

# **Community Infrastructure Levy**

## **Infrastructure Schedule**

**April 2013**

## **What is this document?**

- 1.1 This document provides the most up to date information on infrastructure requirements across Bolton as at April 2013 and is based on the information made available to support consultation on the Community Infrastructure Levy Preliminary Draft Charging Schedule. It summarises infrastructure requirements needed to support development in the borough as described by the Core Strategy. It details sources of funding that are currently available and potential future funding sources; along with any additional funding requirements. The purpose of this document is to help support the development of a Community Infrastructure Levy (CIL) for Bolton. It is important to note that although a funding gap may be currently identified for an infrastructure project, that project may secure funding and be completed before a Community Infrastructure Levy is implemented in Bolton.
- 1.2 This document is not the council's programme for spending on infrastructure, nor does it provide a definitive list of the infrastructure projects which monies raised through the levy will be spent in the future. Government legislation requires that the information on what CIL is to be spent on should be contained within another document, often referred to as the 'regulation 123 list'. The infrastructure projects listed in the regulation 123 list are drawn from this infrastructure schedule, and the document will be made available in draft form to support consultation on the Community Infrastructure Levy Draft Charging Schedule.
- 1.3 The table provided at the end of this document builds upon work conducted for the Infrastructure Delivery Plan 2010 which was used to support the examination of the Core Strategy, and the subsequent IDP update in 2011. It has been updated from August 2012 to April 2013 to reflect the latest guidance and information available regarding infrastructure planning.

## **What is the Community Infrastructure Levy?**

- 1.4 The Community Infrastructure Levy (CIL) is a new way for communities to benefit from built development taking place in their area. The levy is a fixed rate charge, based on square metres of net additional floorspace. Different uses can be subject to different levies, and these are provided in the charging schedule. The landowner must pay the levy to the charging authority (Bolton Council) once construction commences. The Council must then spend this money on new infrastructure provision for the borough such as highways improvements, better open spaces or increased education provision.

## **What is infrastructure?**

- 1.5 In planning terms, the word 'infrastructure' is used in broad way to mean any facility or service that supports the development of the borough and its population. It covers varying types including transport, utilities, communications, waste processing, education, health & social care, community & cultural facilities, emergency services, parks, allotments, recreation spaces, rivers and watercourses. This document has gathered data under four broad types of infrastructure which the Council has a duty to provide or maintain and that are required to help support the development of the borough: school places; transport; green infrastructure; and watercourses, flood risk and drainage.

Other infrastructure needs such as health provision and utilities have not been explicitly detailed within this document as they are typically supplied and maintained by other providers, who often get their funding direct from developers or by bidding for funding in tranches from government departments. However, in the future it may be appropriate to report on these requirements when they are linked to the delivery of sites of a strategic

nature, and significant costs or barriers to development are anticipated due to uncertainties surrounding provision or funding.

## Summary of requirements

- 1.6 Table 1 below summarises the additional funding required for named infrastructure projects as currently being **£248,564,250**. Much of this arises from needing to support the growth in the school-age population, and the transport projects identified as a result of the LDF Transport Modelling work.
- 1.7 For further detail on the infrastructure projects required, please see individual tables within in each section and the comprehensive schedule at the end of this document.

Infrastructure types	Cost	Available / anticipated	Additional funding requirement
School places	£103,000,000	£6,000,000	£97,000,000
Transport	£239,793,000	£105,758,000	£134,035,000
Green infrastructure	£4,427,900	£1,545,650	£2,882,250
Watercourses, flood risk and drainage	£12,492,000	£0	£12,492,000
Public Realm	£2,155,000	£0	£2,155,000
<b>TOTAL</b>			<b>£248,564,250</b>

**Table 1: Summary of infrastructure requirements**

## School places

- 1.8 Like many other urban areas, Bolton is experiencing a rapid increase in the demand for school places. At present, this demand has manifested itself in the primary sector and has required the addition of 500 new intake places in primary schools since September 2009, resulting in 3,500 additional primary school places overall (each new intake place at primary school equates to an additional 7 primary places overall, as the child rises through the primary education system).
- 1.9 The recent £50,000,000 primary school expansion programme in Bolton has been supported with some Basic Need funding support from the Department for Education (DfE) of £14,000,000, but the level of support has been significantly reduced in over the last 12 months. The balance of the cost of the programme has been met through other capital sources allocated by the DfE for school buildings, including Modernisation Grant and LCVAP funding (LEA Co-ordinated Voluntary Aided Programme), which are both primarily allocated for major building repairs and modernisation, not for school expansions. School building liabilities will of course continue; having prioritised such funding on the expansion of schools means that fewer repairs and maintenance have been undertaken on schools than the council would ideally have liked. Over the longer term this is an unsustainable strategy, without risking the integrity of the education property portfolio, or the safety and comfort of occupants.
- 1.10 Bolton was hoping to be part of the Building Schools for the Future programme, and had it been successful, would have secured £250M towards remodelling and expanding secondary schools. Unfortunately however, the programme was cancelled and Bolton has effectively lost out on this funding.

