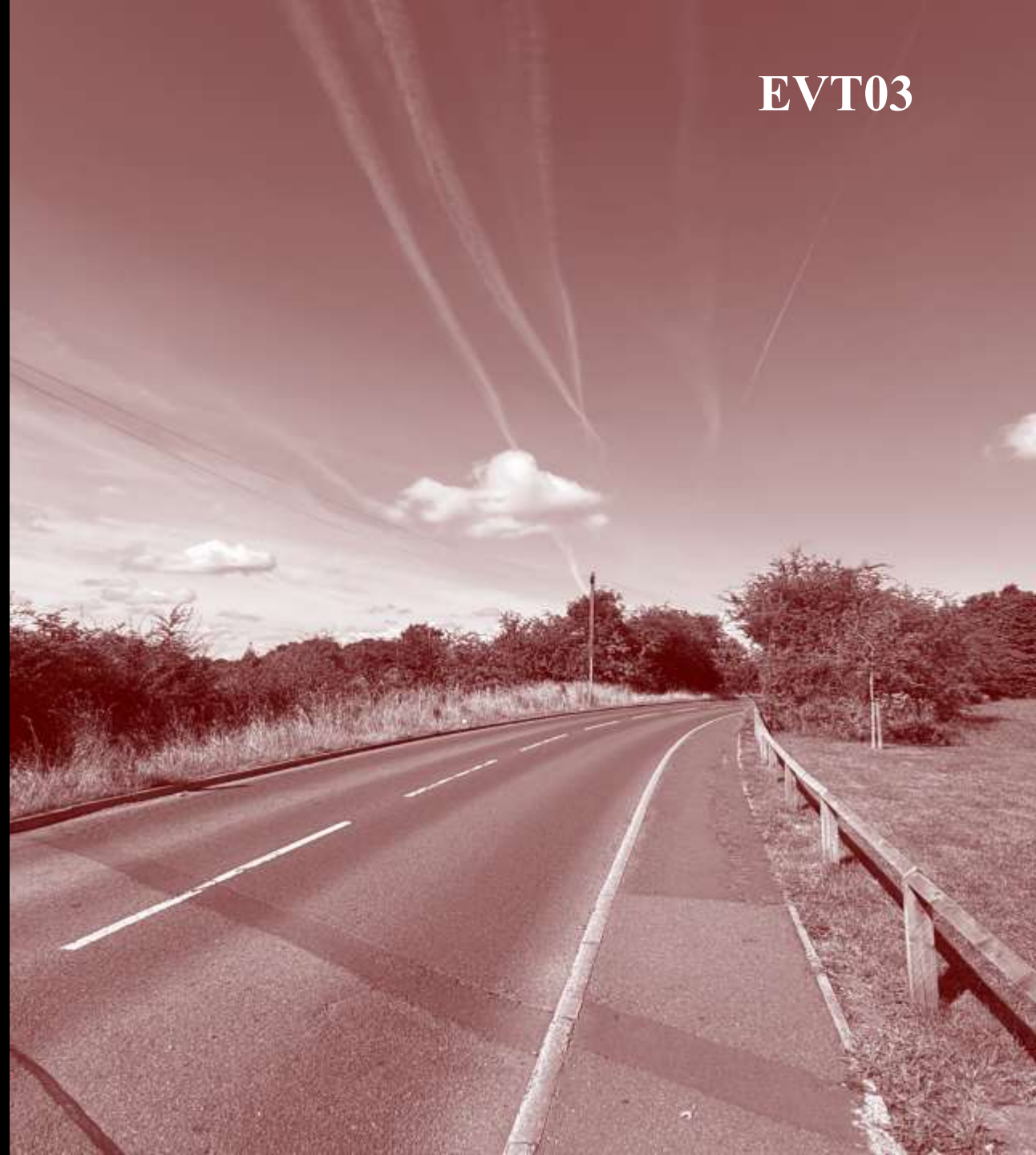




EVT03

BOLTON LOCAL PLAN SITES

Sustainable Transport Study





**Bolton
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INTRODUCTION AND STUDY PURPOSE



Introduction and Objectives

This Sustainable Transport Study has been prepared by WSP to support Bolton Council's emerging Local Plan evidence base by considering how the strategic growth sites along the M61 corridor can be delivered in a way that supports sustainable movement, reduces reliance on private car travel and aligns with local, regional and national transport policy. The study focuses on West of Wingates, Lee Hall & Hulton Park and Health Innovation Bolton, recognising that these sites should not be planned in isolation but as part of a connected growth corridor. The study identifies existing and proposed walking, wheeling and cycling infrastructure, public transport provision, parking standards and travel planning measures. It then sets out residual gaps and recommended interventions required to support sustainable development.

The three strategic development sites along the M61 corridor include:

- West of Wingates
- Lee Hall and Hulton Park
- Health Innovation Bolton (HIB)

The key objectives of this study are to provide:

- Recommended **active travel schemes** and infrastructure, in addition to the schemes already being promoted, with a particular focus on “missing” sections. These would link developments together and allow modal shift beyond that enabled by the measures proposed for individual developments;
- Recommendations for improvements to **bus services** to link sites to employment, to each other, to rail stations and to nearby towns, particularly Bolton and Wigan, plus important local facilities such as Bolton Royal Hospital;
- Recommendations on **parking standards** for new development to inform the parking policy within the Local Plan;
- Recommended **green travel** measures for the sites which will encourage uptake of sustainable travel.

Overall, the study aims to tie together the transport visions for the three sites into a wider Sustainable Transport Study which demonstrates how the developments can be supported through sustainable transport measures and can function as part of a growth sustainable corridor.

Evidence Base

This report has been informed by a review of available material and reports relating to the three strategic development sites, as well as relevant local, regional and national policy documents. The following documents have been reviewed for each site:

- **West of Wingates Industrial and Warehousing Strategic Masterplan (JPA6)** (June 2026)
- Hulton Park and Lee Hall Transport-related documents by i-Transport for Planning applications (2021-2025):
 - **Transport Assessment** and **TA Addendum for Hulton Park** (Ref: 12218/21) and **Transport Assessment for Lee Hall** (Ref: 21405/25)
 - **Travel Plans** for various land uses including Golf Resort, Villages, Local Centre, Communities, Employment and Mixed-Use land uses
- **HIB Transport Strategy Report** - AECOM on behalf of Bolton Council (Aug 2024)
- **HIB: Transport Vision and Strategy** – i-Transport (April 2026)

Local, regional and national policy, guidance and emerging drafts have also been reviewed, including:

- **Local:** Bolton Transport Strategy (2024) and Bolton Local Plan (Draft)
- **Regional:** Place for Everyone (March 2024), Transport for Greater Manchester 2040 Strategy and Streets for All and the NorthFold Strategic and Economic Vision (July 2024)
- **National:** National Planning Policy Framework (2024), LTN1/20 and Manual for Streets

In addition to the review of the above, this study has been informed by a range of data sources:

- **Site Audits** of the transport network relevant to each site to understand the existing sustainable travel opportunities and active travel networks – using available data sources such as TfGM Cycling Maps, Bus timetables and routes, Bolton Council's Public Rights of Way Mapping, On-site and desktop review of existing footway and cycle provision.
- **Multi-modal analysis** of journey times and distances – using GIS software to map walking and cycling isochrones and Bee Network bus timetable information.
- **Existing travel patterns** of the local area – Informed by Census Journey to Work data and TEMPro Modal Split by Journey Purpose data.

This evidence base has been used to inform the review of the existing conditions for sustainable travel, the proposals for the sites, transport-related interventions and future travel plan measures to encourage use of sustainable travel modes.

M61 Strategic Sites

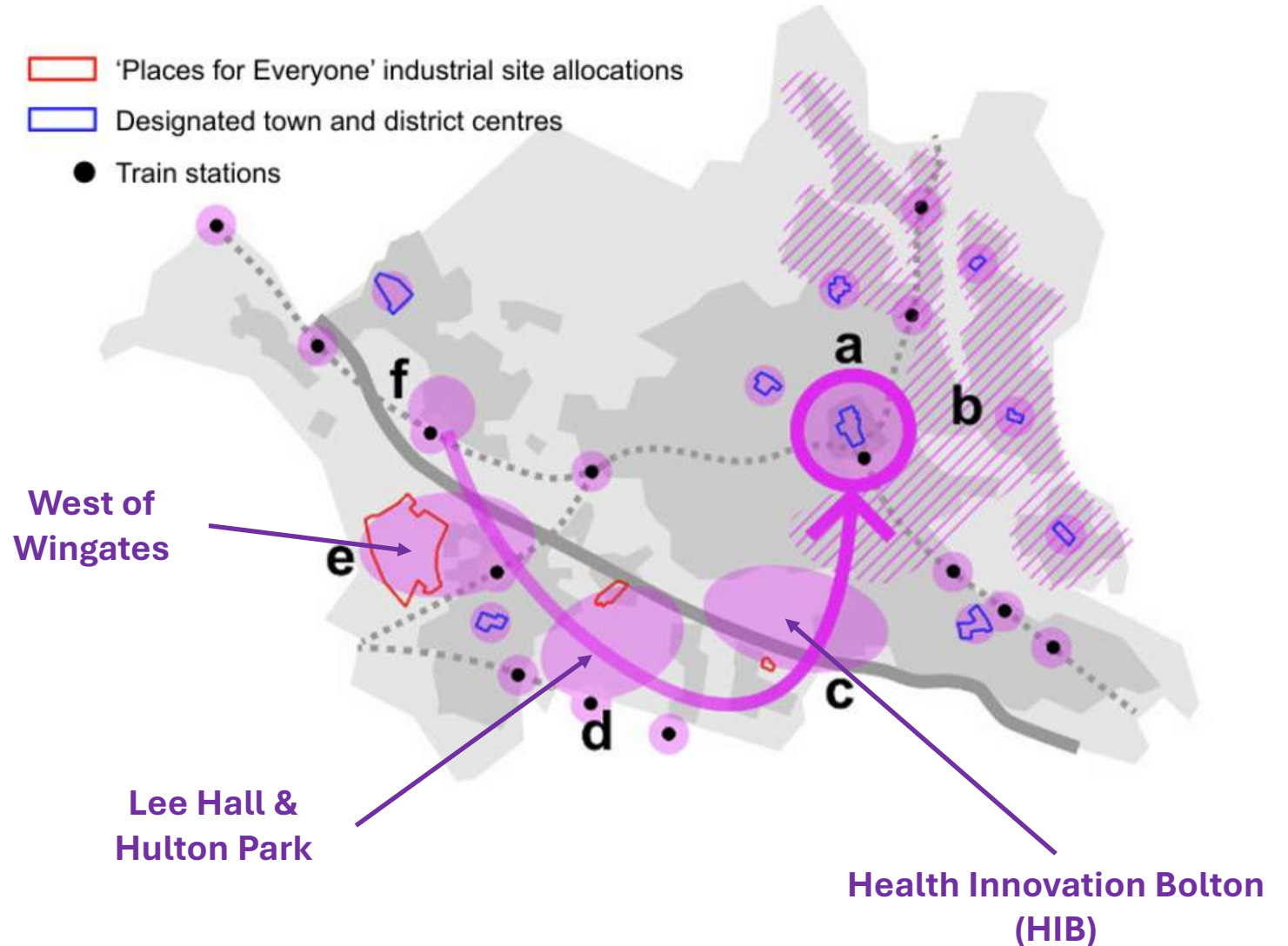
The locations of the three M61 Strategic Sites are shown on the plan to the right, within the context of existing transport infrastructure and local town and district centres. West of Wingates and Lee Hall & Hulton Park are located to the south of the M61, whereas HIB is located to the north of the M61.

West of Wingates is identified as a key employment site for industrial and warehousing uses.

The **Hulton Park** development consists of the restoration of Hulton Park, and the provision of a Ryder Cup standard golf course, associated leisure and tourism facilities, residential communities and improved parkland. The adjacent **Lee Hall** is proposed to deliver up to 1,450 dwellings, community facilities and the proposed Park Avenue link road and active travel corridor.

Health Innovation Bolton is proposed as a health innovation cluster anchored around the Royal Bolton Hospital and University of Greater Manchester's Institute of Medical Sciences, combining clinical, research, education, employment and residential uses.

While the three sites are located along the M61 corridor, the sites are to be brought forward as sustainable developments, with non-car modes promoted as the primary mode of travel.



West of Wingates

West of Wingates

West of Wingates, Westhoughton, is included as an allocation within Places for Everyone (Policy JPA6), with the allocation boundary for the site shown on the plan to the right.

The site is bounded by A6 Chorley Road, Dicconson Lane (B5239) to the north and the western and southwestern edges are bound by a disused railway line and fields. The eastern boundary is adjacent to the existing Wingates Industrial Estate.

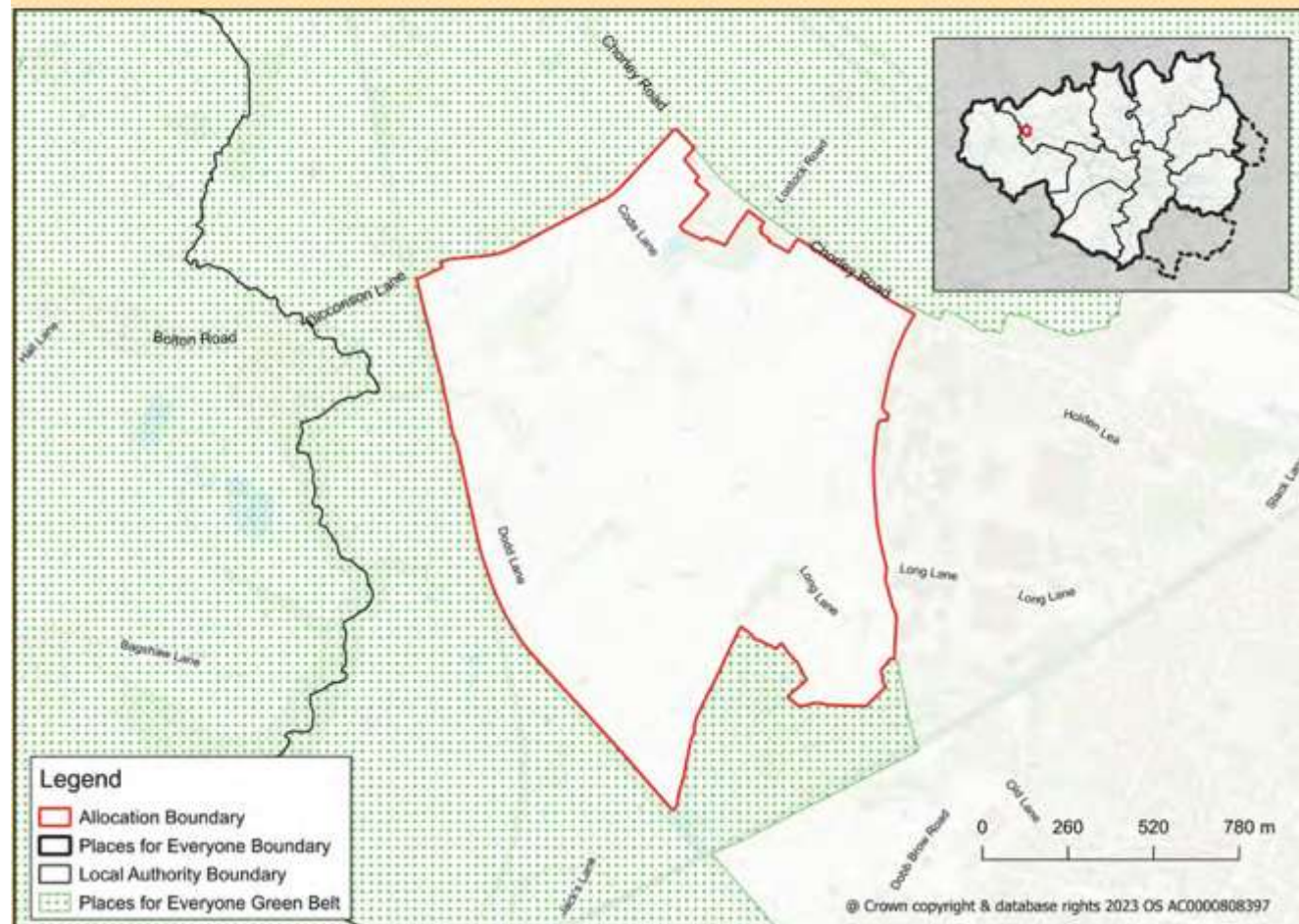
The allocation is for approx. 440,000 sqm of industrial and warehousing floorspace, to align with success of other logistic and industrial uses along the growth corridor.

Planning Status:

- Phase 1 was granted planning permission in 2024 (Planning Ref: 16776/23) for 73,750sqm of employment floor space and is under construction.
- The West of Wingates Supplementary Planning Document (SPD) which sets out a Strategic Masterplan for the site was agreed with Bolton Council in June 2026. It includes details on proposals to enhance the local transport network to support inclusive growth of the site.

Policy JP Allocation 6: West of Wingates / M61 Junction 6

Picture 11.14 JPA 6 West of Wingates / M61 Junction 6



Source: Place for Everyone

Lee Hall and Hulton Park

Lee Hall and Hulton Park

Lee Hall and Hulton Park are identified as key sites within the NorthFold Growth Corridor. The sites sit between Westhoughton and Over Hulton, to the south of the M61 motorway.

The Hulton Park development proposes the restoration of Hulton Hall and surrounding parkland to develop a golf course and resort, new homes within a park land setting with local centre, community facilities and recreation opportunities. The golf course is proposed as suitable for hosting the Ryder Cup and the development itself is centred around its existing setting.

Lee Hall, to the west of Hulton Park, adjacent to existing residential areas within Westhoughton is proposed to deliver up to 1,450 dwellings, local centre uses, community facilities, open space and Park Avenue as a new link road and active travel corridor between A58 and the A6.

Planning Status:

- The Hulton Park application (12218/21) was submitted in September 2021 and approved via appeal. It was supported by a TA, TA Addendum and Framework Travel Plans.
- The Lee Hall application (21405/25) was submitted in 2025. A Transport Assessment and Framework Travel Plans for the various land uses were submitted as part of the application.



Health Innovation Bolton

HIB is identified as a key site within the NorthFold Growth Corridor.

Transport Strategy (AECOM, 2024):

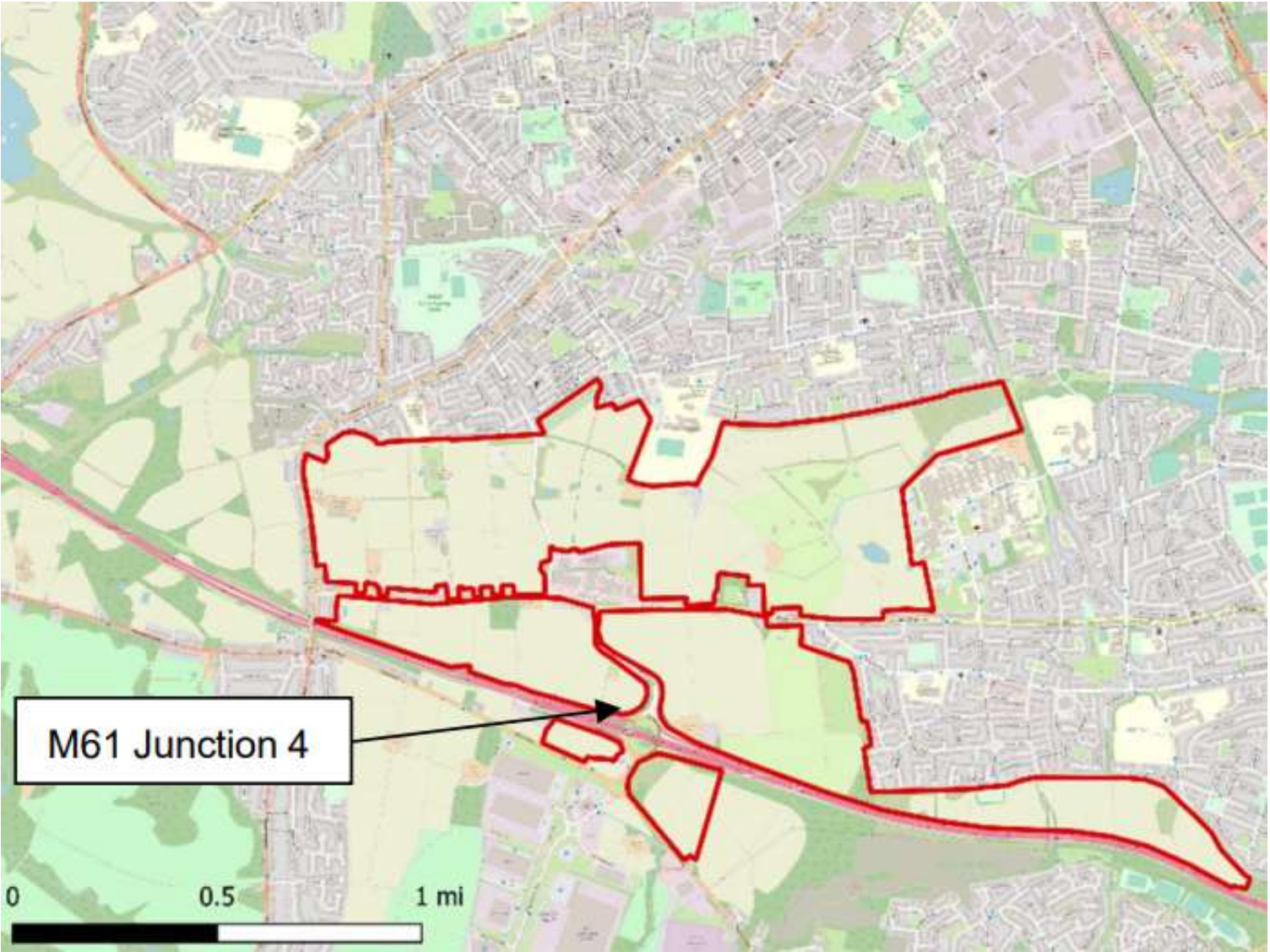
- Health-led growth area centred on Royal Bolton Hospital.
- Improved accessibility by walking, cycling, public transport and car.
- Enhanced active travel links and bus connectivity.
- Mixed-use development comprising both employment and residential uses, meaning the site is likely to function as both a trip origin and destination, with travel demand distributed throughout the day rather than compressed into traditional peak periods.

Transport Vision and Strategy (i-Transport, 2026):

- Vision-led approach focused on sustainable travel.
- Primary Transport Corridor, active travel improvements, public transport enhancements and junction upgrades
- Supports future Bee Network integration and improved site accessibility.

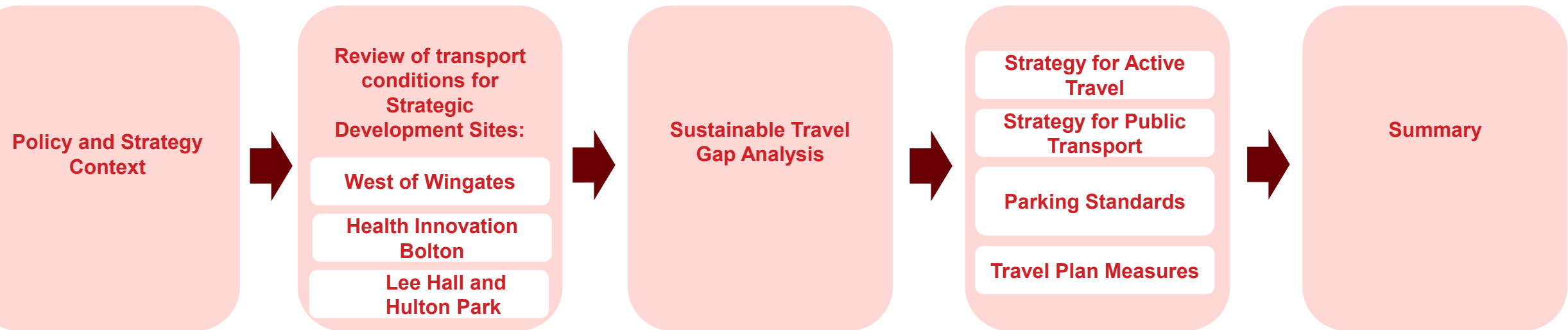
Planning Status:

Concept / masterplanning stage with no planning application submitted to date.



Report Structure

Following this introductory chapter outlining the key purpose of this study and the key strategic sites, the remainder of this report is structured as follows:



Appendices include the full parking standards Table and List of Policy documents/studies used to inform this study.



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POLICY CONTEXT

Wider Policy Context

This study fits within the wider context of the Bolton Local Plan and provides an additional evidence base for supporting and delivering sustainable development sites. It aligns with local, regional and national policy objectives of promoting sustainable development. The key elements of the wider policy context are outlined below and on the following page.

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF), updated in Feb 2025, is the national framework for guiding local authorities on sustainable development.

In relation to transport, the NPPF requires new development to contribute towards sustainability and health objectives by promoting development in sustainable locations, with the transport system giving users a genuine choice about how they travel.

Paragraph 110 states that ‘development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.’

Paragraph 115 requires that, in assessing sites for allocation or specific applications, appropriate opportunities to promote sustainable transport modes are taken up, safe and suitable access is achieved for all users, and any significant transport or highway safety impacts can be cost-effectively mitigated.

The December 2024 revision also introduces a vision-led approach, reinforcing early integration of transport planning, active travel promotion and EV infrastructure.

TfGM Strategy and Right Mix Vision

The Greater Manchester Transport Strategy 2040 sets out the long-term ambition for transport to support sustainable economic growth and access to opportunity for all. The strategy aims to improve connectivity, accessibility, reliability, affordability and safety, while supporting town centre regeneration, housing delivery, economic growth and healthier communities. Key priorities include expanding public transport, improving active travel infrastructure, reducing transport-related inequalities and supporting regional environmental objectives.

The strategy is underpinned by the Right Mix target, which seeks to reduce car use to no more than 50% of all trips by 2040, with the remaining 50% made by public transport and active travel means. Investment in the Bee Network, sustainable transport infrastructure and transit-oriented development is intended to support this target by encouraging modal shift, reducing congestion, improving public health and enabling sustainable growth.

A package of interventions across the study area will help make sustainable travel more attractive and accessible. Increasing the volume and share of journeys made by sustainable modes is necessary to deliver health and environmental benefits and support the GM Right Mix pathway.

Places for Everyone

Places for Everyone (PfE) is the joint development plan for nine Greater Manchester authorities, including Bolton, adopted March 2024 (2022-2039). It sets the strategy for new homes, jobs, and infrastructure, prioritising brownfield land and integrating all development into the transport network.

The Transport Requirements of New Developments are listed in Policy JP-C8:

‘We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. We will do this by;

- **Connectivity and Permeability**
- **Design**
- **Public Transport**
- **Parking Infrastructure**
- **Access and Servicing**
- **Construction Management**
- **Transport Assessments and Travel Plans**

West of Wingates is an allocated site within PfE relating to Policy JPA6. The Wigan-Bolton Growth Corridor (which includes all three strategic sites) is noted as Policy JP-Strat8.

