Wigan Borough Local Plan

Infrastructure Delivery Plan

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1. Introduction

1.1 This Infrastructure Delivery Plan (IDP) forms a key part of the evidence base for the Wigan Borough Local Plan and is explicitly intended to be a living document that demonstrates the Council's understanding of infrastructure needs within the borough, without being a fully prescribed implementation plan.

1.2 On adoption, the Local Plan, alongside the Places for Everyone Plan (PfE), adopted Neighbourhood Plans and the Joint Greater Manchester Waste and Minerals Plans, will form part of the statutory planning framework for the borough. In line with the PfE Plan, the Local Plan looks forward to 2039.

1.3 This document has been prepared in collaboration with a range of statutory and non-statutory partners responsible for delivering infrastructure to support a wide range of environmental, social and economic objectives and respond to planned growth and change.

1.4 Across Greater Manchester, the evidence base relating to infrastructure delivery is increasingly aligned to a single Integrated Pipeline for Growth which, governed by a dedicated governance forum, the Integrated Pipeline Board, provides a place-based, spatial view of projects and infrastructure dependencies to support the delivery of the Greater Manchester Strategy (GMS) and related delivery plans.

1.5 The Integrated Pipeline is positioned as an enabling tool that helps 'join the dots' between development and regeneration sites and enabling infrastructure and supports the sequencing of delivery to maximise value and benefits.

1.6 This IDP informs, is informed by, and aligns with, the Integrated Pipeline.

Purpose of the document

1.7 The council is required to evidence that the policies and proposals in the Local Plan are deliverable and contribute towards the achievement of sustainable development. This IDP, as far as possible, assesses currently planned infrastructure provision across the borough and the associated infrastructure required to deliver the Local Plan, in conjunction with infrastructure delivery needs that derive from the Places for Everyone Plan. It is not intended to provide a prescribed implementation plan for the provision of infrastructure, with confirmed funding and delivery timetables. It does, however, provide evidence that the council understands the infrastructure needs that are arising from proposals in the Local Plan. It is also necessary to balance infrastructure requirements with the need to ensure that development remains viable.

1.8 Although the IDP seeks to identify the key infrastructure that is required to meet growth and change set out in the Local Plan, it does not capture every project being planned by all council services and external providers. Instead, it recognises that there are numerous other plans and strategies that provide more detail on what, how and when those services are to be delivered. It is also a 'living' document in the sense that infrastructure requirements will change over time as new or improved infrastructure is provided or facilities are lost; or technological advances or social and national policy changes that require new forms of infrastructure or alternative methods of provision.

National planning policy context

1.9 The National Planning Policy Framework (NPPF) requires local planning authorities to prepare a robust and evidence-based Local Plan which seeks to deliver sustainable development. As part of the statutory requirement to produce a Local Plan, national planning policy places a particular emphasis on the need for local planning authorities to plan for the delivery of various forms of infrastructure required to support future growth.

1.10 The IDP is part of the evidence base that supports the Local Plan. It identifies the infrastructure necessary for the implementation and delivery of site allocations and policies in the plan. The IDP also identifies delivery partners, the costs and the funding sources for projects. Funding will include potential section 106 contributions that result from prospective development.

Planning Practice Guidance

1.11 Planning Practice Guidance (PPG) on plan-making advises that strategic policy-making authorities need to engage and work alongside infrastructure providers, service delivery organisations, developers, site promoters and other strategic bodies that plan and fund infrastructure at an early-stage to assess the quality and capacity of infrastructure and its ability to meet forecast demand. Where deficiencies are defined, policy should set out how these deficiencies will be addressed.

Infrastructure types and providers

1.12 For the Local Plan, the scope of defined infrastructure is wide-ranging and includes physical and non-physical infrastructure to help support sustainable communities. Similarly, the range of infrastructure providers covers a wide range of national, regional and local providers. Table 1.1 identifies the infrastructure types covered in this IDP, and the stakeholders that have been engaged in the assessment of needs.

Table 1.1: Infrastructure types and stakeholders

Type	Sub–sector	Stakeholders
Physical		
Transport	Highway network	• National Highways • TfGM
	Rail network	• TfGM • Network Rail • Train Operating Companies: Northern, Avanti West Coast.
	Bus network	• TfGM
	Public rights of way	• Wigan Council
Utilities	Water	• United Utilities
	Sewage	• United Utilities
	Gas	• National Grid • Cadent
	Electricity	• National Grid • SP Electricity North West
	Green energy	• Green energy providers
	Digital infrastructure	• Digital telecom and internet providers
Waste	Waste management	• Wigan Council
Flooding	Flood storage and management	• Environment Agency
Built environment	Heritage	• Historic England
	Buildings	• Wigan Council • Historic England • Owners
	Public realm	• Wigan Council
Town centres	Regeneration and renewal	• Partnership Boards • Wigan Council
	Local centres	• Wigan Council • Local community organisations
Social		
Health	Primary care	• NHS Greater Manchester
	Hospitals	• WWL Teaching Hospitals NHS Foundation Trust
Education	Early years	• Wigan Council

Type	Sub–sector	Stakeholders
	Primary	• Wigan Council
	Secondary	• Wigan Council
	Further education	• Wigan and Leigh College • Winstanley College • St John Rigby College • The Deanery High School and Sixth Form College • St Mary's High School and Sixth Form College, Astley • Oakfield High School and College, Hindley Green
Leisure and culture	Outdoor play and recreation space	• Wigan Council
	Indoor sports provision	• Wigan Council
	Libraries	• Wigan Council
	Performance space	• Wigan Council
Communities	Community centres and facilities	• Wigan Council • Community Partnerships
Emergency services	Police	• Greater Manchester Police
	Ambulance	• North West Ambulance Service
	Fire	• Greater Manchester Fire and Rescue
Housing	Affordable housing	• Wigan Council
	Supported housing	• Wigan Council
Environment		
Natural environment	Habitats and nature recovery	• Wigan Council • Natural England
Watercourses	Rivers, canals, reservoirs lakes.	• Environment Agency • Natural England • Canal & River Trust
Flood management	Sustainable drainage	• Wigan Council • United Utilities • Environment Agency

1.13 The schedules attached as appendices to this document detail the future provision of infrastructure to meet needs for the delivery of the Local Plan.

2. Transport infrastructure

Existing position

2.1 Table 2.1 lists the main existing transport related infrastructure in the borough.

Table 2.1: Transport infrastructure in Wigan Borough

Category	Infrastructure type	Count
Walking	Public rights of way: Footpaths	435 km
	Public rights of way: Bridleways	65 km
	Restricted byways	350 metres
Bus	Bus service route miles (Bee Network services only)	140,000km per week
	Category A bus stations	Wigan; Leigh
Rail	Rail stations	11
	West Coast Main Line	17 km
	Regional rail network	31.7 km
Cycling	Traffic free routes	97.1 km
	Road routes with cycling facilities (cycle lanes and / or advanced stop lines at signals)	21.6 km
	Segregated cycle lanes adjacent to the carriageway.	10.2 km
	National Cycle Network Route 55	3.9 km
	National Cycle Network Route 91	0.7 km
	Canal towpaths (cycling permitted with permit)	26.6 km
Roads	Motorways	19.2 km
	A roads	122.9 km
	B roads	55.5 km

Category	Infrastructure type	Count
	C roads and other unclassified roads	981.5 km
Parking	Dedicated on-street motorcycle parking locations	1 (Wigan)
	Lorry parks	1 (Leigh)
	Car parks: multi-storey	4 in Wigan, 2,018 spaces (3 private, 1 council owned
	Car parks: surface (min 20 spaces)	Wigan town centre: around 1,200 spaces.
		Leigh town centre: around 830 spaces.
	Convenient rail car parks (included in above)	Wigan North Western: 448 spaces
		Wigan Wallgate: 113 spaces
		Atherton: 69 spaces
		Hindley: 53 spaces
	Guided Busway Park and Ride	Astley Street, Tyldesley: 46 spaces
		East Bond Street, Leigh: 131 spaces

Future provision

2.2 The statutory Greater Manchester Local Transport Plan, comprising both the Greater Manchester Transport Strategy 2040 and a 5 year delivery plan, and the Wigan Borough Transport Strategy are two key documents that are critical to the future provision of transport infrastructure in the borough.

Greater Manchester Transport Strategy 2040 and 5-Year Delivery Plan

2.3 The Greater Manchester Transport Strategy (GMTS 2040) has been prepared by Transport for Greater Manchester (TfGM) in collaboration with the ten districts in Greater Manchester, including Wigan Council. It was published in 2017 and updated in 2021.

2.4 The GMTS 2040 outlines a vision for transport in Greater Manchester which focuses on creating world class connections that support long-term, sustainable economic growth and access to opportunity for all. This approach acknowledges the reduction in the need to

travel through improvements in digital technology and seeks to ensure that transport choices are sustainable ones if travel is required.

2.5 TfGM outline that the transport system should connect people to opportunities and information, entrepreneurs with ideas and capital, and employers with talent and skills. It also needs to create better places: improving the environment, reducing the dominance of cars and goods vehicles and supporting new development and regeneration.

2.6 To achieve their long-term ambitions as set out in the GMTS 2040, TfGM prepared a five year delivery plan which provides a clear programme of interventions, infrastructure projects and regulatory powers to secure, plan for and deliver over the next five years. The current delivery plan was published in January 2021 and covers the period 2021-2026.

2.7 The GMTS 2040 is/will be supported by a suite of supporting strategies, including: the Streets for All Strategy, Electric Vehicle Charging Infrastructure Strategy and - still to come - the Local Bus Strategy, Rapid Transit Strategy and Freight and Logistics Strategy.

Wigan Borough Transport Strategy

2.8 The Wigan Borough Transport Strategy was adopted by the council in December 2024 to reflect new and emerging priorities for transport infrastructure in the borough. It was prepared to ensure that transport and land use matters are joined up effectively through the Local Plan, and that the council and partners compete effectively from a well-informed position for content in the refreshed Local Transport Plan, and for funding through the Local Transport Plan Delivery Plan.

2.9 The Transport Strategy is a long-term commitment to strive for a better transport network and create fair opportunities for everyone. It defines Wigan's vision for the future, Wigan's key transport challenges, and Wigan's commitments to address them.

2.10 The strategy has been prepared in line with the current GMTS 2040 and consultation with TfGM was undertaken during the preparation of this strategy.

2.11 It outlines that the council's aim is to create a more sustainable and accessible transport system to support the travel needs of everyone who lives in, works in or visits the borough. It sets out the following six key objectives for transport within the borough:

- To create a better connected and more affordable transport network.

- To strengthen Wigan's role as a national and regional transport hub.
- To significantly enhance accessibility to and within the Wigan-Bolton Growth Corridor.
- To improve public transport connectivity between the borough's towns and neighbourhoods and its neighbouring cities and towns.
- To provide a joined-up network of active travel infrastructure.
- To ensure Wigan Borough can take advantage of its proximity to the strategic road network, the West Coast Main Line and the Port of Liverpool.

2.12 To achieve these ambitions the Transport Strategy outlines 16 transport priorities for the borough. These cover a range of travel modes and intervention types, each contributing towards Wigan's aim to provide greater accessibility, promote sustainable transport, reduce social exclusion and support economic growth. The 16 transport priorities for the borough are:

- Wigan Station Gateway – A modern and unified rail hub in Wigan town centre.
- West Coast Main Line rail capacity and service improvements.
- Wigan-Bolton East-West Strategic Route.
- Lane Head South Relief Road.
- Improving Rapid Transport Services in Leigh.
- Enhancing the bus network, including growing into the opportunities of bus franchising.
- Helping our town centres to thrive.
- Comprehensive borough-wide local active travel network.
- Enhanced rail service provision, broadening access to rail.
- Improved integration between transport modes.
- Cost of travel.
- Sustainable infrastructure that unlocks and facilitates delivery of existing land supply and new development.
- Travel demand management measures to encourage sustainable travel options and uptake.
- Reduce the environmental impact of transport, including supporting the transition towards and uptake of zero-emissions vehicles.

- Invest in and maintain a safe, secure and resilient transport network.
- Support sustained investment in freight networks and infrastructure.

2.13 The specific details on the activities which must be progressed in the next five years to deliver on these plans are included within the Five Year Delivery Plan (2025–2030).

2.14 Whilst the Transport Strategy reflects the council's current thinking, the nature of planning and securing funding for schemes means a flexible and agile approach will be taken when preparing schemes for delivery.

Draft Greater Manchester Transport Strategy 2050 and 10 Year Delivery Plan

2.15 In recognition of the changes that have occurred since the publication of the GMTS 2040, and the five-year delivery plan, TfGM is in the process of preparing a new Local Transport Plan.

2.16 The draft Greater Manchester Transport Strategy 2050 (GMTS 2050) and 10-year delivery plan have been prepared by TfGM in collaboration with the ten districts in Greater Manchester, including Wigan Council. Consultation on the draft LTP started on 1 December 2025 for 12 weeks.

2.17 The GMTS 2050 outlines a vision for transport in Greater Manchester which focuses on a transport system for a global city region. This includes working to tackle climate change, reduce inequality and support population and economic growth in a way that benefits all communities.

2.18 To achieve their long-term ambitions as set out in the GMTS 2050, TfGM prepared a draft ten-year delivery plan which provides a clear programme of interventions, infrastructure projects and regulatory powers to secure, plan for and deliver over the next ten years.

2.19 There is clear alignment between the transport priorities set out in the Wigan Borough Transport Strategy and the draft GMTS 2050 and 10 year Delivery Plan. The Council will work with TfGM to develop and deliver the transport priorities over the next ten years using Transport for City Regions funding.

Sustainable transport

2.20 The Wigan Borough Transport Strategy identifies that, in 2019, 67% of trips in the borough were made by a car or van, with 26% of trips undertaken by walking, wheeling or cycling (the majority by walking) and 7% of trips undertaken using public transport. Increasing the proportion of trips made by walking, wheeling, cycling and public

transport will be key to reducing the negative impacts of private car use over the lifetime of the Local Plan.

2.21 TfGM has published an update to the 2019 data through their 2023 Travel Diary Survey (TRADS). This survey shows 24% of trips were made by walking, wheeling or cycling, 8% by public transport and 66% by car or van in the borough. This shows there has been very little mode shift between 2019 and 2023, with work still to be done on encouraging people to use sustainable modes of transport.

2.22 A key aspect of the Transport Strategy is an aim to improve the walking, wheeling, cycling and public transport environment for residents, visitors and those who work within Wigan Borough. Since the franchising of the bus service network, TfGM is responsible for the provision of public transport within the borough. Wigan Council works closely with TfGM on improvements to the public transport offer within the borough.

2.23 The GMTS 2040 includes a 'Right Mix' vision; a target to change the proportion of trips made by different modes by 2040. The aim is for 50% of trips to be made by sustainable modes by 2040 across the city region, with no net increase in motor vehicle traffic as demand grows. To achieve this, improvements to walking, wheeling, cycling and public transport networks will be necessary to facilitate the shift from the private car use to more sustainable modes of transport.

Walking, wheeling and cycling

2.24 High quality, sustainable and integrated transport alternatives are essential if we are to reduce private car use and address congestion. This means that we need to make walking, wheeling and cycling more attractive. The Transport Strategy alongside the Greater Manchester Transport Strategy and PfE Plan focuses on how the active travel network can be improved to make these networks more attractive for residents, visitors and those the work in the borough.

2.25 The last five years has seen a major programme of improvements including the Standish Mineral Line Link and the first stage of the Atherton to Tyldesley walking and cycling links, with further extensive works planned in the lifetime of the Local Plan.

2.26 It is important that footpaths and cycleways are safe and, where appropriate, connected effectively into local services and other forms of transport. Investment in CCTV and lighting will be necessary along many new and existing routes to encourage active travel and allow all-day and all-year use.

2.27 In considering accessibility the topography of an area is important. For new neighbourhoods designing links that are navigable and follow natural desire lines can help to promote their use. For existing

neighbourhoods and path improvements, sometimes amending a route will help promote their use.

2.28 The Streets for All strategy, which is part of the GMTS2040, includes guidance on designing cycleways and footpaths including how green infrastructure can be incorporated to make routes vibrant and pleasant to use.

The bus network

2.29 Buses are the most widely used public transport mode and when frequent, reliable and affordable, can be a cornerstone of the public transport network. However, we are aware that historically bus travel has been an unattractive proposition for many people, with car dependency (including forced car ownership) dramatically increasing in some areas, partly in response to the limitations of public transport alternatives.

2.30 Wigan Council is aware of these challenges and the importance that encouraging bus travel has on achieving its aims of creating a more equitable and less polluting transport network. The bus network in Wigan Borough is now operated by franchisees on behalf of TfGM, with the council working proactively with TfGM to improve the public transport offer.

2.31 The franchising of bus services within Greater Manchester has provided a number of benefits including simpler fares and ticketing, with pay and go now introduced across the network with capped fares so that users do not pay more than a fixed amount for daily, weekly or monthly journeys. Bus franchising also means timetables can be better joined up between buses and other public transport services so passengers can more quickly and easily change between them.

The rail network

2.32 The following rail lines dissect the borough, with eleven rail stations currently served:

- The West Coast Main Line: Wigan North Western station.
- Southport – Manchester Line (via Bolton): Gathurst, Wigan Wallgate, Hindley. Appley Bridge is also a TfGM station within West Lancashire, close to the border with Wigan Borough.
- Kirkby Headbolt Lane – Manchester Line (via Atherton): Orrell, Pemberton, Wigan Wallgate, Ince-in-Makerfield, Hindley, Hag Fold, Atherton.
- Liverpool – Wigan Line: Bryn, Wigan North Western.

2.33 In addition, the Chat Moss line dissects the southernmost part of the borough and forms the boundary with Warrington in the south-west.

There are no stations on that line within the borough but there is a service that uses it from Wigan North Western, joining it from the West Coast Mainline south of Golborne.

2.34 TfGM, working closely with the council, is committed to delivering a new rail station on the West Coast Main Line at Golborne, which will be one of the first new rail stations to be opened in Greater Manchester since 1999. This station has the potential to unlock significant benefits for sustainable travel and regeneration of the town centre. An Outline Business Case was approved by government in 2024, and the scheme has planning permission. All partners now feel there is a realistic chance of the new station being operational by 2028, with a funding plan developed with the support of the GM City Regional Sustainable Transport Settlement (CRSTS).

2.35 The West Coast Mainline is the busiest mixed use railway line (combining passenger and freight services) in Europe with more demand than train paths available. The council has ambitions for the capacity of the line to be increased, and services improved. This would allow the proposed new station at Golborne to be better served. Currently Wigan and Warrington, two adjacent large towns, are served only by long distance express services. There is insufficient capacity / priority to have a sub-regional service between Wigan and Warrington that could link north to Preston and south to Crewe and serve Golborne and other intermediate stations.

2.36 An important priority for the promotion of rail use in the borough is better integration of Wigan Wallgate and Wigan North Western stations, which sit across from each other on Wallgate in Wigan town centre. This will promote connectivity between national and regional rail services and increase the choice of rail by providing a better customer experience. Proposals include upgrading Wigan North Western Station and improving the connections and environment in between the two stations.

2.37 To make rail services more accessible it will be necessary to upgrade several stations in the borough. Creation of step free access and improved safety measures will be delivered at Bryn and Hindley in 2027. Other stations such as Appley Bridge, Atherton, Gathurst, Hag Fold, Ince, Orrell and Pemberton are part of a wider TfGM programme for consideration in the coming years.

2.38 An extension of the Merseyrail network along the Kirkby Line would provide a direct local rail connection from the borough to Liverpool, removing the need to interchange at Kirkby (Headbolt Lane). This is important as it improves connectivity to Liverpool city centre, north Merseyside and key destinations such as Edge Hill University.

