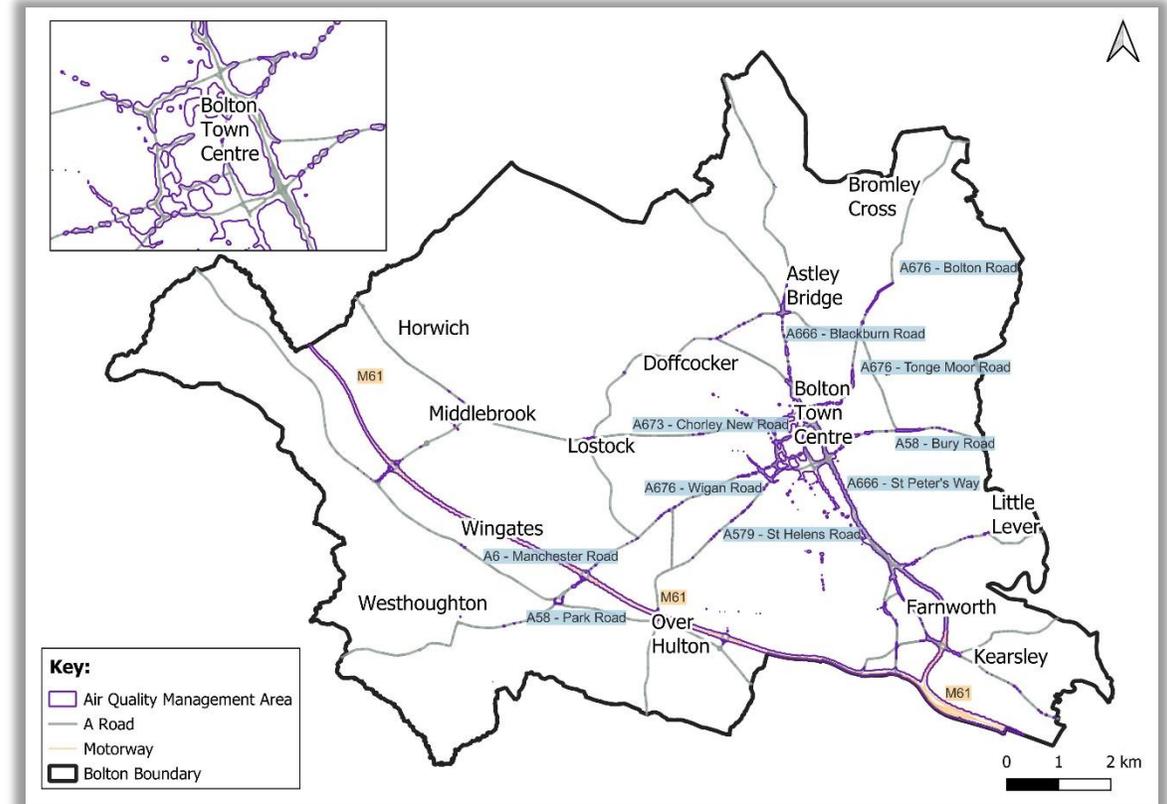
HIGHWAYS, PARKING AND ELECTRIC VEHICLES: INTRODUCTION

Government policy to decarbonise the transport network and improve air quality from transport emissions mean we place a high priority on improving air quality in our Air Quality Management Areas (AQMA). AQMAs include the Town Centre and routes connecting with the Strategic Road Network. In addition to this, traffic congestion in the vicinity of schools, and the associated air quality concerns, impact our vulnerable children.

More electric vehicle charging facilities are required including focusing installations of EV charging to areas of the borough that predominantly have terraced dwellings and flats. This can support increased uptake of zero carbon vehicles across the borough.

In the last decade, Bolton's road safety performance compares similarly with that of Greater Manchester and we want to improve this performance with our partners at Transport for Greater Manchester. A priority is to make our roads safer for road users, pedestrians and cyclists because this matters to our health and long-term shift to sustainable modes of transport. The data shows there are clusters of serious collisions in the Town Centre, Farnworth, Great Lever, Horwich and along our A-roads for which we have identified measures.

The performance of our roads for the environment and public transport also mean we will prioritise our worst congestion hot spots. Congestion is a brake on growth and prosperity, it impacts our bus services, and is a contributor to poor air quality. We want to utilise digital technology to improve the performance of our junctions, improve information to the public and improve the attractiveness of public transport.



Bolton Air Quality Management Areas

Source: AECOM



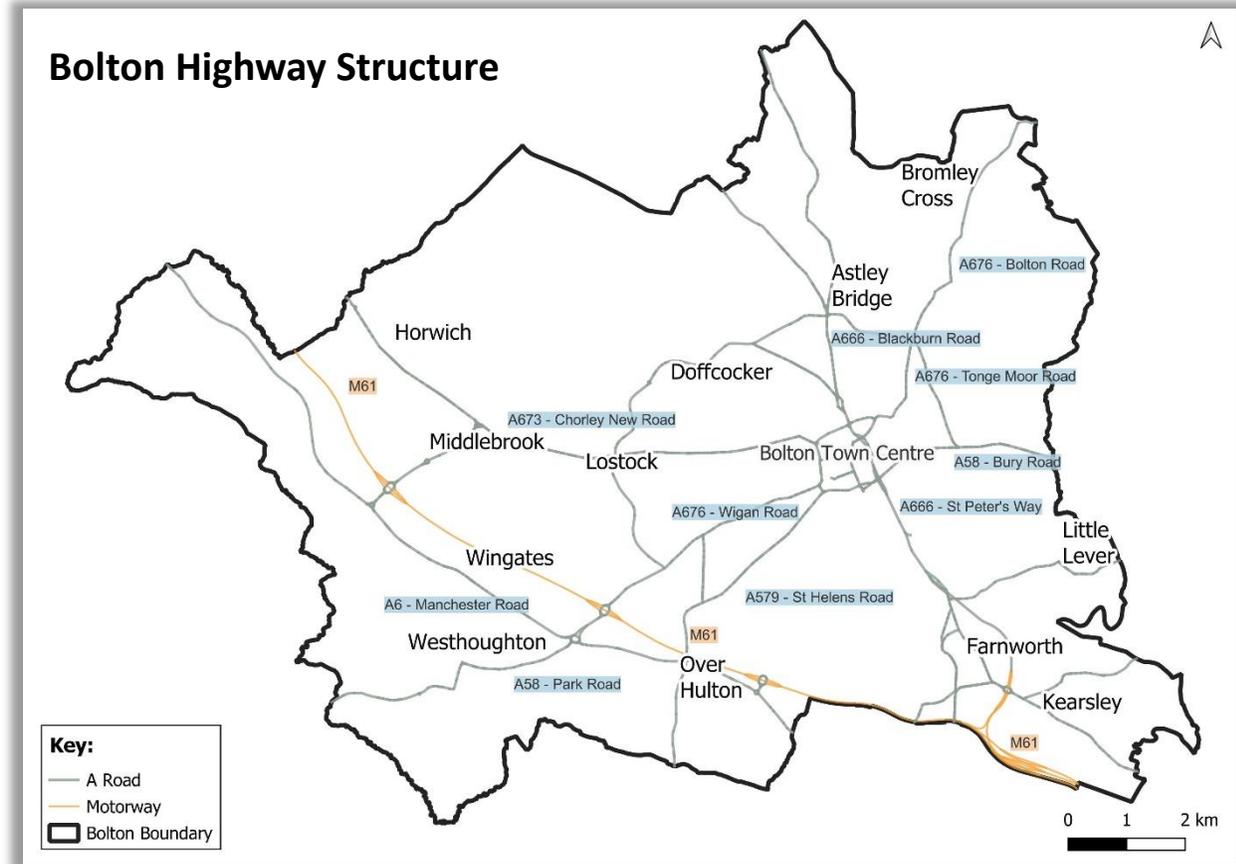
HIGHWAYS: INTRODUCTION

The adopted highways, parking and loading bays require adapting to changes in how vehicles are operated, technology advancements and our lifestyles. Our road network and the range of parking facilities need to respond to our community's desire to use the network for commuting, leisure trips and the evening economy. The Key Route Network shown is a core priority, which will be managed in the context of climate change and carbon reduction throughout the development process to align with Government net zero commitments.

The rapid growth of home delivery services, a move to hybrid-working and the wider regional growth in logistics and distribution facilities mean our network is important for both local and regional prosperity.

The maintenance and operation of the highway network in Bolton is essential for connections to the strategic motorway network, and the operation of bus, taxi and private hire. The network is important for drivers but must be safer for pedestrians and the vulnerable. This means road-crossings, enforcement measures and other safety measures are required to both improve safety on the carriageway and ensure footways are not obstructed for the benefit of pedestrians.

Bolton Council will work with partners to prioritise maintenance and plan for growth in the borough. This means identifying where highway improvements should be made including sustainable and active travel facilities, such as footway maintenance. We will use funding opportunities to incorporate technology and environmental mitigation to mutually benefit our communities whilst enhancing our assets for growth.



Source: AECOM



HIGHWAYS: OUR PRIORITIES



Source: AECOM

1

Raise the priority of highway maintenance in an updated highway management strategy.

2

Manage traffic congestion with smarter use of our highway assets and technology.

3

Road safety improvements.

4

Improvements to support new development and growth.

5

Green infrastructure in the design and maintenance of our highways and footways.



HIGHWAYS: WHAT WE ARE DOING NOW

The Bolton Council Highways Capital Programme is reviewed annually to identify the maintenance and renewal priorities for the borough, and the funding mechanism that will be used to fulfil the priorities. Highway maintenance is important for our local economy and is a requirement for the award of external highway capital budgets, without which, our maintenance priorities could not be fulfilled.

The highways of Bolton, together with the associated bridges, structures, lighting and all other related equipment represents the Council's most valuable asset. It is estimated to be worth £1.3bn in total. Maintaining this asset in good condition, and in a fit for purpose state, is essential for the wellbeing of those who live, work, invest and visit Bolton.

Bolton Council are active members of the Local Council Roads Innovation Group (LCRIG), which operate a Framework Contract for SME Specialist Highway Contractors to deliver works for any LCRIG members. Partnership with other local authorities and suppliers can deliver efficient outcomes within the budgets available and we will continue to identify new funding opportunities to realise our maintenance needs.

Capital Programme Priority	Funding
Highway Drainage	Challenge Fund, Department for Transport
A666 St Peters Way Improvement	
Moss Bank Way Retaining Walls	
Bradford Street Bridge, parapet improvements.	
South Side Chorley Road Retaining Wall (refurbishment work)	Department for Transport
Key Route Network (KRN) Structures*	
Road Speed Warnings and other safety works including pothole repair	Bolton Council Funding
Deansgate Public Realm	
Highways Strategic Investment	Environmental Improvement Programme
Highway maintenance; bridges & structures; street lighting; active travel.	Greater Manchester Combined Authority
Salford Bolton Network Improvements for bus and general traffic	
Flood & Water Management*	Environment Agency / Drainage
Horwich Flood Alleviation	

* Included in the current Greater Manchester Transport Strategy 2040, Local Implementation Plan for Bolton (2021-2026)



HIGHWAYS: PRIORITY 1, RAISE THE PRIORITY OF HIGHWAY MAINTENANCE IN AN UPDATED HIGHWAY MANAGEMENT STRATEGY

UPDATE THE BOLTON ASSET MANAGEMENT STRATEGY

We will prepare an update to the Bolton Council Highway Asset Management Policy and Strategy, which will be aligned to the latest devolved funding opportunities with the Greater Manchester Combined Authority. Since the current Highway Asset Management Policy & Strategy was prepared, the funding challenges have become more acute owing to rising costs and competing demands. We will respond to this by harnessing a range of funding opportunities and changes to highway legislation that could enable local authorities to derive additional enforcement revenues.

We will align the maintenance priorities with the Bolton Transport Strategy regarding footpaths, cycleways, bridleways, Public Rights of Way and the maintenance of safety measures. During the development of the Transport Strategy, there has been an expressed desire for closer attention to the maintenance of footpaths for all users including buggies and wheelchairs.

Extreme weather events such as high rainfall and heatwaves can significantly impact the integrity of the highway network and drainage systems. Planning for resilience is important to maintain our needs. We will work with our partners at Transport for Greater Manchester and suppliers to frame an asset management strategy that is appropriate to the resilience challenge and carbon reduction throughout the development process.

Capital Programme Priority

Specialist surfacing and safety measures

Carriageway resurfacing

Fencing /Barriers

Drainage Works

Street Lighting

Preservation and pothole repair

Renewal of gullies and drainage assets*

** Included in the current Greater Manchester Transport Strategy 2040, Local Implementation Plan for Bolton (2021-2026)*



HIGHWAYS: PRIORITY 2, MANAGE TRAFFIC CONGESTION WITH SMARTER USE OF OUR HIGHWAY ASSETS AND TECHNOLOGY

WHAT WE ARE DOING IN THE CURRENT PROGRAMME

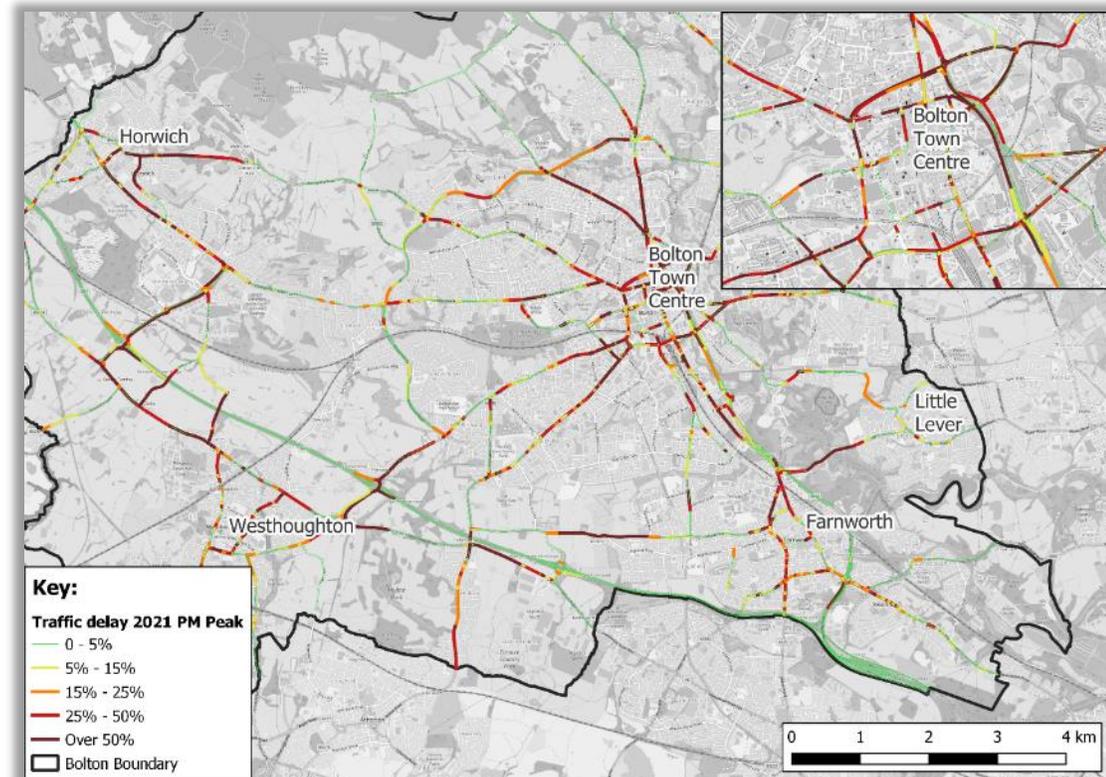
Traffic congestion is a barrier to improved productivity and has a severance effect on pedestrian movement. The improving congestion requires direct measures to the highway itself and behaviour change initiatives to give people the confidence to use alternative modes for short trips. Technology improvements at junctions and smarter online tools for managing demand can affect improvements to congestion before new capacity is considered.

