



# **Infrastructure Delivery Plan**

July 2010

**Shaping the future of Bolton**

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**Bolton  
Council**

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# 1 Introduction

## Context

- 1.1 This is the Infrastructure Delivery Plan for Bolton's Core Strategy.
- 1.2 This Infrastructure Delivery Plan describes Bolton's infrastructure requirements within the borough up to 2026. The requirements are based upon the assessed needs as at July 2010. However since writing the first draft of this document, many changes have happened nationally which has affected the deliverability of projects. Much of this is due to the fragile economic climate of the UK, a change in government and funding being removed from key initiatives. All efforts have been made to best reflect the current situation in the schedule.
- 1.3 More than ever, the Infrastructure Delivery Plan is an important tool for helping to identify funding priorities and gaps. It is a living document and will be kept under review and updated on an annual basis.
- 1.4 Providing housing and employment opportunities is not sufficient to create sustainable communities. There is a need to provide the necessary supporting 'infrastructure' of utility services, transport, schools, open space, community, health and leisure services to support the local population and those who visit or work in the district.
- 1.5 Planning Policy Statement 12 describes the role of the Infrastructure Delivery Plan:

“The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations.”
- 1.6 Planning for the future through the Sustainable Community Strategy, the Local Area Agreement and the Core Strategy must be supported by evidence of what physical, social and environmental infrastructure is needed to enable the necessary development to progress. At the same time existing infrastructure deficiencies need to be identified and addressed. This requires the preparation of an Infrastructure Delivery Plan (IDP). The IDP identifies what infrastructure is required, when it is needed, who is responsible for its provision and how it will be funded. It draws on and influences the investment plans of the local authority and other organisations.

## Combined Authority Agreement

- 1.7 All ten Greater Manchester local authorities have reached an agreement to form a new combined authority. The Greater Manchester Combined Authority would be established to co-ordinate transport, regeneration and economic development functions and to oversee the performance of the new devolved powers in the Pilot City Region agreement which was signed last December by the Association of Greater Manchester Authorities (AGMA)

Leaders and the Regional Minister. Under the new arrangements a Joint Committee would be established to assume responsibility for delivering transport across the Manchester City Region.

- 1.8 Consultation on the new City Region Governance structure has now closed and a submission has gone to the Department for Communities and Local Government and Department for Transport. AGMA has requested that the new authority should be created from April 1, 2011. AGMA are now awaiting a response from the DCLG. AGMA believes the creation of the combined authority is the best way to deliver the aspirations for Manchester City Region and will support economic success.
- 1.9 The Pilot City Region includes a number of reforms relating to transport, skills, post-16 education, economic development, low carbon and early years development giving the Manchester City Region more of a say in its own destiny. The creation of the combined authority would see a real and significant transfer of powers from central government to the City Region. Transport powers, for example, would be similar to those wielded by Transport for London.
- 1.10 If the new combined authority is created, it will help to effectively deliver infrastructure on a city-region scale.

## Methodology & Structure

- 1.11 Bolton Council is one of the fifteen Planning Advisory Service pilot authorities to implement the Steps approach to Infrastructure Delivery Planning. The Council has worked with the Planning Advisory Service and Addison Associates and shared information with the fifteen pilot authorities through the Infrastructure Delivery Plan Communities of Practice and joint workshops with the northern pilot authorities.
- 1.12 Bolton Council worked with partners to produce an Infrastructure Plan as part of the Core Strategy and this formed part of Background Document BD10, published in December 2009. However, infrastructure data must be continually updated to ensure it is current and to address the impact of changing circumstances and new information; it is a living document. The ongoing support of key stakeholders is essential for this. Evidence has been gathered through a variety of means to inform the creation of this document. A data gathering exercise took place in June 2010 where a questionnaire was circulated to partners, and a series of interviews were held to gather information. This data was used to update and expand upon the Infrastructure Plan in BD10. The evidence comes from two main sources: internal evidence gathered from within Bolton Council; and external evidence gathered from other sources such as public sector organisations, e.g. the Primary Care Trust.
- 1.13 There are two parts to this document: a written statement that describes the current situation and anticipated needs, and a full schedule that describes the **'what'**, **'how'**, **'where'** and **'when'** of infrastructure requirements. Some of the items identified within this schedule are repeated, as infrastructure projects span multiple policy areas or physical areas. The written statement also describes Bolton's strategic areas contained within the Core Strategy, and the infrastructure needed for each. Background Documents BD8 and BD9 provide information on the growth sites of Horwich Loco Works and Cutacre respectively.

- 1.14 Information in the statement and the schedule can be focused around specific projects, or specific areas, and where possible is displayed in 5 year tranches. The informative schedule is the main outcome of an infrastructure delivery planning process.
- 1.15 This information in the schedule is organised into three levels of priority:
- Committed capital programmes, or those that are secure or ongoing developments
  - Uncertain capital available, or uncertain timescales
  - Those projects that have had funding removed, but are still required, or are longer term aspirations
- 1.16 Colour coding is used to reflect the funding/delivery for specific projects:

<b>Committed</b>	<b>Uncertain</b>	<b>Longer term / aspiration</b>
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- 1.17 It is hoped that this colour coding can go to some way to answer questions about the deliverability and realistic completion of projects. In future iterations of the IDP, colour coding can be altered to reflect more confident economic positions, or changing priorities for funding
- 1.18 The following sections in this document describe the governance and delivery needed to support the IDP; goes on to give a statistical snapshot of Bolton; and provides a brief summary of the areas targeted for growth in Bolton.
- 1.19 This is then followed by descriptions of the three main types of infrastructure, as stipulated by PPS12 (physical, social and green), and the current situation and requirements for each sub-type, where known.
- 1.20 Finally, a tabular schedule summarises the ‘what’, ‘how’, ‘where’ and ‘when’ of infrastructure needs, and importantly, categorises the uncertainties surrounding funding and delivery (please see the key above for the colour coding used).

## **Planning Obligations, CIL or Tariffs**

- 1.21 The council currently secures monies through section 106 agreements, and these are used for various purposes, including paying for the provision of infrastructure deficits that arise as a result of new development. These monies can not be used to address existing gaps in provision.
- 1.22 Currently the council has not yet taken an informed decision on whether to develop the use of the Community Infrastructure Levy in Bolton. The current coalition government has indicated that it wants to look at the CIL process with a view to simplifying it. Once the national situation has been clarified, the council will re-evaluate its own situation on the use of CIL, tariffs, or whatever new system is introduced.
- 1.23 Future iterations of the IDP may look to see whether a tariff based model should be developed to fund potential gaps in infrastructure provision. This model will need to take account of the infrastructure requirements of the Allocations DPD and of the outcomes of the Comprehensive Spending Review.

## 2 Governance & Delivery

- 2.1 Good infrastructure planning is essential to deliver the vision for Bolton’s future. However a plan is no use without the means to deliver it. A plan needs high-level support from officers and partners to ensure that projects are supported and completed.

### IDP Board

- 2.2 A project board has been set up to ensure that there is a focal point that supports the IDP, ensuring that it remains realistic and deliverable.
- 2.3 This group is comprised of members of staff from across the council and partner organisations who have a stake in the outcomes of the IDP. This group helps to advise on the contents of the IDP and the outcomes they hope to see. This group will evolve as new projects are identified and contacts are made for work and projects across the council, and when the IDP is update on an annual basis. A wider stakeholder group will also be contacted to ensure that information within the IDP is up to date and accurately reflects the infrastructure needs of Bolton.

Graham Langley	Principal Engineering Officer, Highways Engineering, Environmental Services, Bolton Council <b>(IDP Project Manager)</b>
Keith Davies	Director of Development and Regeneration, Bolton Council <b>(IDP Project Board Chair)</b>
Tim Hill	Chief Planning Officer, Development and Regeneration, Bolton Council <b>(IDP Project Champion)</b>
Melanie Craven	Development Officer, Planning Strategy, Development and Regeneration, Bolton Council <b>(IDP Project Assistant)</b>
Mark Welsh	Assistant Director for Business Planning and Capital Development, Bolton Primary Care Trust (PCT)
Geoff Critchley	Head of Capital Strategy, Royal Bolton Hospital
Sarah Schofield	Assistant Director of Neighbourhood Services, Environmental Services, Bolton Council
John Livesey	Assistant Director of Performance, Planning and Resources, Children’s Services, Adult Services, Bolton Council
Stephanie Crossley	Assistant Director of Adult and Community Services, Adult Services, Bolton Council
Dominic Conway	Head of Bolton Community Homes, Strategic Housing, Development and Regeneration, Bolton Council
Paul Brown	Head of Estates and Asset Management, Corporate Property Services, Bolton Council
Paul Smith	Head of Operational Asset Management, Corporate Property Services, Bolton Council
Simon Godley	Development Manager, Planning Strategy, Development

	and Regeneration, Bolton Council
Roy Newton	Head of the Greater Manchester Joint Transport Team
Gwenda Crawford	Director of Housing Regeneration, Bolton at Home
Peter Molyneux	Assistant Director of Highways and Engineering, Environmental Services, Bolton Council
Margaret Appleton	Principle Policy Officer, Chief Executives Partnerships and Policy, Bolton Council
Mike Lomas	Director of Business Development and Partnerships, University of Bolton
Carl Hosker	Bolton College
Michael Kane	Partnerships and 3 <sup>rd</sup> sector relationships manager, Policy and Performance Management Team, Bolton Council.

## Wider Stakeholder Group

- GMPTE
- Highways Agency
- Police
- Fire
- Ambulance
- United Utilities
- Electricity North West
- Communications
- Natural England
- Environment Agency

## Total Place and Total Capital

- 2.4 The ‘Total’ brand/prefix refers to the development of a collaborative approach which seeks to redesign the delivery of public services from the bottom up navigating through the multiple levels of local agencies and government departments.
- 2.5 Total Place is an initiative that aims to consider how a ‘whole area’ approach to public services can lead to better services at less cost. It attempts to identify and avoid overlap and duplication between organisations – delivering a step change in both service improvement and efficiency at the local level. It aims to give local providers the incentive to work together in new ways for the benefit of their clients and citizens – and the opportunity to tell Government how it could behave differently to make this kind of collaborative action more likely (Leadership Centre for Local Government, 2009).
- 2.6 Total Capital is a programme that intends to establish procedures whereby capital spending is aligned in local areas to produce more efficient strategies. It seeks to make capital work more effectively, create economies of scale and rationalise estates (Homes and Communities agency (HCA)/ Local Government Chronicle (LGC), 2009).



- 2.7 The Council through step 3 of the PAS IDP Steps approach has already implemented various initiatives to shared facilities such as the Access Bolton Programme that looked to join up public sector services in single locations. The Bolton One initiative referred to in the Schedule is a high profile example of several services coming together under one roof. Further work on this is now being investigated under the Value for Money initiative being undertaken by Bolton Council. It is proposed that further ‘Total’ initiatives will be explored by the IDP board, using the existing collaborative working to take this approach forward.

### **Monitoring and review**

- 2.8 The delivery of infrastructure will be monitoring through the Local Development Framework Annual Progress Report. The IDP will also be updated on an annual basis, most likely following the publication of the Annual Monitoring Report. This will enable the IDP to be tied into the delivery of the Core Strategy.

## 3 Information on Bolton

### Population

- 3.1 Bolton's population is projected to increase by around 7.3% in the next twenty-five years, from 263,700 in 2008, to 283,000 in 2033, according to the 2008-based sub-national population projections. This is a total increase of 29,300 people, with an average gain of 772 people per year. These figures replace the previous 2006-based population projections. (ONS data)

### Households

- 3.2 2006-based household projections show that the number of households in Bolton is set to increase by 20%, from 111,000 in 2006 to 129,000 in 2031. This is a total increase of 18,000 or 720 households per year. These figures replace the previous 2004-based household projections. (CLG data)

Ward	Population
Astley Bridge	12,841
Bradshaw	11,547
Brightmet	13,212
Bromley Cross	12,908
Crompton	13,993
Farnworth	15,048
Great Lever	13,964
Halliwell	12,407
Harper Green	13,602
Heaton and Lostock	12,905
Horwich and Blackrod	12,181
Horwich North East	12,265
Hulton	13,009
Kearsley	13,225
Little Lever and Darcy Lever	12,242
Rumworth	15,038
Smithills	13,277
Tonge with the Haulgh	12,759
Westhoughton North and Chew Moor	12,908
Westhoughton South	12,969

Figure 3.1: Mid-2007 Ward Population Estimates, (ONS data)

### Note on forecasts and projections

- 3.3 The Greater Manchester Forecasting Model (GMFM) is an integrated economic, population and household forecasting model focused on the Manchester City Region. It applies intelligence and policy, resulting in expected growth scenarios. The population data supplied by ONS is a projection, which means that trends are extrapolated without the application of policy or predictions. These two approaches are different, which means that numbers for expected populations may differ in various reports. The GM transport modelling work used the GMFM Accelerated Growth scenario.

## Housing

- 3.4 The Core Strategy will plan for an average of 694 additional dwellings per annum between 2008 and 2026, an overall total of 12,492 dwellings. This is above the minimum level specified in the revoked Regional Spatial Strategy and reflects the factual evidence from the Housing Market Assessments and the Sustainable Community Strategy aim of creating housing that meets Bolton’s needs. This figure will need to have a degree of flexibility to enable the higher rate of housing delivery required in Bolton as part of the Greater Manchester Growth Point. The New Growth Point for Bolton is based on a fourfold approach of locating housing in Bolton town centre, Horwich Loco Works, on mill sites and through the Transforming Estates programme. The distribution of housing will be in accordance with the table below.

Location	Percentage of new dwellings to 2026
Bolton Town Centre	10-20%
Renewal areas	35-45%
Horwich Loco Works	10-15%
Outer areas	20-30%

Figure 3.2: The distribution of new housing across Bolton

## Employment

- 3.5 The Core Strategy proposes to provide for between 145ha and 165ha of employment land between 2007 and 2026. 155ha would represent an average annual rate of development of 8.2ha. The distribution of land is shown in the table below. This scale of development would necessitate a change to the Green Belt boundary along the M61 corridor. Any changes to the Green Belt will be set out in the Allocations Development Plan Document and this will take into account up to date evidence on the state of the local economy and regional policy.