Transport interventions within our town centres

2.39 Reducing the adverse impacts of general traffic on quality of place and better connections are key components in the current and future operation of the borough's town centres, including how they are regenerated, improved and secured for the future. A range of different transport options have been identified, which look at the current townscape, accessibility needs and opportunities that can help strengthen their roles. In summary, along with the interventions already outlined, the following transport infrastructure works will be considered as part of the Local Plan, and are referenced in Policies TC2-TC11, as applicable:

- **Wigan town centre (policy TC2)** - securing significant improvements at Wigan Station Gateway, including to the two rail stations and the spaces in between them, to better integrate how they operate and reducing highway conflicts; reducing the impact of traffic and better integrating the Queen Street / Caroline Street / Wallgate area with the wider town centre; enhancing the role performed by the Pier Quarter as a connection between the town centre and the sport, leisure and retail attractions at Robin Park; and simplifying traffic movements in the Rodney Street / Harrogate Street area. TfGM, in conjunction with the Council, are developing a Strategic Outline Business Case for Wigan Station Gateway. An access and parking study has been undertaken to identify the interventions across the wider town centre and to inform the next round of LTP funding.
- **Leigh town centre (policy TC3)** – securing significantly improved rapid transit services between Leigh and Manchester; a new bus interchange and undertaking measures to reduce the adverse impact of traffic on the quality of places across the town centre. TfGM, in conjunction with the Council, are exploring Improved rapid transit services between Leigh and Manchester as part of the Northwest Metrolink Programme. A Strategic Outline Business Case is to be prepared in 2026. An access and parking study has been undertaken to identify the interventions needed to inform the next round of LTP funding.
- **Ashton-in-Makerfield town centre (policy TC4)** – A transport study has been undertaken to identify the interventions needed to help make the town centre a better place to spend time, in the short term by softening the impact of traffic in Gerard Street, and in the longer term, securing the means to divert traffic away from the town centre if possible, as well as improving the town centre as an interchange location between bus services, and with rail services at Bryn Station to the north of the town.

- **Atherton town centre (policy TC5)** - exploring the potential to create a safer and more people-friendly environment that enables more business activity in Market Street, landscaping and street tree planting and space for regular and/or occasional markets, with west or southbound bus services transferred to Mealhouse Lane / Bag Lane. An access and parking study is to be undertaken to identify the interventions needed to inform the next round of LTP funding.
- **Golborne town centre (policy TC6)** – securing the provision of the best possible new rail station and services for Golborne, ensuring that the facility is effectively integrated with the town centre and maximises the regeneration benefits it can bring to the town centre; and reducing the impact of the West Coast Mainline as a barrier to accessing the town centre from adjacent parts of Golborne and Lowton to the east, especially by walking, wheeling and cycling.
- **Hindley town centre (policy TC7)** – securing benefits for the environment and street scene, walking, wheeling and cycling and bus services in Hindley town centre through traffic reduction measures on the A577 and the A58 as the new east-west link road is delivered to divert general traffic to the south. This is to be explored via a study that is underway and due to be completed in 2026. Shorter term measures such as improvements to the Bird I'th Hand junction to support improved bus operations will be delivered and active travel movements, and improved connections with Hindley Station which is being considered as a Travel Hub by TfGM.
- **Pemberton town centre (policy TC8)** – securing benefits for the environment and street scene, walking, cycling and wheeling and bus services in Pemberton town centre through traffic reduction measures on the A577 between Orrell and Wigan, as the M58 Link Road is delivered to divert general traffic to the south. The Council has prepared a Strategic Outline Business Case for submission to TfGM to deliver these benefits in the event funding is made available to deliver the M58 Link Road.
- **Platt Bridge town centre (policy TC9)**– The town centre is located at the intersection of the A58 (Hindley-Ashton and M6) and the A573 (Wigan-Golborne) which contributes to a car dominated environment. The proposed Local Plan policy for Platt Bridge prioritises a masterplan for the town centre to maximise its potential, develop gap areas where applicable, reduce the adverse impact of traffic and better integrate the component parts of the centre. A study is to be undertaken to explore walking, wheeling, cycling and public transport infrastructure improvements to reduce the adverse impacts of traffic.

- **Standish centre (policy TC10)** – improving the quality of the street scene in the heart of the centre and making it more pedestrian-friendly; improving walking, wheeling and cycling linkages from surrounding residential areas and to/from Wigan; and agreeing a strategy locally to better manage car parking provision. A number of active travel improvements have been completed, and feasibility is underway on possible new schemes that will help mitigate against recent development in the locality.
- **Tyldesley town centre (policy TC11)** – A new Travel Hub is being provided at the Guided Busway park-and-ride, with additional capacity on Guided Busway services also being sought. An access and parking study is to be undertaken to identify the interventions needed to inform the next round of LTP funding.

The highway network

2.40 The borough benefits from good strategic roads with direct access to the M6, M58 and the A580. The M60, M61 and the M62 are also close by. The Key Route Network (KRN) is, in the main, made up of historic A roads that run through and connect the towns and villages that make up the borough.

2.41 Motorways and trunk roads are managed by National Highways. Since 2021 National Highways have undertaken improvements to the M6 between junctions 21 and 26 to implement an 'all lanes running' smart motorway. This work was completed in late 2024.

2.42 As part of the development of land at M6 Junction 25 for strategic employment development, which was granted planning permission in June 2021, junction capacity improvements have been agreed at both M6 Junction 25 and M6 Junction 24, comprising:

- At M6 Junction 25 - Signalisation of both the proposed site access arm and the M6 Link Road; the widening of the A49 southbound approach to provide a third lane flare; and signalised pedestrian crossings close to existing bus stops.
- At M6 Junction 24 - Formalisation of the existing traffic arrangement, to assist in limiting queuing on the A58 and on the M6 Junction 24 off-slip.

2.43 It is recognised that economic growth and opportunity in the borough is closely linked to an accessible and modern transport network. The ambitions of both the PfE Plan and the Wigan Borough Local Plan are to make proposals and land allocations sustainable and inclusive. There are several key allocations that will have major implications for the improvement of the strategic and local highway network, including:

- **North of Mosley Common** – As set out in PfE policy JP Allocation 32, this site, which now has planning permission, will provide for around 1,100 new homes close to the existing guided busway. A new stop and Travel Hub on the Guided Busway are planned in addition to one extra bus service per hour at peak times to improve and increase operational capacity. Highway capacity improvements are required at nearby junctions, including the A577 / A580, Newearth Road / Ellenbrook Road and the A580 / Walkden Road.
- **Pocket Nook, Lowton** – As set out in PfE policy JP Allocation 33, this site will deliver around 600 homes and 15,000 sqm of Class E(g), B2 and/or B8 employment floorspace. Development of the site will be required to deliver a new road through the site from A579 Atherleigh Way to A572 Newton Road (via Enterprise Way), of a design quality to accommodate bus services. Site plans will also seek to ensure there are strong pedestrian linkages into Lowton.
- **West of Gibfield, Atherton** – As set out in PfE policy JP Allocation 34, this site will deliver around 500 new homes and 45,500 sqm of Class E(g), B2 and/or B8 employment floorspace. Development of the site will be required to ensure good quality road access, including through an extension of Gibfield Park Way northwards, as part of the Wigan-Bolton Growth Corridor, as well as safeguarding a route for the continuation of the route further northwards as far as the railway line and borough boundary, to allow connection into potential future road infrastructure provided in Bolton.
- **Integrated Logistic Park North** – This is a proposed logistic site and strategic rail freight interchange, which is allocated within St Helens Borough in for employment uses in the St. Helens Local Plan. The proposals include some land within Wigan Borough around 73 hectares of land in Wigan Borough. As a Nationally Significant Infrastructure Project, the proposal is currently subject to a Development Consent Order which is being determined by Government. If approved, the Council's position in that development will be required to contribute substantially to the delivery of a relief road for Lane Head South, associated traffic reduction measures in Lane Head South where practicable, necessary improvements to Winwick Lane, and other highway improvements necessary to mitigate traffic impacts arising from the development.
- **The Wigan-Bolton Growth Corridor (NorthFold Growth Location)** - With land to accommodate around 1 million sqm of new employment floorspace and 13,000 new homes across the growth location in Wigan and Bolton, NorthFold will play a major

role in meeting our requirement for 16,527 new homes in Wigan Borough over the plan period to 2039. As set out in PfE Policy JP-Strat8, the growth corridor is focused on improved transport links, including new east-west road infrastructure between Wigan and Bolton that would connect M6 Junction 26 at Orrell and M61 Junction 5 at Chequerbent.

- **South Hindley / North Leigh Park** – As set out in policies H3 and H4 of the of the Wigan Borough Local Plan, these sites for comprehensive residential-led development will be required to deliver through roads across the sites, of a suitable standard to accommodate bus services, from the A58 Liverpool Road to the A578 Leigh Road and from the A578 Leigh Road to A579 Atherleigh Way respectively. These will form key elements of the east-west road infrastructure within the wider NorthFold Growth Location.

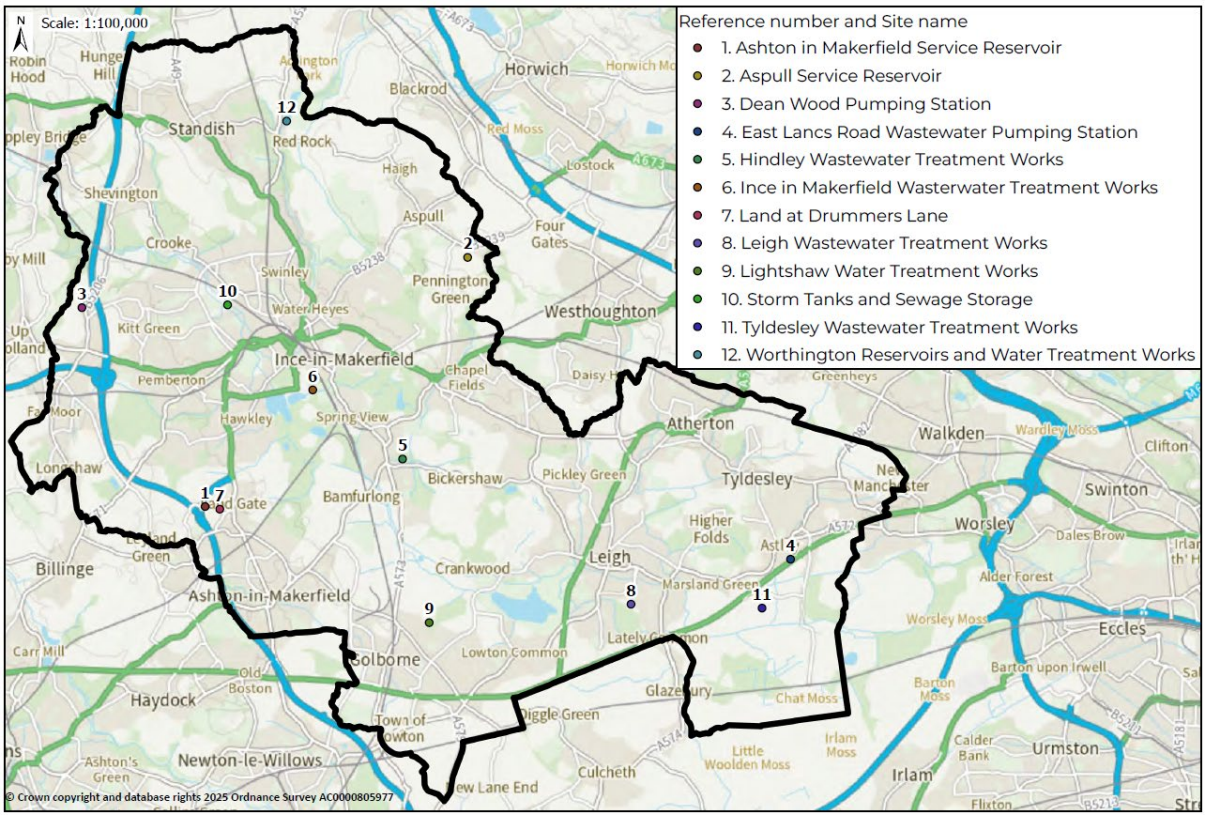
2.44 The Wigan Borough Transport Strategy also outlines several schemes which aim to support the growth and economic ambitions of the council. These schemes include the Wigan-Bolton east-west strategic route and the Lane Head South Relief Road. Policy T1 in the Local Plan seeks to safeguard land for the delivery of these schemes.

3. Utilities

Water and sewerage

3.1 United Utilities is responsible for clean water and wastewater infrastructure in Wigan Borough. As well as a large network of water service pipes and wastewater pipes and sewers that support residential and business users, they also have reservoirs and wastewater treatment plant assets in the borough, as shown in Figure 3.1.

Figure 3.1: Existing United Utilities assets in Wigan Borough



3.2 The provision of clean water and the disposal of surface and foul water, including water pressure and capacity of systems, is essential when planning for new development. In addition, with climate change impacts there is a need to consider water efficiency measures, the separation of foul and surface water, flood risk and sustainable measures for surface water run-off as part of new policy and infrastructure investment.

Future water provision

3.3 United Utilities published its revised Water Resources Management Plan in 2024, which covers the period 2020-2050. This identifies Wigan Borough within a large Strategic Resource Zone which covers the majority of the North West, excluding only Carlisle, North Eden and Barepot which is a non-drinking supply for industry. The

baseline supply and demand position for 2025/26 shows that, without drought supply and demand measures, there is a potential deficit in in the Strategic Resource Zone of 52.79Ml/d, and without new targeted interventions this rises to 315.5Ml/d by 2049/50. Within these calculations is a headroom of 20% against predictions as per industry guidance. With the specified 20% headroom, interventions including water efficiency measures, targeted responses to leakages and, where necessary, drought interventions, United Utilities is looking to protect water supplies over the whole region.

3.4 Policy EN13 in the Wigan Borough Local Plan will play a key role in ensuring water supplies are sufficient to meet needs. This expands on the requirements set out in the PfE Plan to ensure that all new residential developments achieve, as a minimum, a water efficiency standard of 110 litres per person per day, and that all major non-residential development incorporates water efficiency measures, so that predicted per capita consumption does not exceed the levels set out in the applicable BREEAM 'Excellent' standard, unless it can be demonstrated that it is not feasible.

Future sewerage provision

3.5 For wastewater, the cost of increasing capacity is borne by United Utilities. The company produced a new Drainage Wastewater Management Plan (DWMP) in 2023, which covers the period 2025–2050. It is intended that plans are updated every five years. The plan sets out the investment required to meet planning objectives and statutory requirements to meet, amongst other targets, the Government's Storm Overflow Reduction Plan.

3.6 The DWMP is split into 14 strategic planning areas (SPAs) with Wigan Borough split between the Douglas SPA, which includes the north and west of the borough, and the Mersey Estuary SPA, which includes the south and east. The borough's wastewater within the Douglas SPA drains to the Wigan Wastewater Treatment Works (WwTW) located between Hoscar and Parbold in West Lancashire. Wastewater in the Leigh and Atherton areas drain to the Leigh WwTW at Pennington, and the Tyldesley and Astley areas drain to the Tyldesley WwTW. The Golborne and Ashton areas drain into WwTW in Glazebury and north Warrington respectively.

3.7 Both plans look at the interconnection between sewage management and risks of flooding, drainage, environmental protection needs and the need for integrated solutions. Investment in the medium and long term is identified in the plans, which includes works to the main sewer and storm overflow systems and the introduction of environmental measures including sustainable drainage and flood storage to help deal with wastewater issues.

3.8 Of particular relevance, the Douglas plan identifies the Wigan area as having several challenges that require a more strategic focus. It states that the population of the area is expected to increase by 17% by 2050 which could drive a significant amount of development and an associated increase in wastewater being sent to WwTW, and increased risks of drainage capacity and flood risk. In response, in April 2026, United Utilities announced a £230 million project to improve the water quality of the River Douglas by reducing phosphorus ammonia and iron in wastewater prior to discharge into the River Douglas.

3.9 Within Wigan Borough, this will include installing a membrane bioreactor that will provide an ultra-filter that uses bacteria and protozoa that are used to treat the sewage. Clean water comes out of the system following treatment. The project will also increase the capacity of the treatment works including the refurbishment of storm tanks, which in turn will reduce the number of storm overflows during heavy rainfall. Work is expected to begin before the end of 2026, with all improvements due to be delivered by 2030.

Flood risk and mitigation

3.10 The Environment Agency is responsible for the delivery of flood infrastructure nationally as well as having a remit to deal with contamination, biodiversity and water quality. United Utilities is responsible for many of the current storm over flow systems and pumping stations.

3.11 Wigan Council is the Lead Local Flood Authority for the borough with responsibility for leading the management of local flood risks from surface water, groundwater and ordinary watercourses that are not main rivers. This includes preparing and delivering the Local Flood Risk Management Strategy and managing flood risk through the development management process as a statutory consultee for major planning applications, ensuring that sustainable drainage systems (SuDS) requirements are met. Wigan Council as Local Planning Authority is responsible for preparing flood risk evidence through the Strategic Flood Risk Assessment and preparing relevant policies.

3.12 Draft policy EN10 Development and Flood Risk sets out that ‘development proposals should adopt a sequential approach to flood risk management, in accordance with national planning policy to ensure that it does not increase the risk of flooding elsewhere.

Current position for flooding and flood storage

3.13 Flood issues in Platt Bridge and appropriate responses, including further work, were originally identified in the Greater Manchester Integrated Water Management Plan (GMIW MP). The flooding event

on New Year's Day 2025 has further underlined the need to push forward with works and strategic interventions, including those promoted through a Catchment Based Approach. The council will continue to work with partners to ensure that measures are introduced and funded and, once works are agreed and programmed, they will form part of the IDP.

3.14 Existing flood water storage areas in Wigan Borough are:

- Wigan Flood Alleviation Scheme – this is an operational flood storage area that will remain active over the Local Plan period
- Lilford Park Basin and Pumping Station – this area will remain an important flood storage area; the pumping station will need to remain as there will be a continuing need to pump water due to mining subsidence.

3.15 Future / potential flood storage and natural flood management schemes include:

- Borsdane Brook flood storage – to deal with flooding risks in Hindley and Platt Bridge, work is underway to look at potential options for flood storage in the upper reaches of Borsdane Brook, alongside other flood risk mitigation measures.
- Leigh East – the potential for further flood storage is being explored.

3.16 As part of their overall approach to flood issues in Wigan Borough, the Environment Agency is undertaking a strategic review of the Leigh East catchment which will inform strategic interventions and works for the future. Policy EN11 Flood Water Storage areas supports the protection of existing flood storage areas and delivery of new ones.

