

Bolton Transport Strategy



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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.

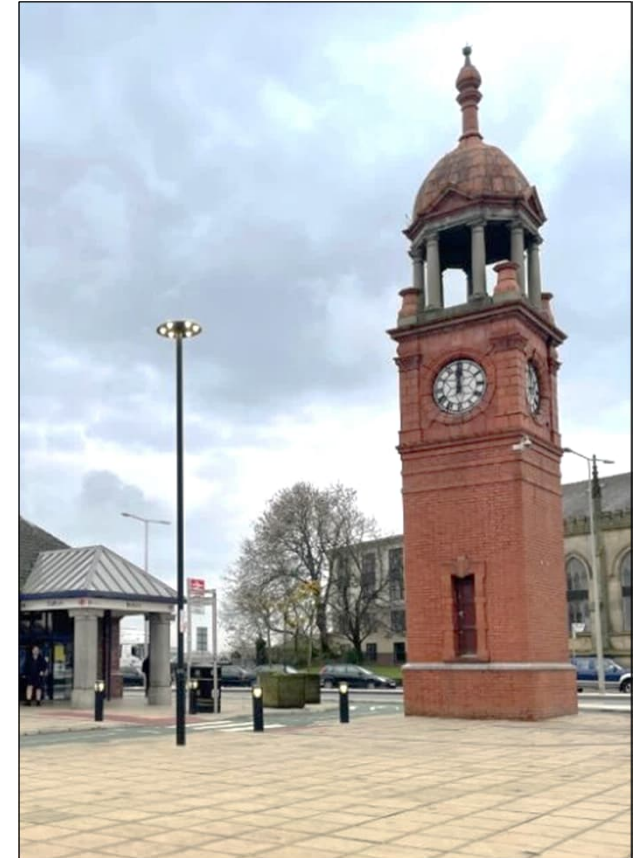
The strategy sets the strategic direction for travel and mobility within Bolton. It captures existing commitments and priorities for all our communities and identifies the requirements for transport. Planning for the future is important for growth, to respond to changing travel technologies and to meet our climate change commitments. Reducing vehicle emissions and increasing the number of journeys made by walking, cycling and public transport will contribute to a greener network.

We want our residents and visitors to Bolton to thrive as the borough fulfils its growth ambitions. Our strategy focusses on increasing safe, healthy and equitable mobility for all. Every person has a right to mobility and to travel safely.

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, study and invest. 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.

Engagement with our communities: The measures in the Bolton Transport Strategy have been informed by engagement with partners and stakeholders. 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. Bolton Council is fully committed to that delivery strategy and the emerging update to the Greater Manchester Local Transport Plan from 2024.



Source: AECOM

TRANSPORT VISION & STRATEGIC OBJECTIVES: 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. It also ensures that we support ambitions such as Greater Manchester's 'Right Mix' transport mode-shift targets, which aligns with our own aspirations to apply a hierarchy of transport modes as mentioned in the Streets for All Strategy.

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. It is likely to increase 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 could inform the regional transport needs in the next round of Delivery Plans for each local authority. This means we can mutually support our community's inclusive travel needs whilst also achieving significant transport improvements with our partners.



GREATER MANCHESTER TRANSPORT STRATEGY 2040: SUPPORTING SUSTAINABLE GROWTH PLANS

PLACES FOR EVERYONE (Pfe)

Places for Everyone is the adopted long-term development plan of nine of the ten Greater Manchester districts. It determines the recommended type of developments, the usage of brownfield land and urban spaces for jobs, new homes and sustainable growth.

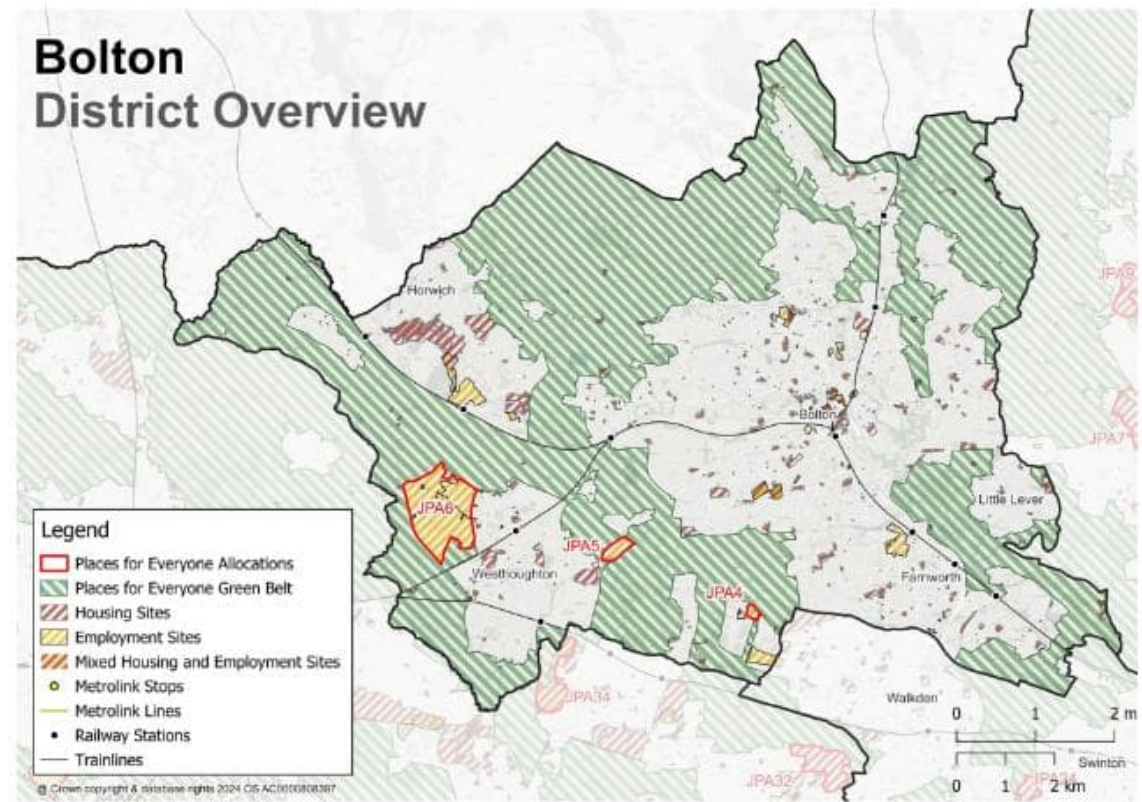
Identified transport priorities ensure new development can sustainably integrate with Greater Manchester's transport network, including Bolton's. Transport measures identified in Pfe can ensure new developments will enhance Bolton's transport systems. They are included in Appendix D.

The three allocation sites in Bolton in the Pfe are:

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

ALIGNMENT

Greater Manchester Transport Strategy 2040 strives to support other regional and national strategies that promote sustainable growth for transport. Places for Everyone (Appendix D), Greater Manchester Low Emission Strategy and Network North are just a few strategies in place.



Appendix 4: Adopted Plan Final [Appendix 4 - Places for Everyone Plan for Adoption \(greatermanchester-ca.gov.uk\)](https://greatermanchester-ca.gov.uk)

Source: Greater Manchester Combined Authority

TRANSPORT VISION & STRATEGIC OBJECTIVES: 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, study and invest. Bolton in 2030 maximises the strengths of its assets: its people, businesses, institutions, and communities.

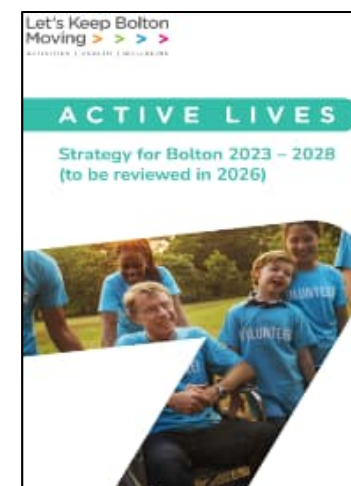
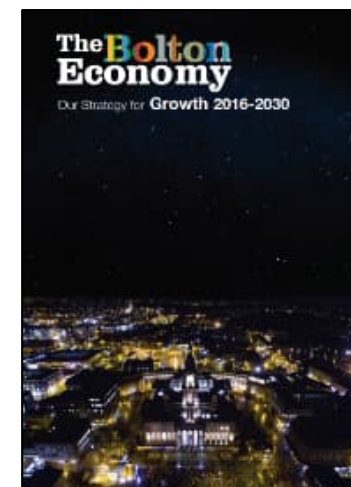
OUR VISION

To work towards a zero-carbon transport network that is inclusive, safe, resilient, accessible 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 the 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 Brand promotes the big idea that Bolton is born to perform, building on three key themes: Bolton Means Business, Bolton Better Connected and a Cultural and Leisure Renaissance. This Transport Strategy lies within the Bolton Better Connected theme but is also important to realising the other themes. Other strategies with synergies to the Bolton Transport Strategy that contribute to the Bolton Brand include the Bolton Active Lives Strategy 2023-2028 and Visitor Economy Strategy. The ambition through these strategies is for Bolton to become an increasingly active, vibrant town where active lives are commonplace. Creating an environment where people are more active in their daily lives, increasing physical and emotional wellbeing, improving life chances and employability, decreasing dependency on health and social care services and supporting prosperity.



TRANSPORT VISION & STRATEGIC OBJECTIVES: 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 set out by Transport for Greater Manchester in the city-region Local Transport Plan. This is important because many transport initiatives are cross-boundary into neighbouring authorities and can relate to regional funding arrangements.



ENGAGEMENT AND CONSULTATION: STAKEHOLDERS

The Bolton Transport Strategy has been informed by engagement across Bolton with stakeholders to identify the transport issues that many people have and the potential solutions that should be prioritised.

Stakeholders included Councillors, the Active Travel Forum, Transport for Greater Manchester and departmental officers within Bolton Council.

The feedback from the engagement has informed the priorities within this Transport Strategy, some of which are specific to locations within the borough whilst others are borough-wide.

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.

Commonalities were found between the issues raised during engagement and the consultation feedback. This included the topics of:

- Improving rail connectivity with stations across Bolton;
- Safer crossings for pedestrians and cyclists; and
- Improving transport accessibility for all.

Further detail regarding the engagement with the three Town Councils is included in the Appendix.



2. BOLTON IN BRIEF



Source: AECOM

BOLTON IN BRIEF: LOCAL ISSUES AND CHALLENGES

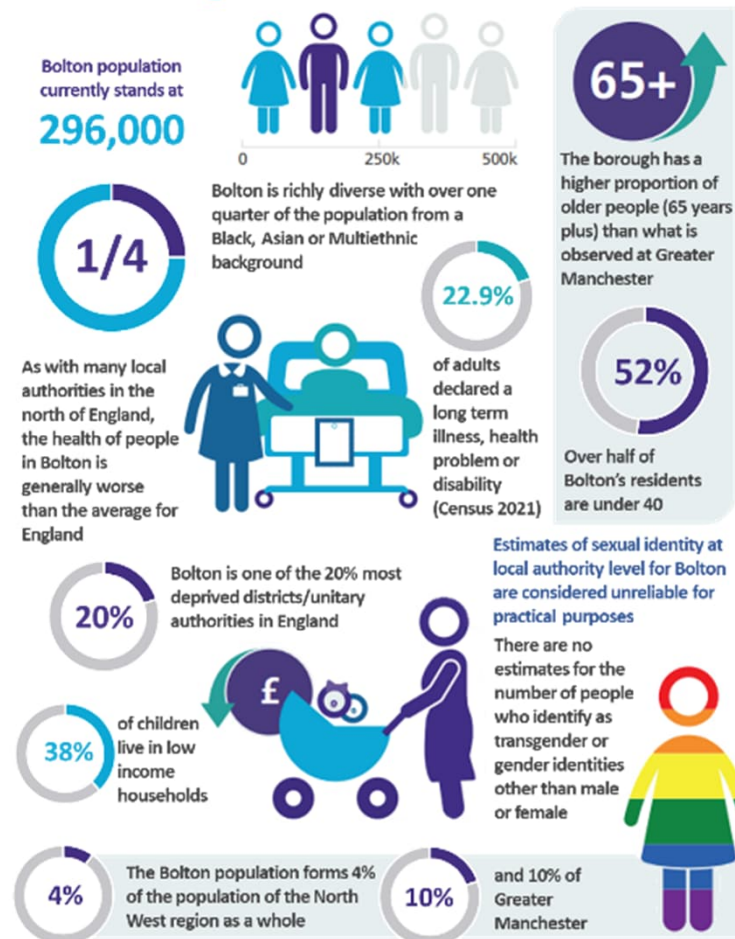
The population of Bolton has grown by around 19,000 people over the last decade, which compares to a similar rate of growth in Greater Manchester. As our community continues to grow across both younger and older age groups, transport services and facilities will be provided to support the needs of the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

Bolton has high levels of community deprivation. 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.

Bolton at a glance



Source: NI15 Bolton Foundation Trust, Equality, Diversity & Inclusion Plan 2022-2026.

3.

TRANSPORT STRATEGY: WALKING, WHEELING AND CYCLING



Source: Bikeability

WALKING, WHEELING AND CYCLING: INTRODUCTION

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. We have adopted the Greater Manchester Streets for All Strategy and Design Guide to provide continuity with our neighbours. We will review existing walking and cycling plans as part of the Bee Network to help develop a wider network of routes within our communities. This will include measures to support people with protected characteristics, such as the disabled, older people and those with gender-based concerns with, for example, better lighting and path surfacing.

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.

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 the maintenance of our Public Rights of Way. The priorities here aim to respond to our local concerns for active travel facilities.

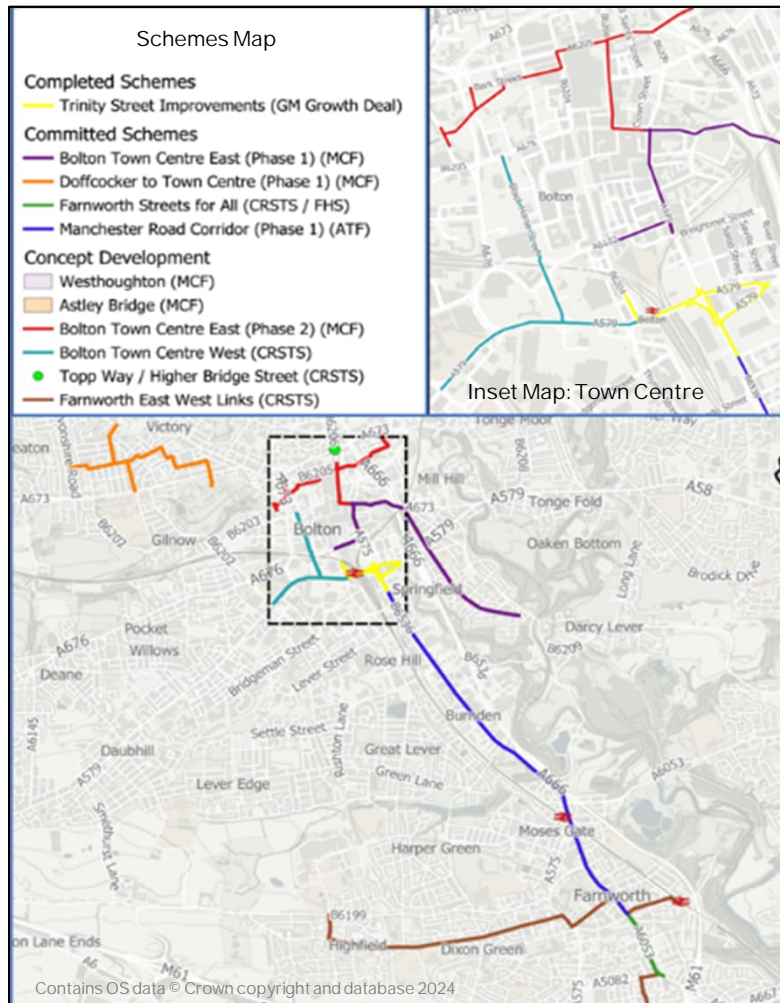


**Greater
Manchester
Integrated Care
Partnership**

**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, which are illustrated in the adjacent map.

The schemes aim to strengthen active travel, protect cyclists and make cycling a more desirable mode of transport within the area. These include:

- 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.
- The Bolton Town Centre East project, due to be completed in 2025, 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.
- The Farnworth Town Centre Masterplan 'Streets for All' scheme in Farnworth, which supports the town centre revitalisation, will progress in the short-term and the Bolton Transport Strategy will advocate for the local plans of our communities in the borough so they can gain the funding required.

Source:
AECOM



WALKING, WHEELING AND CYCLING: OUR PRIORITIES

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.

Our priorities aim to improve the current provision of facilities including the maintenance of existing routes for year-round use. In addition, we want to improve access for disabled people according to the latest design standards such as Local Transport Note (LTN) 1/20 and the Streets for All Design Guide.

Our eight 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, employment and growth areas such as Logistics North and West of Wingates.

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.

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 developments to be accessible by a choice of transport modes with walking and cycling being the highest priority for short journeys.

A1

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

A2

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

A3

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

A4

More safe and secure cycle parking.

A5

Maintain and improve the Public Rights of Way network.

A6

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

A7

Improve the connections with educational facilities and develop School Streets.

A8

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



WALKING, WHEELING AND CYCLING: PRIORITY A1, 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.

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 A2, CREATE AND MAINTAIN SAFE AND COHERENT WALKING AND CYCLE ROUTES TO ALL OUR TOWN AND DISTRICT 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 and entertainment, 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 to support the masterplans related to our town and district centres and their economic regeneration. It is important they can incorporate measures that will draw on funding with TfGM such as cycling facilities.

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

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 A3, 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. We want it to be possible to walk or cycle to our high streets from housing areas and to be able to walk through areas of new development on safe and attractive routes that can form part of our Bee Network. Our expectation is that the design guidance in LTN 1/20 and the Greater Manchester Streets for All Design Guide will be used by site promoters for consideration of pedestrians and cyclists.

Developments for either housing or employment should be located where they will be well-served by public transport, walking and cycling, and by substantial improvements made to accommodate travel by active modes. This means public transport should be available and consider people with protected characteristics, such as the disabled and pregnant women. Services should be accessible for those without use of a car or van, and pedestrian routes should be designed and maintained in a way that can reduce the risk of anti-social behaviour using passive and active surveillance techniques.

UPDATED SUPPLEMENTARY PLANNING DOCUMENTS

We will update our Supplementary Planning Document (SPD) for Accessibility, Transport and Road Safety. Updated guidance is important to ensure officers and site promoters can make cycling a genuine, attractive choice of travel. In addition, the updated SPD will retain the existing provision that Bolton Council will protect the line of proposed off-road routes from development and will ensure cycle parking is included.