Location	Quantity of employment land to 2026 / ha
M61 corridor	105-110
Bolton Town Centre	25-35
Renewal areas	15-20

Figure 3.3: Quantities of employment land across the borough

## Mapping

- 3.6 The Key Diagram on the following page is taken from the Core Strategy. This stylised map depicts the areas of Bolton targeted in Core Strategy policies e.g. the M61 corridor; and the renewal areas of Inner Bolton, Farnworth and Brightmet. The outline of the borough is used for other maps later in this document to highlight items such as the transport network and the location of schools.

Sources of information
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Office for National Statistics, June 2010, <i>2008 Sub-national Population Projections</i> . Communities and Local Government, March 2009, <i>2006 Projections of Households</i> . Bolton Council 2010, <i>Bolton Employment Land Study Update March 2010</i>
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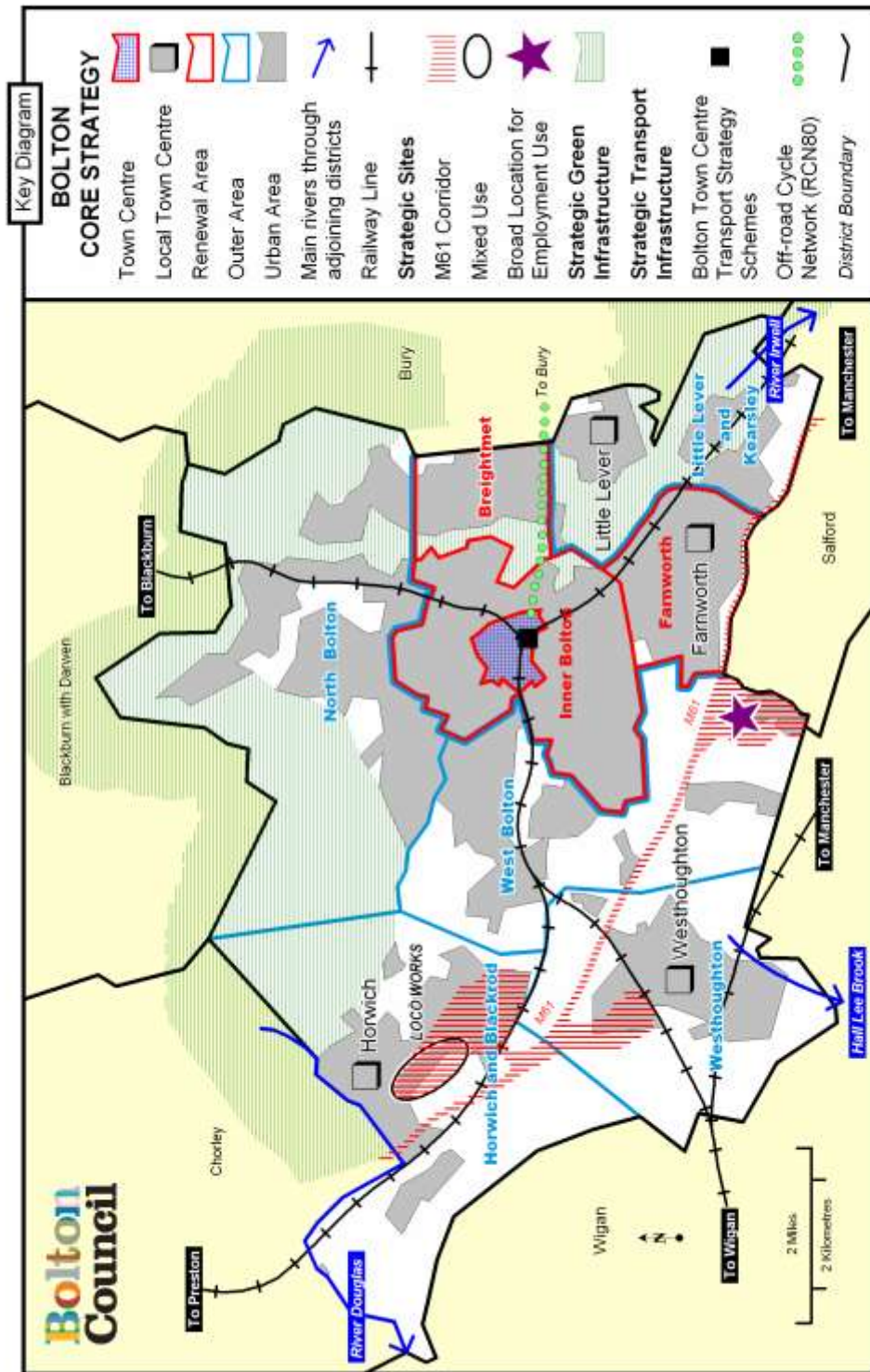


Figure 3.4: Core Strategy Key Diagram

## 4 Strategic Sites

### Bolton Town Centre

- 4.1 Bolton town centre is the principal driver for the borough's economy, and this is reflected in the approach taken in policies TC1-11. Development in the town centre will be phased over the lifetime of the Core Strategy, and the timings of the required infrastructure projects are identified in the schedule at the end of this document.
- 4.2 The town centre is well connected by public transport and road. Policies TC1 - TC10 set out the quantity and location of development and encourage the location of key services and facilities in Bolton town centre. These policies, along with policy TC11, improve the accessibility of these services and facilities through a choice of travel modes, especially for residents of renewal areas, with specific vehicular and pedestrian access improvements, and support for a high quality multi modal interchange. The LDF Transport Modelling predicts that congestion will occur on some of the links and junctions on radial routes into and around Bolton town centre.
- 4.3 The Town Centre Transport Strategy, as referred to in Core Strategy paragraph 5.7, specifically focuses on improved access to Bolton town centre with proposals to improve transport interchange and bus priority measures. Core Strategy policies TC1-TC10 set out the strategic approach and delivery of this Transport Strategy.

### M61 corridor

- 4.4 The M61 corridor area surrounds the motorway running across Bolton. It includes a number of existing locations for employment and to meet the requirements for more employment land in the borough, it has been identified as a location for new development. It contains a new strategic economic development opportunity at Horwich Loco Works, and to meet the further requirements for employment land, a site in the vicinity of the Cutacre tip to the south of junction 4 has been identified. The Core Strategy identifies that development along the M61 corridor will facilitate the implementation of the council's economic objectives.
- 4.5 The Local Development Framework Transport Modelling predicts that there will be growth in employment and housing along the M61 corridor, although this will result in more car trips and a move away from public transport. On this basis the model also predicts that the highway network will become most congested in the west of the Borough. The modelling however does not take account of any transport interventions that may support development along the M61 corridor. Policy M2 of the Core Strategy Publication Document requires strategic sites along the M61 Corridor to be accessible by a range of transport modes. Development in this area will need to take account of the traffic capacity of the motorway itself and the Air Quality Management Area along it.
- 4.6 Policy M2 sets out the principles that will be followed in the development of the strategic site at Horwich Loco Works, including public transport, cycling and walking. The council is working with the site's developers to minimise the generation of car-borne traffic. At Cutacre, the council is also working with the developers to minimise car borne-traffic, but

as it is only a broad location for development, more detailed principles will be contained in the Allocations DPD.

- 4.7 A Greater Manchester concordat agreement has been created with the Highways Agency. This is an agreed approach and provides details on how authorities in Greater Manchester will work in partnership with the Highways Agency. A statement of common ground is being prepared (July 2010) between the council and the Highways Agency, where it will be agreed to create a brief for LDF transport modelling phase 2.

## **Horwich Loco Works**

- 4.8 Horwich Loco Works will be a mixed use employment and housing development as set out in policies M1–M2.
- 4.9 Horwich Loco Works is in a location that requires additional investment in public transport to ensure that jobs are accessible to a wide range of prospective employees, especially those from deprived areas in Bolton, Salford and Wigan, and that the number of car trips generated by new housing is minimised. Its development also requires new highway infrastructure to access the site from the south-east. From early master-planning the provision of a new highway link via the Middlebrook development is a key piece of infrastructure as part of the site access strategy. Additional access points and capacity improvements on the local highway network are required to bring the site forward. In line with the AGMA modelling work, integrated public transport, cycling and walking facilities need to be given priority in the current master-planning work. Progress is currently underway on the Horwich Loco Works infrastructure proposals and as development moves through the planning process and more certainty evolves in relation to development content and phasing, then detailed modelling of M61 J6 and the A6027 corridor would be undertaken to ascertain the impact of the residual car based trips on the local road capacity.
- 4.10 Professional advisors have investigated the provision of utility services for Howrich Loco Works and identified potential improvements may be required as a result of the scale of development promoted in the Core Strategy. Infrastructure services already exist in the area, however they will need potential reinforcement to support the requirements of this large development. The viability assessment includes for expenditure in the order of £8.4 million in relation to provision of a new primary sub station; gas distribution primary infrastructure; water distribution primary infrastructure and telecoms infrastructure. This infrastructure would be funded by the private sector development partners, and does not rely upon public sector or other 3<sup>rd</sup> party investment.

## **Cutacre**

- 4.11 The broad location for employment at the Cutacre area will be a site for manufacturing and distribution, as described in policy M3.
- 4.12 Being along the M61 corridor, the Cutacre area is also in a location that requires investment in public transport and a link road to ensure that the jobs are accessible to all, especially those from deprived areas in Bolton, Salford and Wigan. Work on the

Transport Assessment (TA) is ongoing and consultants are liaising with the Highways Agency to determine an acceptable level of traffic accessing the site via the motorway network. Additional work has been done by consultants, assessing transportation and highways issues for the masterplan of the proposed site, including public transport and junction improvements.

- 4.13 More detailed infrastructure work will be needed once the site boundaries have been set out in the Allocations Development Plan Document.

<b>Sources of information</b>
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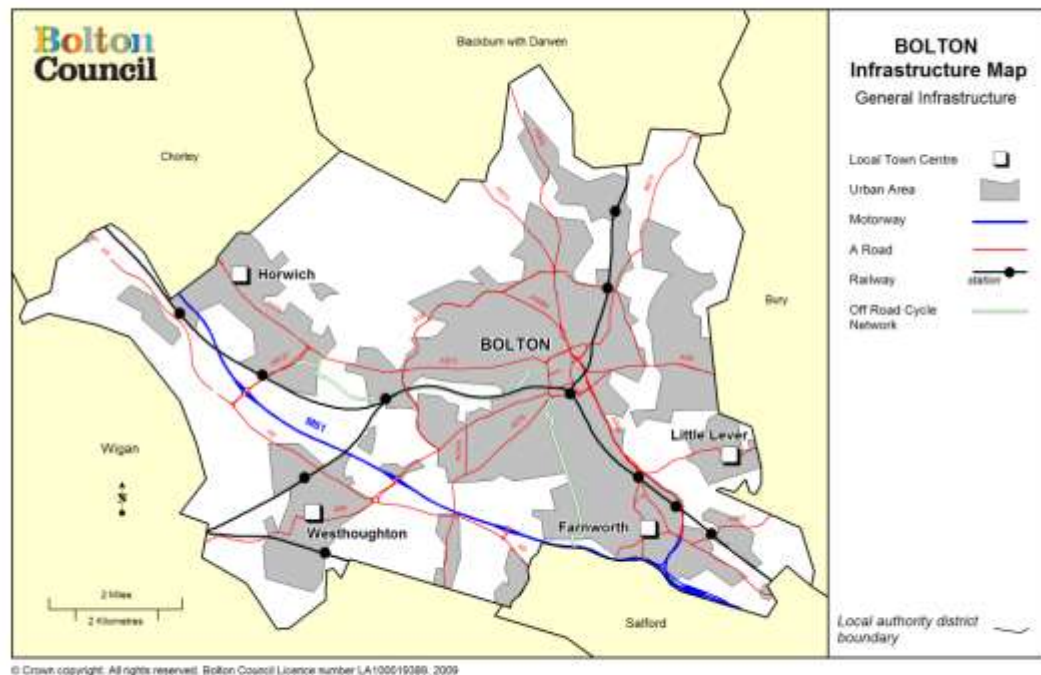
MVA Consulting (2009) <i>Assessing the transport impacts of the Greater Manchester Local Development Frameworks</i> aka <b>LDF Transport Modelling</b> Scott Wilson (June 2010) DRAFT <i>Cutacre Development Site Accessibility Statement</i> JMP(2009) <i>Draft Transport Evidence Base – Support Document</i>
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## 5 Physical Infrastructure

### Transport

- 5.1 The borough of Bolton has good transport links with adjoining areas and the rest of the country. The M61 motorway provides a link with the M6 motorway to the north and the M60 motorway to the south of Bolton. The local road network is characterised by radial routes running from the hinterland to Bolton town centre. Bolton is well served by the heavy rail network, with links to Manchester to the south, and Blackburn, Preston and Wigan to the north/west. Bolton rail station is the busiest in Greater Manchester outside of Manchester City Centre. The borough has a comprehensive bus network, focused on the radial routes and 6 Local Link Services cover areas un-served by the traditional bus network. A strategic cycle route network has been part-implemented in the borough that forms Sustrans Regional Route 80 and a spur of National Route 55.
- 5.2 Bolton is more self-contained, in terms of employment and commuting patterns than other districts in Greater Manchester. The 2001 census showed that 67.5% of working residents work in the borough. However long-term trends show that the level of both out-commuting and in-commuting are increasing. This is resulting in an increasing inter-dependency with other adjoining districts and Manchester.
- 5.3 The Bolton Core Strategy proposes that the majority of growth will be focussed 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 250metres of a bus stop. The approach taken by the Core Strategy is in accordance with the Greater Manchester Local Transport Plan to ensure that new development is in locations that are accessible by public transport, cycling and walking. When referring to development 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".
- 5.4 A study entitled: 'Assessing the transport impacts of the Greater Manchester Local Development Frameworks' was undertaken on behalf of the Greater Manchester (GM) Authorities to investigate the potential impacts on the transport networks of the ten core strategies currently being produced. The study involved using the land use and transport forecasting models that have been developed for the Greater Manchester sub-region.
- 5.5 The model outputs consider the impact both within Bolton and in neighbouring areas and highlights where investment in the transport network is required to ensure delivery of the Core Strategy.