We are working with our partners to identify improvements to junctions and traffic signals where efficiencies can be gained with signal technology. We are rolling out active travel facilities for cyclists and safer road crossings. In addition, we are working with TfGM to improve bus services so more motorists may be attracted to use alternatives. This approach is important to ensure an overall mode-shift to sustainable forms of travel that are less impactful to highway congestion and balance this with new highway capacity where needed to accommodate forecasted changes in travel demand.

WHAT WE WILL PRIORITISE IN BOLTON

Going forward, we will prioritise:

- Traffic signal upgrades to primarily support bus service reliability improvements and improve the attractiveness of bus over the car.
- Develop priority freight routes for Bolton that can be shared with the industry using digital devices and technology.
- Travel Plans for workplaces, residential developments and schools.



**Typical Evening Peak-Time
Traffic Delays, 2021**

Source: AECOM



HIGHWAYS: PRIORITY 3, ROAD SAFETY IMPROVEMENTS

WHAT WE ARE DOING IN THE CURRENT PROGRAMME

Bolton Council is committed to 'Vision Zero' with our Greater Manchester neighbours, which is the ambition to eliminate all traffic fatalities and severe injuries on our road network. In addition, 'Vision Zero' aims to increase safe and healthy mobility in the Greater Manchester city-region.

Bolton Council have a statutory duty to identify common collisions and areas with a high proportion of road accidents. This helps us to understand causes and possible preventative measures that could be introduced. Design solutions could be bespoke responses to the identified cause or be part of a wider transport scheme.

WHAT WE WILL PRIORITISE IN BOLTON

Going forward, we will prioritise:

- Road speed warnings and other safety works including pothole repair;
- Improvements to pedestrian road crossings and provide new crossings at suitable locations;
- Cyclist priority traffic signals as part of existing programmes included in Chapter 7;
- Improve the pedestrian environment at Market Street / Church Street in Little Lever Town Centre as part of the Farnworth Town Centre Masterplan;
- Safety of Public Right of Way intersections with carriageways.



Source: AECOM



HIGHWAYS: PRIORITY 4, IMPROVEMENTS TO SUPPORT NEW DEVELOPMENT AND GROWTH

WHAT WE ARE DOING IN THE CURRENT PROGRAMME

Bolton Council collaborate with site promoters to identify local transport needs that can enable new development for housing and employment in accordance with planning legislation. This means the trips associated with new development are enabled with sustainable transport and highway measures that accommodate a site's assessed trip demands. In addition, the demands should be enabled with measures that align with the Bolton Transport Strategy objectives and that a hierarchy of travel modes and street widths is applied to ensure developers contribute to sustainable travel.

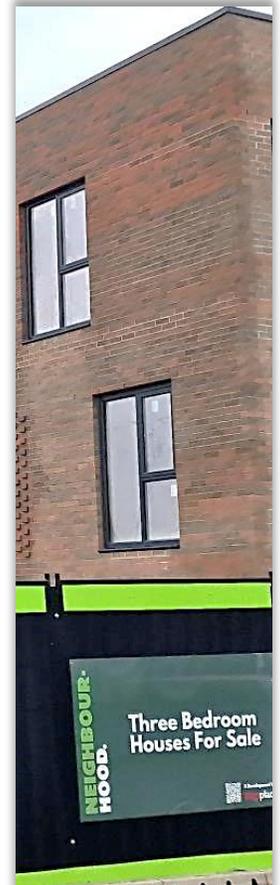
We work with key stakeholders such as the Greater Manchester Combined Authority to support growth priorities at sites in the town centre and at strategic growth areas as part of the regional 'Places for Everyone' spatial development strategy.

WHAT WE WILL PRIORITISE IN BOLTON

Bolton Council will require developers to support the improvement of road capacity and sustainable transport improvements to accommodate housing and employment developments using available policy and legislation. We will work with transport partners to identify opportunities to deliver enabling infrastructure that may integrate with the transport improvements proposed by site promoters. This means aligning transport needs with public funding opportunities in accordance with the objectives.

We will work jointly with Wigan Council and TfGM to develop a Westhoughton bypass scheme, which will form part of the wider Wigan-Bolton East-West Link. This will be carefully prepared to ensure both vehicle and active travel facilities are provided. A Westhoughton bypass is important to support the improvements to bus services through Westhoughton, without which congestion could remain a barrier to reliable bus journeys. The scheme would support growth in both Bolton and Wigan.

We will advocate with National Highways, the statutory operator of the Strategic Road Network (SRN), for improvements to junctions on the M61 motorway in Bolton to support growth in the borough for logistics and distribution. We will collaborate with our neighbours to identify shared priorities for the SRN.



Source: AECOM



HIGHWAYS: PRIORITY 5, GREEN INFRASTRUCTURE IN THE DESIGN AND MAINTENANCE OF OUR HIGHWAYS AND FOOTWAYS

WHAT WE ARE DOING IN THE CURRENT PROGRAMME

The Council is committed to working with Transport for Greater Manchester (TfGM) as part of our Climate Change Strategy, and this includes preparedness for the impacts of Climate Change such as extreme rainfall and heatwave events. Green infrastructure can include trees and soakaways such as that illustrated here. It can help mitigate rainfall events by reducing run-off by capturing water in the soil beds.

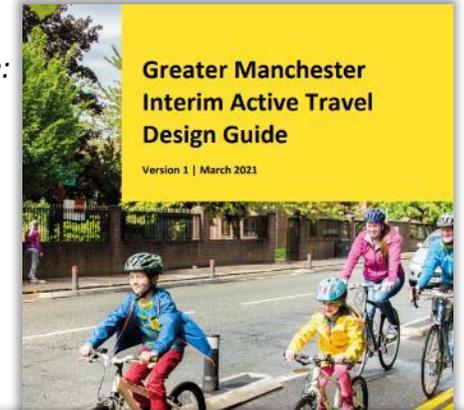
We are including green infrastructure in the design of existing highway and active travel infrastructure, and work with site promoters to include both functional and amenity green infrastructure as part of their plans. The funding for active travel schemes increasingly includes funding aims related to drainage and environmental outcomes, which means green infrastructure should be a core priority in scheme design even where budgetary pressures occur.

WHAT WE WILL PRIORITISE IN BOLTON

Funding opportunities for transport schemes increasingly include objectives related to sustainable urban drainage and being environmentally responsible. We will identify green infrastructure opportunities in designs and consult with our statutory stakeholders to receive their guidance on a suitable form and extent. This means identifying the appropriate planting and drainage specific to the location considered.



Source:
TfGM



Source: AECOM



Source: Transport for London



HIGHWAYS: ALIGNMENT OF THE PRIORITIES WITH POLICY OBJECTIVES

Proposed priorities for highways, parking and electric vehicles in comparison to Bolton Council's existing 'Made in Bolton' objectives						
Highways	Objective 1 Support and develop an integrated transport network.	Objective 2 Work with partners to develop a transport services that are safe, inclusive and affordable.	Objective 3 Develop a transport network that enables people to lead active and healthy lives.	Objective 4 Be environmentally responsible in Bolton by lowering carbon emissions and improving air quality.	Objective 5 Maintain and develop a reliable transport network to support economic growth and sustainable travel.	Objective 6 Improve road safety and travel facilities that encourage vulnerable people to travel with confidence.
Raise the priority of highway maintenance in an updated highway management strategy.		✓			✓	✓
Manage traffic congestion with smarter use of our highway assets and technology.			✓	✓		✓
Road safety improvements.		✓			✓	✓
Improvements to support new development and growth.	✓			✓	✓	
Green infrastructure in the design and maintenance of our highways and footways.				✓	✓	



PARKING: INTRODUCTION

Ensuring sufficient Parking is important for our high streets and businesses, it also enables Blue Badge users to access essential services. Parking facilities are also important for local businesses and support access to health facilities, especially in local district centres.

The Traffic Management Act 2004 (TMA) places a duty on local authorities to make sure traffic moves freely and quickly on their roads and the road of nearby authorities. The TMA gives councils more tools to manage parking policies, coordinate street works and enforce some moving traffic offences.

Car parking in the borough includes on-street facilities, such as; pay and display bays, loading bays, permit bays, disabled bays, time limited parking bays and taxi bays. Bolton also has a mixture of private and council-run off street car parks throughout the borough. It is recognised the quality of some existing car parks need improving. Surfacing and drainage is an issue for many, and improved maintenance will be required subject to where Bolton Council have adopted the land, highway or structure. Several car parks in Bolton are privately operated and the council car parks in the Bolton Town Centre are in a management agreement with NCP.

Across Bolton, there is a desire for car parking to support local high streets, which is written in the respective local policy for those areas. During the preparation of the Bolton Transport Strategy, there was an expressed desire to protect local surface car parks from housing or employment development. When car parks disappear for an alternative land-use, access to high streets and amenities can be impacted. This should be balanced with supporting district centre high street vitality and viability for customers, which can stem from adequate car parking, good public realm and safe access for pedestrians and cyclists.



Source:
AECOM



Source:
AECOM



PARKING: OUR PRIORITIES

Bolton Council will produce an updated car parking strategy, which will be informed by the Council's regular monitoring of parking demands in each council operated facility. Electric vehicle charging facilities will feature in an updated strategy.

Bolton Transport Strategy broadly seeks to encourage more walking, cycling and public transport use, but there is also a role for car parking for the vulnerable, delivery vehicles and taxis to ensure access to services.

Bolton Council's priorities for car parking are to ensure parking is available for road-users that depend on it. Many, but not all, of the multi-storey car parks in the town centre are underused partly due to their lifespan and perceptions of quality. We will identify improvements to our multi-storey facilities that enable improved use.

Technology-based solutions such as car sharing and car clubs may also make more efficient use of the space available in the borough, notably where there is limited space for resident car parking or where parking demands are high. Areas where this is notable include the town centre and large employment destinations. It is important to be smarter and more innovative in how we use our car park space whilst encouraging public transport use.

1

Update Our Parking Strategy.

2

Car parks are important for our local district centres and Town Council areas.



PARKING: OUR EXISTING FACILITIES

The parking facilities operated by Bolton Council include free car parks, on-street bays in the town centre and across the borough. NCP operate the council's car parks located within the Bolton town centre.

On street parking in the town centre has an inner and outer zone plus long stay locations, Edge of centre parking can be attractive for commuters looking to avoid parking charges.

Since the Central Street car park was closed, a challenge is to encourage better use of our multi-storey facilities such as Topp Way. The occupancy levels for the multi-storey car parks has remained low compared to historic figures, and following the closure of Central Street car park, increased movement into the multi-storey car parks has not occurred. This is potentially due to a preference for surface level car parks.

We understand from regular monitoring of our facilities that Blue Badge Holders make up around a third of on-street parking users and they have a strong preference for parking in bays at the Bolton Civic Centre on Le Mans Crescent. The location is convenient for access to the library, workplaces and the market.

Bolton Council will continue to ensure loading bays, disabled user bays and taxi and Private Hire Vehicle bays are available in the town centre, transport interchanges and our local district centres.

Free Car Parks		
Updated April 2022		
CAR PARK	PARKING BAYS	DISABLED BAYS
BACK FLETCHER STREET BL3 6NQ	20	0
BEAUMONT ROAD, HORWICH BL6 7BA	43	3
BLACKBURN ROAD/WARWICK STREET BL1 8NS	25	0
BURY NEW ROAD/EAGLE STREET BL2 2BU	43	0
BURY OLD ROAD BL2 2BZ	5	0
CANNON STREET BL3 5BH	19	0
CAPTAINS STREET, HORWICH BL6 7AE	34	4
DARLEY STREET, FARNWORTH BL4 7RD	19	1
DERBY STREET/BACK BALDWIN STREET BL3 6EX	9	0
DRAYCOTT STREET BL1 3QW	30	0
EGERTON ST/GRANVILLE ST FARNWORTH BL4 7JZ	29	2
GRECIAN CRESCENT BL3 6QU	19	0
HIGHER MARKET STREET, FARNWORTH BL4 8HQ	67	5
HULTON LANE 1 & 2 BL3 4JB	16	2
LATHAM STREET BL1 8JE	24	0
LAWSON STREET BL1 7AE	12	2
LIBRARY STREET, WESTHOUGHTON BL5 3AT	60	7
LORD STREET, HORWICH BL6 7AN	20	1
MULE STREET BL2 2AR	9	0
PENROSE STREET BL2 6DX	31	4
R/O BRUNEL STREET, HORWICH BL6 5NX	16	0
RUMWORTH STREET BL3 6LW	15	2
QUEENS PARK VISITORS BL1 4SE	61	
SIMPSON STREET/BACK BLACKBURN ROAD BL1 8HX	11	0
ST JOHN'S STREET, HORWICH BL6 7NY	70	3
STARKIE ARMS/STARKIE ROAD BL2 2ED	18	1
SWAN LANE BL3 6TL	10	0
VICTORY STREET BL1 4JA	20	0
WEYMOUTH STREET BL1 8AA	12	0
WILLOWS LANE BL3 4AB	9	0
WRIGHT STREET, HORWICH BL6 7HU	23	1



Source: Bolton Council

Bolton on-street parking

Pay & Display Tariffs

P

Inner Zone				Maximum stay 1 hour	
up to 30 mins	up to 1 hour				
£1.30	£1.90				
Locations / number of spaces					
Bk Spring Gardens	6	Institute Street	4		
Barn Street	5	Le Mans Crescent	56		
Bridge Street	6	Mawdsley Street	9		
Great Moor Street	6	Queen Street	15		
Howell Croft North	4	Silverwell Street	14		
Howell Croft South	3	Victoria Square North	9		

Outer Zone				Maximum stay 2 hours	
up to 30 mins	up to 1 hour	up to 2 hours			
£0.80	£1.20	£1.80			
Locations / number of spaces					
Bark Street	9	St Georges Road	17		
Churchbank	38	St Georges Street	22		
Marsden Road	5	Soho Street	5		

Long Stay						
up to 30 mins	up to 1 hour	up to 2 hours	up to 3 hours	up to 10 hours	Saturday any period	
£0.80	£1.20	£1.80	£2.50	£3.10	£2.60	
Locations / number of spaces						
Breightmet Street	2	Garaide Street	22			
Clive Street	20	Gas Street	5			
Crook Street	37	Palace Street	9			

Long Stay			
up to 30 mins	up to 1 hour	up to 10 hours	
£0.80	£1.20	£2.40	
Dawson Lane	11	Station Street	4
River Street	38		

Correct at time of publication (April 2022)

Pay by mobile

bolton.gov.uk/parking



PARKING: PRIORITY 1, UPDATE OUR PARKING STRATEGY

We will work with our communities to develop and update a parking strategy that reflects the parking needs and technology for the borough. This will set out how we can make best use of the existing provision and ensure there are car park spaces throughout the day for those who rely on them to access essential services and appointments.