We 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 A4, 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 and other public premises is necessary to help communities cycle with the confidence that their destination will have appropriate facilities for short-stay and long-stay use.

CYCLE PARKING STRATEGY

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

We will develop a Cycle Parking Strategy which will include our town centres and local district centres. We will map the facilities and identify required improvements relative to standards and expectations with stakeholders.



Source: Greater Manchester Cycling Design Guidance, TfGM



Source: Greater Manchester Active Travel Design Guide, TfGM



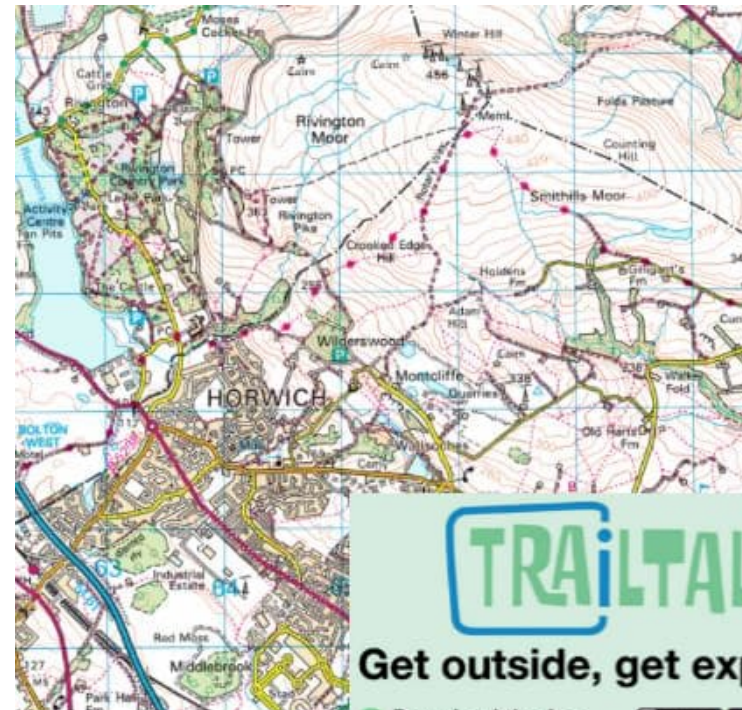
WALKING, WHEELING AND CYCLING: PRIORITY A5, MAINTAIN AND IMPROVE THE PUBLIC RIGHTS OF WAY NETWORK

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. They are important for our community including those with protected characteristics such as the disabled, who may use adapted bicycles and buggies.

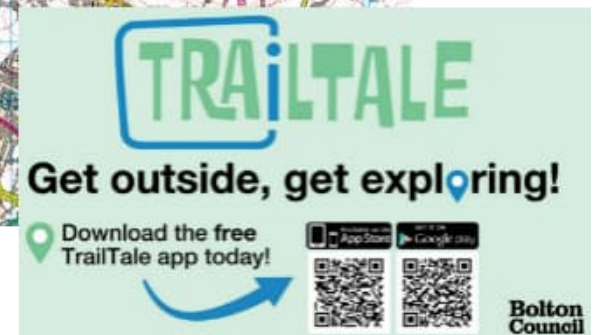
Since the 2020 Bolton Council Highway Asset Management Plan, the Covid-19 pandemic both challenged us but also encouraged a new interest in recreational walking and exercise. Public Rights of Way (PRoW) are related to our aims for the transport network to support people's wellbeing and can support the wider Bee Network improvements in Greater Manchester.

We 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. This focuses on maintenance and connecting people with our parks and green spaces, town centres and other services. There are opportunities to better utilise disused railway lines to enhance walking and cycling routes. We will identify where disused lines could be protected from other land-uses so they may enhance our path network.

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. We will engage closely with Bolton's voluntary path maintenance groups to maintain the PRoW network.



Source: Bing Maps / Ordnance Survey 2023



WALKING, WHEELING AND CYCLING: PRIORITY A6, 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/>.

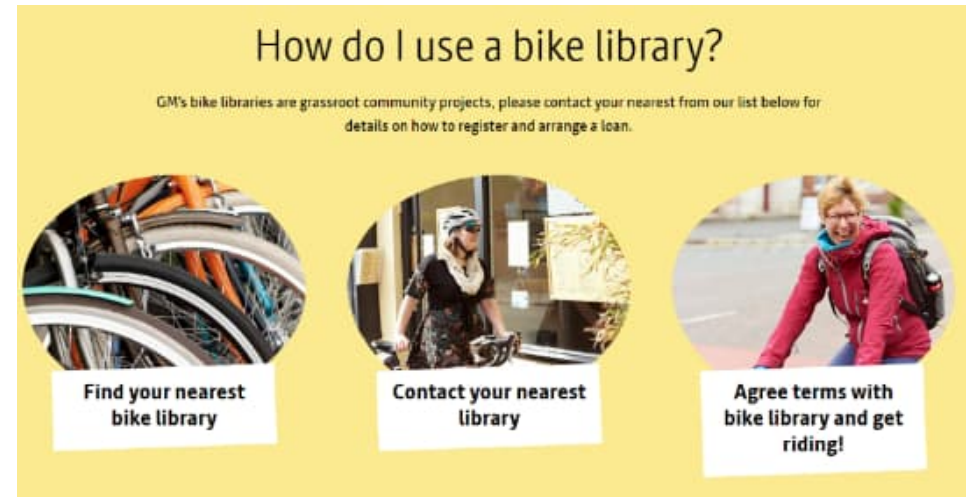
Bike Libraries can be an excellent 'gateway' into cycling for many vulnerable people who may either not have the confidence or means to ride a bike, or who may need use of an adapted bike.

There are 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.



Source: [Transport for Greater Manchester](#)



WALKING, WHEELING AND CYCLING: PRIORITY A7, IMPROVE THE CONNECTIONS WITH EDUCATIONAL FACILITIES AND DEVELOP SCHOOL STREETS

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.

SCHOOL STREETS

Inspiring children to adopt an active lifestyle at an early age can help to form a healthy attitude towards 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. Bolton Council will work with the University, our Councillors and stakeholders to develop the masterplan and incorporate the Bolton Town Centre West cycling and walking scheme.



Source: TFGM



WALKING, WHEELING AND CYCLING: PRIORITY A8, DEVELOP SAFE AND ATTRACTIVE CYCLING ROUTES TO OUR GROWTH AREAS AT LOGISTICS NORTH AND WESTHOUGHTON

Sustainable growth 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 LTN 1/20 and the Greater Manchester Streets for All Design Guide. This means routes should be coherent to use, direct, safe, comfortable and attractive.

Across the borough, the council will raise the expectation with applicants for major new developments to provide accessible walking and cycling routes suitable for year-round use. Routes should be illuminated, safe and accessible so those with protected characteristics, such as the disabled, can be included in the opportunities that are available in our growth areas.

Travel Plans are a useful tool to manage and understand access to major employment and growth sites for the benefit of staff and recruitment. Bolton Council encourages the use of Travel Plans and may both require them and monitor their progress where proportionate to do so. Travel plans can factor-in the use of more sustainable transport modes and support the consideration of people with protected characteristics such as those; with a disability; the very young and old; needs related to religion, gender-based travel; and socio-economic condition.

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

Scheme	Comment
Westhoughton	An initial consultation and concept design have been completed. The scheme can develop with additional funding. The design includes the Market Street /Wigan Road Junction.
Astley Bridge / Crompton	Plans have been drafted to a concept design and will develop with additional funding.
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	Bolton Transport Strategy 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.
A1 - Develop a robust network of walking, cycling and wheeling routes across the borough.	✓	✓	✓	✓	✓	✓
A2 - Create and maintain safe and coherent walking and cycle routes to all our town and district centres.		✓	✓	✓		
A3 - Require new development to incorporate direct and coherent active travel facilities to local town and village centres.			✓	✓	✓	✓
A4 - More safe and secure cycle parking.			✓	✓		
A5 - Maintain and improve the Public Rights of Way network.	✓	✓	✓	✓	✓	✓
A6 – Support the roll-out of community Bike Libraries and shared bike services.		✓	✓	✓		
A7 - Improve the connections with educational facilities and develop school streets.	✓	✓	✓	✓	✓	✓
A8 - Develop safe and attractive cycling routes to our growth areas at Logistics North and Westhoughton.		✓	✓	✓	✓	✓



4.

TRANSPORT STRATEGY: BUS SERVICES AND FACILITIES



Source: AECOM

BUS SERVICES AND FACILITIES: INTRODUCTION

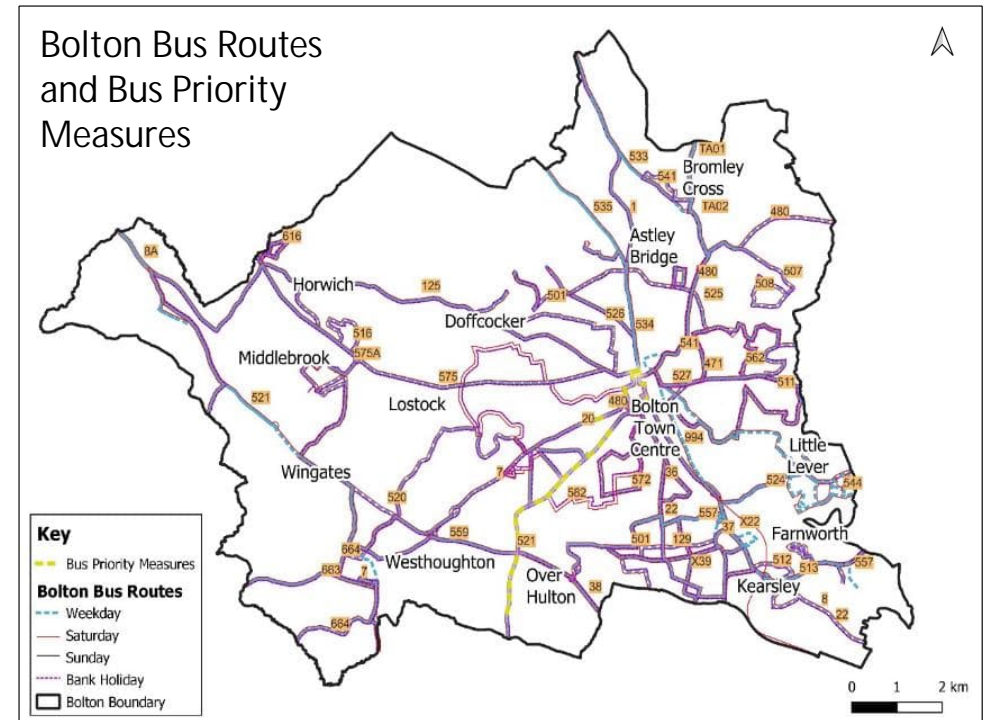
Bus services in Bolton provide essential connections within the borough and cross-boundary to our neighbouring authorities. Buses are particularly important for those with protected characteristics because they depend on the connections they provide. This can include children and older persons, pregnant mothers, those with a disability and those with gender-based expectations.

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 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. Access to the Interchange and the user experience of the facility is important for attracting more people to use public transport.

Buses are important to provide our residents and businesses with connections to employment, training and retail destinations. An ageing society and the increased cost 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 across 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 of 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 will provide opportunities. Zero-emission fleets, intelligent traffic signalling, better telecommunications technology and national support from the Government present opportunities for the franchised bus network to significantly improve services for Bolton.

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. The Greater Manchester Bus Service Improvement Plans (BSIPs) are committed to general bus services, local links and school services and will provide opportunities for Bolton Council to relay issues and priorities to support continual service improvement. Working with partners at TfGM, we will consider bus priority improvements and the use of technology to improve both journey times and bus stop waiting facilities.

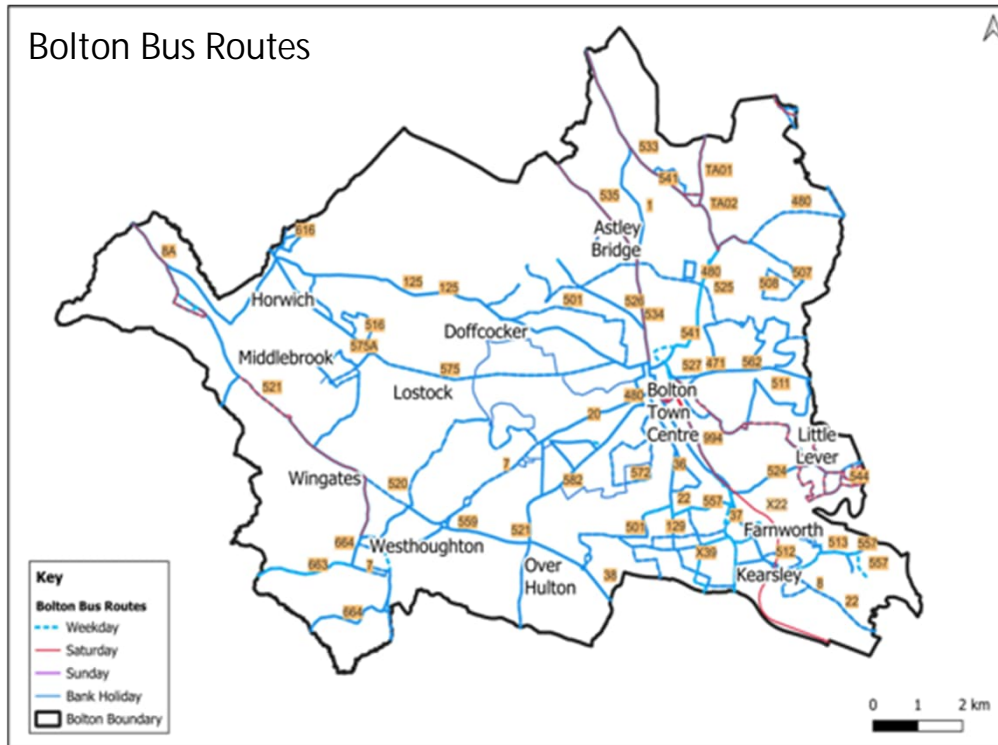


Source: AECOM



BUS SERVICES AND FACILITIES: OUR PRIORITIES

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



Source: AECOM

- B1** 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.
- B2** Improved bus waiting facilities and information, which are safer and accessible to disabled users.
- B3** Integrate bus services with Travel Hub proposals.
- B4** Localised bus services and circulars to support access to hospitals and health facilities in Bolton.
- B5** Bus services that support the evening economy and shift workers across Bolton.
- B6** Quality Bus Transit: Wigan-Bolton & Bolton-Bury-Rochdale.
- B7** Improve bus routes to housing and employment developments.
- B8** Bus alternatives to the car to access out-of-town retail parks.

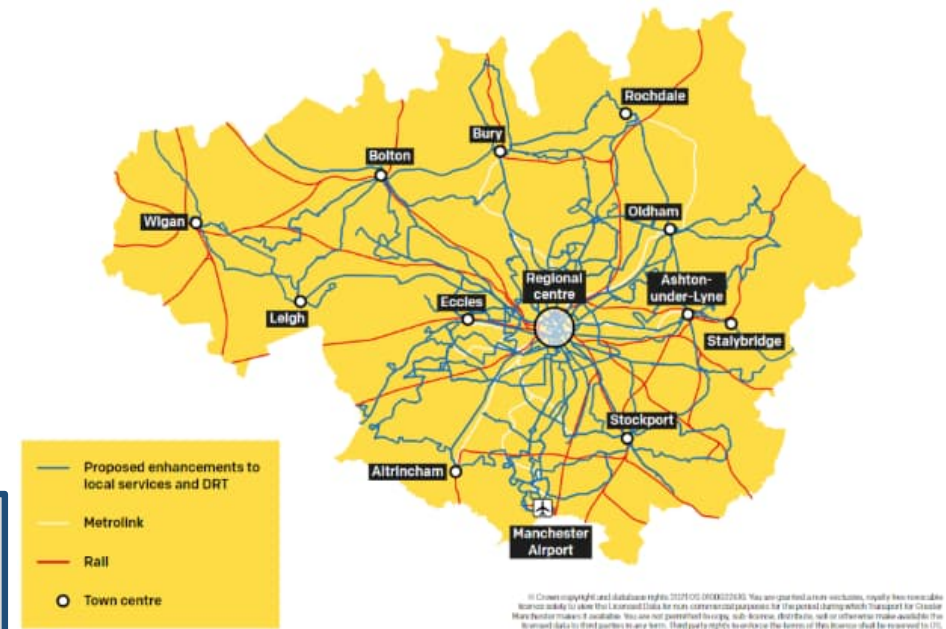


BUS SERVICES AND FACILITIES: PRIORITY B1, ENGAGE TFGM IN BUS FRANCHISE NETWORK REVIEWS TO ENSURE LOCAL PRIORITIES AND ASPIRATIONS ARE CONSIDERED AND ACCOMMODATED IN DEVELOPING AN ACCESSIBLE AND SUSTAINABLE TRANSPORT NETWORK

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 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.

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. We want a bus network with facilities that are accessible to all. Buses are particularly important for those with protected characteristics because they depend on the connections they provide. This can include children and older persons, pregnant mothers, those with a disability and with gender-based expectations.



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



BUS SERVICES AND FACILITIES: PRIORITY B2, IMPROVED BUS WAITING FACILITIES AND INFORMATION, WHICH ARE SAFER AND ACCESSIBLE TO DISABLED USERS

BUS WAITING FACILITIES 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.

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.

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 through bus stop display systems.