Combined sewer works and sewer overflows

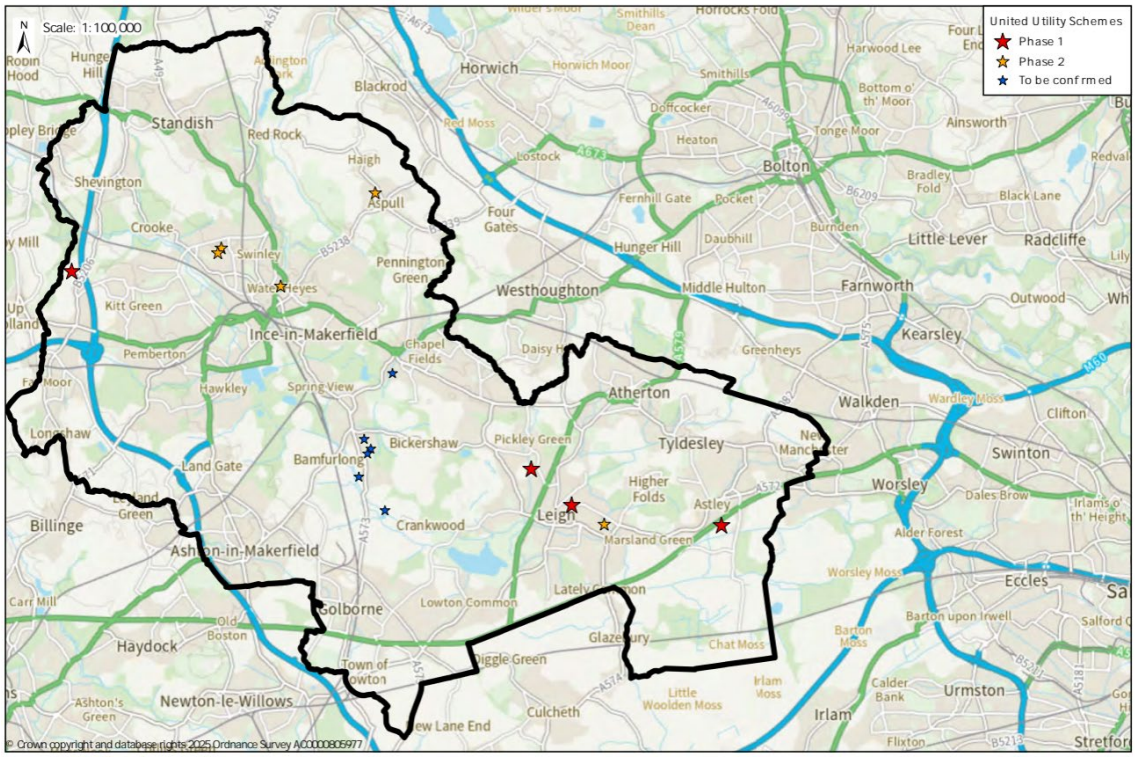
3.17 Part of the approach to dealing with flood issues is the need to look at existing systems of combined sewers and associated overflows. These systems are often linked with outdated pumping systems, and rivers, increased flooding due to climate change means that residential and business areas are now experiencing flooding from combined sewers as back up flow up into roads etc. through grids and other points of weakness.

3.18 Planned phased improvements by United Utilities are in place which include work to 17 Combined Sewer Overflows (CSO) which will divert overflows away from rivers by disconnecting sewers from the overflow system and diverting to storage tanks and extra surface storage. These works are identified in Tables 3.1 and mapped in Figure 3.2 below

Table 3.1: Planned improvements to combined sewer overflows in the borough

Reference	Location	Phase
WIG0173	Orrell House Farm	1
WIG0107	Kirkhall Lane Sewer	1
WIG0100	Central Public Sewer	1
WIG0179	East Lancs Public Sewer	1
WIG0004	Springfield Avenue	2
WIG0005	Lynton Avenue	2
WIG0018	St Mary's Road	2
WIG0164	Mill Lane	2
WIG0174	Central Park	2
WIG0009	Templeton Road Pumping Station	TBC
WIG0096	Templeton Road Pumping Station	TBC
WIG0128	Strangeway no.2 Tank Pumping Station	TBC
WIG0129	Crankwood Pump Station	TBC
WIG0130	Abram Hall Pumping Station	TBC
WIG0153	Strangeways	TBC
WIG0255	Abram Hall	TBC
WIG0255	Hindley Pumping Station and Rising Main	TBC

Figure 3.2: Location of planned improvements to combined sewer overflows in the borough



Gas

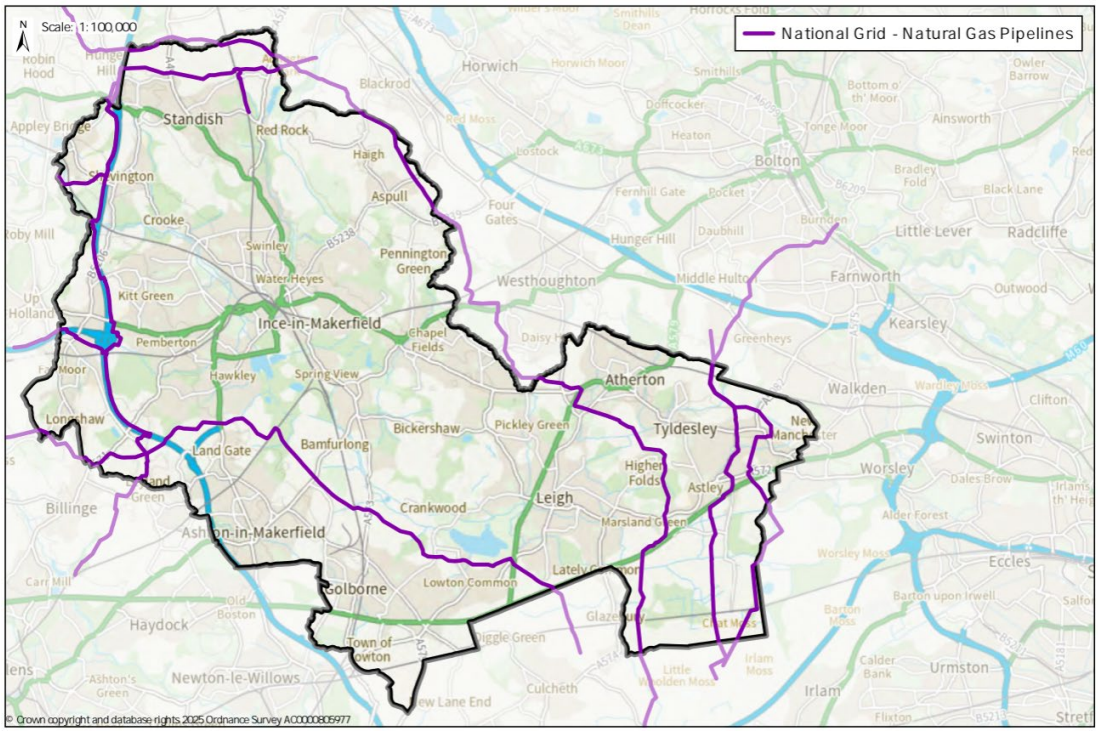
3.19 National Gas Transmission owns and operates the high-pressure gas transmission system across the United Kingdom and is responsible for maintenance and improvements to the system. From the transmission system gas enters one of four gas distribution networks across the country where pressure is reduced for public use. Cadent is the distributor for Wigan Borough.

3.20 National Gas assets in the borough are set out in Table 3.2 and mapped in Figure 3.3.

Table 3.2: National Gas assets in the borough

Pipeline number	Description
1034	Blackrod / Shevington
2682	Mawdesley to Warrington Feeder
1038	Lupton to Warburton
1075	Winwick / Shevington
1254	Skelmersdale Branch
1253	Shevington / Ormskirk

Figure 3.3: Location of National Gas assets in the borough



3.21 Cadent are responsible for domestic gas pipelines, and in 2024-2025 they committed to upgrading 20,368 metres of domestic pipe supplies in the borough.

Electricity

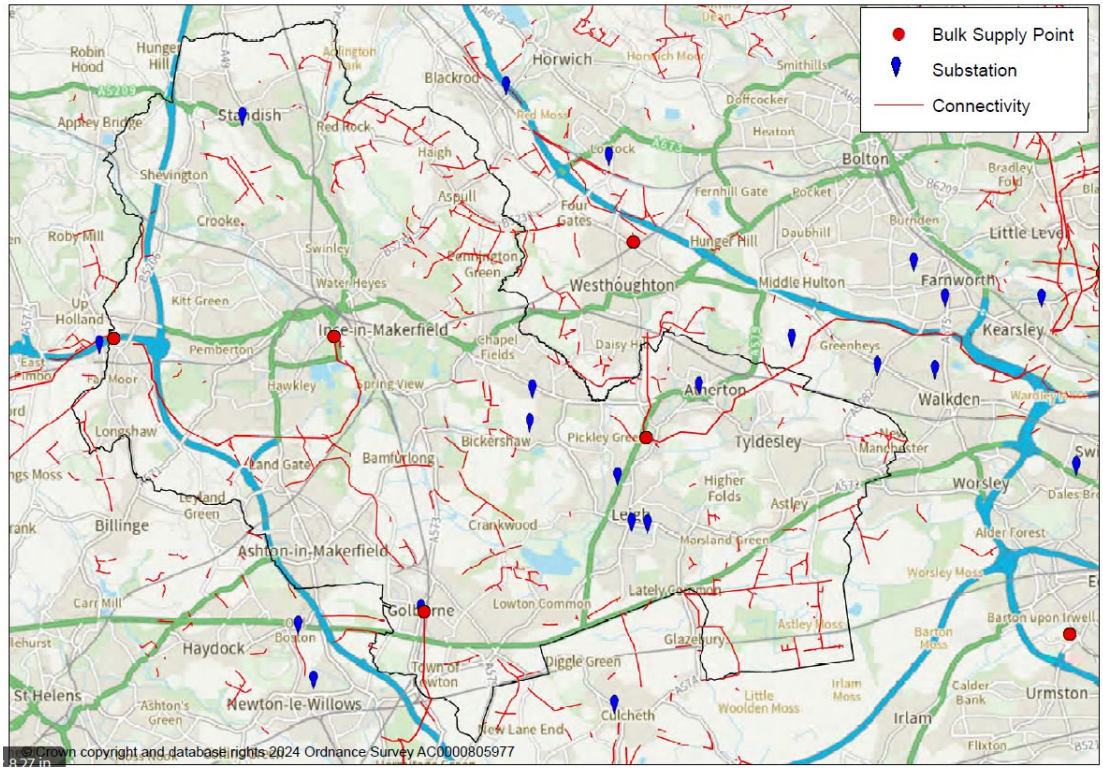
3.22 SP Electricity North West Limited (SP ENWL) owns and operates the local electricity distribution network (Bulk Supply Points, primary and distribution substations, and connectivity) in the North West.

3.23 At a strategic level, the GMCA engages with SP ENWL to ensure co-operation and influence in regional network planning. This approach supports growth at borough and combined authority levels by giving more certainty to the delivery of strategic infrastructure and helps to reduce costs for all development proposals across Greater Manchester.

3.24 In Wigan Borough, electricity is predominantly fed from the Washway Farm / Kirkby Grid Supply Point (GSP) Group, with the remaining demand fed from Kearsley 132kV and Kearsley 33kV Local GSPs, Bold and Penwortham West GSP / Stanah GSP group.

3.25 Figure 3.4 shows the location of the Bulk Supply Points (BSP) and the primary substations within the borough, with the red lines showing connectivity between substations.

Figure 3.4: Electricity distribution infrastructure in the borough



Future electricity provision

3.26 SP ENWL outline their forecasts of electricity demand and generation in their Distribution Future Electricity Scenarios (DFES). The document is published on an annual basis, the latest being March 2026. The document is informed by development pipeline data provided by local authorities. There are regular engagements between SP ENWL and councils to make sure that forecasts of future capacity needs reflect planned growth and development. DFES takes account of the borough's proposed housing and employment land supply to 2039, which are factored into network headroom forecast.

3.27 DFES is used to inform and shape Network Development Plans (NDPs). A new NDP was published by SP ENWL in May 2026. This provides information on how SP ENWL intend to create capacity over the period of the plan. It provides stakeholders with visibility on future network capacity and every 2 years SP ENWL will present the best view of planned network interventions up to 2035 that require both asset-based and flexible solutions.

3.28 The NDP concludes that by 2035 electricity demand is driving the need for intervention across 24 Bulk Supply Points (BSP) and 72 primary substations in the north west region. Those serving Wigan Borough include:

- **Atherton BSP:** Planned installation of a third 90MVA grid transformer to meet forecast demand exceedances from 2033.
- **Wigan BSP:** Planned installation of a 132kV switchgear to increase firm capacity and accommodate additional demand. This is forecast to be completed by the end of 2032. This is subject to discussions with landowners requiring additional land at Wigan BSP. The planned expansion of site assets is critical to unlocking the distribution network to connect planned developments.
- **Wrightington BSP:** Planned installation of a third 90MVA Grid Transformer and associated bus section to meet forecast demand exceedances from 2032. This is forecast to be completed by 2035. This is subject to securing land access agreements, planning consents, land-use permissions, additional land acquisition and other statutory compliance. The Wrightington BSP is located just west of Wigan Borough, near Wrightington in West Lancashire.

Green energy (low carbon energy)

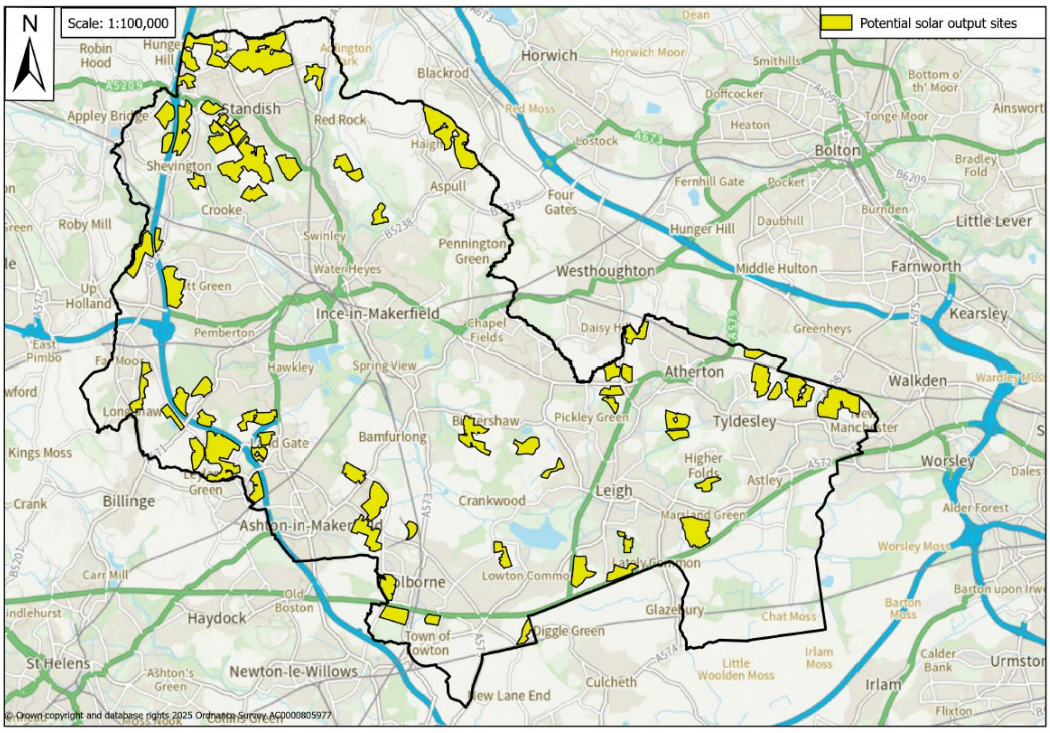
3.29 As at May 2026, there are no large-scale wind, solar or hydro-electric schemes in the borough. Renewable energy generation infrastructure is largely limited to small scale wind schemes at Wigan North Western Rail Station, Swan Lane Industrial Estate in Hindley Green and Light Oaks Moss in Astley, solar schemes at both Thompson House Farm in Standish and on land adjacent to the United Utilities wastewater treatment works in Pennington, and domestic infrastructure, notably solar panels.

3.30 Going forward, the development of green energy sources will be important in both building resilience in the energy network and supporting the drive to meet net zero carbon emissions by 2038. The Local Area Energy Plan for Wigan, produced as part of Greater Manchester's ambition to reach the net zero target, identifies solar power as a main potential source of green energy for the borough. This includes the potential for rooftop solar photo voltaic installations and additional solar farms.

3.31 Realising the opportunity for increased solar power will involve significant investment in the technology and expansion of lower carbon infrastructure supply networks. Many sites may not be suitable for solar development due to terrain, adjacent development and other issues that impact on how the site can be developed.

3.32 Figure 3.7 shows the opportunity for potential solar farm locations in the borough as identified in the Local Area Energy Plan.

Figure 3.7: Potential solar output sites in the borough



Other forms of energy generation

3.33 There are a number of lower carbon generators of energy in the borough, including three landfill gas schemes and two Combined Heat and Power networks. The ability to generate energy from landfill gas is likely to reduce over time given the transition from landfill to recycling. However, opportunities for the development of further combined heat and power networks will be explored.

3.34 As set out in the Local Area Energy Plan, this may include energy from waste and hydrogen heating systems that may rely on the use of the existing gas pipeline network. Cadent has started to implement a number of projects over the North West to support the decarbonisation of the gas network. This includes connections to the Hydrogen Production Plant at Stanlow in Ellesmere Port, north-west Cheshire, to the North, East and South pipeline corridors which extend to areas including St Helens, with branches off linking to industries in Wigan Borough.

Energy storage

3.35 The shift towards lower carbon energy sources will require an increased capacity for battery storage that is connected into main supply networks, this will enable maximisation and efficient use of the energy resource. In Wigan Borough there is one current site with permission for battery storage at land north east of Sandyforth Farm, Orrell which occupies 1.5 hectares and provides a 70MW energy storage system, approved February 2025. Demand for

further battery storage sites is likely to increase as the switch to green energy accelerates.

Digital networks

3.36 The delivery of digital networks is a priority of the Greater Manchester's digital strategy which places people at the centre of delivery of digital outcomes. In 2026, Greater Manchester has 95% gigabit coverage and 88% full fibre coverage, with an ambition to reach 98% full fibre coverage by 2030. Greater Manchester also has around 90% 5G coverage (by at least one operator) but the Digital Strategy recognises that user experience can be constrained by capacity, particularly in high footfall areas such as at events and around transport hubs; with the ambition for 100% 5G coverage by 2030 alongside more robust capacity. Wigan will align its local approach to this GM model by applying place-based digital planning and early engagement with providers and developers to target investment and address constraints in priority locations.

3.37 According to Ofcom, Wigan Borough had a 44% coverage of Full Fibre Broadband in Spring 2024, including 27% of commercial properties, with one mobile network having a full 5G coverage of the borough.

3.38 Wigan Council's Digital Strategy (2021-25) sets out our ambitions for how our future digital services should be designed, sourced and delivered over the 5-year period. Our pledge is to ensure that all our residents and businesses can benefit from the transformative potential of digital connectivity. The council's ambition is for a competitive market for high speed connectivity to lower costs for businesses and homes with social, economic and environmental inclusivity is a priority.

3.39 To achieve this the council will work with developers and providers who will make sure that the appropriate digital infrastructure is incorporated in new development and delivered to existing development across the borough. This includes increased Full Fibre Broadband Coverage and an increased number of phone networks with 5G coverage. Policy JP-C2 of the PfE Plan and policy J9 of the emerging Wigan Borough Local Plan both support the ongoing rollout and improvement of affordable high speed, high capacity digital infrastructure throughout the borough.

3.40 The Council intends to refresh its Digital Strategy in 2026/27 to align closely with its data strategy, the GM Digital Blueprint and the Progress with Unity missions.

Data centres

3.41 As at May 2026, there are no proposals for a data centre in Wigan Borough. The Greater Manchester Combined Authority is currently

developing a strategic approach that considers the land and energy considerations and associated amenity and net zero requirements. Wigan Council will consider the GM approach as well as local policies and guidance if a proposal for a data centre comes forward.

4. Waste management

4.1 The council approved a revised Municipal Solid Waste Management Strategy in April 2009. This is now being updated to meet new legislative requirements and new initiatives on waste, with the final strategy to be published in 2026/27.