Local Policy Context

NorthFold Growth Corridor

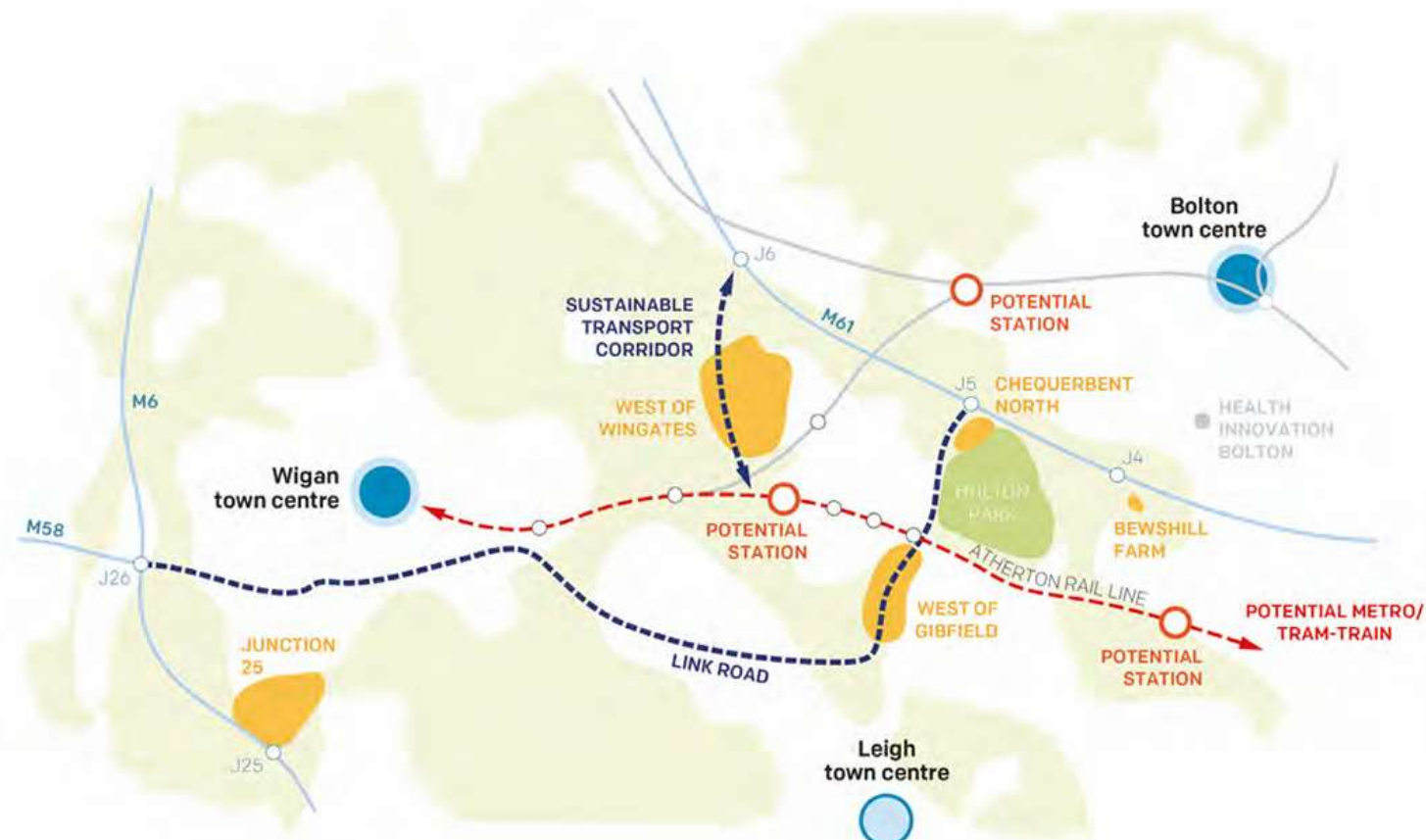
Policy JP-Strat 8 of Places for Everyone identifies a strategic growth corridor between Wigan and Bolton that will deliver significant new housing, employment and supporting infrastructure. This has since been re-named as the NorthFold Growth Corridor and The NorthFold Strategic and Economic Vision document was produced in July 2024 outlining the Strategic objectives and key development sites which will drive growth within the region.

The three strategic sites along the M61 corridor are identified as opportunity sites within the NorthFold Vision.

The vision for the growth corridor includes proposed improvements to transport links as shown on the adjacent plan, including:

- New Link Road - designed to unlock the NorthFold developments and improve connectivity across the area. The Link road will run through the Lee Hall site, adjacent to Hulton Park and will have active travel infrastructure alongside it.
- Wigan to Bolton Quality Bus Transit Routes to improve bus reliability and journey times.
- Intensified use of the Wigan-Atherton-Manchester and Wigan-Bolton Manchester lines to improve journeys by rail
- Sustainable Transport Corridor through West of Wingates along former railway line to connect active travel routes.

The growth corridor will deliver new homes, employment and community uses and the supporting transport infrastructure both within the sites and as part of the wider transport network is key to delivering growth in a sustainable way.



Wigan-Bolton (NorthFold) Growth Corridor Plan - Source: Places for Everyone

Local Policy Context

Bolton Transport Strategy

Adopted in 2024, Bolton's Transport Strategy sets out a long-term vision for a transport network that is inclusive, safe, resilient, accessible and sustainable, supporting the borough's growth ambitions while contributing towards a zero-carbon future. The strategy aligns with the Greater Manchester Transport Strategy 2040 and the Right Mix ambition.

The strategy is structured around six key objectives focused on improving connectivity, supporting active and sustainable travel, reducing emissions, enabling economic growth and improving road safety. It also recognises the importance of transport investment in supporting growth within the Wigan-Bolton Growth Corridor through improved highway, public transport and active travel connections. The strategy highlights the importance of improving access to key healthcare destinations, including Royal Bolton Hospital, and supporting strategic employment growth sites allocated through Places for Everyone, including West of Wingates.

Key priorities include enhancing walking, cycling and public transport infrastructure, improving access to employment, education and healthcare destinations, supporting electric vehicle uptake and encouraging more sustainable travel choices. Together, these measures seek to create a well-connected borough that supports sustainable growth, healthier communities and improved accessibility for all.

Bolton Transport Strategy



Local Policy Context

Bolton Local Plan (Emerging)

Consultation on Bolton's Emerging Local Plan commenced in 2025 and will shape the borough's growth strategy to 2042. The plan seeks to deliver a healthier, fairer, greener and more prosperous borough through a coordinated approach to housing, employment, transport, infrastructure and environmental enhancement. It establishes a framework for accommodating future development while ensuring communities have access to the homes, jobs, services and facilities needed to support sustainable growth.

The emerging plan is structured around six objectives covering jobs and businesses, homes and neighbourhoods, transport choices, local services and infrastructure, the natural environment, and heritage and design. It promotes walking, cycling and wheeling as preferred modes for local journeys, alongside improvements to public transport connectivity and accessibility. Growth is intended to be focused in sustainable, well-connected locations supported by investment in transport, education, healthcare and community infrastructure.

The consultation also identifies a range of planning policy areas for review, including parking and accessibility requirements. This includes consideration of updated parking standards to better reflect local circumstances, access to sustainable transport, changing travel behaviour and wider sustainability objectives.

November 2025
Department of Place
Bolton Local Plan
Direction of Travel (Reg. 18 Consultation Part 2)





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BASELINE SUSTAINABLE TRANSPORT CONDITIONS

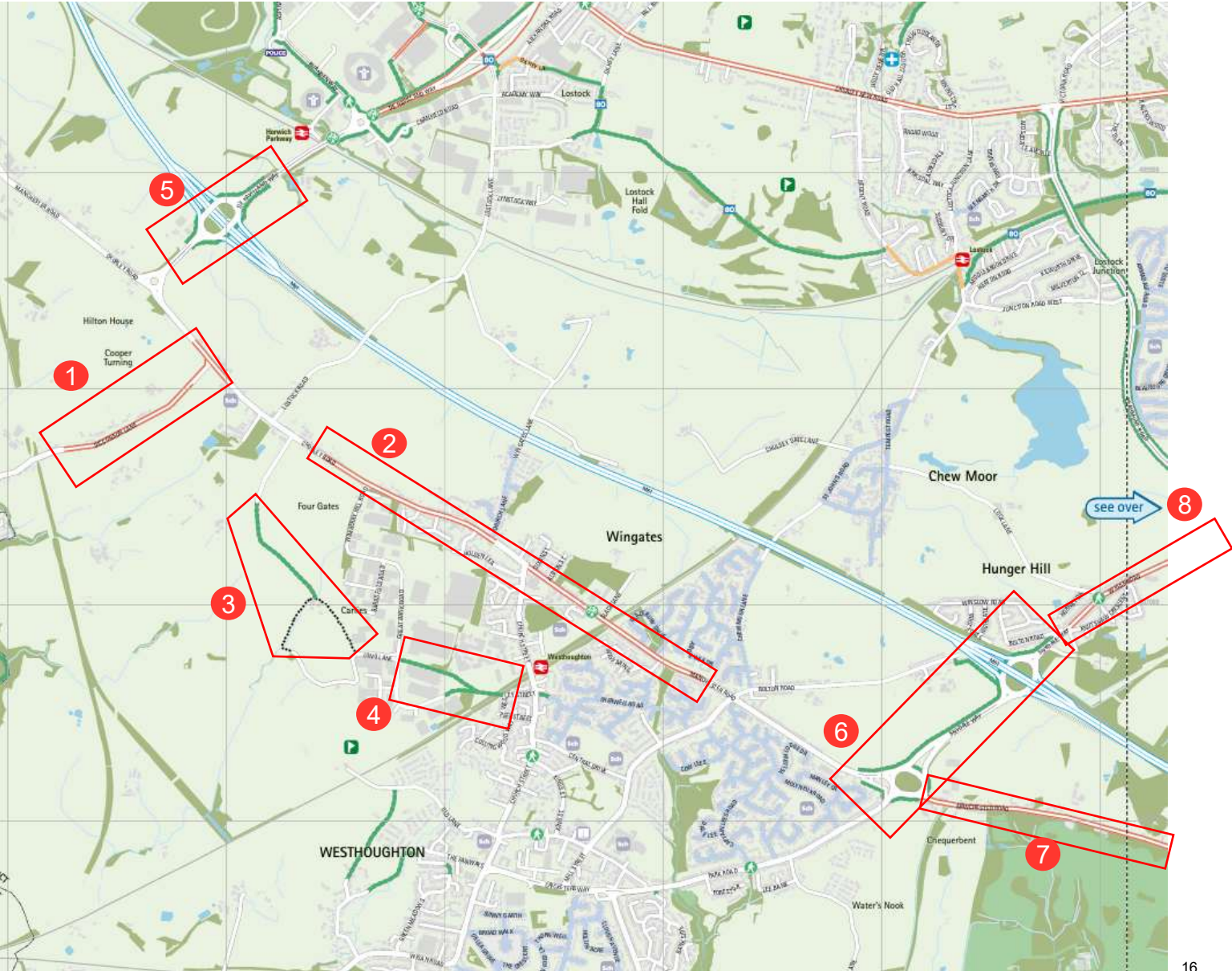
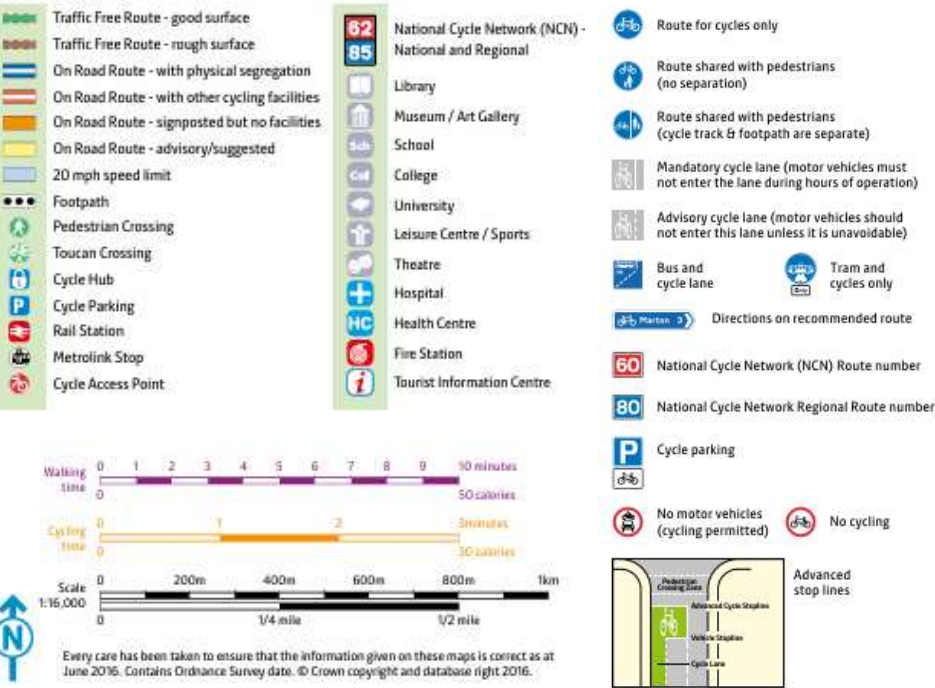
TfGM Cycling Plan

The adjacent TfGM Cycle Plan illustrates the existing cycle facilities around the West of Wingates site and the western extent on the Lee Hall & Hulton Park sites. Zones 3,4,5 & 6 represent traffic-free routes with good surfacing, while zones 1,2,7 & 8 represent on-road routes supported by other cycling facilities.

The plan indicates areas where existing provision is present and where further route continuity may need to be considered alongside site-specific proposals.

Importantly, traffic free routes have been provided over the M61, enabling safe travel to destinations like Middlebrook and towards Bolton.

Map 2: Bolton



TfGM Cycling Plan

Like Page 17, the adjacent TfGM Cycle plan illustrates existing cycle facilities serving the eastern extent of the Lee Hall & Hulton Park sites and HIB. Zones 9, 10, 13 & 15 represent traffic-free routes with good surfacing, while zones 7, 11 & 12 represent on-road routes supported by other cycling facilities. Zone 14 shows an on-road route that is signposted but otherwise unsupported by dedicated facilities.

The plan demonstrates that some cycle provision currently exists between the two sites, such as off-road routes towards Bolton Town Centre, while also highlighting gaps in the network. These gaps present opportunities to improve connectivity between the sites and neighbouring town and local centres as the schemes come forward.

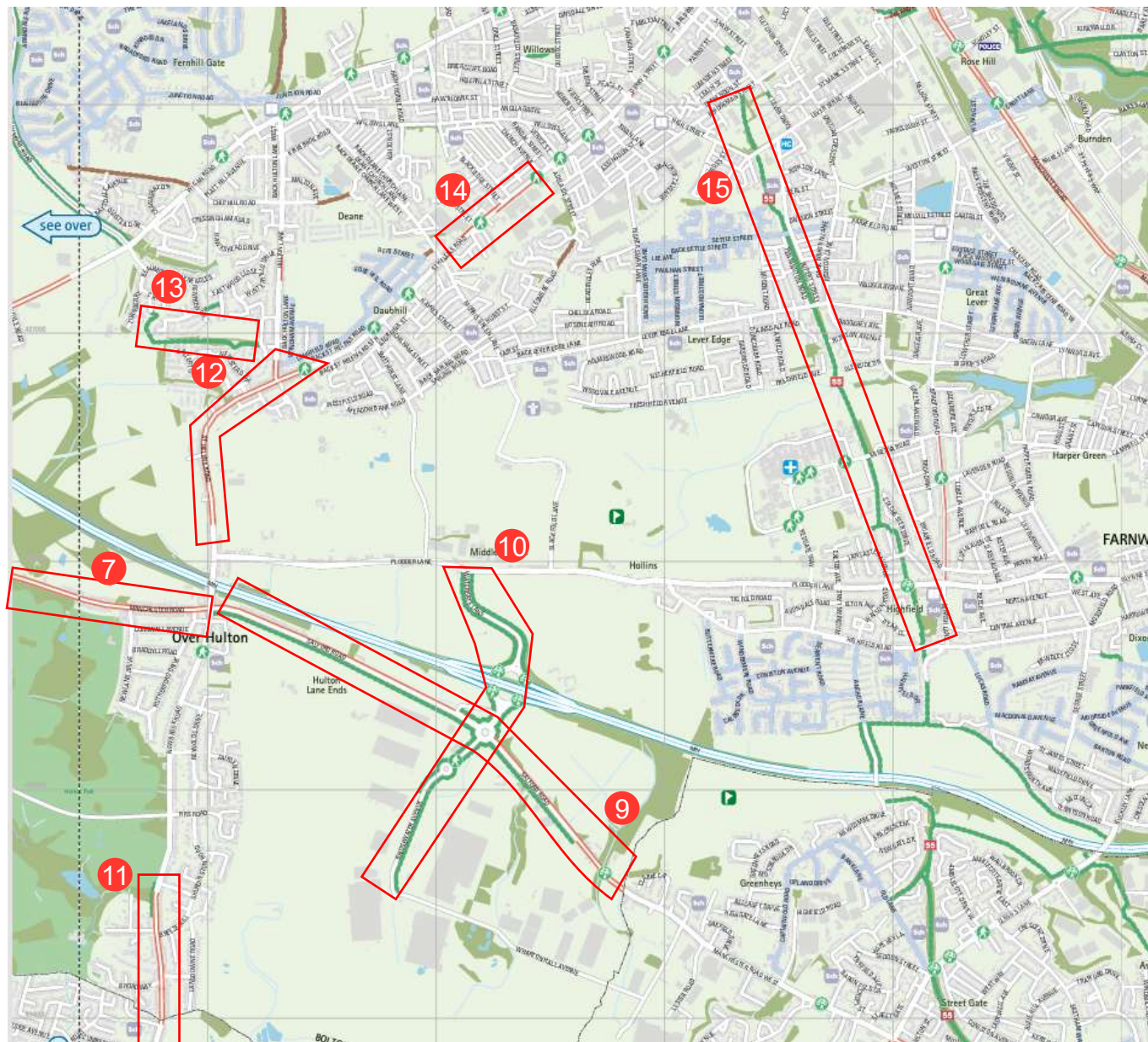
Map 2: Bolton



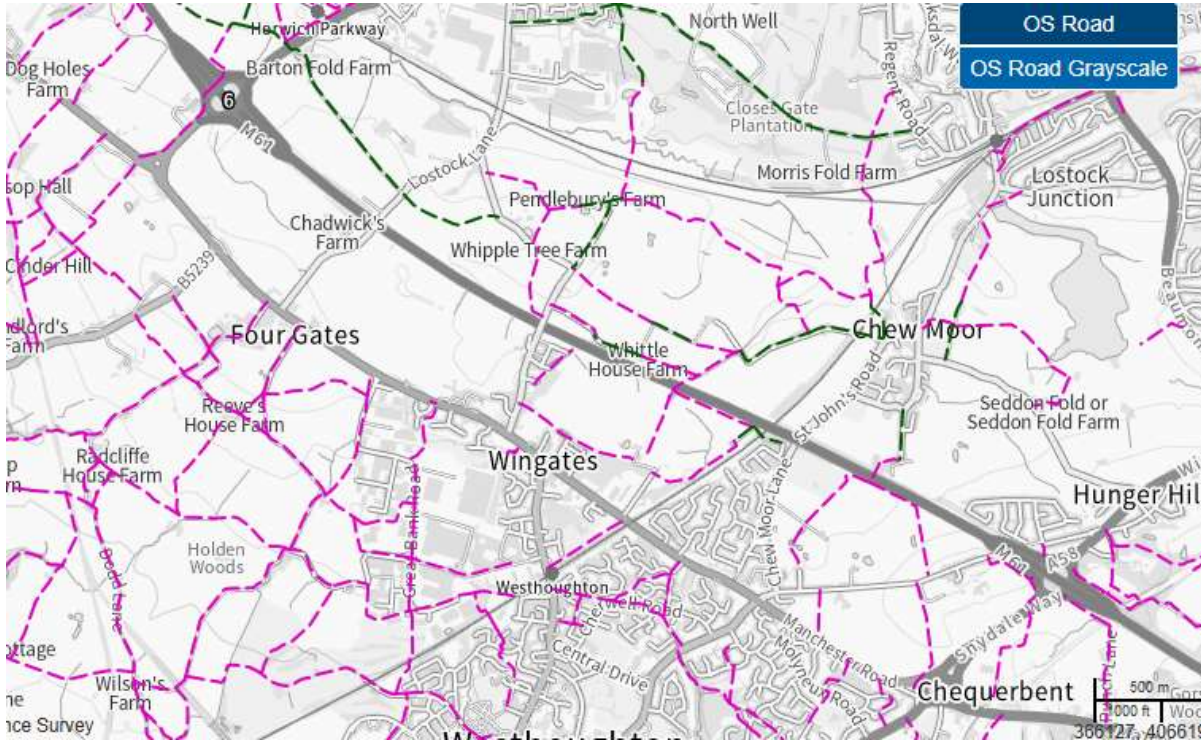
Road signs



Advanced stop lines



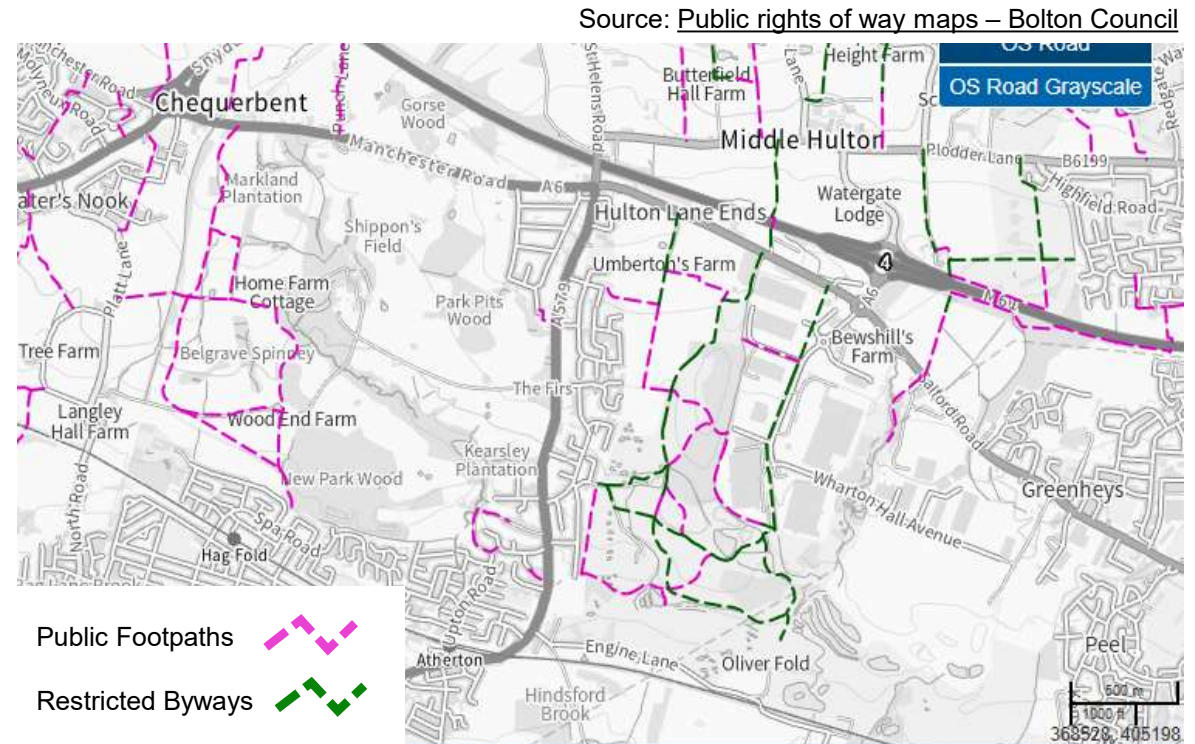
PRoWs – West of Wingates, Lee Hall & Hulton Park



The adjacent plans from Bolton Council website show the existing Public Rights of Way network within and around the West of Wingates and Lee Hall / Hulton Park sites, including public footpaths, public bridleways and restricted byways.

Both sites are served by an established off-road network, which provides a basis for improving walking and cycling connectivity as the sites come forward. Existing site material already identifies the need to retain, enhance and, where required, realign PRoW routes as part of the wider active travel network.

Further consideration should be given to how these routes connect with nearby railway stations, bus stops, local centres and surrounding residential areas, particularly in relation to route continuity, surfacing, wayfinding and crossing provision.



PRoWs – Health Innovation Bolton

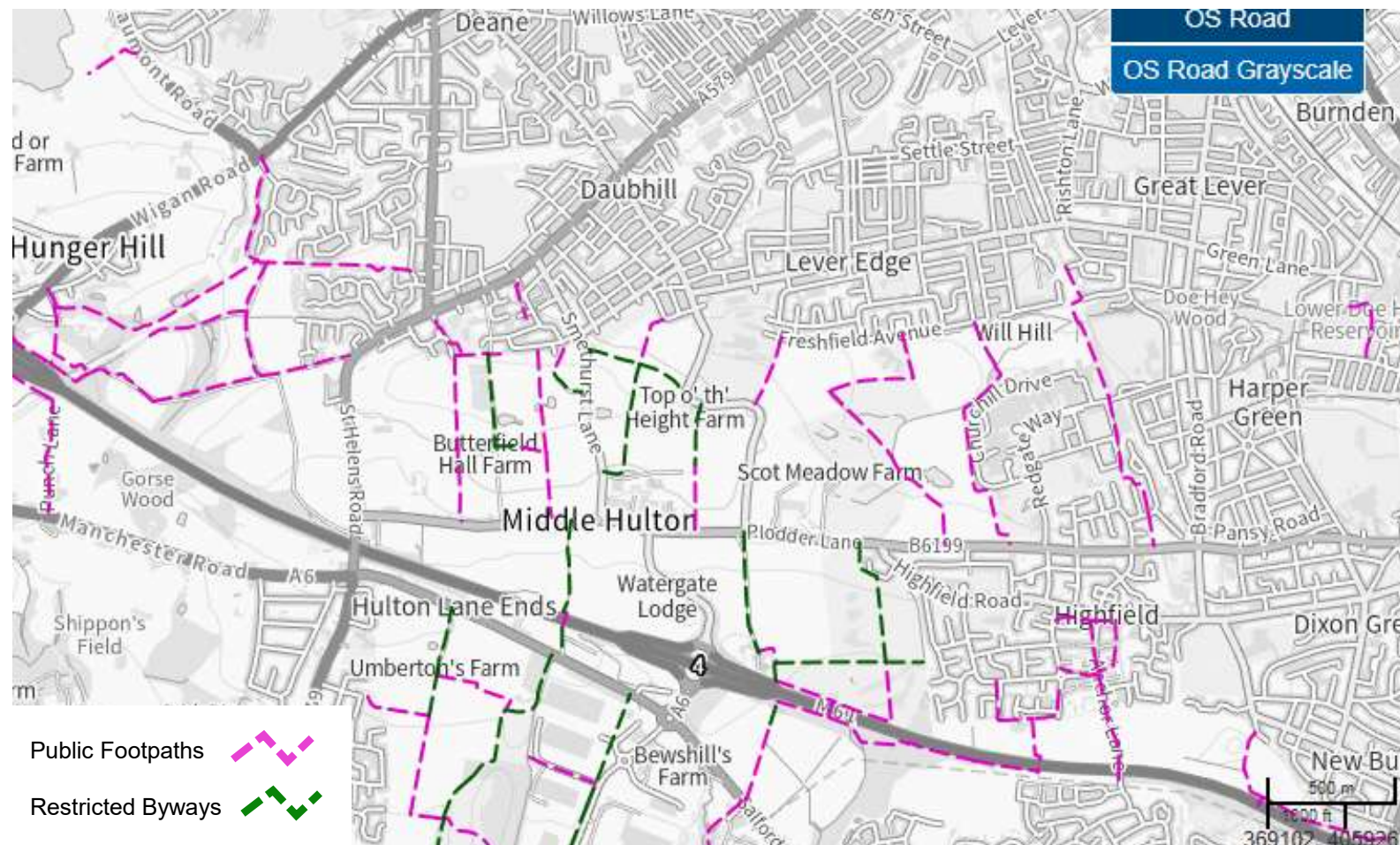
The adjacent plan shows the existing Public Rights of Way network within and around the Health Innovation Bolton site.

The site is served by an established off-road network, including a number of restricted byways. These routes provide a basis for improving walking and cycling connectivity as the site comes forward.

Further consideration should be given to how these routes connect with surrounding residential areas, bus stops, Royal Bolton Hospital and nearby local centres, particularly in relation to route continuity, surfacing, wayfinding and crossing provision.

Existing Footway Network

In addition to public rights of way, the neighbouring areas to the sites are largely residential in nature and built up, and therefore existing footpaths are available a suitable walking routes to and from the sites. Proposals should look to tie into this existing network of footpaths to provide direct and coherent footway provision.