The council owned car parks provide parking options in addition to the out of centre car parks at, for example, supermarkets on Trinity Street. This means we need to balance the quality and relevance of our parking provision with regard to electric vehicle charging and aesthetic appeal alongside the principle of encouraging sustainable transport modes for trips to the town centre. Bolton Council will prioritise making best use of existing council owned car park facilities before any new facilities are developed.

We will review what the most appropriate enforcement regime may be for local district centres. We understand car parks have an important role to support our local economy and services but without inhibiting the quality and safety of pedestrian spaces.

We will monitor the potential introduction of highway authority powers by Government that would allow councils in England to enforce pavement parking violations by car and van drivers in a manner that has similarly been introduced in Scotland. Pavement parking can both obstruct the footway for wheelchair users and parents with buggies, and similarly presents a risk of vehicle collision with pedestrians. We want highways and streetscape design that will discourage pavement parking.



Source: AECOM



PARKING: PRIORITY 2, CAR PARKS ARE IMPORTANT FOR OUR LOCAL DISTRICT CENTRES AND TOWN COUNCIL AREAS

During to the preparation of the Bolton Transport Strategy, a desire to protect local surface car parks from their loss to a housing or employment development was expressed. They are important to local businesses and enable access to health and care services nearby. Car parks managed by Bolton Council take many forms, from free parking in marked bays and surface car parks for short-starts, to longer-stay and on-street facilities with varied enforcement regimes.

We will progress a balance between protecting car parks in our district centres in a manner that supports our responsibility to climate change whilst enabling small businesses to access the parking they need. A Greater Manchester 'Streets for All' approach, aligned with the Greater Manchester Transport Strategy, will include measures to ensure streets are safe for pedestrians whilst also recognising the role of cars, vans and taxis.

The updated Bolton Asset Management Strategy, included within our highway's priorities, will include better maintenance and surveillance for our surface car parks. Drainage issues, disabled parking bays and electric vehicle charging will be included to support the protection of car parks in local district centres.

Technology-based solutions such as car clubs can also make efficient use of the space available. Car clubs, which can include electric vans, would be welcome as part of the offer in surface car parks. We support need of some people to use a vehicle whilst also encourage an efficient vehicle sharing arrangement. Aligning this priority with our commitment to be environmentally responsible as part of the Bolton Climate Change Strategy is important.

WHAT WE WILL PRIORITISE IN BOLTON

We will prioritise the protection of surface level and on-street parking in district centres by valuing its role for supporting local business, enabling electric vehicle charging and disabled access.



Source: AECOM



PARKING: ALIGNMENT OF THE PRIORITIES WITH POLICY OBJECTIVES

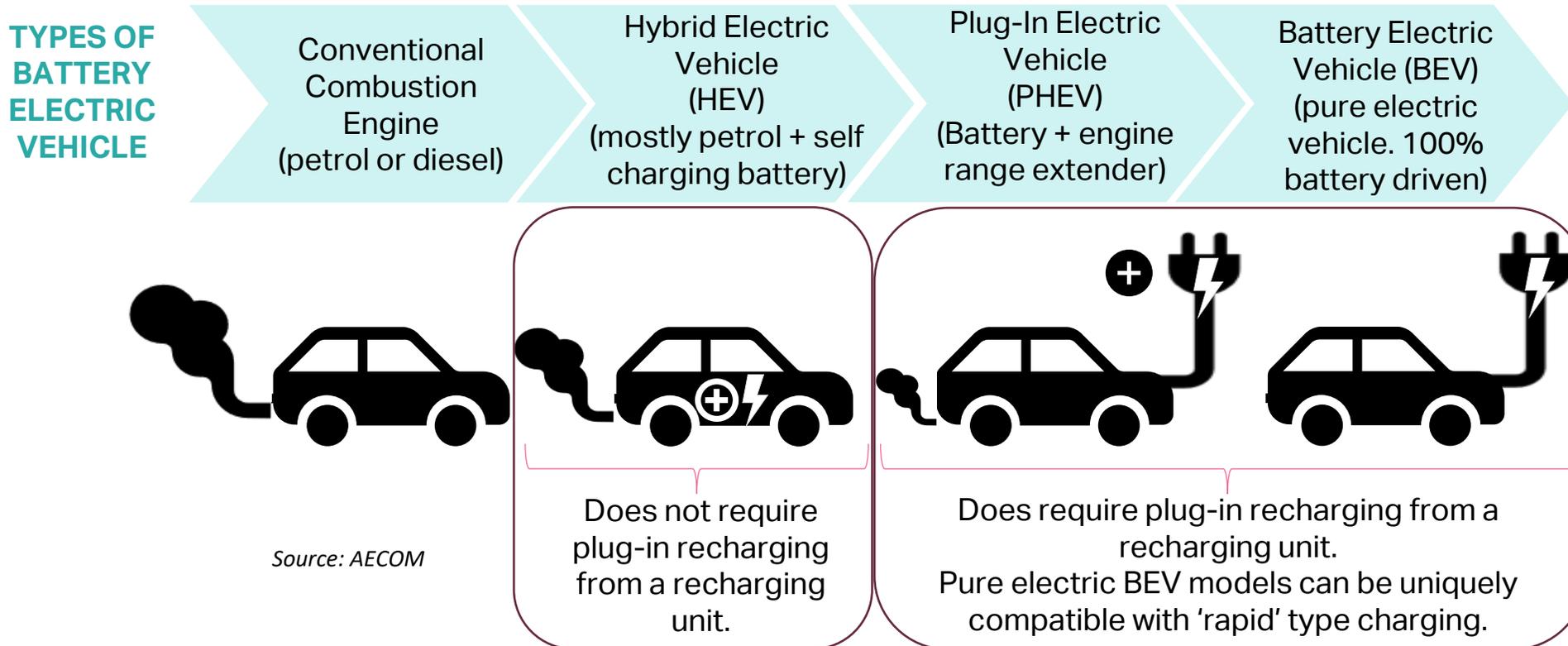
Proposed priorities for highways, parking and electric vehicles in comparison to Bolton Council's existing 'Made in Bolton' objectives						
	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
Parking	Support and develop an integrated transport network.	Work with partners to develop a transport services that are safe, inclusive and affordable.	Develop a transport network that enables people to lead active and healthy lives.	Be environmentally responsible in Bolton by lowering carbon emissions and improving air quality.	Maintain and develop a reliable transport network to support economic growth and sustainable travel.	Improve road safety and travel facilities that encourage vulnerable people to travel with confidence.
Update Our Parking Strategy.				✓	✓	
Car parks are important for our local district centres and Town Council areas.		✓	✓		✓	



ELECTRIC VEHICLES: INTRODUCTION

Electric vehicles (EVs) are outpacing the sale of vehicles with a conventional combustion engine, especially in the category of private car. EVs include cars, vans, buses, lorries and construction vehicles. Bolton Council have concurrent initiatives with our stakeholders and Transport for Greater Manchester (TfGM) to install more electric vehicle charging units. We also use existing engagements with bus, taxi and commercial vehicle stakeholders to understand the uptake of plug-in vehicles by fleet operators. However, there is more we will prioritise to ensure Bolton is an attractive location for EVs.

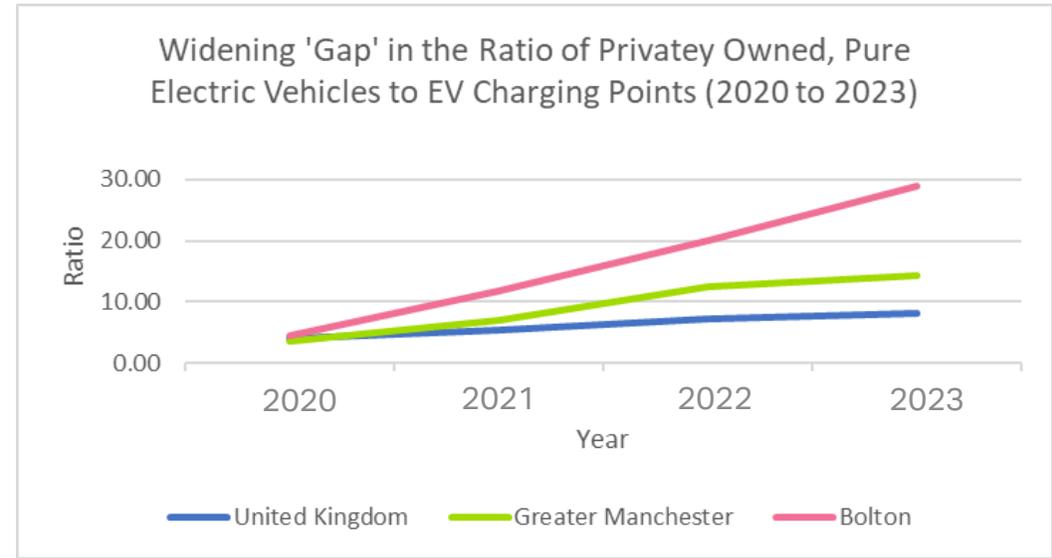
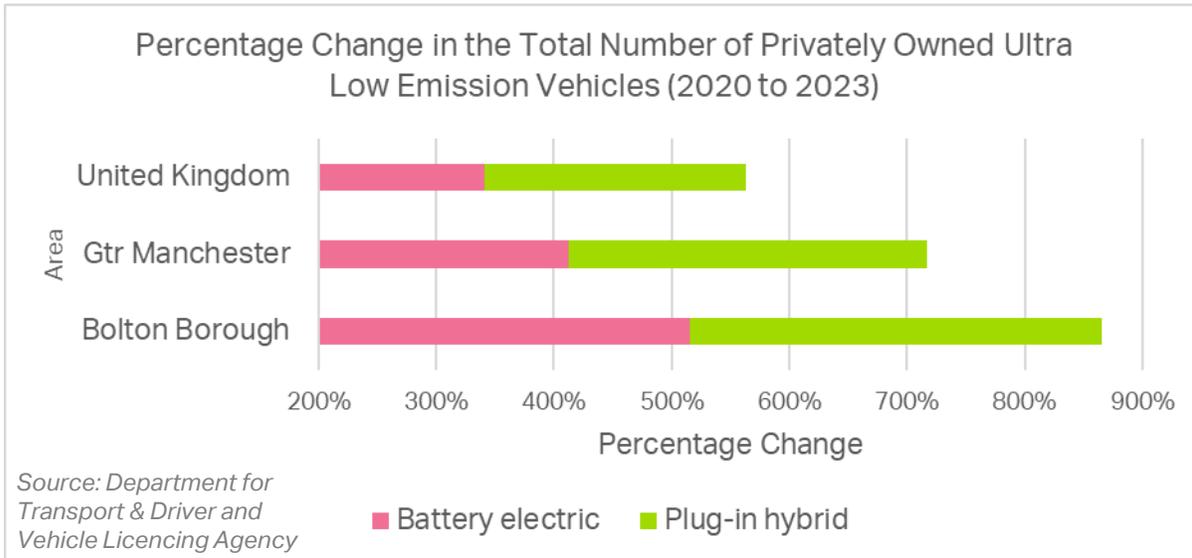
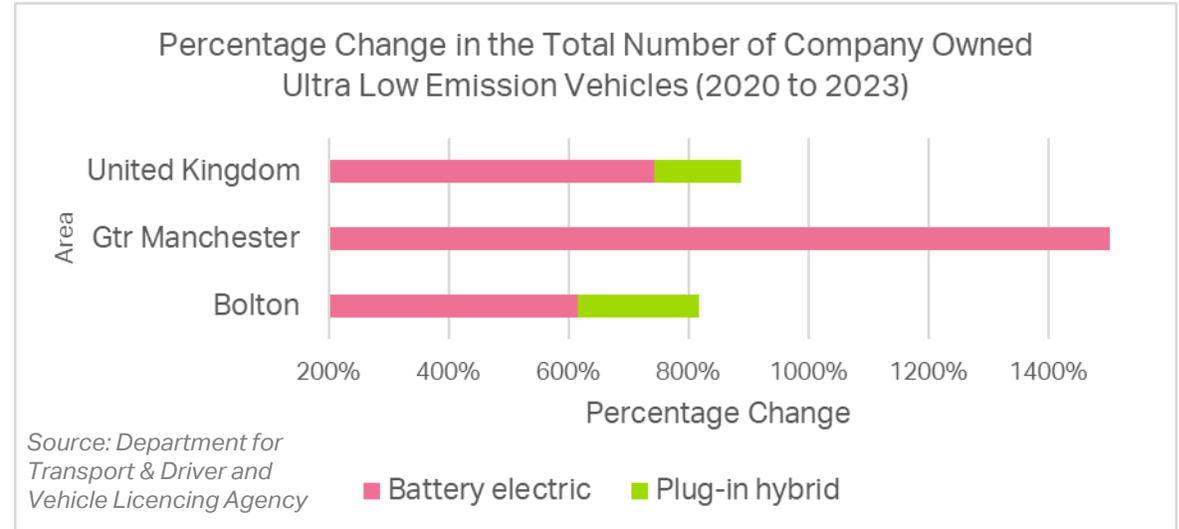
Whilst this chapter focuses on battery electric vehicles, we understand the growing attraction of hydrogen fuel-cell alternatives, especially in the high-torque commercial market, such as buses, lorries and construction vehicles.