4.2 Waste management infrastructure comprises facilities that enable the collection, reuse, recycling and composting of waste, and also those that deal with the residual waste remaining after treatment. Additionally, it can include the method of waste transfer by road, rail and waterways.

4.3 Existing waste management infrastructure assets in the borough are set out in Table 4.1.

Table 4.1: Municipal waste collection and recycling infrastructure in the borough

Infrastructure type	Location
Transfer stations	Kirkless, Wigan
	Kirkless 2, Organic Waste, Wigan
	Makerfield Depot, Wigan
Recycling centres	Kirkless, Wigan
	Slag Lane, Leigh
	Chanters Industrial Estate, Atherton
Local Recycling Sites	87 sites throughout the Borough

Kerbside recycling and refuse collections

4.4 In 2012, the council adopted a fortnightly residual waste (non-recyclable) collection service and a co-collected garden and food waste service.

4.5 This was altered in 2017 with the introduction of three-weekly kerbside paper and cardboard, and dry recyclable (plastics and glass etc) collections, and reducing residual waste collections from fortnightly to three-weekly. Co-collected garden and food waste remain a fortnightly collection.

Residual waste disposal

4.6 In April 2015, the council commenced a 25-year contract with FCC Environment Ltd to generate Refuse Derived Fuels (RDF) from the residual waste generated in the borough to supply the Enfinium Ferrybridge 1 Energy from Waste (EfW) facility in Knottingley, West Yorkshire.

4.7 Most residual waste from Wigan Borough is taken to the Ferrybridge 1 EfW facility. Within the waste treatment plan there is a 'live' contingency plan for alternative facilities to be used if there are planned or unplanned maintenance or issues with the road network. In the event of an outage, most waste is diverted to alternative EfW facilities. If this is not possible, waste is sent to alternative RDF production facilities whereby the material is processed and then sent to EfW. The last resort is to send waste to landfill.

4.8 There is one hazardous landfill site which used only for hazardous waste, not household waste, within Wigan Borough, at Whitehead, Astley. This tip is now undergoing restoration.

4.9 By 2028, Energy from Waste (EfW) Plants will come under the Emissions trading scheme. This is to drive the Waste Industry to net zero emissions by reducing the amount of carbon dioxide emitted to the atmosphere. It is estimated that this will raise £800 million/annum in taxes initially. It is predicted that many EfW facilities will begin to install Carbon Capture Storage (CCS) equipment as a result. Either way it is likely that the gate fees will increase to cover the additional costs. It is estimated that this could potentially cost an additional £2.1 million/annum. Additional infrastructure will be required at EfW's to transport the carbon dioxide to the CCS, including at the Enfinium Ferrybridge 1 Energy from Waste (EfW) facility in Knottingley, West Yorkshire.

Waste flow rates

4.10 The current waste flow tonnages and the major disposal routes for household collected waste are set out in the table below. These figures are based on estimates for 2024/2025.

Figure 4.2 Main waste flow and the routes for household collected waste in the borough in 2024/25

Material	Quantity (tonnes)	Solution
Residual waste	79,000	Via the transfer station at Kirkless to Ferrybridge 1 EfW
Paper and cardboard	10,866	Via the transfer station at Kirkless and direct Delivery to Linkwaste, Cale Lane, Aspull to DS Smith
Dry recyclables	18,782	Via the transfer station at Kirkless to Suez at Landor Street Birmingham.
Food and garden waste	24,370	Via Kirkless 2 to Biowise in Crewe.

Material	Quantity (tonnes)	Solution
Road Sweepings	3,000	Via Makerfield Depot to Road sweepings treatment facility in Ashton in Makerfield.

Future waste strategy

4.11 The Resource and Waste Strategy (RAWS) for Wigan Borough was published in 2018 and sets out some radical changes to how we manage our waste. Since this publication there has been some progress in implementing the changes and this has been achieved by following the primary legislation within the Environment Act 2021.

4.12 The Environment Act 2021 introduced new requirements for waste packaging. Extended Producer Responsibility for Packaging (pEPR) requires companies putting packaging on the market to pay for the costs incurred by Local Authorities in dealing with this waste. In 2025/26 the first annual payment for this will be given to Local Authorities who will have to demonstrate that they have effective and efficient services.

4.13 Simpler Recycling is an initiative in England aimed at making recycling clearer and more consistent for households and businesses, helping to improve recycling rates and reduce waste. Under Simpler Recycling, all local authorities nationally will need to provide the same recycling materials at kerbside. These include: -

- Plastics
- Metal
- Glass
- Paper and cardboard

4.14 These Simpler Recycling requirements do not only cover household properties in the borough. From 31 March 2025, all businesses with over 10 employees and non-domestic premises, which includes residential homes, educational establishments, hospitals or nursing homes, places of worship and charity shops, need to separate the items highlighted above.

4.15 As previously indicated, Energy from Waste (EfW) will come under the emissions trading scheme by 2028, which will set emission limits on these facilities to encourage reductions in emissions. These will be traded and will increase the costs of using these facilities. It is hoped that CCS technology will be installed to capture these emissions to reduce this burden. However, the cost of this technology is likely to be greater than the trading scheme costs.

4.16 To provide Wigan Borough with security and flexibility to manage the waste effectively and to account for all these new requirements with the addition of growth in housing, there will need to be a review of the present waste infrastructure within the borough. This may require changes to existing facilities or the development of new facilities, potentially including depots, recycling centres, material recycling facilities and waste transfer stations.

5. Social infrastructure

Health

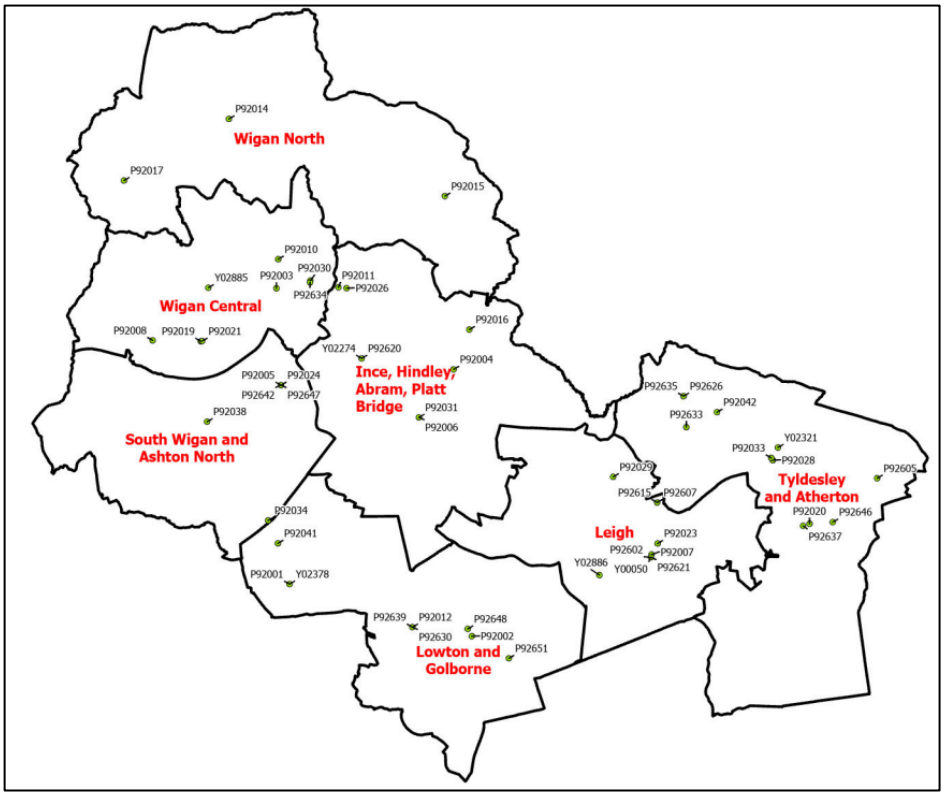
5.1 One of the key elements for the delivery of future healthcare is integrated working in neighbourhoods. This involves collaboration between public service providers in health and social care which includes GPs and the council as Public Health Authority. This model is intended to deliver better access to healthcare, address health inequalities and promote healthier lifestyles, which would reduce demand for health services.

5.2 This approach very much aligns with Progress with Unity and the Healthier Wigan Partnership's Health and Wellbeing Strategy, which is working to integrate services across health providers and address health inequalities, transform local services in communities, and develop a sustainable workforce.

Current primary care provision

5.3 As at May 2026, there are 56 practices providing primary care services from 71 practice locations across the borough. These are shown in Figure 5.1. A list of the practices which correspond with the practice codes shown in Figure 5.1 can be found in Appendix 3 of the Wigan Borough Pharmaceutical Needs Assessment.

Figure 5.1: Primary care provision in the borough



Future primary care provision

5.4 Wigan Council is working closely with the NHS Greater Manchester Integrated Care Board (ICB) to assess health care infrastructure capacity at a sub-borough level on an ongoing basis. This is to identify where there are deficiencies in capacity and where solutions are needed, taking into account both planned and committed housing development in the borough over a 15 year period. This will inform how funding is targeted, including through section 106 in accordance with proposed policy PE6 in the Local Plan.

5.5 The methodology is based around 15 surgery planning areas and on the 15 year housing supply as set out in the council's latest Strategic Housing Land Availability Assessment, and can be summarised as follows:

- Based on the projected number of homes in each surgery planning area over the next 15 years, the projected number of new patients is calculated by applying the average household size in the borough (from ONS).
- Based on this, a standard floorspace requirement of 120 sqm net internal area (NIA) per 1,750 patients (aligned to Department of Health guidance) is applied to calculate the NIA requirement for new patients.
- Using the cumulative NHS Weighted List Size for the surgeries in the Surgery Planning Area (SPA), the required NIA for the current population will be calculated to identify the extent of any existing surplus or deficit.
- Where there is an existing NIA deficit in the SPA, or the total number of projected new patients would create a deficit, the additional deficit will be calculated in sqm.
- A standard build cost (currently £5,124/sqm as applied by NHS) is then applied to the additional deficit generated by projected new homes to calculate the overall contribution from new homes in the area towards capacity improvements through new build, refurbishment or extension.
- This overall cost is then divided by the total number of homes included in the 15 year trajectory for that SPA to work out a financial developer contribution per new home.

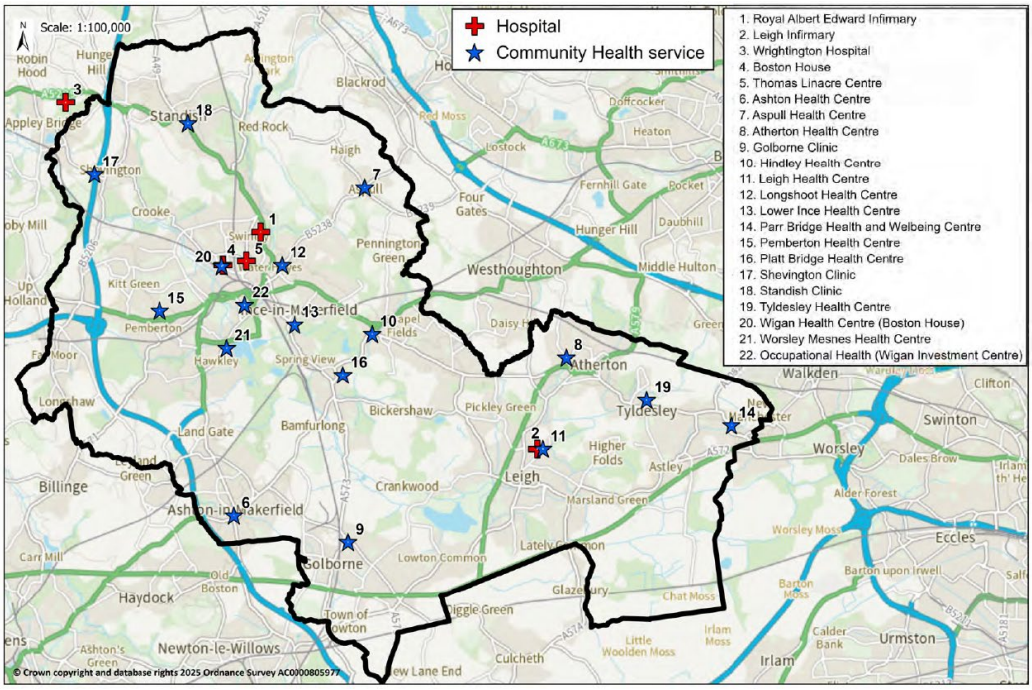
5.6 The findings from ongoing capacity assessments will be reported in future iterations of the Infrastructure Delivery Plan, including any planned projects to address identified capacity deficiencies.

Current hospital provision

5.7 Wrightington, Wigan and Leigh Teaching Hospitals NHS Foundation Trust (WWL) operate hospital services in, and for, Wigan Borough. Their estate includes 4 main hospital sites at Royal Albert Edward Infirmary in Wigan, Leigh Infirmary, the Thomas Linacre Outpatient Centre in Wigan and Wrightington Hospital, located just outside of the borough in West Lancashire. Boston House in Wigan also includes a specialist eye hospital alongside other health services.

WWL also provides secondary healthcare services in various other community buildings across the borough, including at Platt Bridge Health Centre, Aspull Clinic and occupational health services at Wigan Investment Centre. The main hospital sites and community buildings providing secondary healthcare are shown in Figure 5.2.

Figure 5.2: Main hospital sites and community buildings providing secondary healthcare services in Wigan Borough



5.8 Recent key projects completed or underway include new theatres (Leigh and Wrightington), a Community Diagnostic Centre (Leigh), a Reablement Unit (Leigh), new endoscopy departments (Leigh and Wigan) and increased parking provision (Leigh and Wigan).

Future provision – hospitals

5.9 WWL has recently completed a strategy and associated site development plan for Wrightington Hospital, which identifies the need for energy consumption works. A strategy for the Royal Albert Edward Infirmary is in development, though this will conclude that refurbishment of the site is needed, with limited opportunity to

expand due to the site being landlocked. A site specific strategy for Leigh Infirmary, as well as for community services, is expected to be developed shortly, though the timeframes for these have not yet been set.

5.10 The vision set out in WWL's 10-year infrastructure strategy (2024-34), includes:

- To develop their sites in a logical sequence which mitigates major organisational risks, maintains activity and income throughout each phase of development, refreshes each site with assets in the most suitable locations, sets the platform for future capacity expansion to accommodate anticipated increases in demand, and increases the commercial opportunities arising from the site's history and reputation, and for all building stock to be less than 75 years old, and aspiring to be a Carter exemplar.
- For their built estate to be net zero by 2040.

5.11 To assist with its ambition towards net zero, WWL has secured over £4 million of Government funding for sustainable energy measures which will be used across the estate. However, the 10-year infrastructure strategy identifies the following key challenges:

- A shortfall of funding
- The age and condition of some building stock means that, unless demolished, parts of the estate would not be able to be made net zero.
- Landlocked estate, including at Royal Albert Edward Infirmary.
- Limited car parking for patients, visitors and staff.

Emergency services

Police

5.12 Policing in Wigan Borough is provided by Greater Manchester Police (GMP) with the main police station located at Robin Park in Wigan, which is a modern facility. Funding for policing is agreed through Council Tax Precepts. The Estates department of GMP are currently looking at the disposal of the former Standish police station and for the future will be looking to refurbish Leigh police station when funding is available.

Fire

5.13 Fire and rescue services in Wigan Borough are provided by Greater Manchester Fire and Rescue Services, who have four fire stations in the borough, in Wigan, Hindley, Atherton and Leigh. The fire station in Wigan is located in Newtown and is relatively new. It is shared with the ambulance service. The Fire Service has not informed the

council of any changes planned to their infrastructure in the borough.

Ambulance

5.14 Ambulance services in Wigan Borough are provided by the North West Ambulance Service NHS Trust. There is one main ambulance station in Wigan, based at Robin Park, shared with the fire service, which as stated above is relatively new. No information has been received on changes planned or needed to current infrastructure provision from the Ambulance Service.

6. Education

Early years

6.1 Wigan offers a comprehensive range of early years childcare and education for children aged 0–5. All providers must comply with the statutory Early Years Foundation Stage (EYFS) framework, which sets standards for learning, development, and care from birth to age five. This ensures children are supported in a safe, nurturing environment and prepared for school.

6.2 The EYFS can be delivered by various providers, including:

- **Maintained schools** – state schools offering nursery or reception classes for ages 3 to 5.
- **Academies and Free Schools –** publicly funded, independently run schools delivering EYFS.
- **Independent Schools –** privately funded institutions combining EYFS with their own curriculum.
- **Nurseries –** full day or sessional care for children from birth to 5.
- **Pre-schools / Play groups –** community or private settings offering part time sessions.
- **Childminders –** registered child minders offering part time care.
- **Out of school care –** wraparound services before and after school or during school holidays.

Details of providers operating in Wigan Borough can be found on the Council's website.

6.3 There are a number of funding entitlements to childcare as set out in Figure 6.1.

Figure 6.1: Funding entitlements to childcare

Age	Funding entitlement
9 months – 2 years	30 funded hours for eligible working families
Age 2	15 funded hours for families receiving additional support
Age 2	30 funded hours for eligible working families
Age 3-4	15 hours for all children
Age 3-4	An additional 15 funded hours for eligible working families

Childcare sufficiency

6.4 Wigan Council conducts annual analysis of childcare capacity for under 2s, 2-year-olds and 3 to 4-year-olds. This review ensures there

are sufficient places across the borough to meet parental demand. While analysis is carried out at Ward level the statutory duty applies boroughwide. Overall, Wigan Borough had sufficient places for the Autumn 2025 term. It is expected that provision for 2-year-olds will need to expand as demand increases. The council will continue to monitor the number of parents who become eligible over the next 12 months and will work to expand provision within the sector where there is unmet need.

Wraparound childcare

6.5 Wraparound childcare provides term time care before and after school. It includes childcare breakfast clubs from 8am and afterschool care until 6pm. It does not include one off school activities or sports clubs. The government allocated £289 million in the Spring Budget 2023 to expand wraparound childcare, ensuring parents can access places to support their work commitments.

6.6 Local Authorities receive grants to:

- Create new before and after school provision where none exists.
- Extend existing services to meet full day coverage.
- Increase capacity where demand exceeds supply.

6.7 Providers can be schools, childminders and Private, Voluntary or Independent (PVI) providers.

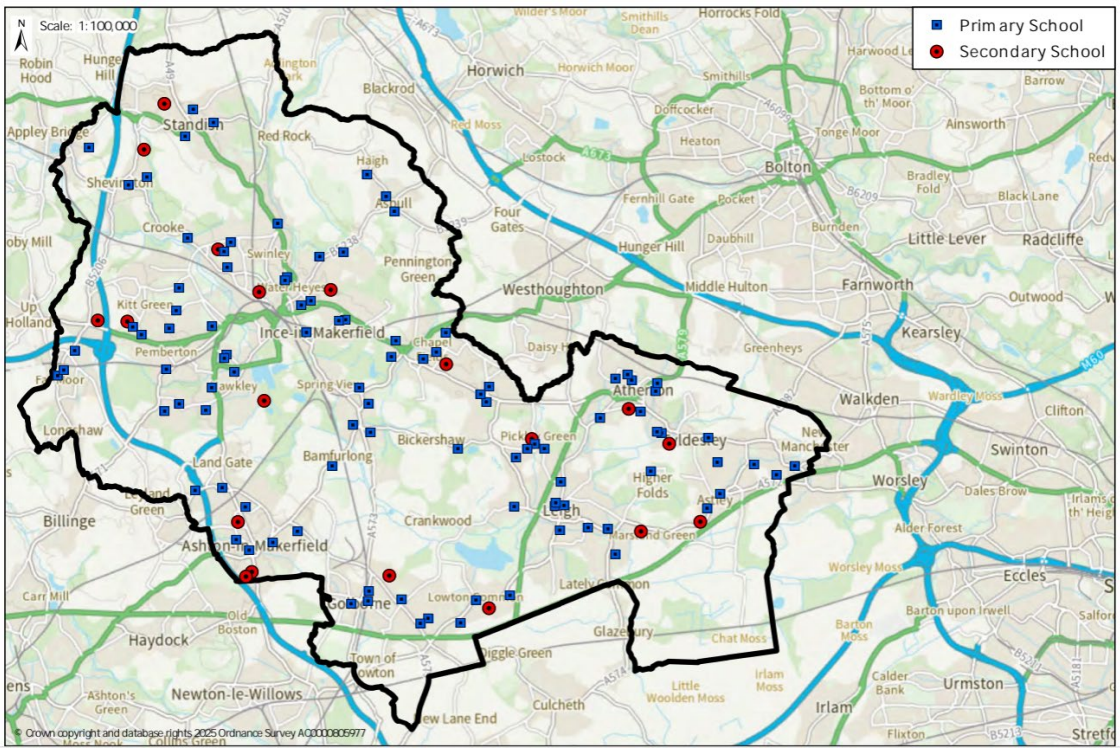
Future provision

6.8 Wigan Council will continue to monitor demand for early years childcare to ensure a sufficient supply of provision over the period of the Local Plan. This is in line with paragraph 100 of the NPPF which requires a sufficient choice of early years places are available to meet the needs of existing and new communities.