Source: AECOM

BUS SERVICES AND FACILITIES: PRIORITY B3, INTEGRATE BUS SERVICES WITH TRAVEL HUB PROPOSALS

TfGM 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 B4, LOCALISED BUS SERVICES AND CIRCULARS TO SUPPORT ACCESS TO HOSPITALS AND HEALTH FACILITIES IN BOLTON

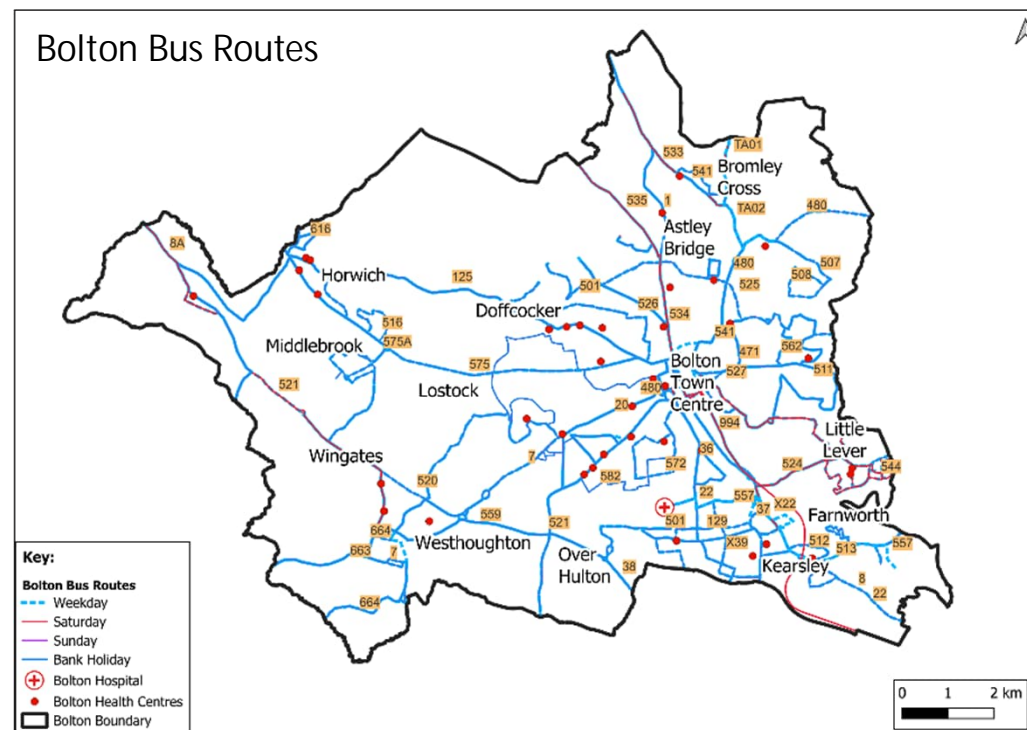
Bolton has an ageing population according to the 2021 Census and the Bolton Joint Strategic Needs Assessment. Around 19% of Bolton's population is disabled. Access to health services is important for society and our local economy.

Buses are essential for our vulnerable people to access employment and training and is becoming 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 services.

During the development of the transport strategy, our councillors 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 has changed over the last decade, leaving many people with long and protracted public transport journeys to access the treatment they may require.

Better information for vulnerable people regarding how they may travel between health facilities is a key customer priority to ensure our transport network is inclusive to all. This relates to the roll-out of clearer and affordable ticketing as part of the BSIP.

We will work with TfGM and the Bus Network Review procedure to identify existing low frequency services and potential new routes that can increase confidence to use the bus for trips to health facilities.



Source: AECOM



BUS SERVICES AND FACILITIES: PRIORITY B5, 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 high street presence. 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 both the day and evening economy.

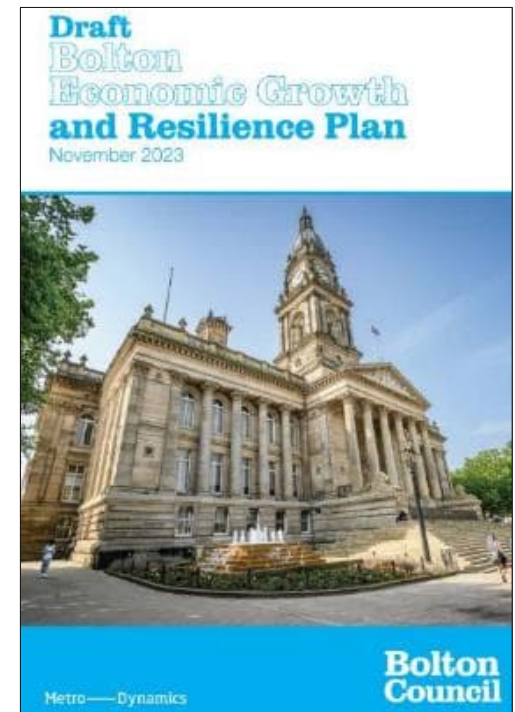
Bolton Council is encouraging the Town Centre to be a place of work, leisure and residential through the Bolton Town Centre Framework. This means a future where people living in the Town Centre require bus services to connect them to amenities and opportunities across the wider borough and beyond.

Bus services need to better connect with the growth of out-of-town strategic growth areas such as warehouses and distribution centres, which have developed in Bolton. We want our bus services to better connect our town with the job opportunities 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 those working night-time shift patterns, as currently the bus network does not sufficiently support such working hours.



Source: Public Health England



Source: Bolton Council

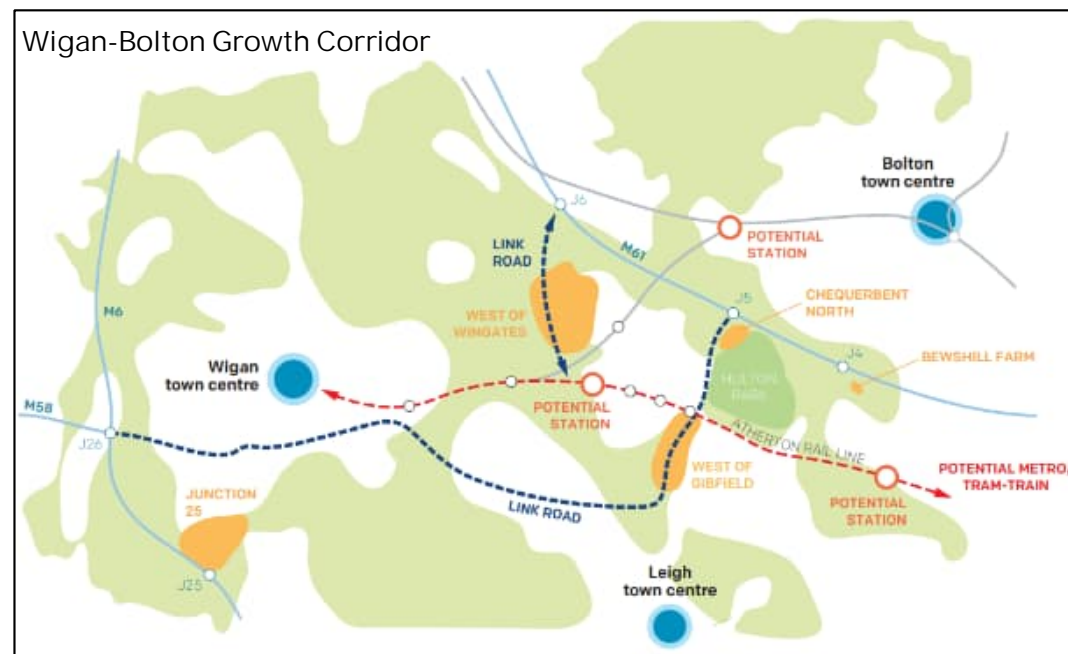


BUS SERVICES AND FACILITIES: PRIORITY B6, QUALITY BUS TRANSIT: WIGAN-BOLTON & BOLTON-BURY-ROCHDALE

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, which will support improvements as part of the Greater Manchester 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.

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.



Source: Transport for Greater Manchester



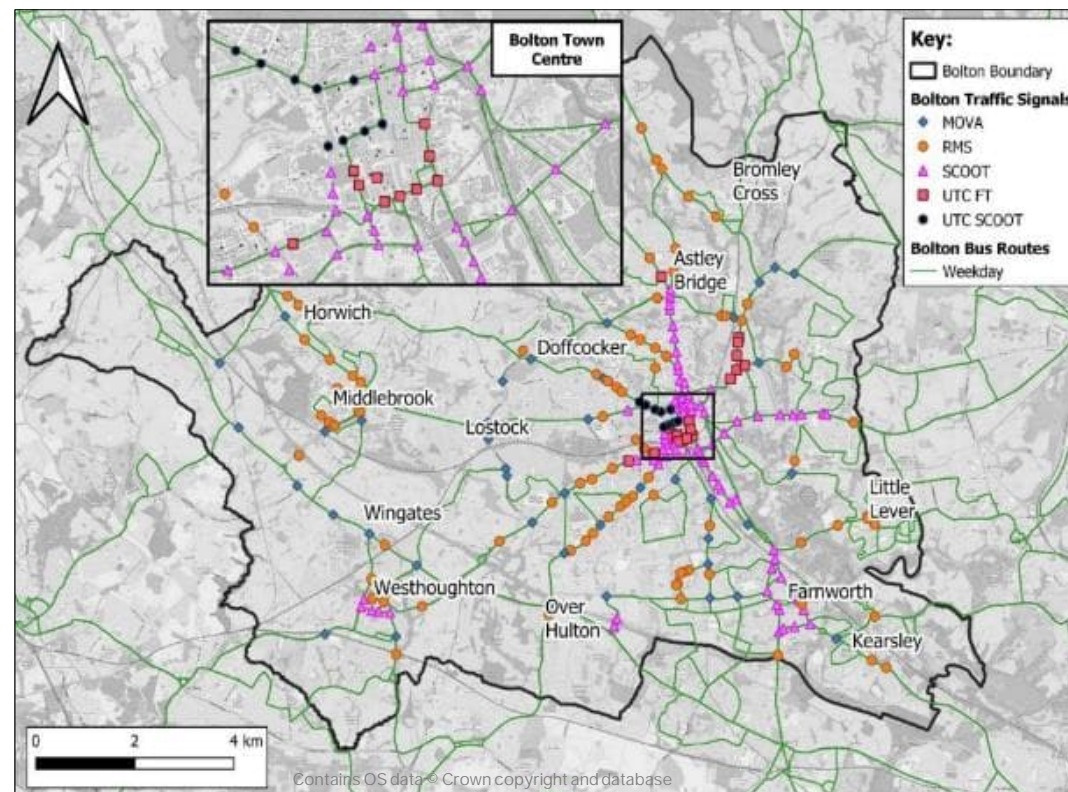
BUS SERVICES AND FACILITIES: PRIORITY B7, IMPROVE BUS ROUTES TO HOUSING AND EMPLOYMENT DEVELOPMENTS

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 will work to ensure new developments and existing residential areas are better connected with our bus network and that developments are promoted in locations that can be enabled with enhancements to bus services.

There are opportunities to utilise digital technology to make the bus network more efficient and reliable. Signalised junctions and the bus technology associated with them are notable for service improvements and customer information connected to a range of formats and locations.

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

We would encourage development site promoters 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 expectations of the technology used to manage congestion.



Source: Transport for Greater Manchester



BUS SERVICES AND FACILITIES: PRIORITY B8, 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 disabled people and older people rely on bus services to access key amenities. Moreover, the younger proportion of Bolton's population depend on public transport to seek the employment and development opportunities centres such as retail parks can offer. 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 and the Bus Network Review procedure to identify and access opportunities to improve bus services to retail parks, prioritising alternatives to the car.



Source: AECOM



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

Bus Services And Facilities	Bolton Transport Strategy 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.
B1 - 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.	✓	✓			✓	
B2 - Improved bus waiting facilities and information, which are safer and accessible to disabled users.		✓	✓			✓
B3 - Integrate bus services with Travel Hub proposals.	✓		✓		✓	
B4 - Localised bus services and circulars to support access to hospitals and health facilities in Bolton.	✓		✓		✓	✓
B5 - Bus services that support the evening economy and shift workers across Bolton.	✓	✓			✓	
B6 - Quality Bus Transit: Wigan-Bolton and Bolton-Bury-Rochdale.	✓		✓	✓	✓	
B7 - Improve bus routes to housing and employment developments.			✓	✓	✓	✓
B8 - Bus alternatives to the car to access out-of-town retail parks.	✓		✓	✓	✓	✓



5. TRANSPORT STRATEGY: RAIL SERVICES



Source: AECOM

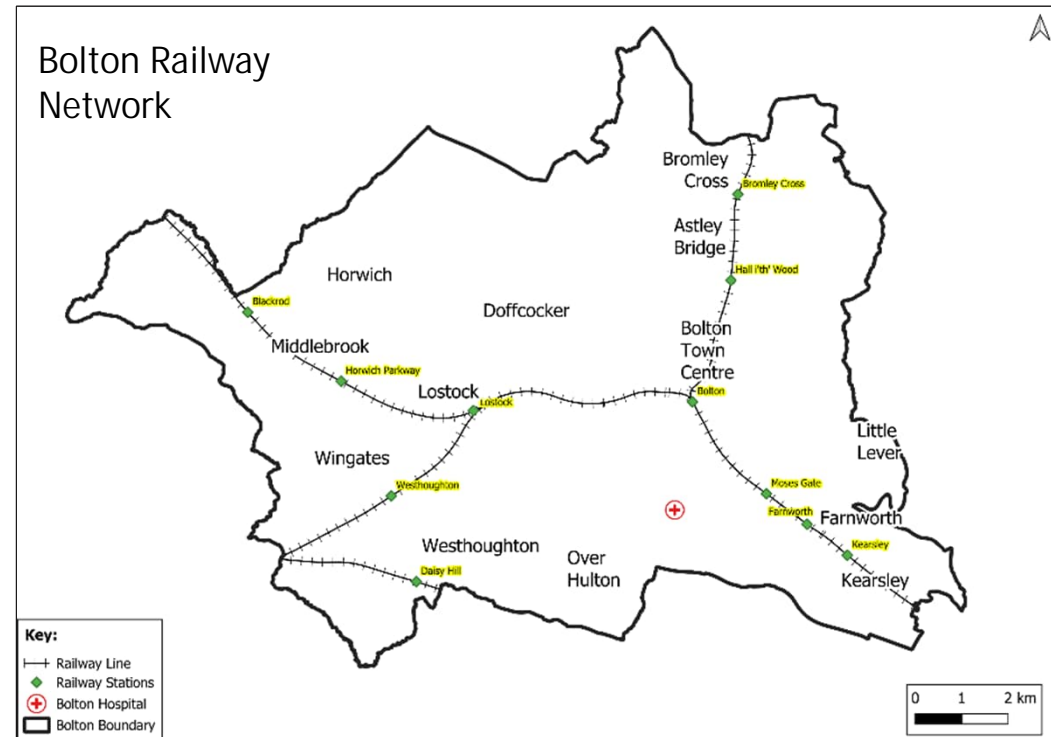
RAIL SERVICES: INTRODUCTION

Improvements to the reliability of rail services is important to improve usage and achieve Greater Manchester's 'Right Mix' vision of increased sustainable transport journeys. Improved station accessibility for active travel and vehicle modes are important to support the case for better rail services.

Rail services are important for those with protected characteristics including young people of school and college age, older persons, pregnant mothers, those with a disability and religions with gender-based expectations. Rail services, stations and pedestrian routes to them should be a safe environment for our community.

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 Express operating through the station.

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%.



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; and
- 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 TfGM, 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 with 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.

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 Council support this because it will provide a seamless service for public transport across Greater Manchester.



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.

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, whilst also improving the air quality and reducing noise pollution across the surrounding areas.

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.



Source:
AECOM

R1

Work with partners to improve rail service frequency and reliability.

R2

Overcoming local and regional capacity issues that limit rail services in Bolton.

R3

Safer access to rail stations by walking and cycling.

R4

Introduce early morning and late evening direct rail service to London.



RAIL SERVICES: PRIORITY R1, 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. Rail reliability is important to realise inclusive growth across Bolton and our communities requires reliable services.

It is desirable for a half-hourly service from all our rail stations 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 also wish to see greater connectivity for all local stations across the borough, while understanding that a balance must be maintained between frequency and capacity.

We will work with our partners at TfGM to progress Metrolink services to Bolton as a long-term aspiration. We have the aspiration to bring Metrolink services to Bolton to support our economic growth plans. Metrolink could utilise both existing and disused railway lines in the long-term.



Source: AECOM



RAIL SERVICES: PRIORITY R2, OVERCOMING LOCAL AND REGIONAL CAPACITY ISSUES THAT LIMIT RAIL SERVICES IN BOLTON

A lack of capacity between Bolton, Manchester, Blackburn and Clitheroe can lead to peak-time overcrowding. This was an issue identified by the North West Manchester Rail Capacity Study. 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. The study also identified that many of the region's 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.

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. 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. 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 connections and the appropriate capacity of the rail line.

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 greater service frequency and reliability can be achieved, better serving the people of Bolton that depend upon rail travel.



Source: AECOM



RAIL SERVICES: PRIORITY R3, 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. We want to improve direct and attractive pedestrian routes, station facilities and integrated bus services. 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. Our communities expect better illuminated paths and cycle storage facilities as part of maintenance regimes for existing facilities, and for the development of improved pedestrian routes to stations.

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 PRow can provide safer access to railway stations.



Source: AECOM

Bolton Council want to work with developers and partners at TfGM to improve routes to stations using the latest design standards. This may also be facilitated by the transfer of station management to TfGM, which has already taken place to good effect at Horwich Parkway. Connecting our communities with well-maintained and illuminated paths to stations is important for the prosperity, health and wellbeing of all. We will support the production of Station Access and Improvement Plans dedicated to the improvement of the boroughs rail stations.



RAIL SERVICES: PRIORITY R4, INTRODUCE 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. Direct services to London are a significant way 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 the University of Bolton.

Improving Bolton's interchange with national mainline services at Wigan, Preston and Manchester could enhance Bolton's connectivity, as well as enhancing our connections across the North West. Improved connections with mainline services can provide rail users access to a wider range of services and destinations, including east-west links.

Bolton Council will advocate for an early morning and late evening direct rail service to London. We support the ambitions of Northern Powerhouse Rail to identify capacity on the regions rail network, which can increase the feasibility of additional services to stations in Bolton.



Source: AECOM



RAIL SERVICES: ALIGNMENT OF THE PRIORITIES WITH POLICY OBJECTIVES

Rail Services	Bolton Transport Strategy 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.
R1 - Work with partners to improve rail service frequency and reliability.	✓	✓	✓		✓	
R2 - Overcoming local and regional capacity issues that limit rail services in Bolton.	✓	✓	✓		✓	
R3 - Safer access to rail stations by walking and cycling.		✓	✓	✓	✓	✓
R4 - Introduce early morning and late evening direct rail service to London.	✓				✓	



6.

