



# **LTP3**

# **Bolton Local Area Implementation Plan**

March 2011

**Shaping the future of Bolton**

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**Bolton  
Council**

## LTP3 - Bolton Local Area Implementation Plan

### Summary

This plan is part of the third Greater Manchester Local Transport Plan (GMLTP3) which sets out a long term strategy for improving transport in Greater Manchester over the next 15 years with the objectives of promoting economic growth; increasing environmental sustainability; improving public health and wellbeing; addressing social exclusion; and providing value for money. The Bolton Local Area Implementation Plan (LAIP) explains what will happen in Bolton under that transport strategy over the next four years.

The Bolton Sustainable Community Strategy and Local Development Framework Core Strategy supports the estimated 10,000 new jobs to be created in Bolton as identified in the Regional Economic Strategy, however acknowledging that this will now be over a longer time period than initially anticipated. The Core Strategy identifies that Bolton town centre will continue to be a vibrant mix of uses and will be the principle location for retailing, leisure, culture and civic activities. In addition, the Core Strategy proposes strategic employment and housing locations at the Horwich Loco Works and Cutacre as being crucial to the future success of Bolton's economy.

A combination of the national spending cuts and prioritisation of transport funding at the Greater Manchester level has reduced the amount of transport capital funding allocated to Bolton. Maintenance funding is down by around 6% in 2011/12 and continuing to fall over the next three years to in the region of 19% based on 2010/11 settlement figures. The Council will receive no Integrated Transport Block Funding, traditionally used for Local Safety Schemes and Minor Works. The Council has provisional approval to carryover under-spend on the Transport Infrastructure Fund which should give an allocation in the region of £5.5million in 2011/12.

The Council's transport strategy for this Local Area Implementation Plan will focus on the maintenance of the existing highway infrastructure using sound asset management principles. The Council will work in partnership with the Greater Manchester Passenger Transport Executive to deliver the Bolton Town Centre Public Transport Scheme (Bolton Interchange) and associated highway improvements in Bolton town centre to stimulate regeneration and economic growth. The Council will work with developers to ensure that new developments are fully accessible by all transport modes and that contributions are received for highway improvements where required.

The Council will have no Integrated Transport Block funding to deliver physical improvements such as Local Safety Schemes. The Council provisionally supports the Greater Manchester approach to a Local Sustainable Transport Fund bid to deliver smarter choice measures across Greater Manchester. The DfT approval process for bids will not reveal whether Greater Manchester has been successful until summer 2012. It is therefore unlikely that the Council will be able to progress any smart choice measures before this date.

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## **1. Introduction**

### **1.1 Purpose of this Plan**

- 1.1.1 This plan is part of the third Greater Manchester Local Transport Plan (GMLTP3), which sets out a long term strategy for improving transport in Greater Manchester over the next 15 years. The Bolton Local Area Implementation Plan (LAIP) explains what will happen in the borough under that transport strategy, particularly in the short term.
- 1.1.2 The Bolton LAIP includes information on how the Local Transport Capital Settlement, one of the main sources of Government funding investment in the local transport network, will be utilised. A detailed spending programme for this money is included for 2011/12, along with outline spending plans for the following 3 years 2012/12 – 2014/15.

### **1.2 Background**

- 1.2.1 Transport is a cross-cutting theme which has the potential to influence, and be influenced by, a range of policy areas including the economy, environment and health. The GMLTP3 transport strategy has not been developed in isolation, but has been influenced by a number of policies and initiatives, including the outcome of consultation with stakeholders and the public, undertaken in autumn 2010.
- 1.2.2 Nationally, the Coalition Government has prioritised transport spending as one of the main areas of capital investment over the next 4 years with the aim of: promoting economic growth; increasing environmental sustainability; improving public health and wellbeing; addressing social exclusion; and providing value for money. The Programme for Government, the October 2010 Spending Review, the publication of The National Infrastructure Plan and The Department for Transport Business Plan set the national context for the GMLTP3 strategy and this Local Area Implementation Plan.
- 1.2.3 The GMLTP3 transport strategy builds on successful policies and interventions adopted during the first two Local Transport Plans, including the Greater Manchester Transport Fund, an agreed programme of major road and public transport schemes which includes the Bolton Town Centre Public Transport Scheme (Bolton Interchange).

### **1.3 Objectives**

- 1.3.1 The strategic context for GMLTP3 has led to the development of a set of transport objectives which look to ensure that: -
- The transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business;
  - Carbon emissions from transport are reduced in line with UK Government targets, to minimise the impact on climate change;

- The adverse impact of transport on public health and community safety is minimised;
- The design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces; and
- Value for money is maximised in the provision and maintenance of transport infrastructure and services.

## **1.4 Structure**

1.4.1 Following this introductory chapter the report is structured as follows:

- Chapter 2 – summarises national and sub regional governance relating to Local Transport Plans and subsequent transport funding allocations.
- Chapter 3 – sets the context for this LAIP in terms on Council policy to narrowing the gap between the most and least well off and to ensure economic prosperity.
- Chapter 4 – describes how Bolton will achieve the GMLTP3 objectives locally.
- Chapter 5 – describes the local transport strategy for Bolton by transport mode.
- Chapter 6 – details the implementation programme for Bolton identifying a detailed programme for 2011/12 and an outline programme for 2012/13 to 2014/15.

## **2 Governance and Funding**

- 2.1 Significant changes have taken place at both the National, Regional and Sub Regional level that have influenced the shape and contents of the Bolton LAIP. The Coalition Government announced its 2010 Spending Review on the 20 October, which was committed to reducing the national deficit, whilst facilitating long-term sustainable growth and tackling carbon emissions. The Department for Transport announced a 21% reduction in the resource budget and an 11% reduction in capital spending with a rationalisation of funding streams from 26 grant streams to 4. These being major scheme funding (capital); highway maintenance (capital); integrated transport block (capital); and a new Local Sustainable Transport Fund (capital and revenue). The latter being a pot of funding that in the context of Greater Manchester, the Integrated Transport Authority can bid for to enable the delivery of sustainable transport solutions that support economic growth whilst reducing carbon.
- 2.2 The Coalition Government is also in the process of abolishing regional governance and therefore the Regional Funding Allocation procedures of the previous government have been disbanded.
- 2.3 The Local Transport Act 2008 required Integrated Transport Authorities to produce a Local Transport Plan in consultation with its constituent Local Highway Authorities. Additionally, Greater Manchester has also been implementing new governance arrangement which has seen the formation of a Greater Manchester Combined Authority, a Transport for Greater Manchester Committee and a Transport for Greater Manchester Executive. Greater Manchester has also established a Greater Manchester Transport Fund (GMTF), incorporating prioritised schemes based on delivering the maximum economic benefit to the city region, which includes £48million for the Bolton Town Centre Public Transport Scheme (Bolton interchange). The GMTF comprises a total investment package of £1,512million funded from a combination of DfT major scheme grant; a topslice of the Integrated Transport Block LTP funding for a period of 9 years from 2010/11; borrowings to be undertaken by GMITA; and local/third party contributions. In light of the funding cuts, decisions have been taken at a Greater Manchester level to protect the schemes within the GMTF. This has resulted in the districts agreeing to no Integrated Transport Block funding for at least the first three years of this LAIP.
- 2.4 Greater Manchester will be submitting a bid for Local Sustainable Transport Fund (LSTF) although it is unlikely due to the approval process that any funding will be realised before 2012/13.