**Figure 5.1: Bolton’s Transport Network**

- 5.6 The LDF Transport Modelling has identified where on the transport network expansion and investment is required in order to deliver the level of planned growth identified in the Core Strategy. The majority of growth is focussed within the urban areas of the borough which are largely well served by a range of transport modes. Congestion on the network is predicted to increase over the plan period with a number of roads and junctions becoming closer to capacity. The transport modelling has specifically identified increases in congestion along the following routes:
- The M61 Junction 6 to Junction 3
  - The A58 between Bolton to Bury
  - Key radial routes into the Regional Centre
- 5.7 The LDF Transport Modelling has not identified any significant transport issues that may require the implementation of major transport interventions to enable the Core Strategy proposals to come forward. What it has identified are areas on the strategic and local road network which will be put under stress and a move away from public transport to more car borne trips if left unchecked.
- 5.8 The Highways Agency has aspirations to improve capacity on parts of the M60 motorway network that will alleviate some of the existing capacity constraints. The future of these proposals will be subject to the Comprehensive Spending Review. The proposed capacity improvements are still to be modelled as part of the LDF Transport Modelling work.

- 5.9 The Highways Agency and the council are working towards an agreement to undertake further LDF Transport Modelling work for Bolton, in order to test the transport interventions in relation to the strategic sites along the M61 corridor. Any outcomes of this work that require infrastructure works will be included in future iterations of the IDP.
- 5.10 The Greater Manchester Local Transport Plan 3 (2011 onwards) is currently being drafted and will set the transport vision and strategy for Greater Manchester. Key areas from the Transport modelling that will need to be addressed and focused on in LTP3 include:
- Measures to manage congestion
  - Measures to limit generation of traffic from new development
  - Measures to improve bus reliability
  - Measures to encourage active travel (and hence reduce CO<sub>2</sub>)
- 5.11 Each of the ten Greater Manchester districts will produce a 3 year transport implementation plan that will deliver against LTP3 targets and objectives as well as local LAA and LDF requirements. The council is starting to work on this document and will ensure that the programme of schemes addresses the issues identified through the transport modelling work and adheres to the strategic approach of the Core Strategy when it is adopted.

Sources of information
MVA Consulting (2009), <i>Assessing the transport impacts of the Greater Manchester Local Development Frameworks</i> aka <b>LDF Transport Modelling</b>
Highways Agency and Bolton Council Statement of Common Ground (Core Strategy Examination)

## Rail

- 5.12 Bolton is well placed on the heavy rail network with direct links to Buxton and Manchester Airport via Manchester City Centre; Southport via Wigan; Edinburgh, Glasgow, Windermere and Blackpool via Preston; and Clitheroe via Blackburn. Within the borough of Bolton there are 11 stations. Bolton Interchange is located to the south of Bolton town centre and has the highest passenger numbers of all stations in Greater Manchester outside the Regional Centre. Horwich Parkway is the second busiest station in Bolton and acts as a strategic rail park and ride for the Regional Centre. Other rail stations in Bolton are Bromley Cross, Hall'ith Wood, Moses Gate, Farnworth, Kearsley, Lostock, Blackrod, Westhoughton and Daisy Hill. The Council has invested in new Rail Park and Ride facilities through its Transport Infrastructure Funding and through the Greater Manchester Passenger Transport Executive Capital Programme at Horwich Parkway, Lostock, Blackrod, Westhoughton, Daisy Hill, Hall 'ith'Wood, Bromley Cross and Kearsley. A further extension to the Horwich Parkway Park and Ride car park has been included as part of a wider Greater Manchester Park and Ride Strategy supported by Regional Funding Allocation. Funding for this scheme and other Greater Manchester Park and Ride

proposals will be confirmed after the Comprehensive Spending Review and publication of the Greater Manchester LTP3.

- 5.13 Bolton Rail Station is a key gateway into Bolton town centre and a station refurbishment programme has now started on site (July 2010). Improvements at Bolton Interchange include refurbishing the existing ticketing office, refurbished the platforms and platform buildings, and relocating train stopping positions. Bolton Council is working in partnership with Network Rail, Northern and Greater Manchester Passenger Transport Executive. The scheme will cost £4million and will be funded from the National Station Improvement Programme and Passenger Transport Executive Capital Programme.
- 5.14 Bolton stations are currently served by Northern Rail and First Transpennine Express. The number of rail passenger journeys has doubled in the last decade, in line with national trends and has clearly outperformed the stretched Greater Manchester Local Transport Plan 2 target. Increased demand has resulted in peak time capacity problems on the Bolton line. Greater Manchester Passenger Transport Authority is currently in discussions with the Department for Transport over capacity on the rail network and future rail rolling stock. The announcement of electrification on the Manchester to Liverpool line via Chat Moss will result in revised assumptions for the distribution on new rail rolling stock, and GMPTE and Bolton Council await the publication of the Department for Transport Rail Rolling Stock Strategy before the end of the current calendar year. Moses Gate, Farnworth and Kearsley stations show only 35 to 38 passengers per station boarding and alighting trains between 07:30 and 09:30 (AM Peak), this is largely due to the low frequency of trains stopping at these stations and capacity on trains that do stop. There is currently no capacity in the network to introduce additional stopping trains at these stations. Network Rail has reported on a study into rail capacity through the Manchester Hub to increase capacity.

## **Bus**

- 5.15 The borough has a comprehensive bus network in operation with accessibility mapping suggesting that over 90% of the population is within 800m of a high frequency bus route during week day periods. Most high frequency routes are focused on the main radial corridors into Bolton town centre. The main bus operators in Bolton are First Bus and Stagecoach. In addition, six local link services are operating in Bolton. Key issues with the current bus network are largely around interchange and linking deprived areas of the borough to employment and leisure opportunities in the west of the borough.
- 5.16 In Bolton, both the A579 St Helens Road and the A58 Bury Road are Quality Bus Corridors, benefiting from bus priority measures and improved bus stop waiting environments. In addition, the Council in partnership with the Greater Manchester Passenger Transport Executive have implemented bus lanes in Bolton town centre and along the A676 Deane Road. The Council through its Transport Infrastructure Fund has also upgrade high frequency bus stops to Quality Bus Corridor standards across the borough.
- 5.17 The Bolton Town Centre Public Transport Study identified the need to relocate the existing Moor Lane Bus Station to the railway triangle site north of the existing Rail Station to improve interchange in Bolton town centre. The scheme has been promoted in the

Greater Manchester Local Transport Plan 2006/07 to 2010/11 and has been accepted in the Regional Funding Allocation for 2012/13 to 2014/15. Outline planning permission has now been granted for this scheme. In the recent Greater Manchester Transport Fund Prioritisation Exercise, the Trinity Interchange Scheme has been removed from the Regional Funding Allocation and included in the GM Transport Fund. This means that the scheme does not need to gain Department for Transport approval to come forward, however still needs to go through rigorous business case approval through the GM Transport Fund.

- 5.18 To support the regeneration proposals in Bolton town centre, the council has adopted 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. The Bolton Town Centre Transport Strategy runs concurrently with the second Local Transport Plan and has already seen the implementation of key transport proposals such as phases of the town centre bus gyratory to support the Trinity Interchange scheme.

### **Strategic Highway**

- 5.19 The Highways Agency capacity studies on the strategic highway network suggest that the majority of the motorway network in Bolton does not suffer from peak time congestion, only the section close to the M60 is at capacity in morning peak period. AGMA Transport Modelling work projects that the strategic highway network is forecast to become closer to capacity over the period of 2011 to 2026, in particular on the M60 and journey times on the M61 between junctions 6 and 3 are forecast to increase. As previously mentioned, improvement works on the M60 will be considered as part of the LDF phase 2 transport modelling work, and this may result in less of an impact for LDF Core Strategy proposals on the strategic highway network.

### **Local Highway**

- 5.20 Congestion mapping suggest that parts of the local highway network are at capacity in peak commuting times that would restrain potential growth opportunities without investment in new capacity. AGMA Transport Modelling work projects that a number of roads and junctions are forecast to come closer to capacity, particularly in the west of the borough and on the A58 between Bolton and Bury. The Council will target capacity on the network through the Highways Capital Programme and developer contributions. The agreement at the AGMA level to top slice Local Transport Plan Integrated Transport Block funding to initiate a GM Transport Fund to deliver major schemes will result in a potential reduction in Bolton's allocation of 22% to 26% in 2010/11. In addition, the Department for Transport in recommending that Local Highway Authorities programme for a 20% to 40% reduction in funding for Local Transport Plan 3. Further guidance on funding will be available in the 2010 Comprehensive Spending Review.
- 5.21 A fundamental part of the Bolton Town Centre Transport Strategy is to provide a new link road in the southern sector. This will reduce congestion in the town centre enabling the implementation of the bus gyratory system and also enable the part closure of College Way to bring forward the Health, Leisure and Research Facility in the Bolton Innovation

Zone (Bolton One as referred to previously). The scheme has been remodelled and will now be delivered in two phases, phase 1 will cost £2.45million and will start on site in the current financial year. No date has been set as to when Phase 2 of the scheme will come forward, this will be dependent on the congestion relief that phase one delivers, various town centre developments coming forward and future funding.

### **Bolton Town Centre Car Parking**

- 5.22 As part of the Bolton Town Centre Transport Strategy the Council is proposing a parking philosophy that removes surface level parking in the core area of the town centre and replaces this with purpose built multi-storey car parks on the edge of the town centre close to the outer highway box. This will free up wasted land for development and reduce the need to drive into the heart of the town centre as parking will be accessed off the outer highway box. In order for this to be achieved Bolton Council has entered into a framework agreement with NCP to design, build and operate 3 multi-storey car parks that could increase to 6 over time. This enables the council to fulfil its parking aspirations as part of the Town Centre Transport Strategy whilst also retaining arms length control over pricing. Deane Road and Topp Way multi-storey car parks have now been constructed. The development of the Brightmet Street multi-storey car park has been postponed as NCP does not consider this a viable option in the current climate.

### **Cycling**

- 5.23 The Council has made significant progress in delivering its off-road cycle route network as set out in the Councils Bolton Cycling Strategy. One of the key achievements for Bolton has been the completion of the Middlebrook Valley Trail, a flagship off-road cycle route that is around 6km long and runs from the bottom of Gilnow Lane to the west of Bolton town centre to the Middlebrook retail and employment park. The Middlebrook Valley Trail will form part of Sustrans Regional Cycle Network Route 80. The Council has also delivered sections of the Royal Bolton Hospital off-road cycle route from the south of Bolton town centre to the boundary with Salford where it goes on to link with the Salford Loop Line (Sustrans National Cycle Network Route 55).
- 5.24 To complete the Regional Cycle Route 80 in Bolton, the council would like to deliver an off-road route from Bolton town centre to Bury town centre, following the disused rail line and incorporating the Burnden and Darcy Lever Viaducts. This scheme supports safer routes to school initiatives and connects deprived areas of the borough to the town centre and employment opportunities to the west of the borough. This has been supported by Sustrans who have agreed to take on the liability of the two viaducts. Unfortunately a recent Connect 2 Bid for the Bolton to Bury Route was unsuccessful due to national funding cuts and this part of the off-road network remains unfunded.

## Water and drainage

- 5.25 United Utilities PLC is currently in the process of procuring a number of contracts and framework agreements to deliver our capital investment and maintenance programme over the next 5 year regulatory period, 2010-2015.

### Fresh Water Supply

- 5.26 The Reservoirs at Entwistle and Wayoh supply Bolton with the majority of its drinking water. The Thirlmere Aqueducts both run through Bolton with the Thirlmere Aqueduct connecting to the Manchester ring main. United Utilities are also proposing a new East West pipeline to link the Welsh supply zone of Merseyside to the Lake District supplies of Greater Manchester which will run through the south east of the borough. United Utilities also have 31 service reservoirs located across the borough of Bolton.
- 5.27 United Utilities are investing £15.4 million in the Bolton area on increasing water quality standards. This includes improvement works to the water treatment works at Wayoh, and the reservoir at Top of the Cow that supplies around 21,000 homes in Bolton. United Utilities are also spending £48 million on maintaining the water supply to customers in Bolton. Some of the water pipes date back to Victorian times and this work is all part of a modernisation programme. The refurbishment and cleaning of the pipes will help reduce the risk of low water pressure and discoloured water to homes and business premises.
- 5.28 In terms of fresh water supply, United Utilities does not envisage the supply of fresh water as a constraint to the proposals in the Bolton Core Strategy.

### Waste Water

- 5.29 Bolton wastewater treatment works at Ringley Fold is currently operating at capacity, serving a population of 380,000. This includes an 'equivalent' element for industrial load to the works. United Utilities are investing £52 million to meet new higher standards for the quality of the discharge from the Wastewater Treatment Works to river and to reduce combined sewer storms discharges to improve river water quality. This includes wastewater sites at Belmont and Horwich, with significantly investment at Ringley Fold to help the separation of surface water from foul water thereby increasing capacity.
- 5.30 United Utilities complimented Bolton Council on its planning consultation practices and on this basis is happy to suggest that sewer capacity is not a particular issue in Bolton. However, parts of Bolton town centre have localised sewer capacity issues. The removal of surface water from foul water is a key issue for United Utilities and the requirement for new and existing development to implement Sustainable Drainage Systems (SUDS) is imperative to increase capacity and meet future growth aspirations. United Utilities emphasis the importance of new developments surface water discharges are directed to watercourses rather than public combined sewers. Core Strategy Policy CG2 requires new developments to demonstrate the sustainable management of surface water run-off. United Utilities are investing £1.74 million on preventing sewer overflows into local rivers

and streams and £1.47 million on reducing the risk of sewer flooding to customer properties in Bolton.

- 5.31 United Utilities have identified that the existing capacity of Horwich Waste Water Works may need increasing to support the Loco Works Development aspirations. Detailed master-planning work is currently underway on the Horwich Loco Works proposal which will progress the detailed infrastructure requirements for the site.