ELECTRIC VEHICLES: INTRODUCTION

THE SCALE OF THE CHALLENGE

To consider the scale of the challenge to provide electric vehicle charging points, the growth in the number of plug-in EVs is important context. Bolton has experienced the highest rate of increase in privately owned battery electric (BEV) and plug-in hybrid (PHEV) vehicles, compared to all Greater Manchester authorities in the last 3-years. Company owned, commercial BEVs and PHEVs are also increasing at a similar rate. However, there is a widening 'gap' between the number of EV recharging units serving the increasing number of EVs. This is a challenge to support both EV uptake and to meet our environment objectives.



ELECTRIC VEHICLES: INTRODUCTION

CURRENT STRATEGY

Bolton Council is committed to working with Transport for Greater Manchester (TfGM) as part of our Climate Change Strategy. We similarly supported the development of the Greater Manchester Electric Vehicle Charging Infrastructure Strategy (EVCI). The EVCI was prepared to support the roll-out of a publicly accessible recharging network that is scalable to the growth in demand and that is flexible to changes in vehicle technologies.

The EVCI established a clear set of priorities and a sequenced “roadmap” for the expansion of the publicly funded charging network. It is integral to supporting the delivery of Greater Manchester’s 2038 carbon neutral target.

Bolton Council work closely with key stakeholders to identify suitable locations for the roll-out of recharging units. Bolton requires slow ‘trickle-chargers’ and both the ‘fast’ and ‘rapid’ categories of rechargers, which deliver quicker recharging but also require substantial electrical grid capacity.

The EVCI provides a high-level guide for providing EV recharging units according with categories of development type. A unit could be used as a short-stay need, such as a supermarket and gym, or a long-stay / overnight need such as a long-stay car park.

Bolton Council’s preference is to install recharging ‘hubs’ for electric vehicles, provided for the public, taxi and commercial users and which will provide ‘fast’ and ‘rapid’ recharging. In addition, we will use our adopted highway to provide suitable recharging for areas of Bolton that have higher proportions of households with only on-street parking, such as terraces and flats. Bolton Council is open to exploring numerous charging options and will look for good practice elsewhere to decide how best to manage concerns such as on-street residential charging.



Source: Transport for Greater Manchester



ELECTRIC VEHICLES: OUR PRIORITIES

The National Grid Future Energy Scenario (FES) 2023 reports 7% of all cars sold in 2022 have 'zero tailpipe emissions' and the electric network is 'falling short' to accommodate the shift to electric cars / vans by 2040. In addition, the FES 2023 estimates 37m battery electric cars and vans will require power by 2050.

Our priorities reflect the urgency. Bolton Council with key stakeholders at TfGM will need to comprehensively understand the borough's grid capacity and changes necessary to accommodate EV recharging facilities.

Better data and the sharing of information between public sector officers, developers and utility providers is equally important to the identification of locations for EV recharging.

1

Increase the number of electric vehicle charging points and Charging Hubs.

2

Make charging points accessible to areas of Bolton with higher proportions of dwellings with no off-street parking.

3

Provide dedicated electric vehicle charging infrastructure for taxis and Private Hire Vehicles.



ELECTRIC VEHICLES: PRIORITY 1, INCREASE THE NUMBER OF ELECTRIC VEHICLES CHARGING POINTS AND CHARGING HUBS.

Bolton Council will accelerate the roll-out of electric vehicle recharging points to meet the growing demand from electric vehicle users. The evidence from the Department for Transport and Driver and Vehicle Licencing Agency indicates we need to accelerate the rate at which new recharging points are made available. We want Bolton to have units provided by both the public and private sector, but which are accessible to consumers regarding the payment mechanism, pricing and availability.

In October 2023, the Government announced new legislation to require EV recharging operators to improve the transparency of data for planners and address the 'recharging anxiety' among consumers, which has been caused by the varied and confusing subscription systems nationwide. We will work with partners to increase the roll-out and harness the data available to inform decisions related to locations and types of chargers.

INCORPORATE EV CHARGING POINTS INTO LOCAL CAR PARKS AND PARKING BAYS

Businesses and fleet operators increasingly want to use electric vehicles and our car parks must reflect the progress to a net zero fleet. We will install EV recharging units in our car parks like the Be.EV units installed to date. We will roll-out more slow, fast and rapid recharging units in our surface level and multi-storey car parks in the town centre and local district centres.

Working with utility partners, we will understand the electrical requirements for new recharging facilities. Dedicated parking bays for electric vehicles will be included in plans to improve our multi-storey car parks, and the parking strategies concerning our Town Councils at Horwich and Westhoughton.



Source: AECOM



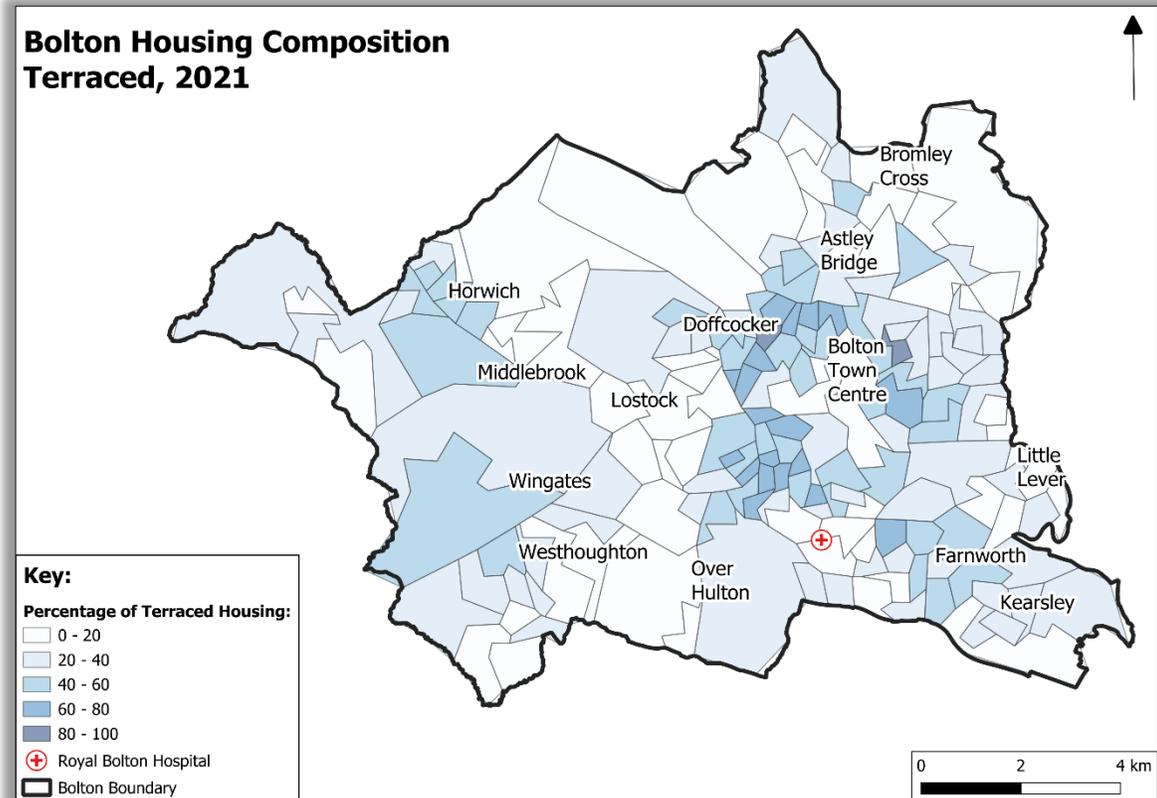
ELECTRIC VEHICLES: PRIORITY 2, MAKE CHARGING POINTS ACCESSIBLE TO AREAS OF BOLTON WITH HIGHER PROPORTIONS OF DWELLINGS WITH NO OFF-STREET PARKING

Across Bolton there are households with no direct off-street parking such as terraces and flats. Illustrated in the map are areas with higher proportions of terraced dwellings, which typically do not have off-street parking and is a challenge for electric vehicle owners to recharge without obstructing the footway.

Prioritising areas with higher proportions of dwellings with on-street only parking, we will identify locations on the highway where recharging units can be provided, and a preference will be for charging hubs. This is important to ensure equality of access to recharging and reduce overreliance on facilities at retail destinations by such households. We will take forward this priority with TfGM and utility partners to adopt best-practice used elsewhere with similar challenges.



Source: AECOM



Source: AECOM



ELECTRIC VEHICLES: PRIORITY 3, PROVIDE DEDICATED ELECTRIC VEHICLE CHARGING INFRASTRUCTURE FOR TAXIS AND PRIVATE HIRE VEHICLES.

Taxis and Private Hire Vehicles (PHV) are essential for many people in Bolton and are relevant to our inclusive transport and growth objectives because some vulnerable group with significant mobility impairment can rely on them to remain connected to essential services.

The fleet is increasingly adopting electric vehicles and it is important the operators have convenient and exclusive access to recharging facilities to ensure their operation is both financially viable and available. Taxi and PHV operators can subscribe to the Transport for Greater Manchester (TfGM) Be.EV network to use the dedicated recharging facilities that have been rolled-out in Greater Manchester.

There are two taxi and PHV charging point locations in Bolton at Eagle Street car park and Egerton Street in Farnworth. A key challenge to their installation is the availability of suitable electrical grid capacity. We will work with TfGM and the taxi and PHV representatives to identify new locations that are both convenient for operators and deliverable regarding the capacity.

BE.EV TAXI MEMBERSHIP
SCHEME AND EXCLUSIVE TAXI
AND PHV CHARGING POINTS



Source: Transport for Greater Manchester



ELECTRIC VEHICLES: ALIGNMENT OF THE PRIORITIES WITH POLICY OBJECTIVES

Proposed priorities for highways, parking and electric vehicles in comparison to Bolton Council's existing 'Made in Bolton' objectives						
	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
Electric Vehicles	Support and develop an integrated transport network.	Work with partners to develop a transport services that are safe, inclusive and affordable.	Develop a transport network that enables people to lead active and healthy lives.	Be environmentally responsible in Bolton by lowering carbon emissions and improving air quality.	Maintain and develop a reliable transport network to support economic growth and sustainable travel.	Improve road safety and travel facilities that encourage vulnerable people to travel with confidence.
Increase the number of electric vehicle charging points and charging hubs.				✓	✓	
Make charging points accessible to areas of Bolton with higher proportions of dwellings with no off-street parking.		✓		✓		
Provide dedicated electric vehicle charging infrastructure for taxis and Private Hire Vehicles.				✓	✓	



10.

TRANSPORT STRATEGY: PREPARING FOR AUTONOMOUS VEHICLES



PREPARING FOR AUTONOMOUS VEHICLES: INTRODUCTION

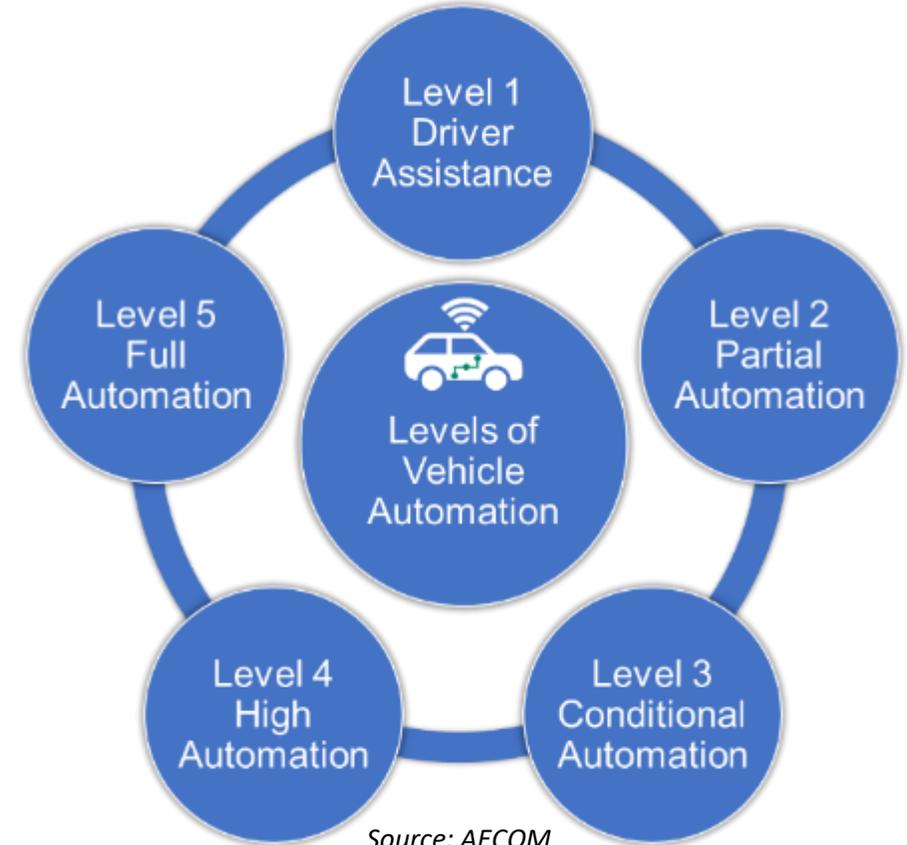
Vehicles are increasingly being built with aspects of automation and sensors that can improve highway safety, reduce 'shunt and bump' type collisions and enable the network to be smarter using a vehicle's internet connectivity.

Vehicle automation ranges from the presence of 'automated braking' and 'adaptive cruise control' in vehicles today (Level 1 automation) to the very low volumes of vehicles that can accelerate and change lanes themselves, but with the driver closely monitoring the vehicle (Level 3 automation).

Over the next decade, vehicles that are fully autonomous and do not need a driver at all (Level 5) are expected to operate on the national highway network along with increasing automation generally. Public transport and freight vehicle manufacturers are among the key innovators in the sector.

Operators of the transport network, including Bolton Council, will need to better understand what automated vehicles will need regarding their visibility of the highway infrastructure and data connections. Bolton's varied highway topography and urban form requires a better understanding of how highway maintenance and scheduling needs to change so the technology can operate effectively. This is important so Bolton can be at the forefront of locations that businesses choose to operate using the latest fleet innovations.

The Council is committed to working with Transport for Greater Manchester (TfGM) to reduce carbon emissions from transport and travel as part of our Climate Change Strategy. The Greater Manchester 2040 Transport Strategy Delivery Plan promotes the "Right Mix" target of one million more sustainable journeys per day by 2040. This relies on providing infrastructure that will allow increased active travel, greater use of public transport and a shift to electric vehicles.