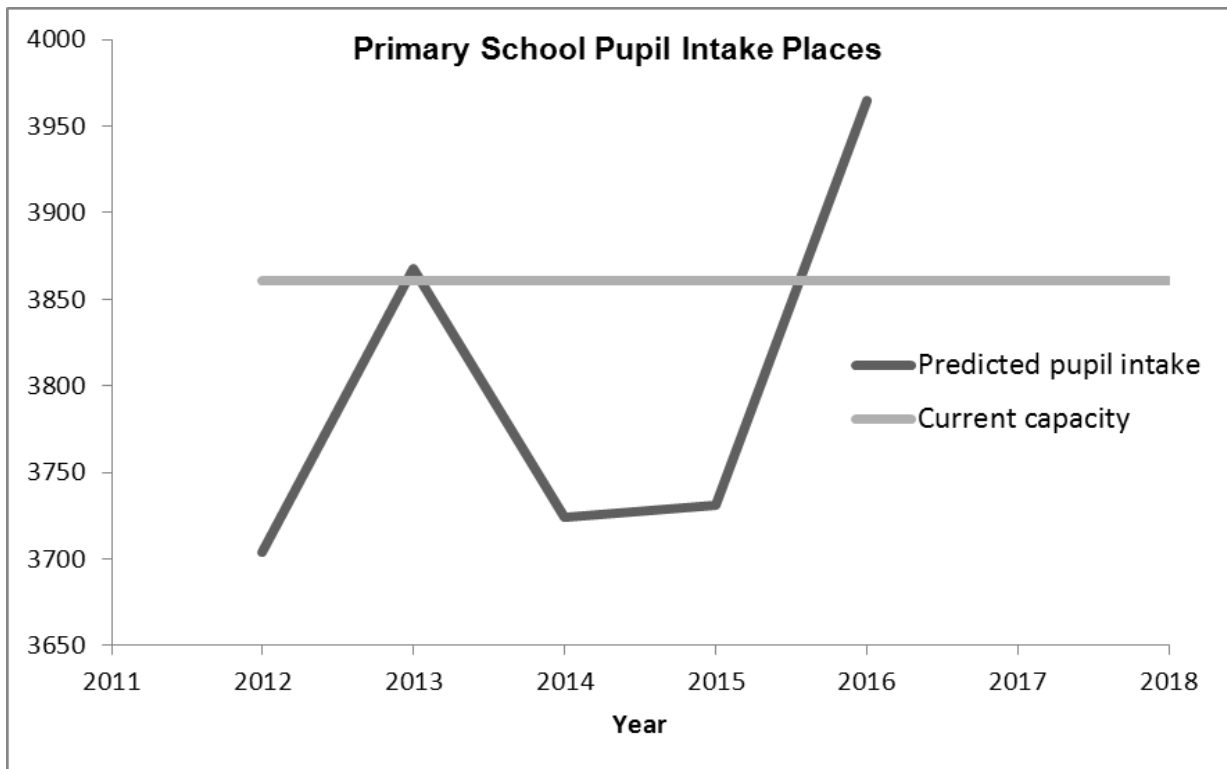
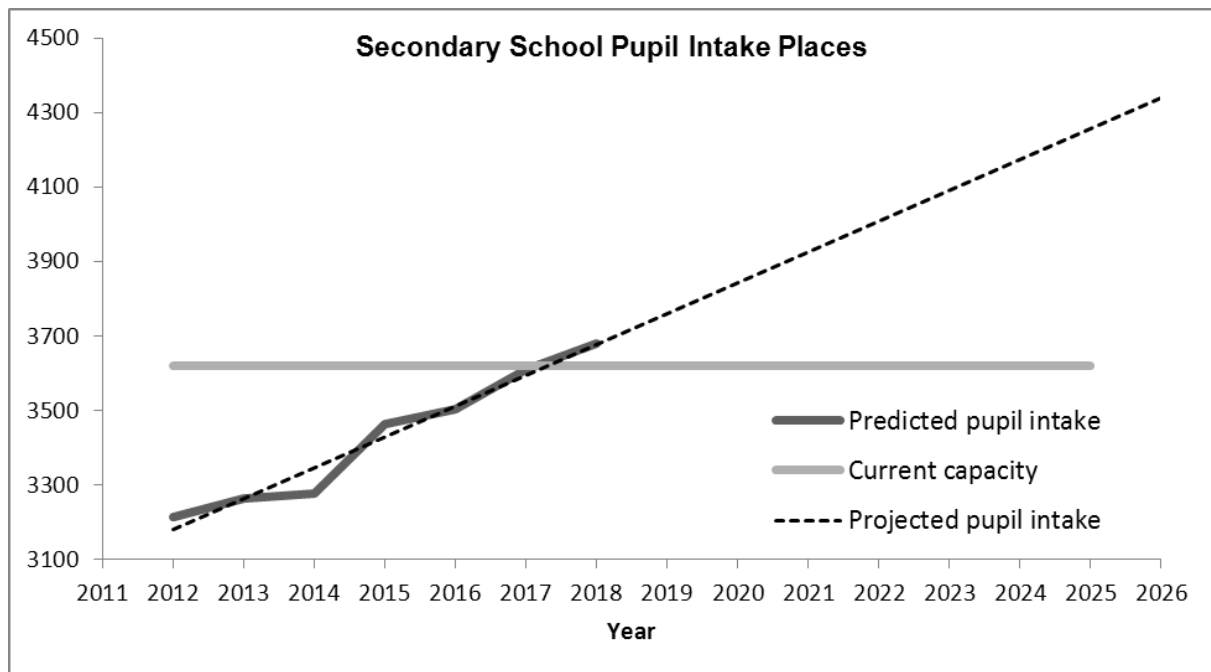


Figure 1: Primary school predicted intakes against current capacity

- 1.11 Figure 1 illustrates that by 2016, additional capacity will need to be provided in Bolton's primary schools to meet the needs of existing children already living in Bolton who are not currently of statutory school age. The demand for places is based upon current 'live birth' data, and is expected to grow to at least 2016/17, when the current 0-1 year olds will be entering school. The cost of meeting this identified additional demand can be estimated as £32,000,000, based on providing 300 additional primary school intake places, resulting in 2,100 places overall.
- 1.12 At around the same time, the current high numbers of primary school children will be entering secondary school and Bolton Council will need to increase the capacity of its secondary schools accordingly.
- 1.13 Estimates can be made regarding the provision of additional primary intake places up to 2026, the Core Strategy plan period. Based on current projections, this could be in the region of 2,500 extra primary school places. The council is awaiting the results of the 2011 Census in order to provide the most up-to-date information on future population projections for Bolton, which may mean that this figure is subject to change in the near future. The associated gap in funding for provision relies on this information and is therefore also subject to change and has been excluded from being reported in table 2 due to the high levels of uncertainty, however, providing 2,500 extra primary school places would require around £37,500,000.
- 1.14 In addition, a new 2 form primary school may be required to accommodate the additional places arising from the former development of the former Horwich Loco Works. A site of up to approximately 2 hectares (which includes playing fields, buildings and car park) may be required, and should be provided by private sector funding.