### **2.6 Funding Allocated to Bolton Local Highway Authority**

- 2.6.1 **Greater Manchester Transport Fund** – Work is progressing on the design of the Bolton Town Centre Interchange Major Scheme with full planning permission anticipated for June 2011. The total cost of the scheme will be in the region of £48million to be delivered in 2012/13 to 2014/15. The scheme is referred to in more detail in paragraph 5.2.2.

- 2.6.2 **Maintenance** – pending an AGMA decision in February regarding the allocation of DfT maintenance funding block, it is likely that Bolton will receive £3.809million for 2011/12; £3.659million for 2012/13; £3,486million for 2013/14; and £3,281million for 2014/15. In addition Bolton Council has granted an additional £2million for maintenance in 2011/12 to bring the overall maintenance allocation to £5.809million.
- 2.6.3 **Transport Infrastructure Fund** – The Council has provisionally agreed with Greater Manchester Passenger Transport Executive to carryover the under-spend of the TIF programme. It is currently estimated that the under-spend will be in the region of £5.5million pending final spend figures for 2010/11.
- 2.6.4 **Integrated Transport Block** – Unfortunately given the spending cuts and the above decision referred to in paragraph 2.3 the Council will receive no Integrated Transport Block Funding in 2011/12; 2012/13; and 2013/14. The Council has previously used Integrated Transport Block funding to deliver Local Road Safety and Minor Works Schemes.
- 2.6.5 **Local Sustainable Transport Block** – Greater Manchester Passenger Transport Executive are proposed to submit a large project bid for up to £50million of LSTF. Initial proposals should be submitted to the DfT by 6<sup>th</sup> June. The DfT will shortlist preferred bids and invite authorities to develop their business cases. Decisions on full package of proposals would be announced by June 2012. It is therefore unlikely that Bolton will benefit from any LSTF money before summer 2012.
- 2.6.6 The Department for Transport has announced on the 23<sup>rd</sup> February 2011 an additional road maintenance payment to Local Highway Authorities to account for the severe winter conditions. It is therefore anticipated that the overall maintenance allocation for 2011/12 is likely to be in the regional of £6million+. The Council will still have in the region of £5.5million of TIF to spend on improvements to public transport. However the Council will have no funding to deliver Minor Works or Local Road Safety schemes in 2011/12 and potentially thereafter until 2014/15.

### **3 Context for the Bolton Local Area Implementation Plan**

#### **3.1 Sustainable Community Strategy**

- 3.1.1 The Bolton Sustainable Community Strategy sets a vision for Bolton in 2017 to be a place where everyone has an improved quality of life and the confidence to achieve their ambitions. The strategy aims to narrow the gap between the most and least well off communities, and to ensure economic prosperity.
- 3.1.2 The Bolton Sustainable Community Strategy supports the estimated 10,000 new jobs to be created in Bolton by the end of 2017 as identified in the Regional Economic Strategy. Key to this prosperity will be investment in Bolton town centre. The Bolton Sustainable Community Strategy recognises that good transport links mean most people can travel into town for work and specifically identifies the delivery of the Bolton Town Centre Public Transport Scheme (Bolton Interchange) as a key component of the growth aspirations for Bolton town centre. In addition, developments at Wingates and Middlebrook in the west of the borough will continue to grow, while new development sites such as Cutacre in the south of the Borough are crucial to the future success of Bolton's economy.
- 3.1.3 Since the publication of the Bolton Sustainable Community Strategy there has been a change in economic conditions. The current economic conditions are set to put downward pressure on growth in the North West and the Manchester City Region, with unemployment rising and business conditions worsening in the manufacturing and services sector. The challenge is to make sure that the city region's diverse knowledge economy is able to meet the demands of the current economic difficulties. The Council is being pro-active in tackling these challenges to enable Bolton to be in the best position to respond to an improvement in the national economy.
- 3.1.4 The Bolton Sustainable Community Strategy also sets aspirations around a Safe Bolton. Making our roads safer, the Sustainable Community Strategy recognises that all partners need to play a key role in reducing deaths and injuries. The Community Strategy supports targets set out in the Greater Manchester Local Transport Plan. The Council will now need to consider the implications of the funding cuts referred to in section 2.6 in terms of improving local road safety.

#### **3.2 Bolton Local Development Framework**

- 3.2.1 The Bolton Local Development Framework Core Strategy sets out a spatial strategy for a sustainable community to 2026. In delivering the Sustainable Community Strategy the Core Strategy identifies that Bolton town centre will continue to be a vibrant mix of uses and will be the principle location for retailing, leisure, culture and civic activities. It will make a significant contribution to the 10,000 new jobs to be located in the borough over the next 10 years and will also be the main location for education, especially for those over 16 years old. It will be one of the main locations for new housing developments and will be a focus for transport infrastructure as set



out in the Bolton Town Centre Transport Strategy referred to in section 3.8.

- 3.2.2 The Local Development Framework Core Strategy proposes a total of 12,492 new dwellings to be built between 2008 and 2026 and between 145ha and 165ha of new employment land by 2026. The Core Strategy will require the majority of growth to be focused within the urban areas of the borough which are largely well served by a range of transport modes, predominantly by bus. Around 85% of the borough's residents live within 250 metres of a bus stop. The approach taken is in accordance with the Greater Manchester Local Transport Plan 3 objective around Sustainable Neighbourhoods and Public Space to ensure that new development are in locations that are accessible by public transport, cycling and walking.
- 3.2.3 The Local Development Framework proposes the M61 corridor to be the focus for manufacturing and distribution development. In the area surrounding the M61, there is a high level of demand for employment sites, and there is good access for the movement of goods. The Local Development Framework Core Strategy identifies the Local Works as a strategic employment allocation and Cutacre as a strategic employment location. The Local Development Framework Core Strategy also recognises that good public transport, cycling and walking links are developed to allow people to access employment opportunities, especially for people living in renewal areas in Bolton, as well as deprived areas outside the borough. When referring to developments along the M61 corridor, paragraph 5.28 of the Core Strategy Publication Document identifies that: "it is vital that good transport links are developed to allow people to access employment opportunities, especially for people living in renewal areas". Policy P5 states that: "New public transport, cycling and walking routes will be required".
- 3.2.4 The Bolton Local Development Framework Core Strategy promotes Bolton's position in achieving the economic, environmental and social potential for Greater Manchester and the North West and that the provision of a high quality transport network is vital to the economic prosperity of the borough and the ability of residents to access all future jobs that will be created. Improving transport links from Bolton to central Manchester and Manchester Airport will be a priority as well as links to the national motorway network, the national rail network and to Bury, Wigan, Blackburn and Chorley.

### **3.3 Transport Modelling of LDF Growth Projections**

- 3.3.1 A study entitled: 'Assessing the transport impacts of the Greater Manchester Local Development Frameworks' was undertaken on behalf of the Greater Manchester Authorities to investigate the potential impacts on the transport networks of the ten core strategies. The study involved using the land use and transport forecasting models that have been developed for the Greater Manchester sub-region.
- 3.3.2 The model outputs consider the impact of growth both within Bolton and in neighbouring areas and highlights where investment in the transport network is required to ensure delivery of the core strategy. The modelling is not designed to forecast the future, but to give an indication of the scale of the potential issues that may come from future development.