Primary and secondary education

6.9 There are 99 primary schools and 19 secondary schools in the borough within the state and voluntary aided sectors. These are shown in the map at Figure 6.2 below.

Figure 6.2: Primary and secondary schools in Wigan Borough



6.10 The council has a statutory duty to ensure there are sufficient places at schools within the borough to meet needs. It is also responsible for ensuring that over and under supply of school places is managed and addressed effectively. This can be achieved through pupil forecasting produced using data trends on births, housing developments, admissions and inward and outward migration. Forecasts factor in birth rates for the past 4 years for primary schools and the past 11 years for secondary schools, as well as anticipated delivery of homes on sites with full planning permission and/or under construction for the next 5 years.

6.11 Birth rates are falling both locally and nationally; however, the Wigan Strategic Housing Land Availability Assessment (SHLAA) sets out the developable housing land supply in the borough over the next 15 years. It indicates where pupil place take up is likely to increase, with larger housing sites likely to have the greatest impact on school place demand.

Planning for future primary and secondary provision

6.12 Forecasts show that surplus places across the borough are currently in the preferred range which is between 5-10% unfilled places.

However, there are capacity issues in some locations as a result of higher housing growth and/or higher birth rates, including:

- Tyldesley – birth rates are increasing, and 590 new homes are projected to be delivered in the Tyldesley planning area over the next five years. Additional places at Garrett Hall Primary School are planned. Land to expand St John's Mosley Common CE Primary School from a one form entry to a two-form entry has been secured as part of the outline planning approval for the adjacent large scale residential development, which is for around 1,100 homes.
- Golborne and Lowton – birth rates are increasing, and 280 new homes are anticipated in the next five years which means demand will likely outstrip supply of places. Golborne Primary School has been expanded to increase the school from a 1.5 to a 2 form entry school. An additional school entry form is being explored as the new housing is developed.
- Standish – birth rates are increasing, and there are around 390 new houses anticipated to be built over the next five years. St Wilfrid's CE Academy has been expanded as has Woodfold Primary for entry for 2025 and beyond. However, an additional form of entry may be required to meet future needs.

6.13 For the planning of secondary school spaces, the borough is divided into 8 school planning areas. As at September 2025, assessments indicated that there was no need for any built extensions to schools. Where increased capacity is required, at Bedford High School and Atherton High School, this could be done through re-configuration of the existing premises. Additional places will be required for Year 7 intake in 2027, options to deliver these places are currently being explored.

6.14 It is recognised as the Local Plan moves forward and larger housing sites that cross school planning areas come forward a more flexible approach to ensuring school provision is met is required. Work is ongoing with the Education colleagues to look at how annual updates from housing, birth rates, build costs and any national requirements can be factored into funding requirements from s106 requirements.

Special schools

Provision for children with Special Educational Needs and Disability (SEND)

6.15 As of December 2025, there were 4,007 children and young people aged 0 to 25 years living in the borough with an Education, Health

and Care (EHC) Plan. This is an 84% increase since 2020, and this is projected to rise by a further 69% by 2032.

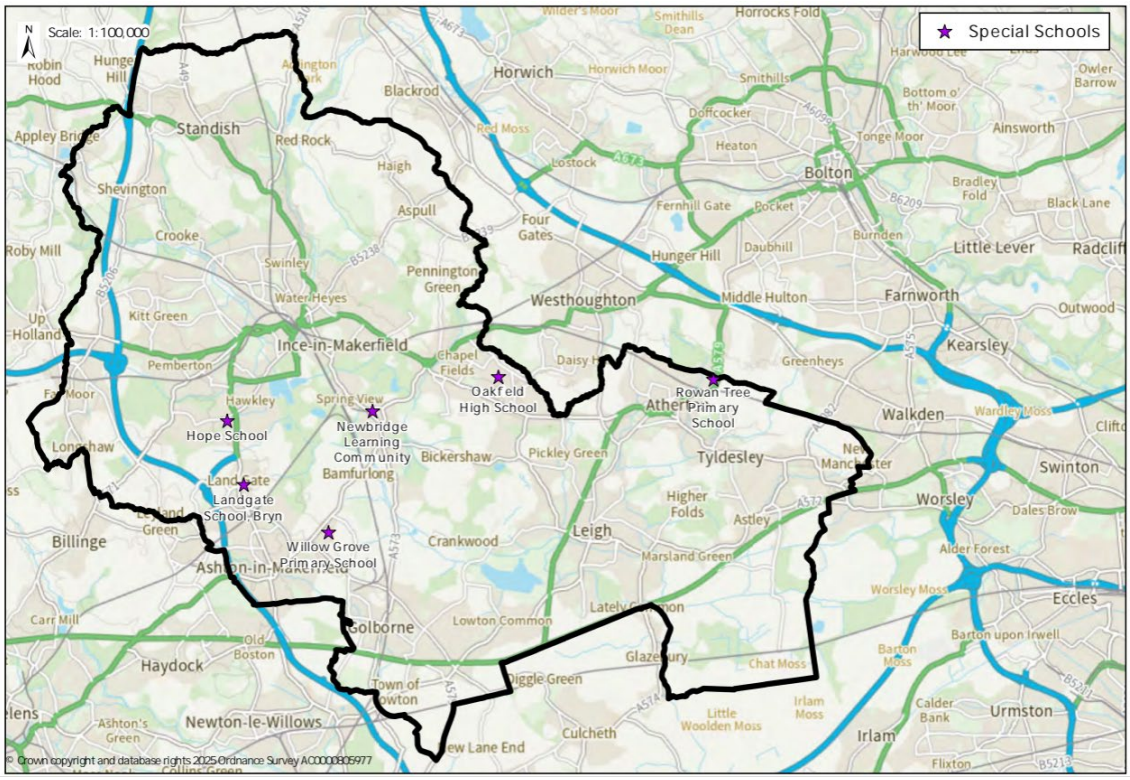
6.16 For children and young people in the borough with SEND, there are five main types of education provision available:

- **Mainstream provision** – 43.3% of school age children with an EHC Plan attend a mainstream school. 13.2% of young people aged 16 years and above with an EHC Plan attend a general further education college.
- **Resourced provisions:** These are a specialist environment within a mainstream school that provides additional specialist facilities on site. There are 7 mainstream schools in Wigan offering 60 Resourced Provision places for pupils with EHC plans. These provisions offer tailored specialist support, often blending time in mainstream classes alongside dedicated time in the provision.
- **SEN Units:** There are a further two mainstream schools offering 32 SEN Unit places for pupils with EHC Plans. These Units provide highly specialised support for pupils with more complex and severe special educational needs.
- **Alternative provision:** This is education arranged for pupils because of exclusion, illness or other reasons. Both the council and schools can arrange for pupils to attend Alternative Provision either on a part-time or full-time basis. This may include attending an alternative site for education purposes or in the form of tuition. The council's commissioned provider for permanently excluded young people is Three Towers Alternative Provision Academy (TTAPA). TTAPA is also the council's provider for children unable to attend school due to medical needs.
- **Specialist provision:** These cater for pupils who have SEND with cognition and learning, communicational and interaction, social emotional and mental health, and physical / sensory needs. Special schools are specifically designed and resourced to provide a suitable education for pupils with the most complex needs. 37.5% of children and young people with an EHC Plan living in Wigan attend a special school (this includes children and young people attending a state funded and independent special school).

State funded special schools

6.17 There are six primary and secondary maintained special schools in the borough, providing 1,185 places, which have all been judged by Ofsted to be good or outstanding. These are shown in Figure 6.3.

Figure 6.3: Special schools in the borough



6.18 Of the children and young people with an EHC Plan living in Wigan Borough, approximately 3,868 are of school age (4 to 19 years old). The existing provision of 1,185 special school places equates to a proportion of 30.6%, which exceeds most local authorities nationally. However, demand for places far exceeds the number of places available. As of September 2025, Rowan Tree Primary School, Willow Grove Primary School and Oakfield High School both had a deficit of school places, as set out in Table 6.1.

Table 6.1: Special school provision and capacity in Wigan Borough

School	Age	Capacity	Actual pupils	Available places
Rowan Tree Primary, Atherton	4 to 11	125	136	-11
Willow Grove Primary, Ashton	5 to 11	72	73	-1
Newbridge Learning Community, Abram	11 to 16	88	88	0
Oakfield High School and College, Hindley Green	11 to 19	370	382	-12
Hope School, Winstanley	2 to 19	233	229	4
Landgate Primary, Bryn	4 to 11	112	102	10

School	Age	Capacity	Actual pupils	Available places
Landgate Secondary, Abram	11 to 16	80	48	32
Aspire Sixth Form College, Leigh	16 to 19	105	105	0
Total		**1,185**	**1,163**	**22**

Future expansion plans

6.19 Wigan Council's preferred option is a strategic expansion of state-funded provision. We plan to expand Willow Grove Primary to two forms of entry (+44 places) and reconfigure Newbridge Learning Community (+37 places). Alongside the rebuilds of Hope School (+17), planned to open in September 2027, and Rowan Tree Primary School (+31), planned to open in September 2028, changes to the estate will increase the places by 129.

6.20 Whilst the borough has a high number of special school places for children and young people with EHC Plans, there is a lower proportion (53 pupils) attending a resourced provision at September 2025, as set out in Table 6.2. This equates to just 1.17% of the EHC Plan population attended a resourced provision or ESN Unit compared to the England average of 8.8%.

Table 6.2: Resourced provision capacity and pupil numbers in Wigan Borough September 2025

School	Phase	Type	Capacity	On Roll
Garrett Hall Primary, Astley	Primary	SEMH	7	14
Leigh Central Primary	Primary	ASC, SLCN	5	5
Marsh Green Primary	Primary	All	5	4
Meadowbank Primary and Children's Centre	Primary	ASD, SLCN, SEMH	8	8
Platt Bridge Community	Primary	ASD, SLCN	5	6
Westfield Community, Wigan	Primary	ASD, SLCN	5	7
Cansfield High, Ashton	Secondary	ASD	25	9
Total			60	53

ASC: Autism Spectrum Condition;
ASD: Autism Spectrum Disorder;
SEMH: Social, Emotional and Mental Health;
SLCN: Speech, Language and Communication Needs

6.21 There are an additional 32 places available within our new SEN Units which opened in September 2025 as follows:

School	Phase	Type	Capacity	On Roll
St James Primary, Worsley Mesnes	Primary	ASD	8	8
St James Primary, Worsley Mesnes	Primary	SEMH	8	8
Byrchall High	Secondary	Cognition and Learning	8	8
Byrchall High	Secondary	Observation and Assessment	8	2
Total			32	26

6.22 There are plans to further expand specialist provision on the sites of our mainstream schools utilising a special school model (small class sizes and high ratios of staff to pupils) to ensure that more children and young people can attend a mainstream school in their local communities. The Council aims to increase this provision to over 350 places by the 1 April 2029.

Post-16 education

6.23 There are currently 5 secondary schools and colleges in the borough providing post-16 education. These are:

- Wigan & Leigh College which operates across a number of sites in Wigan and Leigh.
- The Deanery Church of England High School and Sixth Form College, Wigan
- St John Rigby College, Orrell
- Winstanley College, Billinge
- St Mary's Catholic High School and Sixth Form College, Astley

6.24 These offer a range of qualifications, including the traditional academic qualifications of AS and A Levels and vocational type qualifications such as Apprenticeship, BTEC, 14-19 Diploma, HNC and NVQs, on both full and part time attendance. Wigan is also the base for ALRA (Academy of Live and Recorded Arts), a nationally acclaimed drama school and member of Drama UK. There are also several other sixth form colleges in surrounding local authority areas that are accessible to Wigan-based post-16 students.

6.25 Wigan & Leigh College is the lead Further Education partner for the Greater Manchester Institute of Technology and also has a University Centre in partnership with the University of Central Lancashire, the University of Salford and others. In addition, the college, the council, the Teaching Hospitals NHS Foundation Trust and Edge Hill University established the Wigan Education and Skills Partnership (WESP) in 2020, with a memorandum of understanding signed by the strategic leads of each in 2023. WESP has been created to harness the collective power of the anchor institutions to boost education opportunities and improve economic and health prospects for Wigan residents.

6.26 In December 2024, 3.6% of young people in the borough aged 16-18 were not in employment, education or training (NEET), which is a reduction from 4.4% in December 2023. There has been a national increase in NEET figures in recent years, so the borough is performing relatively well, and has a lower NEET percentage than many other Greater Manchester authorities.

Future education infrastructure support

6.27 The Council's planning and education teams are working collaboratively to assess primary, secondary and SEND school place capacity at a sub-borough level on an ongoing basis. This is to identify where there are deficiencies in capacity and where solutions are needed, taking into account both planned and committed housing development in the borough to 2039. This will inform how funding is targeted, including through section 106 in accordance with proposed policy PE6 in the Local Plan.

6.28 Findings from ongoing capacity assessments will be reported in future iterations of the Infrastructure Delivery Plan, including any planned projects to address identified capacity deficiencies.

7. Cultural and community facilities

7.1 There are a variety of cultural and community facilities within the borough including community centres and halls, libraries and event and performance spaces, theatres and galleries, which are important in bringing communities together, enhancing life experiences and helping people nurture their talents.

Community centres and halls

7.2 There are numerous community centres and facilities across the borough that support different groups and individuals. Many are in charitable, voluntary ownership or attached to churches.

7.3 Wigan Council owns 23 community centres, 1 church, 4 chapels, 3 cafes and 11 miscellaneous assets as community assets. The facilities are mainly leased or licenced to community or voluntary organisations. Leases can be up to 25 years and include full repairing obligations. Licences are generally for a shorter duration, include a shorter notice period and have no repairing obligations. The council manages 9 community assets itself.

Future provision of community facilities and halls

7.4 The role of community facilities extends beyond traditional service delivery. Increasingly, facilities operate as neighbourhood hubs that bring together a range of public, voluntary, community, faith and social enterprise organisations, enabling local services and support to be delivered closer to residents and in a more integrated manner. As part of its Progress with Unity mission the Council is developing a neighbourhood profiling approach to improve understanding of local communities, including population characteristics, health outcomes, levels of deprivation, community assets and existing infrastructure provision. This work is intended to provide a stronger evidence base for future investment decisions and support the borough's Health and Wellbeing governance arrangements. Neighbourhood profiles will assist in identifying variations in provision across the borough and help ensure that future investment in community infrastructure is informed by local need, opportunity and demand. The approach recognises that different communities may experience different levels of access to facilities, services and support, and that future infrastructure planning should seek to address inequalities where evidence demonstrates a need.

7.5 As the borough continues to grow and evolve, new development may increase demand for community facilities and related services. It is therefore important that the capacity of existing facilities, and opportunities for future provision, are considered as part of the planning process. The Council is developing an evidence base that

will assess community facilities using both quantitative and qualitative measures. This work is expected to consider factors including location, accessibility, capacity, utilisation, condition, service offer and community value. The findings will help inform future infrastructure planning and support decisions regarding investment priorities and developer contributions where additional demand arises as a result of development. The Council's approach seeks to ensure that community infrastructure grows alongside communities, helping to maintain the availability, quality and sustainability of facilities for existing and future residents.

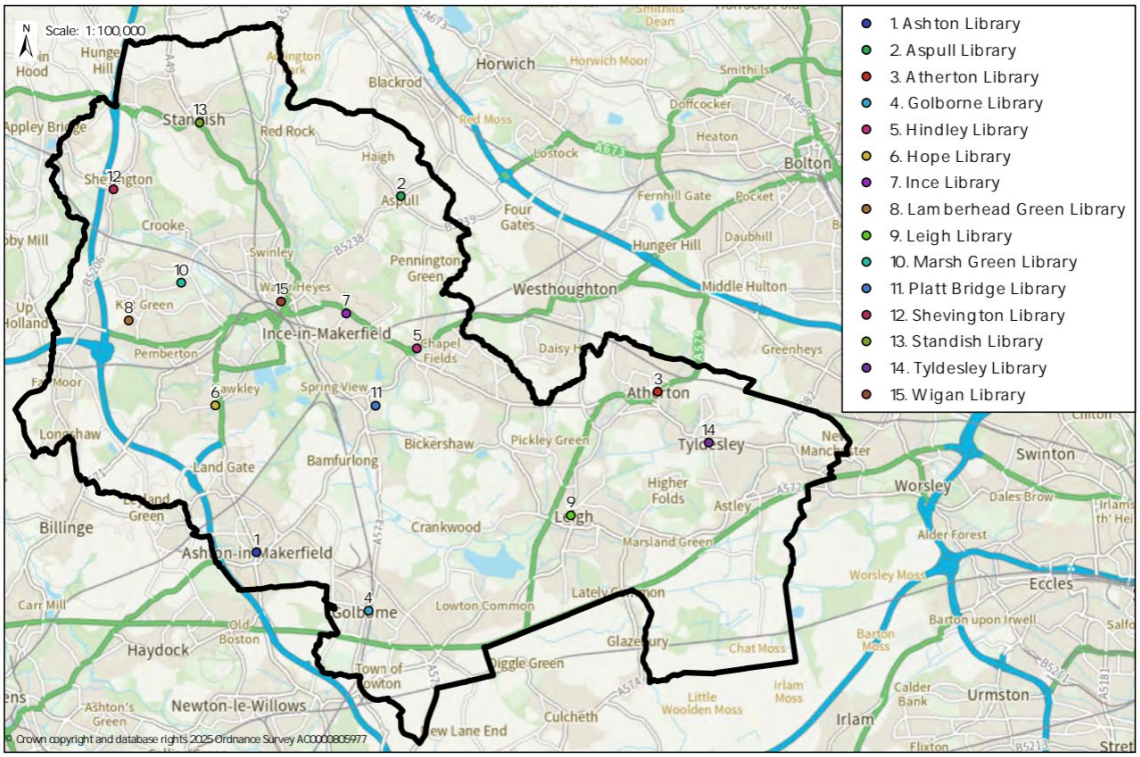
7.6 The council will also continue to work with local community organisations in the Voluntary, Community, Faith and Social Enterprise sectors assisting them with the governance and management of their activities, including where they own and run properties in neighbourhoods that provide essential support services to local residents. Again, if there are additional demands on community services and facilities through new housing development, section 106 contributions will be considered to support these partner organisations.