TRANSPORT STRATEGY: HIGHWAYS, PARKING AND ELECTRIC VEHICLES



Source: AECOM

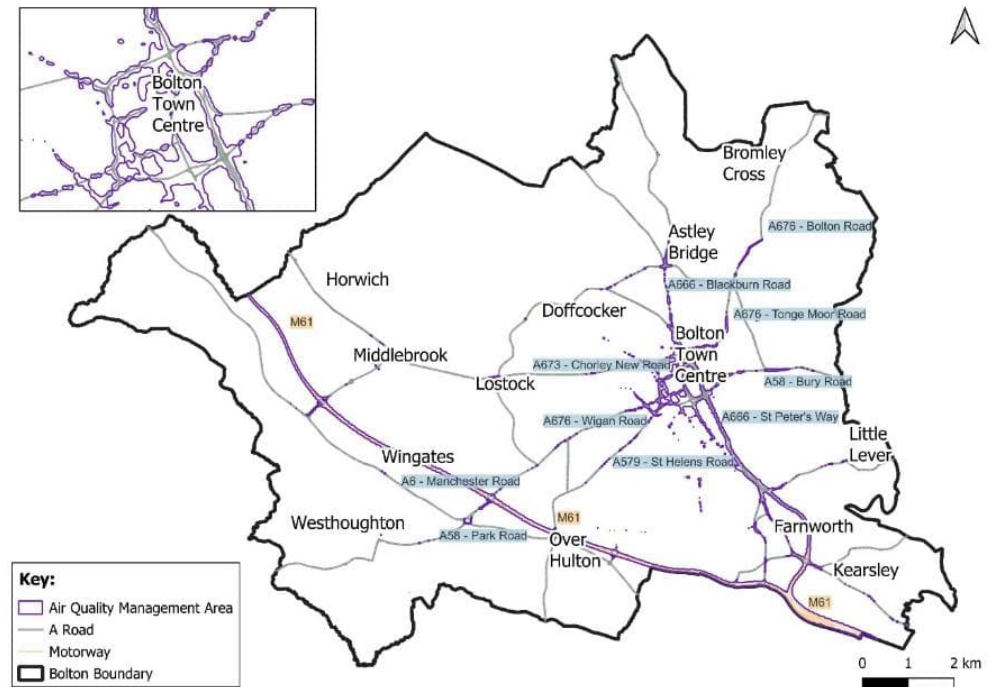
HIGHWAYS, PARKING AND ELECTRIC VEHICLES: INTRODUCTION

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

More electric vehicle charging facilities are required which includes focusing the installation of electric vehicle (EV) charging in areas of the borough that predominantly have terraced dwellings and flats. This can support the 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 TfGM. 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 Streets for All approach identifies that roads most importantly facilitate the movement of people including the disabled and groups with protected characteristics. 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 means 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

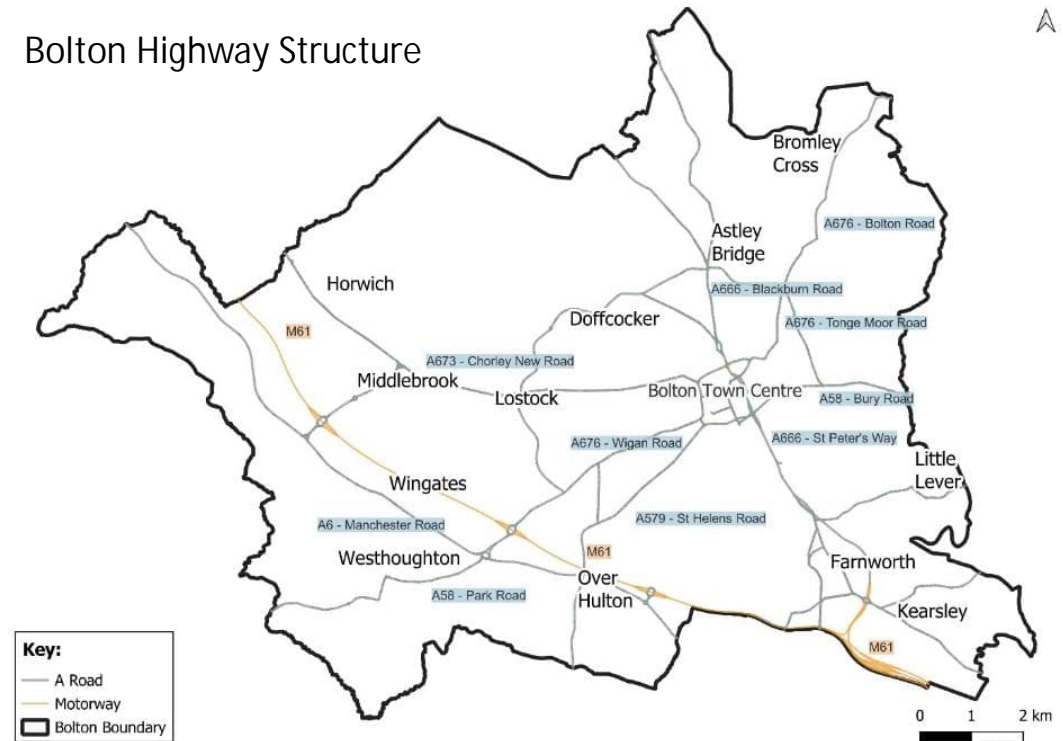
The adopted highways, parking and loading bays require adapting to changes in how vehicles are operated, technology advancements and our lifestyles. Our road network and the range of parking facilities need to respond to our community's desire to use the network for commuting, leisure trips and the evening 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 vehicles (PHVs). 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.

Bolton Highway Structure



Source: AECOM



HIGHWAYS: OUR PRIORITIES



Source: AECOM

H1

Raise the priority of highway maintenance in an updated Highway Asset Management Strategy.

H2

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

H3

Road safety improvements.

H4

Improvements to support new development and growth.

H5

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 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 / 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 H1, RAISE THE PRIORITY OF HIGHWAY MAINTENANCE IN AN UPDATED HIGHWAY ASSET 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 GMCA. 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.

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 TfGM and suppliers to frame an asset management strategy that is appropriate to the resilience challenge and carbon reduction throughout the development process.

We will align the maintenance priorities with the Bolton Transport Strategy regarding footpaths, cycleways, bridleways, PRow 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.

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 H2, MANAGE TRAFFIC CONGESTION WITH SMARTER USE OF OUR HIGHWAY ASSETS AND TECHNOLOGY

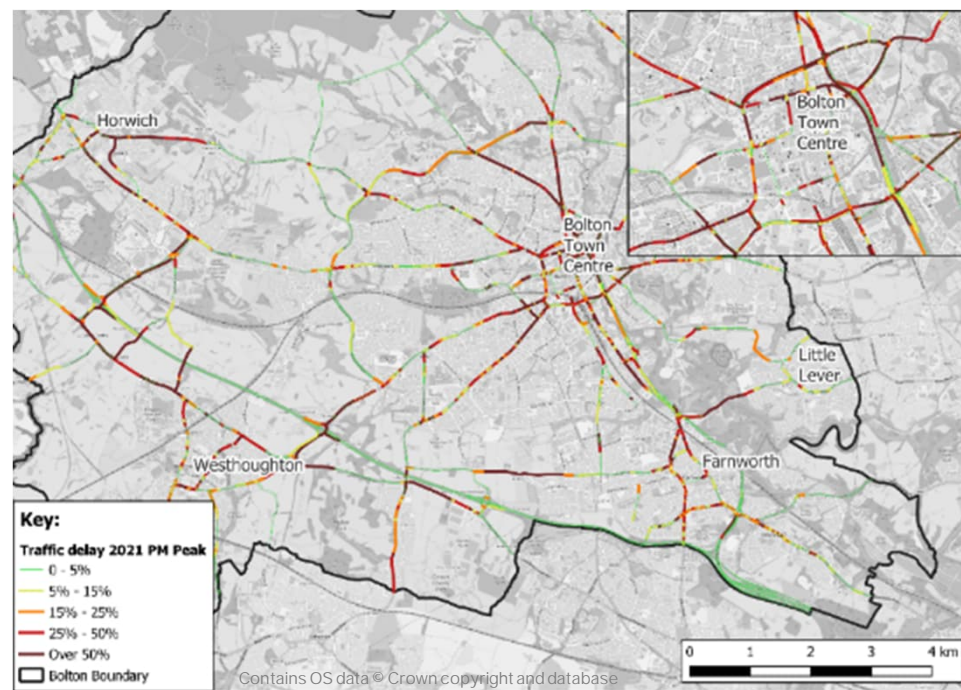
WHAT WE ARE DOING IN THE CURRENT PROGRAMME

Traffic congestion is a barrier to improved productivity and has a severance effect on pedestrian movement for access to services, education and our high streets. We want traffic to flow more freely on our Key Route Network roads, such as the town centre ring road; Trinity Street; Moor Lane; Topp Way, and A-roads into our town and district centres. Technology improvements at junctions and increasingly smarter online tools for managing traffic by our Urban Traffic Control partners can affect improvements to congestion whilst including safer road crossings for pedestrians, cyclists, the disabled and elderly.

An efficient Key Route Network can improve the transport of goods for business and enhance our bus services so more motorists may be attracted to use alternatives. This approach will support sustainable forms of travel, especially for groups and residents who rely on safe pedestrian connections because they do not have a car or van. In our town centres, we want residential developments to integrate with facilities for sustainable travel whilst balancing the need for reliable connections on the Key Route Network.

Going forward, we will prioritise:

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



Typical Evening Peak-Time
Traffic Delays, 2021

Source: AECOM



HIGHWAYS: PRIORITY H3, 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 for all in the Greater Manchester city-region.

Bolton Council have a statutory duty to identify common collisions and areas with a high proportion of road collisions. 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.

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 6;
- Improve the pedestrian environment within the town and district centres;
- Safety of PRow intersections with carriageways.



Source: AECOM



HIGHWAYS: PRIORITY H4, 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 GMCA 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.

Going forward, 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 growth within the Bolton-Wigan Growth Corridor. This will be carefully prepared to ensure both vehicle and active travel facilities are provided. This is important to realise local growth and can enable efficiencies in the delivery of infrastructure.

We will collaborate with our neighbours and National Highways, the statutory operator of the SRN to identify improvements.



Source: AECOM



HIGHWAYS: PRIORITY H5, 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 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 and blue 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 will 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. It should also include plans for continual maintenance and upkeep to ensure the infrastructure remains pleasant.

Funding opportunities for transport schemes increasingly include objectives related to sustainable urban drainage and being environmentally responsible. Where appropriate, 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

Highways	Bolton Transport Strategy 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.
H1 -Raise the priority of highway maintenance in an updated highway management strategy.		✓			✓	✓
H2 -Manage traffic congestion with smarter use of our highway assets and technology.			✓	✓		✓
H3 -Road safety improvements.		✓			✓	✓
H4 -Improvements to support new development and growth.	✓			✓	✓	
H5 -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 not only refers to the average car but all modes of transport on the road network, including cycles. 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 roads 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 alongside cycle parking.

Bolton Transport Strategy broadly seeks to encourage more walking, cycling and public transport use, but there is also a role for car parking for members of the community with protected characteristics, delivery vehicles and taxis to ensure access to services. The development of parking facilities will consider the latest guidance for taxi and PHVs, the 'Taxi and private hire vehicle licensing best practice guidance for licensing authorities in England.' Provision for taxis and PHVs is essential to maintain vehicle and pedestrian accessibility and is important for an inclusive transport network in Bolton.

Bolton Council's priorities for car parking are to ensure parking is available for road-users that depend on it, such as people with a disability. Many, but not all, of the multi-storey car parks in the town centre are underused partly due to perceptions of the 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 prominent 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.

P1

Update Our Parking Strategy.

P2

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 has been 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 PHV bays are available in the town centre, transport interchanges and our local district centres in accordance with DfT guidance.

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

Bolton on-street parking

Pay & Display Tariffs



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
Maraden 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					
Brightmet Street	2	Garaid 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 as of date of publication (April 2022)



Source: Bolton Council



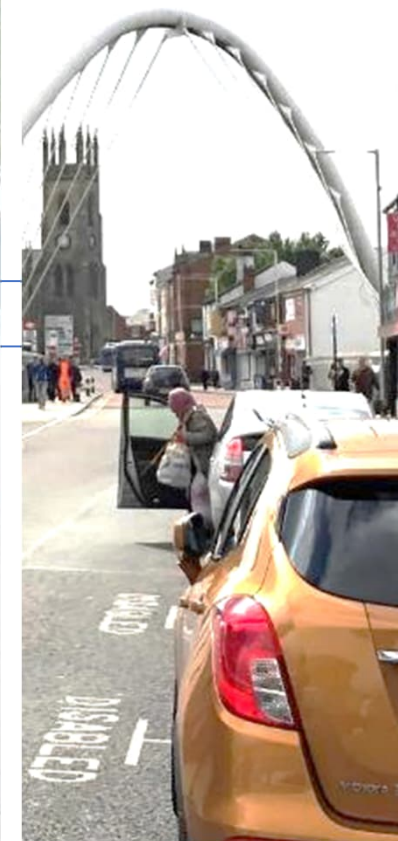
PARKING: PRIORITY P1, UPDATE OUR PARKING STRATEGY

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 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.

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 related to pavement parking. Pavement parking can both obstruct the footway and present the risk of vehicle collision with pedestrians which can be significant for those with protected characteristics such as the disabled, blind and partially sighted.



Source: AECOM



PARKING: PRIORITY P2, CAR PARKS ARE IMPORTANT FOR OUR LOCAL DISTRICT CENTRES AND TOWN COUNCIL AREAS

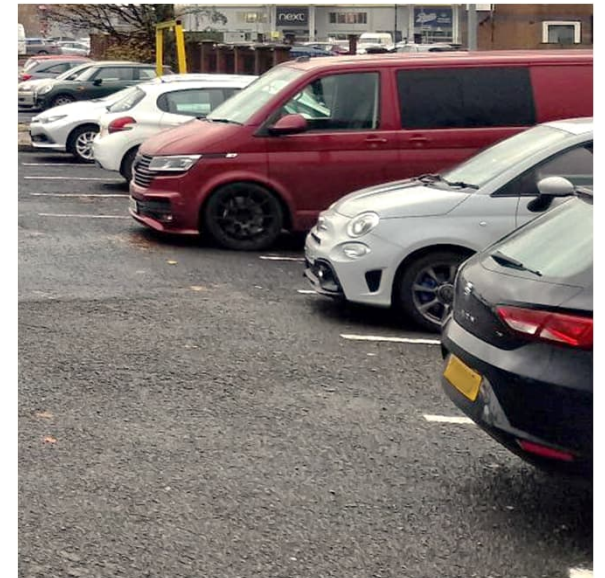
During to the preparation of the Bolton Transport Strategy, a desire to protect local surface car parks from their loss to a housing or employment development was expressed. They are important to local businesses and enable access to health and care services nearby. Car parks managed by Bolton Council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

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 the 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.

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

	Bolton Transport Strategy Objectives					
Parking	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.
P1 -Update Our Parking Strategy.				✓	✓	
P2 -Car parks are important for our local district centres and Town Council areas.		✓	✓		✓	



ELECTRIC VEHICLES: OUR PRIORITIES

Electric vehicles are increasingly used by businesses and fleet operators, taxis and households. The strategy is looking to the future of electric vehicle use in Bolton and considering the current Government policy and funding for enabling their use. The range of users is all encompassing in this section of the strategy.

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 37 million 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 the 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.

EV1

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

EV2

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

EV3

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



ELECTRIC VEHICLES: PRIORITY EV1, INCREASE THE NUMBER OF ELECTRIC VEHICLES CHARGING POINTS AND CHARGING HUBS

Bolton Council will accelerate the roll-out of EV recharging points to meet the growing demand from electric vehicle users. We will do this on a partnership basis with TfGM, private sector installers and operators, and utilise funding available from the Government. The evidence from the Department for Transport and Driver and Vehicle Licensing Agency indicates we need to accelerate the rate at which new recharging points are made available. We want Bolton to have units that are accessible to consumers regarding the payment mechanism, pricing, electric capacity and availability, as well as physically accessible to those with protected characteristics such as disabilities

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 EVs will be included in plans to improve our multi-storey car parks, and the parking concerning our Town Councils at Horwich and Westhoughton.



Source: AECOM



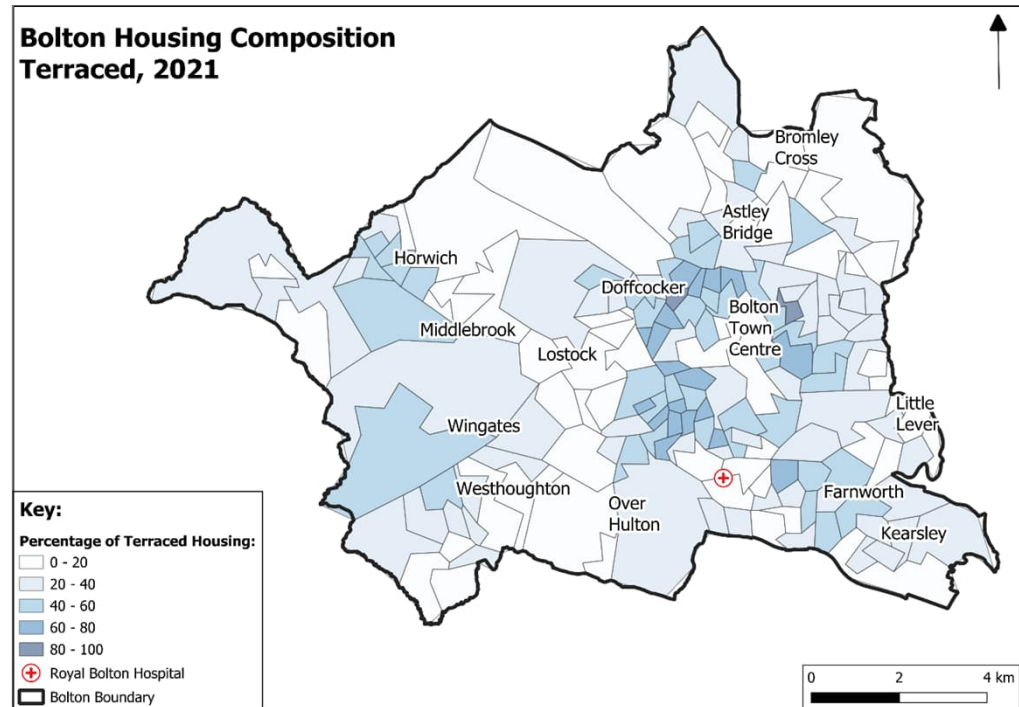
ELECTRIC VEHICLES: PRIORITY EV2, MAKE CHARGING POINTS ACCESSIBLE TO AREAS OF BOLTON WITH HIGHER PROPORTIONS OF DWELLINGS WITH NO OFF-STREET PARKING

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 EV 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 EV3, 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 groups with protected characteristics with significant mobility impairment rely on them to remain connected to essential services. Our priorities related to taxis and PHVs will adhere with DfT guidance; the 'Taxi and private hire vehicle licensing best practice guidance for licensing authorities in England.'

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

Electric Vehicles	Bolton Transport Strategy 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.
EV1 - Increase the number of electric vehicle charging points and charging hubs.				✓	✓	
EV2 - Make charging points accessible to areas of Bolton with higher proportions of dwellings with no off-street parking.		✓		✓		
EV3 - Provide dedicated electric vehicle charging infrastructure for taxis and Private Hire Vehicles.				✓	✓	



7.