- 3.3.3 The LDF Transport Modelling predicts that congestion on the network will increase over the Core Strategy plan period with a number of roads and junctions becoming closer to capacity. The modelling work specifically noted that increase in congestion and journey times will impact on the M61 Junctions 6 to Junction 3; the A58 between Bolton to Bury; and key radial routes from Bolton into the regional centre.
- 3.3.4 The modelling has not identified any significant transport issues that require the implementation of major transport interventions to bring forward the Core Strategy growth proposals.
- 3.3.5 The Council and the Highways Agency will continue to work together to look in more detail at the mitigation measures necessary to offset the identified concerns on the strategic road network. A transport assessment has been produced for the Loco Works and Cutacre strategic sites. The Council has recently commissioned Greater Manchester Transport Unit (GMTU) to undertake a second phase of transport modelling that will focus on a more detailed set of land allocations across the borough and test transport intervention measures.
- 3.3.6 Phase one of the LDF Transport Modelling built in the schemes contained within the Greater Manchester Transport Fund which included the Bolton Town Centre Public Transport Scheme.

### **3.4 Bolton Infrastructure Delivery Plan**

- 3.4.1 The Council has produced an Infrastructure Delivery Plan (IDP) as part of the evidence base for the Local Development Framework Core Strategy. The Infrastructure Delivery Plan considers the current levels of physical, social and green infrastructure in the borough and any existing gaps. The plan also estimates the likely infrastructure required associated with the Local Development Framework Core Strategy growth aspirations. The Infrastructure Delivery Plan will identify what infrastructure is required, who is responsible for delivering it, and how it will be funded. Most importantly the Infrastructure Delivery Plan will identify where there may be funding gaps in delivering specific infrastructure requirements.
- 3.4.2 The Infrastructure Delivery Plan is a living document and will be updated on an annual basis in line with the Local Development Framework Annual Monitoring Report. The Bolton Infrastructure Delivery Plan was adopted in July 2010 and will now need to be reviewed in light of the Comprehensive Spending Review. The Infrastructure Delivery Plan will also be expanded in 2011 to take account of the production of the Local Development Framework Allocations Development Plan Document and the Phase Two Transport Modelling work.
- 3.4.3 The Bolton Infrastructure Delivery Plan identifies the following transport infrastructure as supporting the growth aspirations of the Local Development Framework Core Strategy: -
- Refurbishment of the Bolton Rail Station (2010/11)
  - Bolton Town Centre Public Transport Scheme (Bolton Interchange) (2013/14 – 2015/16)

- Implementation of the Bolton Town Centre Transport Strategy (2009/10 – 2015/16)
- Public Transport, Cycling and Walking links to Horwich Loco Works (Phased approach from 2013)
- Local Safety Scheme spend in accordance with the Sustainable Community Strategy to improve safety on the boroughs roads (this may need to become a medium term aspiration in the Bolton IDP given the funding cuts and the lack of integrated transport block to delivery Local Road Safety Schemes)

3.4.4 The Infrastructure Delivery Plan (as at July 2010) identifies funding sources to support the above transport infrastructure schemes. Funding sources include, £48million from the Greater Manchester Transport Fund, £8million from the Bolton Transport Infrastructure Fund, LTP3 Integrated Transport Block and Private developer funding (the infrastructure delivery plan will need to take account of the lack of ITB funding in the short term).

### **3.5 Bolton Carbon Management Plan**

3.5.1 Local Authorities need to take action both to reduce emissions that they themselves cause as well as those produced by their communities. The Bolton Carbon Management Plan sets out the key initiatives identified by Bolton Council to reduce its direct carbon emissions. It has been developed under the Carbon Trust's Local Authority Carbon Management Programme and has been built around a number of the council's existing strategies and key corporate policies.

3.5.2 The Council will reduce the CO2 emissions from its activities by 33% from the 2007 baseline, by December 2013. Areas where this will be achieved include street lighting and the Council's vehicle fleet and transport. The Council will look to:

- Reduce CO2 emissions from street lighting by 33% by 2013
- Improve the energy efficiency performance of the council's street lighting
- Promote and encourage the use of renewable energy resources to power street lighting, signage etc
- Reduce emissions from journeys made
- Reduce the total number of miles travelled
- Use more efficient vehicles
- Reduce air travel
- Use and encourage the use of more sustainable modes of transport

3.5.3 The Council has allocated in the region of £1.7million over four years from its capital budget to reduce CO2 and improve energy efficiency from street lighting including

the renewal of street lighting capacitors.

### **3.6 Air Quality in Bolton**

- 3.6.1 New monitoring data recorded for 2008 demonstrates no exceedence of the NO<sub>2</sub> annual mean Objective at the continuous monitoring location (Bolton University) or at any of the diffusion tubes located outside of the designated AQMA. Of the thirteen diffusion tubes located within the AQMA, seven are shown to exceed the annual mean Objective. Six of these exhibit an overall increasing trend in concentrations over the last three years of monitoring. Nevertheless the assessment has identified that several NO<sub>2</sub> diffusion tubes located within the AQMA have recorded concentrations below the annual mean NO<sub>2</sub> Objective, and this suggests that the current AQMA boundary may now be more extensive than it needs to be in certain locations.
- 3.6.2 There were no recorded exceedences of the respective Air Quality Objectives for particle (PM<sub>10</sub>), sulphur dioxide (SO<sub>2</sub>), carbon monoxide, benzene and lead. In addition, the diffusion tube monitoring results for benzene over the last three years demonstrate a decreasing trend.
- 3.6.3 The Air Quality Management Plan supports the initiatives delivered through the local transport plan to encourage more sustainable modes of transport and reduce the need to travel through demand management and travel plan measures.

### **3.7 Town Centre Action Framework**

- 3.7.1 Investment in the town centre is key to achieving Bolton's strategy aims of 'narrowing the gap' and 'increasing economic prosperity' as set out in the Sustainable Community Strategy. Bolton town centre will be the principle driver for the boroughs economy as set out in the Local Development Framework Core Strategy. Planned developments such as Innovation Zone Bolton, Church Street, Church Wharf and Merchant's Quarter will build a transformed, vibrant town centre and contribute to the creation of thousands of new jobs.
- 3.7.2 Bolton like every other town and city in the country continues to face very difficult market conditions. Over the last two years capital values and occupier demand for new space reduced considerably as a result of the worsening economic conditions.
- 3.7.3 Although this has inevitably caused a number of commercial developments to stall, significant public sector investment is delivering a number of development projects that will be crucial in underpinning and driving Bolton's future growth and success. They include the co-location of the Sixth Form and Community College, Bolton One, the expansion of the University of Bolton and the Bolton Town Centre Public Transport Scheme (Bolton Interchange).
- 3.7.4 In addition, vital 'enabling works' including public realm schemes and highway improvements are underway, which should help to bring forward a number of town centre developments, described more under the Town Centre Transport Strategy section 3.8.

