

Annex 1

Bolton Metropolitan Borough Council



Linkages to Bolton's Unitary Development Plan (UDP)

Timetable

A1.1 The Bolton Unitary Development Plan was adopted in December 1995. This plan is currently being reviewed and was placed on formal deposit for six weeks starting on 5th June 2000 to allow the public to comment. The plan will then go through the usual statutory processes with second deposit, public inquiry and publication of the inspector's report, modifications and eventual adoption. It is likely that a second deposit will be in place by early November and a Public Inquiry be held in the first quarter of 2001. The time taken for adoption is dependent upon the length of time taken by the Inspectorate to produce a report and recommendations to the Council.

Location of development

A1.2 The Council recognises the allocation of land for development is an important means of reversing the trend from dispersal and decentralisation to favouring locations in urban areas, accessible by public transport, cycling and walking. The policies of the Bolton UDP complement and underpin the Greater Manchester LTP and allow key land use related elements of the LTP strategy to be delivered in Bolton. As part of the UDP review process, the Council intends to ensure that future site allocations and Part 2 policies will be as consistent with each of the LTP objectives as possible.

A1.3 The Council requires a sequential test for housing, employment, retail and leisure where development may encourage large amounts of additional trips. The Council will encourage the recycling of brownfield sites in urban locations already served by public transport modes.

Parking standards

A1.4 The Council's adoption of maxima car parking standards reflects Government guidance and establishes the principle that the control of parking supply will significantly affect the number of trips generated by private car. The Council's town centre car parking policy seeks to rationalise the current level of provision by creating high quality parking environments on fewer sites but in purpose built, well designed and security conscious facilities. The Council will seek to provide adequate levels of secure cycle parking and parking for powered two wheelers in new developments in accordance with its parking standards.

Green Transport Plans/developer contributions

A1.5 The Council will require the formulation and implementation of Green Transport Plans for all major non-residential developments. The Council recognises the importance of promoting safer routes to school and will require the implementation of School Travel Plans where schools are expanding.

A1.6 The Council will seek contributions towards the cost of formulating and implementing new transport schemes in cases where the nature and scale of development proposed would place additional demands on the transport network. Developer contributions would be sought for the improvement of public transport measures including cycling and walking.

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Role as Highway/Planning Authority

Decriminalised parking powers

A1.7 From the summer of 2000, Bolton Council will take over responsibility from Greater Manchester Police for enforcement of parking restrictions. The Council has employed a contractor to enforce all yellow lines and other waiting restrictions throughout the Borough.

Management and control of public parking

A1.8 The Council is currently revising its car parking strategy in the light of the LTP and Government guidance on land use and transport planning. The principal measures under consideration in the revised strategy are:

- *to continue to encourage a switch in local authority controlled car parking from long stay to short stay parking*
- *to limit long stay parking to edge of town centre locations*
- *to provide safe, secure good quality public car parks and urge operators of commercial, publicly available, car parks to adopt similar policies*
- *to develop and implement a park and ride strategy*
- *to develop the use of development control powers to set maximum parking standards for car parking for all new development both in town centre and at out of centre development*
- *to work with other town centre employers to adopt travel plans*

A1.9 The Council recognises that there will be more illegal parking unless proper measures are introduced to enforce traffic regulation orders. The Council will, therefore, introduce decriminalised parking enforcement to improve the operation of its traffic management measures to reduce parking problems, which include:

- *traffic congestion*
- *dangerous parking on pavements and in narrow streets*
- *residential areas used as free all day car parks by commuters*
- *illegal parking outside shops, offices and schools*

Traffic Regulation Orders

A1.10 The Council will continue to implement and support the use of Traffic Regulation Orders to restrict unauthorised motor vehicles for bus and cycle schemes. These schemes will be supported by clear, unambiguous traffic signs and enforced by the Police.

Details of Existing SRB or Similar Initiatives

A1.11 Currently there are two SRB Programmes operating in Bolton and a further area bidding in the next round. The Little Hulton and Farnworth Partnership secured £11.25 million of SRB funds in Round 3 which runs from April 1997 to March 2002. The scheme aims to tackle the holistic regeneration of the target area. Transport improvements include improving road infrastructure, improvements to the appearance of main routes through Farnworth and a proposed linear walkway project to create routes for walking and cycling using disused railway lines.