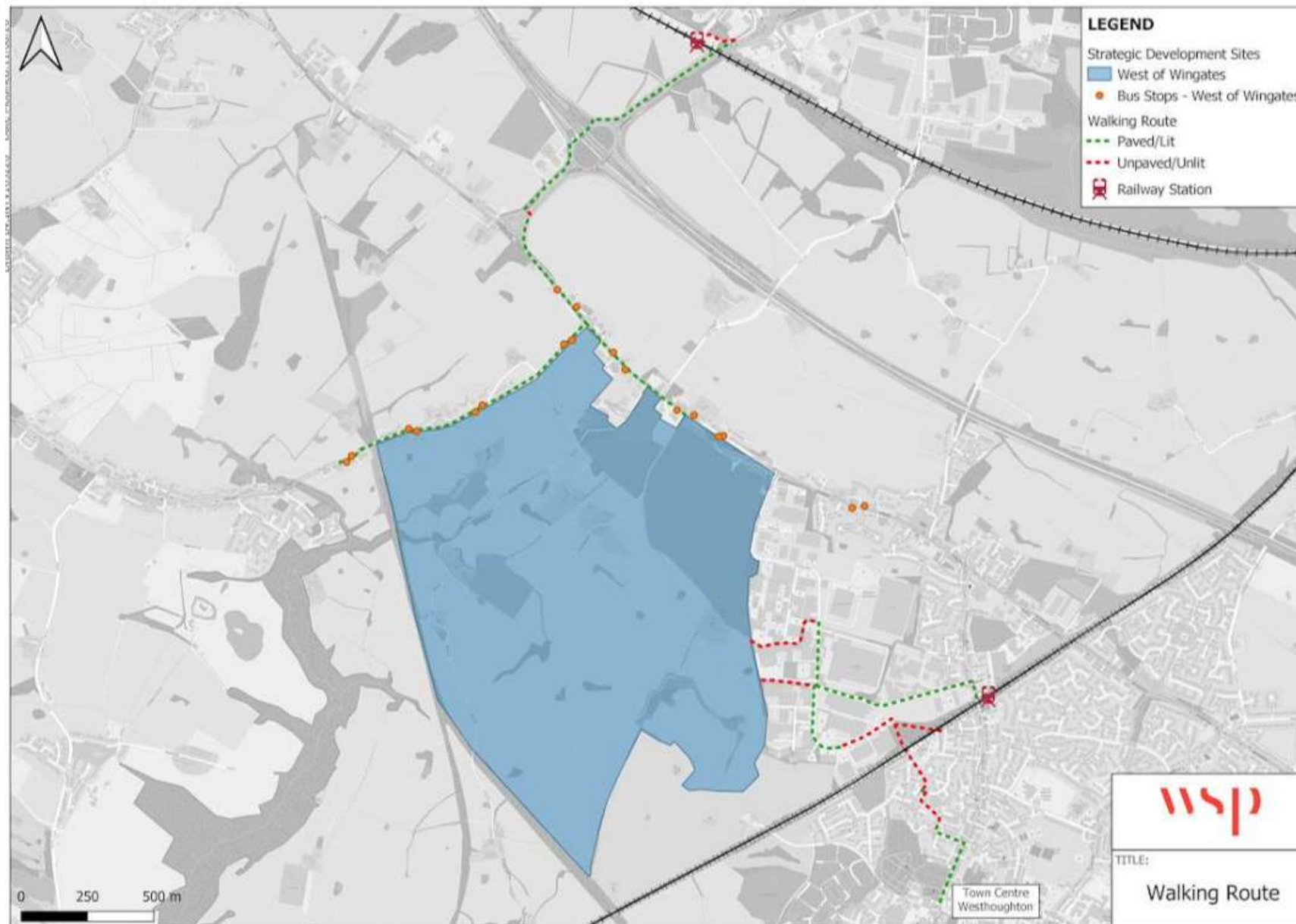
West of Wingates – Walking Routes

The adjacent plan shows walking routes between West of Wingates and key local destinations, including the surrounding bus stops, Horwich and Westhoughton railway stations and Westhoughton Town Centre.

Each route has been assessed to establish the quality of provision for pedestrians, with routes categorised as either paved and lit or unpaved and unlit. This distinction identifies where existing infrastructure supports safe and convenient walking, and where improvements may be required to encourage active travel further.

The assessment indicates that walking routes to the north of the site, connecting to the bus stops along the A6 Chorley Road and Horwich railway station, are generally paved and lit, offering good-quality provision.

In contrast, routes to the southeast, including connections towards Westhoughton Town Centre, are partly unpaved and unlit, indicating a gap in provision that should be improved to encourage walking along these routes.



Lee Hall & Hulton Park – Walking Routes

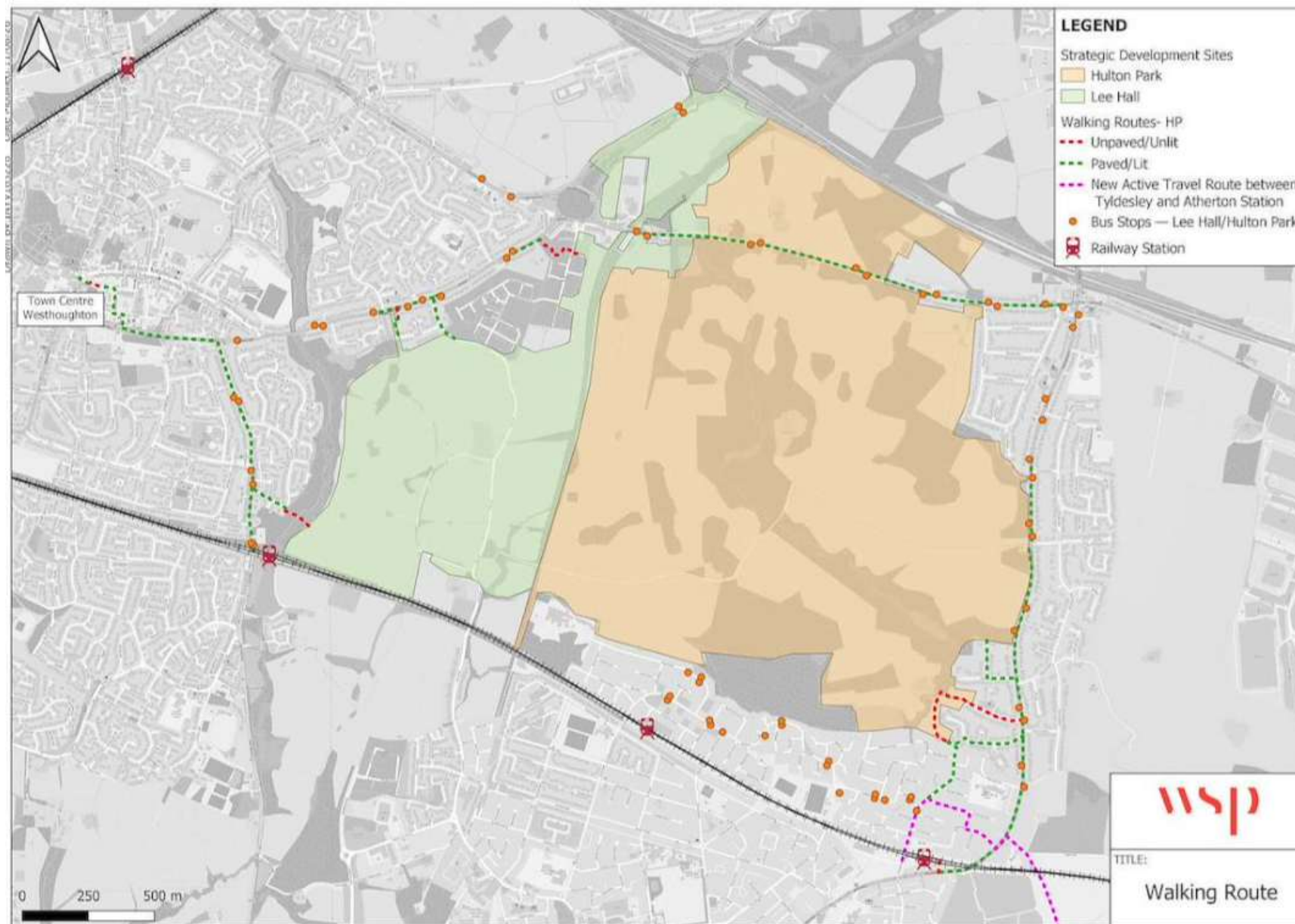
The adjacent plan shows walking routes between the Lee Hall & Hulton Park and key local destinations, including the surrounding bus stops, Atherton and Daisy Hill railway stations and Westhoughton Town Centre.

Each route has been assessed to establish the quality of provision for pedestrians.

A new active travel route between Tyldesley and Atherton station is also proposed, strengthening connectivity to the wider network.

The assessment indicates that walking routes around the site are generally in good condition. However, there are a few routes feeding into the site which are currently unpaved/unlit.

Addressing these gaps would improve pedestrian connectivity and support a shift toward more sustainable travel.



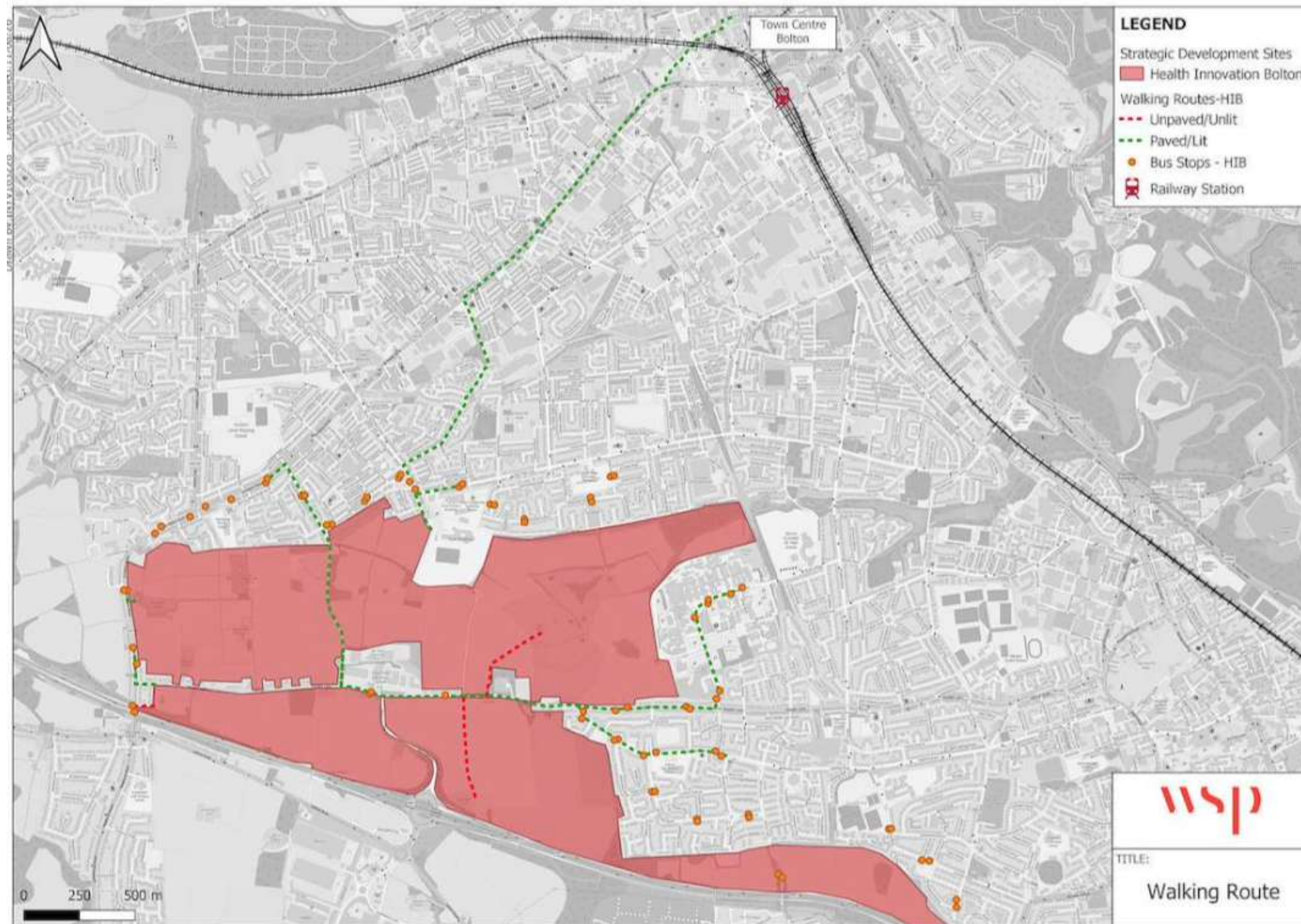
HIB Walking Routes

The adjacent plan shows walking routes between the HIB site and key local destinations, including the surrounding bus stops and Bolton Town Centre.

Each route has been assessed to establish the quality of provision for pedestrians, with routes categorised as either paved and lit or unpaved and unlit.

The assessment indicates that walking routes around the site are generally in good condition, with paved and lit provision extending across much of the network, including the connection north towards Bolton Town Centre.

However, the plan highlights that several routes within the site are currently unpaved and unlit. These would be addressed as part of the site's proposals, improving pedestrian connectivity and supporting a shift towards more sustainable travel.



West of Wingates – Bus Routes

The adjacent plan shows the existing bus stops and routes adjacent to the West of Wingates site. The nearest bus stops are located along the A6 Chorley Road and Dicconson Lane.

The stops on the A6 are currently served by two services, the 516 and the 521:

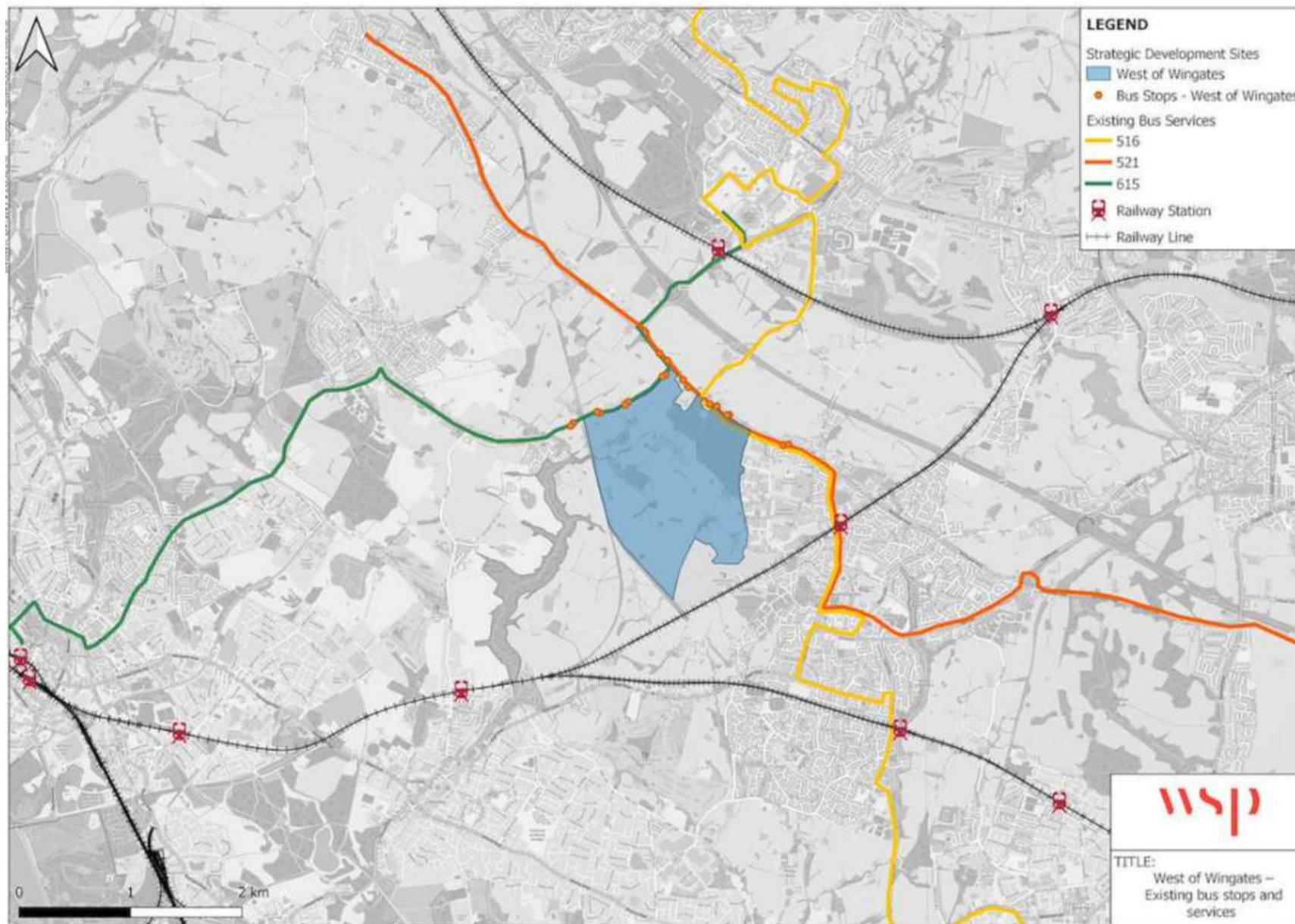
- Service 516 operates between Horwich and Leigh, with one service per hour Monday to Saturday and one service every two hours on Sundays.
- Service 521 runs through Little Lever, Farnworth and Blackrod at an hourly frequency.

The stops on Dicconson Lane are served by service 615:

- Service 615 connects Wigan and Middlebrook, again operating hourly Monday to Saturday, with no service on Sundays.

In total, three bus services serve the site each hour, with the 521 the only route to run through Bolton.

Overall, bus services serving the nearest stops to the site operate at relatively low frequencies and would benefit from enhancement to support large-scale, sustainable employment growth.



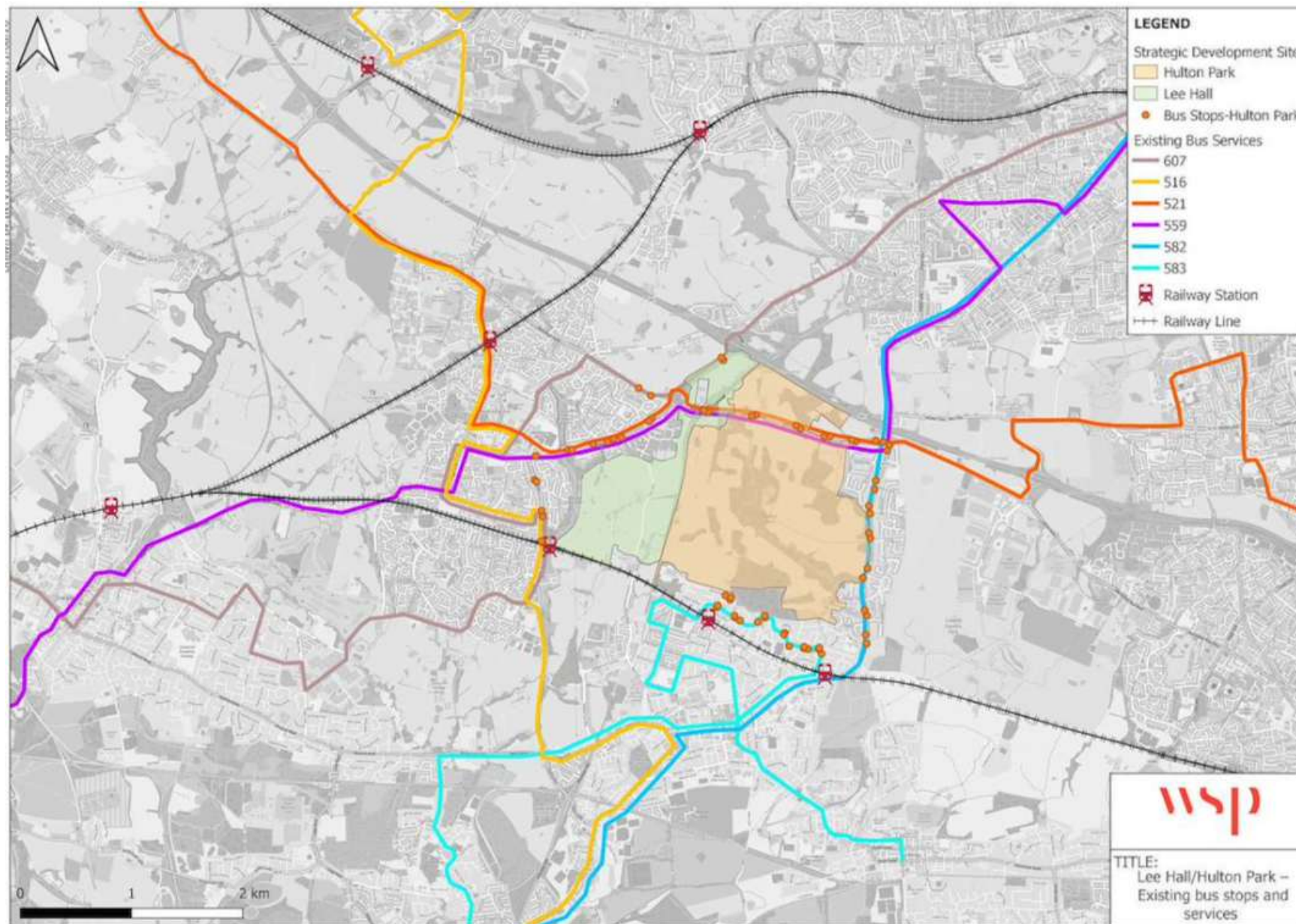
Lee Hall & Hulton Park – Bus Routes

The adjacent plan shows the bus stops and routes adjacent to the Lee Hall & Hulton Park sites.

In total, six services serve the site, providing 14 buses per hour Monday to Saturday.

These routes offer connections to a range of destinations, including Horwich, Leigh, Blackrod, Little Lever, Bolton, Ashton-in-Makerfield, Tyldesley and Wigan:

- Service 516 operates between Horwich, Westhoughton and Leigh once per hour Monday to Saturday, reducing to one every two hours on Sundays.
- Service 521 runs between Blackrod, Farnworth and Little Lever at an hourly frequency seven days a week.
- Service 559 connects Bolton, Westhoughton and Ashton-in-Makerfield, operating hourly Monday to Saturday and one every two hours on Sundays.
- Service 582 operates between Bolton, Atherton and Leigh at **six** services per hour Monday to Saturday, reducing to four per hour on Sundays.
- Service 583 runs between Leigh, Hag Fold and Tyldesley at one service per hour Monday to Saturday, reducing to one every two hours on Sundays.
- Service 607 connects Wigan and Bolton at **four** services per hour Monday to Saturday, reducing to three per hour on Sundays.





HIB Bus Routes and Frequencies

In total, ten bus services run adjacent to the HIB site, with bus stops provided within and adjacent to the site.

These routes provide connections to a number of destinations, including Bolton, Eccles, Trafford Centre, Manchester, Salford Shopping Centre, Farnworth, Blackrod, Little Lever, Boothstown, Westhoughton, Ashton-in-Makerfield, Atherton and Leigh.

Combined, the services provide over 20 buses per hour from Monday to Saturday, with reduced provision on Sundays.

The most frequent services are the 582, which runs between Bolton and Leigh at six services per hour, and the 36, which links Bolton to Manchester via Salford Shopping Centre at up to six services per hour. The 501 operates at four services per hour between Johnson Fold and Farnworth.

In summary, the site is served by more than 20 bus services per hour on weekdays, with direct connections to Bolton, Manchester and other destinations across the borough.

The bus routes serving the site are shown on the plan on the next slide.

No.	Route	Frequency (Mon-Fri)	Frequency (Saturday)	Frequency (Sunday)
20	Bolton - Eccles - Trafford Centre	2 per hour	2 per hour	1 per hour
	Trafford Centre - Eccles - Bolton	2 per hour	2 per hour	1 per hour
36	Manchester - Salford Shopping Centre - Bolton	5/6 per hour	4 per hour	2 per hour
	Bolton - Salford Shopping Centre - Manchester	5/6 per hour	4 per hour	2 per hour
501	Johnson Fold - Bolton Interchange - Farnworth	4 per hour	4 per hour	2 per hour
	Farnworth - Bolton Interchange - Johnson Fold	4 per hour	4 per hour	2 per hour
521	Blackrod - Farnworth - Little Lever	1 per hour	1 per hour	1 per hour
	Little Lever - Farnworth - Blackrod	1 per hour	1 per hour	1 per hour
553	Higher Green - Boothstown - Farnworth	1 per hour	1 per hour	1 every 2 hours
	Farnworth - Boothstown - Higher Green	1 per hour	1 per hour	1 every 2 hours
557	Royal Bolton Hospital - Farnworth - Ringley Fold	4 per day	No services	No services
	Ringley Fold - Farnworth - Royal Bolton Hospital	5 per day	No services	No services
559	Bolton - Westhoughton - Ashton in Makerfield	1 per hour	1 per hour	1 every 2 hours
	Ashton in Makerfield - Westhoughton - Bolton	1 per hour	1 per hour	1 every 2 hours
573	Bolton - Ladybridge - Sutton Estate	1 per hour	1 per hour	1 every 2 hours
574	Bolton - Ladybridge - Sutton Estate	1 per hour	1 per hour	1 every 2 hours
582	Bolton - Atherton - Leigh	6 per hour	6 per hour	4 per hour
	Leigh - Atherton - Bolton	6 per hour	6 per hour	4 per hour

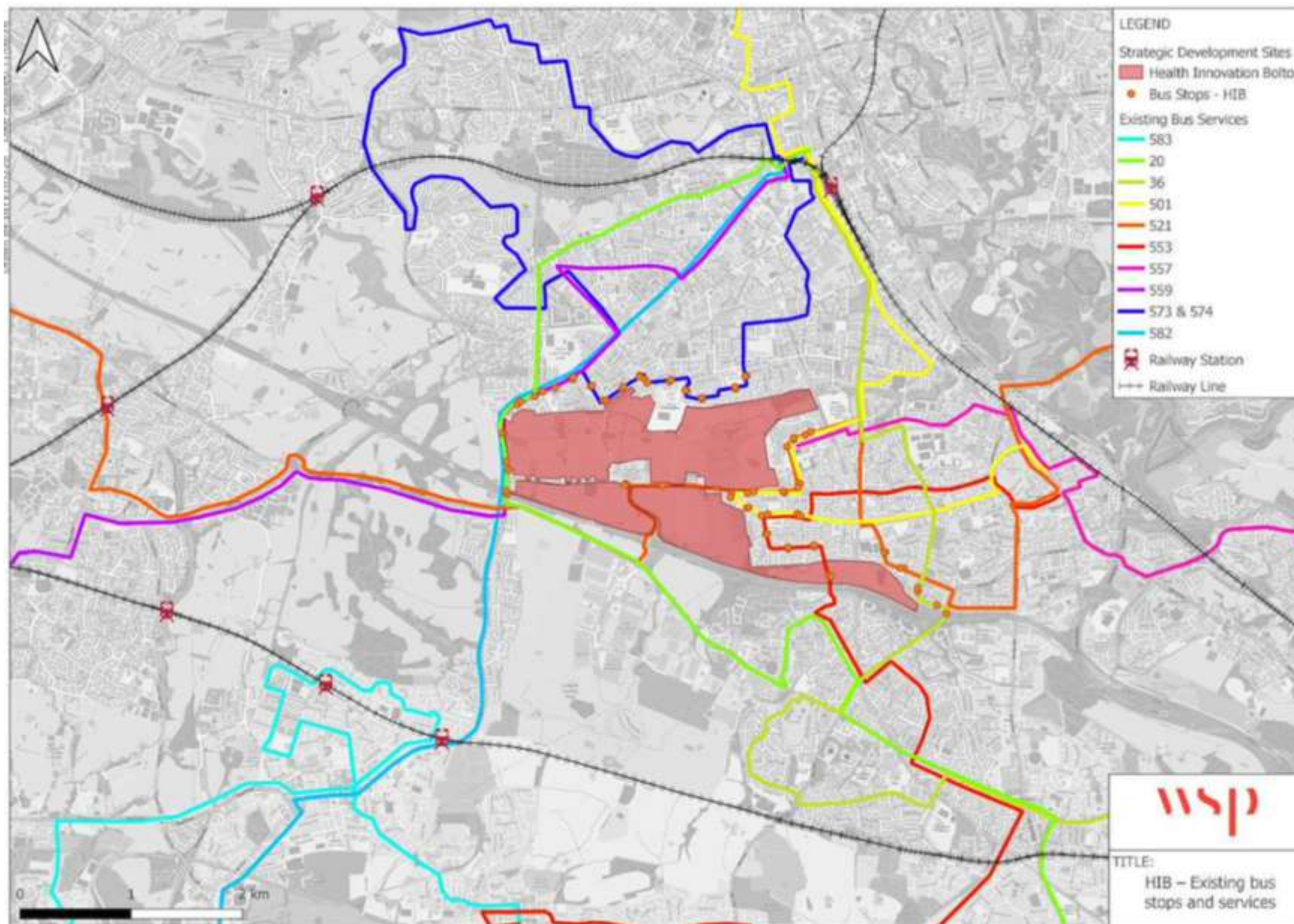
HIB Bus Routes

The adjacent plan shows the bus stops and routes adjacent to the HIB site, with stops provided within and along the site's northern, eastern and western boundaries.

Whilst the site is served by a wide array of bus services, services are generally concentrated along a few distinct bus corridors that serve different areas of the HIB site. They can be summarised as follows:

- Route 521 routes through the HIB site via Watergate Lane serving bus stops on Plodder Lane;
- Routes 573 and 574 serve bus stops north of the site along Sapling Road and Lever Edge Lane;
- Routes 36, 501, 521, 553 and 557 serve bus stops east of the site along roads such as Redgate Way, Plodder Lane, Highfield Road and Tennyson Road.
- Routes 20, 559 and 582 serve bus stops west of the site along St Helens Road.