Libraries

7.7 There are 15 public libraries across the borough, as shown in Figure 7.1. These provide not only books but also a variety of other resources and help, including:

- Talking books, e-Magazines, e-books, and audiobooks.
- Micro:bits which is a pocket sized programmable computer designed to introduce people to coding and computing.
- Summer and winter reading challenges for children and other seasonal events and activities for children.
- Drop-in sessions to help people to use the internet and access online resources, including online Universal Credit applications, and ‘Ask About Business’ a service that gives information on British Standards, patents and setting up or growing a business.

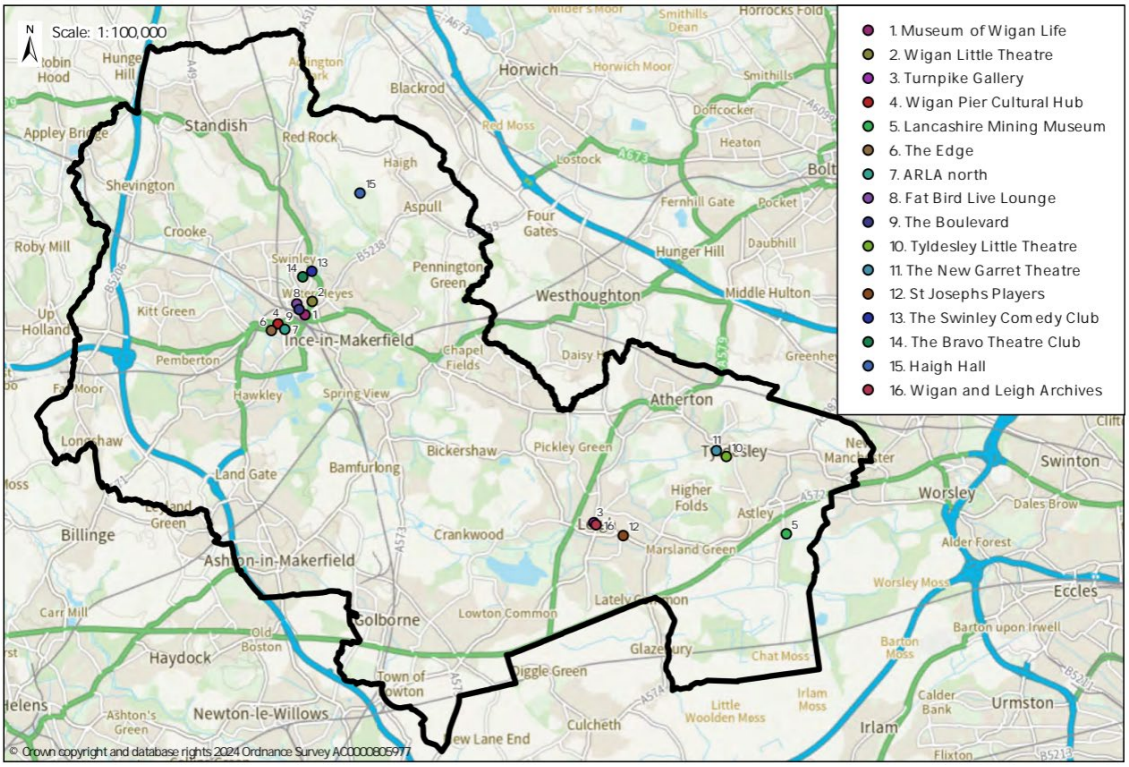
Figure 7.1: Libraries in the borough



Cultural facilities (event and performance spaces, theatres and galleries)

7.8 As shown in Figure 7.2 there are a wide range of cultural facilities across the borough including theatres, museums, galleries, event spaces and other cultural spaces. This includes public owned facilities such as the Wigan Life Museum and the Turnpike Gallery, independent theatre companies and premises including Wigan Little Theatre and the Tyldesley Little Theatre, plus independent venues such as The Edge.

Figure 7.2: Cultural facilities in Wigan Borough



Future provision of cultural facilities

7.9 Haigh Hall and grounds are undergoing a multi-million pound restoration programme. The council has submitted its plans (November 2025) to bring the Grade II Listed Hall back into public use and establish it as a cultural destination of national significance by 2027.

7.10 The submitted plans show that the art collection hosted at the Hall would be supported by exhibits, interactive and immersive interpretations of the Hall's heritage, a contemporary art space for temporary exhibitions, and a children's gallery and workshop.

7.11 The cultural offer across all floors of the Hall would provide wedding and event spaces, a café, bar, and restaurant facilities, alongside ten bedrooms for event guests.

7.12 In total, more than £50m is being invested across the Haigh estate by Wigan Council, the Levelling Up Fund, The National Lottery Heritage Fund, and Arts Council England.

7.13 Notable internal features would include a basement-level interpretation room, where archives and artefacts related to the hall would be displayed.

7.14 On the ground floor, an art shop would be located by the visitor entrance, while the food and beverage with a bar would occupy the

former morning room and part of the former long library, with outdoor space also available.

7.15 Two grand rooms would be converted into event spaces, with direct access to the outdoor terrace, dedicated toilets, and a lift to the third floor's rooftop bar.

7.16 On the first floor, the grand rooms would be used as a series of main galleries, hosting long-term exhibits. Smaller rooms would be used for temporary exhibition space.

7.17 The second floor would host 10 rooms for guest accommodation, to be used in conjunction with events held at Haigh Hall.

7.18 Finally, the third floor would offer additional gallery space, a reading room with views of the wider estate, and an extension to create a rooftop bar.

7.19 The scheme is being led by project manager Atkins Realis, with Purcell as the architect and Witherford Watson Mann. Cundall are submitting the plans to the council.

The Cultural Partnership

7.20 The council sees culture as key to the promotion of well-being and an important strand in regenerating the borough's towns and neighbourhoods. A Cultural Partnership has been established in the borough, first meeting in April 2022. Representation from a broad range of cross sector partners was brought together to support the work of the partnership.

7.21 The partnership was refreshed in November 2024 and continues its commitment to support the vision of the cultural strategy by connecting ambitions and setting out aspirational aims and objectives for the borough into the future.

7.22 The partnership has led on the refreshed cultural strategy: The Fire Within - The Forge, that will work towards achieving ambitious goals for Wigan Borough's cultural sector and its residents. It has also been successful in securing £750k Arts Council funding for a £1.3m Place Partnership bid for Wigan Borough, named 'Room for Dreaming'. It is intended that this will position Wigan Borough as a leading regional production hub and contribute to the aims set out in the new strategy and Progress with Unity.

7.23 The seven priorities identified and included as individual missions within the new strategy are:

- Cultural education
- Hope, health and happiness
- Future workforce

- Every stage creates community
- Room for dreaming
- Creative place
- A new heritage.

7.24 The new cultural strategy was launched in September 2025.

8. Sports and recreation

Indoor sports provision

8.1 Indoor formal sport provision in the borough is provided and operated by both the public and private sectors, and includes:

- Sports halls
- Swimming pools
- Indoor tennis centres
- Squash courts.

8.2 In April 2022, Sport England produced a study for the council that reviewed the existing supply of sports halls in the public sector (the council and educational establishments) to assess future demand and the level of provision required to 2031. This considered changes to the population and the potential impact of major new housing developments in the borough.

Sports halls - current provision

8.3 As set out in Table 8.1 below, the study identified an existing supply of 26 sports halls across 19 sites, including four public sites and fifteen educational sites. The total supply of sports halls is the equivalent of 102 badminton courts, with a total of 72 courts available for community use in the weekly peak period (defined as 1 hour on weekday mornings, five hours on weekday evenings and eight hours on weekend days).

Table 8.1: The supply of sports halls in the borough

Total supply	Public site	Educational site	Number
Number of sites	4	15	19
Number of sports halls	4	22	26
Supply of badminton courts	23	79	102

8.4 Key findings of the study were that:

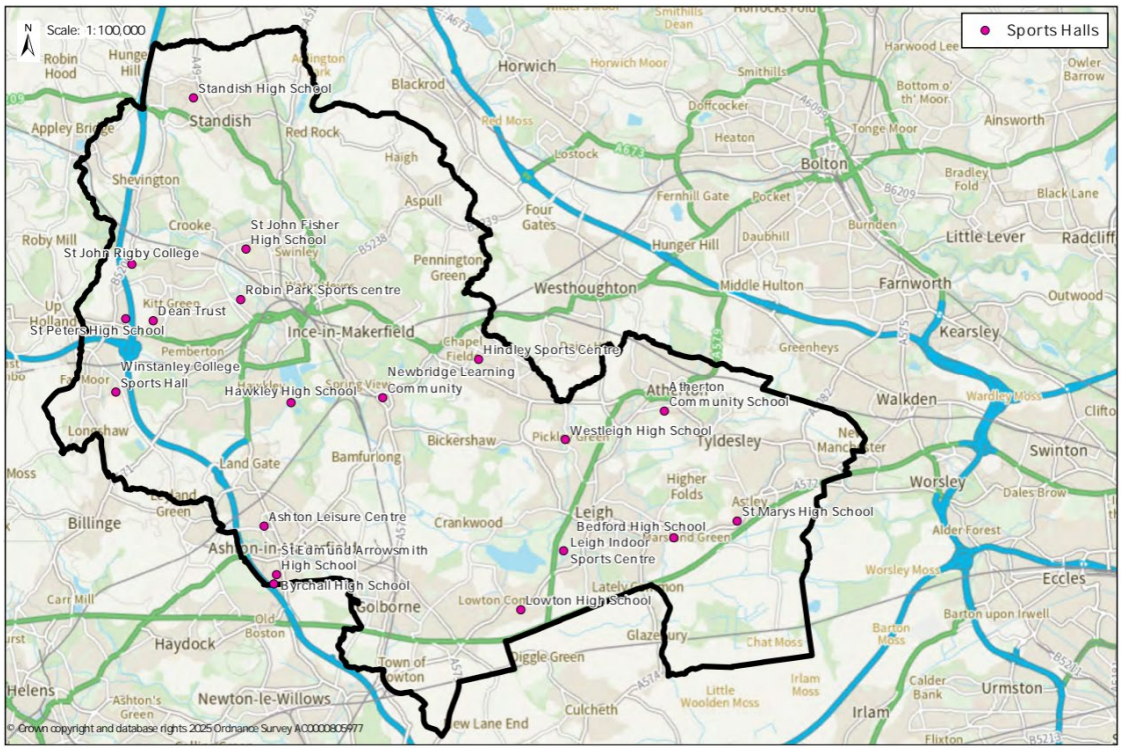
- The four public sites provide a good offer. Two sites have seven or eight court spaces suitable for multiple sports activities, club development and events (Robin Park Leisure Centre in Wigan and Leigh Leisure Centre), and two sites have four courts that can provide for most sports at the community level (Ashton Leisure Centre and Hindley Leisure Centre).
- The 15 education sites offer a range of hall sizes and hours available for use.

- More than a quarter of capacity is not available at peak times, due to restricted community access at a number of educational sites, particularly during the week.
- The average age of the 19 sports hall sites in 2021 is 38 years. Therefore, the borough's stock of sports halls is ageing. The oldest sports halls are at St Edmund Arrowsmith Catholic High School and Standish Community High School, which both opened in 1960. Only two of the 15 educational sports halls have opened since 2000 - Newbridge Learning Community in 2008 and Dean Trust Wigan in 2010.

8.5 Of the four public leisure centres that include sports hall provision, Ashton and Hindley were last refurbished in 2015 and Robin Park in 2005. Leigh Leisure Centre was built in 2008 and has not been refurbished. Of the 13 educational sites built before 2000, only 6 have been refurbished.

8.6 The location of sites with sports hall provision is mapped in Figure 8.1 below.

Figure 8.1: Location of sites with sports hall provision in the borough



Future provision

8.7 The report concluded that there was sufficient provision however, the stock of public and educational facilities is ageing and facilities will need to be modernised and or replaced in future years. A number of school facilities have been improved in recent years,

including at St John Fisher Catholic School, and the council has been investing in its stock through its capital programme, including works at Howe Bridge Leisure Centre, Ashton Leisure Centre, Robin Park Leisure Centre and Leigh Sports Village. It is expected that further improvements will be made through the Council's capital programme.

Swimming - current provision

8.8 In 2022 Sport England reported to the council on the demand for indoor swimming pools. There are 14 pools across 9 different sites across the borough, including 5 sites owned and operated by the council, as follows:

- Ashton Leisure Centre, which has a 25 metre, four-lane swimming pool and a learner pool.
- Hindley Pool, which has a 25 metre, six-lane swimming pool and separate teaching pool.
- Howe Bridge Leisure Centre at Atherton, which has a 25 metre, six-lane, swimming pool and a teaching pool
- Leigh Leisure Centre at Leigh Sports Village, which has a 25 metre, six-lane, swimming pool.
- Wigan Life Centre, which has a main 25 metre, nine-lane pool with spectator seating for 250 people, and a smaller learner pool.

8.9 The Pelican Centre in Tyldesley has a fully restored historic pool that has operated under asset transfer as a fully independent, self-funded registered charity since 2012. The pool is 25 metres in length and 5 lanes wide.

8.10 The are also 3 commercial sites with swimming pools:

- Everlast Gym at Parsonage Retail Park, Leigh, which has a 4 lane pool
- Fitness First at Robin Park, Wigan, which has a 25 metre, 4 lane pool.
- Total Fitness, at Warrington Road, Wigan, which has a 6 lane swimming pool and a learner pool.

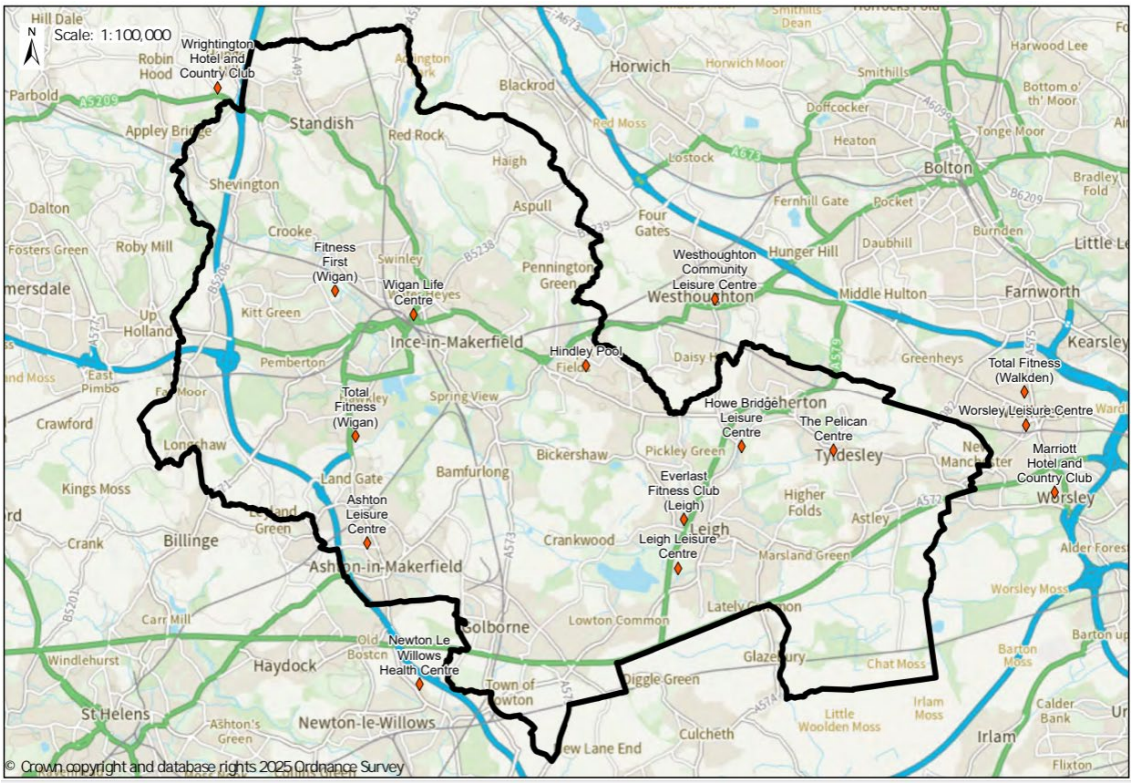
8.11 In total, public leisure centres account for just under two-thirds of the overall pool space.

8.12 The average age of all pools across the borough was 28 years in 2021. The pools at Wigan Life Centre and Leigh Leisure Centre were opened in 2012 and 2008 respectively, with the remaining three public pools opened before 2000, but they have been modernised.

8.13 The private pools identified can be accessed through membership. All are open for 52.5 hours during the weekly period and provide for recreational swimming and learn to swim lessons.

8.14 The report looked at demand across the borough. There is a high demand for pools but, in 2021, it was found that 91% of demand was met and that 80% of this was within the borough, with the residue of demand going to local authority pools in other areas. The conclusions for both 2021 and 2031 is that swimming demand can be met and capacity can be increased by increasing available pool time at public pools. The map at Figure 8.2 below shows available public, charitable and private pools in the borough and in neighbouring boroughs.

Figure 8.2: Swimming pool provision in the borough and in neighbouring areas



Swimming – future provision

8.15 Through its capital programme, the council will continue to upgrade its own pools where needed and, if the business case is proven, provide new facilities. A review is underway of how and where to replace Hindley Pool, which provides a valued local service but is an ageing, standalone facility.

8.16 Where increased demand will arise as a result of new housing, section 106 funding may be used to invest in new facilities, as

outlined in proposed Local Plan policy PE5 Development and Social Infrastructure.

Indoor tennis

8.17 There is only 1 indoor tennis facility in Wigan Borough. This is at Robin Park Leisure Centre that provides 4 courts.

Squash courts

8.18 There are currently 5 venues and 14 squash courts across Wigan Borough. These are a mixture of public and private facilities. Table 8.2 sets out the provision.

Table 8.2: Squash courts in Wigan Borough

Location		Courts
Wrightington Country Club, Wigan	Private	1
Total Fitness, Wigan	Private	1
Fitness First, Wigan	Private	2
Wigan Sports Club, Wigan	Private	4
Hindley Sports and Leisure Centre, Hindley	Public	4

Playing pitches and outdoor sports

8.19 The Wigan Borough Playing Pitch and Outdoor Sports Strategy (PPOSS), prepared by consultants Knight, Kavanagh and Page (KKP) (October 2025), assesses the amount and quality of provision of playing pitches serving a wide range of sports including football, rugby league, rugby union, cricket, hockey, tennis and bowls amongst other sports.

Current provision – football

8.20 The study found there are 226 football pitches across 105 sites in the borough, of which 196 across 85 sites are available for community use. This is identified by area in Table 8.3 below.

Table 8.3: Grass football pitches available for community use in Wigan Borough

Analysis area	Adult	Youth 11v11	Youth 9v9	Mini 7v7	Mini 5v5	Total
Central	16	16	11	10	8	61
East	27	7	13	8	6	61
West	24	19	12	14	5	74
Total	67	42	36	32	19	196

8.21 The number of pitches available for community use has declined by 8% since the previous study in 2017 (212 community grass football pitches). However, it is noted that there has been an increase in 3G pitches which can be used more intensively than grass pitches, as

they have less wear and tear and are better equipped to deal with adverse weather conditions.

8.22 In summary, the study found that there are shortfalls currently across all types of pitches in the borough, which is summarised in Table 8.4. Overplay occurs where there is more play accommodated on the site than it can sustain (based on its quality rating). The current shortfall therefore equates to the actual spare capacity minus the level of overplay. Pitches are assessed as poor, standard or good, with poor pitches only being able to cater for 1 to 2 matches a week compared to a good pitch which can take 4 to 6 games a week. Based on this, total supply and actual use have been assessed for available pitches across the borough.