### **Flood risk and drainage**

- 5.32 A level 1 and 2 SFRA for Bolton has been completed for Bolton. The SFRA builds on the AGMA Sub-Regional SFRA and Level 1 SFRA for Bolton taking into consideration the FRA Hierarchy recommended in PPS 25. The starting point for the Level 1 update is the Sub-Regional SFRA which was completed by Scott Wilson in 2008.
- 5.33 In general each local Level 2 SFRA will differ slightly from others as it seeks to address the particular flood risk issues that are specific to the area in question. The general requirements for a Level 2 SFRA have been set out in the AGMA Sub-Regional SFRA to enable AGMA Councils to determine a consistent scope for a Level 2 assessment in line with the principles of the Hybrid Approach.
- 5.34 The main Rivers within the administrative boundary of Bolton are within the catchment of the River Irwell. The main sources of flooding in the District are the River Croal, River Tonge, Bradshaw Brook and their headwaters and tributaries. A short reach of the River Irwell also passes through Bolton and some watercourses within the district boundary drain into the Douglas catchment.
- 5.35 The River Croal flows through Bolton Town Centre where significant developments are planned. The upper reach of the Croal is called Middle Brook. Middle Brook starts from near the Reebok Stadium in Horwich, Bolton and follows a south easterly course through Lostock running parallel to the Bolton-Euxton railway line. Beyond Lostock the Brook changes its course and flows in a more predominantly easterly direction towards Bolton Town Centre as River Croal. The Croal flows through several hydraulic structures at Queens Park and Bolton Town Centre before passing through a long culvert – St Peter’s Way Culvert in the Church Wharf area. The culvert follows the course of the A666 – St Peter’s Way and daylighted near the A666 and A579 junction. From here the Croal continues in a south easterly direction meandering along its course towards the confluence with the Irwell at Clammerclough.
- 5.36 The area at greatest risk of fluvial flooding is in Kearsley downstream of the confluence of the Croal and the Irwell (see Figure 5-1 Appendix 1 of the SFRA). The source of flooding to the area is from the combined flows of the Irwell and Croal and their tributaries. No significant developments are planned in this area.
- 5.37 Most of Bolton Town Centre lies within flood zone 1 and flood zone 2. Flood zone 3b is entirely within the channel and flood zone 3a is limited to a small area in the Church Wharf area near the trash screen and in Queen’s Park. The following areas are in flood zone 2:
- Most of the area bounded by Manor Street, Brown Street/Well Street, the A666 and the River Croal in the Church Wharf development area lies within flood zone 2;



- In the Central Street/St Edmund Street Development Area, most of the area bounded by Bark Street, Marsden Road, Knowsley Street and the left bank of the Croal lies within flood zone 2. Similarly part of the land on the right bank from Knowsley Street to Marsden Road lies within flood zone 2.
- A significant area on both sides of the river lies within flood zone 2 in the reach between Marsden Road and Queens Park.

5.38 There is no record of broad scale pluvial flooding in Bolton.

5.39 Much of the sewer network within Bolton and other parts of Greater Manchester dates back to Victorian times, some of which is of unknown capacity and condition. United Utilities has also provided data showing drainage areas within the district and the drainage network for Bolton. Although this information does not show which areas are at risk of flooding from the sewer network, it gives an overview of which areas are connected and drain to the respective Waste Water Treatment Works within the district. Due to the sensitivity of the sewer network data, United Utilities were unable to provide model results data from their sewer network.

5.40 In summary, the strategic flood risk assessments show where areas of higher flood risk arise, and where development is proposed in these areas, make recommendations about what mitigation is required. The Environment Agency is responsible for flood defence work. Core strategy policies aim to minimise the run-off from new developments. Where development takes place in areas of higher flood risk, notably in parts of Bolton town centre, then developers will need to fund the required flood risk infrastructure.

Sources of information
Scott Wilson (March 2010) <i>Bolton Level 1 Update and Bolton Town Centre Level 2 Strategic Flood Risk Assessment</i>
Scott Wilson (June 2008), <i>Strategic Flood Risk Assessment for Greater Manchester</i>
United Utilities, <a href="http://www.unitedutilities.com/AX5.aspx">http://www.unitedutilities.com/AX5.aspx</a> (accessed August 2010)

## Energy

### Gas

5.41 National Grid Gas plc owns and operates the local gas distribution network in the Northwest. Any changes to the local network will arise from the mains replacement programme as well as requests for customer connections and/or significant changes in demand requiring reinforcements to the local network as required.

5.42 The following National Grid gas transmission assets are located within Bolton's administrative area:

- Pipeline 2682 Feeder 21 Mawdesley - Warrington

- 5.43 There are no identified constraints to capacity, and developments will require their own connections.

### **Electricity**

- 5.44 National Grid's high voltage electricity transmission assets within Bolton's administrative area that form an essential part of the electricity transmission network in England and Wales, include the following:
- ZQ line – 400kV route goes from Daines substation to Tottington Tee to Kearsley substation.
  - VJ line – 275,000-volt route from Whitegate substation in Oldham to Kearsley substation.
  - Kearsley Substation – 275kV
- 5.45 Electricity North West owns and operates the local electricity distribution network in the Northwest. Through discussions with Electricity North West there are no known Borough-wide issues with power supply, although there may be more localised and site or area specific issues not yet identified. The Council will work with United Utilities to identify any issues or problems at the more site-specific scale through the Site Allocations DPD process. United Utilities latest electricity study suggests that there will be sufficient capacity beyond 2015.
- 5.46 Discussions are on-going with Electricity North West in relation to electricity supply to the Horwich Loco Works proposal. Information from Electricity North West currently suggests that there are 4 existing substations on the site, although no details of sizes are provided at present. As referenced in 4.10, viability testing for the Horwich Loco Works site has allowed for a new primary substation to serve the site.
- 5.47 Site or area specific capacity issues will be identified through the allocations development plan document in conjunction with the developer. Parts of Bolton have been identified at a GM level as being at or near 100% capacity for substation utilisation, around the Town Centre and the North East of Bolton. The energy study acknowledges that reinforcement of network capacity may be required where significant loads need to be connected. This may have implications for Bolton town centre development proposals.
- 5.48 Please see the image over the page for a representation of capacity utilisation for sub station areas .

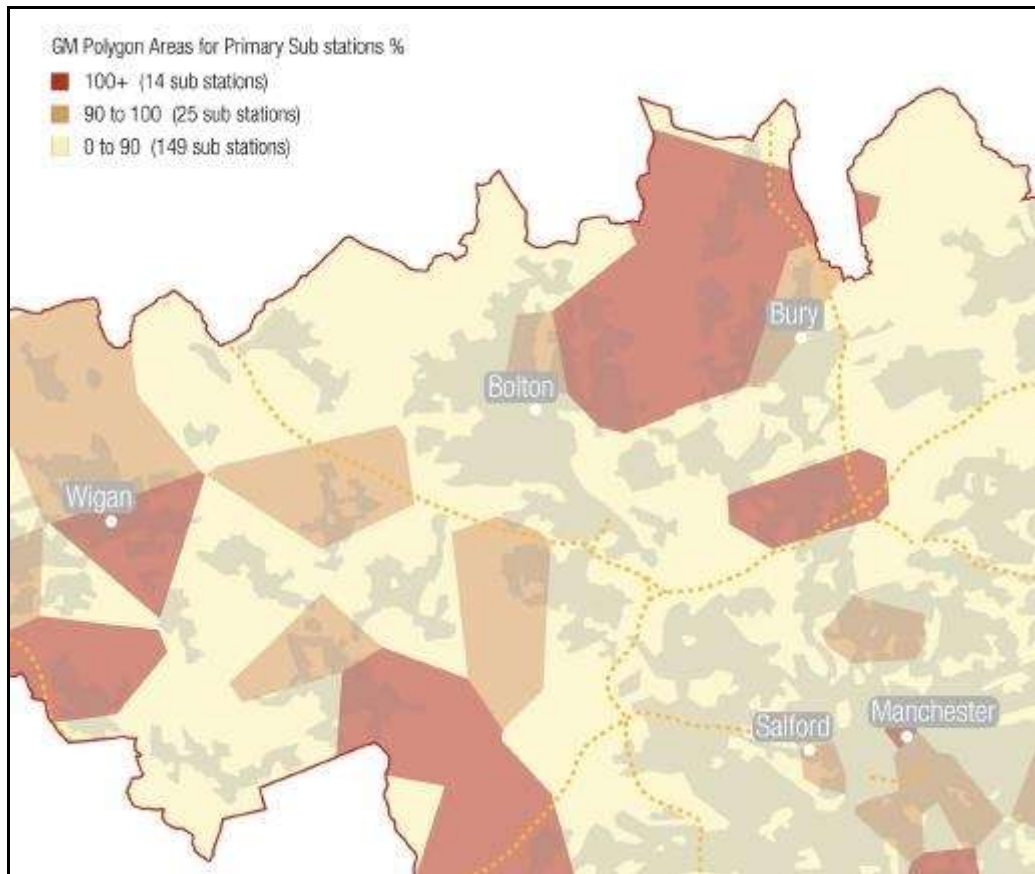


Figure 5.2: Greater Manchester electricity network utilisation map (source AGMA *Decentralised Energy and Zero Carbon Buildings Spatial Planning Study*, p51)

Sources of information
Association of Greater Manchester Authorities (2009) <i>Decentralised Energy and Zero Carbon Buildings Spatial Planning Study</i> , by Urbed, Faber Maunsell and Quantum

### Decentralised, renewable & low carbon energy

- 5.49 The Association of Greater Manchester Authorities *Decentralised Energy and Zero Carbon Buildings Spatial Planning Study* shows that a co-ordinated approach to planning energy infrastructure across the City Region is required to build a successful low carbon economy, and recommends that: “A spatial energy plan should be developed for the City Region working at a number of different levels, and identifying strategic projects to be taken forwards”. Bolton will play its part by working towards reducing carbon dioxide emissions, delivering decentralised, renewable and low carbon heat and energy networks, and will work with other local authorities to achieve this. As part of these aims, a group has been set up with officers from each of the 10 Greater Manchester Authorities to explore new initiatives and share information about technologies and joint projects, through the Spatial Planning Energy Group.

- 5.50 Bolton is hoping to build upon the AGMA decentralised energy study and an existing strategic feasibility study for a Town Centre District Heating Scheme by Cynergin. The latter study examines the possibility of installing district heating across different parts of Bolton town centre, and explores the viability of different energy mixes, different locations, costs and carbon dioxide emissions associated with each.
- 5.51 Wind energy can also be harvested to generate electricity. Due to the way wind energy is captured and turned into electricity (the cube rule of wind speed), a wind speed of 6 metres per second only yields 78% of the total energy of a wind speed of 6.5m/s. In Bolton, at a hub height of 45 metres, wind speeds of 6.5 metres per second are located in the north of the borough, which also roughly corresponds with constraints such as areas of moorland and sites of biological importance. Other areas are located along the north eastern edge of Bolton, and also along the southern parts of Bolton, roughly following the line of the M61 corridor. Areas that have wind speeds of 6 metres per second span much of the borough, however constraints such as radar safeguard areas and applying a 500m residential buffer mean that the energy potential of these areas cannot be realised. A wind constraint mapping exercise should be carried out, in order to inform the designation of broad areas of opportunity for developing potential wind energy.
- 5.52 However, due to budgetary reforms and uncertainty over Area Based Grants, no timetable for additional work for CHP within the Town Centre or a wind capacity scoping study has been agreed as yet. It is hoped that supplementary work can plan for the future and identify realistic actions that will provide lower carbon dioxide energy within Bolton town centre, and across other suitable locations. Any scheme should be financially feasible and will provide vital energy infrastructure, whilst minimising risk to consumers and harm to the amenity of an area.
- 5.53 Bolton is a member of the Greater Manchester Spatial Planning Group, which meets on a regular basis to take forward work on the GM Energy Plan, and to share knowledge renewable energy topics and delivering infrastructure. Once renewable projects are identified, they will be incorporated into future iterations of the Infrastructure Delivery Plan.

## **Other**

### **Communications**

- 5.54 British Telecom (BT) reports that in their opinion adequate infrastructure capacity is available in Bolton at present. In terms of future capacity, the licence under which BT operates requires them to provide network capacity upon request only.
- 5.55 BT has provided existing service details for the Horwich Loco Works site. Their services appear to be fed via the north west entrance to the site. The plans do not indicate services to other sites passing through this site and therefore diversions would not be required. Detailed master-planning work is currently underway on the Horwich Loco Works proposal which will progress the detailed infrastructure requirements for the site.
- 5.56 It is the council's aspiration to operate a wireless hub in the Merchants Quarter development in Bolton town centre. Infrastructure requirements need to be explored further in line with developments taking place at the AGMA level through the MAA.

**Sources of information**

4NW (March 2009), *Assessment of potential carbon savings achievable in the North West region by 2020*.

Association of Greater Manchester Authorities (2009) *Decentralised Energy and Zero Carbon Buildings Spatial Planning Study*, by Urbed, Faber Maunsell and Quantum

Association of Greater Manchester Authorities (February 2010), *Shaping Partnership Energy Priorities – Supporting the Development of a Greater Manchester Energy Group* (Arup)

**Waste**

- 5.57 The ten unitary authorities in Greater Manchester have agreed to produce a Joint Waste Development Plan Document (know as the 'Waste Plan') for Greater Manchester.
- 5.58 The Greater Manchester Geological Unit (GMGU) is preparing the Waste Plan, covering all 10 authorities to provide a co-ordinated sub-regional approach to waste planning. GMGU is responsible for all aspects of plan production and consultation, with assistance from the Greater Manchester authorities as necessary. Production of the Waste Plan commenced in September 2006. The next stage of the Waste Plan is to consult on the Publication version, which will be available for public consultation from November 2010.
- 5.59 The Greater Manchester Waste Disposal Authority (GMWDA) is responsible for the treatment and disposal of Local Authority collected from nine of the ten Greater Manchester authorities, including Bolton Council. The council is responsible for the collection of waste for treatment / disposal by GMWDA. This waste is mainly from households across the borough but also includes waste from council offices and grounds and also small businesses.
- 5.60 GMWDA's existing facilities across the conurbation, together with the investment that is being undertaken as part of the twenty-five year PFI Recycling and Waste Management contract with Viridor Laing means that there is sufficient capacity to manage Local Authority collected waste arising from planned growth, whilst adhering to waste minimisation ambitions. The remaining waste arisings in Greater Manchester, mainly from other streams including commercial and industrial & construction & demolition wastes, will be dealt with through the policies and site allocations within the JWDPD.
- 5.61 The Waste Plan will form part of the Local Development Framework (LDF) for each of the 10 Greater Manchester Districts and will replace the existing waste policies in each individual UDP. The Plan seeks to safeguard existing sites, such as those identified through the GMWDA PFI contract for the processing of Local Authority collected wastes and set out the strategy for dealing with all other waste arising in Greater Manchester. The Waste Plan also makes provision for waste development across Greater Manchester including the identification of sites and areas suitable for recycling, waste treatment, energy recovery and residual waste disposal. Adopted is scheduled for early 2012.