A1.12 The proposed SRB6 is a holistic people-based regeneration package covering the Brightmet & Tonge Moor areas of Bolton. The bid is for £20 million to run over 7.5 years. The proposed Programme areas will aim to support activity which improves access to work and access to local basic services via improved transport links.

A1.13 In Local Community Action Plans, a number of transport related issues have been identified by local communities in target estates. Parking and traffic calming have consistently been identified as issues requiring improvement to increase the safety of road users and pedestrians. Planned projects include dedicated parking bays, traffic calming measures, pedestrianisation and re-paving.

Implementation programme for 2001/2 to 2005/6

Major works

A1.14 Bolton has no major schemes for inclusion in the five-year programme, although the proposed A5225 Westhoughton By-pass is a scheme currently under review following its dropping from the Trunk Roads programme. Bolton and Wigan Highway Authorities have both been involved in discussion with the Highways Agency regarding the future of the route. Both wish to draw the Department's attention to the issues arising from the possible removal of the route's protection.

Minor works

A1.15 The Council is committed to a continuing programme of minor works which meet LTP objectives. In particular the schemes submitted in the 2001/2 programme have been carefully selected to meet one or more of the following criteria:

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

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Table A1.1: Minor Works Programme for 2001/2

Location	Area Forums	Type	Cost £000s
Carry over/advance design			30
PRN Signing	All		35
Bolton Road/Longcauseway (cont'd from 2000/1)	Bolton South East	Traffic management	175
Waterloo Street/Calvin Street (land acquisition)	Bolton Central	Traffic management	40
Marsh Fold Lane	Bolton Central	Traffic calming	20
Markland Hill Lane/Old Kiln Lane	Bolton Central	Traffic calming	25
Safer Routes to School, Brightmet and Deane	Bolton Central & Bolton North East	Pedestrian	90
Le Mans Crescent	Bolton Central	Pedestrianisation	100
Hough Lane Footway	Bolton North	Pedestrian	10
Facilities for disabled at Traffic signals	All	Pedestrian	35
Manchester Road/Bolton Road, Westhoughton	Bolton West	Pedestrian	60
Tonge Moor Road/Turner Bridge	Bolton Central & Bolton North East	Bus Lane	30
Bark Street/Knowsley Street	Bolton Central	Bus/Traffic Management	30
Fold Road/Manor Street	Bolton Central	Cycle	20
Blackburn Road/Cox Green Road	Bolton North	Traffic Management	12
Sub-total			712
Further Minor Works (Additional 20%)	All		142
TOTAL			854

Table A1.2: Minor Works Programme for 2002/03 to 2005/06

Scheme Type	2002/03 £000s	2003/04 £000s	2004/05 £000s	2005/06 £000s	TOTAL
Traffic Management (including traffic calming)	260	272	272	272	1076
Public Transport	166	174	174	174	688
Cycling	57	62	62	62	243
Pedestrian	98	103	103	103	407
Highway Improvement	78	83	83	83	327
All Schemes	659	694	694	694	2741
PRN Signing	35	0	0	0	35
Preliminary Design	18	18	18	18	72
Sub-total	712	712	712	712	2848
Further Minor Works (Additional 20%)	142	142	142	142	568
TOTAL	854	854	854	854	3416

Road safety and local safety schemes

A1.16 The Council's local safety scheme programme has been developed through a variety of scheme types, in accordance with the Greater Manchester targets for casualty reduction. Under Best Value the Council intends to widen the consultation process to cover all new highway related schemes. Residents will be encouraged to identify safety issues, perceived or otherwise, in an area and these will be addressed where possible. Particular attention will be paid to accident and speed reduction measures.

A1.17 The Council's Road Safety Unit provides a high quality School Crossing Patrol Service and a broad based educational programme, aimed principally at schools although it has an active involvement in Greater Manchester based driver training programmes. In addition, the road safety unit has a budget of £0.2m for education, training and publicity in 2001/02.