Overall, the site benefits from access to a large number of high-frequency bus corridors, with the strongest levels of provision available along the A579 and Plodder Lane / Highfield Road corridors.



Department for Transport (DfT) Connectivity Tool

The DfT Connectivity Tool is an accessibility assessment tool that combines transport and land use data to evaluate how accessible a site is to a range of everyday destinations. The tool considers access to employment, education, healthcare, retail and leisure opportunities by different modes of transport and generates a connectivity score on a scale from 0 to 100, where higher scores indicate greater levels of accessibility and connectivity.

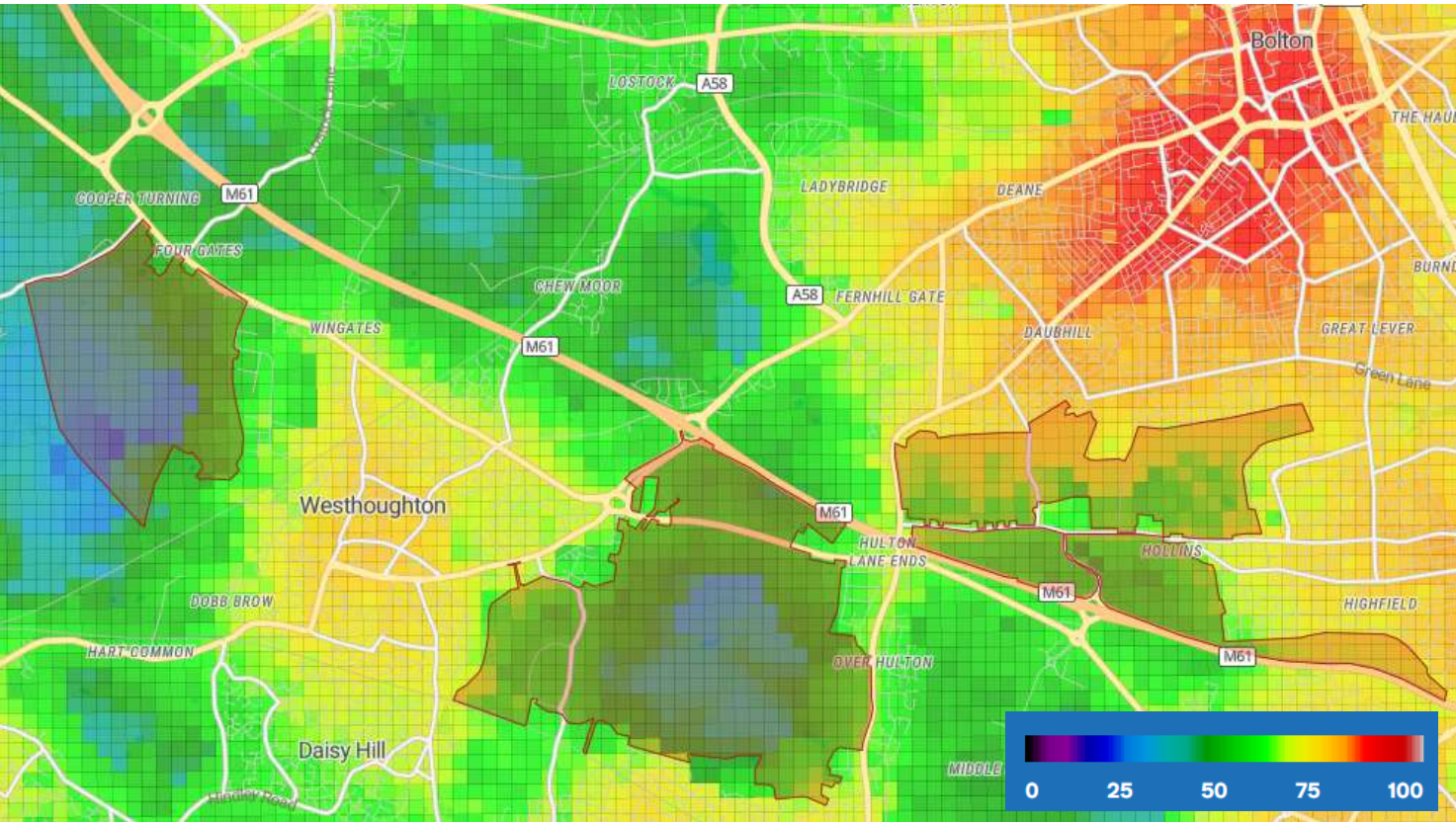
The connectivity score should be interpreted as a relative measure rather than a definitive assessment of site suitability. A score closer to 100 indicates that a location has access to a wider range of destinations within reasonable travel times, whilst lower scores indicate more limited accessibility and fewer transport options. Scores are most useful when comparing sites or assessing changes between existing and future scenarios, rather than being considered in isolation.

The Connectivity Tool mean score outputs for each site across walking, cycling, public transport and overall non-car accessibility are presented in the accompanying table. The mean scores indicate that the sites currently perform poorly in terms of accessibility by walking, cycling and public transport. However, some parts of the sites (such as northern section of HIB) score relatively higher.

In practical terms, the results suggest that access to employment, education, healthcare, retail and leisure opportunities by non-car modes is currently limited.

The measures outlined in the rest of this report have the potential to significantly improve the accessibility scores of these sites, with the delivery of on-site facilities and improved walking, cycling and public transport connections.

Site Name	Walking Mean Score	Cycling Mean Score	Public Transport Mean Score	Overall Mean Score
West of Wingates	30	55	46	41
Lee Hall & Hulton Park	38	61	58	51
Health Innovation Bolton (HIB)	58	71	66	64



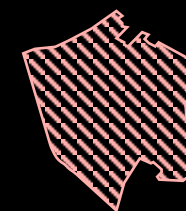


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WEST OF WINGATES



West of Wingates – Transport Vision

The West of Wingates Strategic Masterplan sets out the following vision for the site:

*'West of Wingates will be a **sustainable** and **well-connected** employment hub that delivers long-term economic and social value for Westhoughton and, by extension, Bolton. The development will provide modern, adaptable, and **accessible** business space in a strong landscape setting. **Green corridors** and open spaces will define the site's character, supporting biodiversity, **active sustainable travel**, and wellbeing. This balance of high-quality employment space and integrated green infrastructure will create a place where businesses thrive, people want to work, and wider benefits are afforded to the local community'*

With regards to transport, the strategic objectives of the site are to make provision for new and improved sustainable transport, public transport and highway infrastructure across the site, that integrates into the surrounding movement network.

This is due to be achieved via the creation of a network of walking and cycling routes including natural green pathways that protect the integrity of the existing PRow network and adapt to help improve the connections between the site and Westhoughton as well as the wider area. It also highlights the need for enhanced active travel links to Westhoughton station and Horwich Parkway station.

The SPD sets out four design principles for creating a 'A Legible, Safe and accessible place':

- Movement Hierarchy, Wayfinding & Public Realm
- Walking, Wheeling, Cycling & Bridleway Network
- Public Transport, Shared Transport & Micromobility Facilities
- Vehicular Access: Shared, Private & Industrial Vehicles



Source: West of Wingates – Industrial and Warehousing Strategic Masterplan SPD (June 2026)

West of Wingates – Proposed Transport Interventions

West of Wingates: Transport Interventions

Phase 1 of the development is under construction and includes the realignment of the A6 to provide a new primary access junction access plus an upgraded footway/cycleway between Wingates and Westhoughton.

The Strategic Movement Plan within the SPD shown to the right outlines the key principles within the site and its connection to the wider area:

- Primary Movement Corridor (PMC) with access points off the A6 and Dicconson Lane for strategic active travel and vehicle movements.
- A Secondary Movement Network consisting of streets, paths and bridleways provide a finer grained network for access, incidental and recreational movement through the site.

Additionally, the site should look for opportunities to benefit from:

- Upgraded links to Westhoughton and Horwich Parkway rail station.
- Provision of Sustainable travel hubs within the site



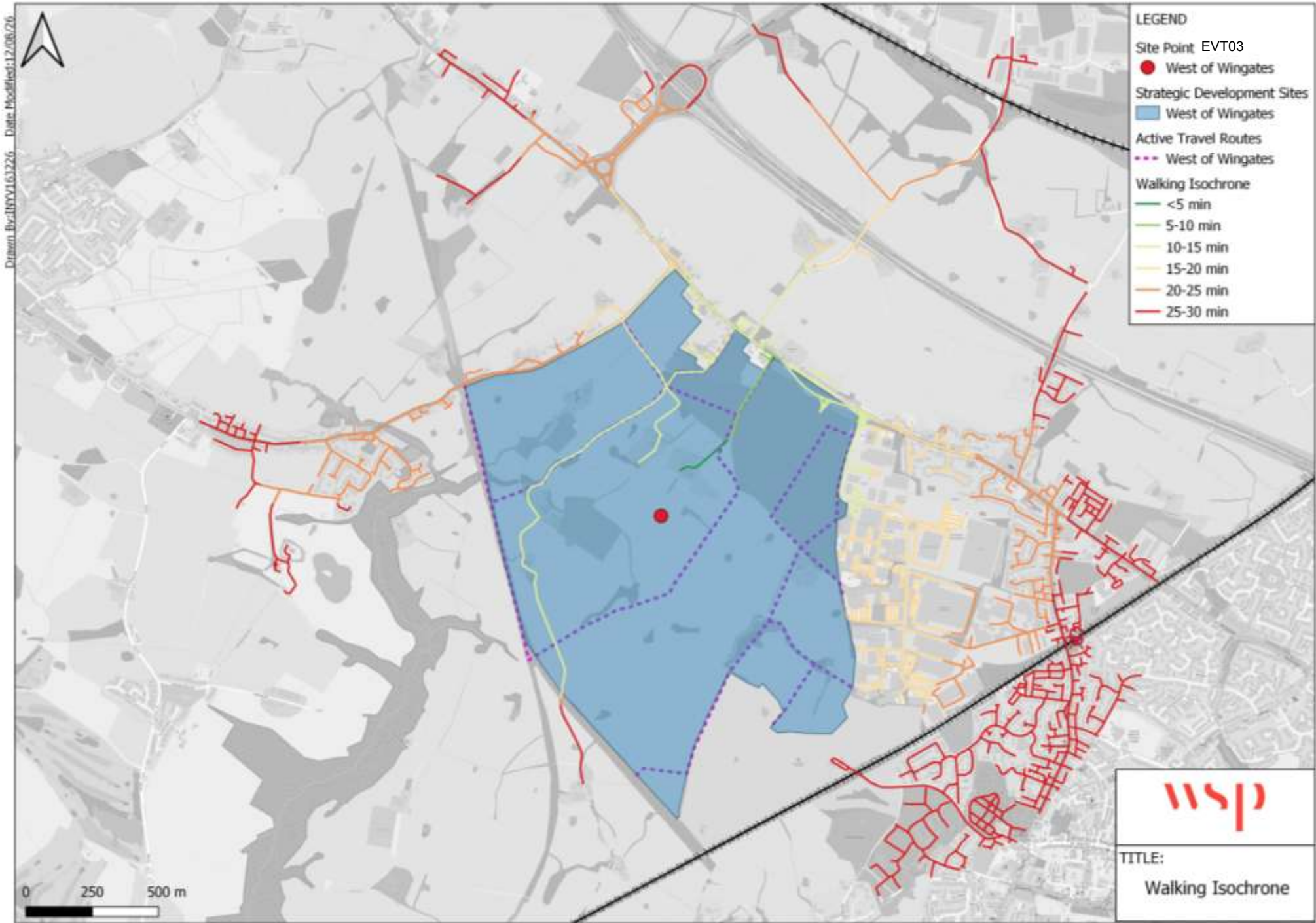
Source: *West of Wingates – Industrial and Warehousing Strategic Masterplan SPD (June 2026)*

This plan shows the walking isochrones from the centre of the West of Wingates and includes the proposed active travel network likely to be delivered within the site, as outlined in the SPD.

Isochrones are presented in 5-minute increments up to 30 minutes, the maximum walking distance generally considered suitable for trips by foot.

The plan shows that the adjacent Wingates Industrial Estate and employment areas to the east are within walking distance of the centre of site along with some of the residential areas of Westhoughton to the south-east of the site.

Due to the size of the site and the use of the centre as the starting location, there will be parts of the site that are within walking distance of a larger area of Westhoughton, or towards Horwich Rail, depending on location within the site.

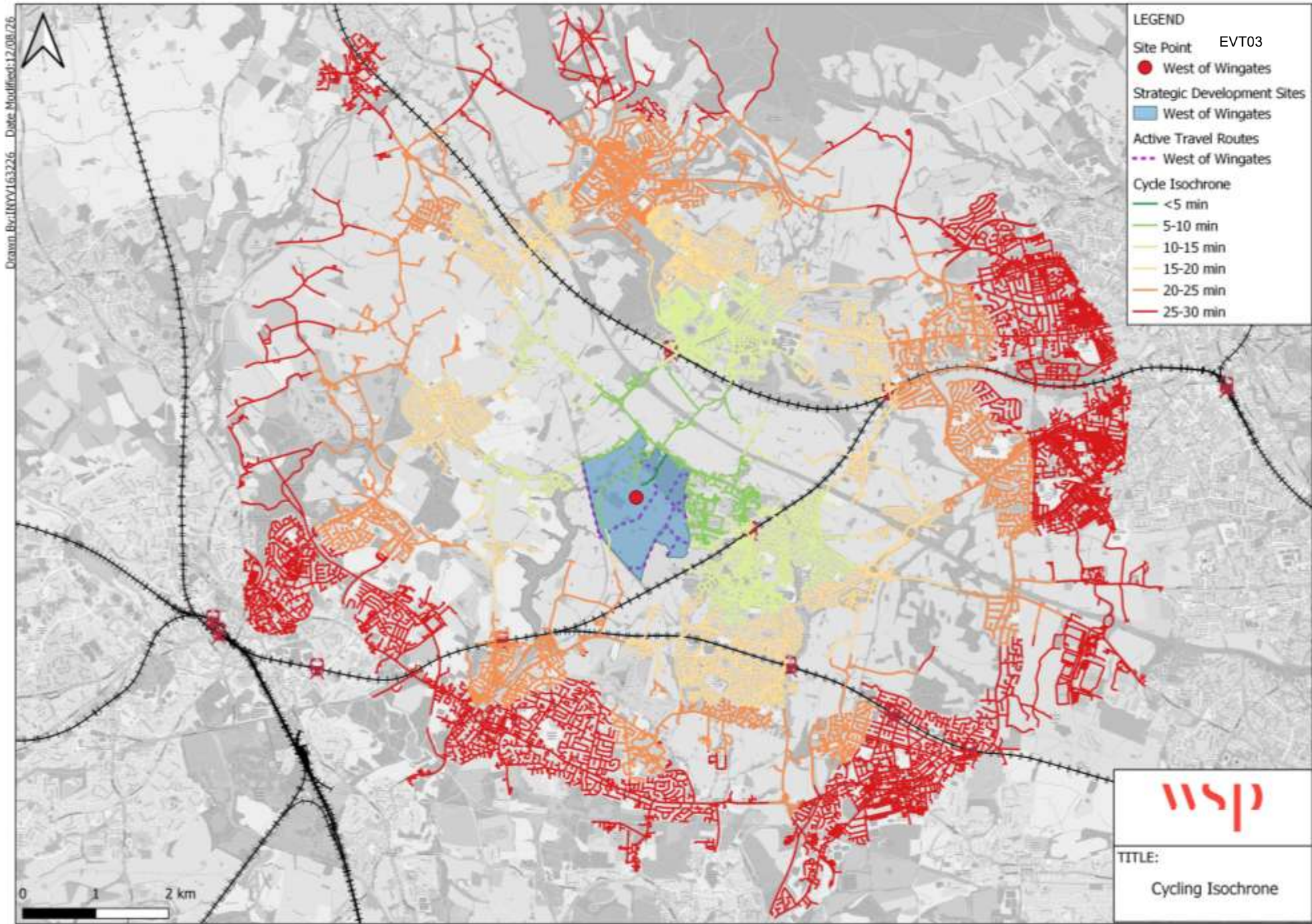




Cycling isochrones provide a means of illustrating cycling distances and times from a site to its surrounding areas, while also indicating the maximum acceptable cycling distances to a site.

The maximum acceptable cycling distance to a site is generally taken as 30 minutes, with the isochrones shown here presented in 5-minute increments.

In the case of the West of Wingates site, the greater distances achievable by bicycle compared to walking, mean that a wide catchment can be reached. Destinations such as Westhoughton, Atherton, Horwich, Blackrod and parts of Bolton and Wigan town centres falling within a 30-minute cycle of the site.





West of Wingates – Journey Times

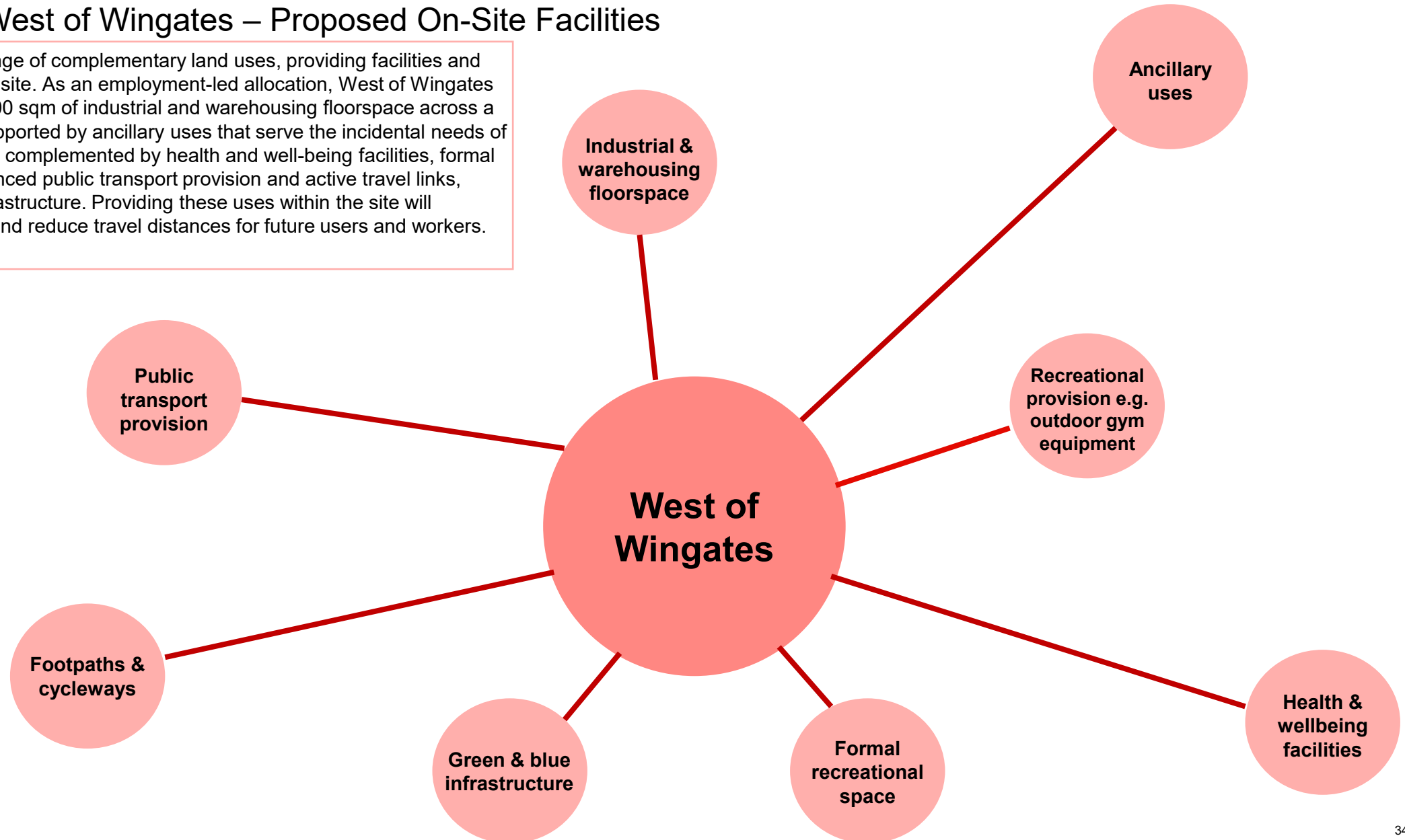
Multi-Modal Journey Times have been calculated based on existing infrastructure and services to/from the site and key locations.

Key Location	30 minutes walk	30 minutes cycle	60 minutes bus and walk
Bolton Town Centre	X	X	✓
Westhoughton Town Centre	✓	✓	✓
Westhoughton Station	✓	✓	✓
Horwich Parkway Station	X	✓	✓
Wigan Town Centre	X	X	✓

As shown above, Westhoughton Town Centre and Station are both within a 30-minute walk, and all locations except Wigan Town Centre and Bolton Town Centre are reachable by cycle. Every destination is accessible by bus and walk within 60 minutes.

West of Wingates – Proposed On-Site Facilities

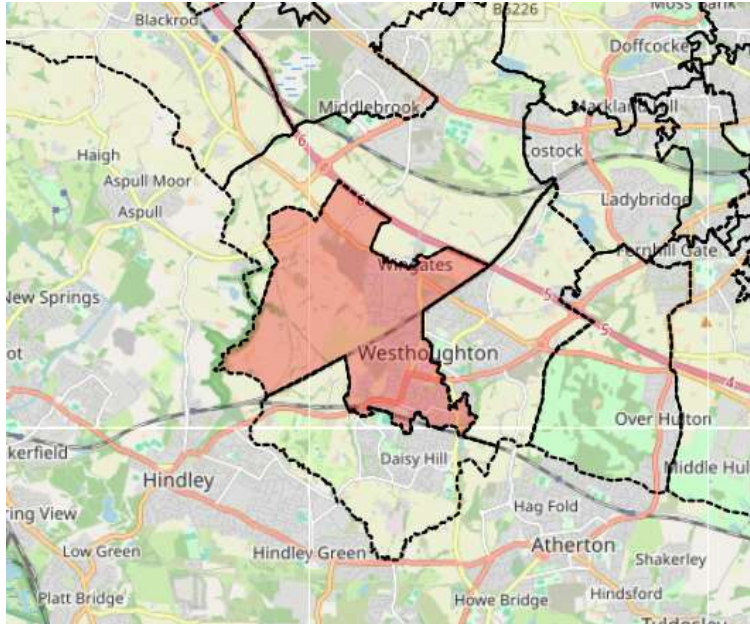
The site will provide a range of complementary land uses, providing facilities and services are available on site. As an employment-led allocation, West of Wingates will deliver around 440,000 sqm of industrial and warehousing floorspace across a mix of unit typologies, supported by ancillary uses that serve the incidental needs of employees. These will be complemented by health and well-being facilities, formal recreational space, enhanced public transport provision and active travel links, alongside new green infrastructure. Providing these uses within the site will encourage internal trips and reduce travel distances for future users and workers.



West of Wingates – Journey to Work Modal Split

Analysis of 2021* Census 'Method of Travel to Work' data for MSOA Bolton 031 indicates that travel to work in the local area is predominantly car-based. Driving a car or van accounts for 74% of journeys to work, with a further 7% travelling as a car passenger.

The use of sustainable modes is currently limited: walking accounts for 10%, bus travel 3% and rail 2%, with cycling representing only 1% of trips. In addition, when included in calculations, 26% of residents work mainly from home.



Method of travel to work	MSOA: Bolton 031	
	Number of trips	% Mode Share
Underground, metro, light rail, tram	3	0%
Train	62	2%
Bus, minibus or coach	100	3%
Taxi	40	1%
Motorcycle, scooter or moped	10	0%
Driving a car or van	2,160	74%
Passenger in a car or van	195	7%
Bicycle	43	1%
On foot	289	10%
Other method of travel to work	31	1%
Total	2933	100%

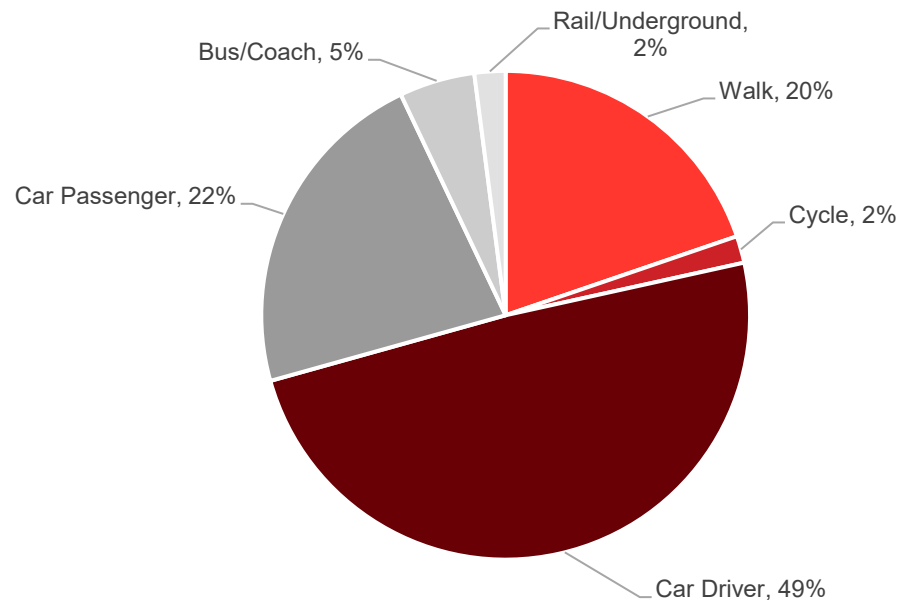
West of Wingates - Modal Split

In order to establish average mode splits across all journey purposes (i.e. not only work trips), TEMPro journey purpose data for Bolton 031 MSOA has been extracted. TEMPro is a tool that processes and feeds back location-specific National Transport Survey (NTS) data (e.g. at MSOA level) on travel patterns.

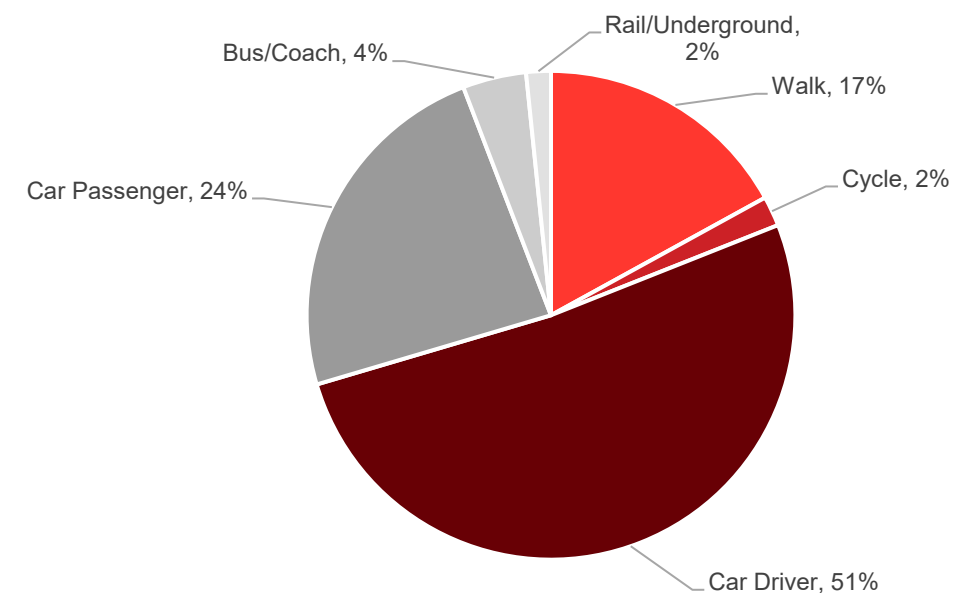
TEMPro provides mode share splits across a wide range of trip purposes, including but not limited to work, education, shopping and recreation-based trips. The resultant mode shares for all trip purposes combined are shown in the pie charts below, split by AM and PM peak periods. These mode splits provide a more detailed understanding of travel patterns across all journey purposes than traditional Journey to Work data. As demonstrated by the Census data on the previous page, Journey to Work data tends to overrepresent car-based travel, with work-based commuting trips showing a higher proportion of car use than is observed when all journey types are considered.