**Figure 2: Secondary school predicted intakes against current capacity**

- 1.15 From September 2017, additional capacity will need to be planned and supplied for the necessary expansion of secondary schools to meet the increased demand for places in this sector arising out of the presently increasing number of primary school children. The cost of meeting this additional demand can be estimated at £65,000,000, based on expanding capacity up to 2026 to provide 700 additional secondary school intake places, resulting in 3,500 places overall (each new intake place at secondary school equates to an additional 5 secondary places overall, as the child rises through the secondary education system).
- 1.16 In reality however, not all of these additional places will be required immediately and school populations will expand gradually over a period of time. The recent increase in demand for pupil places has seen a steady rise with each successive cohort group, but this has not been evenly spread across the borough, being mostly concentrated in the inner areas.
- 1.17 The effects of building new housing can impact on existing education capacity, as developments can attract families with school age children already, in different year groups. Such families may have older children who can be accommodated in schools that presently have capacity in upper age groups, where overall pupil numbers are lower. Account therefore needs to be taken of any existing surplus places if and where these exist, but this is difficult to accurately identify because it is not certain when and where the new housing developments will commence, and exactly when these will become occupied. It is possible therefore that the additional effects of new housing may not be seen until all existing capacity has been exhausted, in which case further school expansions will be necessary, above that which is projected in figure 2.
- 1.18 Despite current pressures for pupil places, it is likely that the level of funding support in the future will be limited, particularly given continuing austerity measures and reduced levels of capital available. Furthermore, current funding allocations are only confirmed on an annual basis and it would therefore be unwise to assume that funding allocations that have been

received historically will continue at those same levels. Taking all of these factors into account results in a total of £97,000,000 being required for the provision of new school pupil places - this represents a current funding shortfall unless other funds are secured.

<b>Infrastructure requirements – schools places</b>	<b>Cost</b>	<b>Available / anticipated</b>	<b>Additional funding requirement</b>
Primary school places to support current children (2,100)	£32,000,000	£0	£32,000,000
Primary school to support development at Horwich Loco Works	£6,000,000	£6,000,000	£0
Secondary school places to support predicted and projected needs (3,500)	£65,000,000	£0	£65,000,000
<b>Total</b>	<b>£103,000,000</b>	<b>£6,000,000</b>	<b>£97,000,000</b>

**Table 2: Summary of schools places requirements**

## Transport projects

- 1.19 Transport projects have been grouped into 4 main categories, as shown in table 3, to provide an indication of the works which are of importance to the delivery of the Core Strategy and the development of the borough.
- 1.20 Working in partnership with Transport for Greater Manchester and the Highways Agency, the Council has undertaken a second phase of transport modelling to inform the Local Development Framework Allocations Plan.
- 1.21 From the modelling results, junctions have been identified which are either currently over capacity or are predicted to be over capacity by 2026. Projects and costs have been identified to help mitigate these capacity issues in order to allow development across the borough to proceed.
- 1.22 In addition to the costs summarised below, monies from the Regional Growth Fund have been made available to improve access to the Horwich Loco Works site. Furthermore, the Transport Assessments for the sites at Cutacre and Horwich Loco Works may identify additional works or projects to mitigate any identified capacity issues or improve connectivity with the wider public transport network. As these projects have not been confirmed, the costs have yet to be determined. It is anticipated that these schemes will however come forward prior to the introduction of CIL.

<b>Infrastructure requirements – transport</b>	<b>Cost</b>	<b>Available / anticipated</b>	<b>Additional funding requirement</b>
Cycling projects	£1,200,000	£1,200,000	£0
Rail projects	£53,668,000	£53,558,000	£110,000
Bolton Town Centre Transport Strategy Improvements	£62,925,000	£51,000,000	£11,925,000
Highways projects as identified through transport modelling work	£122,000,000	£0	£122,000,000
<b>Total</b>			<b>£134,035,000</b>

**Table 3: Summary of transport requirements**



## Green infrastructure

### Local Nature Reserve Development Project

- 1.23 Following a desktop assessment, an initial list of sites which may be suitable for declaration as Local Nature Reserves (LNRs) was identified and reported to the Executive Member in April 2008. It was agreed that the proposed list of sites were approved as suitable sites for LNR designation and that a Local Nature Reserve Working Group (comprising representatives of Environmental Services, Legal Services, and Corporate Resources) be charged with the prioritisation and implementation of the necessary processes to satisfy Natural England and achieve declaration of sites as Local Nature Reserves. From an area baseline of 52 hectares in April 2008, new declarations of 447 hectares have been identified.
- 1.24 The capital cost of delivering the project was calculated in 2006 as being £2,977,500, and at the time it was considered that the funding to deliver the project would come from the following sources:
- Section 106 Contributions £100,000
  - External Funding (Lottery grants) £1,000,000
  - Forestry Commission Grants £600,000
  - Countryside Stewardship Grants £300,000
  - Council Heritage Budget £1,000,000 (£50k for 20 years)
- 1.25 However, since the adoption of the project the financial and regulatory climate has changed significantly. Although Section 106 contributions are a small element of the capital funding and were considered as infrequent and variable in size, development remains at a decreased level which is significantly impacting upon the amount of contributions being received.
- 1.26 External funding consists mainly of Lottery Grant funding, either directly or through partnerships, however other grant funding streams are included in this bracket. The economic down-turn has severely curtailed the availability of many grant funding streams with the National Lottery in all its forms now being the main target. This element is however becoming increasingly difficult to secure due to competition from other applicants in the same situation, and the need to supply match funding to meet the funding criteria.
- 1.27 Whilst Forestry Commission Grant funding is still available, it too is in limited supply due to constraints of the Commission's funding budgets. The future availability and level of funding is in doubt and an element of match funding is required to secure funding. Competition is also great from other applicants.
- 1.28 Countryside Stewardship Grant funding was available on agricultural land holdings to create, improve and manage wildlife habitats to meet national biodiversity targets. Current contracts for the revised Higher Level Stewardship grant are not being renewed by Natural England, which is targeting the monies only at SSSI sites. This has reduced the availability of this funding stream to two sites from the previous 5 and excludes the other 20 potential LNRs.