Table 8.4: Summary of supply and demand of grass football pitches in match equivalent sessions per week

Pitch type	Actual spare capacity	Overplay	Current shortfall	Future demand	Total
Adult	12	14.5	2.5	4	6.5
Youth 11v11	4.5	16.5	12	4.5	16.5
Youth 9v9	7	14	7	3.5	10.5
Mini 7v7	2.5	5.5	3	4	7
Mini 5v5	2	4	2	3	5

Rugby League

8.23 The study found that there are 62 rugby league pitches across 31 sites in Wigan Borough. Of these, 58 pitches were available for community use. This is a 37% reduction in the number of pitches from 2017 study, where 80 were identified as available. This reduction has in part been due to mini pitches at a number of primary schools now being either used for football, which is accounted for under football above, or left as general playing fields.

8.24 The study found that there were shortfalls in pitch provision across all types of supply, particularly for senior pitches, as shown in the table at Table 8.5, with a significant level of pitches being overplayed.

8.25 In terms of senior pitches, there is a current shortfall of 33.25 match equivalent rugby league sessions per week to meet current demand, increasing to 37.25 sessions per week when factoring in future demand. The majority of the current shortfall (28.75) is in the west of the borough.

Table 8.5: Overall supply and demand for grass rugby league pitches in the borough

Analysis area	Actual spare capacity	Overplay	Current shortfall	Future demand	Future total
Senior pitches	4	37.25	33.25	0.5	33.75
Junior pitches	-	4.5	4.5	1.5	6
Mini pitches	-	3.5	3.5	2	5.5

Rugby Union

8.26 There are 16 rugby union pitches across six sites in Wigan Borough, which is 4, or 25%, less than in 2017. This is due to disused provision and pitches being used for football and/or rugby league instead, which are accounted for in the respective content above.

8.27 As set out in Table 8.6, there is a current shortfall of 17 match equivalent rugby union sessions per week to meet current demand, increasing to 18.25 session per week when factoring in future demand. There is a shortfall of 8 match equivalent sessions in the west of the borough, 9 match equivalent sessions in the east of the borough, whilst the central analysis area (covering Hindley, Abram, Golborne and Lowton, Bryn and Ashton) is at capacity.

Table 8.6: Provision of rugby union pitches in the borough

	Actual spare capacity	Overplay	Current shortfall	Future demand	Future total
Total	-	17	17	1.25	18.25

Other sports

8.28 Table 8.7 below details the provision for other outdoor sports across the borough in 2024 and previously in 2017 where information is available.

Table 8.7: Provision for other sports in 2024 and 2017 in the borough

Sport	Number of pitches / courts in 2024	Number of pitches / courts in 2017	Change
Hockey	3	3	0
Cricket - grass	13	14	-1
Cricket – non turf	10	8	+2
Golf courses	4	n/a	
Golf (Par 3)	1	n/a	
Golf driving ranges	2	n/a	
Tennis courts	67	n/a	
Padel tennis	0	0	
Netball courts	29	n/a	

Sport	Number of pitches / courts in 2024	Number of pitches / courts in 2017	Change
Bowling greens	59	n/a	
Athletic tracks	2	n/a	
Park runs	3	n/a	

8.29 In summary the study found that in 2024:

- There is a sufficient supply of full-size hockey pitches.
- There is an insufficient supply of natural turf cricket squares to meet current demand at peak times.
- There is a reasonable quantity of golfing facilities that offer a good variety of provision to meet needs.
- There is sufficient supply to meet the demand for tennis in clubs, and otherwise there is no indication of supply issues. However there maybe latent demand that is not being met.
- There were no outside padel courts in the borough at the time of the survey. However, there are now 3 courts at the Cotton Works/ Eckersley Village.
- There is sufficient supply to meet current demand for netball.
- Current supply can meet the demand for bowling.
- Supply for track and field is sufficient to meet demand.

3G pitches

8.30 The Playing Pitch and Outdoor Sport Strategy identifies a current shortfall of 11v11 3G pitches which is expected to increase with future growth in football. For rugby union and for rugby league there is a shortfall in the supply of 3G pitches and playing time, with the shortfall in rugby league expected to increase with future demand.

Future provision of 3G pitches

8.31 The protection, management, enhancement and expansion of the borough's stock of sports pitches is supported by proposed policy PE3 'Open spaces, sport and recreation' in the Local Plan. The policy restricts the loss of such provision unless it meets national exemptions.

8.32 Where there is new development for 10 homes or more, Section 106 developer contributions will be sought for sport and recreation provision, amongst other priorities, through proposed policy PE4 in the Local Plan.

8.33 The council will also work with sports federations and clubs to improve sports provision, including in joint bids to Sport England, the Football Foundation and other funders.

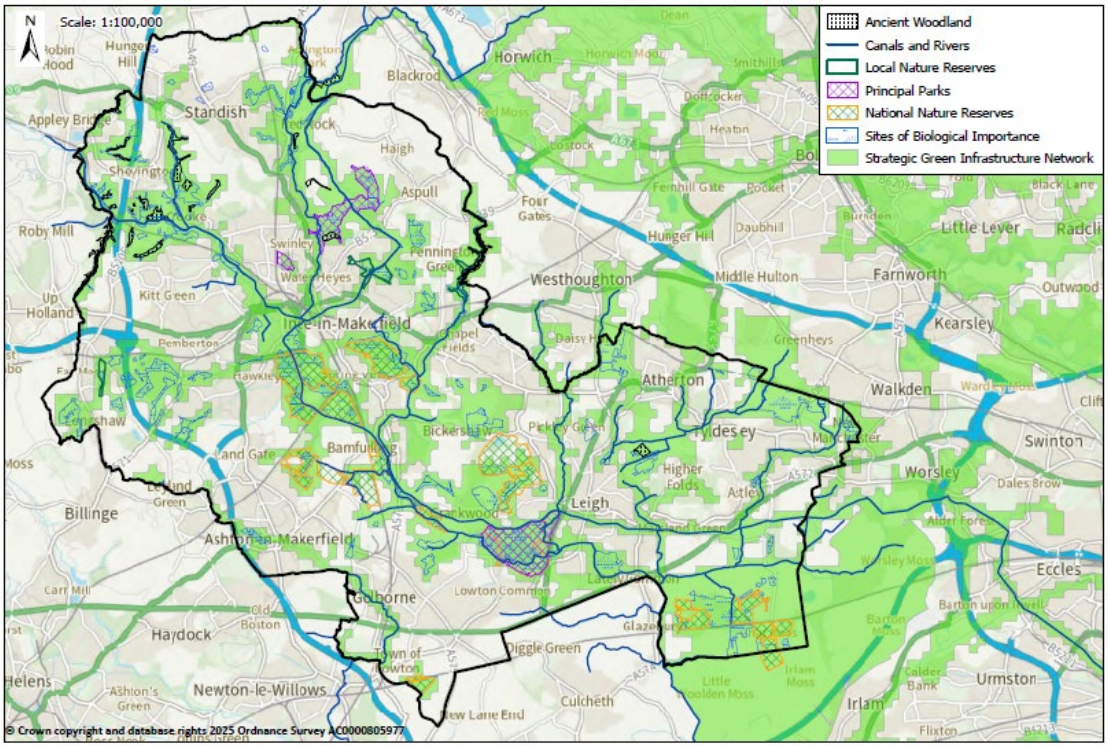
9. Green and blue infrastructure

Current provision

9.1 Green infrastructure refers to the network of natural spaces and corridors. Green infrastructure assets include open spaces such as parks and gardens, playing fields, allotments, woodlands, fields and hedges as well as footpaths, bridleways and cycleways. Blue infrastructure assets such as lakes, ponds, canals and rivers are part of the green infrastructure network.

9.2 The borough's strategic green and blue infrastructure is shown on the map at Figure 9.1 below.

Figure 9.1: Map of strategic green and blue infrastructure



9.3 Green and blue infrastructure assets perform a variety of different functions that offer nature-based solutions such as habitat creation and restoration, natural water management and other flood reduction measures, improving air quality, climate change mitigation and adaptation and recreation and active travel opportunities with benefits for mental and physical wellbeing. As such, it is important that green and blue infrastructure is effectively and comprehensively planned alongside what might traditionally be thought of as 'grey' infrastructure, such as roads, utilities and other features within the built environment. This includes consideration of maintenance and the security and safety of all users.

9.4 Green infrastructure is enjoyed on a frequent basis by residents and visitors, both for physical activity and as a backdrop and visual amenity that frames the location and creates a sense of place, particularly in parts of the borough where green space has been reclaimed from our industrial legacy. This means that diverse and accessible green infrastructure is an essential component in effective place-making.

Open space - current provision

9.5 The Wigan Borough Open Space Report (March 2025), prepared by Knight, Kavanagh and Page, assesses the quantity and quality of open space provision in the borough, including parks and gardens, natural and semi-natural greenspaces, amenity greenspace, provision for children and young people, allotments, cemeteries, churchyards and other burial grounds, civic space and green corridors.

9.6 The location and amount of each type of open space is set out in Table 9.1 below. Outdoor sports were included in the audit to ensure no open space was missed.

Table 9.1: Open space typology and amount

Open space typology	Number of sites	Total amount (hectares)
Allotments	61	34
Amenity greenspace	428	282
Cemeteries / churchyards	36	91
Civic spaces	16	1
Green corridors	16	122
Natural / semi-natural greenspace	218	2,345
Outdoor sports	297	596
Park and gardens	35	243
Provision for children and young people	165	9
TOTAL	1,272	3,723

9.7 The study also revealed that shortfalls in provision are identifiable in all three analysis areas (the Central, East and West of the borough) per thousand population, as set out in Table 9.2. This is based on recommended standards from the Fields in Trust (FIT) document 'Creating great spaces for all (2024)' which provides guidelines on minimum hectare requirements per 1,000 persons and recommended walking distances from the type of space.

Table 9.2 Provision and shortfalls across the borough by open space type

Open space type	Recom-mended standard*	Central		East		West	
		Current	+/-	Current	+/-	Current	+/-
Parks and gardens	0.72	0.3	-0.42	0.55	-0.17	1.1	0.38
Natural/semi natural greenspace	1.8	8.04	6.24	7.94	6.14	6.05	4.25
Amenity greenspace	0.81	0.5	-0.31	1	0.19	0.9	0.09
Allotments	0.25	0.08	-0.17	0.13	-0.12	0.09	-0.16
Play provision	0.25	0.04	-0.21	0.03	-0.22	0.02	-0.23

* Hectares per 1,000 population standard

Open space - future provision

9.8 Given that there is a shortfall across typologies and locations, there is a need to ensure that the borough's open space types are protected, managed, enhanced and, where possible, expanded. This is proposed in policy PE3 'Open space, sport and recreation' in the Local Plan, in line with national planning policy.

9.9 Where there is new development for 10 homes or more, contributions will be sought through section 106 for open space and recreation provision, amongst other priorities, through proposed policy PE4 'Open space and play provision in new developments' in the Local Plan. For development of 100 homes or more, the policy requires that open space and play space is provided on site in most circumstances.

Nature Recovery

9.10 The Greater Manchester Local Nature Recovery Strategy (GMLNRS) underpins the Local Plan's approach to biodiversity. It contains targets for nature recovery and core areas and opportunities across Greater Manchester including in Wigan Borough.

9.11 Local Plan Policy EN1 'Our natural environment' reflects the GMLNRS setting out how the natural environment will be supported in the borough and how Biodiversity Net Gain will be applied to improve the identified opportunity areas to facilitate their nature recovery. Policies EN2 'Development', EN3 'Blue infrastructure' and EN4 'Nature recovery and improvement' look at the protection of green and blue infrastructure, its recovery and the interdependency of this infrastructure not only with each other but functional infrastructure services such as water treatment and the design of new

development. The application of these policies will be key in maintaining and improving nature and ensuring that ecosystems evolve for the benefit of fauna, flora and the climate and meeting the objectives set in the GMLNRS.

10. Delivery

10.1 Infrastructure Delivery Schedules are attached as an appendix to this IDP. These provide details, where known, of infrastructure projects anticipated for delivery between 2025-2030 and 2030-2040 to help ensure the effective delivery of the strategic objectives set in both the PfE Plan and the Wigan Borough Local Plan. Alignment of delivery helps to reduce costs and risks to all potential projects. Wherever possible, the delivery schedules identify costings, funding sources, delivery bodies and outputs. During the lifetime of the Local Plan, the IDP and its schedules will be updated to reflect revised needs for infrastructure and changes in Greater Manchester and national policy, as these arise.

10.2 Infrastructure will be delivered by several bodies, both individually and / or collaboratively, including:

- Wigan Council
- Other public sector bodies
- The voluntary and charitable sector
- Utilities companies
- Developers.

10.3 Funding for infrastructure will also be from a variety of sources, including:

- Wigan Council's capital programme
- The proposed Greater Manchester Integrated Settlement, including Transport for City Regions funding
- Central government funding through direct grants
- Developer contributions, including section 106 and section 278 contributions
- Direct on-site works by developers.

10.4 Policy JP-D2 of the Places for Everyone Plan sets out where developer contributions will be sought to support infrastructure delivery, subject to viability testing.

10.5 Wigan Council currently does not operate a Community Infrastructure Levy (CIL).

Appendix 1: Infrastructure Delivery Schedules

Table A1.1: Affordable housing - schedule of projects

Project	Where? (location)	When?	Who?	Funding source	Notes	Units	Status
North Leigh	Leigh	2028 - 2033	Vistry RP (tbc)	tbc	Affordable Housing to be provided by a Registered Provider	745	Not started
Landgate	Ashton	2028 - 2033	Bellway / Onward		Affordable Housing to be provided as part of a phased development of the site	132	Not started
Westleigh Waterfront	Leigh	2026 - 2038	Taylor Wimpey	Section 106	Affordable units are part of the planning permission	118	Under Construction
Collier Brook Farm, Bag Lane	Atherton	2028 - 2033	Jigsaw	Grant funded build on site by registered provider	100% affordable scheme	27	Under Construction
Helmfield Road	Ince	2026-2030	Jigsaw	Grant funding on site build by the Registered Provider	100% affordable scheme	28	Under Construction
Fettlers	Wigan	2026-2030	tbc	Developer build on site	Registered Provider to be identified	116	Not started
Former Newtown Labour Club Hesketh Street	Wigan	2026 - 2030	Progress	Grant funded, Registered Provider build on site	100% affordable scheme	14	Under construction

Project	Where? (location)	When?	Who?	Funding source	Notes	Units	Status
Land east of Pheonix Way, Ince	Wigan	2026 - 2030	Hive Homes	Developer build on site	Affordable housing delivery to be determined	24	Under Construction
Land at Briar Grove	Leigh	2026 - 2030	Wigan Council	Wigan Council Company build on site	100% Affordable Housing	9	Under construction
Logwood House	Newton	2026 - 2030	Wigan Council	Wigan Council Company build on site	100% Affordable Homes	74	Under construction
Land North of Mosley Common	Tyldesley	2026 - 2030	Kellen Homes / Taylor Wimpey / Great Places	Section 106 funding and Grant funded build on site by Registered Provider	42% Affordable Homes	430	Under Construction
Stock Purchases	Boroughwide	2026 - 2028	Wigan Council	Wigan Council / Section 106 funding	100% Affordable Homes	TBC	N/A
Enterprise House, Ince	Ince	2025-2026	Stonebond / GP	Grant Funded build on site by Registered Provider	100% Affordable Homes	106	Under Construction
St Johns Vicarage, Lee Lane, Abram	Abram	2025-2026	Torus	Grant Funded build on site by Registered Provider	100% Affordable Homes	18	Under Construction
Christopher Street	Ince	2026-2028	Stonebond / Great Places	Grant Funded build on site by Registered Provider	100% Affordable Homes	64	Under construction

Project	Where? (location)	When?	Who?	Funding source	Notes	Units	Status
Vacant Land Water Street Atherton	Atherton	2026-2028	Tempus / Be One Homes	Grant Funded build on site by Registered Provider	100% Affordable Homes	35	Under Construction
Scot Lane, Wigan	Wigan South	2026-2028		Grant Funded build on site by Registered Provider	100% Affordable Homes	22	Not Started
Land at Cherry Tree Grove, Leigh	Leigh	2026-2028	Wigan Council	Grant funded build on site by Council	100% Affordable Homes	12	Not Started
Yates Street, Leigh	Leigh	2026-2028	Wigan Council	Grant funded build on site by Council	100% Affordable Homes	8	Not Started
Keble Grove, Leigh	Leigh	2026-2028	Wigan Council	Grant funded build on site by Council	100% Affordable Homes	24	Under Construction
Moss Bank Nurseries, Hooten Lane, Leigh	Leigh	2026-2028	Bellway	Section 106 funding	Affordable units are part of the planning permission	15	Under Construction
Land At Silk Mill Street Mosley Common Tyldesley. Elements phase 3	Tyldesley	2026-2028	Bellway	Section 106 funding	Affordable units are part of the planning permission	25	Under Construction

Project	Where? (location)	When?	Who?	Funding source	Notes	Units	Status
Heath Road	Ashton-in-Makerfield South	2026-2028	Rowland Home	Section 106 funding	Affordable units are part of the planning permission	23	Under Construction
Rear Of 43 To 99A Pepper Lane Standish Wigan WN6 0PY	Standish with Langtree	2026-2028	Persimmon Homes	Section 106 funding	Affordable units are part of the planning permission	15	Under Construction
Pocket Nook	Lowton East	2026-2028	Morris Homes	Section 106 funding	Affordable units are part of the planning permission	59	Under Construction

Table A1.2: Built environment - schedule of projects

Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost	Notes	Status
Town Centre Investment Framework (Galleries)	Wigan	2026 - 2028	Wigan Council City Heart	Levelling Up Funding Wigan Council	£135,000,000	The redevelopment of the former Galleries shopping centre for new shopping, leisure, market and housing provision	Under construction
King Street Regeneration	Wigan	2025 - 2026	Wigan Council	Future High Street Fund	£1,516.4	Building improvements to provide new food and drink, leisure and residential opportunities	Under construction
Leigh Town Centre Improvements - general	Leigh	2026 - 2027	Leigh Neighbourhood Board	Wigan Council	£455.4	General environmental improvements around the town centre	Not started
Leigh Town Centre Leigh Market Place Corridor Leigh Civic Square Public Realm Leigh Market Refurbishment Leigh Shopfront and building improvements	Leigh	2026 - 2028	Wigan Council, Leigh Neighbour-hood Board	Long Term Plan for towns	£11.4 million	Improvements to the market corridor Environmental and highway improvements to Leigh Civic Square Refurbishment of the market hall. Shops front and building improvements.	Commenced
Leigh Long Term Plan for Towns	Leigh	2026 - 2029	Wigan Council	Long Term Plan for Towns	£3,701.0	Safety and security measures, transport connectivity, High Street regeneration and heritage.	Not started

Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost	Notes	Status
Ashton Town Centre Regeneration Projects	Ashton	2026-2028	Wigan Council	Long term Plan for Towns	£2,782.8	Delivery of a multi-functional market square in Ashton town centre and hard and soft land scape improvements	Not started
Ashton Public Realm Improvements	Ashton	2026 - 2028	Wigan Council	Long term Plan for Towns	£3,360.0	Public realm & road safety scheme in Ashton	Not started
Haigh Hall	Wigan	2026 - 2028	Wigan Council	HLF Wigan Council	£39,423.9	External and internal building fabric improvements.	Under construction
Platt Bridge – Pride in Place	Platt Bridge	2026	Wigan Council and local community groups.	Pride in Place Government Funding	TBC	Public Realm and potential building	Not Started