PREPARING FOR AUTONOMOUS VEHICLES



Source: Gov.uk

PREPARING FOR AUTONOMOUS VEHICLES: WHAT WE ARE DOING NOW

In May 2024 the Automated Vehicles Act became law which will enable the technology to gradually be rolled out on British roads. Bolton Council want to better understand the implications of increasing vehicle automation for the road network. The role out of autonomous vehicles is occurring over the long-term and as such, the Bolton Transport Strategy is considering the implications of the changes for the maintenance of the highway network over the next 15 years. 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 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.

AV1

Autonomous Vehicles:
Future Proofing the
Network Study.

AV2

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



PREPARING FOR AUTONOMOUS VEHICLES: PRIORITY AV1, FUTURE PROOFING THE NETWORK STUDY

Automated vehicles are increasingly trialled as vehicles for the road, construction sites and warehouses. Their future on our highway network has been accelerated by the new legal framework established by the Government in the Automated Vehicles Act, 2024. They will become increasingly common, and the 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.

Bolton Council will undertake a review of the highways asset management plan 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.



Source: Gov.uk



Source: Centre for Connected and Autonomous Vehicles



PREPARING FOR AUTONOMOUS VEHICLES: PRIORITY AV2, 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 UKRI. This is enabling Bolton Council with partners Dromos Mobility, Arcadis and TfGM to conduct a feasibility study for a 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 as part of a multi-modal corridor into the town centre with walking and cycling facilities along-side the autonomous vehicle route. There is potential to expand and integrate the service across the borough. The Dromos Mobility system can trial an agile transport system based on small autonomous electric vehicles to provide on-demand services, 24 hours per day. The vehicles have lighter infrastructure requirements 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

	Bolton Transport Strategy Objectives					
Preparing for Autonomous Vehicles	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.
AV1 - Autonomous Vehicles: Future Proofing the Network Study.	✓			✓	✓	✓
AV2 - Work with partners to develop an autonomous vehicle route between Royal Bolton Hospital and Bolton town centre.	✓	✓	✓	✓	✓	



8.

BOLTON TOWN CENTRE



Source: AECOM

BOLTON TOWN CENTRE: INTRODUCTION

WHAT IS BOLTON TOWN CENTRE?

Our town centre is the cultural, educational and commercial heart of the borough. The heritage assets convey our history whilst the high street and educational facilities are important attractions that drive the town centre economy. Our Visitor Economy Strategy outlines the opportunities for a vibrant cultural offer with town centre residential developments that will support both the daytime and evening economy for the benefit of business, education and leisure.

Our University and College are important for skills and empowerment for our people wanting to equip themselves for the future. They are central to long-term place-making for the town centre that will support the whole borough. Deprived neighbourhoods around the town centre requires people to be better connected to employment and educational opportunities, especially for groups with protected characteristics such as people with a disability who may not drive.

Our town centre is increasingly a place people want to live and enjoy for work and leisure. Sustainable travel by walking, cycling and public transport is a priority to enable this whilst ensuring a balance of car access by shared modes and efficient traffic flow on the ring road.

HOW CAN THE TRANSPORT STRATEGY SUPPORT IT?

Transportation brings together all aspects of movement, accessibility and the high street environment. The Bolton Transport Strategy connect our growth ambitions for the town centre with the Greater Manchester 'Right Mix' sustainable transport aims. This includes a hierarchy of travel modes from pedestrians to cars and buses to ensure Bolton Council can harness the necessary funding opportunities for realise improvements in the town centre.

Our priorities for walking, wheeling and cycling, public transport, highway improvements and car parking all relate to the town centre. As the heart of the borough, the town centre is considered more closely in this chapter.

Brand Bolton



Source: Bolton Economic Growth and Resilience Plan



Source: Bolton Council



BOLTON TOWN CENTRE: HOW WILL THE TOWN CENTRE DEVELOP?

THE BOLTON BLUEPRINT TO REVITALISE THE TOWN CENTRE

Our Bolton Town Centre Masterplan, housing delivery plan, Town Deal and Future High Streets funding are enabling the revitalisation of the town centre as a place for families and people to live. New mixed-use housing with shared public spaces and connections to our greenspaces are important for our health and wellbeing.

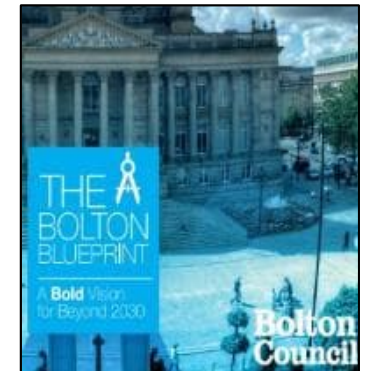
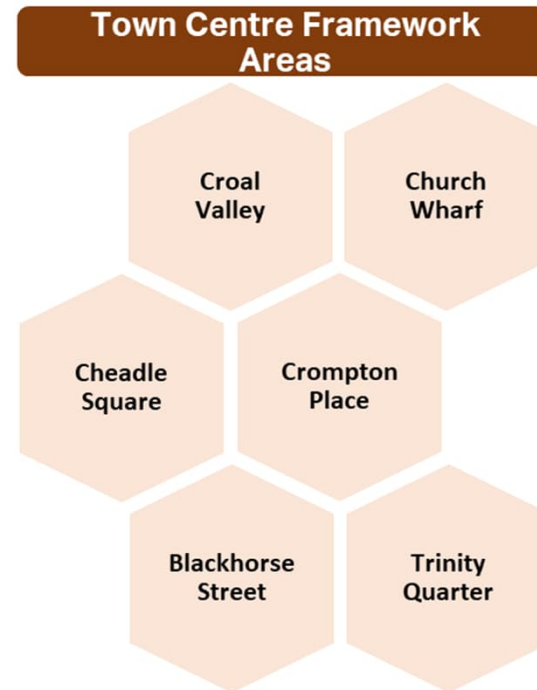
The Bolton Blueprint provides Bolton town centre with a development vision to 2030 centred on homes, employment opportunities, greenspaces and connectivity. We want to revitalise the town centre by providing more homes to drive a demand for services, leisure and retail.

TOWN CENTRE DEVELOPMENT FRAMEWORK

The Bolton Town Centre Framework illustrates the principles and planning framework for the redevelopment of Bolton town centre. The aims are to provide:

- The right mix of affordable, high-quality homes in the right locations.
- A vibrant Bolton town centre complemented by our district centres.
- Cultural and leisure attractions 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 for a high-quality environment.

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



Source: AECOM



BOLTON TOWN CENTRE: SUSTAINABLE TRAVEL HIERARCHY

A BALANCE OF TRAVEL MODES TO SUPPORT GROWTH

We want travel in the town centre to be informed by a hierarchy that prioritises walking, cycling and public transport so people can safely access the town to enable its revitalisation. We want to balance prioritising pedestrian movement whilst ensuring the efficient movement of traffic is enabled on the town centre ring road and Key Route Network to discourage unnecessary town centre through traffic.

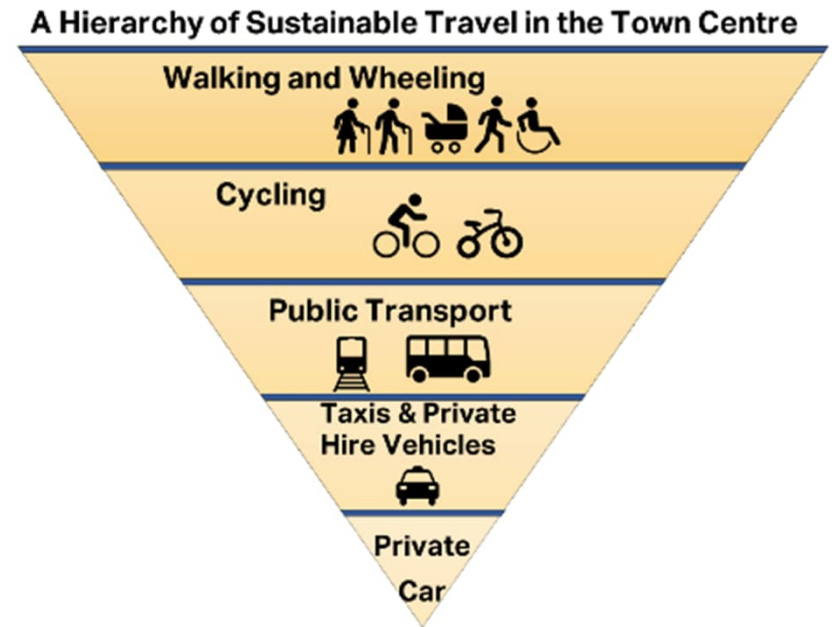
The balance set out in the hierarchy is important to our town centre growth plans which will include more town centre housing, bus service reliability and access for shared services such as car clubs, taxis and Private Hire Vehicles.

BUS SERVICES

Journey times to Bolton town centre by bus from Westhoughton, Horwich, Farnworth and Little Lever take around 30 to 40 minutes. We will prioritise bus journey time improvements to the town centre as part of the response to the problem of traffic congestion. The bus services and facilities chapter of the transport strategy includes priorities for the town centre.

SAFETY

We will improve road safety with measures for safer road crossings and streets that aligns with the Greater Manchester Vision Zero strategy. Vision Zero is the ambition to eliminate all traffic fatalities and severe injuries. This is important for people with protected characteristics such as the elderly and disabled because safe roads improve accessibility to the town centre. This relates to our walking, wheeling and cycling ambitions for the borough.



BOLTON TOWN CENTRE: SUSTAINABLE TRAVEL HIERARCHY

WALKING, WHEELING AND CYCLING

Bolton Council is working with TfGM to roll-out pedestrian and cycling Bee Network routes in the town centre, and better connect the routes with our interchanges, shops and University. The routes are part of our long-term plans with TfGM to provide safer and accessible facilities.

The map adjacent shows our Bee Network Phase 1 routes and the various stages of development including those recently completed and those being developed.

CYCLE PARKING

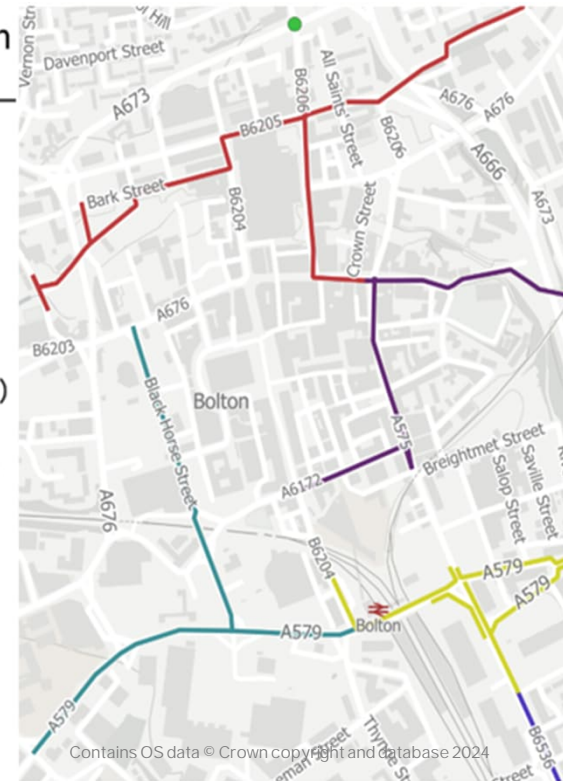
We are committed to improving the amount of safe and secure cycle parking across the brough and in the town centre. This is important for town centre attractions, the interchange and education facilities.

The priorities for the town centre that are included in our transport strategy will be at the forefront of decision-making with TfGM and delivery partners. We want to improve our junctions and pedestrian spaces to enable the town centre plans for housing and growth to be realised.

Bee Network Phase 1 - Bolton

Key

- Bolton Boundary
- Completed Schemes
 - Trinity Street Improvements
- Committed Schemes
 - Bolton Town Centre East (Phase 1)
 - Doffcocker to Town Centre (Phase 1)
 - Farnworth Streets for All
 - Manchester Road Corridor (Phase 1)
- Concept Development
 - Westhoughton
 - Astley Bridge
 - Bolton Town Centre East (Phase 2)
 - Bolton Town Centre West
 - Topp Way / Higher Bridge Street
 - Farnworth East West Links



Source: AECOM



BOLTON TOWN CENTRE: SUSTAINABLE TRAVEL HIERARCHY

CAR PARKING

We want a balance of travel modes that enables sustainable travel whilst also supporting businesses with accessible car parking using off-street car parks. We will identify improvements to our multi storey car parks to enable access to the high street and onward travel via Bolton Interchange. Our parking priorities in the highways, parking and electric vehicles chapter include the priority to update our parking strategy, which will include the town centre.

ACCESS FOR PARKING BY BLUE BADGE HOLDERS

Bolton Council welcome cultural events, and interest by film and television production companies, which at times may require temporary use of the highway and parking bays. Bolton Council will coordinate with promoters to be accommodating whilst not significantly impacting access to the town centre by Blue Badge Holders. Equality 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.

MANAGING TRAFFIC CONGESTION

Traffic congestion in the town centre impacts our time, health and travel safety. Buses and delivery vehicles require a reliable road network. We will improve performance of the town centre ring road and key junctions by working with our partners at Transport for Greater Manchester. We will use traffic modelling tools that will inform the development of improvements to key junctions and consider the movements by vehicles, pedestrians and cyclists.

Addressing traffic congestion and accommodating taxis, Private Hire Vehicles and delivery vehicles is important to our town centre economy and is illustrated in the travel hierarchy. Vehicle emissions and air quality is associated with congestion. We will encourage zero-emission delivery fleets, which means delivery methods that use electric vehicles and suitable loading areas that support our high street whilst responding to our commitments on Climate Change.



Source: AECOM



BOLTON TOWN CENTRE: WHAT WE PROPOSE

EDUCATION QUARTER MASTERPLAN

Pedestrian and cyclist connection between the town centre, Bolton University and Bolton College currently experience notable barriers caused by Moor Lane, the A579 and traffic congestion. Pedestrian crossings have been improved but the long-term aspiration is to better connect the university with the town centre with improved public realm and an enhanced sense of place. This will be a significant enhancement for the town centre over the long-term to support people with protected characteristics, such as the disabled, blind and partially sighted to access the skills and services our communities need to prosper.

The Bolton Education Quarter (BEQ) Masterplan provides a vision for how transport connections with Bolton Interchange and the town centre may be developed. Improving the educational attainment of our young people and safe access to educational facilities is important for a local economy and growth.

We will assess highway options for the near-term and long-term that support the development of the masterplan. The BEQ provides a vision for how the active modes and public transport connections may be developed.



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

Maintain

High quality facilities requiring upkeep or repair

Upgrade

Existing facilities requiring slight adjustments

Innovate

Innovative design or redesign of the existing facility in its entirety



BOLTON TOWN CENTRE: WHAT WE PROPOSE

TOWN CENTRE HOUSING WITH CAR CLUBS AND SHARED MODES

A Car Club is a pool of vehicles that is available for shared use can may be available via a subscription system. Taxis and Private Hire Vehicles are also shared modes. Car Clubs require collaboration with local highway authorities such as Bolton Council to provide dedicated and enforceable spaces for the vehicles.

Proposed locations may require changes to the road Traffic Regulation Orders (TROs) 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.

WHY ARE CAR CLUBS IMPORTANT TO THE TOWN CENTRE?

Delivering the new residential developments according with 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. Residing in the town centre near to amenities and services will not require use of a car for all trips. The town centre is highly accessible by walking, cycling and public transport according with the transport hierarchy.

HOW CAN THE TRANSPORT STRATEGY SUPPORT THIS?

Bolton Council encourage and welcome Car Club providers to the borough. We will be constructive when parking bays require changes to TROs and can 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.



Source: AECOM



BOLTON TOWN CENTRE: WHAT WE PROPOSE

BUS RING & RIDE AND TAXI FACILITIES

Many people with protected characteristics such as a disability will depend on Ring & Ride bus services, and travel vouchers so they can use Taxis to access essential services such as hospitals and clinics. The Department for Transport guidance; 'taxi and private hire vehicle licensing best practice guidance for licensing authorities in England' recognises the essential service taxi have for many people so they can safely access health and retail services. The services and the administration of them is a partnership with Bolton Council, TfGM and service providers.

AUTONOMOUS VEHICLES

The preparing for autonomous vehicles chapter includes our commitments to prepare for increasingly autonomous vehicles such as cars and buses, which will operate on our roads. The priority AV1 Future Proofing the Network Study, will consider a town centre transport hub from which autonomous vehicles, integrated with other modes, will connect across the borough.

HOW CAN THE TRANSPORT STRATEGY SUPPORT THIS?

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.



Source: AECOM



BOLTON TOWN CENTRE: A PROGRAMME OF MEASURES

WHEN WILL OUR PRIORITIES FOR THE TOWN CENTRE BE REALISED

The priorities are aligned with three delivery timescales in our Delivery Plan in chapter 9. They are being delivered in the short and long-term using the current funding from TfGM, Department for Transport and Innovate UK, as well as existing highway maintenance allocations.

Our transport priorities are closely aligned with the Bolton Town Centre Framework, which means highways, public realm and other transport developments are sequenced with planned housing, retail and other public realm works. The Bolton Council website contains the current information regarding the timescales for the framework.

The funding framework for local transport in Greater Manchester uses the City Region Sustainable Transport Settlement (CRSTS), which is allocated to city-regions, such as the ten Greater Manchester local authorities and coordinated as a Combined Authority. The current tranche of funding for the Greater Manchester authorities is to 2027. This is anticipated to be followed by a subsequent five-year tranche.

We will review the priorities for the town centre as part of the review of the transport strategy, which will be at one-year and three-years post-adoption.



Source: AECOM








9.

DELIVERY PLAN TIMESCALES

TIMESCALES: 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 Greater Manchester Transport Strategy 2040.

The funding framework for local transport in Greater Manchester uses the CRSTS to 2027, and fundings beyond, as the key long-term funding source. CRSTS 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 authority contributions for capital enhancements.

Key:	
	PRIORITIES FOR RAIL SERVICES
	PRIORITIES FOR BUS SERVICES AND FACILITIES
	PRIORITIES FOR WALKING, WHEELING AND CYCLING
	HIGHWAYS, PARKING AND ELECTRIC VEHICLES
	PREPARING FOR AUTONOMOUS VEHICLES

REVIEW TIMESCALE

- One-year: We will review our transport strategy in 2025 to consider the funding and policy changes of a potential change of Government in 2024. This could mean changes to the delivery timescales, particular priorities and alignment with any new funding frameworks.
- Three-year: The review will focus on our priorities and outcomes in addition to a review of the funding and policy environment at the time.

DELIVERY TIMESCALES















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 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.





