The fiscal restraints put upon local authorities by central government have resulted in the reduction of the Council Heritage Budget to help meet the required savings. This has reduced the LNR development budget by 90% and removed support funding to partnership groups who were able to undertake some creation and management works on LNRs. These budgets were also a source of match funding to attract external grant funding.

<b>LNR Development Project (2012 – 2026)</b>	
<b>Known funding sources</b>	
Heritage Budget funding at present level (£5k/year)	£5,000
External funding from Lottery and other grants received to date (GUN, Seven Acres)	£90,150
Forestry Commission grants	£68,700
Countryside Stewardship Grant	£121,800
<b>Anticipated funding sources</b>	
Future funding from Heritage Budget	£65,000
Forestry Commission Grants	£280,000
<b>Total known and anticipated funding</b>	<b>£630,650</b>
<b>Cost of delivering the LNR Development Project</b>	
	<b>£2,977,500</b>
<b>Additional funding requirement</b>	<b>£2,346,850</b>

**Table 4: LNR requirements**

### **Tree & Woodlands (Red Rose Community Forest initiative)**

- 1.29 The Red Rose Community Forest initiative was adopted by Bolton Council in 1994 and precipitated a more proactive role within the then Tree Section to employ a woodland officer. This officer's role is to undertake woodland management and creation to provide benefits to residents and visitors to the borough, in line with Core Strategy objectives. Development of trees and hedgerows within parks and other greenspaces is also undertaken by the Tree & Woodlands Section which contributes to Core Strategy objectives, Red Rose Forest objectives and national forestry strategy aims.
- 1.30 Woodland covering 560 hectares is owned by Bolton Council and is managed to provide recreation and enjoyment to visitors and biodiversity benefits, as well as carbon sequestration, health provision, air quality, landscape enhancement and ground stabilisation. Parkland trees as well as providing these benefits create a sense of place and places of local character that give regular users and local residents pride in their local environment and a sense of community.
- 1.31 The capital cost of delivering the project was calculated for 2006 - 2011 as £518,000, and at the time it was considered that the funding to deliver the project would come from the following sources:
- Section 106 Contributions                      £0
  - External Funding (Lottery grants)            £0
  - Forestry Commission Grants                £298,000
  - Countryside Stewardship Grants            £0
  - Council Tree & Woods Budget                £220,000            (£20k per year)

- 1.32 However, since the adoption of the project the financial and regulatory climate has changed significantly. Whilst Forestry Commission Grant funding is still available, it is in limited supply due to constraints of the Commission's funding budgets. The future availability and level of funding is in doubt and an element of match funding is required to secure funding. Competition is also great from other applicants.
- 1.33 The fiscal restraints put upon local authorities by central government have resulted in the reduction of budget to help meet the required savings. This has reduced the Council Tree & Woodlands Budget in real terms and removed support funding to partnership groups who were able to undertake some creation and management works in woodlands. These budgets were also a source of match funding to attract Forestry Commission Grants and other external grant funding.

<b>Tree and woodlands strategy (2012 – 2026)</b>	
<b>Known funding sources</b>	
Tree & woodlands budget funding at present level (£k/year)	£20,000
Forestry Commission grants	£41,000
<b>Anticipated funding sources</b>	
Future funding from tree & woodlands budget	£280,000
Forestry Commission Grants	£574,000
<b>Total known and anticipated funding</b>	<b>£915,000</b>
<b>Cost of delivering the tree &amp; woodlands strategy</b>	
	<b>£1,450,400</b>
<b>Additional funding requirement</b>	<b>£535,400</b>

**Table 5: Trees and woodlands requirements**

### **Playing Pitch Strategy**

- 1.34 The Playing Pitch Strategy identifies the quality and quantity of all community and schools based outdoor sports provision across the borough, irrespective of ownership. Through consultation with Governing bodies of sport and local clubs it also identifies current and latent demand for facilities. Bolton Council makes use of the strategy in two ways, firstly to inform planning policy and decision making and secondly to guide the Council's management of its own existing outdoor facilities and the development of new or upgraded facilities to meet identified future demand. The Playing Pitch Strategy was last updated in 2007 and the 2012 update has just been commissioned. Results of this will be fed into future infrastructure planning work.

### **Equipped Play Area Strategy**

- 1.35 Bolton Council developed an approach to the provision of Equipped Play Areas on a Ward by Ward basis to assist bidding for Lottery and other external funds to support the traditional use of s106 funding to develop or refurbish equipped play areas across the

borough. That approach and the Ward by Ward analysis is currently being refreshed to produce an updated 5 year plan for the borough which will identify priorities for action across the borough. Once this has been updated, there may be implications for gathering s106 in local areas.