### **3.8 Bolton Town Centre Transport Strategy**

- 3.8.1 To support the regeneration proposals in the town centre the Council has produced the Bolton Town Centre Transport Strategy which aims to provide an efficient, sustainable transport system that offers a realistic choice of transport modes to and within Bolton town centre and thus enhance the vitality and viability of the town centre.
- 3.8.2 The first edition of the Town Centre Transport Strategy has resulted in the implementation of key transport proposals such as phases of the bus gyratory, a new town centre slip road giving access to the A666 St Peters Way and extensive public realm works. In addition, the first phase of the town centre southern link road is proposed to start as soon as land agreements have been reached.
- 3.8.3 As mentioned above, commercial developments in the town centre are now projected to come forward over a longer time period, this means that by the end of 2014/15 much of the town centre transport infrastructure will be in place and this could be quite attractive to potential developers and investors. What this will also enable is access arrangements to the various development opportunities in the town centre to be reassessed and better design solutions achieved.
- 3.8.4 The transport strategy for the next 5 years is therefore likely to be one of containment and consolidation. Transport projects are more likely to be about traffic management and small scale public realm initiatives. However, the town centre will benefit through the construction of a new bus interchange and associated town centre highway improvements as referred to in paragraph 5.2.2.
- 3.8.5 Improvements to the public realm have been an important feature of highway and environmental improvements over the last five years. The Public Realm Implementation Framework identifies a large investment programme which will have to be phased over a number of years. The Council's policy is to direct section 106 agreements with developers in the town centre to improving the space around buildings. Development projects however, have slowed considerably and so has investment. This will result in reprogramming the timing of public realm schemes.
- 3.8.6 In addition, the Council is: - investigating the feasibility of introducing a 20mph zone which will cover the area inside the Town Centre Outer Highway Box; continuing and extending the town centre shuttle bus service; and improving traffic management through the introduction of Intelligent Transport Systems.

## **4 Delivering LTP3 Objectives Locally**

### **4.1 Economy**

- 4.1.1 LTP3 looks to prioritise investment in cost-effective major transport interventions that will create economic benefits to the economy. The promotion of the Bolton Town Centre Public Transport Scheme (Bolton Interchange) will bring about a transformational change within a key area of Bolton town centre by taking the opportunity of a significant public sector investment to relocate the existing bus station from its current site at Moor Lane to a site adjacent to Bolton Rail Station known as the 'Railway Triangle'. As mentioned in paragraph 2.6.1 funding for the relocation of the bus station has been secured from the Greater Manchester Transport Fund and the Council will be seeking a private sector partner to deliver the commercial component for the comprehensive redevelopment of the area.
- 4.1.2 The Southern Sector of Bolton Town Centre has recently benefited from the co-location of the Bolton Sixth Form and Community Colleges adjacent to the recently expanded University of Bolton. Additionally, Bolton One, the town's new £30.6million swimming pool, health and academic centre is under construction, also adjacent to the University of Bolton. To complement this scheme the Council is proposing a new southern link road in Bolton town centre as referred to in paragraph 5.7.2 that will improve vehicle movement in the southern sector of the town centre, enable the reduction of the width of University Way to support the build of Bolton One and improve access to future development opportunities in the town centre.
- 4.1.3 The Council is working in partnership with the developers of the strategic employment allocations identified in the Local Development Framework Core Strategy. The developers will be expected to implement integrated public transport, cycling and walking facilities as well as highway infrastructure improvements. It is anticipated that development at the Loco Works Strategic Site at Horwich will start within the four year period of this Local Area Implementation Plan. The developers of the Loco Works Strategic Employment and Housing Site will deliver improved highway access including a link from Aspinall Way, Middlebrook through the site to Chorley New Road. This will be funding by the developer.
- 4.1.4 LTP3 recognises that major rail schemes are a high priority in Greater Manchester, particularly because additional capacity is needed to support strong economic growth of the city region. Greater Manchester will work with the Department for Transport, Network Rail and the Train Operating Companies through a new Protocol to improve train capacity, frequencies and service patterns. The capacity issues associated with the Northern Hub are recognised as the single largest rail bottleneck in the North of England. Network Rail has proposed a scheme in the region £530million for new infrastructure that in turn will enable existing infrastructure capacity to be better used.
- 4.1.5 Capacity on the rail network through Bolton is clearly a significant issue with LTP3 acknowledging that the Wigan/Bolton corridor carries the highest number of both

peak and off peak passengers in the whole of Greater Manchester. The Government's new rail rolling stock policy will see new electric vehicles cascaded from other franchise lines to operate on the newly electrified lines in Greater Manchester as well as additional diesel units. In July 2009 the Government announced a scheme to complete electrification of the Liverpool – Manchester Victoria line (via Eccles and Newton-Le-Willows), and followed this up with a similar announcement on the 'Lancashire Triangle' linking Liverpool, Manchester, Preston, Wigan and Blackpool to follow thereafter. Clearly any benefits to Bolton will be beyond the life span of this Local Area Implementation Plan.

- 4.1.6 Investment in stations will also encourage the use of rail through increased passenger perceptions of security; improve access and egress; enhance the overall presentation of the station and improve information provision and other station environment facilities. Bolton rail station is currently benefiting from significant investment that will complement the delivery of the new Bolton town centre Interchange scheme. Bolton Rail Station improvements are referred to in paragraph 5.3.2.
- 4.1.7 The maintenance of the road network impacts on efficiency and reliability for freight, car traffic, buses and cyclists alike and optimal maintenance of key routes in Bolton is vital for workers, customers and suppliers. The Council will aim to optimise the condition of the highway network within the resources available using sound asset management principles and developing clear plans for asset management.
- 4.1.8 Ensuring that people, particularly those living in deprived areas, can access key education and employment destinations will help to reduce inequality and increase levels of economic activity. Policy P5 of the Bolton Local Development Framework Core Strategy encourages new employment sites to introduce new public transport, cycling and walking routes, especially for those living in deprived areas as referred to in paragraph 3.2.3.

## **4.2 Carbon/Climate Change**

- 4.2.1 The integration of transport and spatial planning is crucial to reducing the need to travel and likelihood of increasing travel by sustainable modes. The Bolton Local Development Framework Core Strategy proposes that the majority of growth will be focused within the urban areas of the borough which are largely well served by a range of transport modes, predominantly by bus. In addition, Core Strategy Policy P5 will require new developments to be served by public transport, cycling and walking routes.
- 4.2.2 The Council's staff travel plan is being reviewed as part of the pay and grading programme. It is envisaged that packages of measures will be offered to staff that promote the benefits of sustainable modes of travel to work. Unfortunately due to funding cuts, the Council is unlikely to have the resources in the short term to promote travel plan measures in schools and business throughout the borough. Progress in the short term is likely to hinge on a successful Greater Manchester Local Sustainable Transport Fund Bid.