TIMESCALES: DRAFT DELIVERY PLAN TIMESCALES

Committed			
2024			2027
B1: 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.			
B2: Improved bus waiting facilities and information, which are safer and accessible to disabled users.			
EV1: Increase the number of electric vehicle charging points and Charging Hubs.			
EV3: Provide dedicated electric vehicle charging infrastructure for taxis and Private Hire Vehicles.			
P1: Update Our Parking Strategy.			
H1: Raise the priority of highway maintenance in an updated Highway Asset Management Strategy.			
H3: Road safety improvements.			
A3: Require new development to incorporate direct and coherent active travel facilities to local town and village centres.			
A4: More safe and secure cycle parking.			
A5: Maintain and improve the Public Rights of Way network.			
A6: Support the roll-out of community Bike Libraries and shared bike services.			
A7: Improve the connections with educational facilities and develop School Streets.			
AV2: Work with partners to develop an autonomous vehicle route between Royal Bolton Hospital and Bolton town centre.			





TIMESCALES: DRAFT DELIVERY PLAN TIMESCALES

In Development		
2028		2033
R1: Work with partners to improve rail service frequency and reliability.		
R3: Safer access to rail stations by walking and cycling.		
R4: Introduce early morning and late evening direct rail service to London.		
B3: Integrate bus services with Travel Hub proposals.		
B4: Localised bus services and circulars to support access to hospitals and health facilities in Bolton.		
B5: Bus services that support the evening economy and shift workers across Bolton.		
B6: Quality Bus Transit: Wigan-Bolton & Bolton-Bury-Rochdale.		
B7: Improve bus routes to housing and employment developments.		
B8: Bus alternatives to the car to access out-of-town retail parks.		
EV2: Make charging points accessible to areas of Bolton with higher proportions of dwellings with no off-street parking.		
A1: Develop a robust network of walking, cycling and wheeling routes across the borough.		
A2: Create and maintain safe and coherent walking and cycle routes to all our town and district centres.		
A8: Develop safe and attractive cycling routes to our growth areas at Logistics North and Westhoughton.		
H2: Manage traffic congestion with smarter use of our highway assets and technology.		
P2: Car parks are important for our local district centres and Town Council areas.		
H5: Green infrastructure in the design and maintenance of our highways and footways.		
AV1: Autonomous Vehicles: Future Proofing the Network Study.		



TIMESCALES: DRAFT DELIVERY PLAN TIMESCALES

Aspirational				
2034				2040
H4: Improvements to support new development and growth.				
R2: Overcoming local and regional capacity issues that limit rail services in Bolton.				



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Appendix A.

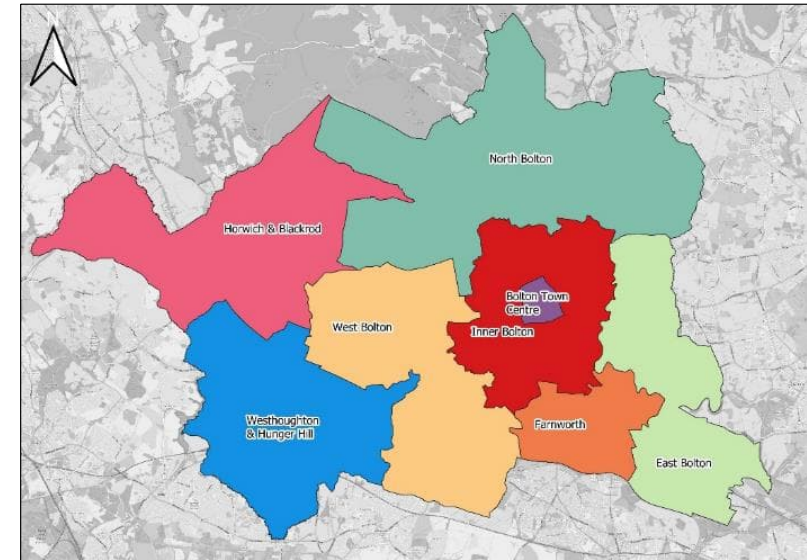
ENGAGEMENT WITH OUR TOWN COUNCILS

ENGAGEMENT: INTRODUCTION

To understand specific issues in Blackrod, Horwich and Westhoughton, the engagement process received input to the priorities from Councillors at Blackrod, Horwich and Westhoughton Town Councils. In the three areas, local planning documents have presented local transport priorities that have informed the Bolton Transport Strategy. All areas are concerned with supporting access to amenities, services and shops, and that alternatives to car usage can be safer and more attractive to new users.

A variety of transport interventions have emerged during the discussions, which are summarised below and expanded on further in this chapter. They 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



BLACKROD TOWN COUNCIL: SUMMARY OF ISSUES

A range of issues were discussed when engaging with Councillors 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 many Councillors. 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 Councillors during the engagement process.

Blackrod Councillors 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 (NDP) is a community led framework that supports future development, regeneration and the conservation of areas in and around the town. 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.

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. The Blackrod NDP includes policy priorities for transport, those which relate to the wider borough are included here.

Priorities include:

- Localised bus services to hospitals and health facilities to support a healthy society in Bolton;
- Provision of better train services and park'n'ride facilities at Blackrod Station;
- 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: Blackrod Neighbourhood Development Plan



HORWICH TOWN COUNCIL: SUMMARY OF ISSUES

Engaging with Councillors 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, Councillors 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 many 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.

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: Horwich Town Council



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.

Councillors raised the prospect of new housing developments in and around Westhoughton that could impact the road network. 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. Councillors want new housing to be developed with public transport access and active modes to be central to design considerations. The expectation is that developments are permeable by multiple modes. Reducing car dependency for short trips and instead ensuring people can use public transport and active modes is important for the area.

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. Also, incorporate lighting into public realm designs that makes being out in the evening safer.

WHAT WE PROPOSE

Councillors at Westhoughton Town Council provided a range of transport priorities that Bolton’s Transport Strategy puts 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.org.uk



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 our Councillors 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.

A high level of interest and concern was expressed that Transport Strategy articulate in other related policy making environments, such as housing, public health and the environment.

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 PRow Network;
- Prioritise highway maintenance; and
- Improvements to support new development and growth.



Source: Invest in Bolton



Appendix B.

ISSUES AND CHALLENGES

INTRODUCTION

INTRODUCTION

The development of the Bolton Transport Strategy considered a range of local issues and challenges using publicly available information, policy and emerging issues. This chapter summarises the issues and their relevance to transport priorities.

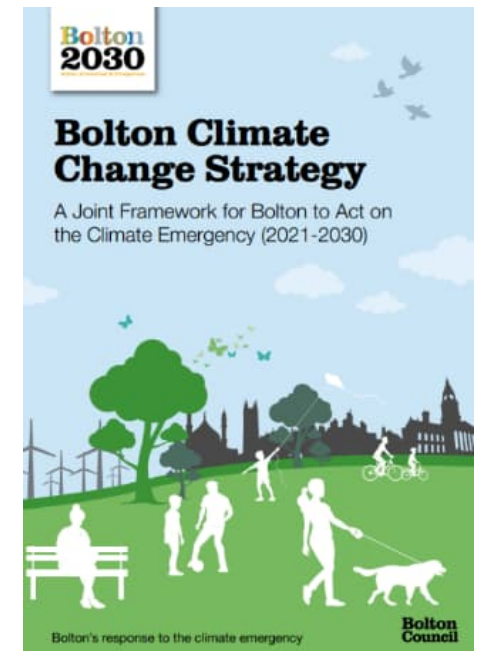
CLIMATE CHANGE

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 TfGM 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. These 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

GREATER MANCHESTER TRANSPORT STRATEGY 2040: STREETS FOR ALL STRATEGY AND DESIGN GUIDE

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

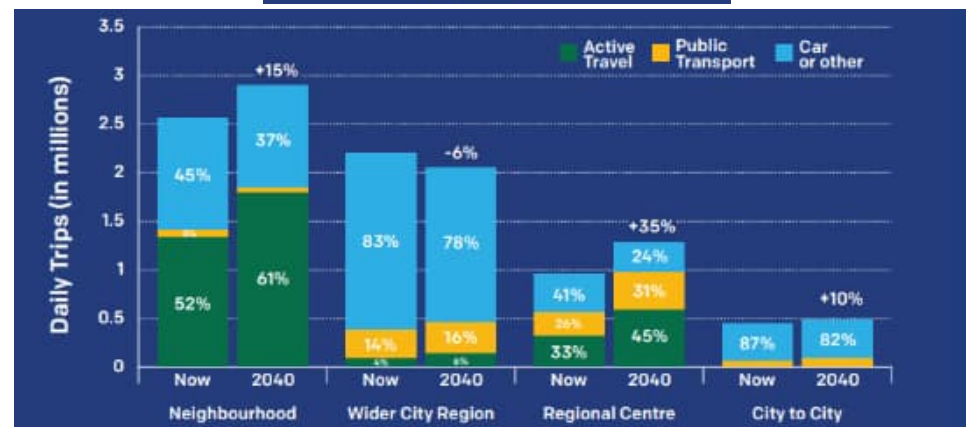
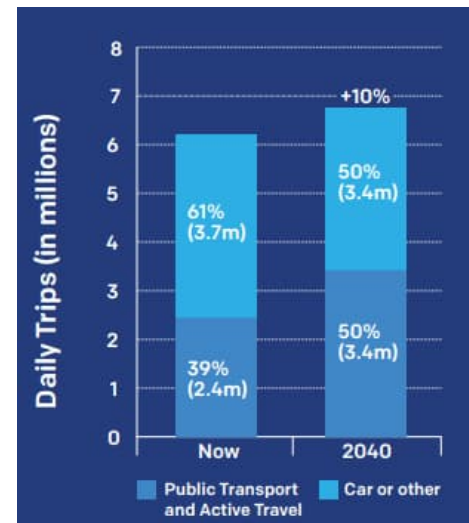
GREATER MANCHESTER TRANSPORT STRATEGY 2040: THE RIGHT MIX VISION

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 streets 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 attitude 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

GREATER MANCHESTER TRANSPORT STRATEGY 2040: BEE NETWORK DEVELOPMENTS

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 GMCA. 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 TfGM, our Town Councils and community groups across Bolton.



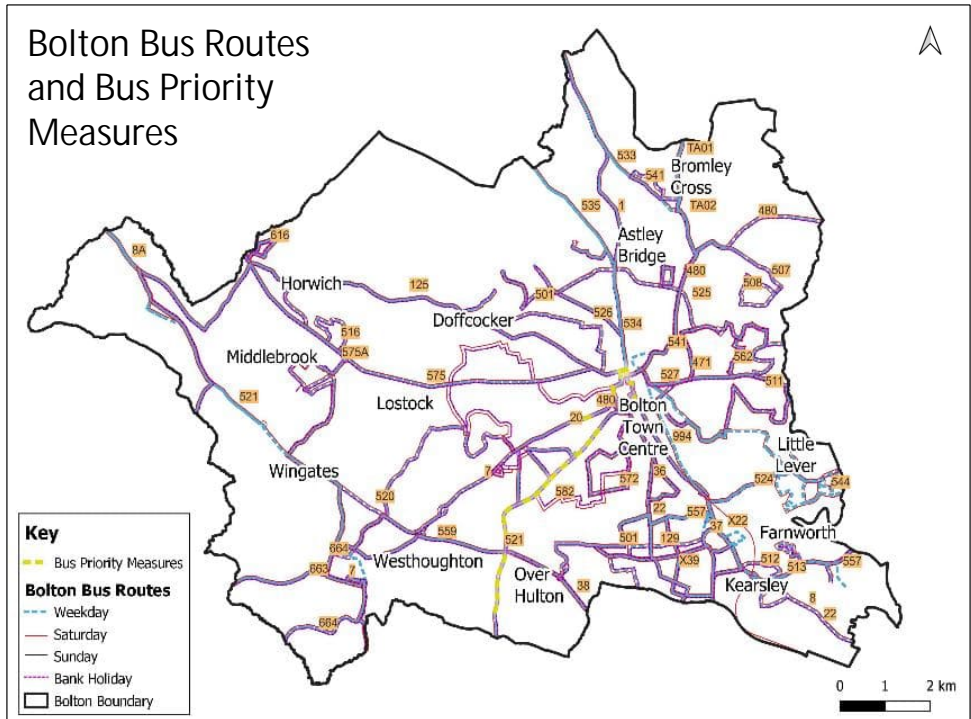
Source: TfGM

LOCAL ISSUES AND CHALLENGES: BUS SERVICES

Buses are central to the sustainable transport mix in Bolton and Greater Manchester because the bus services occupy the highest mode-share for all sustainable modes for journeys up to 10 miles. They are essential for many low-income households and provide important connections to employment, education and training opportunities for young people. Despite the community need, evidence by TfGM shows in Greater Manchester the total number of annual bus service kilometres travelled has fallen between 1985 when bus services were deregulated and 2022.

Bus service reliability and punctuality have received particular attention with the move to the Bus Franchising model of operation in Greater Manchester. Bolton Council will work with partners to improve bus services in the borough and cross-boundary to Wigan, Bury, Salford and Chorley. This means better quality and frequent bus services that provide the public with up-to-date information. Bus franchising is an opportunity to present bus services as a genuine alternative transport mode including for regular car users. It also enable's the expansion of more flexible transport services such as Local Links; currently available elsewhere in Greater Manchester and hopefully a future opportunity for Bolton.

Buses are important for commuters and those accessing schools and colleges, which will remain a high funding priority. Our aging and vulnerable population also require safe and reliable bus services to access key services such as health facilities. The preparation of the Bolton Transport Strategy has identified the need of the vulnerable to access health facilities. It is a particular concern for our communities and Bolton Council will work with our partners to ensure our vulnerable members of society are not left behind.



Source: AECOM / Bolton Council / TfGM

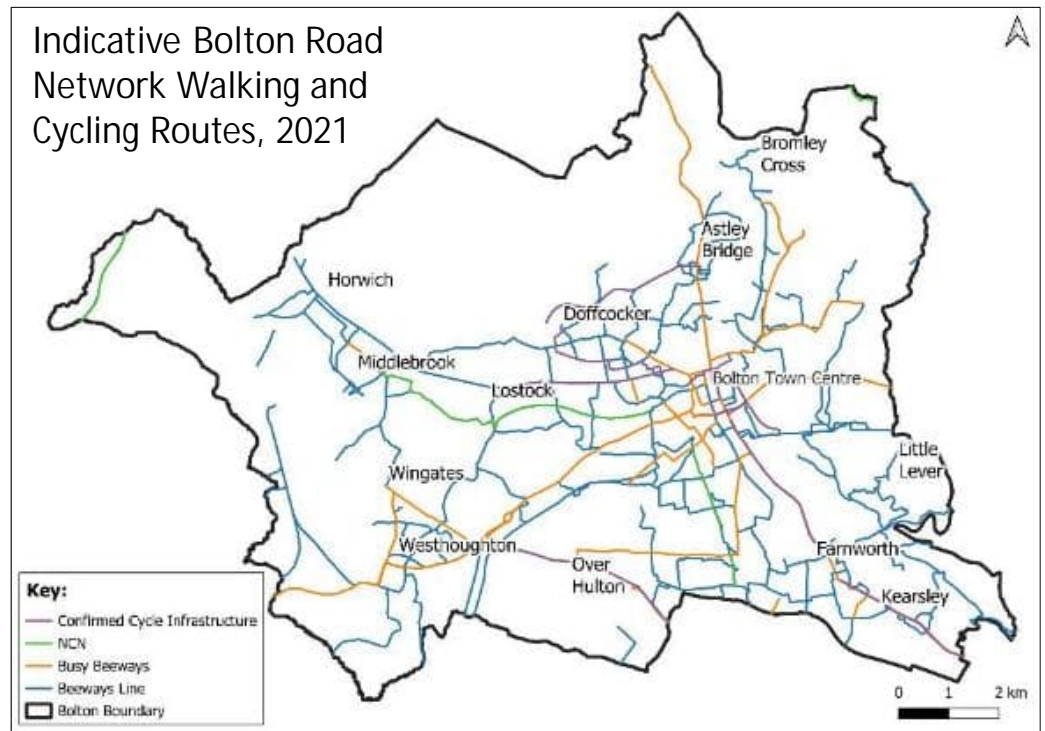
LOCAL ISSUES AND CHALLENGES: WALKING, WHEELING AND CYCLING

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 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 near 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.



Source: AECOM

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

LOCAL ISSUES AND CHALLENGES: 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 trialed 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 TROs 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.

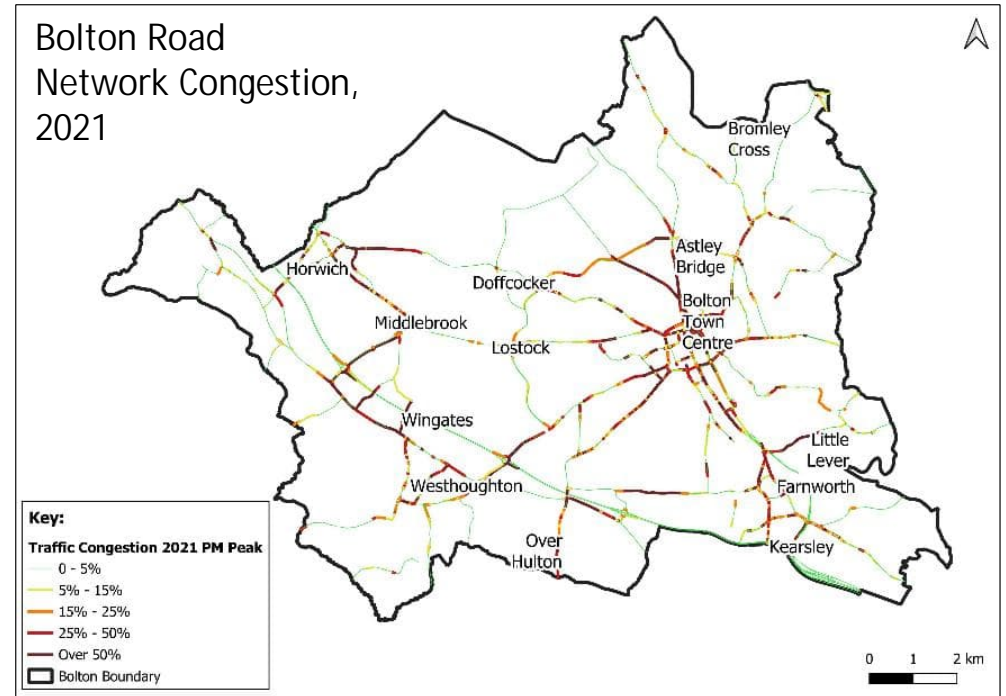
LOCAL ISSUES AND CHALLENGES: CONGESTION AND DELAY

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.