<b>Sources of information</b>
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<a href="http://www.gmwastedpd.co.uk/index.html">http://www.gmwastedpd.co.uk/index.html</a>
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### Minerals

- 5.62 GMGU is preparing a Joint Minerals Development Plan Document (know as the 'Minerals Plan') covering all 10 Greater Manchester authorities to provide a co-ordinated sub-regional approach to minerals planning. It will also ensure provision of a secure supply of minerals necessary for the sustainable growth of Greater Manchester as required by national policy.
- 5.63 The Minerals Plan is Greater Manchester's approach to implementing the principles of Minerals Planning Statement 1: Planning for Minerals. The next stage of the Plan is to consult on the Preferred Approach, which will be available for public consultation from October 2010. The Minerals Plan is scheduled to be adopted as part of each of the 10 Local Development Frameworks in late 2012, and will provide a clear guide to minerals operators and the public about:
- The locations where mineral extraction and other mineral development including processing/treatment may take place;
  - The safeguarding of sensitive environmental features and of mineral resources with potential for future extraction; and
  - All aspects of environmental and resource protection including the sustainable transportation of minerals.

<b>Sources of information</b>
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<a href="http://www.gmmineralsplan.co.uk/">http://www.gmmineralsplan.co.uk/</a>
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## 6 Social infrastructure

### Health

#### Bolton Primary Care Trust

- 6.1 The Bolton PCT is aiming to provide a modern and effective health service that is close to home and offer equitable and timely access. Through the Local Improvement Finance Trust (LIFT) programme, the Bolton PCT has delivered 3 new large, modern primary care centres and expanded 4 existing centres, with an additional primary care centre still to be relocated in Westhoughton. Each centre has accommodated an extended range of primary care services, enabling closer working of professional teams and offering more responsive and coordinated care to patients.
- 6.2 The PCT is allocated capital funds on an annual basis – the refurbishment works scheduled for the health centres at Horwich & Blackrod and Pikes Lane for 2010 has been delayed due to not having sufficient capital for the works. The improvements and expansion of other existing health centres are still ongoing, however there have been some slippages in delivering the programme, this is leading to timing delays in the completion of improved and expanded centres. The initial plan of being complete by 2012/2013 is now scheduled to run until 2015/16. The schedule contains revised dates reflecting this information.
- 6.3 The Bolton PCT programme for primary care centres is to address the needs of the current population, and not those of the future projected population. Changes in current demographics and the health of the population set the standards that drive the delivery of the PCT programme. Nationally available data (e.g. IMDs), Census information and data from the Royal Bolton Hospital are used to determine provision. The Bolton PCT funded programme will not take account of additional health care demand from new development. In such circumstance the Bolton PCT will expect developer contributions.
- 6.4 The coalition government has also recently published a white paper entitled "*Equity and excellence: Liberating the NHS*", which amongst other things, examines the phasing out of Strategic Health Authorities and Primary Care Trusts. The future implications for infrastructure in Bolton have yet to be determined. However the changing role of the PCTs and their capital investment strategies may have to be fundamentally reformed in light of these proposals. This may give health practitioners greater control over how capital is spent on delivering clinical services.

Sources of information
Bolton NHS Primary Care Trust, Business Planning and Capital Developments team Bolton NHS Primary Care Trust (2008), <i>Building Better Health for Bolton</i> Bolton NHS Primary Care Trust (2007), <i>Estates Strategy Review</i> Department of Health <a href="http://www.dh.gov.uk/">http://www.dh.gov.uk/</a> <i>Equity and excellence: Liberating the NHS</i>

## Royal Bolton Hospital

- 6.5 Royal Bolton Hospital NHS Foundation Trust. has recently come to the end of its current five year capital investment strategy and has started to develop the next phase. This is currently work in progress, and the contents of this plan will not become available until later in the year. This will include the residual investment in the final phases of the “Making it Better” [MIB] project in Women’s and Children’s services at Royal Bolton Hospital. The MIB development has completed some of its early phases including extensions to the Central Delivery Suite and will see a range of other improvements to the Maternity unit and a refurbished Children’s ward at the end of the summer in 2011.
- 6.6 The overall thrust for the hospital is to continue working within the boundaries of the main site with particular emphasis on the Northern side of Redgate Way, which provides Acute Healthcare services.
- 6.7 The hospitals estates strategy involves rationalising underused assets and investing in the infrastructure to improve the quality of the environment and reduce backlog maintenance. This includes things such as building and engineering services, highways maintenance and fire precautions.
- 6.8 Through the rationalisation of buildings, there is future potential for land disposal for regeneration by other agencies in the south east sector of the hospital site. Some of the existing buildings are beyond their useful life and no longer fit for modern healthcare.
- 6.9 The hospital is working with the PCT to explore the potential for providing clinical services in sites using co-location facilities across the borough. However, this work is in a very early phase. Once again, the white paper recently published by the government may have implications on this work.

<b>Sources of information</b>
Capital Strategy Team, Royal Bolton Hospital Department of Health <a href="http://www.dh.gov.uk/">http://www.dh.gov.uk/</a> <i>Equity and excellence: Liberating the NHS</i>

## Education

### Primary Education

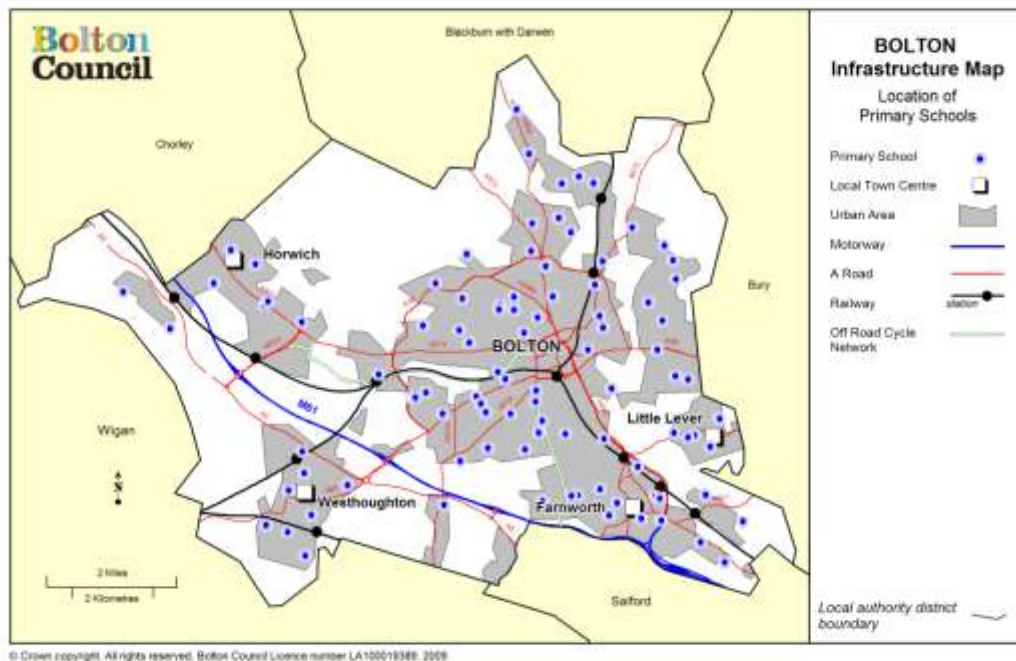
- 6.10 In November 2008 the council was successful in its bid for £80m of funding from the programme to transform primary schools across the town. Over the next fifteen years, half of Bolton’s primary schools will be rebuilt or refurbished, offering buildings that are fit to deliver a modern curriculum.
- 6.11 Discussions with the council’s Children’s Services Department has identified that there is potential for new or expanding existing primary schools to accommodate a growing population in Bolton. There are no plans to close or merge existing primary schools in the borough.
- 6.12 The latest pupil projection forecast suggests that the proposed expansions below will not be enough to satisfy the growing demand, and over the next few years there will have to



be further increases at our primary schools (subject to receipt of funding). These additional intake places will have to be available within the next 5 years, because we know these children have already been born and we therefore know that they will be starting school within this period.

- 6.13 **Update to the above: Funding for the Primary Capital Programme (PCP) will be dependent on the outcomes of the comprehensive spending review in the Autumn. This should provide a better idea of the availability of future school building funds, including what will become of the PCP.**

<b>Sources of information</b>
Asset Management and Pupil Place Planning Unit, Children's Services, Bolton Council

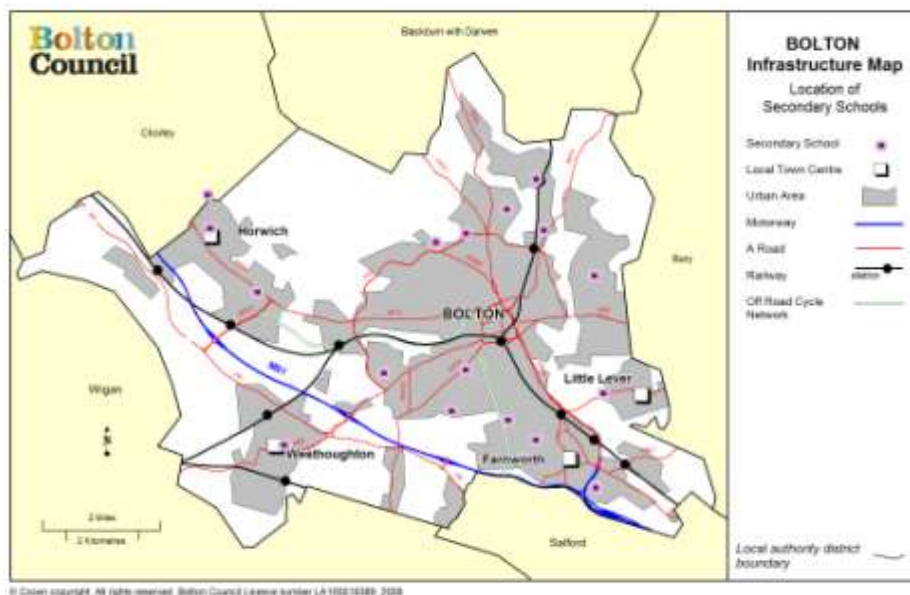


**Figure 6.1: Bolton’s primary schools**

### Secondary Education

- 6.14 Building Schools for the Future (BSF) is a Government initiative which was announced in 2003, to improve secondary schools to deliver new ways of teaching. Bolton had been accepted as part of the 2011 to 2014 programme in partnership with Blackburn with Darwin Council to deliver BSF through a Local Education Partnership (LEP).

- 6.15 In 2010, announcements were made across the country scrapping many BSF programmes. Bolton is identified in these cancellations but has since submitted an appeal on the grounds that we have entered into a Local Education Partnership agreement with Blackburn with Darwen and Balfour Beatty Education, who are continuing to deliver BSF in Blackburn and Darwen where the programme remained funded.



**Figure 6.2: Bolton’s secondary schools**

### Academies

- 6.16 An academy is a new kind of school that is independent of the council and is set up under an agreement between the government and an academy sponsor. In order to raise standards in poorer inner city areas the Government initiated its academies programme. This enables secondary schools to become independent, enabling them to set their own curriculum and salaries etc. In order to become an Academy, the school needs a sponsor – such as ESSA sponsors the Bolton Academy. The academy programme will secure £20million from the Government to refurbish or build a new school which can be accessed at any time.
- 6.17 As mentioned above, Hayward School has reopened as the ESSA Bolton Academy. Withins School and Top o’th’ Brow Primary School reopened in September 2009 as the Bolton St. Catherine’s Academy. George Tomlinson School, Kearsley, is to become Bolton’s third academy and will replace the existing school on the same site. All academy proposals currently are for the redevelopment of existing sites.
- 6.18 In the wake of the BSF funding cuts, uncertainty has also been cast over the construction and refurbishment of academies. Funding for ESSA and St Catherine’s has been confirmed but the proposed new build at George Tomlinson (Kearsley Academy) is uncertain because of the cancellation of the BSF programme.

### **Further Education**

- 6.19 Significant investment is currently being made in further education in Bolton with the Bolton Community College (now known as Bolton College) and the Bolton Sixth Form College both being located on the Deane Road site opposite the existing University of Bolton. To accompany this development and replace the parking lost through this development, a new, six-storey, 815 space multi-storey car park has being built to the rear of the new campus as referred to in paragraph 5.22 (Dean Road Multi-Storey Car Park). Also a new 'Health, Leisure and Research Centre' (Bolton One) is being developed next to the University of Bolton within the Bolton Innovation Zone.
- 6.20 The funding is secure for the Bolton One development, with work currently ongoing. Bolton Sixth Form College town centre campus is scheduled to open on the 6 September and Bolton College is scheduled to open on the 13 September 2010.

### **Higher Education**

- 6.21 The University of Bolton has centralised all of its teaching and research onto its Deane Road Campus, where construction is now well underway on the £30.6 million Bolton One development. This is a joint initiative between Bolton Council, NHS Bolton and the University to build a new swimming pool, health and academic centre, scheduled to open in 2012.
- 6.22 The University has a strong local remit, with a high percentage of its students coming from Bolton and neighbouring areas and with local businesses using many of its products and services.
- 6.23 The University takes an active role within the local area partnership, working closely with the council's own provision and with other community based service providers.

<b>Sources of information</b>
Business Development and Partnerships, University of Bolton

## **Emergency Services**

### **Police**

- 6.24 The police service in Bolton has recently undergone a reorganisation with the relocation of the Divisional Head Quarters from Le Mans Crescent to Scholey Street. In addition to the Divisional Head Quarters, Bolton has 4 Sub Divisional Head Quarters at:
- Astley Bridge Sub Divisional Head Quarters, Crompton Way
  - Farnworth Sub Divisional Head Quarters, Church Street
  - Middlebrook, Burden Way, Horwich

- Westhoughton Police Post, Pavilion Square

6.25 The Council has consulted the police service on its Core Strategy. The police service suggested that development is not related to police demand and infrastructure and that crime levels dictate police deployment.

### **Fire**

6.26 Bolton has 4 fire stations located across the borough, which are:

- Bolton Central, Moor Lane
- Bolton North, Crompton Way
- Farnworth, Albert Road
- Horwich, Chorley New Road

6.27 The Council has consulted the fire service on its Core Strategy. The Bolton Fire Service suggested that the same level of service will be offered regardless of the expected growth over the next fifteen years in line with the Bolton Vision. Additional discussions will be undertaken with the local Station Commander about growth aspirations in Bolton.