- 4.2.3 To encourage a shift from single-occupancy car use to walking, cycling, public transport and car sharing, the Council will manage the highway network and where possible, within the resources available, will improve the pedestrian environment and remove barriers to cycling to encourage more car users to change the way they travel. The delivery of the Bolton Town Centre Public Transport Scheme (Bolton Interchange) will undoubtedly improve public transport interchange in Bolton town centre and with associated improvements to the bus and rail networks will encourage increased modal shift to more sustainable forms of transport. The Council will look towards a successful Greater Manchester Local Sustainable Transport Fund Bid to aid the improvements to walking and cycling infrastructure in Bolton as referred to in section 5.4 and 5.5.
- 4.2.4 The Council can encourage the use of less polluting vehicles on its roads through setting an example with its own vehicle fleet. The Council are currently undertaking a fleet vehicle review as part of the Council's Carbon Management Plan referred to in Section 3.6. The Council in partnership with NCP has also fitted electric charging points in the two new multi-storey car parks located in Bolton town centre.
- 4.2.5 The Council will continue to implement its town centre parking philosophy through the Bolton Town Centre Transport Strategy. This is to remove surface level car parking and replace with multi-storey car park releasing land for development. In addition, the Council in partnership with NCP will look to promote short stay parking in the car parks located around the centre of the town and long stay parking in the new multi-storey car parks at the edge of town, directly accessed off the outer highway box. This will be supported by a variable message signing system to direct drivers to the most appropriate car park. The benefits will be improved air quality in the town centre through a reduction in the levels of congestion.
- 4.2.6 There is potential to reduce both energy usage and energy costs in street lighting by utilising the latest techniques for switching off and dimming where appropriate. The Council will progress various initiatives to upgrade switching gear and photocells including a dimming pilot for Victoria Square in Bolton Town Centre. All projects are part of the Council's Carbon Management Plan.
- 4.2.7 As the climate changes, the Council will need to adapt to different weather events. The highway infrastructure deteriorates with age and the condition of the highway network is under pressure as a result of increasing number of extreme weather events, maintenance is therefore of importance in order to increase the resilience of the network. Highway maintenance investment will be targeted where it is needed most on the highway network. Forecasts for the medium term effects of global warming includes for more severe and frequent rainfall events. Therefore, in order to minimise the effects of flooding from such events, it is a priority for our highway drainage systems to be operating effectively. This will require standards of cleaning to be maintained and more proactive action taken towards the identification of potential faults. New highway drainage design and implementation allows for the forecast effects of climatic change.
- 4.2.8 The predicted gradual warming of temperatures will also impact on Winter Maintenance Services, with milder and warmer winters seeing an increase in the



number of marginal nights which could actually result in an increase in the number of gritting treatment applied in such circumstances.

### **4.3 Public Health and Wellbeing**

- 4.3.1 Encouraging more people to walk as part of their daily lives is fundamental to improving health and fitness. Active lifestyles not only reduce the risk of major diseases, but improve wellbeing and mental health. Most of the infrastructure for walking, i.e. pavements and footpaths, is already in place but, to achieve LTP3 objectives, the Council will need to both enhance and maintain the existing network. The Council is working with developers to ensure that the public realm is improved in Bolton town centre both in terms of visual appearance and accessibility. The Council's Public Rights of Way Improvement Plan focuses on maintaining the existing network of public rights of way, however, given the funding cuts it is likely that limited resources will be targeted in future years.
- 4.3.2 The Council's School Travel Advisor has actively worked with schools in Bolton to encourage the take up of School Travel Plans and the encouragement of more children to walk to school through walking bus initiatives. In going forward it is envisaged that the individual schools through their School Travel Plans will continue to promote and develop the walking bus initiatives.
- 4.3.3 Like walking, cycling has great potential to improve public health. LTP3 focuses on prioritising cycle routes that link residential areas to employment or town centres, to schools and colleges and to transport nodes and interchanges. The completion of a core cycle network, over the LTP3 longer term will be a priority to create a pro-cycling culture in Greater Manchester. The Council will look to secure funding from the Greater Manchester Local Sustainable Transport Fund Bid and other funding opportunities to develop the boroughs cycle route network. Detailed proposals are set out in section 5.5.
- 4.3.4 The creation of a network of safe cycle routes needs to be supported by adult and child training. The Council has been successful in being granted £75,000 Bike-Ability Funding for 2011/12 to continue to provide Level 2 Cycle Training for predominantly year 6 children. The Government also recognises that to encourage adults to take up cycling that adult cycle training is also important. The Council does not offer adult cycle training, although there are external organisations which can offer adult cycle training at a cost. It is anticipated that if successful, the Greater Manchester Local Sustainable Transport Fund bid will include an element of adult cycle training for Greater Manchester.
- 4.3.5 The Department for Transport 2009 Road Casualties Great Britain Annual Report acknowledges that the total cost of prevention of a road accident that has resulted in serious injury is in the region £1,700,000. Of this a proportion of the total cost of a road accident is incurred by the NHS. The Council and partners through the Sustainable Community Strategy aims to reduce the number of casualties, particularly people killed or seriously injured. The Council will continue to implement a range of interventions, including travel and safety information campaigns to support

responsible behaviour, driver improvement programmes, local road safety training, education for high risk people and enforcement of traffic offences in partnership with the police.

- 4.3.6 Due to the National reduction in transport funding and decisions taken at the City Region level there will be no funding available for Bolton Council to undertake physical road safety measures, referred to as Local Safety Schemes in the Council Highways Capital Programme over the next three financial years. In 2014/15 the Council has been provisionally allocated £575,000 to delivery Minor Works and Local Safety Schemes subject to City Regional agreement. The Council will continue to improve safety through its asset management plan, to ensure that roads and footpaths are effectively maintained so they are fit for purpose.

#### **4.4 Sustainable Neighbourhoods and Public Spaces**

- 4.4.1 The Councils Local Development Framework Core Strategy sets out various policies towards achieving sustainable neighbourhoods including policy P5 Transport, which recognises that the provision of a high quality transport network is vital to the ability of residents to access new jobs that are being created, as well as access to health, education and community facilities. The Council's over all approach to new development is that it is located in the urban area which already has good access to public transport.
- 4.4.2 Mainstream public transport can never meet all transport needs, and the Council will work with the Transport for Greater Manchester Executive to continue to provide demand responsive services in areas of low demand and to improve integration between the different providers of demand responsive and community transport services.
- 4.4.3 Giving a higher priority to pedestrians and cyclists over vehicular traffic in lightly trafficked residential streets will help to emphasise the use of residential streets as sustainable places, rather than the focus of moving people and goods. Within the time period of this Local Area Implementation Plan it is unlikely that the Council will have the resources to deliver any specific physical improvements and will therefore be reliant on a successful Local Sustainable Transport Fund bid and subsequent cascading of funding to the local area.
- 4.4.4 Sustainable neighbourhoods should cater for the needs of all the people who live there. This can be achieved through introducing more tactile surfaces, dropped kerbs and upgraded crossing facilities, and by ensuring that new public realm is designed to meet the needs of all users. As in paragraph 4.4.3 above, the Council will not have the resources to deliver a programme of physical improvements. The Council will look towards Section 106 agreements with developers to continue the public realm improvements being implemented in Bolton town centre and across the borough. The Council will also consider the potential for improvements through the Community Infrastructure Levy if adopted by the Council. The Council has already upgraded many of its bus stops to Quality Bus Corridor standards and will continue to deliver a programme of improvements through its Transport Infrastructure Fund in 2011/12.