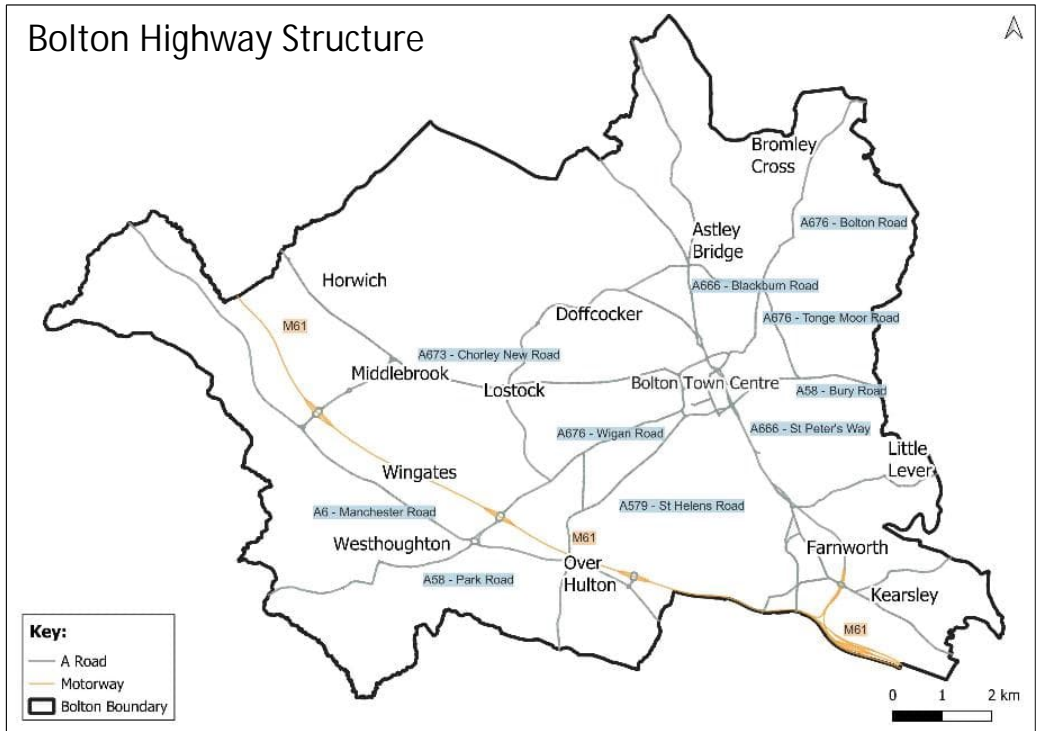
Source: AECOM / DfT

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 forms part of the SRN and is the responsibility of National Highways, 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

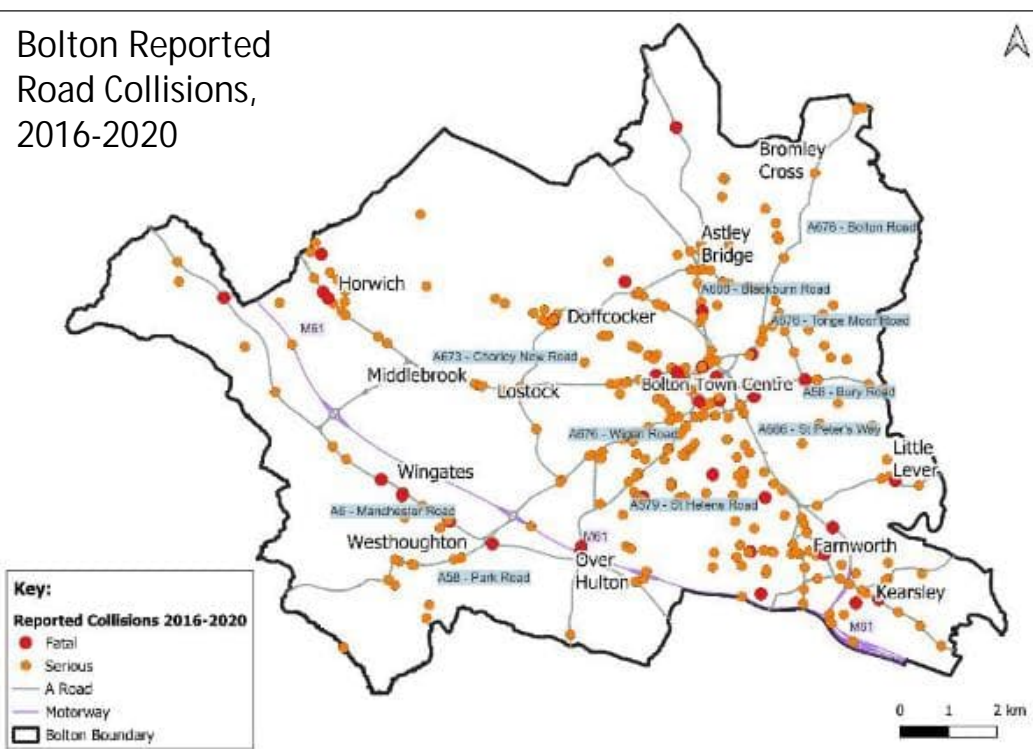
LOCAL ISSUES AND CHALLENGES: ROAD SAFETY

Bolton Council fulfil our statutory duty to identify common collisions and areas with a high proportion of road collisions, 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 1,942 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 collisions 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 collisions in Bolton Town Centre, Horwich Town Centre and along the 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

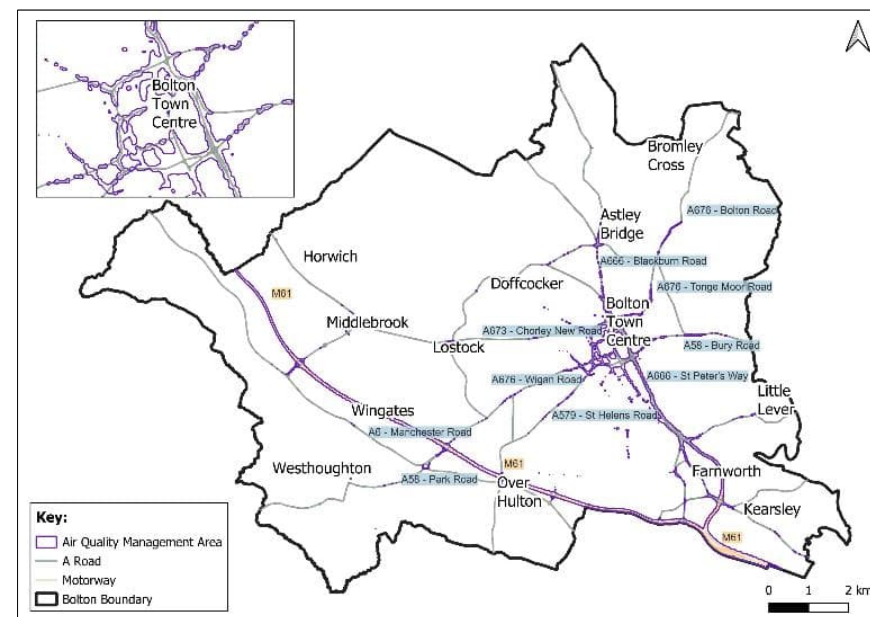
Air quality is a significant environmental risk that poses a threat to health. Every year over 1,000 deaths have air pollution as a contributory cause within Greater Manchester, with road transport emitting 65% of nitrogen oxide emissions.

Bolton Council's AQMAs include the M61, 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

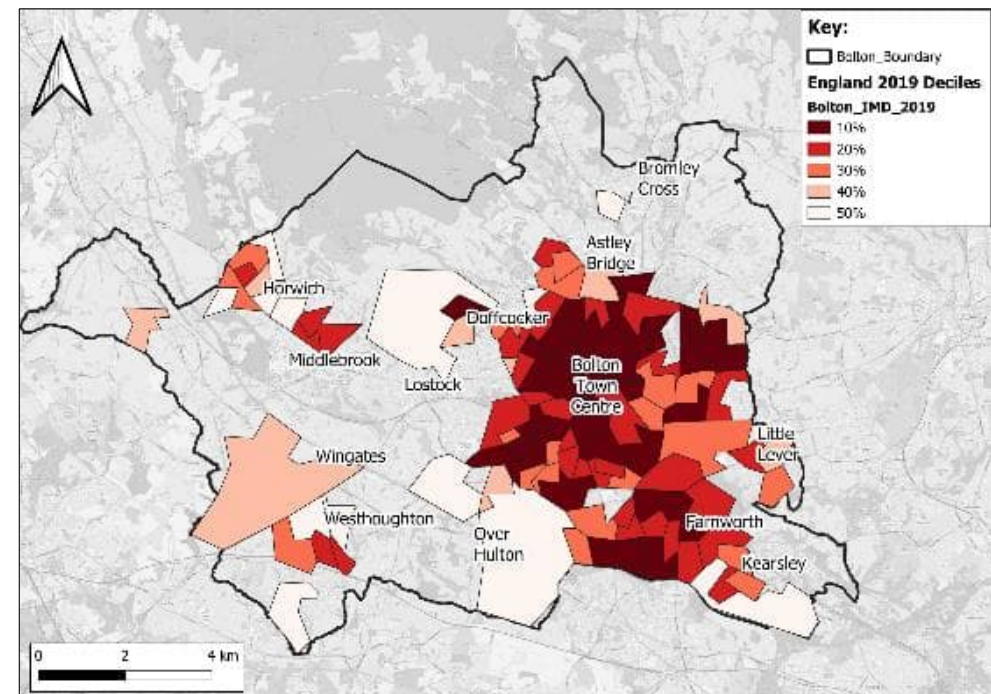
Improving transport, supporting deprived households and improving access to employment, training and health opportunities are connected issues. Large areas of the inner Bolton Town Centre are within the 10%-20% most deprived nationally.

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 10% most deprived areas nationally based on the English Indices of Multiple Deprivation.

The Office for National Statistics Labour Supply data 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



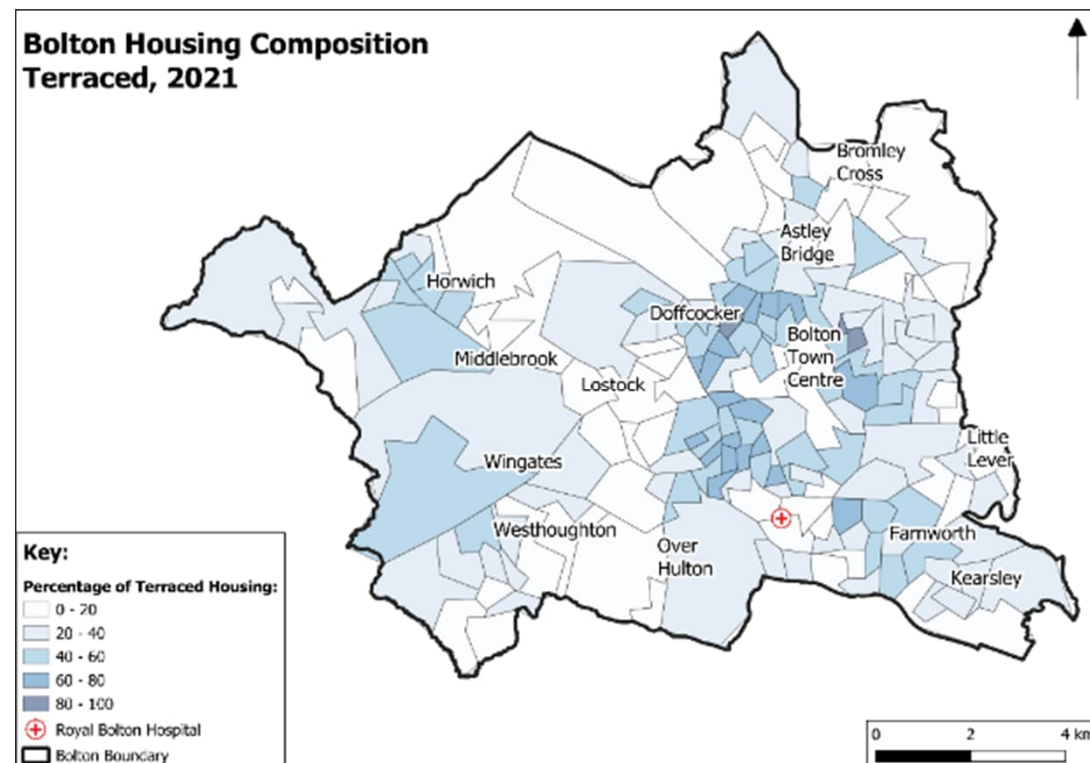
Source: AECOM/ONS

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 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 (EVCI). This focuses on the publicly accessible charging points to enable businesses and residents to transition to EVs. Rolling out EV charging presents the opportunity 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.



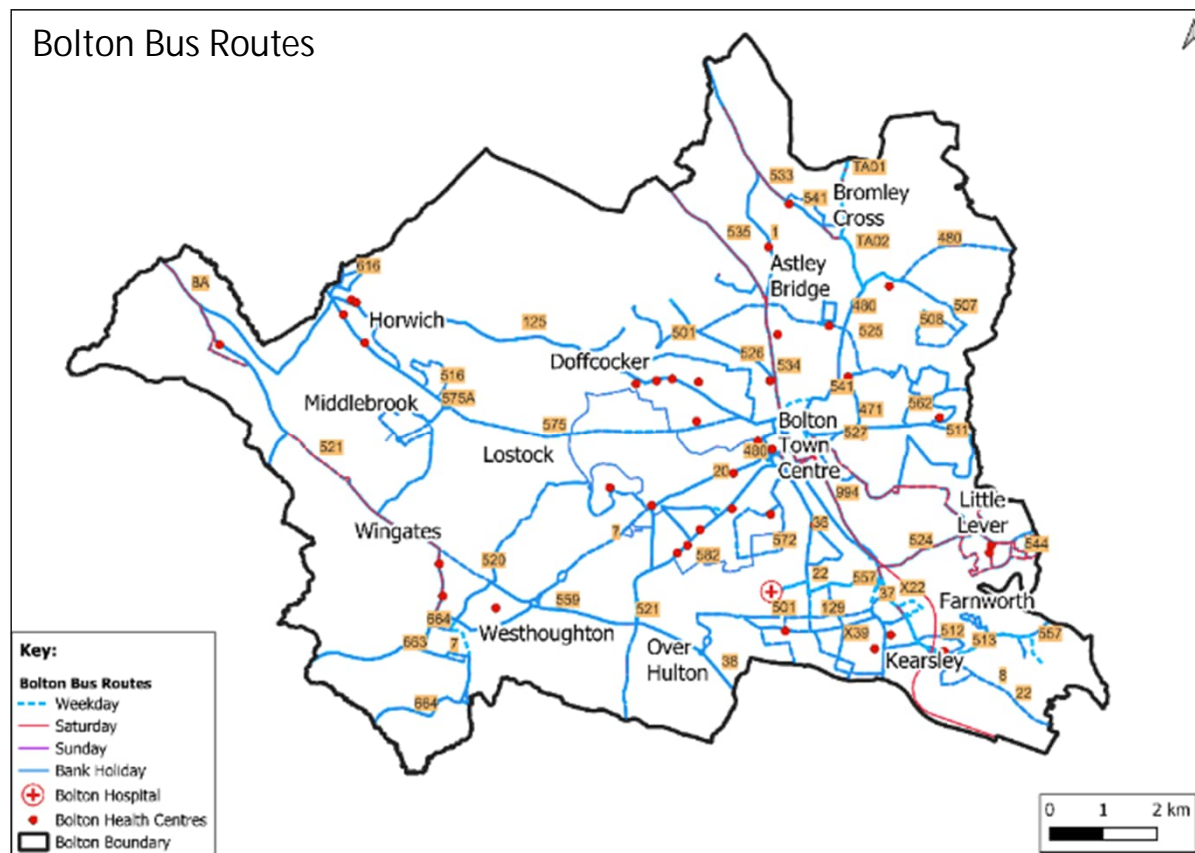
Source: AECOM

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

LOCAL ISSUES AND CHALLENGES: ELECTRIC VEHICLES

Bolton Council is committed to working with 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.

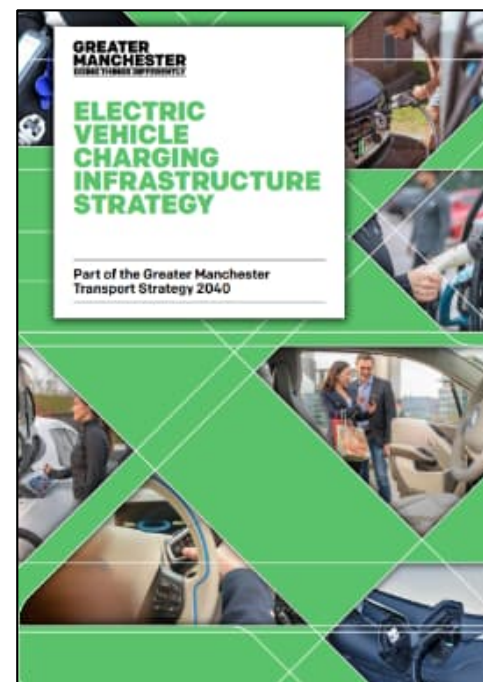
CURRENT STRATEGY

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

LOCAL ISSUES AND CHALLENGES: AUTONOMOUS VEHICLES

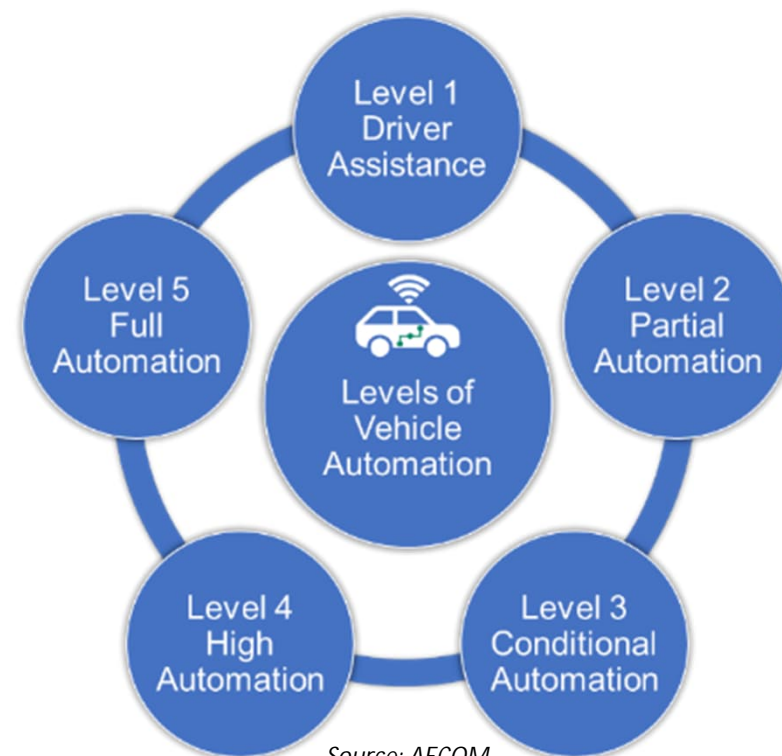
Vehicles are increasingly being built with aspects of automation and sensors that can improve highway safety, reduce 'shunt and bump' type collisions and enable the network to be smarter using a vehicle's internet connectivity.