### **Ambulance**

6.28 Bolton has 3 ambulance stations located across the borough, which are:

- Bolton South Ambulance Station, Redgate Way, Farnworth
- Bolton North Ambulance Station, 1 Shorewood, Bolton
- Blackrod Ambulance Station, Scot Lane End, Blackrod

6.29 The council has consulted the ambulance service on its Core Strategy. The Bolton Ambulance service does not believe that the proposals in the Core Strategy will result in additional infrastructure requirements for their service.

## **Community & Culture**

6.30 This section will be expanded in future reviews of the Infrastructure Delivery Plan to cover topics such as co-location of community facilities, including community centres, faith centres, leisure facilities, libraries etc.

### **Libraries**

6.31 Bolton's Central Library is located in the town centre, on Le Mans crescent. The Council also currently provides services at the following locations across the borough:

- Astley Bridge Library
- Blackrod Library

- Brightmet Library
  - Bromley Cross Library
  - Castle Hill Library
  - Farnworth Central Library
  - Heaton Library
  - High Street Library
  - Highfield Library
  - Horwich Library
  - Little Lever Library
  - Oxford Grove Library
  - Westhoughton Library
  - Harwood Library
  - Withins Neighbourhood Library
- 6.32 In July 2009 the council agreed to the merger of the Library, Museum and Archives services under a single Head of Service as the start of a process to ‘knit together’ the staff and services at all levels to provide improved customer services that are value for money.
- 6.33 The service is currently under review, the key aims of the review are to provide excellent Museum, Library and Archive Services for the people of Bolton, ensure that the services deliver the Bolton Plan and Bolton Priorities and enable services to be well managed and efficient.
- 6.34 In addition the Council is positioning the services to be open to new ways of working and respond to challenges and opportunities in a period of financial stringency.
- 6.35 Bolton’s Libraries, Museums, Archives and Arts service makes a considerable contribution to the cultural and economic life of the Borough. In 2009/10 there were 1,383,681 visits to libraries and 1,112,706 issues to adults and children. Bolton Museum has been voted the fourth most popular Tourist attraction in the NW.
- 6.36 The 14 branch libraries are community assets and the majority are part of multi-purpose buildings. The size, location and sustainability of the branch network will be reviewed in the next phase of the Library and Museum Services Review. The Libraries, Museums, Archives and Arts Service are working with other council departments, such as Access Bolton, on multi purpose buildings sharing sites and costs and delivering more than the current library offer within neighbourhood areas. This will lead to a rationalisation of buildings so we have a sustainable model in a period of severe financial retrenchment.

### **Leisure Facilities**

- 6.37 In 2009 a Leisure Facilities Review was commissioned by Bolton Council, and undertaken by Knight, Kavanagh & Page. Amongst other outcomes, the review delivered the an accurate picture of facility based sport and leisure provision in Bolton and a clear picture of supply, demand for and access to leisure services and facilities in Bolton. The exercise also investigated the feasibility of linking the replacement of leisure facilities into the BSF programme, LIFT programme and to major redevelopment plans, proposals and initiatives in the borough.

- 6.38 Bolton One is a new development which will house an eight-lane, 25-metre competition swimming pool with seating for 250 spectators; a therapeutic hydrotherapy pool for people with disabilities; a fitness suite; aerobics studio and community gym. Serco, which manages the council's leisure centres, will run the swimming pool and leisure facilities of the complex. Bolton One will be built at the University's Deane Road campus and is due for completion in early 2012.
- 6.39 There are twenty four swimming facilities in Bolton, of which nine are owned and managed by commercial operators. These facilities provide nine "main" swimming pools, nine learner/teaching pools and one lido. However, caution should be used when considering these facilities in respect of community access, as the membership fees can be prohibitive to some members of the community, especially given the deprivation indices in the area. The remaining pools are a mixture of dual use facilities on school sites, and BMBC leisure centres.
- 6.40 There are 32 identified health and fitness facilities in the borough, 21 of which are operated by the commercial sector. Lever Park, Mount St Joseph and St James' Schools have health and fitness provision on site but do not allow community access. The majority of the remainder are owned by Bolton Council and predominantly managed by Serco, although only three of these are regarded as quality fitness facilities (i.e. Horwich, Farnworth and Leverhulme) with the others being a general attempt to re-use existing space. Five facilities (Bolton Arena, DW Bolton, David Lloyd, Total Fitness and Virgin Active), dominate the commercial market for health and fitness in the Borough. Bolton One will replace the facilities at Bolton Excel.
- 6.41 Bolton Community Leisure (the Trust) facilities include Farnworth, Harper Green, Hayward, Horwich, Kearsley, Ladybridge, Leverhulme, Little Lever, Sharples, Turton, Westhoughton and Withins Leisure Centre's. These facilities are currently operated by Serco under contract with the Trust which provides guidance on pricing and concessions etc. The Council has a degree of involvement on the Board of Trustees and is currently recruiting a new Chairperson and additional trustees.
- 6.42 The following figures summarise the distribution of indoor sports facilities in the borough on a map, and providing information on what is available at each location (see map IDs).

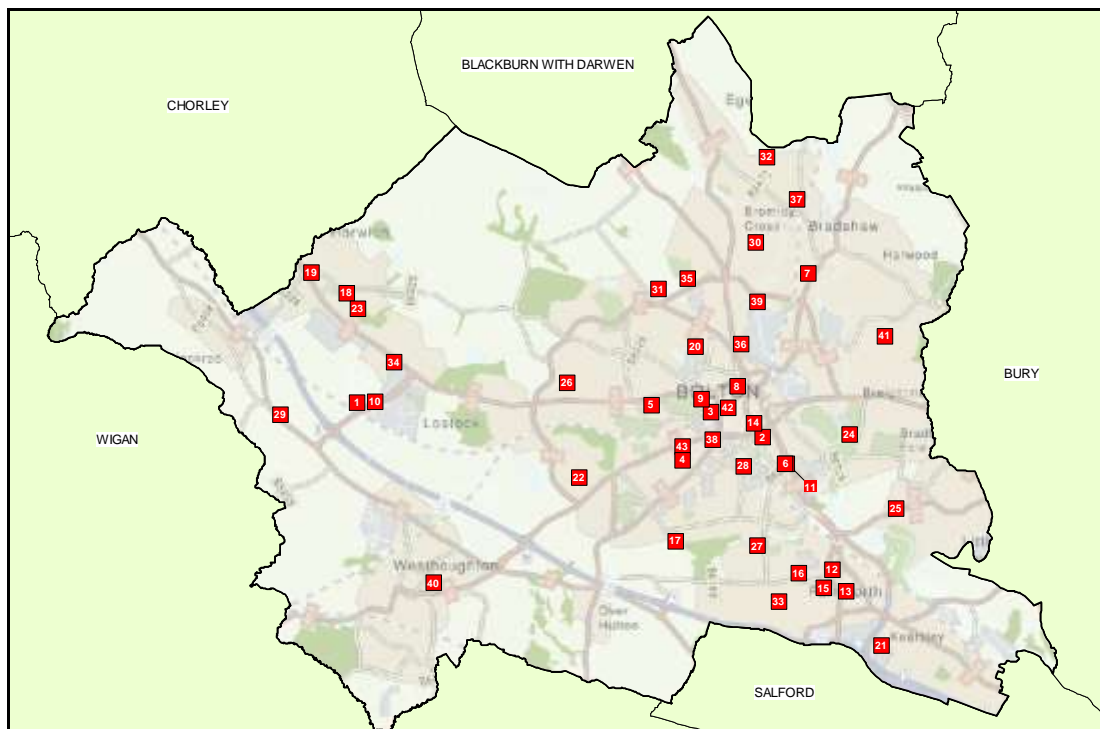


Figure 6.3: facility distribution in Bolton

Map ID	Site	Pool	Hall	Fitness
1	Bolton Arena			✓
2	Bolton Excel		✓	✓
3	Bolton Lads & Girls Club		✓	✓
4	Bolton Muslim Girls School (New BSF Build)	✓	✓	
5	Bolton School	✓	✓	✓
6	Burnden Sports Complex		✓	
7	Canon Slade C of E School	✓	✓	
8	Club Moativation (Bolton Centre)	✓		✓
9	David Lloyd Club (Bolton)	✓	✓	✓
10	De Vere Leisure Club (Whites)	✓		✓
11	DW Fitness Club (Bolton)	✓		✓
12	Farnworth Health Club (Ladies only)	✓		✓
13	Farnworth Leisure Centre	✓		✓
14	Fitness First for Women (Bolton)			✓
15	Future Fitness			✓
16	Harper Green Dual Use Community Leisure Centre		✓	
17	Hayward Dual Use Community Leisure Centre		✓	
18	Horwich Leisure Centre	✓	✓	✓

Map ID	Site	Pool	Hall	Fitness
19	Jays Gym (Bolton)			✓
20	Jubilee Centre/Pool	✓		
21	Kearsley Dual Use Community Leisure Centre		✓	✓
22	Ladybridge Dual Use Community Leisure Centre	✓	✓	✓
23	Lever Park School			✓
24	Leverhulme Park Community Club			✓
25	Little Lever Dual Use Community Leisure Centre		✓	
26	Markland Hill Lawn Tennis Club		✓	✓
27	Mount St Joseph School		✓	✓
28	Outline Health & Fitness			✓
29	Sebastian Coe Health Club (Bolton)	✓		✓
30	Sharples Dual Use Community Leisure Centre	✓	✓	✓
31	Smithills Community Sports Centre	✓	✓	✓
32	Spa Naturel (Last Drop Village Hotel)	✓		✓
33	St James's C of E School & Sports College		✓	✓
34	St Joseph's RC High School and Sports College		✓	
35	Thornleigh Salesian College		✓	
36	Total Fitness (Bolton)	✓		✓
37	Turton Dual Use Community Leisure Centre	✓	✓	
38	University of Bolton Sports Centre		✓	✓
39	Virgin Active Club (Bolton)	✓		✓
40	Westhoughton Dual Use Community Leisure Centre	✓	✓	✓
41	Withins Dual Use Community Leisure Centre		✓	✓
42	YMCA (Bolton)			✓
43	Bolton One (due for completion 2012)	✓		✓

## Affordable Housing

- 6.43 Sufficient affordable housing is necessary to avoid homelessness, and housing overcrowding and the associated various problems such as anti-social behaviour, reduced educational achievement and poor health. The provision of housing that is affordable to occupants, and is of decent quality is therefore a valuable tool in supporting the needs of society. Temporary accommodation provision is currently at capacity in Bolton.
- 6.44 Affordable housing can be seen as infrastructure from two different angles: affordable housing provides social infrastructure for those in need and it also requires infrastructure



capacity to enable it to be built e.g. sewers, water, electricity, new schools and public transport etc.

- 6.45 140 homes are currently under construction (June 2010), which will be offered on an affordable rent basis. These are secure, as grant money has already been obtained from the Homes and Communities Agency (HCA).
- 6.46 Capital programmes from the (HCA) provided funding for some of the work for the Transforming Estates programme, but they have recently been slashed by the government. Affordable Housing is also procured by extracting developer contributions through the Section 106 planning obligations framework. The present economic climate has contributed to a significant decrease in the number of affordable housing units provided by developers. There are various factors that account for this- developments are not surpassing 'trigger points' at which planning obligations become active and many housing schemes have been delayed or cancelled due to the developers' financial circumstances resulting from the difficulties in raising finance.
- 6.47 For the short term, the ability to build sufficient affordable homes to meet needs has possibly been compromised. Work is ongoing by the Strategic Housing team of Bolton Council to try and identify ways to deliver provision under greater financial constraints.

Sources of information
Strategic Housing Team, Bolton Council, “ <i>Our Homes, Our Communities, Our Future; Strategic Priorities for Housing in Bolton 2008-2011</i> ”
David Couttie Associates (2007), Bolton Strategic Housing Market Assessment (SHMA)
Bolton Council (2009), Bolton Strategic Housing Market Assessment Update

## **Gypsies, travellers and travelling showpeople**

- 6.48 Future provision figures for gypsies, travellers and travelling showpeople were to be provided as an outcome of the partial review of the Regional Spatial Strategy, following its public examination in March 2010. However since the revocation of the RSS, this will not now occur. Councils are waiting on updated guidance for Gypsies, Travellers and Travelling Showpeople from government.
- 6.49 In the absence of RSS the evidence base underlying RSS review which includes the Greater Manchester Gypsy and Traveller Accommodation Assessment (GTAA) which was completed by AGMA in July 2008, RSS partial review, representations made to the examination, including those by AGMA which Bolton supported and the Panel Report will all be important for considering the scale of future provision.
- 6.50 Work on the Allocation DPD will clarify the provision required for these groups and identify specific sites to meet needs.

## 7 Green Infrastructure

### Green infrastructure network

- 7.1 The importance of green infrastructure, and the multi-functional benefits that it provides, are recognised through the Core Strategy. The Historic Listed Queen’s Park is on the outskirts of Bolton Town Centre, and provides a valuable strategic open space which serves both the town centre and the inner areas of Bolton. It is currently undergoing renovation works, which have been partly financed by the Heritage Lottery fund. This is identified in the IDP schedule.
- 7.2 Core Strategy Policy IPC1 requires developers to provide or contribute towards open space provision and maintenance. Policy CG1 also seeks to safeguard and enhance biodiversity across the borough.
- 7.3 The Allocations DPD will give site specific protection to existing Green Infrastructure, and growth areas can be identified to realise the socio-economic benefits that flow from areas of high environmental quality. GI work feeding into the Allocations DPD will be incorporated into future iterations of the IDP.
- 7.4 TEP was commissioned by AGMA and Natural England to advise how green infrastructure (GI) might be embedded into the City-Region’s spatial planning policy and practice; in order to enable and sustain growth.
- 7.5 A summary report was published in 2008 which provided AGMA with a “route-map” for a Greater Manchester approach to GI planning. The report highlights the strategic GI functionality within Greater Manchester and recommends the promotion of a city region framework to highlight priority areas for Green Infrastructure investment. The next stage of the GMGI project will be to produce a topic paper for the GM Spatial Framework.
- 7.6 A series of maps have been produced as part of the summary report that show various levels of GI data. Bolton is identified as possessing swathes of green infrastructure as part of the West Pennines and Croal Valley. These run roughly across the north of the borough linking through to Chorley and as a strip through the centre of the borough, joining to Bury.