PREPARING FOR AUTONOMOUS VEHICLES: WHAT WE ARE DOING NOW

Bolton Council want to better understand the implications of increasing vehicle automation for the road network. This means we will undertake assessments with partners to understand how traffic signals and the visibility of road signs may need to increasingly connect with traffic and other sensors.

In 2023, Bolton Council with Transport for Greater Manchester (TfGM), secured funding from 'Innovate UK' to develop a feasibility study. 'Innovate UK' is part of the funding agency UK Research and Innovation (UKRI) and one of the leading agencies in the area of vehicle automation.

The learning process being undertaken will develop our understanding of how the adoption of autonomous vehicles needs to be supported by changes to infrastructure on the highway network. The study will consider learnings from similar projects in the UK including how the public will adapt and interchange to the presence of autonomous vehicles as part of the transport mix.

We are considering the role of Level 4 high automation and Level 5 full automation for connections to Bolton Royal Hospital, and we are considering the role of the technology to connect with other growth areas in the borough. The advent of autonomous taxis, buses and pods, such as the illustrated pod here, could support efforts by operators to serve the demand for public transport in a way that is financially viable, environmentally sustainable and inclusive.



Source: DROMOS Mobility. Example image.



PREPARING FOR AUTONOMOUS VEHICLES: OUR PRIORITIES

Autonomous vehicles will increasingly be for many purposes and vehicle sizes. They may look more conventional such as a single-decker buses or be pioneering in appearance such as a pod. The technology behind their operation requires us to be prepared and understand the changes to vehicle fleets being made.



Source: Alexander Dennis Limited, 2019. Trial Autonomous Vehicle.

1

Autonomous Vehicles:
Future Proofing the
Network Study.

2

Work with partners to
develop an autonomous
vehicle route between
Royal Bolton Hospital and
Bolton town centre.



PREPARING FOR AUTONOMOUS VEHICLES: PRIORITY 1, FUTURE PROOFING THE NETWORK STUDY

Bolton Council will undertake a study to understand how our highway maintenance priorities, procurement and scheduling of our works should adapt to the way autonomous vehicles use and interact with the highway. The current generation of vehicle sensors use 'light detection and ranging' (LiDAR) to read the carriageway and its users.

Automated vehicles are increasingly trialled as vehicles for the road, construction sites and warehouses. They will become increasingly common, and study of their network needs will help us be prepared. Businesses and fleet operators that want to operate in Bolton will want to understand our preparedness for their fleets to be used safely. We will collaborate with partners in Greater Manchester to adapt our transport network for autonomous vehicles so Bolton is a place that operators can be confident of operating in.



Source: Gov.uk



Source: Centre for Connected and Autonomous Vehicles



PREPARING FOR AUTONOMOUS VEHICLES: PRIORITY 2, WORK WITH PARTNERS TO DEVELOP AN AUTONOMOUS VEHICLE ROUTE BETWEEN ROYAL BOLTON HOSPITAL AND BOLTON TOWN CENTRE

In 2023, Bolton Council secured funding from 'Innovate UK', which is part of the national funding agency UK Research and Innovation (UKRI). This is enabling Bolton Council with partners Dromos Mobility, Arcadis and Transport for Greater Manchester (TfGM) to conduct a year-long feasibility study. This will outline, display and cost a potential Connected Autonomous Mobility (CAM) system connecting the Bolton Transport Interchange in the town centre with the Royal Bolton Hospital.

The CAM feasibility study proposes to use decommissioned railway lines with the potential to expand and integrate the service with other projects in the borough. The Dromos Mobility system can trial a lighter and more agile transport system based on small autonomous electric vehicles to provide on-demand services, 24 hours per day. The vehicles have lighter infrastructure requirements, which can keep costs down and is an opportunity to broaden the public transport offer in the future.

Bolton Council is committed to responding to the climate emergency as set out in our Climate Change Strategy. An attractive and electric CAM system is an important innovation to support the strategy. We will apply established traffic modelling data and methodologies to demonstrate the ability to deliver the transport capacity suitable for the CAM system. We will also investigate freight and logistics viability on the same infrastructure.

Future opportunities for a network expansion, connecting new housing and growth areas, health and education services across Bolton have already begun to be identified for further investigation. The University of Bolton is a key stakeholder and beneficiary helping to enable such opportunities through their existing connections between the university campus, Bolton Town Centre and Royal Bolton Hospital.



Source: DROMOS Mobility. Example image.



PREPARING FOR AUTONOMOUS VEHICLES: ALIGNMENT OF THE PRIORITIES WITH POLICY OBJECTIVES

Proposed priorities to prepare for autonomous vehicles in comparison to Bolton Council's existing 'Made in Bolton' objectives

	Objective 1 Support and develop an integrated transport network.	Objective 2 Work with partners to develop a transport services that are safe, inclusive and affordable.	Objective 3 Develop a transport network that enables people to lead active and healthy lives.	Objective 4 Be environmentally responsible in Bolton by lowering carbon emissions and improving air quality.	Objective 5 Maintain and develop a reliable transport network to support economic growth and sustainable travel.	Objective 6 Improve road safety and travel facilities that encourage vulnerable people to travel with confidence.
Preparing for Autonomous Vehicles						
Autonomous Vehicles: Future Proofing the Network Study.	✓			✓	✓	✓
Work with partners to develop an autonomous vehicle route between Royal Bolton Hospital and Bolton town centre.	✓	✓	✓	✓	✓	



11.

ENGAGEMENT



ENGAGEMENT: INTRODUCTION

This Local Transport Strategy has the goal of seeing Bolton reach its vision of becoming active, connected and prosperous and an overall great place to live, work and study. Through understanding current transport concerns across the borough and seeking to address these issues, Bolton can progress towards reaching their vision.

To do so, it was important that engagement took place across Bolton with stakeholders to identify the pressing transport issues, the struggles they were causing and how Bolton could go about identifying solutions. Stakeholders included Town Council Members from Blackrod, Horwich and Westhoughton, and department officers within Bolton Council.

Engaging with stakeholders that advocate for sustainable transport were conscious of ongoing struggles helped to comprehend the extent of its transport issues that required attention. The overwhelming feedback helped to form the chosen priorities within this Transport Strategy. Some of which are specific to locations within Bolton, but the majority are borough-wide.

The engagement process uncovered parallels between concerns addressed by different Members. Many priorities are not unique to a location but a common issue across Bolton.



Source: AECOM



BLACKROD TOWN COUNCIL: SUMMARY OF ISSUES

A range of issues were discussed when engaging with Members of Blackrod Town Council. Some are unique to the Blackrod area, whilst others resonated with concerns discussed with fellow stakeholders.

Concerns around inadequate footways and cycleways connecting to Blackrod's village centre was raised by numerous council members. It led to the discussion that improving this infrastructure could help shift behaviours towards cycling over other transport modes, whilst also increasing the local area's connectivity.

The topic of car parking also put forward ideas of conserving car parking facilities within the village centre, whilst also making such areas more permeable to cyclists and pedestrians. These ideas illustrate the challenge of allowing for cycle infrastructure whilst balancing road space reallocation, which is likely to impact car parking. This discussion was repeated with many Members during the engagement process.

Blackrod Members think current bus services are not adequately serving their vulnerable population, specifically those using public transport to access healthcare. This issue is likely to be amplified by the recent trend of healthcare facilities consolidating their services.



Source: Bolton.org.uk



BLACKROD TOWN COUNCIL: WHAT ARE OUR CURRENT POLICIES

The Blackrod Neighbourhood Development Plan is a community led framework that supports future development, regeneration and the conservation of areas in and around the village. The policy provides the community with the leverage to develop opportunities that are deemed acceptable by the community.

Since its adoption, Bolton Council has used the Neighbourhood Plan to help inform neighbourhood planning applications. The Neighbourhood Plan includes priorities for roads, parks, path and other Public Rights of Way as well as community facilities.



Source: Blackrod Neighbourhood Development Plan



BLACKROD TOWN COUNCIL: WHAT WE PROPOSE

The concerns raised by Blackrod Town Council have informed a range of transport priorities that Bolton's Transport Strategy will put forward. Whilst not all are Blackrod specific, those that are, illustrate Blackrod as an area where the issues could be solved and act as a precedent case for further ambitions.

Priorities include:

- Localised bus services to hospitals and health facilities to support a healthy society in Bolton;
- Create and maintain safe and coherent walking and cycle routes to all our district town centres;
- Renew travel plans and policies for workplaces, schools and housing; and
- Update Bolton's Parking Strategy.



Source: Department for Levelling Up, Housing and Communities, GOV.UK



Source: AECOM



HORWICH TOWN COUNCIL: SUMMARY OF ISSUES

Engaging with Members of Horwich Town Council highlighted specific transport issues for their community. Rail infrastructure, and more widely Bolton's rail services, raised the concern that Horwich Parkway's parking facilities were inadequate because the car park is often full throughout the day. A cause of this was placed upon rail users from outside of Horwich and Bolton choosing to drive cross-boundary into Greater Manchester, known as rail-heading, both to benefit from a lower ticket price and to use the Horwich Parkway parking facilities.

Accessing the station by car was also considered safer than walking or cycling, especially at night. Furthermore, Members spoke of their aspirations for Bolton to introduce integrated ticketing across public transport, including rail, aligning with the wider Bee Network.

Bike infrastructure is inadequate to support the cycle aspirations of Horwich and Members want to see more cycle lanes to connect further areas of Horwich. It is an urgent issue, limiting the uptake of active travel over other modes of transport.

Considering the launch of bus franchising and the formation of the Bee Network, Horwich support bus service improvements in with franchising being a good basis for improving the reliability of buses connecting with Horwich.



Source: Bolton.org.uk



HORWICH TOWN COUNCIL: WHAT ARE OUR CURRENT POLICIES

Horwich Town Centre, like many town centres across the UK, face challenges that are preventing it from reaching its full potential and sufficiently serving the community. As such, Horwich Town Council identifies:

- Poor pedestrian and cyclist experiences;
- Better connection between town centre amenities; and
- Lack of availability of short-stay car parking and some poor-quality pedestrian routes to the car park.

With Horwich Town Council displaying existing aspirations to combat transport concerns, it could act as a support for the ambitions of Bolton's Transport Strategy.



Source: Horwich Town Council



HORWICH TOWN COUNCIL: WHAT WE PROPOSE

The concerns raised by Horwich Town Council helped to formulate the range of transport priorities that Bolton's Transport Strategy will put forward. Whilst not all are Horwich specific, those that are use Horwich as an area where an issue has been identified and could be responded to and acting as a precedent.

Priorities include:

- Provide safer access to rail stations by walking and cycling;
- Introduce affordable, integrated ticketing that aligns with the wider Bee Network;
- Support bus franchising in Bolton with better and more reliable bus services;
- Support the roll-out of community Bike Libraries and shared bike services; and
- Increase the number of electric vehicles charging points.



Source: AECOM



WESTHOUGHTON TOWN COUNCIL: SUMMARY OF ISSUES

Westhoughton Town Council were provided an opportunity to put forth their transport concerns during the preparation of the Bolton Transport Strategy.

Members raised the prospect of new housing developments in and around Westhoughton that could impact the road network and generate further congestion. Many residents of housing developments are dependent on cars due to their lack of access to other transport modes, an issue that has been widely reported as a planning concern nation-wide. Members want new housing to be developed with public transport access and permeability for active modes central to design considerations. Reducing car dependency for short trips and instead using public transport and active modes is important.

Regarding bus services, their aspiration for more bus routes to increase bus access to further parts of Bolton was raised. At the point of engagement, it was believed that a local Westhoughton bus circular route would be beneficial, providing access to local amenities and helping to reduce car dependency for short journeys.



Source: Invest in Bolton



WESTHOUGHTON TOWN COUNCIL: WHAT ARE OUR CURRENT POLICIES

The Westhoughton Town Centre Masterplan sets out a vision for Westhoughton, considers current challenges for the town centre and how future growth could be accommodated sustainably to futureproof the town.

Emphasised within the masterplan is the need to bring forward the development of vacant sites within Westhoughton Town Centre, find new uses for underutilised buildings and strengthen the pedestrian links to form stronger connections.

Development opportunities include:

- Remodelling along Market Street – creating outdoor spaces for public use, minimising the impact of vehicles that require use of the street and adapt green pedestrian and cycle routes. There is also the opportunity to develop a bus gate which would help to support the Wigan to Bolton Quality Bus Transit scheme;
- Upgrading key pedestrian links – improve the public realm of areas including Library Street, Marsden Street and Market Street;
- Redevelopment of the Town Hall – find new uses for the underutilised Town Hall building by converting surplus space into attractive working environments for small businesses and 'start-ups'; and
- Develop a stronger 'evening economy' – improve access and use of sites including Carnegie Hall and encourage evening visitors with shops that stay open into the evening and incorporating lighting into public realm designs that makes being out in the evening safer.



Source: Bolton.org.uk

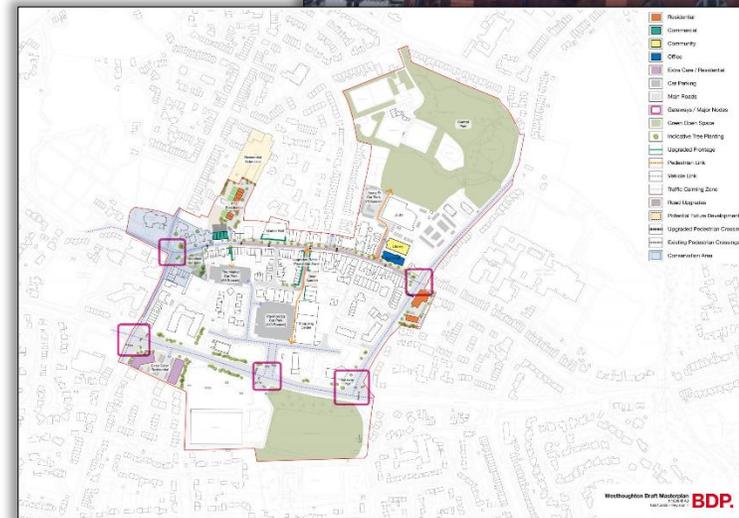


WESTHOUGHTON TOWN COUNCIL: WHAT WE PROPOSE

Members provided a range of transport priorities that Bolton's Transport Strategy will put forward both concerning Westhoughton and the wider borough.

Priorities include:

- Bus services that provide a genuine alternative mode of travel for housing and employment development, and our retail centres;
- Require new development to incorporate direct and coherent active travel facilities to local town and village centres;
- Manage congestion; and,
- Car parks in our local district centres and Town Council areas.



