

Request

Under The Freedom of Information Act 2000, I would like to request the following information relating to the recent development of the implementation of a small section of cycle/pedestrian lane, pedestrian crossing and newly positioned bus stop located at Preston Road, Standish between Langtree Lane and Ludlow Street:

- 1) The overall cost of the development?
- 2) Where did the money for this development originate from?
- 3) How was the development researched and justified in terms of the number of pedestrians and cyclists currently using this area?
- 4) Does the future anticipated number of cyclists and pedestrians necessitate this development and if so what factors will drive this increase?
- 5) Were local residents consulted prior to this development and if so how was this done and what were the responses?
- 6) Who decided that the development was necessary and made the final decision for the project to go ahead?
- 7) If the project went to a Council Committee, who voted for the project to go ahead and what were the final numbers of votes in favour and against the development?
- 8) At the design stage was it considered that the newly positioned bus stop would create more stationary traffic and longer journeys; due to the fact that whilst the bus stop is in use buses block the A49?
- 9) Was a risk assessment carried out to determine the increased level of risk cyclists and pedestrians now face being directed to the close proximity of vehicles reversing from the drives of properties? If so, please provide a copy.

Response

- 1) Contract Cost for full scheme is £859,759.17
- 2) The Scheme is funded through the Mayors Challenge Fund (MCF) – funding specifically set aside for walking & cycling infrastructure schemes. Plus £50K match funding from Standish S106
- 3) The scheme was identified through the Bee Network and Local Cycling and Walking infrastructure Plan (LCWIP) development programme. It forms the northern section of the strategic 'Big Ticket' aspiration to connect the north of the Wigan borough from Standish down through Wigan and to Ashton in the south, which was identified at the Bee Network workshop in Wigan in 2018 and now aligns with the MCF Tranche 5 – Standish to Ashton programme. The need was also established through resident requests during the Standish Mineral Line (SML) upgrade and has been included as part of the Standish Infrastructure Assessment (SIA) supported by Ward Members.
- 4) The existing Mineral line is already a very well used walking & cycling facility for residents and visitors and has seen the numbers of those choosing to actively travel to work/school, or for recreation increase. To further increase the number of walkers and cyclists we need to provide more options to walk/cycle to local facilities that are convenient, pleasant, and safe. When we don't have these options, driving seems like the only suitable option. The Propensity to Cycle Tool (PCT) indicates that there is latent demand for cycling in the Standish area. Whilst the route may appear to have a strong leisure focus, it is also able to support local school and commuting trips. The importance of routes like the one being upgraded through this scheme has only increased with the COVID-19 pandemic, as people are now placing even greater focus on opportunities to walk and cycle within local neighbourhoods, to access local destinations as well as for leisure and exercise purposes. This new scheme aims to build on the success of the existing Line by extending it and creating a route that connects from Shevington Moor via quiet streets, through to the footpath at Langtree Lane. There are a number of new housing sites in Standish with more people and more cars. The delivery of walking and cycling improvements supports the shift to active travel for short journeys, creating a genuine culture of walking and cycling through behaviour change. This can only have positive effects on reducing car journeys, improve air quality and enabling more physical activity.
- 5) Consultation took place from 27th September 2021 for 4 weeks. A consultation leaflet was delivered to 274 residents and business directly affected by the scheme. Councillors', emergency services, transport providers and Standish Voice were amongst other stakeholders we consulted with directly. A press release was issued, supported by social media posts. The Council's webpage has regular updates with plans available to view. Engagement and consultation has continued throughout the development and delivery of the scheme with those directly affected by the works. This includes site visits, letters, and phone calls.

Main themes from consultation feedback:

Consideration for equestrians, suitable surfacing etc.

Positive comment on the extension to the existing line.

Concerns over the crossing on Preston Road increasing traffic delays.

Enhancing bridleway will increase footfall outside homes.

Lots of concerns about a cycle lane through Churton Grove (a number of residents misunderstood the plans as there is no cycle lane through Churton Grove).

Loss of parking on Preston Rd due to the crossing.

Concerns over lighting, privacy, and existing ecology on the mineral line.

- 6) Please refer to No.3 to understand how the scheme was identified. All schemes funded under MCF have to go through a rigorous governance process. All schemes are required to be approved by the Council's Senior Management Team and Portfolio Holder, then approved by Transport for Greater Manchester (TfGM) who control the fund, and final approval is from the Greater Manchester Combined Authority (GMCA).
- 7) There are two published decisions relating to this scheme, which are in the public domain at the following links:

[Decision - MCF Standish Mineral Line Extension \(wigan.gov.uk\)](#)

<https://democracy.greatermanchester-ca.gov.uk/documents/s22703/15%20Greater%20Manchester%20Active%20Travel%20Programme.pdf>

- 8) The bus stop on Preston Road was previously housed in a full width layby. The Transport for Greater Manchester bus team generally advise against full width laybys as they can be difficult for buses to exit into the traffic stream. The bus stop is now housed in a half-width layby, which is a compromise, facilitating bus exiting, whilst allowing traffic to pass stationary buses when it is safe to do so.