### Greenspace Asset & Infrastructure Survey

- 1.36 Many of Bolton's parks and open spaces are decades old with over mature landscapes and deteriorating infrastructure. This survey will quantify the condition of the greenspace infrastructure assets and the investment required, in a similar way to that carried out for the borough's highway network to produce the Highways Asset Management Plan (HAMP). This will enable a targeted approach to bidding and investment. There may be opportunities to use either s106 or CIL monies to help improve assets in areas where new housing development is located to help service the additional demand placed on these assets.

<b>Green infrastructure requirements</b>	<b>Cost</b>	<b>Available / anticipated</b>	<b>Additional funding requirement</b>
Cost of delivering the LNR Development Project	£2,977,500	£630,650	£2,346,850
Trees and woodlands strategy	£1,450,400	£915,000	£535,400
		<b>Total</b>	<b>£2,882,250</b>

**Table 6: Summary of green infrastructure requirements**

## Watercourses, flood risk and drainage

- 1.37 Strategic Flood Risk Assessments mainly examining flood risk from rivers have been undertaken to study both the Greater Manchester and Bolton areas. The Greater Manchester Surface Water Management Plan (GMSWMP) is currently in development and examines both surface water flooding and flooding from sewers, it has identified areas of the town that are at high risk of surface water flooding.
- 1.38 Additional work by the Environment Agency has identified flood defence measures that are required to ensure that the levels of growth set out in the Core Strategy can be delivered, and to protect existing development from flooding. In Bolton, flood defence measures to the value of £1,531,000 have been identified as necessary to protect parts of the area from fluvial events. These improvements are programmed for the period 2017/22, though funding for these projects has not been secured.
- 1.39 The GMSWMP identified 68 locations in Bolton where surface water flooding is potentially a significant risk to property or critical infrastructure. Additional studies are required to examine these locations in greater detail and move potential projects to an options and solutions phase, and subsequently to an implementation phase. The potential cost of schemes to protect those areas at high risk of surface water flooding is around £7,100,000.
- 1.40 Bolton has a legacy of ageing drainage infrastructure dating from before the industrial revolution, collapse of such infrastructure can have a high economic, social and environmental cost. Surveys by Bolton Council have identified many locations where this infrastructure requires replacing or improving. Early priority improvements to culvert inlets, culvert replacement or renovation works and safe access works are required, and are initially estimated to cost at least £4,500,000.
- 1.41 Some funding is available for delivering Surface Water Management Plan measures for areas at high risk of flooding. In many cases, projects can only attract funding if they have part or match funding. An initial bid for central government funding via the Flood Defence Grant in Aid (FDGiA) process for two projects totalling £110,000 have been made this year, it is anticipated that these projects will require elements of part funding. The success of the bid process is likely to be announced in early 2013.
- 1.42 The remainder of the flood defence measures required are unfunded. It is acknowledged that some funding could become available from the Environment Agency, the Department for Environment, Food and Rural Affairs. However, it is highly unlikely that any available funding would be sufficient to deliver the required flood risk management measures.

<b>Infrastructure requirements – watercourses, flood risk and drainage</b>	<b>Additional funding requirement</b>
Unfunded Environment Agency local projects for 2017/22	£892,000
Surface water flood risk reduction measures	£7,100,000
Ageing infrastructure replacement / access works	£4,500,000
<b>Total</b>	<b>£12,492,000</b>

**Table 7: Summary of watercourses, flood risk and drainage requirements**

## Other infrastructure needs

### Public Realm

- 1.43 The Public Realm Implementation Framework (PRIF) was launched in 2005. It supports the Council's vision to realise central Bolton's full economic potential, through guidance on the delivering of high quality, vibrant and safe public spaces that attract investment and enjoyment by central Bolton residents, businesses and visitors alike.
- 1.44 The PRIF objectives are to:
- Create a vision for Bolton's public realm
  - Ensure consistency of design and quality in the public realm
  - Create a more functional and pedestrian-friendly environment
  - Channel public realm investment effectively
  - Provide a context for public realm funding bids and negotiations
  - Achieve high standard in design and maintenance
- 1.45 The PRIF sets quality standards that will ensure a continuity of character across central Bolton and provide an appropriate setting for high quality architecture and urban design in new developments. It contains detailed guidelines on carriageway and footway surfacing, street furniture, lighting and soft landscaping.
- 1.46 The priority improvements required are summarised in table 8.

Public Realm requirements	Cost	Available / anticipated	Additional funding requirement
Improvements to public realm for area of Newport Street to Trinity Street not covered by the Interchange S278 works	£450,000	£0	£450,000
Improvements to public realm for Great Moor Street to Deansgate to link Trinity Interchange to the Market	£1,210,000	£0	£1,210,000
Improvements to public realm for Octagon Court area	£200,000	£0	£200,000
Improvements to public realm for Hotel Street & Mealhouse Lane	£225,000	£0	£225,000
Improvements to public realm for Old Hall Street	£70,000	£0	£70,000
<b>Total</b>			<b>£2,155,000</b>

**Table 8: Summary of Public Realm requirements**

### Social Infrastructure – Community and Cultural

- 1.47 The council has long maintained an aspiration to create a new performance space within a centrally accessible location. This was envisaged to be part of the comprehensive redevelopment of the Central Street area of Bolton Town Centre, the cost of which was

previously detailed in the Infrastructure Delivery Plan and estimated to be in the region of £30,000,000. With the sale of Theatre Church in Astley Bridge in 2012, there is a current unmet need for a shared facility for the large amateur dramatics sector in Bolton. The provision of suitable facilities have not been costed, however were any grant funding to become available, this would in all likelihood require match funding to facilitate its delivery, thus making it a good candidate for the recipient of CIL monies to enable the delivery of Core Strategy policy IPC1.