Table A1.3: Education - schedule of projects

Category	Project	Where?	When?	Lead	How? (funding mechanism)	Cost (£ 000)	Notes	Status
Primary Sector	Primary Places	Borough-wide	2026 - 2028	Wigan Council	Wigan Council and DFE Grant	£13,555.9	Provision of extra places as required	Not allocated
Primary Sector	Hope School and College Remodelling	Wigan	2026 - 2028	Wigan Council	Wigan Council and DFE Grant	£23,676.8	Continuing remodelling and improvement work on the college campus	Under construction
Secondary Sector	Secondary Places	Borough-wide	2026 - 2028	Wigan Council	Wigan Council and DFE Grant	£2,547.6	Provision of extra places as required	Not allocated
Secondary Sector	Atherton High School	Atherton	2026 - 2030	Wigan	Wigan Council and DFE Grant	tbc	Extension of the school to provide additional places	Not started

Table A1.4: Flood defence and prevention – schedule of projects

Category	Project	Where?	When?	Lead	How? (funding mechanism)	Cost (£000)	Notes	Status
New waste water treatments facilities	Wigan pumping and storm overflow tanks	Wigan	2028-2030	United Utilities	United Utilities	Circa £150 million?	Works to introduce treatments that will allow clean water to discharge into the River Douglas	
Storm Overflow works	Orrell House Farm	Orrell	2026-2030	United Utilities	United Utilities	TBC	Sewer works	Not started
Storm Overflow works	Kirkhall Lane Sewer Phase 1	Leigh	2026-2030	United Utilities	United Utilities	TBC	Sewer works	Not started
Storm Overflow works	Central Public Sewar	Leigh	2026-2030	United Utilities	United Utilities	TBC	Sewer works	Not started
Storm Overflow works	East Lancs Public Sewar – Pumping Station	Astley	2026-2030	United Utilities	United Utilities	TBC	Storage Tank works	Not started
Flood Defence Works	Lilford Park Basin and Pumping station	Leigh	TBC	Environment Agency	Environment Agency Capital Works	TBC	Improvements to the flood basin and pumping station	
Flood Defence Works	Aspull Flood Storage Basin	Aspull	TBC	Environment Agency	Environment Agency Capital Works	TBC	New flood storage basin	
Storm Overflow Works	Springfield Road	Wigan	TBC	United Utilities	United Utilities	TBC	Sewer Works	Not started
Storm Overflow Works	Lynton Avenue	Wigan	TBC	United Utilities	United Utilities	TBC	Sewer Works	Not started
Storm Overflow Works	St Mary's Road	Wigan	TBC	United Utilities	United Utilities	TBC	Sewer Works	Not started
Storm Overflow Works	Mill Lane	Wigan	TBC	United Utilities	United Utilities	TBC	Sewer Works	Not started
Storm Overflow Works	Central Park	Wigan	TBC	United Utilities	United Utilities	TBC	Sewer Works	Not started
Storm Overflow Works	Templeton Road 1	Platt Bridge	TBC	United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started

Category	Project	Where?	When?	Lead	How? (funding mechanism)	Cost (£000)	Notes	Status
Storm Overflow Works	Templeton Road 2	Platt Bridge	TBC	United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Strangeway no.2 Tanks	Hindley	TBC	United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Crankwood Public Sewer	Leigh	TBC	United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Bickershaw Lane Public Sewer	Platt Bridge	TBC	United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Abram Hall Public Sewer and Storm Overflow.	Abram	TBC	United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Strange Ways Combined Storm Overflow	Hindley	TBC	United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started
Storm Overflow Works	Hindley Public Sewer and Rising Main	Platt Bridge	TBC	United Utilities	United Utilities	TBC	Sewer Works and Combined Storm Overflow	Not started

Table A1.5: Green and blue infrastructure - schedule of projects

Category	Project	Where?	When?	Lead	How? (funding mechanism)	Cost (£ 000)	Notes	Status
Green	Haigh Woodland Park	Wigan	2026 - 2028	Wigan Council	NHLF Wigan Council	£7,325.0	Works to heritage woodlands around Haigh Hall	Under construction
Green	Wigan Flashes	Wigan	2026 - 2028	Wigan Council	Wigan Council	£230.3	Environmental Improvements	On-going projects
Green	Greenheart General	Borough Wide	202- 2026	Wigan Council	Wigan Council	£99.1	Environmental Improvements	On-going projects
Green	Standish Infrastructure Levy	Standish	2026 - 2030	Wigan Council	Section 106 funding	£3,588.8	Investment in open space, public rights of way, improvements in walking wheeling and cycling access and general environmental improvements.	On-going projects
Green	Golborne Infrastructure Levy	Golborne and Lowton	2026 - 2030	Wigan Council	Section 106 funding	£2,173.6	Investment in open space, public rights of way, improvements in walking wheeling and cycling access and general environmental improvements.	On-going projects
Blue	Red Rock to Top Lock – Leeds Liverpool Canal	Wigan	2026- 2040	Canal & River Trust	TBC	TBC	Works to improve canal towpath	Not started

Blue	Leigh Branch access to and from the flashes to the Leeds Liverpool Canal	Leigh	2026-2040	Canal & River Trust	TBC	TBC	Works to improve connections between the canal and flashes	Not started
Blue	Access to Bamfurlong and Common Lane Footbridge steps	Wigan	2026-2040	Canal & River Trust	TBC	TBC	Improving the path and footsteps to the footbridge over the canal	Not started
Green and Blue	GM Nature Recovery Strategy	All the borough	2026-2040	GMCA Wigan Council	TBC	TBC	Variety of projects that will support nature recovery	Not started
Green and Blue	Improvements to green and blue space in Platt Bridge	Platt Bridge	2026 - 2036	Wigan Council community partnership	TBC	TBC	Variety of projects that will help to improve the environs of Platt Bridge	Not started
Site Allocations								
North Leigh Park	Green infrastructure network	North Leigh Park	2027 - 2040	Developer/ Wigan Council	On site works by the developer/ S106	TBC	A variety of open space, trees, woodland, flood mitigation (SUDS) and wildlife measures	Not Started
Landgate	Retention or reconfiguration, and enhancement of playing pitches, and the provision of ancillary changing facilities and car parking	Ashton	2030 - 2040	Developer	On site works by the developer / s106			Not Started

Table A1.6: Transport - schedule of projects

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
Wig-001	Active Travel	Extension of Whelley Loop Line		2028-2029	Wigan Council	Transport for City Regions Funding	£3,750	Off-road route for pedestrians and cyclists that builds on the recently completed Whelley Loop Line upgrade scheme to connect to Standish and Chorley. Optioneering / feasibility work has been completed by the Walk, Wheel, and Cycle Trust in conjunction with the Council.	In development
Wig-002	Streets	A580 Greyhound Roundabout Improvements		2029-2030	Wigan Council	Transport for City Regions Funding	£2,250	Upgrade of A580 East Lancashire Road / A574 Warrington Road roundabout junction to include controlled crossing facilities to address severance issues at the junction. Capacity improvements are also sought but not at the expense of active travel improvements.	In development
Wig-003	Streets	Upgrade of A580 East Lancashire Road Shared Provision		2030-2031	Wigan Council	Transport for City Regions Funding	£3,750	Existing shared provision along the southern section of the A580 requires upgrade to be LTN1/120 compliant. Side roads also require treatment to address priority and safety issues for pedestrians and cyclists trying to cross.	In development

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
Wig-707	Streets	Hindley Active Travel Link		2028-2029	Wigan Council	Transport for City Regions Funding	£4,500		In development
	Streets	Beech Hill Active Travel Improvements		2027-2029	Wigan Council	Transport for City Regions Funding	£10,000	Various walking, wheeling and cycling improvements across the Beech Hill area.	In development
2902	Town and district centres	Wigan town centre improvements package		2031-2033	Wigan Council	Transport for City Regions Funding	£17,500	To improve the streets and public realm within, and access to, main town centres, for walking, cycling, public transport and placemaking whilst tackling issues such as traffic congestion, servicing, air pollution, bus service reliability.	In development
2903	Town and district centres	Leigh town centre improvements		2027-2029	Wigan Council	City Region Sustainable Transport Settlement Funding	£7,000	To improve streets for walking, cycling, public transport and placemaking whilst tackling issues such as congestion, air pollution, bus service reliability.	In development
2679	Other town centres	Golborne town centre improvements		2031-2032	Wigan Council	Transport for City Regions Funding	£3,750	A package of transport, street, and public realm upgrades to support growth, improve access and promote sustainable travel in the town centre.	In development

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
2684	Main town centres	Platt Bridge town centre improvements		2030-2032	Wigan Council	Transport for City Regions Funding	£7,500	A package of transport, street, and public realm upgrades to support growth, improve access and promote sustainable travel in the town centre.	In development
2865	Other town centres	Standish town centre improvements		2029-2030	Wigan Council	Transport for City Regions Funding / s106 Funding	£3,750	A package of transport, street, and public realm upgrades to support growth, improve access and promote sustainable travel in the town centre.	In development
2687	Other town centres	Tyldesley town centre improvements		2027-2029	Wigan Council	Transport for City Regions Funding	£7,500	A package of transport, street, and public realm upgrades to support growth, improve access and promote sustainable travel in the town centre.	In development
2844	Other town centres	Atherton Town Centre Improvements		2027-2029	Wigan Council	Transport for City Regions Funding	£7,500	To improve the streets and public realm within, and access to, Atherton town centre, for walking, cycling, public transport and placemaking whilst tackling issues such as traffic congestion, servicing, air pollution, bus service reliability.	In development

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
2651	Main town centres	Wigan Station Gateway and wider town centre improvements		2032	TfGM, in conjunction with Wigan Council	TBD	TBD	Street improvements in Wigan town centre, along with the Wigan Station Gateway scheme, to enhance safety, accessibility & multimodal connections, improve access to all rail stations & make it easier to move around supporting active & sustainable travel.	In development
2861	Interchanges	Leigh bus station redevelopment		2027 – 2032	TfGM, in conjunction with Wigan Council	Transport for City Regions Funding	£55,000	Redevelopment of Leigh Bus Station	In development
2158	Bus Infrastructure	Wigan-Leigh (Streets, bus and active travel corridor)		2026-2031	TfGM, in conjunction with Wigan Council	City Region Sustainable Transport Settlement Funding	TBD	Upgrade to bus corridors & active travel. More bus priority, including at traffic signals, to improve reliability and reduce journey times.	In development
0190	Bus Infrastructure	New Guided Busway stop and travel hub - Mosley Common		2026-2028	TfGM, in conjunction with Wigan Council	s106	TBD	To provide better access to public transport through a new stop and travel hub facility on the Guided Busway. This in turn will encourage modal shift in Greater Manchester.	In development

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
	Rail	Improved Infrastructure and services on the Kirkby rail Line		TBD	TBD	TBD	TBD	An extension of the Merseyrail network along the Kirkby Line to provide a direct local rail connection from the borough to Liverpool, removing the need to interchange at Kirkby (Headbolt Lane).	
2520	Rail Integration & Reform	Access for All Bryn rail station		2026	TfGM, in conjunction with Wigan Council	CRSTS	TBD	Improved access for everyone, providing step-free access between street and platforms.	Delivery stage
2521	Rail Integration & Reform	Access for All Hindley rail station		2026-2027	TfGM, in conjunction with Wigan Council	CRSTS	TBD	Improved access for everyone, providing step-free access between street and platforms.	Delivery Stage
1077	Rail Integration & Reform	New Golborne rail station		2026-2027	TfGM, in conjunction with Wigan Council	CRSTS	TBD	New Railway Station, served by trains between Wigan and stations to Manchester, connecting to other National Rail Services. Providing a fast and reliable public transport option, contributing to modal shift and reducing pressure on the highway network.	Delivery Stage from August 2026 onwards
2253	Interchanges - including travel hubs / P&R	Travel hub including park & ride - Hindley		2026-2028	TfGM, in conjunction with Wigan Council	CRSTS	TBD	To provide better access to public transport through Travel Hub / Park and Ride facilities. This in turn will encourage modal shift in Greater Manchester.	In development

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
2008	Interchanges - including travel hubs / P&R	Travel hub including park & ride - Tyldesley		2026-2027	TfGM, in conjunction with Wigan Council	CRSTS	TBD	To provide better access to public transport through Travel Hub / Park and Ride facilities. This in turn will encourage modal shift in Greater Manchester.	Delivery Stage
2656	Future Light Rail & Metro	Metrolink / tram-train to Leigh		TBD	TfGM, in conjunction with Wigan Council	TBD	TBD	To provide a more attractive alternative to the car to Leigh, particularly for the associated potential new developments.	
	Strategic road network	A580/Newton Road signals	Lowton	2026 - 2028	Wigan Council	Section 106	£4,083.6	Wigan Council are developing a scheme to create a dedicated left turn lane at the junction of Newton Road and the A580 East Lancashire Road.). New crossing facilities will also be provided.	Not started
	Strategic road network	Stone Cross Lane	Lowton	2026 - 2028	Wigan Council	Section 106	£1,558.3	Additional right turn from Stone Cross Lane onto the A580 East Lancs Road (Liverpool direction). New crossing facilities will also be provided.	Not started
2710	Major road scheme	Lane Head South relief road		2029-2035	Developer	S106 / TCR	£25,000	New road link to south east of Lane Head, connecting A572 to the south, with A580 to the east of Lane Head. To support development in the area, and boost network resilience.	In development

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
2857	Strategic road network	M58 Link Road		2031-2033	TBD	TBD	£83,400	New Highway Link, part of envisaged route between M6 J28 and M61 J5. DfT Major Road Network scheme, between A49 and A58. To support growth, housing and jobs in the Northfold Growth Area, and release space for Streets for All improvements on A577.	
	Strategic road network	Wigan-Hindley Link Road	Wigan / Hindley	2029-2031	Wigan Council	MRN / LLM Programme / GM Good Growth	£150,300	Road is required to facilitate economic development and form part of strategic east - west infrastructure across the borough	DfT MRN/LLM programme entry
Wig-208	Strategic road network	South Hindley Link Road	Hindley / Hindley Green	2028-2033 / 2032-2034			£170,000	Road is required to deliver economic development	Not Started
Wig-209	Strategic road network	North Leigh Park Link Road		2029 - 2033					
	Strategic road network	Gibfield Park Way Extension							
2709	Strategic road network	West of Gibfield – Park Avenue Link (cross-boundary)					£10,000		
	Cycling and walking	CRSTS A577 (West)		TBD	Wigan Council	TBD	TBD	This scheme will provide improved provision of active travel infrastructure along the A577 corridor. Work is linked to the M58 link road	Dependent on delivery of the M58 Link Road

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
2624	Bus Infrastructure	A577 Corridor (East)		2035-2037	Wigan Council	TCR	£7,500	Route upgrade of the Wigan - M58 bus corridor, with the emphasis on quality, reliability, and integration into the urban realm.	
2695	Rail Integration & Reform	Intermodal Logistics Park North Rail Freight Terminal		2035-2038			£11,250	New connection from Chat Moss line, to serve proposed intermodal freight terminal south of Lane Head in Wigan.	
0594	Strategic & Key Roads	M6 J25 improvements		2032-2037			£272,000	To address existing congestion and reliability issues on the SRN and provide capacity for future growth	
Site Allocations									
	North Leigh Park	• North Leigh link road	North Leigh	2030-2035	Wigan Council	TBC	TBC		Not Commenced

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
	North Leigh Park - Phase 1 a	• New site access junction at Westleigh Lane • Measure to improve the use of Coupland Road • Junction improvements at West Leigh Lane/Corner Lane • Improved PROW and walking, wheeling and cycle links.	North Leigh	2030-2035	Developer / Wigan Council	Developer works/S 278	TBC	Essential to allow the development of the site to progress	Not Commenced

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
	North Leigh Phase 1b	• New Site access at Leigh Road • Leigh Road to West Leigh connection • Junction improvements at Smith's Lane /Leigh Road • Improved PROW and walking, wheeling and cycle links.	North Leigh	2030-2035	Developer / Wigan Council	Developer works/S 278	TBC	Essential to allow the development of the site to progress	Not Commenced

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
	North Leigh Phase 2	• Signalisation of the Westleigh Lane site access • New link road from Westleigh to Atherleigh Way • New junction at Atherleigh Way/ Lover's Lane • Improved PROW and walking, wheeling and cycle links.		2035 - 2039	Developer / Wigan Council	Developer works/S278	TBC	Essential to allow the development of the site to progress	Not Started
	South of Atherton	• Continuation of through road from Millers Lane to Tyldesley Road	Tyldesley	2030-2039	Developer	S106 / S278		Essential to allow the development of the site to progress	Not started
	South Hindley	• A58 South Hindley Road Link (Liverpool Road to A578 Road)	Hindley/ Hindley Green	2028 - 2033	Wigan Council	Government funding/ Developer contributions	TBC	Needed to facilitate housing and economic development. Business case being prepared	Not Started

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
	East of Atherton	• Walking / cycling links across the site, to and from the Atherton rail station and at vehicular accesses to the site to be provided. • Improved PROW and walking, wheeling and cycle links.	Atherton	2026 - 2030	Developer / Wigan Council	S106/S278 / Developer on site works			Not Started
	Landgate	• Extension of Bryn Green Avenue to connect the A49 to B5207 Bryn Road • Improved PROW and walking, wheeling and cycle links.	Ashton	2030-2035	Developer / Wigan Council	S106/ S278/ Developer on site works		Essential to allow the development of the site to progress	Not Started

TfGM Delivery Plan URN	Category	Project	Where? (location)	When?	Who?	How? (funding mechanism)	Cost (£000)	Notes	Status
2710	Integrated Logistics Park North (St Helens Local Plan allocation)	• Lane Head South Relief Road • Improved PROW and walking, wheeling and cycle links.	Lowton / Golborne	2030-2039	TBC	TBC		There is likely to be a severe impact at the Lane Head area and as such mitigation is needed in the form of the Lane Head South Relief Road. This will be a new road connecting the A579 Winwick Lane to the A580 East Lancashire Road.	Not started

Table A1.7: Utilities – Schedule of Projects

Category	Project	Where?	When?	Lead	How? (funding mechanism)	Cost (£000)	Notes	Status
Electricity								
Bulk Supply Point	Wigan	Wigan	2026-33	SP ENWL	SP ENWL	TBC	Capacity addition	Not Started
Bulk Supply Point	Atherton	Atherton	2027-33	SP ENWL	SP ENWL	TBC	Capacity addition	Not Started
Bulk Supply Point	Wrightington	Wrightington	2030-33	SP ENWL	SP ENWL	TBC		Not Started
Primary sub Station	Upholland	Orrell	2030-33	SP ENWL	SP ENWL	TBC		Not Started
Primary sub Station	Atherton Town Centre	Atherton	2025-30	SP ENWL	SP ENWL	TBC	Capacity addition	Not Started
Primary sub Station	Bedford	Leigh	2030-33	SP ENWL	SP ENWL	TBC		Not Started
Primary sub Station	Green Street	Wigan	2030-33	SP ENWL	SP ENWL	TBC	Capacity addition	Not Started
Primary sub Station	Kitt Green	Wigan	2030-33	SP ENWL	SP ENWL	TBC		Not Started
Site Allocations								
South Hindley	Housing development	Hindley		Developer	Developer / SP ENWL		Diversions and disconnections of pole mounted transformers with new supply from a new 33kV connection from the Bulk Supply Point at Westhoughton.	Not Started
Westwood Park	Housing and Employment Development	Wigan	2026-33	SP ENWL	SP ENWL	TBC	Increased capacity at Bulk Supply points and primary subs in Wigan as set out above.	