#### **4.5 Value for Money**

- 4.5.1 Resources for transport will be scarce for the period of this Local Area Implementation Plan. The Council will therefore develop its Highways Asset Management Plan to gain the maximum benefit from our existing infrastructure. The Council will review the methods applied to carriageway resurfacing to find an optimum steady state of maintenance. The Council has awarded an additional £2million from the single capital pot as a severe winter weather payment to account for the accelerated deterioration of the highway. However from 2012/13 it is anticipated that the level of maintenance funding provisionally awarded to the Council via the Department for Transport formulaic distribution methodology will result in the Council having to take a reactive approach to highway maintenance.
- 4.5.2 The Infrastructure Delivery Plan as covered in Section 3.5 sets out key pieces of transport infrastructure that are needed to support the strategic employment and housing allocations as set out in the Local Development Framework Core Strategy, Section 3.2. In most cases the responsibility for funding the new pieces of transport infrastructure will lie with the developer through Section 38 and 278 agreements. Additional transport modelling work is currently being undertaken as referred to in Section 3.3 that will take account of additional housing and employment sites allocated in the Local Development Framework Allocations Development Plan Document. This work is likely to identify routes and junctions that will reach capacity in the life time of the Local Development Framework Core Strategy and require interventions to keep the network flowing. A list of schemes will be identified in the Infrastructure Delivery Plan with a proposed source of funding. Where no funding is available then the Council may wish to consider the potential of funding these schemes through a Community Infrastructure Levy arrangement (Subject to Council agreement).
- 4.5.3 The Council in partnership with Bury Metropolitan Borough Council has entered into a Gritting Alliance to work more closely and improve the standardisation of the service. Bolton and Bury gritting vehicles will operate out of the Bolton grit barn at Ellesmere Street storage facility. This has enabled the Council's to co-operate over the storage of salt and to share resources. The co-ordination of gritting routes will also enable a seamless customer experience when crossing administrative boundaries.

## **5 Local Transport Strategy**

### **5.1 Highway Maintenance**

- 5.1.1 Bolton's highway related infrastructure, which is used by all those living in or visiting the borough, is vital to the economic, commercial and leisure activities and so the wellbeing of both residents and visitors to the town. At an estimated value of £1,250million, it is the Authorities most valuable asset. However, to ensure that the public have a safe and unimpeded access within the Borough it is essential that the highway network is effectively managed and well maintained.
- 5.1.2 The Council has an adopted Highways Asset Management Plan that focuses on roads, bridges, retaining walls, footways, cycleways, public rights of way and street lighting. Within the borough there is a network of 976km of roads consisting of 18km of motorway network, 101km of A roads, 48km of B roads, 47km of other classified roads and 761km of unclassified roads. There are 976 highway structures on the bridge register, 35,348 lighting columns across the road network, over 300km of public rights of way and over 50 km of bridleways and restricted byways.
- 5.1.3 During LTP2, Bolton has successfully improved the condition of the classified road network. Targets set for National Indicator 168 and 169 have been achieved with around 6% of the classified carriageway requiring structural maintenance. Bolton Council has continued to monitor the condition of its unclassified road network (ex BVPI 244b), whilst this shows that the Council was on target in terms of the unclassified road network condition, the actual percentage of carriageway requiring structural maintenance was 38%. In terms of asset intelligence information, what this tells the local highway authority is that the unclassified road network is deteriorating quicker than the investment levels enabling the asset to be maintained.
- 5.1.4 The freezing weather and heavy snow at the beginning of 2010 has been the most severe that Bolton has seen for many years. These weather conditions resulted in the acceleration of the deterioration of the roads, due to the repetition of the freeze-thaw process. This was evident by the unprecedented number of potholes that appeared on a daily basis across the borough. The problem was not unique to Bolton but was a national issue following the severe weather that the country had been experiencing. The Council's Executive Members authorised the allocation of an additional £3 million to address this issue in 2010/11. This allocation was made up of £1 million deferred highways capital programme and £2 million derived from prudential borrowing arranged by the Director of Finance. Similar weather conditions have been experienced again towards the end of 2010 and the Council has approved an additional £2million allocation from the Council's single capital pot.
- 5.1.5 The Department for Transport maintenance allocation to Bolton for the four years of this Local Area Implementation Plan is projected to drop by 22% from the 2010/11 maintenance allocation. The Council predicts that such a reduction in the maintenance allocation compounded by the sever winter conditions experienced will

result in an inevitable deterioration of both the classified and unclassified road network. It is envisaged that the Council will move from a pro-active maintenance strategy to a reactive strategy. Through the Council's Highway Asset Management Plan the Council will best manage the decline in the asset condition.

5.1.6 The Council has entered into a Bus Quality Partnership Scheme with Greater Manchester Passenger Transport Executive and Bus Operating Companies for the A579 Bolton to Leigh Quality Bus Corridor. The Council's responsibility is to ensure that the route is managed and maintained to ensure bus punctuality. The implications of this agreement is that the Council will need to ensure that the Bus Quality Partnership route is maintained to an agreed standard and acknowledge the potential burden this may place on the maintenance allocation through the Highway Asset Management Plan.

5.1.7 The Council's Highway Maintenance Programme is set out in Table One.

## **5.2 Public Transport - Bus**

5.2.1 Whilst growth in bus travel has been relatively modest over the LTP2 period in comparison to rail, the number of bus passenger journeys at 227million in 2009/10 clearly shows that bus is still by far the largest mover of people by public transport mode in Greater Manchester. The Council will continue to work with the Greater Manchester Passenger Transport Executive and Bus Operating Companies to improve punctuality and accessibility.

5.2.2 The Council and Greater Manchester Passenger Transport Executive have been working together for a number of years to develop a scheme to enhance the quality of bus station facilities in Bolton town centre, integrating bus provision with the rail station as part of a wider regeneration initiative. The scheme involves developing a multimodal transport interchange through building a new bus facility adjacent to the rail station on the triangle of land between the Preston and Blackburn railway lines. A direct pedestrian bridge will link the new bus station to the rail station which will significantly improve the connections between bus and rail services. The scheme, as well as forming an integral part of the regeneration initiative known as the Innovation Zone Bolton (IZB), also supports the Bolton Town Centre Transport Strategy as referred to in Section 3.8. The £48 million scheme is fully funded through the Greater Manchester Transport Fund and it is expected that construction will start during 2012 and be completed in 2014.

5.2.3 The carryover of Transport Infrastructure Fund into 2011/12 will enable the Council to delivery priority bus measures in Bolton town centre to support the new multimodal interchange scheme. Improvements will include a key junction improvement at Topp Way/Marsden Road and the completion of the bus gyratory with bus priority measures introduced on Knowsley Street, Blackhorse Street and Bradshawgate.

5.2.4 Greater Manchester Passenger Transport Executive has developed a Quality Bus Partnership for the A579 Quality Bus Corridor between Leigh and Bolton via Atherton. The corridor was chosen to represent a key bus corridor in Greater Manchester, which plays an important role in the region's economy. The A579 corridor provides the only public transport connection between the local District

Centres of Leigh and Atherton to the major growth point of Bolton, operating over 28 million miles and carrying over 1.9 million passengers per year. It is proposed that the scheme comes into place in 2011. The Council in preparation for the enactment of the Quality Partnership Scheme will undertake maintenance work on the A579 Derby Street, funded from the transport infrastructure fund.

- 5.2.5 The Council through the Transport Infrastructure Fund has carried out a programme of bus stop environmental improvements. This gives 'identity' to bus stops on primary routes including enhanced paving and kerb level adjustments to accommodate low floor buses. Also included are 'branded' shelters and passenger information. Most corridors have now been treated and the Council will focus on those outstanding stops in the 2011/12 financial year.