A1.18 The Council is committed to developing and implementing schemes to assist school travel plans in accordance with the Greater Manchester School Travel Strategy.

A1.19 The Council has dedicated resources to implement speed management measures aimed at ensuring a hierarchical-based approach to a consistent application of appropriate speed limits across District boundaries and for setting joint standards for speed limit signing.

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Table A1.3: Local safety scheme programme for 2001/2

Scheme Type	Location	Area Forums	Number of casualties 1997 – 1999*				Number of child casualties 1997 - 1999*				Expected number of casualties saved p.a.	Cost
			F	Se	S	T	F	Se	S	T		
Single site	A58/A6 Chequerbent Roundabout Phase 1 - spiral markings / cycle tracks	Bolton West	0	0	41	41	0	0	1	1	4.33	85
Route Action	Manchester Road (Southbound flyover) - Speed Management - Signing and Lining - Cycle	Bolton South & Bolton South East	0	2	13	15	0	1	1	2	2.33	15
	Rishton Lane - pedestrian facilities/zebra crossing/ traffic calming	Bolton South	0	0	6	6	0	0	3	3	1.33	20
	Highfield Road (Plodder Lane - Marsh Lane) Speed and Traffic Management	Bolton South East	0	3	25	28	0	2	8	10	1.33	15
	Lever Edge Lane (Morris Green Lane - Higher Swan Lane) - traffic calming	Bolton South East	0	0	18	18	0	0	5	5	1.33	30
	Lever Edge Lane (Rishton Lane - Higher Swan Lane) - traffic calming/pedestrian refuges	Bolton South East	0	1	15	16	0	0	3	3	3.00	40
	Church Street, Westhoughton - pedestrian	Bolton West	0	1	7	8	0	0	1	1	1.67	25
Area Action	Safer Routes to School	Bolton North East	0	5	31	36	0	2	12	14	5.68	60
	Hall l'th Wood - Traffic calming 20 mph zone	Bolton North	0	2	6	8	0	2	3	5	2.00	100
All schemes											23.00	390
Preliminary Design												25
Sub-total												415
Further Local Safety Schemes (Additional 20%)												83
TOTAL												498

*F = fatal; Se = Serious; S = Slight; T = Total

Table A1.4: Local safety scheme for 2002/3 to 2005/6

Scheme Type	Measures	2002/03 £000s	2003/04 £000s	2004/05 £000s	2005/06 £000s	TOTAL
Junction improvements (single site)	Right turn provision, pedestrian facilities, cycle provision, anti-skid surfacing, roundabout markings	109	109	109	109	436
Link improvements (route action)	Centre hatching, right turn lanes, pedestrian refuges, traffic calming, parking management	136	136	136	136	544
Traffic calming (area action)	Minor roads, area calming, 20 mph zones	68	68	68	68	272
Safer routes to school (area action)	Accident reduction measures within school catchment	55	55	55	55	220
Camera enforcement strategy (mass action)		30	30	30	30	120
All schemes		398	398	398	398	1592
Preliminary design		17	17	17	17	68
Sub-total		415	415	415	415	1660
Further Local Safety Schemes		83	83	83	83	332
Total		498	498	498	498	1992

Additional Resources

A1.20 If a higher level of resources were to be made available, the Council would use these additional funds to bring schemes forward and increase spending for pedestrian, cycling and safety schemes.

Maintenance and Bridges

A1.21 The Council continues to give priority to the maintenance and bridge strengthening programme, which is co-ordinated with adjacent Councils through the Association of Greater Manchester Authorities (AGMA). As a Highway Authority, Bolton is responsible for over 700 highway structures of which over 100 are on principal roads in strategic areas and in town centres. In addition, the Council ensures a further 110 privately owned bridges have the required carrying capacity for the movement of traffic within the Borough.

A1.22 The priority of the Council's maintenance and strengthening programme is based on the importance of the need to time measures to minimise expenditure and deliver an acceptable road condition along a route within the highway network. Other factors influencing priority are taken into consideration in accordance with LTP objectives.