### **Social Infrastructure – Health and Wellbeing**

- 1.48 Transitional changes to the role of Primary Care Trusts mean that there are no clear timescales for the delivery of new health centres across the borough of Bolton. From April 2013, the PCT's Business Planning & Capital team will relocate to NHS Property Services. Discussions have confirmed that there is still the intention to replace health centres across the borough, with the facilities in Farnworth and Avondale (Halliwell) being priority developments. Although these centres will not be funded or delivered by the council, the development of them is still an important component of supporting the delivery of the Core Strategy, hence their inclusion within the Infrastructure Schedule.
- 1.49 Regarding other health and wellbeing needs across Bolton, discussions with the commissioning team for health and adults social care have indicated that there is a shortage of in-borough dementia related residential care accessible to public sector commissioners. There are two options for expanding the availability of such provision, the first of which would be through expansion of the local market through private sector developments of specialist new build. The second option is to increase the proportion of the residential and domiciliary care workforce with an EMI (elderly mentally infirmed) specialism.
- 1.50 Although training is not typically thought of as infrastructure in the traditional sense, the ability to increase care capacity by up-skilling the care workforce in this area of specialist care could legitimately make it a potential candidate for CIL monies, and at a much smaller monetary cost than through traditional infrastructure investment, i.e. that of capital works.

### **Infrastructure schedule**

- 1.51 The following pages provide a detailed schedule of the infrastructure projects and types of infrastructure required to deliver the Core Strategy.

Type	Infrastructure required	Cost	Available / anticipated	Additional funding requirement	S106	CIL	Other	Notes on funding and delivery
<b>Community &amp; Cultural facilities</b>	Performance & rehearsal space	To be determined				X		With the sale of Theatre Church in Astley Bridge in 2012, there is an unmet need for a shared facility for the large amateur dramatics sector in Bolton. The council also maintains the aspiration to create a new performance space within a centrally accessible location.
<b>Education provision</b>	Borough wide expansion of primary schools to provide additional intake places, apart from the need generated as part of the HLW development.	£32,000,000	£0	£32,000,000		X	X	Current funding allocations are only confirmed on an annual basis and it is unwise to assume that funding allocations will continue at historic levels.
<b>Education provision</b>	Borough wide expansion of secondary schools to provide additional intake places.	£65,000,000	£0	£65,000,000		X	X	Current funding allocations are only confirmed on an annual basis and it is unwise to assume that funding allocations will continue at historic levels.
<b>Education provision</b>	Dual-entry primary school required to support Horwich Loco Works redevelopment.	£6,000,000	£6,000,000	£0	X		X	Land will be supplied on-site, construction will be secured via a s106 agreement. No other sources of funding have been secured, but will be utilised if they become available.
<b>Green infrastructure</b>	Local Nature Reserve Development Project	£2,977,500	£630,650	£2,346,850		X		Potential funding from: Forestry Commission Grants, Heritage budget, Countryside Stewardship grant and external funding including lottery. Designating areas of land within Bolton as Local Nature Reserves (LNRs) is a key way to deliver Core Strategy policy CG1, to achieve the recommendations of Natural England for minimum standards of Greenspace, and to thus support the development of the borough. Significant progress has been made to date, resulting in 447 hectares being designated since April 2008 where the baseline was 52 hectares.
<b>Green infrastructure</b>	Red Rose Community Forest Initiative - trees and woodlands strategy	£1,450,400	£915,000	£535,400		X		Potential funding from forestry Commission Grants, trees and woodlands budget. Trees and woodlands enhance both the built and natural environment and promote a better quality of life in both rural and urban areas; supporting the strategy is a key way to deliver Core Strategy policy CG1 and thus support the development of the borough.
<b>Health and wellbeing facilities</b>	Avondale Medical Centre	Funded by Health Service		-			X	Priority scheme for replacement of existing centre with new build on current site. With transitional changes to the PCT there are no clear timescales or clear paths for approval of works.
<b>Health and wellbeing facilities</b>	Horwich Health Centre	Funded by Health Service		-			X	Replacement with new build (site to be determined) however with transitional changes to the PCT there are no clear timescales or clear paths for approval of works.



Type	Infrastructure required	Cost	Available / anticipated	Additional funding requirement	S106	CIL	Other	Notes on funding and delivery
Health and wellbeing facilities	Westhoughton health centre	Funded by Health Service		-			X	Replacement with new build on alternative site (yet to be determined) however with transitional changes to the PCT there are no clear timescales or clear paths for approval of works.
Health and wellbeing facilities	Little Lever health centre	Funded by Health Service		-			X	Replacement with new build (site to be determined) however with transitional changes to the PCT there are no clear timescales or clear paths for approval of works.
Health and wellbeing facilities	Great Lever Health Centre	Funded by Health Service		-			X	Replacement with new build (site to be determined) however with transitional changes to the PCT there are no clear timescales or clear paths for approval of works.
Health and wellbeing facilities	Farnworth Health Centre	Funded by Health Service		-			X	Priority scheme for replacement of existing centre with new build on alternative site. With transitional changes to the PCT there are no clear timescales or clear paths for approval of works.
Open Space, sport and recreation	Providing new open space required as the result of Core Strategy policy CG1.4 development	Related to development		-	X			In line with planning applications, to be delivered by developers
Open Space, sport and recreation	Provision of open space and play areas at Horwich Loco Works development			-			X	Linked into delivery of Horwich Loco Works with a phased approach from 2013, to be funded and provided by the developers on-site
Open Space, sport and recreation	Provision of country park adjacent to Cutacre site			-			X	To be funded and delivered by the developer with a phased approach from 2013
Open Space, sport and recreation	Improving Queens Park	£7,300,000	£7,300,000	£0			X	This scheme has been designed and project managed by Bolton Council and works are ongoing through 2013. Heritage Lottery Funding approved in 2009 with matched funds from a variety of sources.
Other facilities	Improvements to Bolton Market	Funded		-			X	Improvements to Bolton Market commenced in early 2013
Public Realm	Improvements to public realm for area of Newport Street to Trinity Street not covered by the Interchange S278 works	£450,000	£0	£450,000		X	X	Improvements to the Public Realm in Bolton Town Centre required in line with the Public Realm Implementation Framework.
Public Realm	Improvements to public realm for Great Moor Street to Deansgate to link Trinity Interchange to the Market	£1,210,000	£0	£1,210,000		X	X	Improvements to the Public Realm in Bolton Town Centre required in line with the Public Realm Implementation Framework.
Public Realm	Improvements to public realm for Octagon Court area	£200,000	£0	£200,000		X	X	Improvements to the Public Realm in Bolton Town Centre required in line with the Public Realm Implementation Framework.