### Open space, sport and recreation

- 7.7 The council is responsible for the network of parks, other greenspaces, allotments and outdoor sports facilities across the borough. The Open Space, Sport and Recreation Study assesses the quality and quantity of these open spaces. It identifies where there are surpluses and deficiencies in specific types of open space. Bolton Council do not have funding to provide new areas of open space and so developers will need to pay planning contributions to fund additional open space needed because of new development.
- 7.8 The issue of maintenance and upkeep of current open space across Bolton has also been affected by financial restrictions. Concerns have been expressed by the Greenspace team in Bolton Council regarding present and future budgetary constraints for the maintenance

and upkeep of open space. This may have implications for the quality and nature of open space. It is suggested that this is likely to restrict the delivery of additional new open space and recreational facilities, and will lead to lower maintenance standards being applied to existing spaces.

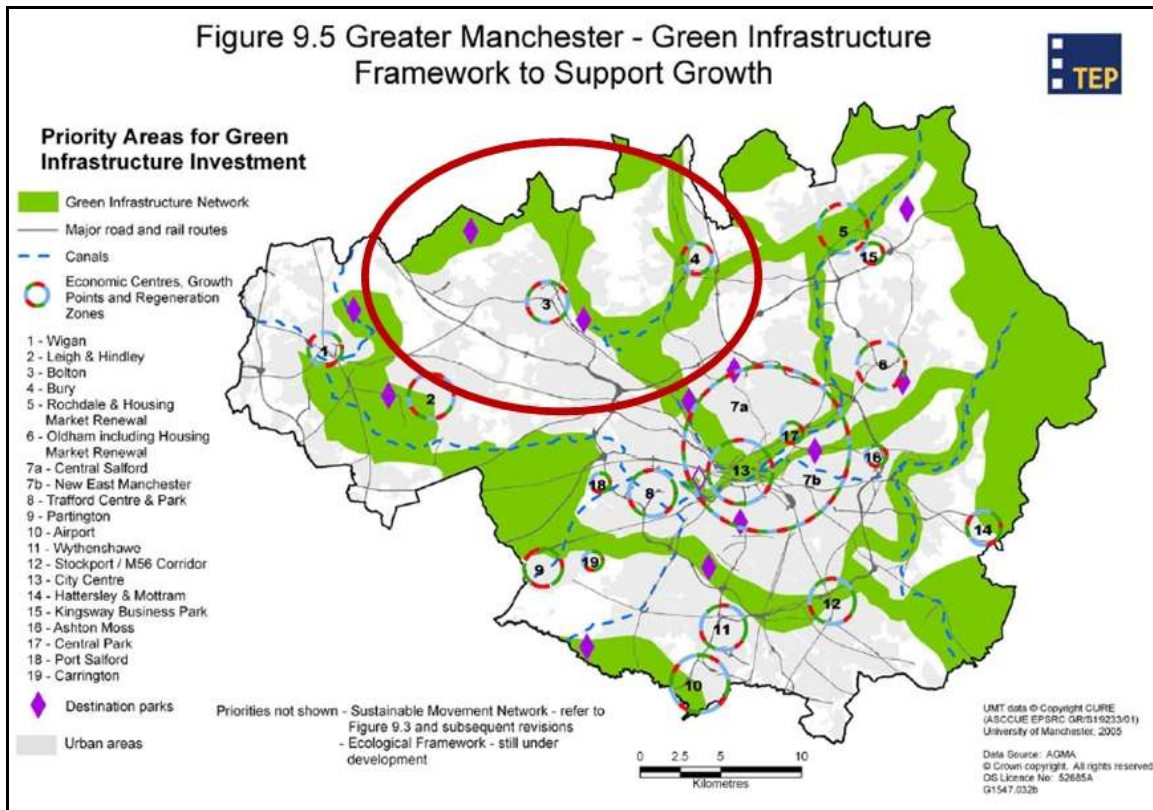


Figure 6.4: Green Infrastructure Priority Areas across GM – Bolton Highlighted (source, *Towards a Green Infrastructure Framework for Greater Manchester Summary Report*)

Sources of information
TEP (2008), <i>Towards a Green Infrastructure Framework for Greater Manchester Summary Report</i>
Knight, Kavanagh and Page (2007), <i>Bolton Open Space Assessment (strategy and action plan)</i>

## 8 Schedule

8.1 Please see the following pages for the full schedule.

TOPIC	POLICY	Area	ITEM	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIME FRAME	5 yr	10 yr	15 yr
Rail	TC4	Town Centre	Bolton Interchange Refurbishment	NSIP ITA Capital programme	£4m	Network Rail	Northern Rail, GMPTE, Bolton Council	6 month programme started on site. Scheme includes the refurbishment of platform areas, ticket office, waiting rooms & toilets	2010/11	√		
Bus	TC4	Town Centre	Trinity Interchange	GM Transport Fund	£48m	GMPTE	Bolton Council, Network Rail	Construction of bus interchange, outline permission has been granted	2013/14 - 2015/16	>	√	
Transport		Town Centre	Bolton Town Centre Public Transport Strategy 2005/06 to 2010/11	LTP Capital Funding, Bolton Transport Infrastructure Fund, Developer Contributions	£57m	Bolton Council	GMPTE	£41 million pounds have been spent to date improving traffic movement in and around Bolton town centre, including public realm improvements. This includes the £21 million investment in new town centre multi-storey car parks listed separately below. The Town Centre Transport Strategy is currently being reviewed and the outstanding investment will be phased in line with new town centre developments coming on-line.	2009/10 - 2015/16	>	√	
Local Highway	TC6	Town Centre	Bolton Town Centre Southern Link Road	Bolton Transport Infrastructure Fund	£4m	Bolton Council		Scheme to be delivered in two phases. Phase one (£2.46 million) will link Moor Lane to Blackhorse Street and be complete by 2011/12. No date has been set for delivering phase two. £4 million investment including in the Town Centre Transport Strategy programme costs.	Commencing 2010/11 Completed by 2011/12	√		
Car parking	P5	Town Centre	Bolton Town Centre Multi-storey car park partnership	Private finance	£21m	Bolton Council	NCP Bolton College	2 multi-storey car parks completed at a cost of £21 million (Deane Road and Topp Way). Brightmet Street delayed.	2009 - 2010	>	>	
Bus	M2	Horwich Loco Works	Public Transport Improvements, new bus link including stop facilities	Developer	To be determined	GMPTE	Horwich Vision, Bolton Council, Bus Operators	A new bus link from Chorley New Road through Loco Works Site and connecting with Mansell Way and/or Aspinall Way, Middlebrook. The level of financial support for service enhancements will be identified through negotiation with GMPTE and local bus operators.	A phased approach from 2013	>	>	>

TOPIC	POLICY	Area	ITEM	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIME FRAME	5 yr	10 yr	15 yr
Transport	M2	Horwich Loco Works	Access to site, construction of new access road, and cycling and pedestrian access	Developer	To be determined	Bolton Council	Horwich Vision	Improvements required to enable site access of Chorley New Road and Aspinall Way. New cycling and walking facilities provided on highway throughout the site, including a new east west route linking to the Middlebrook Valley Trail.	A phased approach from 2013	√		
Local Highway	M2	Horwich Loco Works	Loco Works offsite highway improvements	Developer	To be determined	Highways Agency, Bolton Council	Horwich Vision	Mitigation measures potentially required at: - <ul style="list-style-type: none"> <li>A673 Chorley New Road/A6027 De Havilland Way</li> <li>A6027 De Havilland Way/Burnden Way</li> <li>Chorley New Road/Crown Lane and Mason Street</li> </ul> Potential mitigation measures associated with the Strategic Road Network will be identified after further LDF Transport Modelling work is undertaken.	A phased approach from 2013	>	>	>
Fresh Water	N/A	Borough wide	Improvement works to water quality standards at Wayoh Water Treatment Works and Top of the Cow Reservoir	United Utilities	£15.4m	United Utilities		<b>Awaiting status updates from UU on AMP5 (August 2010)</b>	To 2010			
Fresh Water	N/A	Borough wide	Modernisation of water pipes to Bolton customers	United Utilities	£48m	United Utilities		<b>Awaiting status updates from UU on AMP5 (August 2010)</b>	To 2010			
Fresh Water	M1	Horwich Loco Works	Water main to serve Loco Works	Developer	To be determined	United Utilities	Horwich Vision	Linked into delivery of Horwich Loco Works	A phased approach from 2013	>	>	>
Waste Water	N/A	Borough wide	Improvements and additional capacity at Ringley Fold	United Utilities	£52m	United Utilities		<b>Awaiting status updates from UU on AMP5 (August 2010)</b>	To 2010			
Waste Water	M1	Horwich Loco Works	Loco Works – Reinforce existing sewer capacity, and possible capacity improvements at Horwich Waste Water Treatment Works	Developer	To be determined	United Utilities	Horwich Vision	Linked into delivery of Horwich Loco Works	A phased approach from 2013	>	>	>

TOPIC	POLICY	Area	ITEM	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIME FRAME	5 yr	10 yr	15 yr
Gas	M1	Horwich Loco Works	Loco Works – gas connection	Developer	To be determined	National Grid	Horwich Vision	Linked into delivery of Horwich Loco Works	A phased approach from 2013	>	>	>
Electricity	M1	Horwich Loco Works	Loco Works – Electricity Supply	Developer	To be determined	Electricity North West	Horwich Vision	Linked into delivery of Horwich Loco Works.	A phased approach from 2013	>	>	>
Electricity	TC	Town Centre	Bolton Town Centre - Electricity Supply	To be determined	To be determined	Electricity North West	Developer	Delivery of capacity strengthening to be negotiated between developers and Electricity North West	2016 - 2021		>	>
Communications	M1	Horwich Loco Works	Loco Works – Communications	Developer	To be determined	BT	Horwich Vision	Linked into delivery of Horwich Loco Works	A phased approach from 2013	>	>	>
Communications	TC7	Town Centre	Bolton Town Centre – Wireless Communications Technology – Merchant’s Quarter	Developer	To be determined	BT	Developer	Aspiration to have a wireless network system is tied into delivery of Merchants Quarter, further investigation will be undertaken as site comes forward	To be confirmed		>	>
Decentralised, renewable & low carbon energy	CG1	Borough wide	Large scale renewable technology and district heating schemes to be developed across the borough where appropriate	Not yet identified	Not yet identified	Not yet identified	Not yet identified	To contribute towards meeting the requirements of PPS1 Climate Change Supplement. More details to be identified in future iterations of IDP	2010 - ongoing	>	>	>
Waste	P3	Borough wide	Joint Waste Development Plan Document	Association fo Greater Manchester Authorities	£1.85m (Bolton pays ~10% of this)	Greater Manchester Geological Unit (GMGU)	Bolton Council	Work is ongoing	Adoption in early 2012	√		
Minerals	P4	Borough wide	Joint Minerals Development Plan Document	Association fo Greater Manchester Authorities	£0.65m (Bolton pays ~10% of this)	Greater Manchester Geological Unit (GMGU)	Bolton Council	Work is ongoing	Adoption in late 2012	√		
Community facilities	SC2	Borough wide	Community facilities (and possible co-location of services) to be identified in future iterations of the IDP	Not yet identified	Not yet identified	Not yet identified		Projects to be identified in future iterations of the IDP	Ongoing	>	>	>
Affordable Housing	SC1	Borough wide	Transforming Estates, delivery of affordable housing	TBC	TBC	Strategic Housing, Bolton Council	RSLs	140 houses currently being constructed for affordable rent. However capital programme for HCA have been cut, so future deliverability of new affordable housing is currently uncertain	Ongoing	>	>	>

TOPIC	POLICY	Area	ITEM	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIME FRAME	5 yr	10 yr	15 yr
Open Space, sport and recreation	IPC1	Borough wide	Providing new open space required as the result of the requirements of new development	Planning contributions	To be determined	Bolton Council	Land owners and developers	In line with planning applications and completion of developments	Ongoing	>	>	>
Green infrastructure	CG1	Borough wide	Projects to be identified in line with GM Green Infrastructure Framework	TBC	TBC	TBC	TBC	Projects to be identified in line with GM Green Infrastructure Framework, more information to be included in future iterations of IDP	Ongoing	>	>	>
Primary Care Trust	H1	Borough wide	Health Centres	Bolton Local Improvement Financial Trust (LIFT)		Bolton PCT		Construction of 7 health centres (3 in the programme already completed)	To be completed up to 2016	>		
Hospital	H1	Farnworth	Royal Bolton Hospital consolidation	Bolton Hospitals NHS Trust funding		Bolton Hospitals NHS Trust		Ongoing redevelopment of RBH site	Ongoing	>		
Secondary Education	A1	Borough wide	Secondary Schools; implementation of Building Schools for the Future (BSF)	BSF funding	Phase 1: £82.9 million funding to refurbish and rebuild a first phase of six secondary schools  Phases 2 & 3: £80 million each (subject to approval)	Bolton Council / Local Education Partnership (joint LEP with Blackburn)		<b>Proposals now uncertain following cancellation of BSF Programme</b> (Construction and refurbishment of secondary schools Phase 1: 6 )schools; Westhoughton, Ladybridge, Little Lever, Bolton Muslim Girls, Sharples and Smithills secondary schools.  Rumworth and Firwood special schools have also been accelerated to phase one due to Rumworth's current co-location with Ladybridge and Firwood's future relocation to the site of Bolton St Catherine's Academy in Brightmet, with Withins and Top o'th' Brow schools. Phases 2 & 3: 5 schools in each phase.	<b>Now uncertain due to cancellation of BSF</b>	na		
Secondary Education	A1	Borough wide	Secondary schools; Academies (Construction and refurbishment of 3 secondary schools)	Funding from academies programme and partner organisation		Bolton Council with third party partners		Funding for two academies at ESSA and St Catherine's has been confirmed but the proposed new build at George Tomlinson (Kearsley Academy) is uncertain because of the recent cancellation of Bolton's BSF programme	Ongoing (various)	√		