Source: Bolton Council / BDP



LITTLE LEVER TOWN CENTRE MASTERPLAN

The Little Lever Town Centre Masterplan is a regeneration plan aiming to enhance the economic prospects of Little Lever.

The development of the Masterplan incorporates a two phased approach to implement the priority projects in each area:

- **Phase 1** will focus on implementing the 'quick win' projects, completing further physical surveys and design work, and undertaking further public consultation.
- **Phase 2** will concentrate on the implementation of the longer-term projects.

The masterplan is identifying the challenges impacting the performance of Little Lever Town Centre and proposes solutions to help address them.

Priority projects for Little Lever include:

- Improvements to major Town Centre gateways;
- Better signage and wayfinding to foster a sense of place;
- Creating an improved pedestrian route through Memorial Gardens to Tesco;
- Public realm works to the square on the Mytham Park precinct; and
- The prevention of 'rat runs' by vehicles through residential and quiet street, which important to develop an amenable and pleasant shop front improvement scheme.



Source: Invest in Bolton



BOROUGH-WIDE: PRIORITIES

Engaging with Members identified the issues experienced by communities in Bolton for their Town Council wards but which also resonate across Bolton. These have been included within this strategy. It is useful to identify certain priorities that were raised more than once during the engagement process by not only Town Council's but by others that were part of the discussion too, such as the Bolton Active Travel Forum.

Bolton's Members conveyed a high level of interest and concern that we hope this Transport Strategy articulate in other related policy making environments.

Some of the borough-wide priorities that emerged more than once include:

- Improve rail capacity constraints along key corridors into and around Manchester City Centre;
- Deliver our existing Bee Network commitments in the town centre;
- Maintain and improve the Public Rights of Way Network;
- Prioritise highway maintenance; and
- Improvements to support new development and growth.



Source: Invest in Bolton



12.

ALIGNMENT WITH THE GREATER MANCHESTER SPATIAL DEVELOPMENT STRATEGY

ALIGNMENT WITH THE GREATER MANCHESTER SPATIAL DEVELOPMENT STRATEGY: PLACES FOR EVERYONE

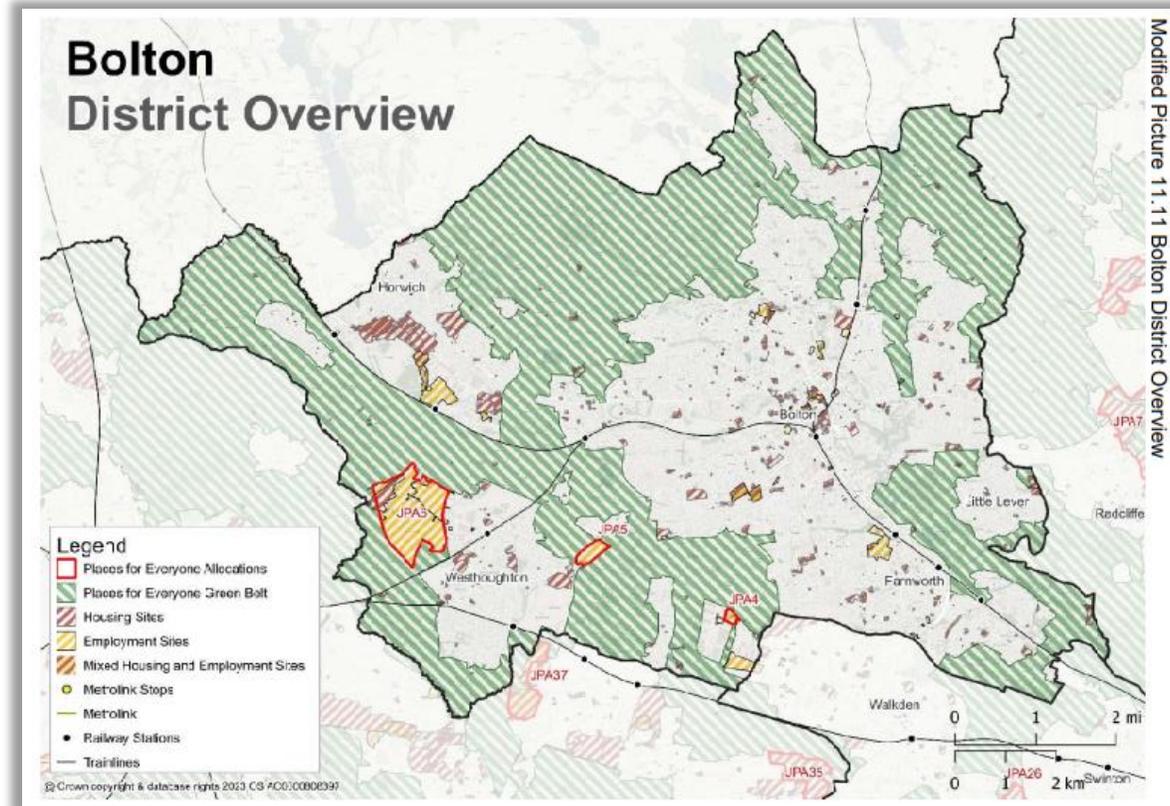
Places for Everyone (PfE), *Modifications 2023*, is a long-term plan identifying potential development allocations for nine of ten Greater Manchester districts, including Bolton. The Plan proposes three allocations for employment land uses to meet our objectively assessed needs in Bolton.

A central principal of sustainable development for the allocation sites is they be significantly served by public transport and alternative modes of travel to the private car. This means active travel, walking, cycling and wheeling be designed into the new developments, and this is important for both mobility and social inclusion.

The Bolton Transport Strategy reinforces with our Greater Manchester neighbours the importance of proportionate highway mitigation is provided as part of new developments to cater for additional demands placed on the transport network. Proposers should also be attuned to the ambitious Greater Manchester 'Right Mix' ambitions to increase the proportion of sustainable journeys as transport trips increase overall during the coming decades.

The three proposed allocation sites in Bolton are:

- JPA4 Bewshill Farm (employment land);
- JPA5 Chequerbent North (employment land); and,
- JPA6 West of Wingates (employment land).



<https://www.greatermanchester-ca.gov.uk/media/8568/mdc1-mm-schedule.pdf>

Source: GMCA



ALIGNMENT WITH THE GREATER MANCHESTER SPATIAL DEVELOPMENT STRATEGY: PLACES FOR EVERYONE

PROPOSED ALLOCATION JPA4 BEWSHILL FARM

The site is to provide a location for around 21,000 sqm of industrial and warehousing floorspace to compliment the adjacent development at Logistics North.

For the site to progress, consideration should be had of the indicative transport mitigation set out in Appendix D of the Places for Everyone Plan; Composite Version, Modifications Version 2023, and in accordance with policy JP-C7.

INDICATIVE TRANSPORT MITIGATION (MMApxD.1)

Indicative Transport Mitigation that is necessary:

- Active travel improvements including pedestrian and cycle facilities and connection to the existing network;
- Contribution to the operation of any demand responsive transport service, public transport service or other sustainable travel initiative at Logistics North.

Source: https://www.greatermanchester-ca.gov.uk/media/8565/composite-pfe-plan_sep2023-reduced-file-size.pdf



<https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/modifications/modifications-documentation-2023/>

Source: GMCA



ALIGNMENT WITH THE GREATER MANCHESTER SPATIAL DEVELOPMENT STRATEGY: PLACES FOR EVERYONE

PROPOSED ALLOCATION JPA5 CHEQUERBENT NORTH

The site is to provide a location for around 25,000 sqm of industrial and warehousing floorspace in the Wigan to Bolton Growth Corridor. The location would be accessed from the A6, with a potential access via Snyderdale Way, subject to detailed highway design considerations.

For the site to progress, consideration should be had of the indicative transport mitigation set out in Appendix D of the Places for Everyone Plan; Composite Version, Modifications Version 2023, and in accordance with policy JP-C7.

INDICATIVE TRANSPORT MITIGATION (MMApxD.1)

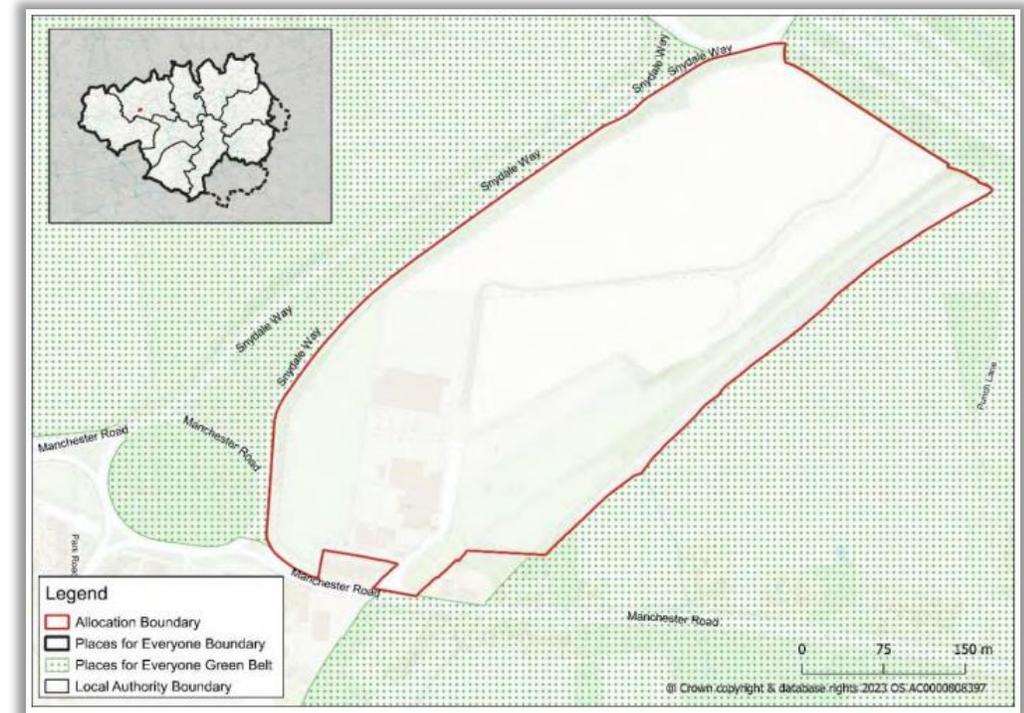
Indicative Transport Mitigation that is necessary:

- Chequerbent roundabout Link Road or junction improvement;
- M61 J5 Chequerbent Roundabout – localised junction improvements;
- Active travel improvements including pedestrian and cycle facilities and connection to the existing network.

Indicative Transport Mitigation that is supportive:

- Measures (highway connections and/or east west public transport) delivered by policy GM Strat 8.
- Metro Tram-train improvements on the Wigan-Manchester railway line.
- Implementation of the Westhoughton Bee Network scheme.

Source: https://www.greatermanchester-ca.gov.uk/media/8565/composite-pfe-plan_sep2023-reduced-file-size.pdf



<https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/modifications/modifications-documentation-2023/>

Source: GMCA



ALIGNMENT WITH THE GREATER MANCHESTER SPATIAL DEVELOPMENT STRATEGY: PLACES FOR EVERYONE

PROPOSED ALLOCATION JPA6 WEST OF WINGATES / M61 JUNCTION 6

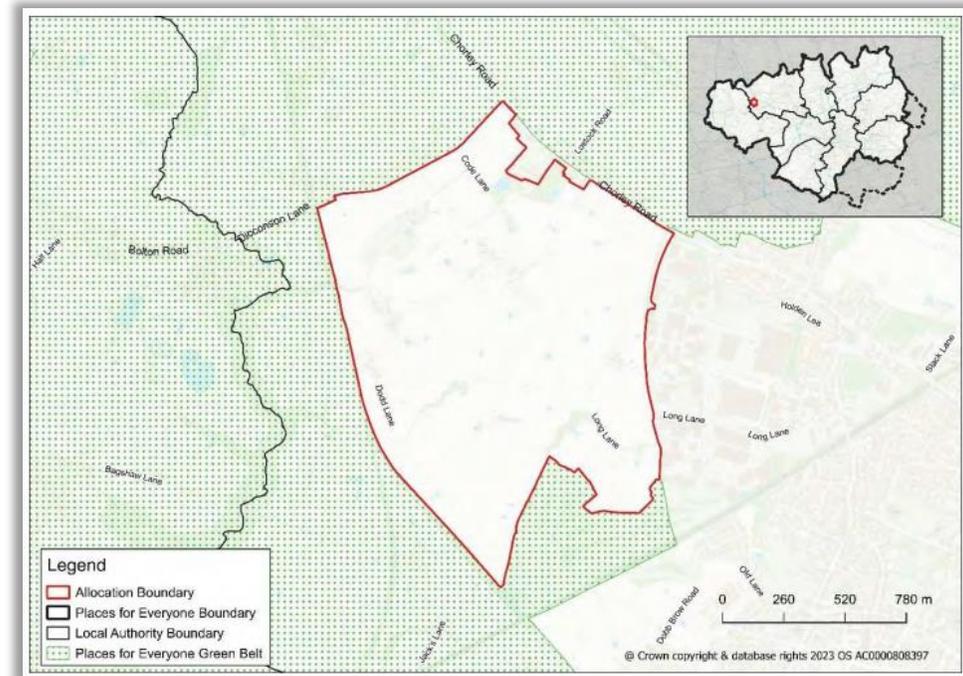
The site is to provide a location for around 440,000 sqm of industrial and warehousing floorspace. For the site to progress, consideration should be had of the indicative transport mitigation set out in Appendix D of the Places for Everyone Plan; Composite Version, Modifications Version 2023, and in accordance with policy JP-C7.

INDICATIVE TRANSPORT MITIGATION (MMApxD.1)

Indicative Transport Mitigation that is necessary:

- Public transport improvements – Local Link established, or increased bus service frequencies.
- M61 J5 Chequerbent Roundabout mitigation – localised strategic improvements.
- Blackrod Road/Manchester Road localised junction improvements.
- A6 De Havilland Way/A6 Chorley Road – localised junction improvements.
- Spine road and Dicconson Lane roundabout.
- Hall Lane/Bolton Road localised junction improvements.
- M61 Junction 6 improvements localised junction improvements.
- Mansell Way / De Havilland Way localised junction improvements.
- Active travel improvements including pedestrian and cycle enhancements.