TEMPro mode share data indicates that car driver trips account for between 49% and 51% of peak hour journeys, with a further 22% to 24% undertaken as a car passenger. By comparison, walking, cycling and public transport collectively account for between 25% and 29% of peak hour journeys. This represents the existing travel patterns of the local area. As the sites are to be promoted as sustainable developments, with a range of measures to encourage uptake of sustainable modes, the aspirational target mode shares for each of the sites should be included within the Travel Plans to closer align with the sustainable visions of the sites.

AM Peak All Journey Purposes Mode Share Split within Bolton 031 (sourced from TEMPro)



PM Peak All Journey Purposes Mode Share Split within Bolton 031 (sourced from TEMPro)



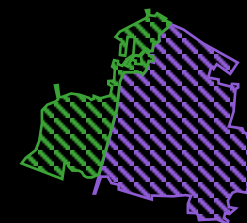


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LEE HALL & HULTON PARK



Lee Hall and Hulton Park – Transport Vision

Lee Hall and Hulton Park: Transport Vision

The TA for Lee Hall states that “Our vision is for Lee Hall to become a model for long-term stewardship and design quality; a place that evolves gracefully, enriches its surroundings and sets a new benchmark for sustainable neighbourhood design in Bolton”

Key principles include:

- **A Connected Place**
- **Landscape-led Community**
- **Character and Craft**
- **Balanced and Resilient Community**

The Delivery of ‘Park Avenue’ Link Road through the site is a key part of the transport strategy for the sites.



Source: ##



Source: Lee Hall, Chequerbent - Consultation

Lee Hall and Hulton Park – Proposed Transport Interventions

Proposed Interventions (As per Lee Hall TA & Hulton Park FTPs)

- **Park Avenue Link Road** – The primary transport intervention for both sites. This new transport infrastructure runs through the site and is central to the delivery of both Lee Hall and Hulton Park, with the two schemes being closely interlinked. Park Avenue is designed with high-quality segregated footways and cycleways along its length, forming the spine of the active travel network and tying into the wider footpath/PRoW network.
- **New bus services and stops** – New bus services and supporting infrastructure are proposed to serve the development. The specific routes are to be defined through a Public Transport Steering Group (PTSG), reflecting the ongoing TfGM Bus Network Review and franchising, with new stops provided within a short walk of the village areas.
- **Active travel network** – An extensive new network of footways, footpaths and cycle routes will be delivered across the site, with the active travel corridor along Park Avenue as its spine.
- **Public Rights of Way** – The existing PRoW network will be re-routed, upgraded and extended, alongside the creation of new PRoW, footpaths and trails (approximately 2.5km of new PRoW and 4km of new permissive paths). This includes the Hulton Trail and footpath improvements linking to Hag Fold and Atherton stations.
- **Rail access** – Improved access to Daisy Hill, Hag Fold and Atherton stations on the Manchester–Wigan line, enhanced by the active travel improvements.

The sites benefit from a package of proposed sustainable transport measures comprising active travel infrastructure, public transport improvements and travel demand management measures.



Source: ##

Lee Hall and Hulton Park – Active Travel Proposals

Lee Hall and Hulton Park: Transport Interventions

Proposed Active Travel Links

The adjacent plan sets out the indicative Public Right of Way (PRoW) strategy for the Lee Hall & Hulton Park site, illustrating how the existing network would be retained, improved and expanded as part of the proposed development.

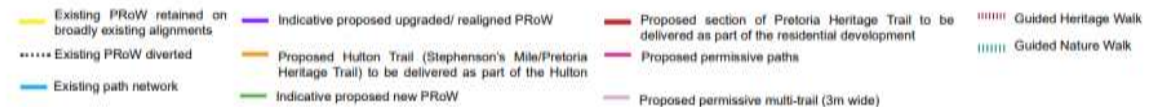
Where possible, existing PRoW would be retained on their current alignments, with a number of routes upgraded or realigned to improve legibility and connectivity across the site.

A series of new routes is also proposed to strengthen access and recreational provision. These include new sections of PRoW, additional permissive paths, and the delivery of the Hulton Trail and the Pretoria Heritage Trail (Stephenson's Mile / Pretoria Heritage Trail) as part of the residential development. New permissive paths and a multi-trail are proposed to the north, east and centre of the site.

Together, these interventions would deliver a well-connected network of walking and recreational routes, integrating with the new development and surrounding area.



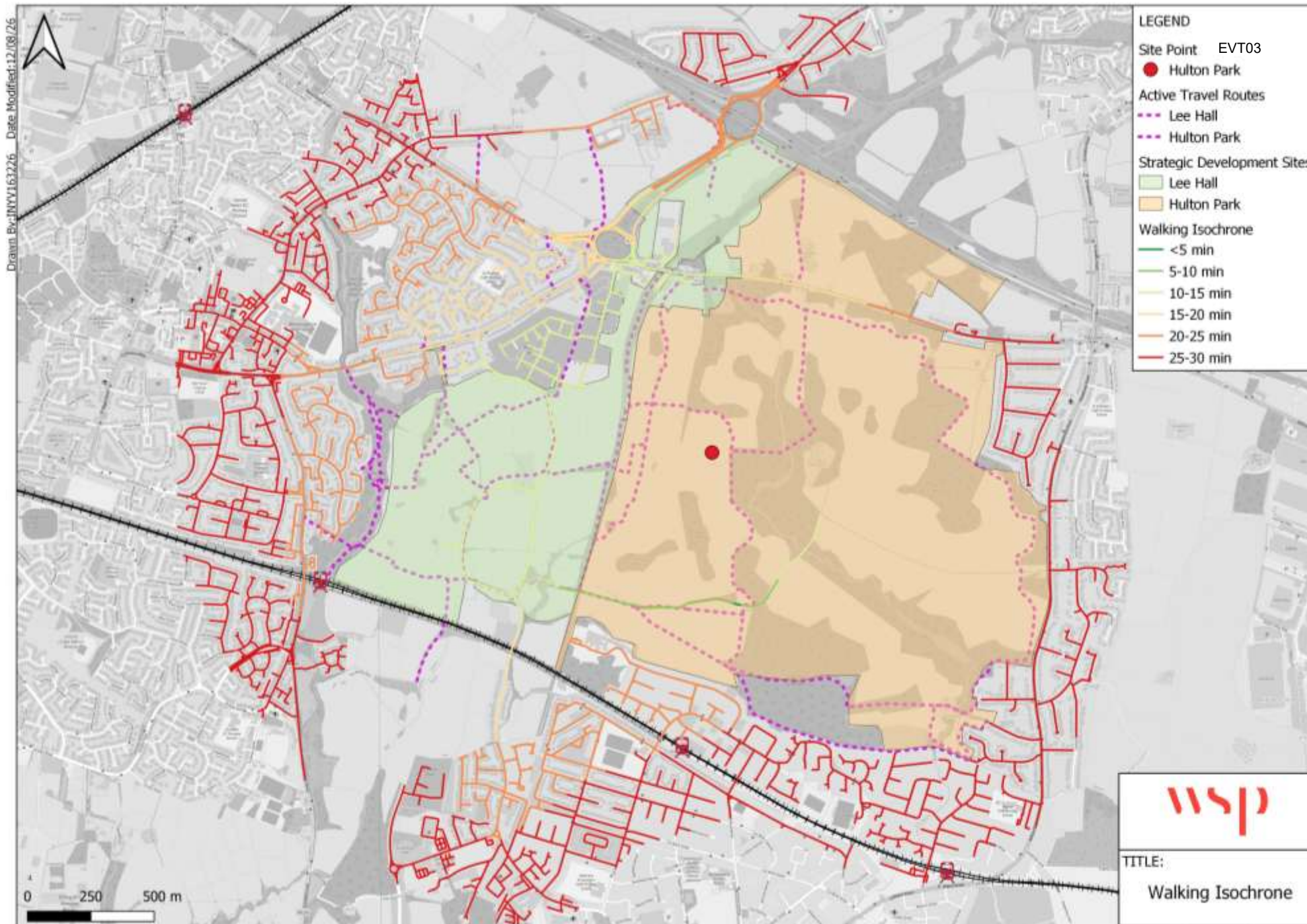
Indicative Proposed Public Right of Way Strategy



This plan shows the walking isochrones from the centre of the site and includes the proposed active travel network likely to be delivered within the site, as outlined in the Transport Assessments.

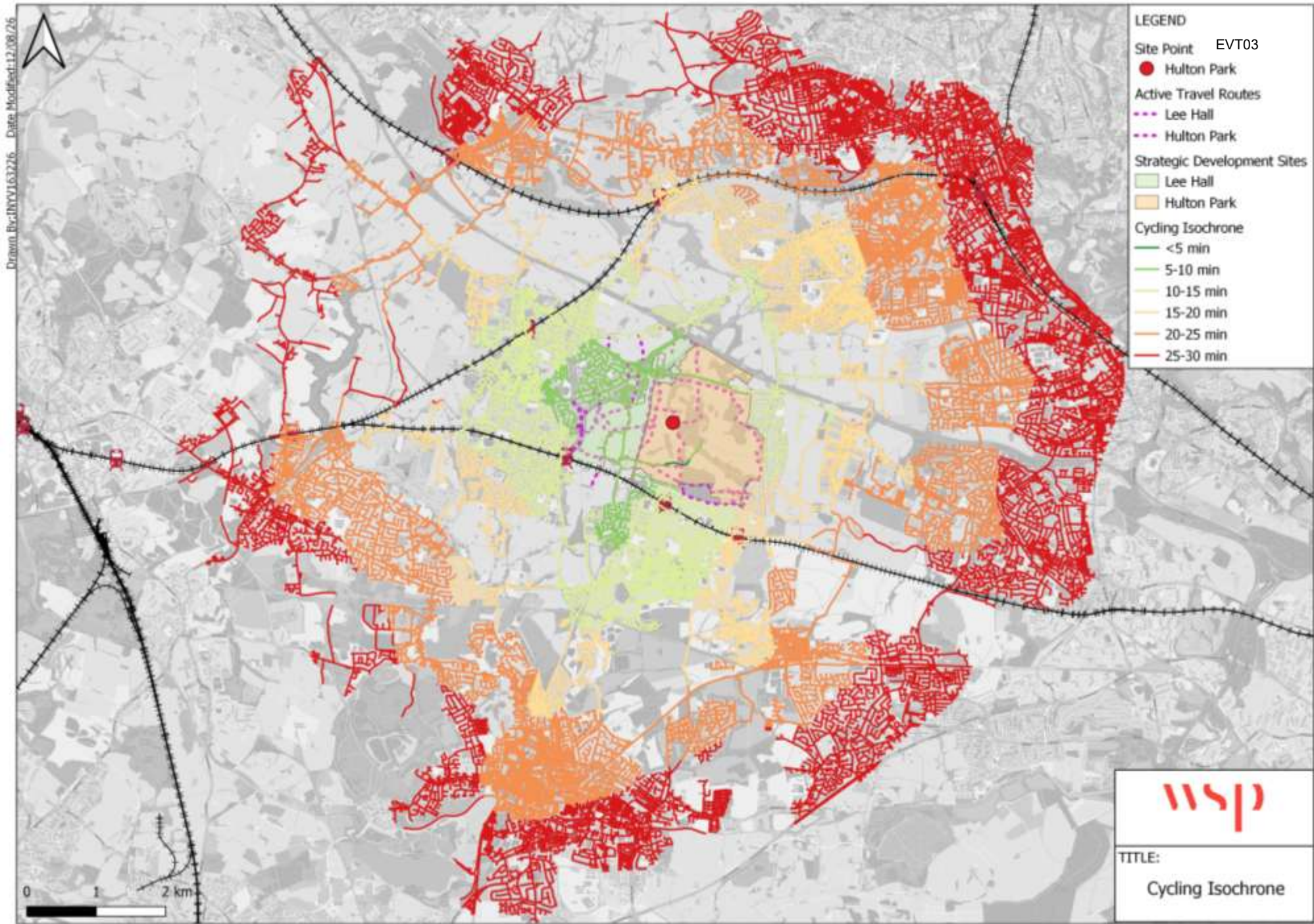
Isochrones are presented in 5-minute increments up to 30 minutes, the maximum walking distance generally considered suitable for trips by foot.

Although the centre of the site lies some distance from the site access points, destinations such as Westhoughton and Atherton are considered to be within walking distance.



Cycling isochrones showing up to 30-minute cycle time from the centre of the site are shown on the adjacent plan.

In the case of the Lee Hall & Hulton Park site, the greater distances achievable by bicycle mean that a wide catchment can be reached, with destinations such as Westhoughton, Atherton, Horwich and Bolton town centre all falling within a 30-minute cycle of the site.



Lee Hall and Hulton Park – Journey Time Analysis

Multi-Modal Journey Times have been calculated based on existing infrastructure and services to/from the site and key locations.

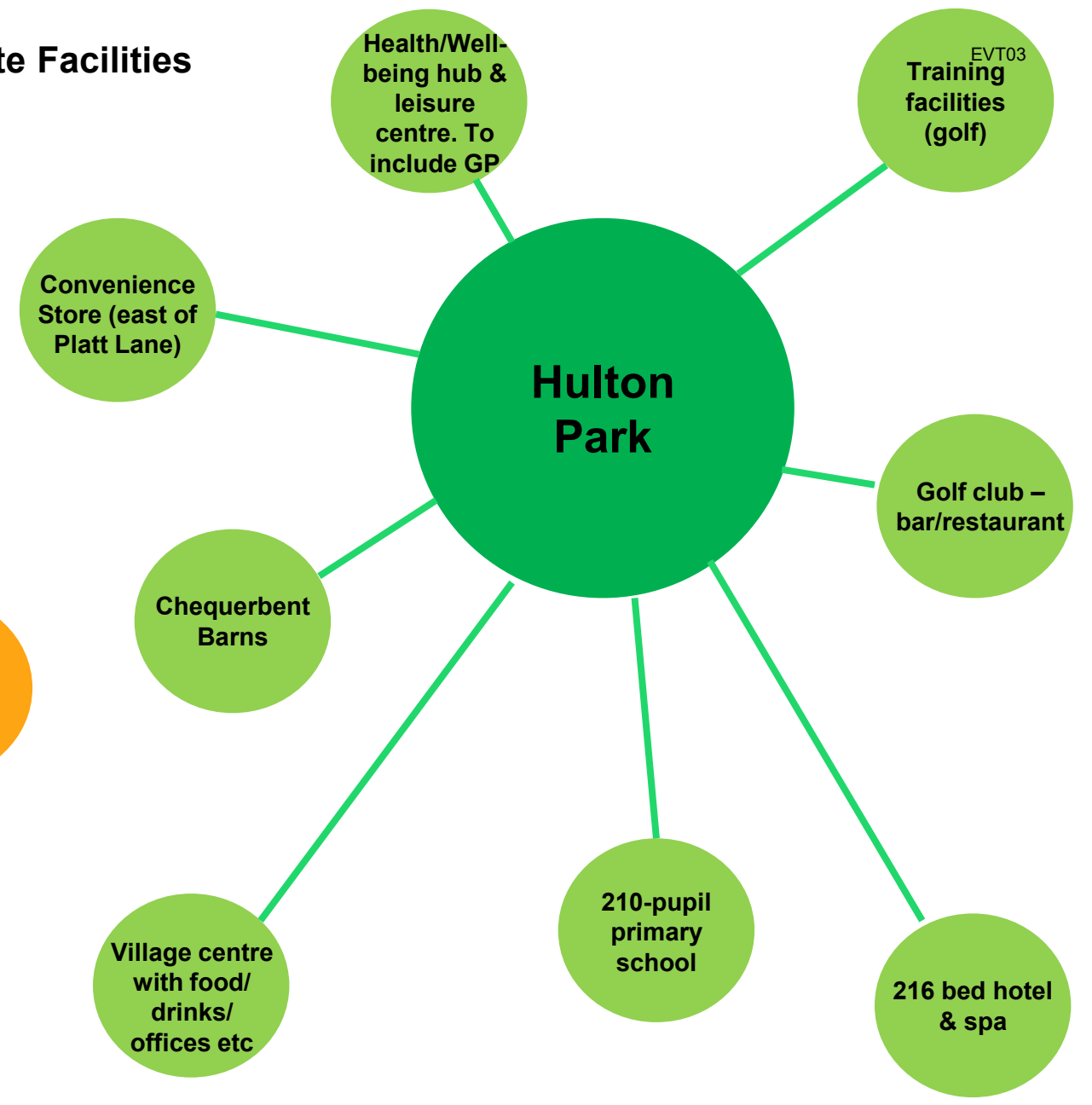
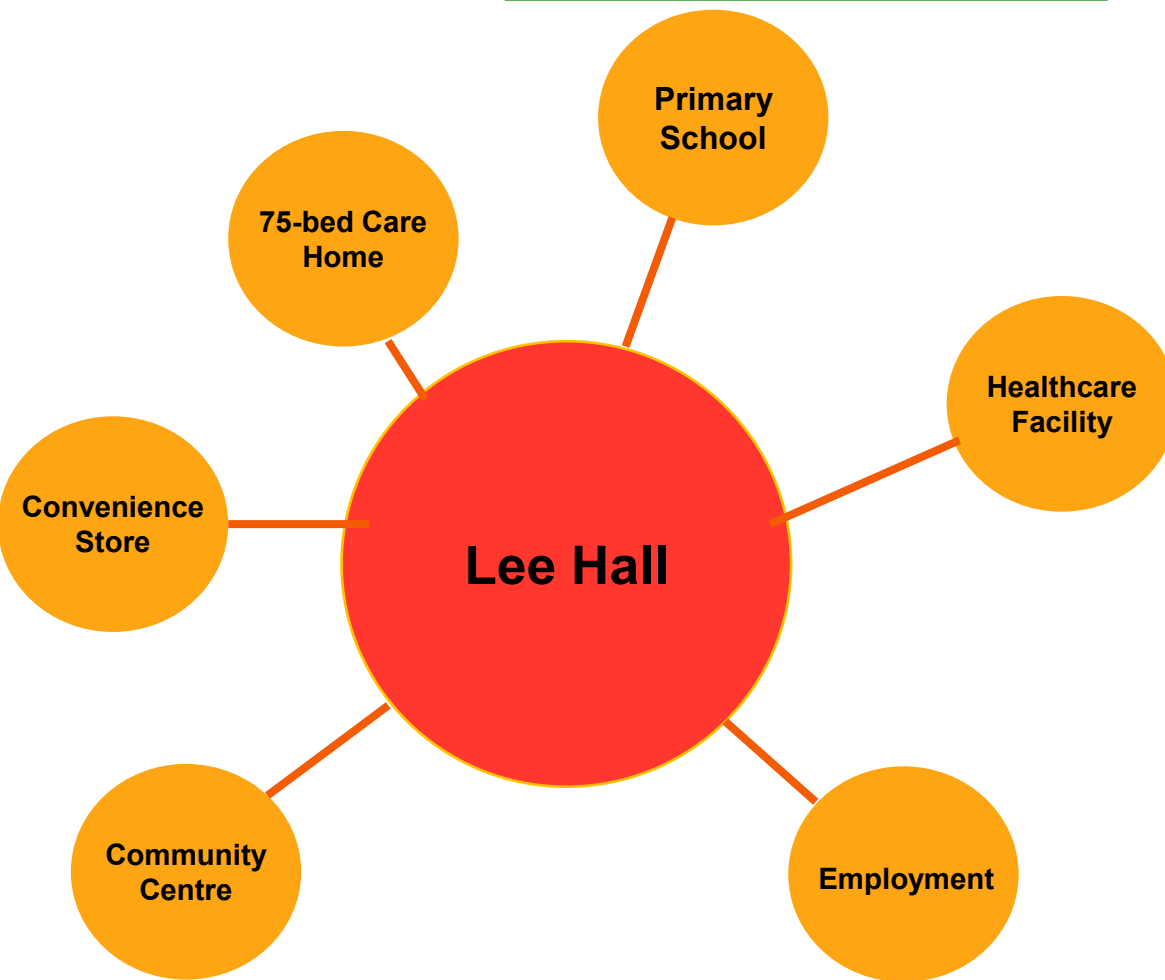
Key Location	30 minutes walk	30 minutes cycle	60 minutes bus and walk
Bolton Town Centre	X	✓	✓
Westhoughton Town Centre	✓	✓	✓
Atherton, Daisy Hill or Hag Fold Station	✓	✓	✓
Wigan Town Centre	X	X	✓

As shown above, Westhoughton Town Centre and local rail stations are all within a 30-minute walk, and all locations except Wigan Town Centre are reachable by cycle. Every destination is accessible by bus and walk within 60 minutes.



Lee Hall & Hulton Park – Proposed On-Site Facilities

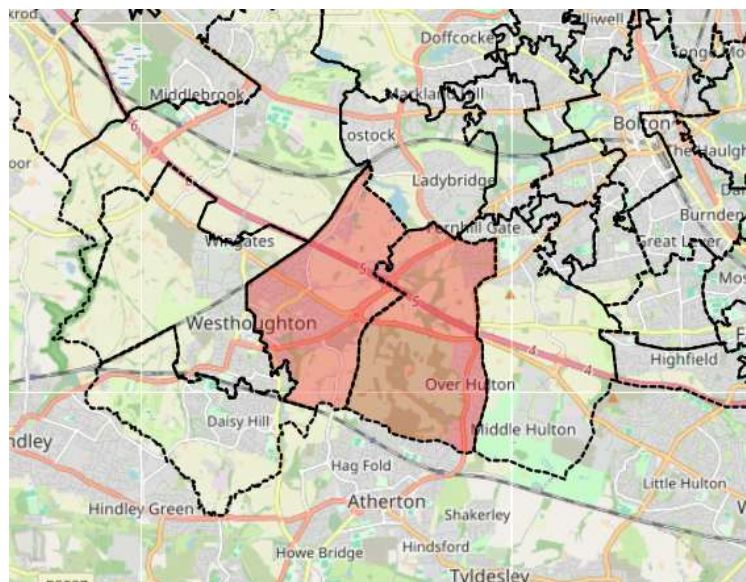
The sites will provide a range of complementary land uses, ensuring everyday facilities and services are available on site. At Lee Hall these include a primary school, healthcare facility, convenience store, community centre and care home, while Hulton Park offers a health and well-being hub, leisure centre, primary school, village centre and golf-related facilities. Having these uses within the sites will encourage internal trips and reduce travel distances for future users.



Lee Hall & Hulton Park – Journey to Work Modal Split

Analysis of 2021* Census 'Method of Travel to Work' data for the Bolton 028 and Bolton 030 MSOAs indicates that travel to work in the local area is predominantly car-based. Driving a car or van accounts for 82% of journeys to work, with a further 5% travelling as a car passenger.

The use of sustainable modes is currently limited: walking accounts for 5%, bus travel 2% and rail 2%, with cycling representing only a very small proportion of trips. In addition to these trips, 30% of residents were reported to be working mainly from home.



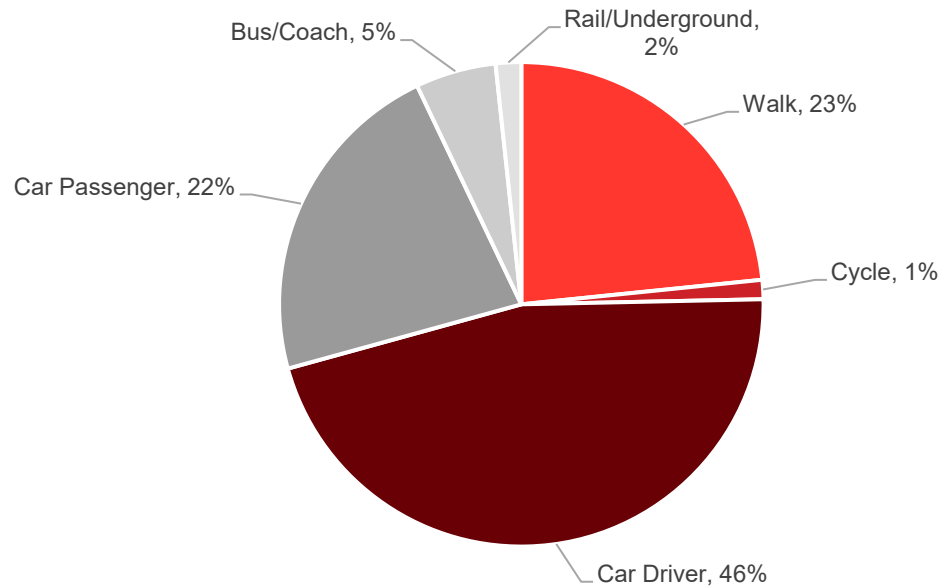
Method of travel to work	MSOAs: Bolton 028 & 030	
	Number of Trips	% Mode Share
Underground, metro, light rail, tram	5	0%
Train	104	2%
Bus, minibus or coach	128	2%
Taxi	51	1%
Motorcycle, scooter or moped	22	0%
Driving a car or van	4,410	82%
Passenger in a car or van	279	5%
Bicycle	51	1%
On foot	256	5%
Other method of travel to work	77	1%
Total	5,383	100%

Lee Hall & Hulton Park - Modal Split

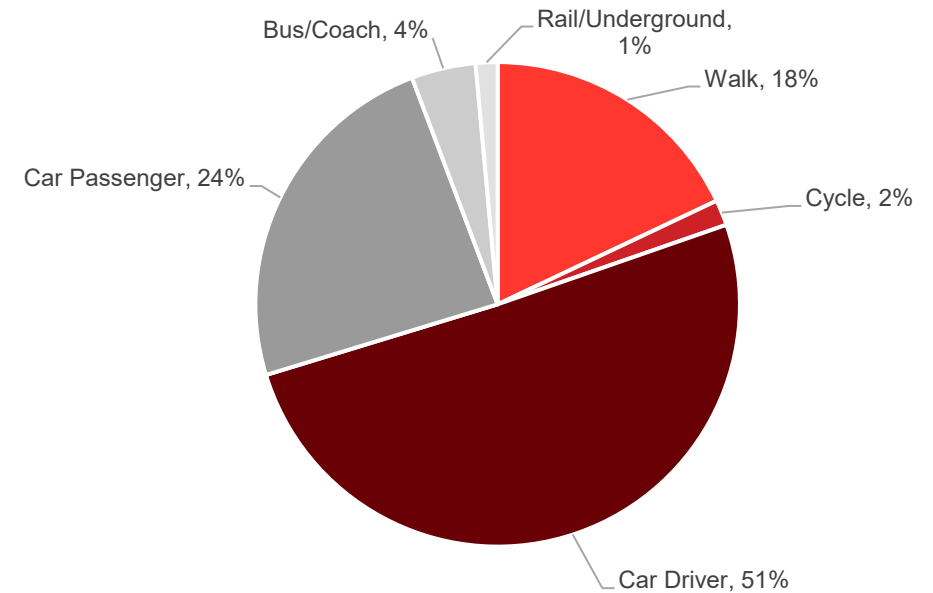
To establish average mode splits across all journey purposes, TEMPro journey purpose data for Bolton 028 and 030 has been extracted. The resultant modes shares for all trip purposes combined are shown in the pie charts below, split by AM and PM peak periods.

TEMPro mode share data for all Journey Purposes indicates that car driver trips account for between 46% and 51% of peak hour journeys, with a further 22% to 24% undertaken as a car passenger. By comparison, walking, cycling and public transport collectively account for between 25% and 31% of peak hour journeys. This represents the existing travel patterns of the local area. As the sites are to be promoted as sustainable developments, with a range of measures to encourage uptake of sustainable modes, the aspirational target mode shares for each of the sites should be included within the Travel Plans to closer align with the sustainable visions of the sites.