TOPIC	POLICY	Area	ITEM	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIME FRAME	5 yr	10 yr	15 yr
Primary Education	A1	Borough wide	Primary Schools, construction and refurbishment of primary schools	Primary Capital Programme Phase 1: replacement / expansion of 19 schools Phase 2: further works to be confirmed, to include at least one new school		Bolton Council (some faith schools)		Now dependent on comprehensive spending review: phase 2 may be cancelled or delayed	<b>Dependent on comprehensive spending review</b> Phase 1 2009-2011 Phase 2 2012 onwards (exact timings to be confirmed)	>	>	>
Further Education	A1	Town Centre	Further education			Bolton Community Sixth Form College		Colleges relocation to town centre university site	Currently being implemented, due for completion by 2011	√		
Waste	P3	Borough wide	Greater Manchester Waste DPD	Planning Delivery Grant, corporate funding for the remainder of the process		Bolton Council / GM districts / GMGU		Adoption of GM Waste DPD	Completed by 2012	√		
Waste	P3	Borough wide	Greater Manchester Waste PFI contract	Private Finance Initiative		Bolton Council / 8 other GM districts / GMWDA Viridor Laing (Greater Manchester Limited)		New municipal waste management facilities	Contract for 25 years commencing in 2009	>	>	>
Minerals	P4	Borough wide	Greater Manchester Minerals DPD	Corporate funding		Bolton Council / GM districts / GMGU		Adoption of GM Minerals DPD	2012	√		
Transport	P5	Borough wide	Implementation of Local Transport Plan	GMPTE, Bolton Council		Bus and rail providers, GMPTE		Local Transport Plan 2 runs until April 2011	Up to 2011	√		
Transport	P5	Borough wide	Implementation of Local Transport Plan	GMPTE, Bolton Council		Bus and rail providers, GMPTE		Local Transport Plan 3, main document to be published in March 2011, 3 year local implementation plan to be published at same time	2011 to 2020	>	√	

TOPIC	POLICY	Area	ITEM	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIME FRAME	5 yr	10 yr	15 yr
Transport	S1	Borough wide	Expenditure on road safety measures e.g. traffic calming (humps, chicanes, build outs), crossings, junction improvements	Bolton Council's local safety scheme highways capital programme. Development management funding, planning contributions		Bolton Council		Through LTP2 (and later equivalents) LTP funding c£700,000 pa in Bolton during LTP2. Future Local Safety Scheme funding dependent on the outcome of the Comprehensive Spending Review	Ongoing	>	>	>
Gypsy, traveller and travelling showpeople	SC1	Borough wide	Gypsy, traveller and travelling showpeople sites and facilities provision	Council budget, Gypsy and Traveller site grant via HCA, Private resources		Bolton Council, private developers		Provision of additional plots and pitches including the allocation of sites in the Allocations DPD	In-line with revoked RSS requirements and timescales up to 2016 and beyond	>	>	>
Social infrastructure	TC4	Town Centre	Magistrates Court		£25m	Her Majesty's Court Service		Outcome dependent on Comprehensive spending review (was: final tenders will be invited following Her Majesty's Court Service Procurement Review)	Commencing post 2012	>	>	
Community facilities	TC5	Town Centre	Improvements to Bolton Market		£6m	Bolton Council and private developers		The council has commenced and paused a process to procure a development partner for the Innovation Zone	From 2015 (after bus station moves)		>	
Mixed	TC5	Town Centre	Redevelopment of Moor Lane Bus Station and Cheadle Square	A proportion of £182m for the Bolton Innovation Zone		Private developers		The council has commenced and paused a process to procure a development partner for the Innovation Zone	Post 2015			
Community facilities	TC5	Town Centre	Performance space		£30m	Bolton Council, The Octagon Theatre, University of Bolton, private developers		The council has commenced and paused a process to procure a development partner for the Innovation Zone	Post 2015			
Affordable housing	TC5	Town Centre	West side of Moor Lane ('Westpoint' development)	Grant of £2m for affordable housing used		Registered social landlords and private sector developers		Conditional planning approvals in 2006 and 2007, element of affordable housing nearing completion ( 12x 1, 28x2 bed flats for rent)	Initial affordable dwellings completing in 2010, other dwellings phased as market conditions improve	√		

TOPIC	POLICY	Area	ITEM	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIME FRAME	5 yr	10 yr	15 yr
Mixed	TC6	Town Centre	Bolton One - Health, leisure and research facility		£30m	Bolton Council, Bolton Primary Care Trust and University of Bolton		Construction will start in October 2009	Completed by 2012	√		
Car parking	TC7	Town Centre	Multi-storey car park (Breighmet Street)	(part of the £57m Town Centre Public Transport Strategy Improvements)	£9m	NCP		Identified as part of the contact between Bolton Council and NCP. Planning application approved in 2008. Referred to under policy P5 in schedule	Currently deferred	>		
Local Highway	TC7	Town Centre	Road access from St Peters Way		£1.06m	Bolton Council using ERDF funding and Local Transport Plan funding		ERDF monies acquired to bring proposals forward. Delayed due to economic slow down in line with the progression of Merchants Quarter scheme	Deferred long term (was completed by 2010/11)		>	
Local Highway	TC7	Town Centre	Bridge between Merchant's Quay and Clive Street		£925,000	Bolton Council using ERDF funding, Local Transport Plan funding, section 106 contributions		ERDF monies acquired to bring proposals forward. Delayed due to economic slow down in line with the progression of Merchants Quarter scheme	Deferred long term (was completed by 2010/11)		>	
Car parking	TC8	Town Centre	Church Wharf: Employment led mixed uses, which includes replacement / renewal of Bow Street car park		£120m	Private developers	Bolton Council	Planning application approved for Church Wharf 2008, development on hold until market conditions become more favourable.	Completed by 2023	>	>	>
Affordable housing	TC10	Town Centre	Urban Village: Housing development		£53m	Private sector developers		An Urban Village Masterplan Framework is currently being finalised (may include an element of affordable housing)	2015-2020	>	>	
Open Space, sport and recreation	TC10	Town Centre	Improving Queens Park	Heritage Lottery Funding with matched funds	Project of value of £7.3m	Bolton Council using lottery funding		Heritage Lottery funding has been approved (autumn 2009)	Completed by 2013	√		
Secondary Education	RA1	Inner Bolton	Hayward School	Department for Children, Schools and Families Academy programme		Bolton Council / ESSA Academy		Renewal of school buildings	Completed by 2012	√		

TOPIC	POLICY	Area	ITEM	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIME FRAME	5 yr	10 yr	15 yr
Secondary Education	RA1	Inner Bolton	Bolton Muslim Girls School, new school buildings	BSF		Bolton Council / Learning Education Partnership		Proposals now uncertain following cancellation of BSF Programme	<b>Now uncertain due to comprehensive spending review, was: Completed by 2012</b>	na		
Primary Care Trust	RA1	Inner Bolton	Pikes Lane Medical Centre	PCT's annual capital programme		PCT		Improvements to existing centre, however no capital for 2010, so there will be delays	Completed by 2011	√		
Primary Care Trust	RA1	Inner Bolton	Avondale Medical Centre	PCT's LIFT tranche 3		PCT		Expansion of existing centre	Completed by 2012/2013	√		
Primary Care Trust	RA1	Inner Bolton	Halliwell Medical Centre	PCT's annual capital programme	-	PCT	-	Improvements to existing centre no longer approved	No longer approved (was completed by 2011)	-	-	-
Primary Care Trust	RA1	Inner Bolton	Hulton Lane Medical Centre	PCT's annual capital programme	-	PCT	-	Improvements to existing centre	<b>Improved car parking now completed</b>	√		
Primary Care Trust	RA1	Inner Bolton	Great Lever Medical Centre	PCT's LIFT tranche 3		PCT		Improvements to existing centre	Completed by 2013/2014	√		
Primary Care Trust	RA1	Inner Bolton	Tonge Moor Health Centre	PCT's annual capital programme	-	PCT	-	Improvements to existing centre	<b>Now completed</b>	√		
Hospital	RA2	Farnworth	Royal Bolton Hospital	Bolton Hospitals NHS Trust funding		Bolton Hospitals NHS Trust		Consolidation and improvement of hospital	Ongoing	>		
Primary Care Trust	RA2	Farnworth	Farnworth Health Centre	PCT's LIFT tranche 3		Bolton PCT		Construction of expanded health centre	Completed by 2012/13	√		
Further Education	RA2	Farnworth	Farnworth college site	Learning and Skills Council		Bolton Sixth Form College / Bolton Community College		Consolidation and improvement of college site	Completed 2009	√		
Cycling	RA3	Brightmet	Bolton to Bury strategic cycle route	Sustrans & support funding to be identified	£2m	Bolton Council / Sustrans		Construction of cycle route, however this is currently unfunded. £2m costs are for a route from Bolton town centre to Bury town centre (therefore part of the costs fall into Bury's administrative boundary.	Deferred (was commencing 2015 dependent on inclusion in LTP3)			
Secondary Education	RA3	Brightmet	Withins School site (to become St Catherine's Academy)	Building Schools for the Future, Department for Children, Schools and Families Academies Programme		Bolton Council / St Catherine's Academy		Construction of new school buildings	Completed by 2012	√		

TOPIC	POLICY	Area	ITEM	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIME FRAME	5 yr	10 yr	15 yr
Affordable Housing	M1	Horwich Loco Works	Development of a range of housing	Private sector funding	To be determined	Horwich Vision	Bolton Council	To include affordable housing where viable	A phased approach from 2013	>	>	>
Open Space, sport and recreation	M2	Horwich Loco Works	Provision of open space and play areas	Private sector funding	To be determined	Horwich Vision			A phased approach from 2013	>	>	>
Primary Education	M2	Horwich Loco Works	Provision of primary school sites and/or construction of buildings	Private sector funding	To be determined	Horwich Vision and Bolton Council		Nature of new provision to be determined	A phased approach from 2017 ( 2013 housing start +4 years to primary school start age)	>	√	
Local Highway	M3	Cutacre	Link road to Lester Road	Developer	To be determined	Harworth Estates	Bolton Council	Further details and phasing to be set out in Allocations DPD	A phased approach from 2013	>	>	>
Cycling	M3	Cutacre	Cycling and pedestrian routes across site	Developer	To be determined	Harworth Estates	Bolton Council	Further details and phasing to be set out in Allocations DPD	A phased approach from 2013	>	>	>
Bus	M3	Cutacre	Bus service linking site with Walkden railway station	Developer	To be determined	GMPTE & Harworth Estates		Further details and phasing to be set out in Allocations DPD	A phased approach from 2013	>	>	>
Gas	M3	Cutacre	Cutacre – gas connection	Developer	To be determined	National Grid	Harworth Estates	Further details and phasing to be set out in Allocations DPD	A phased approach from 2013	>	>	>
Electricity	M3	Cutacre	Cutacre – Electricity Supply	Developer	To be determined	Electricity North West	Harworth Estates	Further details and phasing to be set out in Allocations DPD	A phased approach from 2013	>	>	>
Communications	M3	Cutacre	Cutacre – Communications	Developer	To be determined	BT	Harworth Estates	Further details and phasing to be set out in Allocations DPD	A phased approach from 2013	>	>	>
Open Space, sport and recreation	M3	Cutacre	Provision of country park	Developer	To be determined	Harworth Estates		Further details and phasing to be set out in Allocations DPD	A phased approach from 2013	>	>	>
Fresh Water	M3	Cutacre	Link to sewer main to serve site	Developer	To be determined	United Utilities	Harworth Estates	Further details and phasing to be set out in Allocations DPD	A phased approach from 2013	>	>	>
Waste Water	M3	Cutacre	Link to water main to serve site	Developer	To be determined	United Utilities	Harworth Estates	Further details and phasing to be set out in Allocations DPD	A phased approach from 2013	>	>	>
Further Education	OA1 & OA2	Horwich and Blackrod	Bolton Community College - Victoria Road site, consolidation and improvement of college site	Learning and Skills Council	£5m	Bolton Community College	Bolton Council	College has proceeded to design stage	Completed by 2014	√		
Primary Care Trust	OA1 & OA2	Horwich and Blackrod	Horwich Health Centre	PCT's LIFT tranche 4		Bolton PCT		Contruction of expanded health centre	Completed by 2015/2016		√	

TOPIC	POLICY	Area	ITEM	FUNDING	COST	LEAD	PARTNERS	DELIVERY NOTES	TIME FRAME	5 yr	10 yr	15 yr
Primary Care Trust	OA1 & OA2	Horwich and Blackrod	Blackrod health centre	PCT's annual capital programme		Bolton PCT		Improvements to existing centre, however no capital for 2010, so there will be delays	Completed by 2011	√		
Secondary Education	OA3	Westhoughton	Westhoughton High School, renewal of school buildings	Building Schools for the Future		Bolton Council		Proposal for new school building now unlikely following cancellation of BSF programme	Was: completed by 2012	na		
Primary Care Trust	OA3	Westhoughton	Westhoughton health centre	PCT's LIFT tranche 4		Bolton PCT		Construction of expanded health centre	Completed by 2015/2016		√	
Secondary Education	OA4	West Bolton	Ladybridge High School, renewal of school buildings	Building Schools for the Future		Bolton Council		Proposal for remodelling of existing school now unlikely following cancellation of BSF programme	Was: completed by 2012	na		
Secondary Education	OA5	North Bolton	Smithills School, renewal of school buildings	Building Schools for the Future		Bolton Council		Proposal for remodelling of existing school now unlikely following cancellation of BSF programme	Was: completed by 2012	na		
Secondary Education	OA5	North Bolton	Sharples School, renewal of school buildings	Building Schools for the Future		Bolton Council		Proposal for remodelling of existing school now unlikely following cancellation of BSF programme	Was: completed by 2012	na		
Primary Care Trust	OA5	North Bolton	New health centre serving Egerton and Dunscar	PCT's annual capital programme	-	Bolton PCT	-	Improvements made to Reception and car park 2009/2010	Improvements now made	√		
Secondary Education	OA6	Little Lever and Kearsley	Little Lever School, renewal of school buildings	Building Schools for the Future		Bolton Council		Proposal for remodelling of existing school now unlikely following cancellation of BSF programme	Was: completed by 2012	na		
Primary Care Trust	OA6	Little Lever and Kearsley	Little Lever health centre	PCT's LIFT tranche 4		Bolton PCT		Expanded health centre	Completed by 2014/15		√	
Bus	LO1	Links to other areas	Trinity Interchange	GM Transport Fund £48m	£48m	GMPTE, Bolton Council	Bolton Council	Construction of interchange, outline permission has been granted	2013/14 - 2015/16	>	√	
Cycling	LO1	Links to other areas	Bolton to Bury strategic cycle route	Sustrans & support funding to be identified		Bolton Council / Sustrans		Construction of cycle route, however this is currently unfunded	Deferred (was commencing 2015 dependent on inclusion in LTP3)	na		