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 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.



FUNDING FROM GOVERNMENT AND THE GREATER MANCHESTER COMBINED AUTHORITY: 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) and Mayors Challenge Fund (MCF).

CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT (CRSTS) INNOVATE UK

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.

It is currently expected there will be a CRSTS3 funding round for the period 2027 to 2031.

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 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 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.

CONCLUSION

The network, demographic and policy issues summarised here were used to inform the engagement with key stakeholders and Councillors during the drafting of the transport priorities for Bolton. The data used and policy referred to will be subject to updates during the life of the Bolton Transport Strategy. The review of the Transport Strategy as part of the 5-year review will refer to data and policy at that moment in time and explore the implications for the priorities. This means new priorities could emerge from findings or existing priorities could become more or less significant in their importance for the borough.



Source: Transport for Greater Manchester



Source: AECOM

Appendix C.

ALIGNMENT WITH THE GREATER MANCHESTER ADOPTED REGIONAL SPATIAL DEVELOPMENT STRATEGY

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

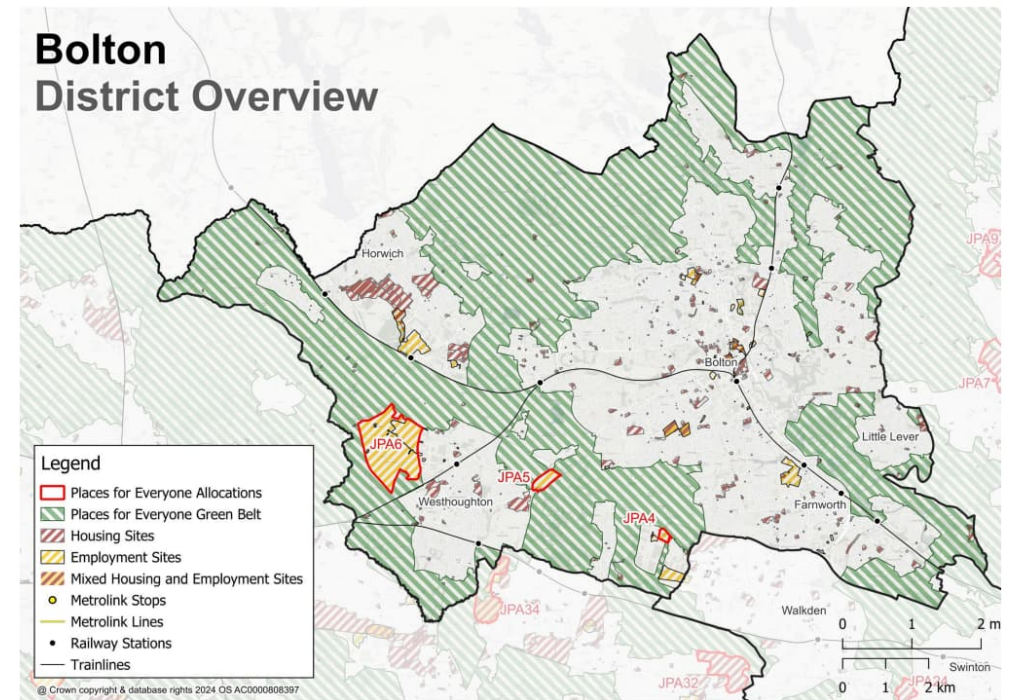
Places for Everyone (PfE), Adopted 21 July 2024 is a long-term regional development strategy that identifies the development allocations for nine of ten Greater Manchester districts, including Bolton. The Plan includes three allocations for employment land uses to meet our objectively assessed needs 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, that it 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 allocation sites in Bolton are:

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



Appendix 4: Adopted Plan Final [Appendix 4 - Places for Everyone Plan for Adoption \(greatermanchester-ca.gov.uk\)](https://greatermanchester-ca.gov.uk)

Source:
GMCA



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

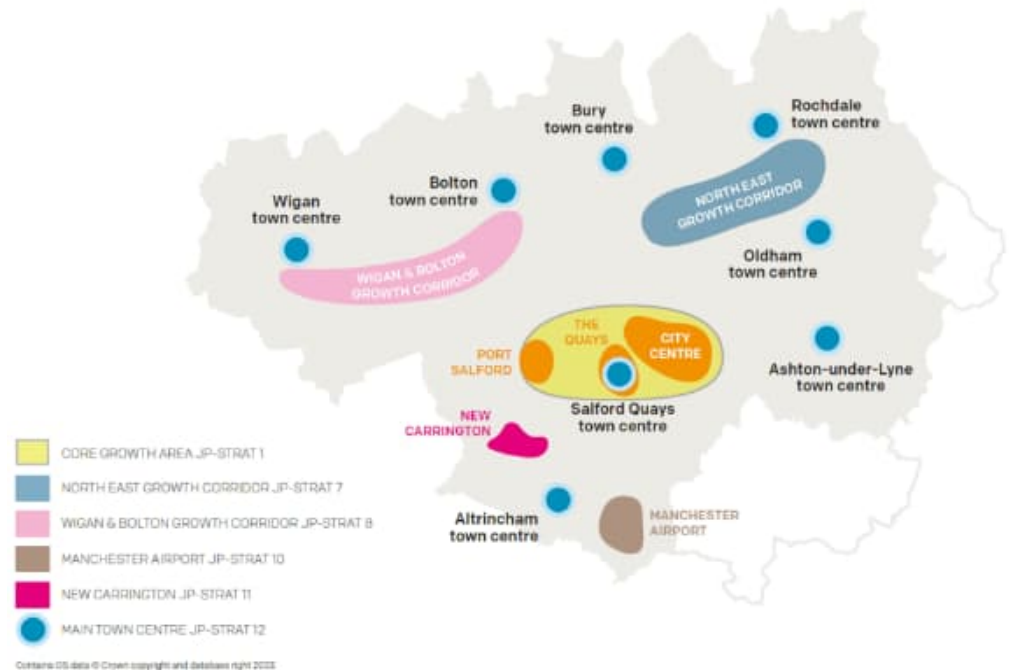
The Places for Everyone Plan sets out the ambition for long-term economic growth and maximising key growth locations set out in policy JP-Strat1 to JP-Strat12. The policies aim to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to residents.

Accessibility to residents in Bolton should mean access by mixed-modes of travel, not only by car and van usage. Attractive public transport services, safe active mode facilities and accessible pricing and fair structures are essential too.

Improving transport accessibility is important to realise the potential of the Wigan & Bolton Growth Corridor, illustrated in the adjacent map (JP-Strat8). Developments to highway infrastructure, the provision of bus services and the increased use of rail lines would help support growth locations across the borough.

Connections between Bolton, Bury, Salford and the regional centre are also important to support access to opportunities both locally and regionally.

KEY GROWTH LOCATIONS



Appendix 4: Adopted Plan Final [Appendix 4 - Places for Everyone Plan for Adoption \(greatermanchester-ca.gov.uk\)](#) Source: GMCA



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

ALLOCATION JPA4 BEWSHILL FARM

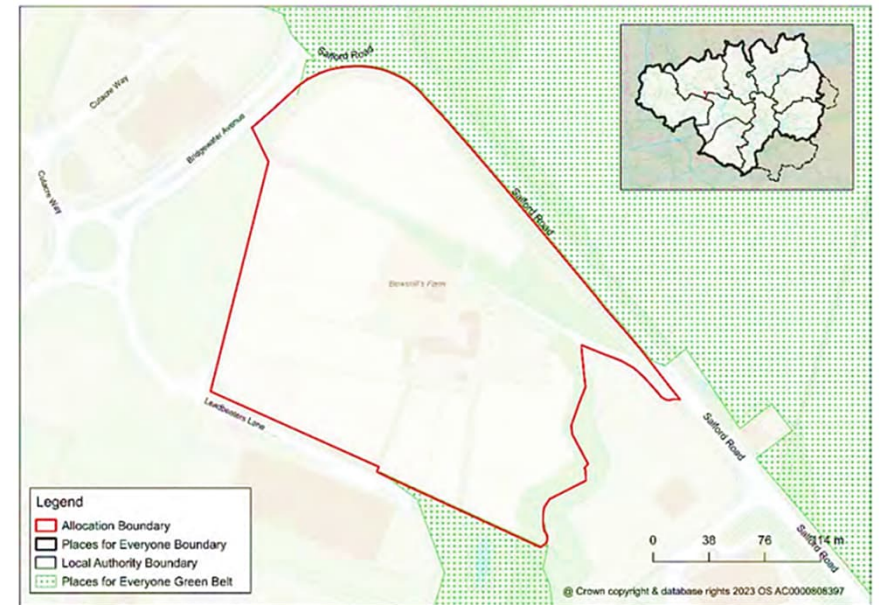
The site is to provide a location for around 21,000 sqm of industrial and warehousing floorspace to compliment the adjacent development at Logistics North.

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; Adopted Version 21 July 2024, and in accordance with policy JP-C8.

INDICATIVE TRANSPORT MITIGATION

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.



Appendix 4: Adopted Plan Final [Appendix 4 - Places for Everyone Plan for Adoption](https://www.greatermanchester-ca.gov.uk/appendix-4-adopted-plan_final.pdf)
([greatermanchester-ca.gov.uk](https://www.greatermanchester-ca.gov.uk))

Source:
GMCA

Source: https://www.greatermanchester-ca.gov.uk/media/9299/appendix-4-adopted-plan_final.pdf



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

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 Snydale 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; Adopted Version 21 July 2024, and in accordance with policy JP-C8.

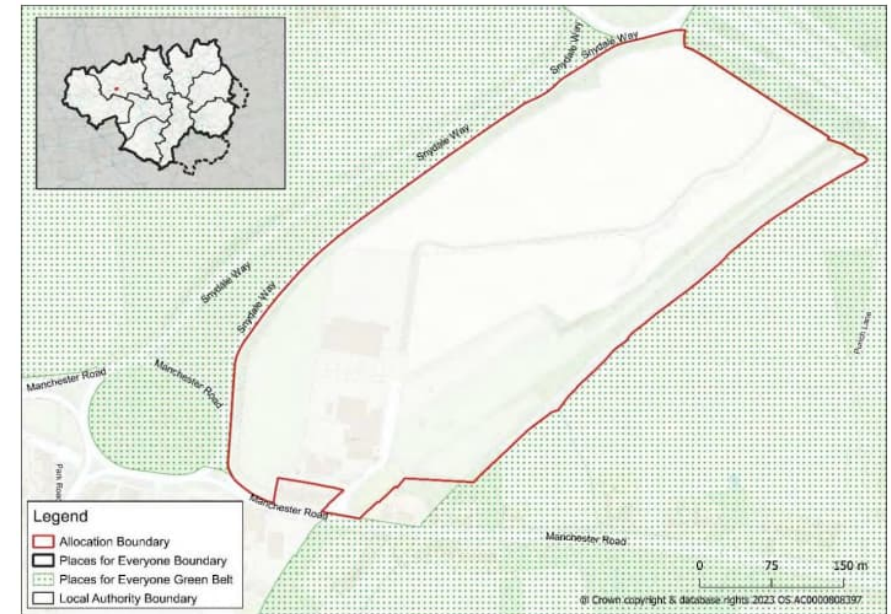
INDICATIVE TRANSPORT MITIGATION

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.



Appendix 4: Adopted Plan Final [Appendix 4 - Places for Everyone Plan for Adoption](https://greatermanchester-ca.gov.uk/appendix-4-adopted-plan_final.pdf)
(greatermanchester-ca.gov.uk)

Source:
GMCA



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

ALLOCATION JPA6 WEST OF WINGATES / M61 JUNCTION 6

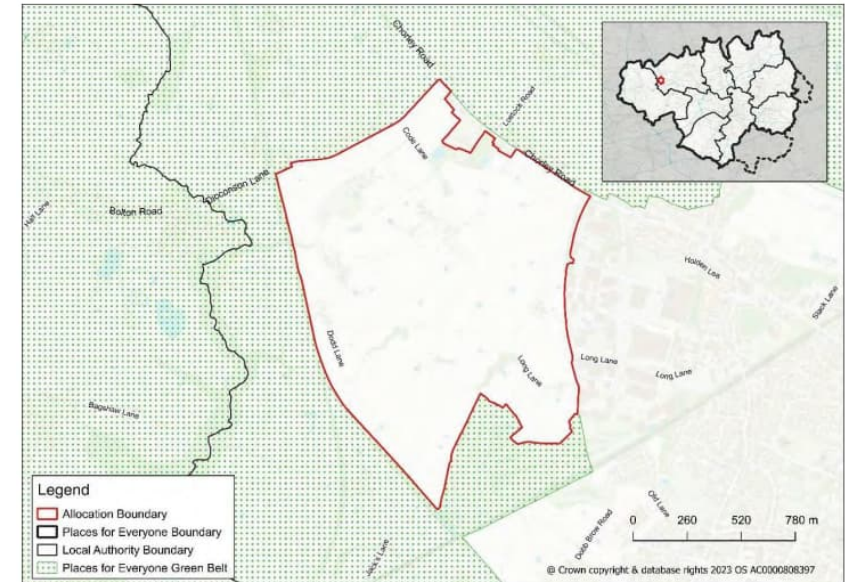
The site is to provide a location for around 440,000 sqm of industrial and warehousing floorspace. For the site to progress, consideration should be had of the indicative transport mitigation set out in Appendix D of the Places for Everyone Plan; Adopted Version 21 July 2024, and in accordance with policy JP-C8.

INDICATIVE TRANSPORT MITIGATION

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.

https://www.greatermanchester-ca.gov.uk/media/9299/appendix-4-adopted-plan_final.pdf



Appendix 4: Adopted Plan Final [Appendix 4 - Places for Everyone Plan for Adoption \(greatermanchester-ca.gov.uk\)](#)

Source:
GMCA



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

ALL OTHER DEVELOPMENTS IN BOLTON

The Places for Everyone Plan evidence base includes Bolton Council's other potential 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.

In future, plans in Bolton will need to deliver a range of housing and employment sites to meet the needs identified in Places for Everyone in addition to the three strategic allocations for employment.

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



Appendix D.

SUMMARY OF THE PUBLIC CONSULTATION AND CONSULTATION REPORT

SUMMARY OF THE PUBLIC CONSULTATION: METHODOLOGY

The Transport Strategy consultation was prepared by the Bolton Council Engagement Team with support from the supplier, AECOM. The consultation ran for four weeks from 26th February 2024 and the draft Transport Strategy document was available on the Bolton Council website.

Bolton Council sought views of residents, businesses and wider stakeholders in relation to the proposed priorities included in the Bolton Transport Strategy. Respondents were asked if they could complete their response by using one of the following methods:

- Completing the online survey provided.
- Contacting the communications team.

In addition to the consultation being available online, paper copies were available upon request, and it was made accessible with an in-depth summary of the document was uploaded with voice over for the blind and visually impaired.

The screenshot shows the Bolton Council website interface. At the top, it says 'Welcome to Bolton Council' with a search bar. The date is 'Friday, 26th Apr 2024'. There are links for 'Accessibility', 'Listen to our website', and 'My Account'. A navigation menu includes 'Births, Marriages and Deaths', 'Business and Licensing', 'Environmental Health', 'Health and Care', 'Housing and Council tax', and 'More'. The main content area is titled 'Transport Strategy (2024)' and contains a table with the following information:

Description	Have your say on Bolton's draft Transport Strategy
	<p>Bolton Council want your views on the draft Transport Strategy. The Transport Strategy is a strategic plan for the development of transport within the Borough. It outlines our transport priorities that will contribute to the future growth and opportunities for the town, our residents, businesses and visitors.</p> <p>The draft Transport Strategy sets out how we will develop our transport network to make it easier for people and goods to move within our borough and beyond. We aim to give people a real choice about how they travel by improving public transport, vehicle travel and parking, alongside active travel such as walking and wheeling [cycling, mobility scooters etc].</p> <p>The Transport Strategy won't be a quick fix - its a long-term plan that suggest key improvements for the next twenty years.</p> <p>The Bolton Transport Strategy has six objectives to achieve our aims:</p> <ul style="list-style-type: none">• Support and develop an integrated transport network.• Work with partners to develop transport services that are safe, accessible, inclusive and affordable.• Develop a transport network that enables people to lead active and healthy lives.• Be environmentally responsible in Bolton by lowering carbon and improving air quality.• Maintain and develop a reliable transport network to support economic growth and sustainable travel.



PUBLIC CONSULTATION: SUMMARY OF THE RESULTS

46% of respondents strongly agree to the delivering the existing Bee Network commitments in the town centre. 47 % of respondents agree to the priority to maintain and improve the Public Rights of Way Network.

74% of respondents strongly agree that improving rail frequency and reliability should be a priority.

16% disagree and 9% strongly disagree that safer access to rail stations by walking and cycling should be a priority.

58% of respondents strongly agree that localised bus services and circulars to support access to hospital and health facilities should be a priority.

13% of respondents strongly disagree that alternatives to the car to access out-of-town retail parks should be a priority.

27% of respondents strongly disagreed to the priority to support the roll-out of community Bike Libraries and shared bike services.

51% of respondents strongly agree that making our whole transport network more inclusive should be a priority.

9% of respondents disagree that renewing travel plans and policies for workplaces, schools and housing should be a priority.

70% of respondents strongly agree that highway maintenance should be a priority.

17% of respondents strongly disagree that green infrastructure in the design and maintenance of our highways and footways should be a priority.

57% of respondents strongly agree that car parks are important for our local district centre and Town Council areas and should be a priority.

22% of respondents disagree to the priority to provide dedicated electric vehicle charging infrastructure for taxi and Private Hire Vehicles.

36% of respondents agree with the overall vision of the Bolton Transport Strategy.

18% of respondents strongly disagree to the objective to be environmentally responsible in Bolton by lowering carbon and improving air quality.



PUBLIC CONSULTATION: REPORT BY THE CONSULTATION & ENGAGEMENT TEAM

[Bolton Transport Strategy Consultation \(2024\)](#)

Please use the link above to access the Bolton Transport Strategy Consultation Web Page and Findings Report.