AM Peak All Journey Purposes Mode Share Split within Bolton 028 and 030 (sourced from TEMPro)



PM Peak All Journey Purposes Mode Share Split within Bolton 028 and 030 (sourced from TEMPro)



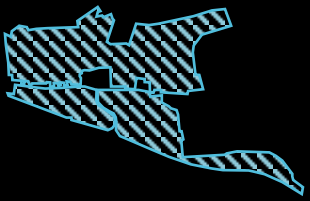


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HEALTH INNOVATION BOLTON



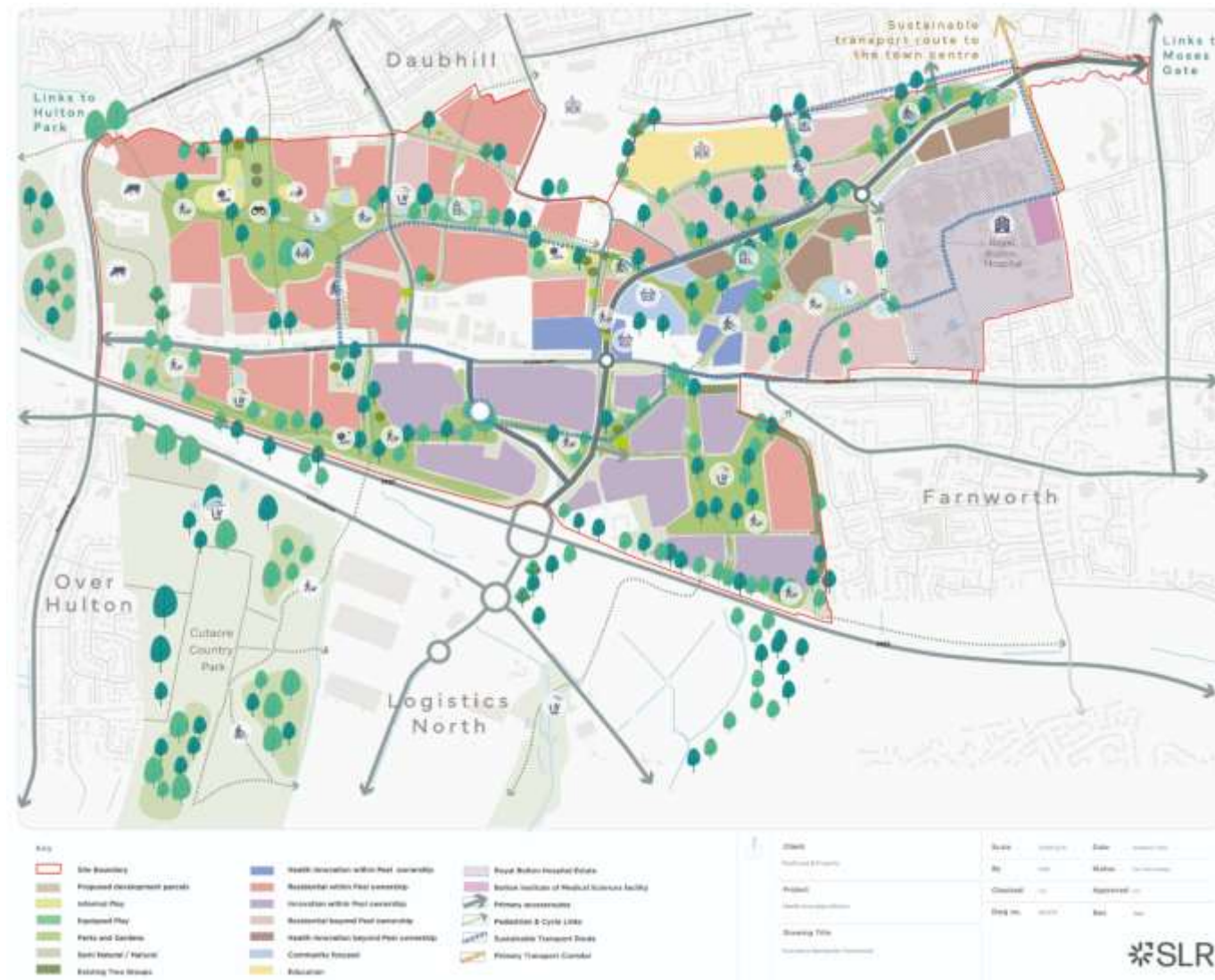
HIB – Transport Vision

Health Innovation Bolton: Transport Vision

The HIB Transport Vision identifies a number of future public transport opportunities and aspirations, including potential rail enhancements and metro/tram-train style connections, which may improve accessibility to the site over the longer term.

Proposals from HIB Transport Vision Documents

- Primary Transport Corridor – Provision of a new transport corridor through the site, providing a high-quality active travel route and improved access to the RBH.
- New active travel links across the site e.g. delivering strategic links into Farnworth and Bolton town centre.
- Public transport strategy – principles for delivering future public transport services e.g. potential for conversion of the Atherton line to metro/tram-train services, and electrification of the Bolton-Wigan line.
- Off site junction improvements – upgrades to existing junctions to improve pedestrian crossings and add vehicular capacity.
- Aspirations for Connected Autonomous Mobility (CAM) system – small autonomous EVs running on demand between the town centre interchange and Royal Bolton Hospital, partly reusing decommissioned railways lines.



HIB – Proposed Transport Interventions

The below plans taken from the HIB Transport Vision document produced by i-Transport show the proposed active travel measures and potential bus service changes associated with the sustainable transport vision for the site.

In addition to the Primary Transport Corridor, a network of active travel routes are proposed throughout the site, including new cycle and pedestrian links and retention of existing footway links.

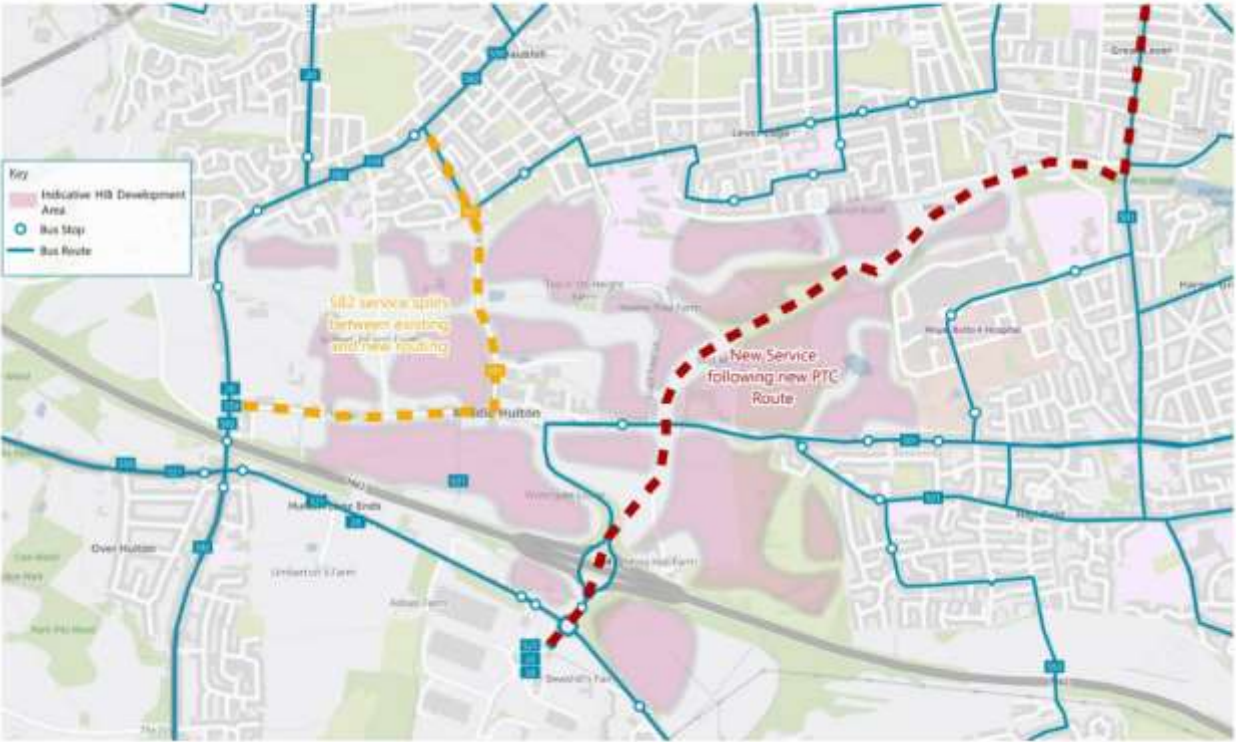
The Transport Vision also suggests potential bus services changes, including the diversion of the 582 into the site and potential for a new service to route along the PTC.

Figure 9 Proposed Active Travel Measures



Source: HIB Transport Vision (i-Transport)

Figure 11 Potential Bus Service Changes

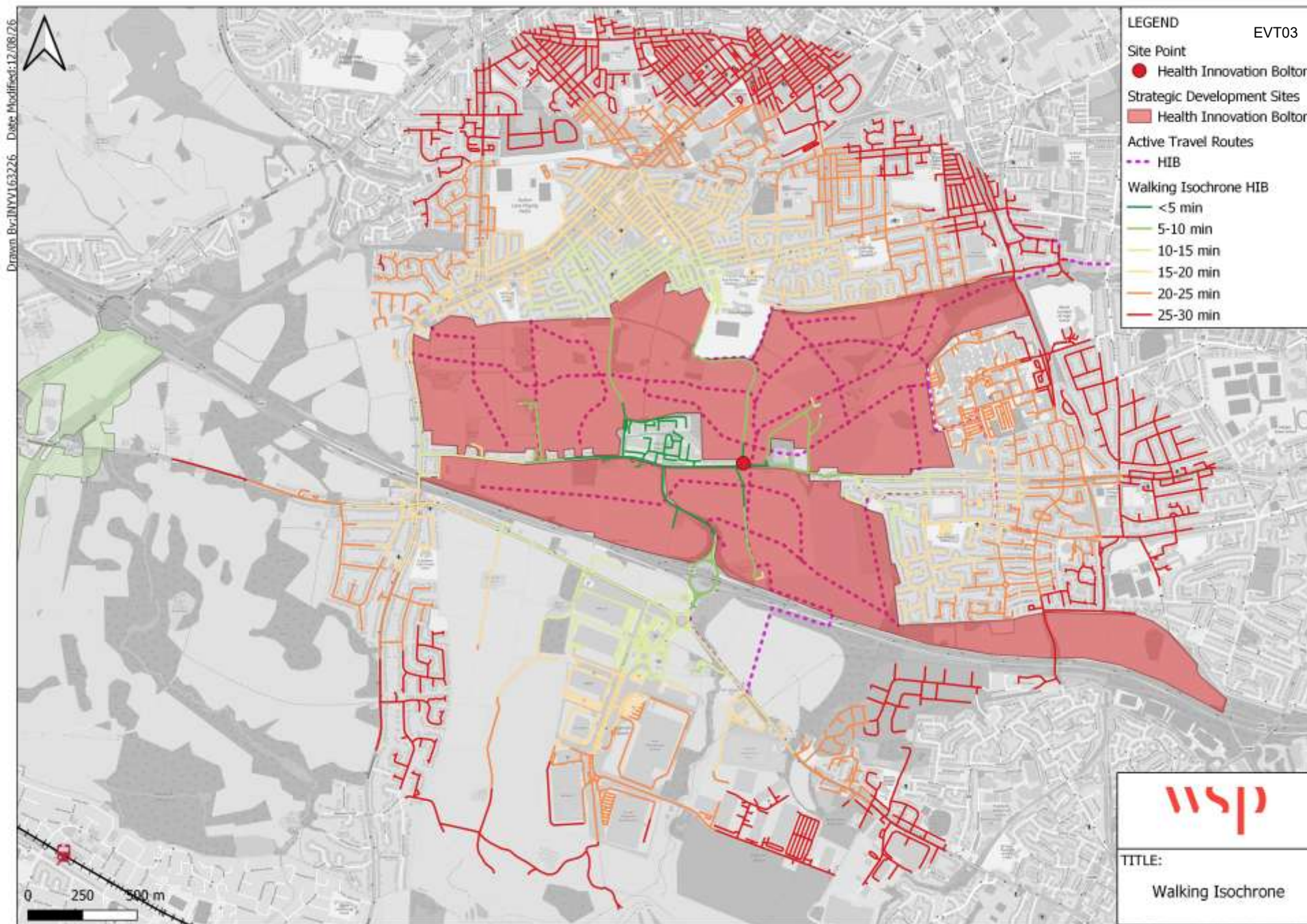


Source: HIB Transport Vision (i-Transport)

This plan shows the walking isochrones from the centre of the site and includes the proposed active travel network likely to be delivered within the site, as outlined in the Transport Vision docs.

Isochrones are presented in 5-minute increments up to 30 minutes, the maximum walking distance generally considered suitable for trips by foot.

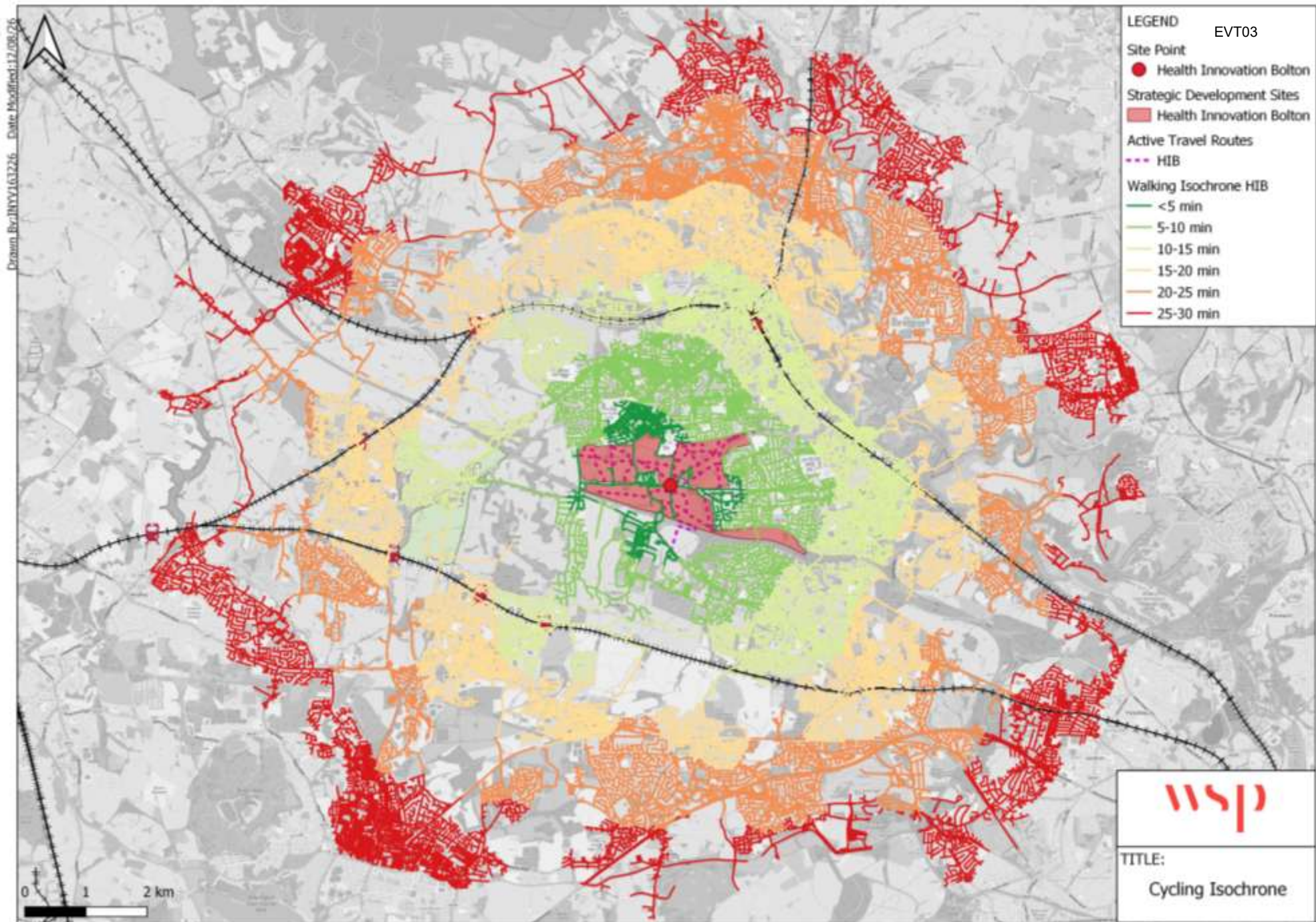
In the case of the Health Innovation Bolton site, its central location and well-connected local street network mean that a large proportion of the surrounding area lies within walking distance, with the residential neighbourhoods immediately surrounding the site and destinations on the approach to Bolton town centre falling within the 30-minute walking catchment.





Cycling isochrones showing up to 30-minute cycle time from the centre of the site are shown on the adjacent plan.

The greater distances achievable by bicycle mean that a wide catchment can be reached, with destinations such as Bolton town centre, Farnworth, Westhoughton, Horwich and Kearsley all falling within a 30-minute cycle of the site.



HIB – Journey Time Analysis

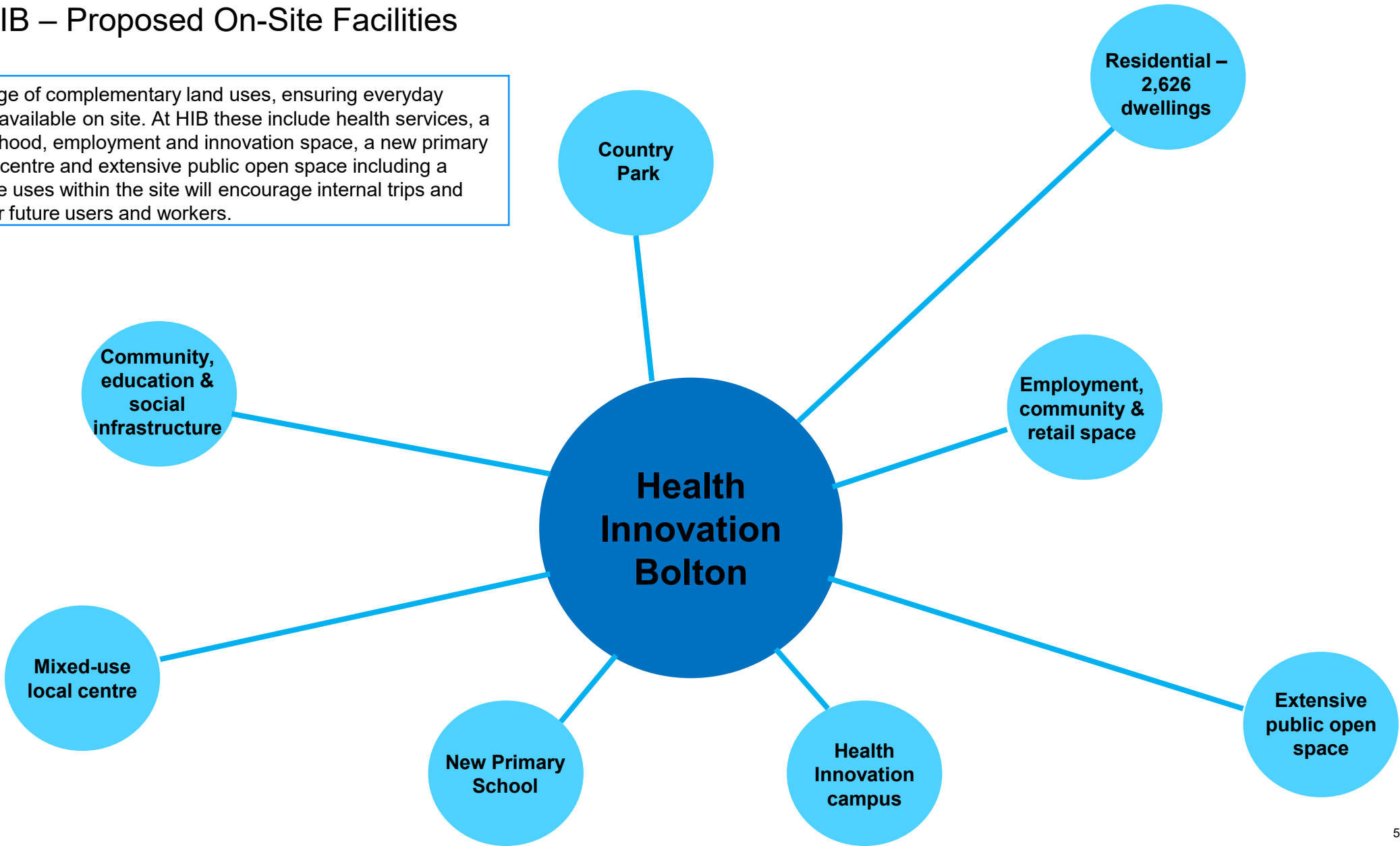
Travel time analysis by form of transport has been calculated based on existing infrastructure and services to/from the site and key locations.

Key Location	30 minutes walk	30 minutes cycle	60 minutes bus and walk
Bolton Town Centre and Transport Hub	X	✓	✓
Westhoughton Town Centre	X	✓	✓
Wigan Town Centre	X	X	✓

As shown above, none of the key locations are within a 30-minute walk of the site. Bolton Town Centre and Transport Hub and Westhoughton Town Centre are all reachable within a 30-minute cycle. Every destination is accessible within 60-minutes by a combination of bus and walking.

HIB – Proposed On-Site Facilities

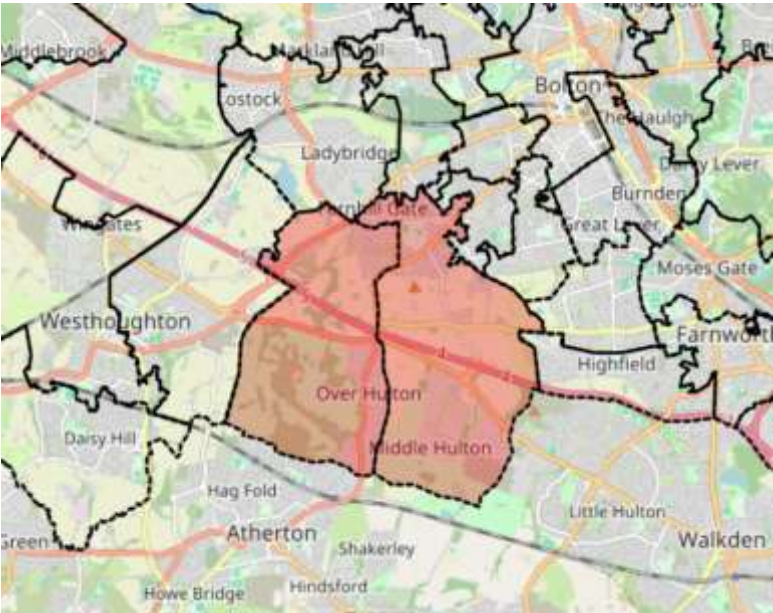
The site will provide a range of complementary land uses, ensuring everyday facilities and services are available on site. At HIB these include health services, a new residential neighbourhood, employment and innovation space, a new primary school, a mixed-use local centre and extensive public open space including a country park. Having these uses within the site will encourage internal trips and reduce travel distances for future users and workers.



HIB - Journey to Work Modal Split

Analysis of 2021* Census 'Method of Travel to Work' data for MSOA's Bolton 026 & 030 indicates that travel to work in the local area is predominantly car-based. Driving a car or van accounts for 74% of journeys to work, with a further 7% travelling as a car passenger.

The use of sustainable modes is currently limited: walking accounts for 7%, bus travel 4% and rail 1%, with cycling representing only 1% of trips. In addition, when included in calculations, 25% of residents work mainly from home.



Method of travel to work	MSOA's: Bolton 026 & Bolton 030	
	Number	%
Underground, metro, light rail, tram	7	0%
Train	57	1%
Bus, minibus or coach	187	4%
Taxi	123	3%
Motorcycle, scooter or moped	15	0%
Driving a car or van	3,251	74%
Passenger in a car or van	295	7%
Bicycle	42	1%
On foot	328	7%
Other method of travel to work	71	2%
Total	5,395	100%

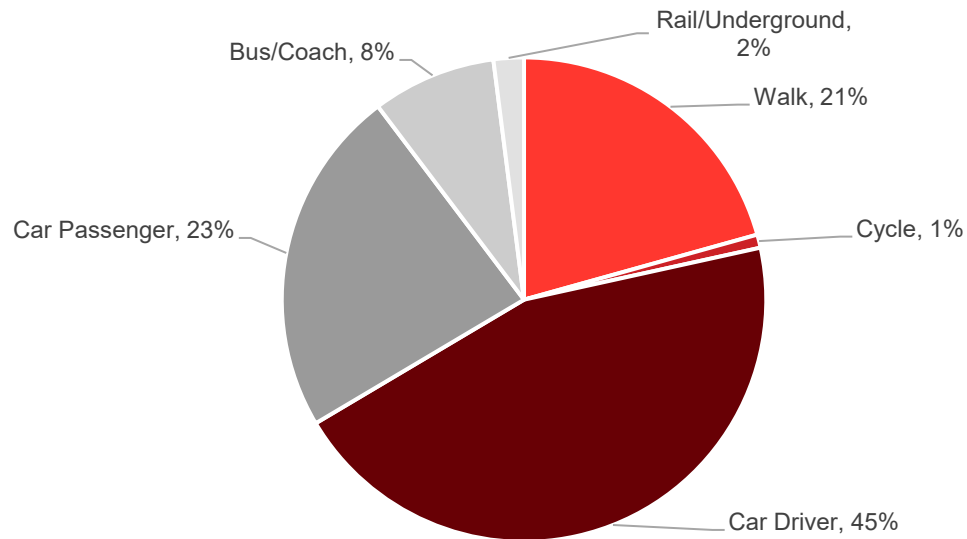
*2021 Census data has been used but it should be noted that travel patterns at this time may have been impacted by COVID

HIB - Modal Split

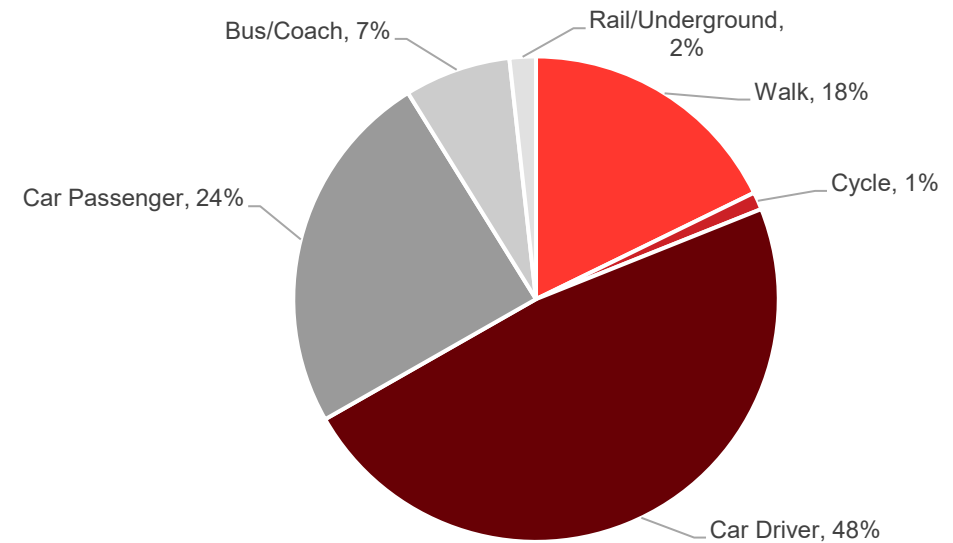
To establish average mode splits across all journey purposes (i.e. not only work trips), TEMPro journey purpose data for Bolton 026 and 030 has been extracted. The resultant modes shares for all trip purposes combined are shown in the pie charts below, split by AM and PM peak periods.

TEMPro mode share data for the Bolton 026 and 030 MSOAs indicates that car driver trips account for between 45% and 48% of peak hour journeys, with a further 23% to 24% undertaken as a car passenger. By comparison, walking, cycling and public transport collectively account for between 28% and 32% of peak hour journeys. This represents the existing travel patterns of the local area. As the sites are to be promoted as sustainable developments, with a range of measures to encourage uptake of sustainable modes, the aspirational target mode shares for each of the sites should be included within the Travel Plans to closer align with the sustainable visions of the sites.