Source: https://www.greatermanchester-ca.gov.uk/media/8565/composite-pfe-plan_sep2023-reduced-file-size.pdf



<https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/modifications/modifications-documentation-2023/>

Source: GMCA



ALIGNMENT WITH THE GREATER MANCHESTER SPATIAL DEVELOPMENT STRATEGY: PLACES FOR EVERYONE

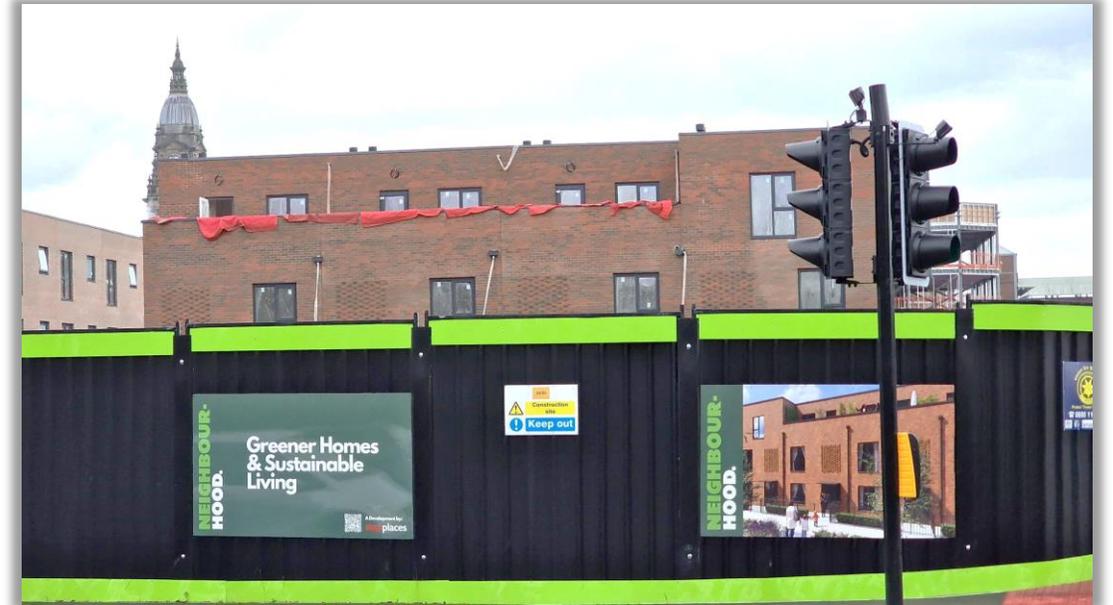
ALL OTHER DEVELOPMENTS IN BOLTON

The Places for Everyone Plan includes Bolton Council's other proposed development sites for housing, employment and mixed-use developments at the time of publication. The Council has a statutory duty to plan for the needs of its community including employment and housing needs, and the requisite educational, broadband and transport infrastructure, as well as ecological improvements.

The long-term planning requires other strategic sites to be brought forward to provide the amounts of land that will be required. The Places for Everyone Plan includes consideration of the many other smaller housing and employment sites.

The majority of Bolton's proposed development land for housing and employment is within the existing urban area and may comprise either brownfield land or land with an existing use that will be vacating the land during the plan period.

It is essential that transport infrastructure is brought forward to enable new developments to support the 'Right Mix' of sustainable travel by active travel or public transport, but also to support sustainable and inclusive communities. Bolton Council will identify funding sources and partnerships to achieve this.



Source: AECOM



13.

BOLTON TOWN CENTRE



Source: AECOM

BOLTON TOWN CENTRE: INTRODUCTION

Bolton Council want Bolton town centre to be able to offer the latest opportunities in retail and consumer trends, culture and events. However, structural changes to the geography of where big retailers choose to have stores, consumer online shopping and the demand for convenience have impacted town centres such as Bolton, with similar trends seen in metropolitan towns across the North West of England.

Transport, inclusive public realm and the rise of the evening and cultural economy are connected issues that can mutually support leisure and travel because the town centre offers the most sustainable and connected location in the borough. This means we will prioritise suitable transport facilities and services. There are opportunities for Bolton Town Centre to harness the heritage, pedestrian space and residential development to increase the breadth of the town centre offer.

It is important we work with our partners at TfGM, the police, street care and cleaning teams, and representative groups to support a town centre environment for positive changes following the challenges brought about by the Covid-19 pandemic. Town centre improvements will be inclusive, feel safe, attract footfall and investment. We want to provide the transport services and partnerships to support business and cultural opportunities.

Transportation is a critical element for success in the town centre because it brings together all aspects of movement, accessibility and the high street environment. A healthy town centre will encourage lower carbon road transport, active travel and other sustainable modes such as public transport, walking and cycling.



Source: Bolton Council



BOLTON TOWN CENTRE: SUMMARY OF ISSUES

During the Covid-19 pandemic, the necessary restrictions to help protect people's lives were particularly impactful on Bolton the town centre. Those in employment in the borough fell to 123,000 during 2021. In Bolton in 2023, the total number of people in employment is around 127,000, which is around 73% of the borough's population and is below the average for the North West.

The ease of access to the town centre is important to support Bolton Council's growth plans, which includes revitalising the town centre for residential, retail, leisure, civic and cultural activities. Plans include encouraging better use of multi storey car parks and redeveloping some existing surface car parks whilst increasing the usage of more sustainable modes of transport for cleaner air and lowering carbon emissions.

Journey times to Bolton town centre by bus from Westhoughton, Horwich, Farnworth and Little Lever take around 30 to 40 minutes. Reducing the journey times by bus to the town centre require innovative public transport measures in highway improvements, fleet upgrades and technology. In addition, Bolton's 11 railway stations could provide an attractive alternative mode to the car for trips to the town centre and Horwich. We will work with partners to improve the attractiveness of rail services.



Source: AECOM



BOLTON TOWN CENTRE: SUMMARY OF ISSUES

Traffic congestion in the town centre impacts our time and health. For pedestrians, cyclists and the disabled, congestion contributes to the severance of walking routes, which can deter access to important attractors such as Bolton University and Bolton Interchange. Our ambitions for more journeys to be made by walking, cycling and public transport requires prioritising active travel in the town centre with a complement of infrastructure and incentivisation.

Bolton Town Centre continues to experience heavy delays and on routes into the town centre in the evening peak in particular. This notably includes the A579, A666 St Peter's Way, A579 Derby Street, B6226 Chorley Old Road and A676.

Bolton Council will improve safety for pedestrians and cyclists in the town centre by installing and maintaining highway safety measures and supporting the Greater Manchester Vision Zero strategy. Vision Zero is the ambition to eliminate all traffic fatalities and severe injuries whilst also increasing safe and healthy mobility in the city-region.

Light Goods Vehicles (LGV) such as vans have increased on Britain's roads by almost two-thirds in the last 20 years and is predicted to continue rising in the next two decades. Courier and delivery services have significant benefits for businesses and health services. Bolton Council will encourage zero-emission and efficient delivery fleets to mutually improve congestion and journey times around the town centre. This means delivery methods that use electric vehicles and cargo bicycles are encouraged and we will develop the routes, loading areas and highway space for them.



Source: AECOM



BOLTON TOWN CENTRE: WHAT WE ARE DOING NOW

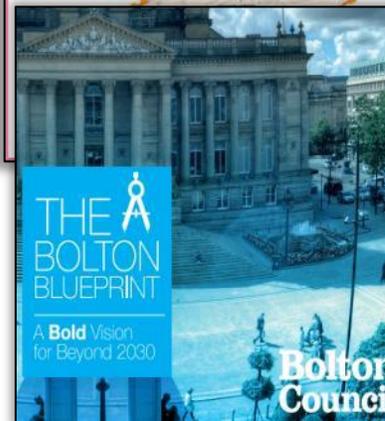
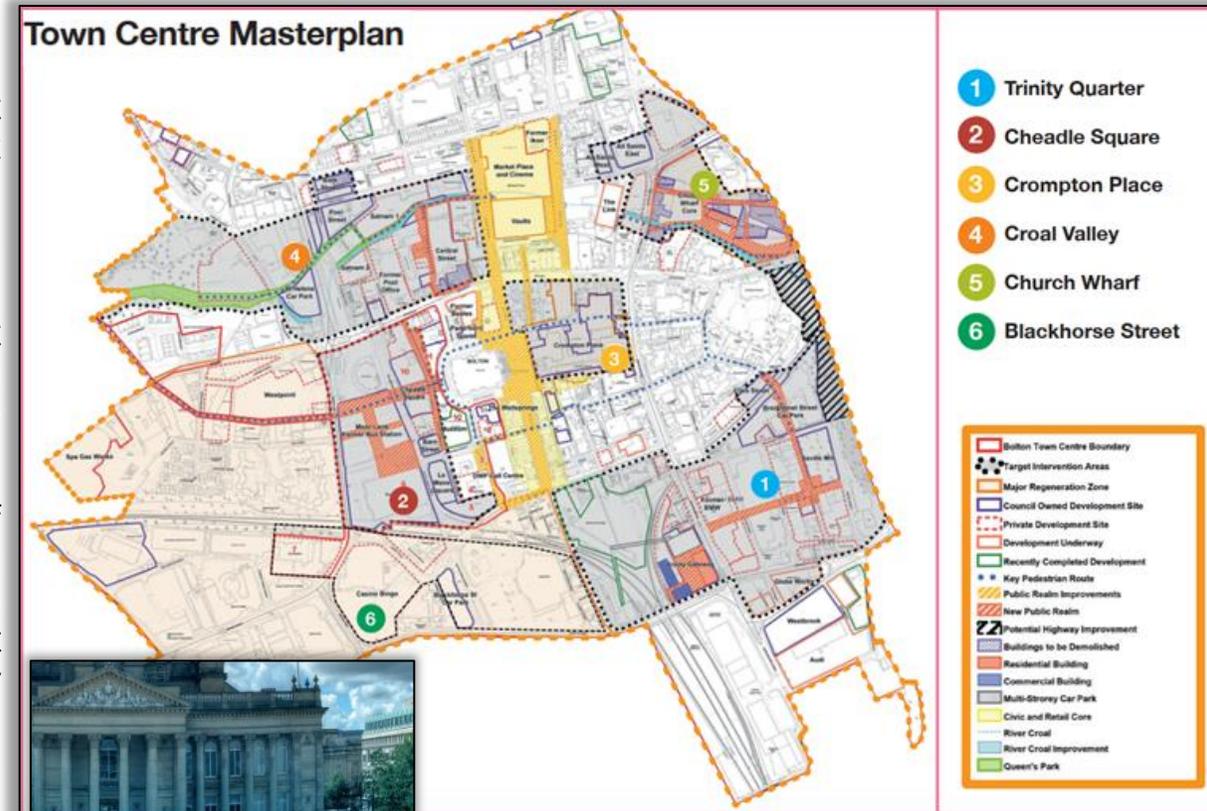
BOLTON BLUEPRINT

The Bolton Blueprint provides Bolton town centre with a development vision to 2030 centred on homes, businesses, employment opportunities, green spaces and transport connectivity.

Bolton Council's aspirations is to revitalise the town centre by providing more town centre dwellings which will drive a demand for services and leisure attractions in both the day and evening economy. The document provides flexibility for the town centre to adapt to the changing landscape of the high street, notably changes associated with online retail and the broadening offer of food, drink and beauty services.

The vision will require safer and accessible sustainable modes of transport to and within the town centre to suitably accommodate an increase in the population. The vision will realise an increase in the number of jobs and residents in the town centre. Reliable public transport and active modes will be important to avert more traffic congestion by providing genuine alternative modes of travel.

To support the Bolton Blueprint, the Bolton Transport Strategy and TfGM Local Transport Plan will focus transport spending on walking, cycling, safe and attractive public realm, public transport services and bus priority at key junctions. Electric vehicle charging and Car Clubs for some of the housing areas identified in the Masterplan can ensure transport modes in the town centre are supporting our need to decarbonise the transport network, improve air quality and have inclusive economic growth.



Source: Bolton Council / BDP



BOLTON TOWN CENTRE: WHAT WE ARE DOING NOW

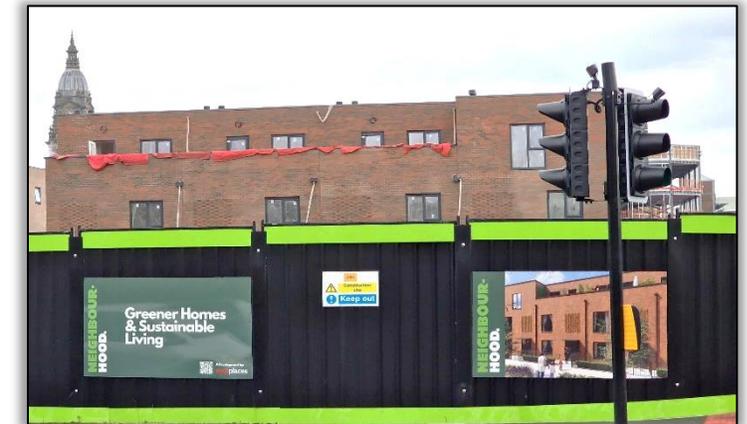
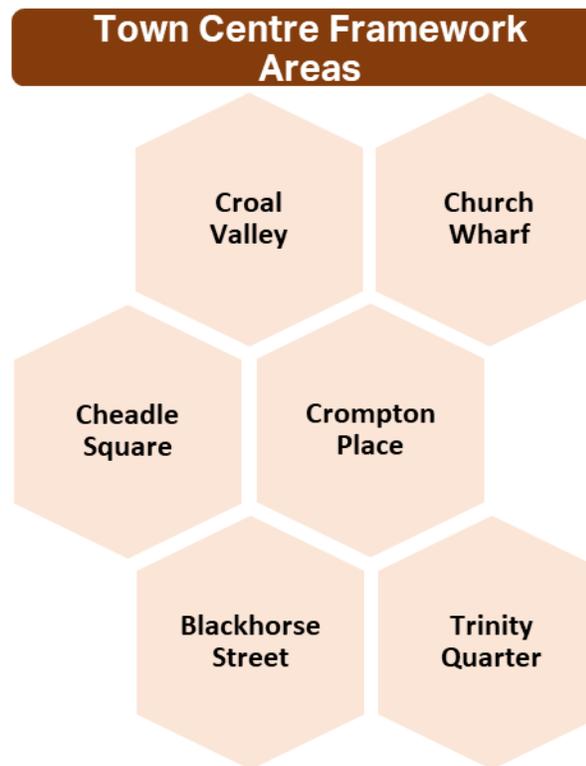
TOWN CENTRE DEVELOPMENT FRAMEWORK

The Bolton Town Centre Framework illustrates the principles and planning framework for the redevelopment of Bolton town centre. Related to the Bolton Blueprint, the framework sets out intervention and growth areas of the town centre.