### **5.3 Public Transport - Rail**

- 5.3.1 The rail corridor running through Bolton has experienced significant patronage growth through LTP1 & 2 and carries the highest number of both peak and off peak passengers in the whole of Greater Manchester as mentioned in paragraph 4.1.5. The rail network suffers from significant capacity and overcrowding issues on the Bolton corridor. The Council supports Network Rail proposals for the Northern Hub, electrification and new rail rolling stock, although acknowledge that any improvements will be beyond the timescale of this Local Area Implementation Plan.
- 5.3.2 The Council in conjunction with GMPTE, Network Rail and Northern Rail, have developed a comprehensive package of proposals for improvements to the passenger facilities at platform and concourse level at Bolton rail station. At platform level, the main proposed improvements include: Additional waiting canopies and shelters, tied in with changes to train stopping positions which reduce passenger walking distances; new Electronic Customer Information Screens, Closed Circuit Television and Public Address equipment; new fully accessible toilets on all platforms, including baby changing facilities; refurbishment of passenger waiting rooms; redecoration to passenger waiting facilities; new seating and litter bins to waiting rooms and platforms; lighting enhancements to passenger waiting facilities; new cycle stands; external improvements to cafeteria facilities; and improvements to platform surfacing and drainage. At the upper concourse level the current station building will be internally rebuilt to provide improved waiting, ticket office and retail facilities. The forecast total cost of the planned improvements is £4 million. Funding for the scheme is through a combination of Network Rail National Stations Investment Programme (NSIP) (circa £3 million), GMITA (2008/2009) Minor Works Capital Programme funds (maximum contribution of £950,000) and Northern Rail franchise commitment funding (circa £50,000). The Bolton scheme is the largest NSIP project in the North Western Region and one of the top 10 in the UK. Network Rail's contractors continue to work on site with completion expected in summer 2011. The completion of the scheme is, however, being phased, with the majority of works due to be finished during spring 2011. As part of this process, GMPTE will be exploring any potential opportunities for improving the pedestrian footbridge at the rail station as part of the overall scheme.

- 5.3.3 GMITA has agreed the top ten stations most in need of “step free” accessibility improvements. Included within this list are Blackrod and Daisy Hill. Consequently, GMPTE, in conjunction with Bolton Council, has developed a scheme at Blackrod station which provides step free access to both the Manchester and Preston bound platforms; and a drop off facility adjacent to the Manchester bound platform. The scheme has a capital cost of £810,000 and is fully funded through a combination of GMITA, Bolton Council and DfT funds. Delivery is planned for 2011.
- 5.3.4 Tranche 2 NSIP funding, estimated to be around £2m (LNW Region), is provisionally available for 2010 onwards. Within Bolton, Blackrod is included on the list. A NSIP contribution of around £300,000 has been earmarked to provide passenger enhancements at the station which are likely to focus on safety security and passenger information; and waiting facilities to complement GMPTE’s planned accessibility improvements. Subject to funding confirmation, delivery of the NSIP scheme is planned by 2014.
- 5.3.5 With regards the proposals at Daisy Hill, although currently not funded, GMPTE will continue to work with the DfT and other organisations in order to ensure that GMITA’s prioritised aspirations, with regards to step free access, are recognised and influence both the debate and the priority of other parties’ investments, including influencing schemes proposed in the rail re-franchising process.
- 5.3.6 A number of rail stations within the borough of Bolton are included in GMITA’s Rail Station Improvement Strategy (RSIS) which was established to improve existing passenger security and information systems at the smaller rail stations across Greater Manchester. Improvements to Westhoughton are expected to come forward in 2011. Hall i’th Wood is also in the programme, however its delivery will be subject to availability of funding.
- 5.3.7 As part of the Accelerated Park and Ride Package (AP&R), provision for 94 parking spaces at Horwich Parkway railway station was identified for early delivery as part of the GM Transport Fund programme. DfT is currently unable to confirm the availability or timing of future funding for the package and, as a result, GMPTE will be working in conjunction with key stakeholders to identify a way forward for this proposed package of works.

## **5.4 Walking**

- 5.4.1 The Council has made significant progress improving the public realm of Bolton town centre, enabling and encouraging new development. The Council through the Public Realm Implementation Framework has set out a policy that allocated all section 106 funding from town centre developments to be investment in the public realm of the town centre. In the past this has been match funded from the Highways Capital Programme funding streams. As the recession has hit, development in the town centre has slowed and therefore new public realm improvements will be delayed accordingly. An aspiration for pedestrian movement in the town centre is set down in the Bolton Town Centre Transport Strategy as referred to in Section 3.8.

- 5.4.2 The Council's has an adopted Public Rights of Way Improvement Plan for developing and maintaining the network of Public Rights of Way in Bolton. There is likely to be a small budget related to this plan which will focus on the maintenance of the existing network in terms of making the public rights of way safe for use.
- 5.4.3 The Council's strategy for this Local Area Implementation Plan is one of maintaining the existing asset and ensuring that defects in the pedestrian network are repaired in a timely manner in accordance with the Council's maintenance standards.

## **5.5 Cycling**

- 5.5.1 Cycling can offer economic, health as well as transport benefits. It is widely acknowledged in the health industry that active lifestyles not only reduce the risk of major diseases, but improve wellbeing and mental health. By providing high quality cycle-friendly infrastructure and facilities, promoting the benefits of cycling, ensuring conflict with vulnerable users is minimised and developing a safe and hazard free cycle environment, will result in an increase in levels of cycling, as demonstrated by the sustainable cycle town pilots. The Bolton Cycle Strategy 2006/07 – 2011/12 sets out a proposed strategic cycle route network for Bolton as well as proposals to promote the benefits of cycling. The Council's Local Development Framework Core Strategy continues to encourage cycling through the requirement that new developments are accessible by cycling and meets minimum cycle parking standards.
- 5.5.2 During the LTP2 period the Council has been successful in drawing in match funding to develop the off-road cycle network in Bolton. The Middlebrook Valley Trail was a key piece of cycling infrastructure forming part of Sustrans Regional Route 80. In addition the Council also delivered sections of National Route 55 running from Bolton town centre to Salford past the Royal Bolton Hospital. The Council would like to bring forward the missing piece of the off-road cycle route network connecting Bolton town centre with Bury town centre and linking the various pieces of the Regional Route 80 together. Proposals for this route are well developed with Sustrans signing agreements with British Rail Property to take on the maintenance liability of the two viaducts on this route. The delivery of this route will also enable the Council to target congestion on the A58 Bury Road as referred to earlier under the transport modelling work. The Council does not have the funding to bring this route forward and will therefore propose this route to be delivered as part of a successful Local Sustainable Transport Fund bid by Greater Manchester.
- 5.5.3 The Council's strategy for this Local Area Implementation Plan is one of maintaining the existing asset and ensuring that defects in the cycle network are repaired in a timely manner in accordance with the Council's maintenance standards.
- 5.5.4 The Council has been successful in being awarded £75,000 to continue its Bikeability training to predominantly year 6 children in Bolton Schools. The Council will look to tender the training to a qualified company to deliver the training on the Council's behalf. The Government has committed to cycle training for the rest of the Comprehensive Spending Review period and the Council anticipates receiving similar allocations for the rest of this Local Area Implementation Plan.