AM Peak All Journey Purposes Mode Share Split within Bolton 026 and 030 (sourced from TEMPro)



PM Peak All Journey Purposes Mode Share Split within Bolton 026 and 030 (sourced from TEMPro)





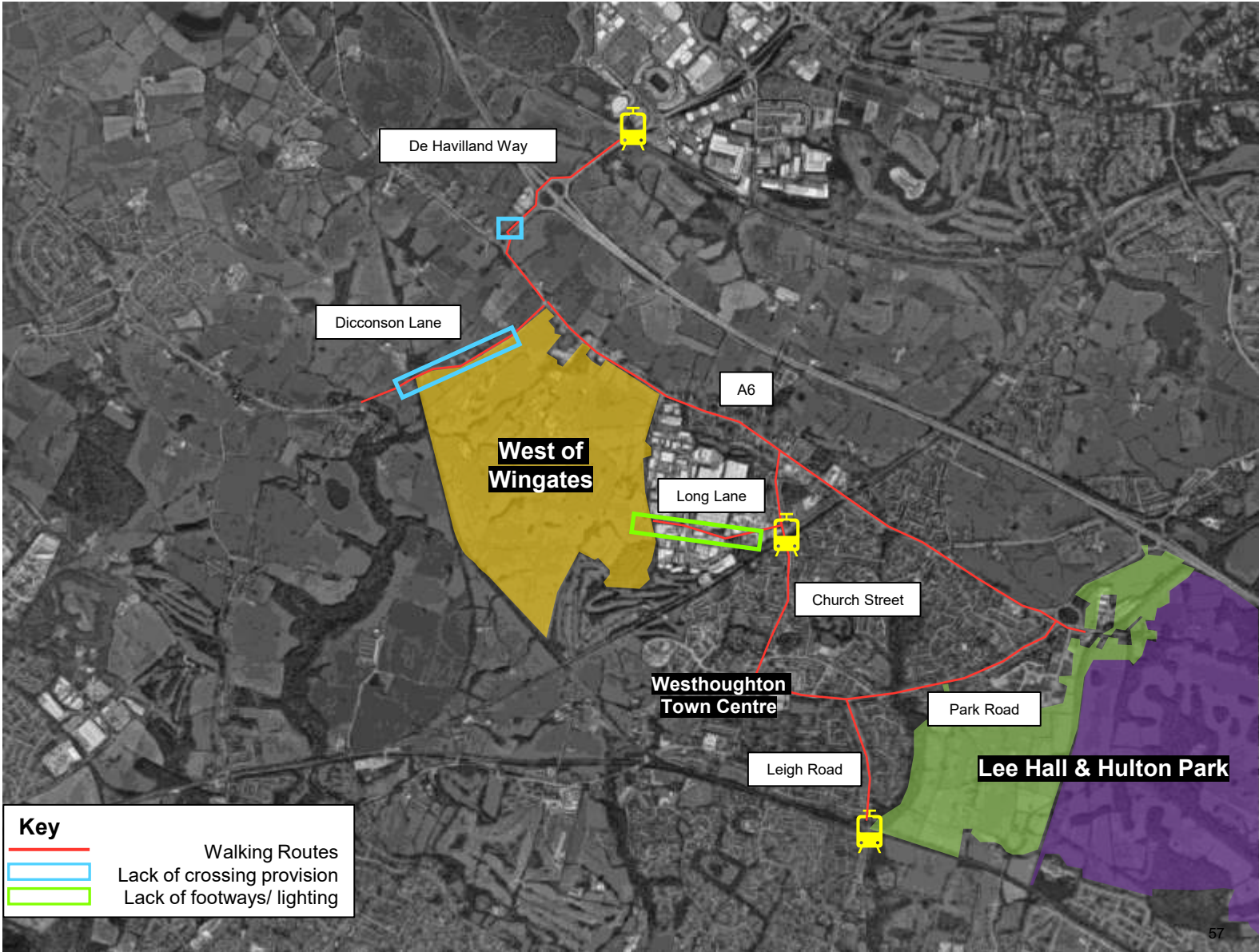
AREA-WIDE GAP ANALYSIS

Area-Wide Gap Analysis: Walking – West of Wingates & west of Lee Hall & Hulton Park

The adjacent plan identifies indicative walking routes between local railway stations, Lee Hall & Hulton Park, West of Wingates and local destinations. A desktop review has been undertaken for each route to understand existing conditions and identify gaps within the walking network. These gaps include route continuity, crossing provision, lighting, surfacing and wayfinding, and indicate where further consideration may be required to improve walking connectivity between the sites and nearby destinations.

- Dicconson Lane - footways on both sides and lighting throughout. Lacks crossing infrastructure along much of its length.
- De Havilland Way – footway predominantly on northern side of carriageway, lighting throughout. Pedestrians have to cross an informal crossing between the roundabout with the A6 and the M61 roundabout
- A6 – Footways on both sides and lighting throughout. Lack of dropped kerbs at some junction locations.
- Church Street – Footways on both sides and lighting throughout. Lack of wayfinding to Westhoughton Train Station and uneven surfaces.
- Long Lane – Will link to existing/ upgraded (future) PRow to West of Wingates site. Sections with no footways or lighting provision - Currently unattractive to users.
- Leigh Road – Footways on both sides and lighting throughout.
- Park Road/ Cricketers Way – Footways on both sides and lighting throughout.

In summary, the route audit identifies existing footway and lighting provision across much of the network. Further consideration should be given to crossing provision on De Havilland Way, footway and lighting provision on Long Lane, dropped kerb provision and wayfinding across the wider route network to provide a more continuous pedestrian infrastructure.



Area-Wide Gap Analysis: Walking – Lee Hall & Hulton Park

The adjacent plan identifies indicative walking routes between local railway stations, Lee Hall & Hulton Park and key local destinations.

Existing Lee Hall & Hulton Park proposals already include internal walking and cycling provision, PRow enhancements and new or formalised routes as part of the wider active travel strategy. This audit therefore focuses primarily on external access routes, including links from nearby railway stations and residential areas into the existing and proposed route network.

From Hag Fold and Atherton railway stations, there may be opportunities to improve connections into the existing and proposed PRow network, including ATH28, WES128 and the proposed Hulton Trail. Existing footway and lighting provision on surrounding residential streets provides a basis for these links. For example, a connection from Upton Road towards the proposed Pretoria Heritage Trail could provide a more direct route towards Lee Hall & Hulton Park. Similarly, a connection from Everest Road to PRow WES128 could support access from Hag Fold.

Around Daisy Hill railway station, existing footway and lighting provision provides a suitable basis for pedestrian access towards Lee Hall via the existing path and PRow network.

Newbrook Road benefits from footways on both sides and good lighting provision. Manchester Road also provides footways on both sides, with good lighting provision. Given Manchester Road's function as a key through route, it could be considered to introduce additional crossing facilities and sheltered waiting facilities at bus stops.



Area-Wide Gap Analysis: Walking – Health Innovation Bolton

As part of the Health Innovation Bolton masterplan, primary access, walking, cycling and sustainable transport routes have been identified across the site. While the masterplan identifies a sustainable transport route to Bolton Town Centre and references connections to Moses Gate, it does not provide a detailed assessment of these routes.

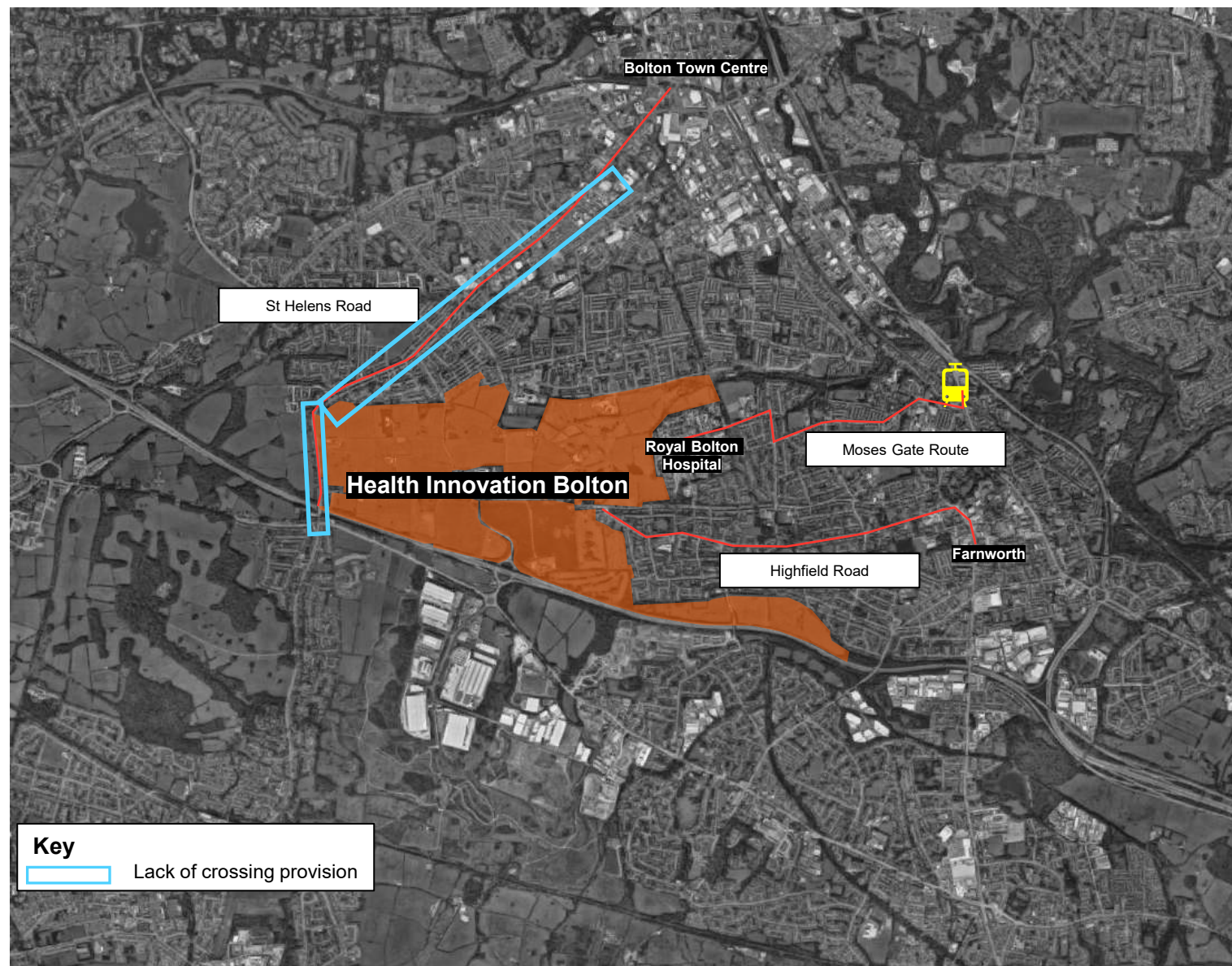
This area-wide gap analysis therefore considers routes to Moses Gate railway station, Bolton Town Centre and surrounding areas such as Farnworth, where walking may represent a realistic travel option.

Moses Gate Railway Station – The route from the station is predominantly residential in character, footways on both sides of the carriageway and generally good lighting provision. Crossing infrastructure is limited along the residential streets; however, key routes such as Bradford Road and Minerva Road benefit from zebra and signal-controlled crossings.

St Helens Road – St Helens Road could form a key walking route between the site and Bolton Town Centre due to its direct alignment. The route benefits from footways on both sides of the carriageway and continuous street lighting. Crossing provision is available through a number of signalised crossings, although these are relatively widely spaced. As such, there may be opportunities to enhance pedestrian accessibility through the provision of additional crossing facilities.

Highfield Road – Footways on both sides, crossings and lighting throughout.

There should also be a focus on ensuring the site is permeable from the residential areas to the north, supported by clear wayfinding to help pedestrians navigate between the site and surrounding destinations.

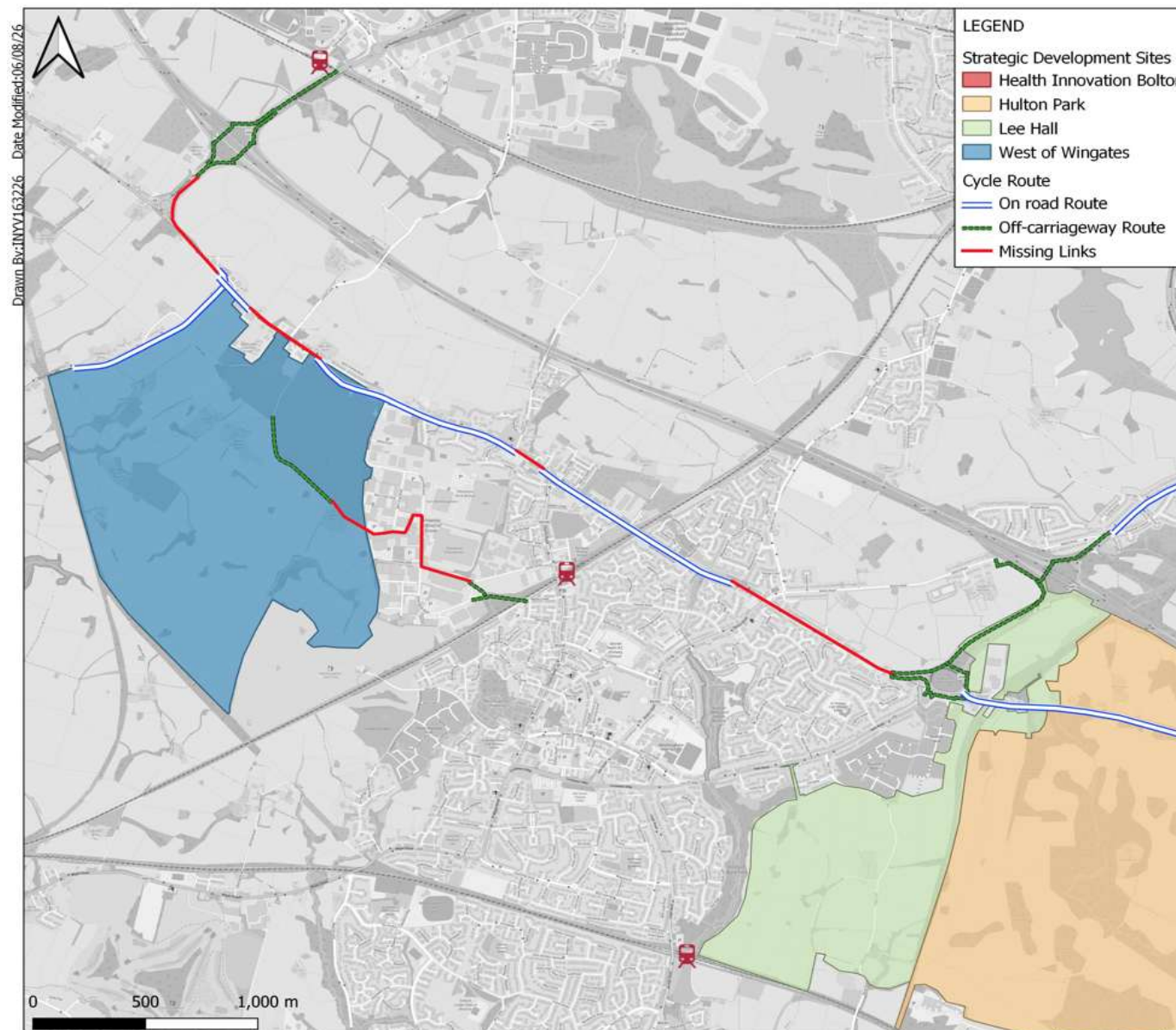


Area-Wide Gap Analysis: Cycling – West of Wingates, Lee Hall & Hulton Park

The adjacent plan illustrates the existing on-road and off-road cycle provision across the West of Wingates site and the western extent of Lee Hall / Hulton Park. Existing routes have been identified using TfGM's district cycling maps and mapped to establish where gaps in the network occur.

The analysis indicates that cycle provision is intermittent, with facilities present in some locations but absent in others, resulting in a lack of continuity and coherence across the network. There is scope to extend and connect this provision, particularly along Chorley Road and Manchester Road, to deliver safe and legible cycle routes between the sites and for journeys to and from Westhoughton.

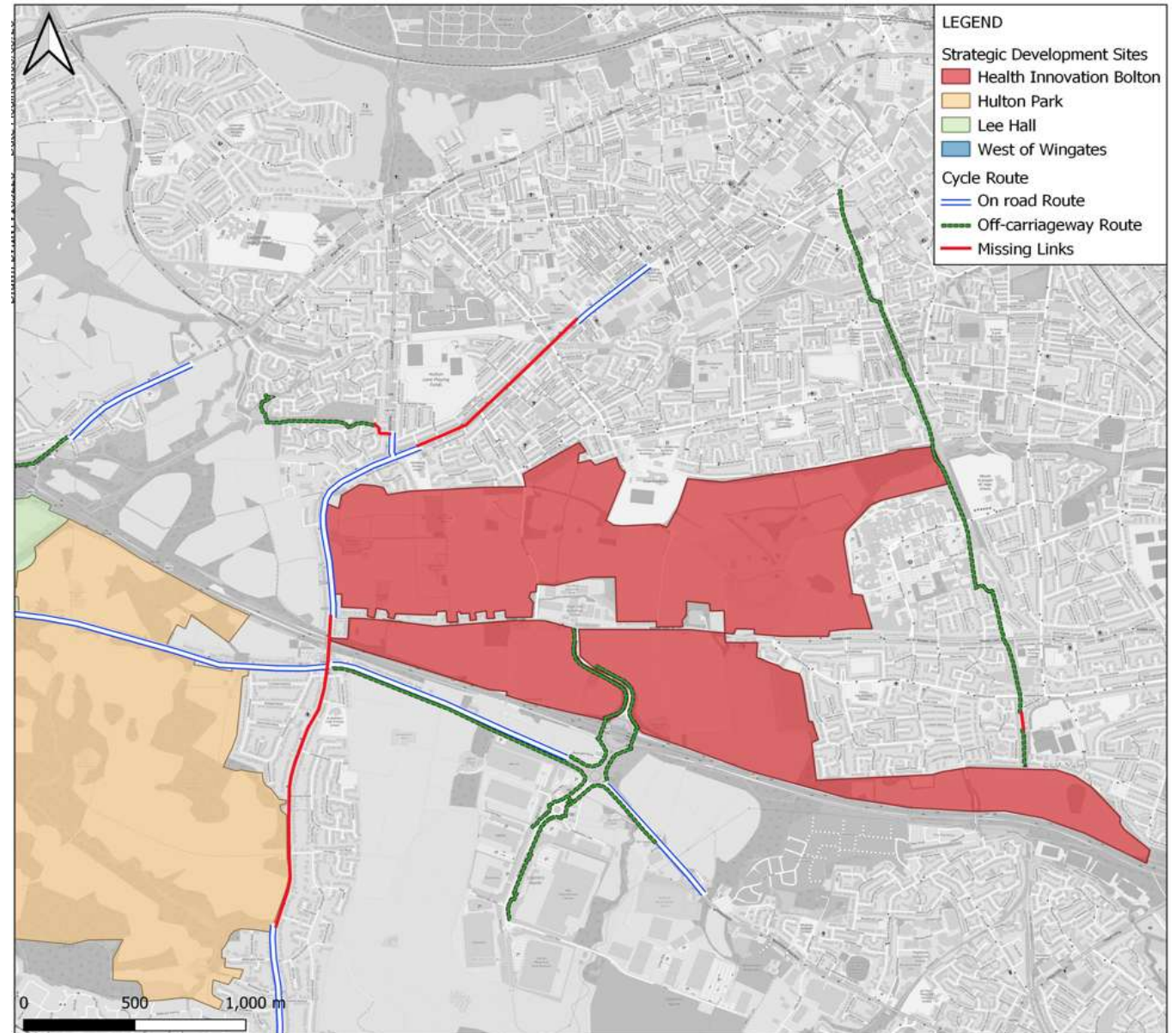
A further gap has been identified in the connection between the West of Wingates site and Horwich Parkway station. Addressing this missing link would strengthen integration between active travel and rail, supporting multi-modal journeys to destinations further afield.



Area-Wide Gap Analysis: Cycling – Lee Hall & Hulton Park, Health Innovation Bolton

The adjacent plan shows the existing on-road and off-road cycle provision across the eastern side of Lee Hall & Hulton Park and Health Innovation Bolton (HIB). Provision exists in separate sections rather than as a continuous network: an east–west route through the Lee Hall & Hulton Park site; a section along St Helen's Road; a route into the centre of the HIB site from Watergate Lane; and an off-road route along the eastern side of the HIB site.

As with the wider network, cycling provision is intermittent in parts and lacks continuity, particularly for journeys between HIB and Bolton town centre. The missing links identified represent locations where extended provision would benefit users, notably to the north and south of the existing provision on St Helen's Road, which forms a major link towards Hulton park and Bolton town centre. In addition, providing a link along Newbrook Road (south of St Helens Road) would improve connectivity between the train network and both sites, encouraging multi-modal travel.





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STRATEGY FOR ACTIVE TRAVEL

Introduction

This section sets out the key principles for walking, wheeling and cycling across the strategic sites, including internal movements within the sites and links to surrounding communities, public transport nodes and local facilities.

Prioritisation should be given to active travel modes, including walking, wheeling and cycling, in accordance with the Greater Manchester Right Mix vision.

Walking will be important for shorter trips within the sites, particularly to local facilities, bus stops, open space and nearby services. The 2017 National Travel Survey reported that 24% of trips were under one mile and that 81% of these trips were made on foot.

Cycling provides a suitable option for longer local journeys, with typical cycling distances extending up to around five miles. E-bikes may increase the distance that people are willing to travel by cycle.

Active travel routes should therefore be planned as part of a coherent, direct and safe network, connecting key destinations within each site and linking with surrounding communities and transport nodes.

Design Requirements

Planning for Walking (CIHT) – provides information on the legal and regulatory context for walking and guidance on developing strategy and plans for walking which are applicable to LTAs and developers.

Guidelines for providing for Journeys on Foot - sets out guidelines on planning for pedestrians, design principles and details, footway maintenance, promoting walking and appraisal and monitoring.

Design Manual for Roads and Bridges - provides requirements and advice for the design of walking, cycling and horse-riding facilities on and/or adjacent to the motorway and all-purpose trunk road network. However, some principles can be also applicable to local road networks.

Local Transport Note 1/20 – Cycle Infrastructure Design - this recent guidance is for both LTAs and developers and reflects current best practice, standards and legal requirements. Inclusive cycling is an underlying theme throughout so that people cycling of all ages and abilities are considered. The design options include segregation from traffic, measures for cycling at junctions and roundabouts, and updated guidance on crossings, signal design and the associated traffic signs and road markings. It is the expectation that this design guidance is applied to the cycle infrastructure proposals for new development.

Manual for Streets (MfS) and MfS2 - provide guidance for the design and enhancement of lightly-trafficked residential streets with key principles that are applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas. **MfS2** explores in greater detail how and where its key principles can be applied to busier streets and non-trunk roads.

Streets for All Design Guide – Manchester's approach to street design across the city-region, including how streets and public spaces should look, feel and function.

Good practice design for active travel is for routes that are:

- Coherent
- Direct
- Safe
- Attractive
- Comfortable

These principles should be applied to any proposed active travel schemes within and connecting the developments.

Strategy for Active Travel

Internal Design

- Each masterplan should be designed around a movement and place framework based on a user hierarchy that places pedestrians at the top, in line with TfGM's *Streets for All*.
- A permeable network of streets and routes should be provided to encourage the maximum take-up of walking and cycling, connecting key destinations and desire lines by the shortest, safest and most direct means.
- Journey distances to local facilities such as schools, retail, health and community uses should be kept to a minimum to support walkable neighbourhoods.
- On busy streets such as the proposed primary transport corridors, segregated cycle and pedestrian facilities should be provided in accordance with LTN 1/20; on lower-flow side streets, shared footway/cycleway facilities are appropriate.
- Priority for pedestrians should be provided at side-road junctions to reinforce user hierarchy.
- Secure, covered cycle parking to Bolton Council standards should be provided at key destinations, including provision for e-bikes and cycle hire.
- Existing Public Rights of Way (PRoW) should be preserved and enhanced within the masterplan, with the need for new road crossings minimised; where unavoidable, priority should be given to PRoW users.
- The design of the active travel network should follow relevant guidance, including *Manual for Streets*, LTN 1/20 and DMRB CB 143.

West of Wingates

- Active Travel corridor as the spine of the internal network along the Primary Movement Corridor, with segregated provision reflecting the developments forecast industrial and HGV traffic flows.
- Permeable footway/footpath and cycle network linking employment areas to bus stops on the A6 and Dicconson Lane and at proposed site entrances.
- Protection and upgrade of the existing PRoW network, with new links improving connections towards Westhoughton.
- Consideration for sustainable travel hubs and micromobility opportunities within the site.
- An internal route designed to accommodate buses without compromising other users.

Lee Hall and Hulton Park

- Park Avenue designed as the active travel spine, with segregated footways and cycleways along its length and high-quality controlled crossings.
- Provision of on-site facilities, with schools, local centre and community uses within a short walk of homes.
- Re-routing, upgrading and extension of the PRoW network, including the Hulton Trail as a recreational and movement route.
- An internal route designed to accommodate buses without compromising other users.

Health Innovation Bolton

- A permeable street network exploiting the site's central, well-connected location to maximise walking and cycling with active travel corridor along the proposed Primary Transport Corridor.
- Priority for pedestrians and cyclists on internal streets, with segregated provision on primary routes.
- Cycle parking and end-of-trip facilities focused on hospital, employment and education uses.
- Provision of on-site facilities, within a short walk of homes and local facilities.
- An internal route designed to accommodate buses without compromising other users.

Strategy for Active Travel

External Connectivity

- Multi-modal connectivity to key destinations beyond each site should be of a quality and frequency that makes walking, cycling and public transport a viable alternative to the private car for residents, employees and visitors.
- Provision for walking should be made to connect with surrounding communities, recognising that walking will principally serve shorter external trips and can be shared with cycle routes.
- Cycling connectivity to external destinations should be facilitated via existing and enhanced routes, particularly to nearby schools, employment, town centres and rail stations.
- Existing lightly-trafficked lanes, footpaths and bridleways should be enhanced for active travel use, including all-weather surfacing, lighting, signage and wayfinding, and segregation from traffic where appropriate.
- Where active travel routes share space with vehicles, measures such as reduced speed limits and traffic calming should be provided to create a safe environment.
- Active travel connections to rail stations should be prioritised to extend the sustainable travel catchment and support onward journeys by public transport.
- Severance caused by strategic road and rail corridors should be overcome through safe, direct crossings that give priority to pedestrians and cyclists.

West of Wingates

- Upgraded footway/cycleway link between Wingates and Westhoughton, delivered alongside the A6 (Chorley Road) realignment.
- Improved active travel links to Westhoughton and Horwich Parkway rail stations, supporting rail/active travel combinations.
- New and formalised walking and cycling routes that protect and improve the existing PRow network and connect to the surrounding area.
- Alignment with the proposed Wingates sustainable transport corridor, delivering improved walking, cycling and public transport links to Westhoughton.

Lee Hall and Hulton Park

- Park Avenue designed to connect the site into the wider active travel network, with segregated footways and cycleways tying into surrounding routes.
- The Hulton Trail providing a recreational and movement route with onward connections to Westhoughton, Over Hulton, Atherton and beyond.
- Footpath improvements linking to Hag Fold and Atherton stations.
- Enhanced walking and cycling connections into Westhoughton via Park Road and Platt Lane, extending the catchment for external trips.

Health Innovation Bolton

- Active travel links into Bolton town centre and Farnworth.
- A legible active travel interchange with the Royal Bolton Hospital, connecting the site to a key local employer and destination.
- Enhanced walking and cycling routes extending the catchment to surrounding residential neighbourhoods and destinations such as Westhoughton and Kearsley.
- Safe, direct crossings of surrounding strategic roads to overcome severance and connect into the wider network.



STRATEGY FOR PUBLIC TRANSPORT

Strategy for Public Transport – Introduction

Introduction

Bolton's growth over the coming years will be guided by the adopted Places for Everyone Plan and emerging Bolton Local Plan. The three M61 strategic sites form part of the Wigan-Bolton Growth Corridor and will require strong public transport links to support sustainable growth.

Any changes to the existing public transport network must be done in consideration and support of the following:

- The Greater Manchester Transport Strategy's Right Mix ambition, targeting 50% of all trips to be made by public transport, walking, wheeling or cycling by 2040;
- TfGM's objective for 90% of Greater Manchester residents to be within 400m of a bus or Metrolink service operating at least every 30 minutes on weekdays;
- Measures to encourage a shift from private car travel to bus and reduce social exclusion, recognising that around 25% of Bolton households do not have access to a car or van;
- The inclusion of buses as part of the Bee Network, enabling network changes to support strategic growth locations; and
- The proposed Wigan-Bolton Quality Bus Transit (QBT) corridor and the potential conversion of the Atherton rail line to tram-train or Metrolink operation.