Type	Infrastructure required	Cost	Available / anticipated	Additional funding requirement	S106	CIL	Other	Notes on funding and delivery
Public Realm	Improvements to public realm for Hotel Street & Mealhouse Lane	£225,000	£0	£225,000		X	X	Improvements to the Public Realm in Bolton Town Centre required in line with the Public Realm Implementation Framework.
Public Realm	Improvements to public realm for Old Hall Street	£70,000	£0	£70,000		X	X	Improvements to the Public Realm in Bolton Town Centre required in line with the Public Realm Implementation Framework.
Transport	Bolton East Strategic Off Road Cycle Route	£1,200,000	£1,200,000	£0			X	Local Sustainable Transport Fund (LSTF) is providing funding for construction of off road cycle route linking deprived areas of east Bolton with employment opportunities in Bolton town centre and beyond.
Transport	Bolton Town Centre: Southern Link Road (Moor Lane to Blackhorse Street)	£4,000,000	£2,000,000	£2,000,000			X	Land ownership issues have been resolved and phase one of the scheme is anticipated to start in the current financial year at a cost of £2m, funded through LTP transport infrastructure funds programme. Phase 2 will be brought forward when additional funding is available.
Transport	Bolton Town Centre: Brightmet Street Access Road	£1,000,000	£0	£1,000,000		X	X	Improved access to Merchants Quarter and Church Wharf development sites, project deferred long term due to lack of funding.
Transport	Bolton Town Centre: bridge between Merchant's Quay and Clive Street	£925,000	£0	£925,000		X	X	Planning application submitted in 2009. Anticipated to come forward when development progresses in Merchants Quarter. Deferred long term due to lack of funding.
Transport	Hall'i'th Wood rail station improvements, to include information screens, public announcement systems and help points	£110,000	£0	£110,000		X	X	Part of the rail station improvement strategy (RSIS), but currently unfunded. Potential for funding from TfGM.
Transport	Horwich rail station park and ride extension (approximately 94 extra spaces)	£638,000	£638,000	£0			X	Part of the Greater Manchester Park and Ride Strategy, funding will come from the Greater Manchester Transport Fund.
Transport	Bolton Town Centre: Transport Strategy Improvements.	£57,000,000	£49,000,000	£8,000,000		X		Work commenced in 2005 and is on-going. Around £8,000,000 of schemes currently unfunded. Further work will be undertaken as part of the development of design briefs for town centre sites which will clarify highway improvements and highway scheme costs.
Transport	A6/A58 Roundabout (Chequerbent). New junction layout with signalling.	£10,000,000	£0	£10,000,000		X		LDF Transport Modelling work identified this as a junction that will be significantly over capacity by 2026. A junction improvement scheme is required to support the delivery of Core Strategy. Proposals for this junction include the extension of Park Road through centre of roundabout and linking with Snydale Way. Other arms of the roundabout will be signalling to aid movement and capacity.

Type	Infrastructure required	Cost	Available / anticipated	Additional funding requirement	S106	CIL	Other	Notes on funding and delivery
Transport	A6/A579 Junction (Four Lane Ends). Junction widening/improvement scheme.	£20,000,000	£0	£20,000,000		X	X	LDF Transport Modelling work identified this as a junction that will be significantly over capacity by 2026. A junction improvement scheme is required to support the delivery of Core Strategy. The scheme will widen the arms of the junction to include additional lanes and therefore removing turning vehicles from straight on lanes. The scheme will require the purchase of land and property adjacent to the junction.
Transport	A6/Church Street Junction. Junction widening/improvement scheme.	£20,000,000	£0	£20,000,000		X		LDF Transport Modelling work identified this as a junction that will be significantly over capacity by 2026. A junction improvement scheme is required to support the delivery of Core Strategy. The scheme will widen the arms of the junction to include additional lanes and therefore removing turning vehicles from straight on lanes. The scheme will require the purchase of land and property adjacent to the junction.
Transport	St Georges Road/Topp Way Junction. Junction widening/improvement scheme.	£8,000,000	£0	£8,000,000		X		LDF Transport Modelling work identified this as a junction that will be significantly over capacity by 2026. A junction improvement scheme is required to support the delivery of Core Strategy. The scheme will widen the arms of the junction to include additional lanes and therefore removing turning vehicles from straight on lanes. The scheme will require the purchase of land and property adjacent to the junction.
Transport	Blackburn Road corridor improvements	£15,000,000	£0	£15,000,000		X		LDF Transport Modelling work identified that a series of traffic signalled and priority junctions along the A666 Blackburn Road will be significantly over capacity by 2026. Improvements to this corridor will be needed to alleviate congestion and support the delivery of the Core Strategy, however solutions have yet to be identified.
Transport	A58 Beaumont Road/Victoria Road Junction with Chorley New Road.	£2,000,000	£0	£2,000,000		X		LDF Transport Modelling work identified this as a junction that will be significantly over capacity by 2026. A junction improvement scheme is required to support the delivery of Core Strategy.
Transport	Crompton Way / Bury Road Junction. Junction improvement to include bus priority lane and roundabout.	£20,000,000	£0	£20,000,000		X		LDF Transport Modelling work identified this as a junction that will be significantly over capacity by 2026. A junction improvement scheme is required to support the delivery of Core Strategy. Junction to be upgraded to a roundabout with the inclusion of a bus priority lane.