The objectives detailed in the Bolton Economic Strategy are considered in The Framework with the aims to provide:

- The right mix of affordable, high-quality homes in the right locations.
- A vibrant Bolton town centre complemented by other centres across the Borough.
- Cultural and leisure attractions and events that attract people to live and work in Bolton.
- A variety of employment opportunities taking advantage of Bolton's Greater Manchester location.
- Well maintained parks and attractive countryside contributing to a high-quality environment.

The Bolton Transport Strategy prioritises sustainable transport measures in the town centre to align with the framework.



Source: AECOM



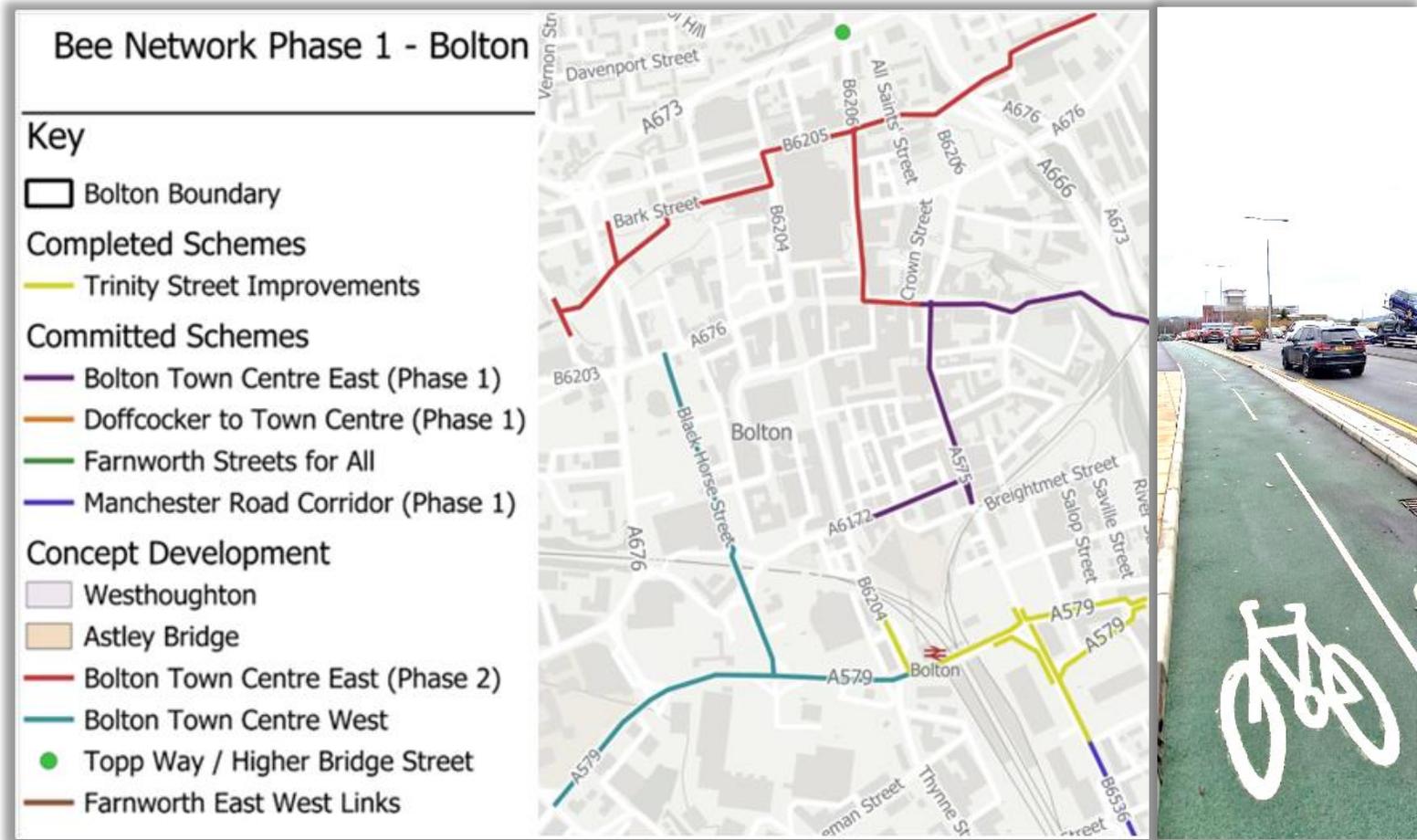
BOLTON TOWN CENTRE: WHAT WE ARE DOING NOW

CYCLING FACILITIES

Bolton Council is working with Transport for Greater Manchester to roll-out segregated cycle routes in the town centre and better connect the town centre attractions, interchange and University. The new routes and secure cycle parking are part of long-term plans to provide safe and direct cycling facilities. Chapter 7 includes further details regarding our programme of active travel improvements.

During the development of the cycling schemes, Bolton Council will continue to engage with our communities and respond to the funding requirements with TfGM. Bolton Council want to prioritise pedestrians equally with cyclists, which is important for inclusive design and support from our community for the changes being made.

The cycling schemes integrate with the areas in the Bolton Town Centre Framework. The schemes will enable more homes in the town centre by providing a safe alternative to the car and support businesses to grow.



Source: AECOM



BOLTON TOWN CENTRE: WHAT WE PROPOSE

EDUCATION QUARTER MASTERPLAN

Improving the educational attainment, skills and access to them are a priority both for Bolton Council and the Greater Manchester Combined Authority. Pedestrian and cyclist mobility between the town centre and Bolton University currently experiences notable barriers caused by Moor Lane, the A579 and traffic congestion

Pedestrian crossings have been improved to route pedestrians across the carriageway. However, the long-term aspiration is to better connect the university with the town centre with public realm and direct pedestrian routes.

We will develop an assessment of the highway options for the near-term and long-term to support the development of the Bolton Education Quarter (BEQ) Masterplan. The BEQ provides a vision for how the active mode and public transport connections between University of Bolton, Bolton Interchange and the town centre may be developed.

The BEQ connects with all areas in the Bolton Town Centre Framework and principally aims to enable walking, cycling and wheeling. This is important to support increased residential development in the town centre that will mutually support businesses, the University and the growth of zero carbon sustainable transport in Bolton.



Source: Bolton Council, the Bolton Education Quarter (BEQ) Masterplan.



BOLTON TOWN CENTRE: WHAT WE PROPOSE

CAR CLUBS

A Car Club is a pool of vehicles that is available for the public and is typically provided by private providers using a subscription system. Car Clubs require close collaboration with local highway authorities such as Bolton Council to provide dedicated and enforceable spaces for the vehicles. The spaces provided can include on-street Car Club bays or spaces in car parks.

Proposed locations may require changes to the road Traffic Regulation Orders (TRO) in accordance with the Road Traffic Regulation Act 1984. Providing the addition of electric vehicle charging facilities for Car Club bays requires further technical assessment. Electric vehicles are increasingly attractive both for Car Club operators and their subscribers.

Delivering the new residential developments in the Town Centre Framework requires genuine alternatives to private car ownership for residents. Space for the parking of private vehicles is very limited in the town centre and could inhibit essential services if the carriageway became blocked to large vehicles, such as refuse collection lorries and emergency services.

Residing in the town centre near to the amenities available will not require use of a car for all trips. The town centre is highly accessible by walking, cycling and public transport. However, the option to use a vehicle can be fulfilled with a Car Club.

Bolton Council encourage and welcome Car Club providers to the borough. We will be constructive when parking bays require changes to TROs and can help assist with the necessary assessment to accommodate them. Priority should be areas in the Town Centre Framework where resident car parking will be limited, such as Trinity Quarter. Further assessment of our public car parks can also identify Car Club locations, which will be conducted with operators and stakeholders to ensure a shared understanding of the needs for the benefit of our communities.



BOLTON TOWN CENTRE: WHAT WE PROPOSE

BUS RING & RIDE AND TAXI FACILITIES

Many of our vulnerable people depend on Ring & Ride bus services and travel vouchers for disabled people so they can use Taxis to access essential services such as hospitals and clinics. The services and the administration of them is a partnership with Bolton Council, TfGM and service providers.

Bolton Council will prioritise and advocate for the maintenance of Ring & Ride services and ensure the highway can accommodate their access requirements. New developments will be expected to ensure access for Ring & Ride bus services in accordance with highway design standards and enforcement of design standards at the application stage.

ACCESS FOR PARKING BY BLUE BADGE HOLDERS

Bolton Council welcome cultural events, and interest by film and tv production companies, which at times may require temporary use of the highway and parking bays. Bolton Council will coordinate with event promoters to be accommodating whilst not significantly impacting access to the town centre by Blue Badge Holders. Equalities Impact Assessments will be the tool for identifying the scale of impact on disabled and vulnerable people and will be used with event promoters to ensure alternatives have been identified as much as possible.

INCLUSIVE PUBLIC REALM

Providing pedestrian spaces and public realm in the town centre is important to provide safe pedestrian spaces, support our high street and enhance our heritage locations. Providing seating areas will be prioritised when public realm improvements are made to ensure vulnerable people are included and may use the town centre with confidence.



14.

DRAFT DELIVERY PLAN TIMESCALES

TIMESCALES: DRAFT DELIVERY PLAN TIMESCALES

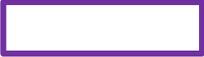
The priorities in the Bolton Transport Strategy are aligned with three delivery timescales. The measures included below include the priorities in the current Local Implementation Plan (LIP) for Bolton, which are included with the current Greater Manchester Transport Strategy 2040.

The intention of including the priorities across the three timescales to is support updates to the Greater Manchester Local Transport Plan and respective updates to the LIPs for each of the ten Greater Manchester Boroughs.

It is appreciated the funding framework for local transport in Greater Manchester has evolved to place the City Region Sustainable Transport Settlement (CRSTS) as the key long-term funding source and includes components for the Integrated Transport Block (ITB) and Highways Maintenance funding. In addition, current and future rounds of CRSTS beyond the current period to 2027 will likely require local contributions for capital enhancements, which are currently 15%-20%.

The timescales below are

- 2024 to 2027 for 'committed' priorities. These include schemes that are either existing and ongoing, in progress on site or have funding committed and are in an advance state of preparation.
- 2028 to 2033 for 'in development' priorities. These are priorities that will require a business case to progress or are long-term to be taken-forward with partners including Transport for Greater Manchester (TfGM), transport agencies and development suppliers when funding is available.
- 2034 to 2040 for 'aspirational' priorities. These are major network developments or masterplans that will develop over a long-term timescale.

Key:	
	PRIORITIES FOR RAIL SERVICES
	PRIORITIES FOR BUS SERVICES AND FACILITIES
	PRIORITIES FOR WALKING, CYCLING AND WHEELING:)
	AN INCLUSIVE TRANSPORT NETWORK
	HIGHWAYS, PARKING AND ELECTRIC VEHICLES
	PREPARING FOR AUTONOMOUS VEHICLES



TIMESCALES: DRAFT DELIVERY PLAN TIMESCALES

Committed	
2024	2027
Affordable and integrated ticketing with the wider Bee Network.	
Engage TfGM in Bus Franchise Network Reviews to ensure local priorities and aspirations are considered and accommodated in developing an accessible and sustainable transport network.	
Improved bus waiting facilities and information, and which are safer and accessible to disabled users.	
Increase the number of electric vehicles charging points and Charging Hubs.	
Provide dedicated electric vehicle charging infrastructure for taxis and Private Hire Vehicles.	
Update Our Parking Strategy.	
Road safety improvements.	
More safe and secure cycle parking.	
Maintain and improve the Public Rights of Way Network.	
Support the roll-out of community Bike Libraries and shared bike services.	
Require new development to incorporate direct and coherent active travel facilities to local town and village centres.	
Renew travel plans and policies for workplaces, schools and housing.	
Work with partners to provide 'travel training' to vulnerable groups.	
Transport assessments to improve public transport accessibility to new housing and employment sites.	
Work with partners to develop initiatives that encourage children to travel actively.	
Raise the priority of highway maintenance in an updated highway asset management strategy.	



TIMESCALES: DRAFT DELIVERY PLAN TIMESCALES

In Development	
2028	2033
Work with partners to improve train frequency and reliability, including capacity at the local level.	
Electrification between Bolton and Wigan.	
Rail capacity improvements on key commuting corridors in north west Manchester.	
Safer access to rail stations by walking and cycling.	
Introduce early morning and late evening direct rail service to London.	
Integrate bus services with Travel Hub proposals.	
Localised bus services and circulars to support access to hospitals and health facilities.	
Bus services that support the evening economy and shift workers across Bolton.	
Quality Bus Transit on key bus corridors: Wigan-Bolton and Bolton-Bury-Rochdale.	
Improve bus routes to new housing and employment developments.	
Bus alternatives to the car to access retail parks.	
Make charging points accessible to areas of Bolton with higher proportions of dwellings with no off-street parking.	
Develop a robust network of walking, cycling and wheeling routes across the borough.	
Create and maintain safe and coherent walking and cycle routes to all our district town centres	
Manage traffic congestion with smarter use of our highway assets and technology.	
Green infrastructure in the design and maintenance of our highways and footways.	
Autonomous Vehicles: Future Proofing the Network Study.	



TIMESCALES: DRAFT DELIVERY PLAN TIMESCALES

Aspirational				
2034				2040
	Support regional partners to advocate for improved rail infrastructure into Manchester City Centre to improve the current capacity constraints.			
	Improve the safety and attractiveness of pedestrian connections with Bolton University.			
	Develop safe and attractive cycling routes to our growth areas at Logistics North and Westhoughton.			
	Improvements to support new development and growth.			
	Work with partners to develop an autonomous vehicle route between Royal Bolton Hospital and Bolton town centre.			



15.

NEXT STEPS WITH OUR PARTNERS

WHAT COMES NEXT? NEXT STEPS WITH OUR PARTNERS

We will engage and listen to our partners both in Greater Manchester and cross-boundary in the wider North West. This is important to align our transport priorities regarding the existing network and operators, innovations and opportunities.

Transport and growth expectations concern our borough and those of our neighbours. Our growth plans for housing and employment land are captured in the Greater Manchester regional spatial strategy 'Places for Everyone'. Transport that enables growth and the realisation of growth areas is a collaborative process to ensure it can be delivered.

The specific schemes within our priorities will be developed with partners to ensure consistency of how we assess specific needs, appraise the case for change, the delivery and monitoring of progress. Our approach will be flexible to each mode of transport, be it highway maintenance and innovation, bus and rail services, and active travel.

Our Members have shaped the priorities in the Bolton Transport Strategy and identified gaps in the planning for highways and public transport, notably to better serve the needs of the vulnerable and disadvantaged. We will collaborate with TfGM to inform the next 5-year Local Implementation Plan (LIP) for Bolton and develop detailed proposals to realise the improvements our communities want to see for an inclusive transport network and healthier society.



Source: TfGM