A1.23 The programme for bridge strengthening works proposed for the next five years gives priority to schemes along the A666, the A58 and within Bolton Town Centre. This is to reflect the heavy vehicle flows, the high number of bridges and the unacceptability of alternative routes.

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Table A1.5: Bridge Strengthening Programme for 2001 to 2006

Scheme or programme area	2001/02 £000s	2002/03 £000s	2003/04 £000s	2004/05 £000s	2005/06 £000s
BR/Railtrack bridge strengthening	0	1224	607	1182	1300
Other bridge strengthening	0	146	432	1030	1300
Retaining wall strengthening	0	73	0	0	0
Newport Street Railtrack Bridge	1400	0	0	0	0
Dobb Brow Railway Bridge	0	938	0	0	0
Orlando Street Railway Bridge	0	0	1561	388	0
A666 Schemes	1200	219	0	0	0
TOTAL	2600	2600	2600	2600	2600

Principal road structural maintenance

A1.24 The Bolton annex only contains limited appraisal information on the condition of roads. The full details of deflectograph surveys will be contained in a separate supporting document to be produced by the Council.

A1.25 The Council is committed to continually carry out principal road structural maintenance to carriageways and footways assessed and prioritised annually using the Pavement Management System. This management system is supplemented by a deflectograph survey. The survey assesses the life expectancy of the fabric of significant sections of

principal road network urgently needing reconstruction or resurfacing. The 1999 results indicate that 26% of the carriageway length of 108.2km has no residual value while a further 6% has a residual value less than four years.

A1.26 The programme for principal road structural maintenance proposed for the next five years is £7.25m. This programme will bring the selected roads up to an acceptable standard. Individual schemes will be considered against the Countrywide "Objective Priority Assessment Matrix" to ensure that the scheme adds value to the community according to Best Value.

Table A1.6: Principal Road Structural Maintenance Programme

Schemes	2001/02 £000s	2002/03 £000s	2003/04 £000s	2004/05 £000s	2005/06 £000s
Moss Bank Way	0	506	0	0	0
Blackburn Road	132	0	0	0	0
St Peters Way	80	67	67	227	275
Crompton Way	116	0	0	0	0
Manchester Road, Kearsley	0	0	0	0	20
Beaumont Road	142	568	1061	0	0
Other roads	911	244	227	450	266
Patching and minor works	60	56	86	112	117
Deflectograph survey	9	9	9	9	9
Future maintenance	0	0	0	652	763
TOTAL	1450	1450	1450	1450	1450

A1.27 Should significant additional resources be made available for maintenance in the Government's Ten-Year Plan, the Council's priorities could accelerate the programme of maintenance on the principal road network to address the backlog of repairs that has built up. Were capital resources to be made available for the rest of the highway network, where maintenance is currently funded through the Council's revenue budget, a significant improvement could be made to the rate in which the maintenance backlog on minor roads is dealt with. The Council could also look to complete its bridge strengthening programme, including the Borough's 37 Railtrack owned highway bridges, where assessments reveal work is needed, should the Council determine in individual cases this is the preferred option.

Revenue

A1.28 The Council uses revenue programme to fund highway maintenance, run school crossing patrols, carry out cycling and driver training initiatives, road safety training in schools and residential consultation initiatives. In addition, any surpluses that may derive from the operation of Decriminalised Parking Enforcement, after offsetting its start-up costs, will be ring-fenced for the purposes of meeting LTP objectives. The following have been identified as areas that can be funded from DPE surpluses:

- *paying for accumulated costs of implementation*
- *improvements to off-street car parks*
- *contributions to measures promoting public transport and other green transport modes*
- *assisting the implementation of minor works-type highway improvements and local safety schemes*

Table A1.7: Revenue expenditure 2000/1

Revenue Expenditure	2000/01 £000s
Structural maintenance	2124
Street lighting maintenance	614
Street lighting energy	620
Cyclic maintenance	2232
Winter maintenance	484
Bridges structural maintenance	218
Traffic management & safety	468
Urban Traffic Control	368
Greater Manchester Transportation Unit	118
Road Safety education	174
School Crossing Patrol Service	333
Planning design and supervision	700
Car parking	(1368)
Highways insurance	896
Total	7981