Type	Infrastructure required	Cost	Available / anticipated	Additional funding requirement	S106	CIL	Other	Notes on funding and delivery
Transport	A666/A6053 Manchester Road/Bolton Road/Market Street Farnworth. Junction improvement scheme.	£15,000,000	£0	£15,000,000		X		LDF Transport Modelling work identified this as a junction that will be significantly over capacity by 2026. A junction improvement scheme is required to support the delivery of Core Strategy. The scheme will replace the existing junction with a roundabout. The scheme will require the purchase of land and property adjacent to the junction.
Transport	A6027 De Havilland Way/Lostock Lane junction. Junction improvement scheme.	£7,000,000	£0	£7,000,000	?	?		LDF Transport Modelling work identified this as a junction that will be significantly over capacity by 2026. A junction improvement scheme is required to support the delivery of Core Strategy. The existing traffic signalled junction will be replaced with a roundabout that may include a through lane and traffic signalised arms of junction.
Transport	A676 Wigan Road/Hulton Lane junction. Junction improvement scheme.	£5,000,000	£0	£5,000,000		X		LDF Transport Modelling work identified this as a junction that will be significantly over capacity by 2026. A junction improvement scheme is required to support the delivery of Core Strategy. Existing traffic signalled junction will be replaced with a roundabout. The scheme will require the purchase of land and property adjacent to the junction.
Transport	Beehive Roundabout	To be determined					X	This junction will be considered as part of the Transport Assessment for Horwich Loco Works. A suitable scheme will be designed to mitigate any additional capacity issues, these works will be funded by the developer.
Transport	Shuttle Bus linking Horwich parkway and Horwich town centre via the Horwich Loco Works.	To be determined	To be determined		X			TfGM and Horwich Vision - linked into delivery of Horwich Loco Works with a phased approach from 2013
Transport	Bus service linking Cutacre site with wider public transport network	To be determined		£0	X			TfGM and Harworth Estates - linked into delivery of Cutacre site with a phased approach from 2013
Transport	Bolton Town Centre: Trinity Interchange: co-location of bus station to rail station site	£48,000,000	£48,000,000	£0			X	Outline permission has been granted for construction of interchange, progressing 2013/14 - 2015/16
Transport	Bolton Town Centre: Multi-storey car park partnership	Part of £57m cost for Town Centre Public Transport Strategy Improvements						Brightmet Street on hold due to economic constraints. 3 other car parks linked to transport strategy will be progressed in latter stages of town centre development. Car parks will be delivered through the partnership agreement with NCP.

Type	Infrastructure required	Cost	Available / anticipated	Additional funding requirement	S106	CIL	Other	Notes on funding and delivery
Transport	Cycling and pedestrian routes to improve accessibility of Cutacre site	To be determined		£0	X		X	Linked to delivery of Cutacre development with a phased approach from 2013.
Transport	Secondary link road for Cutacre site	To be determined					X	The need for an additional access point will be determined by the forthcoming Transport Assessment, if needed, funding should be provided by the developer
Transport	Bolton Town Centre: Rail station refurbishment	£4,000,000	£4,000,000	£0			X	COMPLETED - 6 month programme started on refurbishment of platform areas, ticket office, waiting rooms & toilets (NSIP ITA Capital programme 2010/11)
Transport	Access improvements to Blackrod Rail Station to be DDA compliant.	£810,000	£810,000	£0			X	COMPLETED - Work to improve access for people with disabilities, and a new drop-off and turning facility for vehicles (TfGM April 2012)
Transport	Westhoughton rail station improvements, to include information screens, public announcement systems and help points	£110,000	£110,000	£0			X	COMPLETED - Part of the rail station improvement strategy (RSIS).
Transport	Access to Horwich Loco Works site, construction of new access road, and cycling and pedestrian access	£3,000,000	£3,000,000	TBC			X	Monies have been received from Regional Growth Fund to help improve access to Horwich Loco Works and enable delivery from 2013/2014
Watercourses, Flood Risk and Drainage	EA works to River Croal, Back Spa Road North. Culvert capacity - raise lengths of channel defences and raise a bridge to prevent surcharging.	£526,000	£0	£526,000				EA are intending to seek funding from central government, but this money is not guaranteed at this time. Project is currently programmed to happen in 2017-2022.
Watercourses, Flood Risk and Drainage	EA works to River Croal, Hacken Bridge.	£366,000	£0	£366,000				EA are intending to seek funding from central government, but this money is not guaranteed at this time, currently programmed to happen in 2017-2022.
Watercourses, Flood Risk and Drainage	Surface water flood risk reduction measures for high risk areas, as identified through the GMSWMP	£7,100,000	£0	£7,100,000		X	X	An initial bid for central government funding via the Flood Defence Grant in Aid (FDGiA) process for two projects totalling £110k have been made this year, it is anticipated that these projects will require elements of part funding. The success of the bid process is likely to be announced in (early 2013).
Watercourses, Flood Risk and Drainage	Priority improvements to aging drainage infrastructure	£4,500,000	£0	£4,500,000		X	X	Surveys by Bolton Council have identified many locations where this infrastructure requires replacing or improving, however additional surveys and access works may be required to ascertain the full level improvements needed, resulting cost changes. Potential funding from EA/DEFRA.