## **5.6 Network Management**

- 5.6.1 The Greater Manchester Local Transport Plan 3 will identify a network of key routes to centres with high employment and /or high commercial or retail activity and therefore seen as economically important to Greater Manchester. These routes also have high traffic volume and form part of the key bus route network. The routes will be monitored by Transport for Greater Manchester Executive in relation to congestion and performance. In Bolton these routes are: -

- A666 Blackburn Road & St. Peter's Way
- A666/B6536 Manchester Road
- B6536/A666 Manchester Road
- A58 Bury Road
- A579 St. Helens Road
- A676 Wigan Road - Access to M61

- 5.6.2 An effective transport system is an essential driver of economic growth, connecting business with their employees, suppliers and customers. The road network can become congested and journey times unreliable due to a range of factors. One of the most significant causes of congestion is road works undertaken by Utilities and other work promoters. The Council has a network management duty under Part 2 of the Traffic Management Act 2004 which requires the authority to manage their road network with a view to achieving, as far reasonably practicable to secure the expeditious movement of traffic on the authorities road network. To assist in delivering its responsibility under its network management duty the Council are committed to introducing the Greater Manchester Roads Activities Permit Scheme (GMRAPS) in late 2011, along with the other Greater Manchester Authorities, which will give greater control over activities on its road network.

- 5.6.3 The Council in partnership with its town centre car parking provider NCP has produced an Intelligent Transport Systems Strategy. The strategy proposes variable message direction parking guidance signage for car parks on key radial routes into Bolton town centre. The signs will identify the number of spaces available in town centre car parks as well as congestion hotspots. Overall the strategy aims to reduce congestion in the centre by directing customers to the nearest appropriate car park. The cost of the variable message signs will be covered by NCP and it is anticipated that the signs will be active in the coming financial year.

## **5.7 Traffic Management**

- 5.7.1 The Council will continue to implement a programme of measures associated with the Bolton Town Centre Transport Strategy and improvements on the highway to improve bus punctuality and reliability through the carryover of Transport Infrastructure Funding. Unfortunately traffic management improvements associated with local road safety and general minor works initiatives will be unachievable over the coming three financial years of this Local Area Implementation Plan due to funding decisions set out in section 2.6.

- 5.7.2 The proposed Southern Link Road in Bolton town centre is by far the biggest investment proposed to the town centre highway network. The road is not intended to

add to the capacity of the outer highway box but to provide more sensible arrangements so that motorists readily understand the highway network on the south west corner of the highway box and to provide better access to a number of regeneration projects in the area. The primary reason for the scheme is to replace the existing section of Moor Lane between Deane Road and Derby Street so that additional land can be made available for the University expansion plans. The first phase of the road scheme is anticipated to start on site shortly once land acquisition has been achieved. Additional traffic management measures for Bolton town centre are set out in paragraph 5.2.3.

- 5.7.3 A key theme of the Bolton Sustainable Community Strategy is to make Bolton Safer and consequently recognises that safer roads will save lives. The Council through LTP2 has made progress towards achieving targets for Total Killed and Seriously Injured (KSI) and Child (KSI). As referred to in paragraph 5.7.1 above, there will be no funding for Local Safety Schemes over the next three years, and only a small allocation in 2014/15 subject to a Greater Manchester approval.
- 5.7.4 The Council will continue to monitor traffic road accidents as part of the indicator data that is required by the Department for Transport. The Council will continue to provide road safety education and training within the resources available including Bikeability training as referred to in paragraph 5.5.4.

## **5.8 Local Sustainable Transport Fund/Smarter Choices**

- 5.8.1 The Council provisionally supports a Greater Manchester bid for Local Sustainable Transport Fund. It is envisaged that the bid will focus around three key packages of measures; active travel; smarter information; and network efficiency. Greater Manchester will look to submit a major bid of up to £50million. The Department for Transport timescale for working up a full business case for a major Local Sustainable Transport Fund scheme will likely result in confirmation of a successful bid in July 2012. It is therefore anticipated that no smarter choice measures will be progressed in Bolton until summer 2012.
- 5.8.2 Due to the funding cuts and the need to find efficiencies and savings, the Council from April 2011, will have no specifically identified staff or other resources to promote smarter choices. Therefore the Council will have to deal reactively with external issues such as commenting on travel plans as part of the planning application process. Depending on competing priorities, some staff time could be made available to take a more proactive approach and this is likely to concentrate on the travel behaviour of the Council's own staff.

## 6 Implementation

### 6.1 2011/12

- 6.1.1 The following section will focus on an implementation programme for highway maintenance and Transport Infrastructure Fund. The details of the programme will be included once the Council has agreed the Highways Capital Programme in March 2011. It is proposed that the Council split the maintenance allocation as referred to in paragraph 2.6.2, as shown in Table One.

Table One – Maintenance Funding 2011/12

Maintenance Type	Allocation
Highways	£2,440,000
Structures	£1,241,000
Street Lighting	£128,000
Total	£3,809,000

Table Two – Highways Programme 2011/12

Highway Schemes	Cost
Minor Maintenance Works Programme	200,000
Anti-skid Surface Programme	100,000
Condition Surveys	50,000
Carriageway Patching Programme	50,000
Man-hole Re-instatement Programme	50,000
Market Street, Farnworth	15,000
St Helens Road	5,000
Wigan Road (Beaumont Road – Hulton Lane)	5,000
A6 Black rod Bypass (Phases 1 and 2)	5,000
B6202 Mayor Street	115,000
B6202 Gilnow Road	205,000
Park Road	250,000
Moss Bank Way (Old Kiln Lane to Roundabout)	25,000
St Georges Road (Chorley New Road to Topp Way)	115,000
A6 Black rod Bypass (Station Road to Manchester Road)	450,000
Halliwell Road	725,000
Crompton Way (Advanced Works)	35,000
Tonge Moor Road (Advanced Works)	40,000
Total	2,440,000

Table Three – Structures Programme 2011/12

<b>Structures Schemes</b>	<b>Cost</b>
Bank Street Bridge	£30,000
Toothill Bridge	£100,000
Horwich Link Railway Bridge (PRN)	£200,000
Starkley Culvert (PRN)	£170,000
Loxham Street Bridge (PRN)	£50,000
Park Reservoir (2) Retaining Wall	£100,000
Raikes Lane Bridge	£100,000
Manchester Skew Slip Bridge	£100,000
Eagley Brook Bridge	£50,000
Farnworth Bridge	£250,000
Kearsley Branch Railway	£100,000
Sign Gantry (North) St Peter's Way	£50,000
Sign Gantry (South) St Peter's Way	£50,000
<b>Total</b>	<b>£1,350,000</b>

Table Four – Street Lighting Programme

<b>Street Lighting Schemes</b>	<b>Cost</b>

- 6.1.2 The Council has received provisional approval from the Greater Manchester Passenger Transport Executive to carryover Transport Infrastructure Fund under-spend from 2010/11 into 2011/12. The Council needs to conclude the final spend figures for 2010/11, however it is anticipated that the carryover figure is likely to be in the region of £5,500,000.

Table Five – TIF Programme

<b>TIF Schemes</b>	<b>Cost</b>

### 6.1.3 Revenue spend?

Table Six – Revenue Funding 2011/12

<b>Revenue Type</b>	<b>Allocation</b>
Highway Structural Maintenance	
Street Lighting Maintenance	
Street Lighting Energy	
Cyclic Maintenance	
Winter Maintenance	
Bridges/Structural Maintenance	
Traffic Management and Safety	
Urban Traffic Control	
Greater Manchester Transport Unit	
Road Safety & ETP	
SCP	
Car Parking	
Finance Costs	
Planning and Design	
Other	
Total	

## 6.2 2012/13 to 2014/15

6.2.1