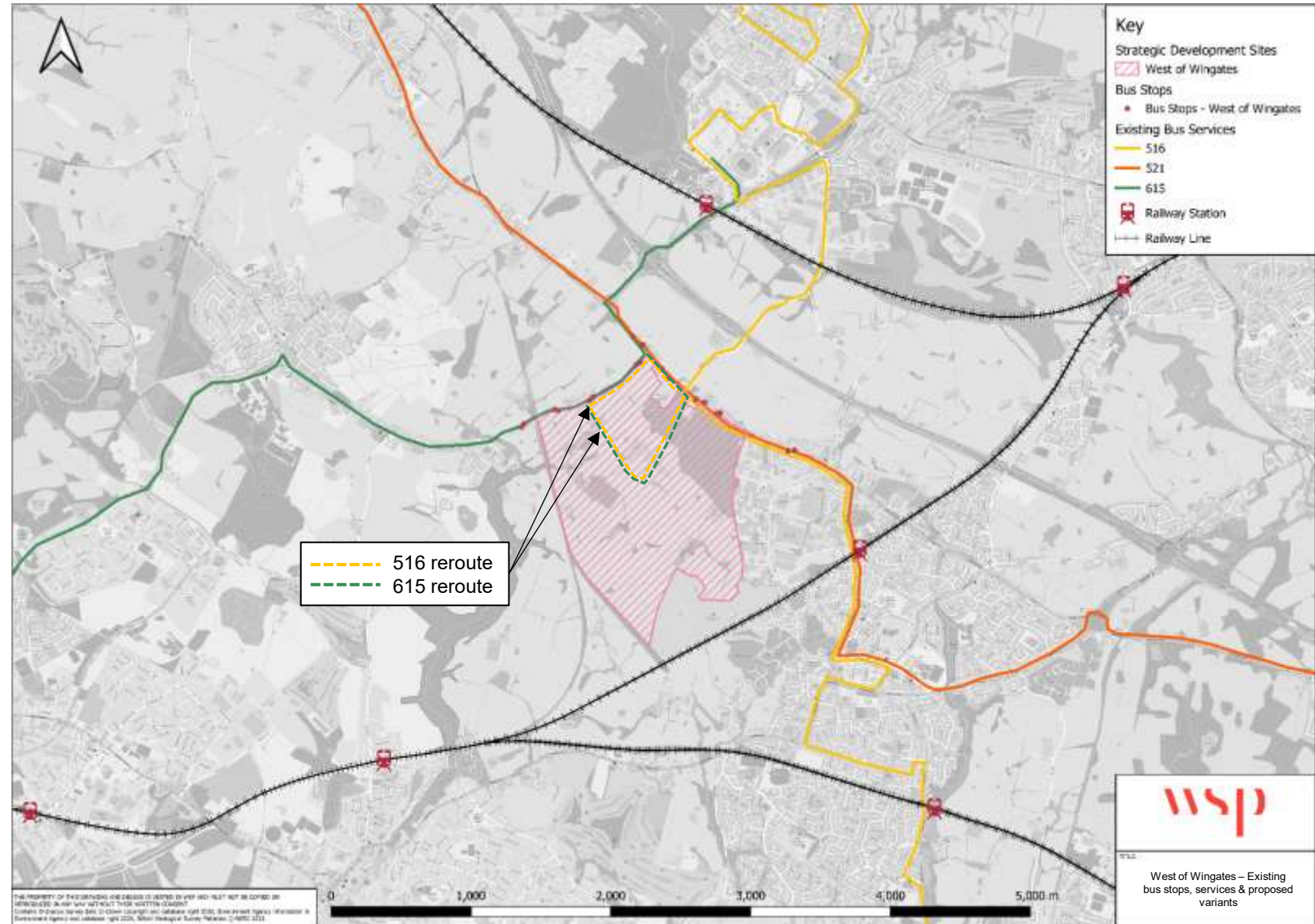
Targeted proposals are set out on the following pages and have been developed to support the above policy objectives by improving access to frequent public transport and strengthening connectivity to the strategic allocation sites.

Strategy for Public Transport – West of Wingates

Public Transport Opportunities:

The stops adjacent to the site are currently served by three buses (516, 521 and 615) each providing an hourly service. To make bus services more attractive to future users of the site, the following changes could be considered:

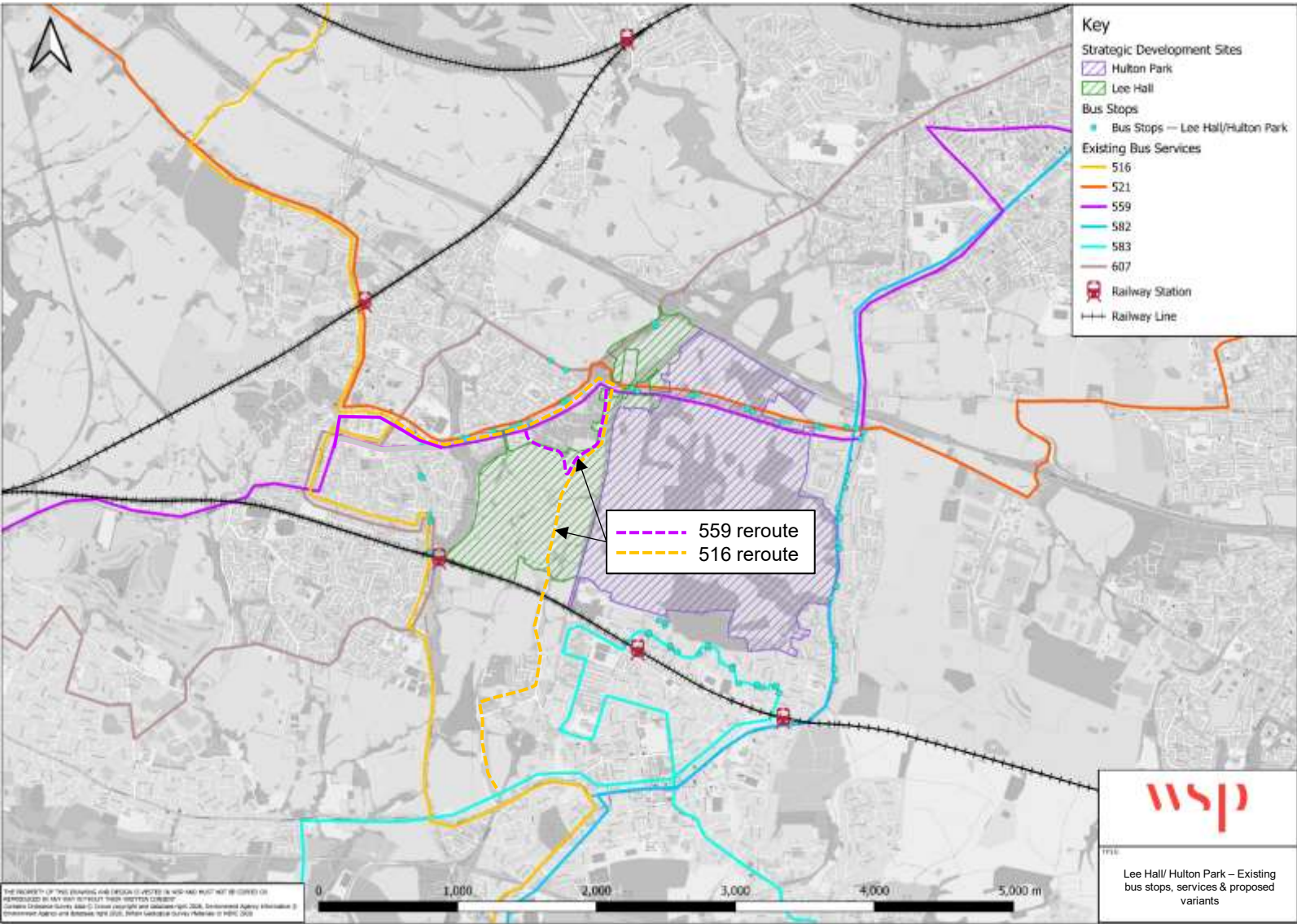
- The 516 could be increased to two services per hour to promote multi-modal travel with Horwich Parkway and Westhoughton railway stations.
- The 615 could similarly be increased to two services per hour, as it also serves Horwich Parkway Railway Station, giving site users regular bus connections for onward rail-based journeys and better alignment with half hour-hourly rail services that currently call at Horwich Parkway Railway Station.
- Both the 516 and 615 could also be rerouted through the site to better serve site users and the neighbouring Wingates Industrial Park.
- For connections to Bolton Town Centre, site users could either walk to Westhoughton or Horwich Parkway Railway Stations along improved walking routes, use multi-modal travel (bus + rail) or change to other bus services at key interchanges, such as Westhoughton Town Centre, taking advantage of Bee Network's 60-minute hopper fare that allows free interchange between Bee Network buses within a 60-minute window.
- Demand responsive transport or Local link-style services to connect to local rail or town centres during peak commuting times could be considered.



Public Transport Opportunities:

The stops adjacent to the site are currently served by six bus services, providing a combined 14 buses per hour. The following changes could be implemented to improve connectivity:

- The 559 service between Bolton and Ashton-in-Makerfield via Westhoughton could be rerouted via the Lee Hall site via the proposed spine road, and increased to a 30-minute frequency.
- The 516 service between Leigh and Horwich via Atherton and Westhoughton, which has been recommended for rerouting through the West of Wingates site and increasing to a 30-minute frequency, could also be diverted through the Lee Hall site via the proposed spine road. If retaining a direct 516 service through Daisy Hill is considered necessary, an alternative option would be to route some 516 journeys via the existing alignment and others via the Lee Hall and Hulton Park spine road, providing coverage along both corridors.

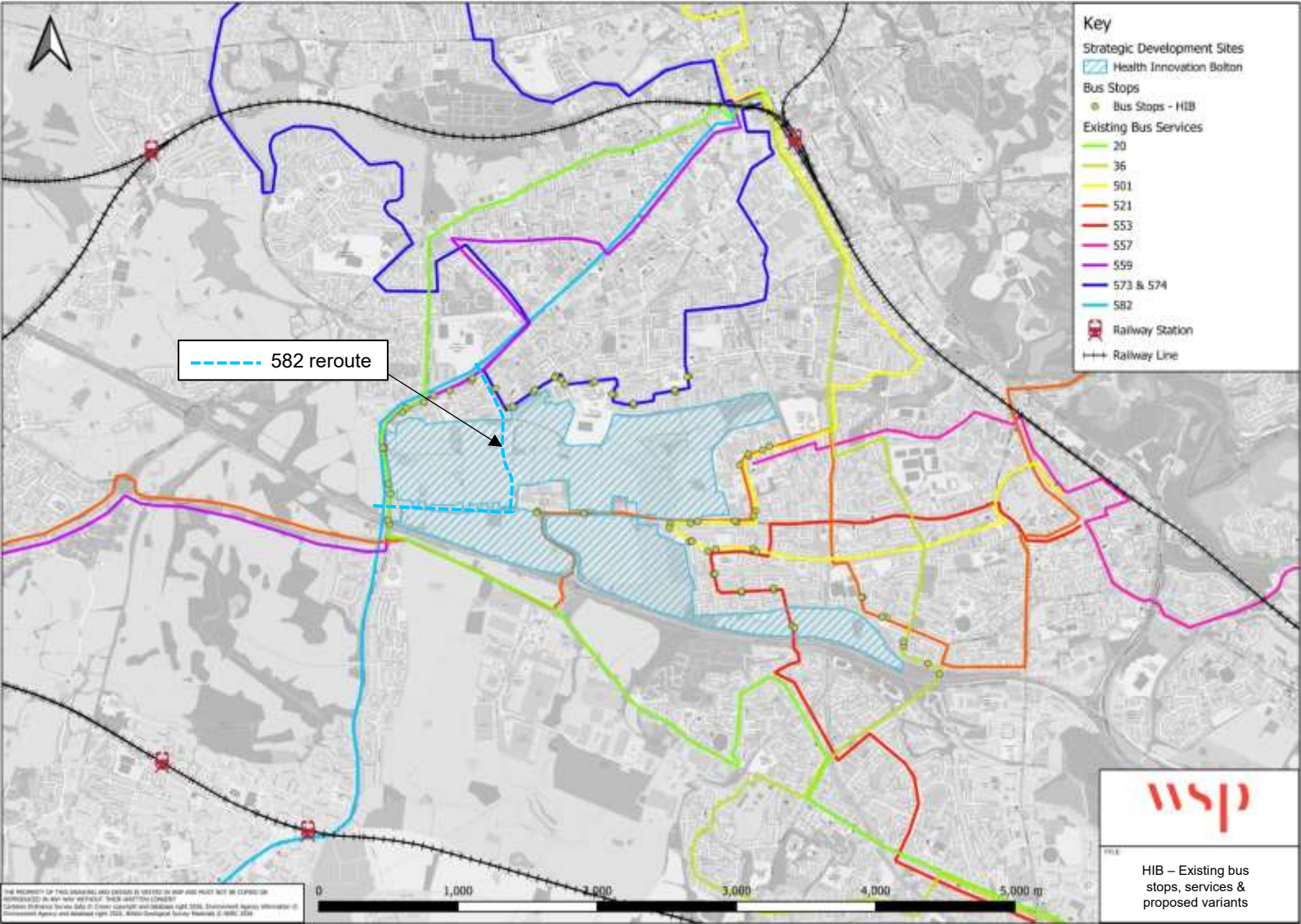


Public Transport Opportunities:

Of the three strategic allocation sites, HIB is the most accessible by public transport, benefiting from ten bus services providing up to 20 buses per hour. Currently, only the 521 service between Blackrod and Little Lever via Westhoughton passes through the site, although proposals already include diverting the 582 service between Leigh and Bolton via Atherton through HIB and potential for a new route along the PTC. The HIB proposals are also considering the feasibility of introducing a CAM route between the east of the site and Bolton Town Centre.

In addition, the following opportunities could further enhance public transport connectivity:

- Services including the 20, 36, 501, 521, 559 and 582 could be considered as routes that could be altered to serve the site, either through route diversions or route variants. However, consideration of impacts on existing users and bus stops on St Helen’s Road, to ensure a suitable level of service along existing routes.
- Given its connectivity with Manchester City Centre, the 36 service between Bolton and Manchester could be diverted via the HIB site. Alternatively, selected journeys could serve the site while the remainder retain their existing route to limit impacts on existing users of the service.





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PARKING STANDARDS

Introduction

The following recommendations outline an approach to parking standards to apply to new development proposals within Bolton. These have been developed following review of existing parking standards and recent policy approaches to parking standards for developments.

Balanced Approach

A key principle is the development of 'Expected' Parking Standards. The draft parking standards are provided as "expected" levels of provision, rather than blanket maximums or minimums.

The emphasis is on achieving a balanced supply, enough spaces to meet typical demand without over-provision that encourages more car trips. The level of parking provision in a new development can influence choice of travel mode for users of that development. Parking provision, along with sustainable transport measures, has a key influence the shifting the balance towards sustainable travel modes.

Providing too much parking can encourage vehicle use and lock in car-dominance within a new development. However, providing too little parking can result in informal parking dominating the street scene and obstructing walking, cycling, public transport and emergency service routes. Therefore, a careful balance in parking provision needs to be considered.

NPPF Alignment

Paragraph 112 of the latest version of the National Planning Policy Framework (NPPF, 2024) sets out considerations for the development of parking standards which include accessibility, development type, public transport provision, car ownership level and EV Charging provision:

"If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

Paragraph 113 notes a clear shift away from setting of maximum parking standards across an area:

"Maximum parking standards for residential and non-residential development should only be set...for optimising the density of development in city and town centres and other locations that are well served by public transport".

The latest version of the NPPF focuses on using a vision-led approach to identifying transport solutions that create well-designed, sustainable and popular places. Where appropriate and suitably justified, parking provision therefore can be informed and influenced by the vision for a specific site.

Homes England Guidance- Parking: What Works Where (May 2026)

Recent Homes England guidance on parking has moved away from prescriptive parking standards and instead promotes a design-led, place-led and demand-managed approach. Parking should support placemaking and sustainable travel, not define the layout or scale of a development.

The Homes England guidance does not set national minimum or maximum parking standards. Instead, it suggests that parking levels should be context-specific (location, density, accessibility, car ownership trends) and aligned with sustainable transport objectives. This supports a wider national shift away from fixed standards and focuses more on how the range of transport interventions can support in the delivery of the sustainable vision set out for a given site.

Evidence-base

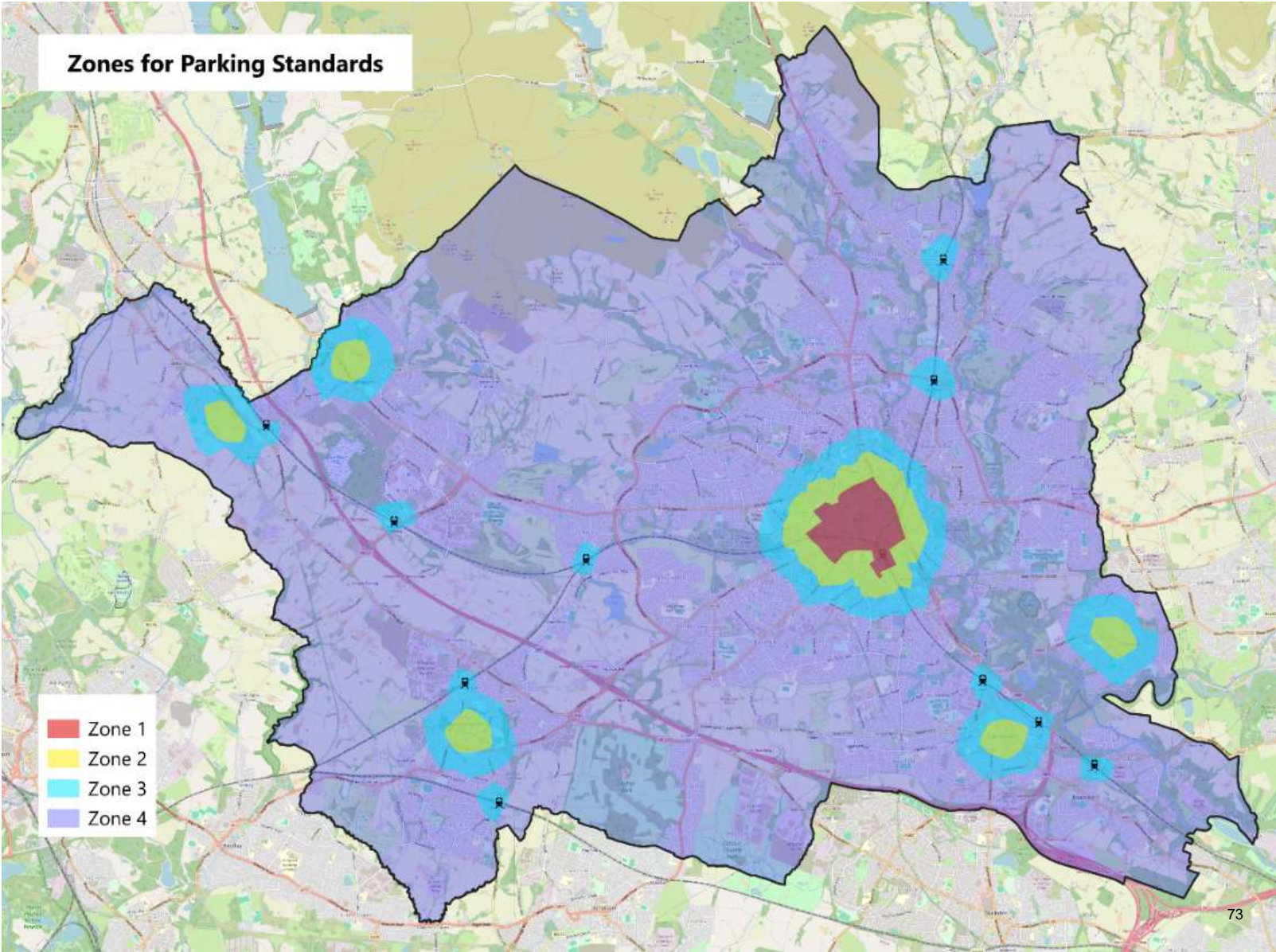
The proposed standards have been developed through review of neighbouring Greater Manchester authorities, engagement with TfGM, review of Homes England's Parking: What Works Where, the Bolton Draft Parking Strategy and the accessibility characteristics of Bolton. The standards are intended to support sustainable travel whilst recognising differing accessibility levels across the borough.

Parking Standards

A zonal approach to parking standards is recommended, based on accessibility to town centres and rail stations. Areas within Bolton Town Centre are allocated Zone 1, while other town centres are within Zone 2. Rail stations are allocated to Zone 3. Then 400m and 800m buffers from these locations are used to allocated zoning for the rest of the borough. The Zones for parking are shown on the adjacent plan and table.

Car Parking Zones

Location	Within the Location	Within 400m of Location	Within 800m of Location
Bolton Town Centre	Zone 1	Zone 2	Zone 3
Blackrod Town Centre	Zone 2	Zone 3	Zone 4
Horwich Town Centre	Zone 2	Zone 3	Zone 4
Westhoughton Town Centre	Zone 2	Zone 3	Zone 4
Farnworth Town Centre	Zone 2	Zone 3	Zone 4
Little Lever Town Centre	Zone 2	Zone 3	Zone 4
Railway Stations	Zone 3	Zone 3	Zone 4
Rest of Borough	Zone 4	Zone 4	Zone 4





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TRAVEL PLANNING MEASURES

Travel Plan Initiatives - Introduction

Introduction

A Travel Plan is a strategy that includes a package of actions and measures that seek to:

- Reduce reliance on the car through the reduction in the length and number of motorised journeys, in particular those carried out in single occupancy vehicles;
- Promote the use of alternative means of travel which are more sustainable, healthy and environmentally friendly;
- Reduce emissions; and
- Create healthier places for all.

A Framework Travel Plan for each of the sites will be required to act as an overarching document under which each land use will have a specific Travel Plan.

A Transport Assessment (TA) will also be required for each site. A TA is a way of assessing the transport impacts of new development, identifying appropriate improvements to mitigate the impact, and to promote sustainable development. They are required for all developments which generate significant amounts of traffic movements.

The Framework Travel Plan must be intrinsically linked to the TA, for example, the mode split and trip generation assumptions within the TA must follow through to the Travel Plan.

For Hulton Park and Lee Hall, Travel Plans for each land use and a Transport Assessment for each site has already been produced as part of the planning process.

Travel Plan Targets

The Travel Plans will set out targets for mode splits. Targets should be **SMART** –

- **S**pecific
- **M**easurable
- **A**chievable
- **R**ealistic
- **T**ime-Bound

Targets need to be presented in terms of mode split and absolute trip generation numbers linked to phasing of build out and land use types.

The Travel Plan must set out initiatives that will be provided if monitoring shows that trip and mode split targets are not being achieved.

As development progresses, each detailed planning application/reserved matters application will need to demonstrate how the development will contribute to sustainable travel and the mitigation of any significant traffic impacts.

Travel Plan Co-ordination

An effective Travel Plan Co-Ordinator (TPC) will need to be appointed to implement the Travel Plan. The role of the TPC will be to establish the full overarching Travel Plan to ensure that it becomes integral to the users of the development. This will require TPC involvement during the detailed design, pre-construction and construction stages.

Travel Plan Measures

Travel Plan measures will comprise a combination of sustainable transport infrastructure provision, such as pedestrian and cycle routes, cycle parking, bus stops and Travel Demand Management (TDM) initiatives. TDM complements the provision of sustainable transport options available to them and to proactively support their travel choices.

This section details potential Travel Plan measures that could be implemented by each proposal to ensure each site can be accessed sustainably. The following page lists overarching initiatives that could be implemented by each site, followed by specific measures on a site-by-site basis.

Travel Plan Initiatives – Applicable to all sites

Applicable to all sites

Car Clubs – Reduce reliance on private car ownership by offering flexible hourly/daily rentals. A car club, comprising low-carbon and electric vehicles with supporting EV infrastructure, could be established at each site with an appropriate number of cars and dedicated spaces.

A bike hire scheme including electric bikes – to be set up within and beyond each site.

Car Sharing Schemes using www.liftshare.com

Personalised journey planning – to include the provision and promotion of evolving smart technologies to enable real-time journey planning and car park management.

Incentivised travel initiatives – including bus discounts and bike vouchers.

Campaigns, marketing and associated initiatives

Appointment of a TPC – to oversee implementation of the Framework Travel Plan, and subsidiary Travel Plans.

Mobility hubs – consolidate various transport infrastructures into recognisable hubs at key nodes across each site

EV Charging Infrastructure – site-wide provision for residential, employment, visitor and car-club spaces, aligned with the GM EV Charging Infrastructure Strategy

Travel information / welcome packs – provided to all new residents and staff, including local walking, cycling and transport information

Travel Plan Initiatives – Site Specific

Health Innovation Bolton

- Details of the resurfacing works to over 8km of PRowS and 19.5km of active travel routes.
- Mini-mobility hubs – Short-term cycle hire provided across the site, enabling visitors and employees to move between key destinations and local bus stops.

Hulton Park

- Community Notice Board and Community Website / Social Media Platforms – to communicate events and travel information (Parklands & Villages)
- Encourage the use of the Hulton Trail which will provide a high-quality leisure route around the site (Parklands & Villages)
- Scoot to School – Children encouraged to ‘scoot to school’ to promote active travel within the new community (Villages)
- Walking Bus / Safe Routes to School / Walk on Wednesdays (Villages)
- Staff Travel Notice Boards (Golf)
- Shuttle Bus for events (Golf)

West of Wingates

- Information regarding cycle-parking provision and end-of-trip facilities (showers/lockers etc)
- Demand-responsive buses and shift-aligned bus service provision
- Mobility hubs and micromobility facilities to link to Westhoughton Station and Town Centre

Lee Hall

- Public Transport Free Taster Passes
- ‘Zero Travel’ – Reducing the Need to Travel
- Bicycle User Group – bicycle user group for potential discounts on purchases and repairs.



Travel Plan Initiatives – Monitoring

Monitoring

Robust monitoring will be key to ensuring that the sustainable travel requirements of the sites are delivered, and the targets achieved. There will be a need to demonstrate that sustainable trip patterns are embedded throughout the site.

The use of smart technologies to ensure accurate, real-time monitoring is available both during construction and post build-out will be a requirement. In addition, it must be clear from the Travel Plan how this information will enable further interventions to be delivered to influence travel behaviour if monitoring shows that this is required. Monitoring will need to consider the capture of data to include mode split. Monitoring should support flexibility within the Travel Plan to respond to the changes in the uptake of modes due to changing travel behaviours.

Monitoring should comprise regular formal monitoring that is reported to Bolton Council and frequent informal monitoring.

Regular Monitoring

Regular monitoring will need to be agreed with Bolton Council and should comprise the following.

- Annual questionnaire surveys of occupants, conducted by the TPC. The results of the surveys will be used to monitor the effectiveness of the Travel Plan and identify areas for improvement and measures to address this, for example increased promotion of the car share scheme, or improvements to the personalised travel planning approach.
- Vehicular Traffic Counts on the access roads to the development in order to monitor traffic generation from the development.

Informal Monitoring

In addition to the formal monitoring, the TPC will monitor the various travel plan measures, such as:

- levels of bus patronage and numbers of passengers boarding and alighting at bus stops within the site - information to be provided by the bus operator;
- the take up of any implemented car sharing schemes and the demand for car parking spaces;
- the demand for cycle parking stands in communal areas;
- the use of site-specific schemes; and
- levels of participation in TPC led promotional events.

The results of the monitoring are written up in an annual monitoring and review report to be submitted to Bolton Council at an agreed date. This will evaluate progress against actions and targets and identify issues and remedial actions, such as:

- review of the bus services - vehicle type, routes and/or frequencies; and
- identification of targeted promotional activities.



SUMMARY



Summary

This Sustainable Transport Study demonstrates how the three strategic development sites along the M61 corridor can be delivered as part of a connected and sustainable growth corridor, supporting the objectives of the emerging Bolton Local Plan, Places for Everyone and the Greater Manchester Right Mix ambition. The sites are all key parts of the NorthFold development corridor.

The study has identified opportunities to strengthen walking, wheeling, cycling and public transport connectivity both within individual sites and across the wider corridor.

Whilst each site benefits from existing transport infrastructure and proposed site-specific measures, the assessment has identified a number of residual gaps in connectivity, particularly in relation to route continuity, active travel links to rail stations, bus service coverage and connections between strategic destinations.

Addressing these gaps will be essential to reducing reliance on private vehicles and enabling sustainable access to employment, housing, education, healthcare and leisure opportunities.

The study therefore recommends:

- Delivery of high-quality active travel corridors linking strategic sites, town centres, rail stations and surrounding communities.
- Enhancements to local bus services, including route diversions, increased frequencies and improved integration with the Bee Network.
- A balanced, accessibility-led approach to parking standards that supports sustainable travel choices.
- Comprehensive Framework Travel Plans, incorporating travel demand management initiatives, mobility hubs, monitoring and behavioural change measures.

Together, these measures will help create a more connected, accessible and sustainable transport network, ensuring that West of Wingates, Lee Hall & Hulton Park and Health Innovation Bolton contribute positively to Bolton's long-term growth ambitions whilst supporting healthier, lower-carbon travel choices.