This is not a bus timing point, so buses are only stopped for short periods. If following traffic cannot pass a stationary bus due to traffic queuing from the roundabout in the opposite direction, the delay should only be minimal, whilst the bus passengers board/alight.

Balancing the often-competing needs/wants of different road users within limited road space is always a challenge. The safety, accessibility and efficiency of pedestrians, cyclists, and public transport users should be prioritised over slight delays/inconveniences to general traffic.

- 9) Two Road Safety Assessments were carried out in line with industry standard design processes;
Please see following pages:



Civil, Structural, Rail and Transportation Engineers

Wigan Council

Standish Mineral Line Extension

Wigan

(Rev A)

ROAD SAFETY AUDIT STAGE 1 – RESPONSE REPORT

Stockport
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REPORT CONTROL SHEET

Version	Date	Status	Prepared By	Checked By	Approved By
A	16/04/2021	DRAFT / FOR COMMENT	[REDACTED]	[REDACTED]	[REDACTED]
B	18/08/2021	Approved	[REDACTED]	[REDACTED]	[REDACTED]

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Wilde Consultants Ltd Registered in England Number: 2603960

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LIST OF APPENDICES

- 1 Road Safety Audit Report

1.0 INTRODUCTION / SCOPE

Wilde Consulting Engineers are working in collaboration with Wigan Metropolitan Borough Council under a design and build commission, appointed by Wigan Metropolitan Borough Council for the project; Poolstock Environmental.

This report provides the responses against the road safety audit stage 1 report prepared by Stockport MBC's in-house road safety team. A copy of the report and supporting addendum is available within **Appendix 1** of this document.

2.0 ROAD SAFETY AUDIT RESPONSE

2.1 Project Details

Table 2.1.A – Project details

Report title	Road Safety Audit Stage 1 – Response Report
Date	16/04/2021
Document reference and revision	785_016_005 (A)
Prepared by	Wilde Consultants Ltd
On behalf of	Wigan Metropolitan Borough Council

Table 2.1.B – Authorisation sheet

Project	Standish Mineral Line Extension
Report title	Road Safety Audit Stage 1 – Response Report
Prepared by	
Name	[REDACTED]
Position	Graduate Engineer
Signed	[REDACTED]
Organisation	Wilde Consultants Ltd
Date	16/04/2021
Approved by	
Name	[REDACTED]
Position	Engineer
Signed	[REDACTED]
Organisation	Wilde Consultants Ltd
Date	16/04/2021

2.2 Introduction

Scheme summary

Description

2.3 Key Personnel

Table 2.3.A – Key personnel

Overseeing Organisation	Wigan Metropolitan Borough Council
RSA team	Stockport Council
Design organisation	Wilde Consultants Ltd

2.4 Road safety audit decision log

RSA problem		RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
8.1.1	<p>Problem 1 Location: Preston Road Eastern Footway – corner of Langtree Lane Drawing: 785_016_007 Summary: Parking on the footway – parked vehicles blocking cycleway and creating a potential hazard for pedestrians at the crossing point.</p> <p>There were vehicles parked on the footway in the area designated for cycle path and informal crossing point across the cycle track and in line with the proposed dropped crossing across Langtree Lane. Parking on the footway presents a potential hazard for pedestrians and cyclists using the segregated facility.</p>	It is recommended that parking restrictions (NWAAT) are implemented around the South-east corner of Preston Road / Langtree Lane to deter parking on the footway.	Accept problem – Partially accept recommendation: The detailed design stage of the scheme will consider the use of physical features such as bollards to deter parking upon the footway and cycle track. Subject to the review to the aforementioned consideration will be given towards the use of traffic regulation orders such as no waiting at any time.	Agree with the design organisation comments and will consider the use of physical features during detailed design. The requirements of TRO's will be considered following monitoring	Agreed
8.2	There are no problems identified relating to alignment.	N/A	N/A	N/A	N/A
8.3	There are no problems identified relating to junctions.	N/A	N/A	N/A	N/A
8.4	There are no problems identified relating to road signs and street lighting. See problem 1 regarding road markings.	N/A	N/A	N/A	N/A
8.5	Vulnerable Road Users - see problem 1.	N/A	N/A	N/A	N/A
9.1	N/A	The scheme should be subject to further Road Safety Audit Stage 2 (Detailed Design) and Stage 3 (Post Construction).	Accept Recommendation: Future RSA2 and RSA3 to be undertaken.	Future RSA2 and RSA3 will be commissioned as part of the scheme development to ensure road safety is maintained for all highway users	Agreed
10.1	N/A	This Stage 1 Road Safety Audit recommends various actions, which should be addressed in the detailed design process. Where recommendations cannot be incorporated into the design, they should be documented in an audit response report that should be forwarded to the CRASH Investigation Team.	Accept Recommendation: Future RSA2 Brief to include RSA1 Response report.	Agreed	Agreed

2.5 Design organisation and Overseeing Organisation statements

The following joint authorisations indicate both parts are in agreement with the RSA actions detailed within the above RSA decision log.

Table 2.5.A – Design organisation statement

On behalf of the design organisation I certify that:	
<p>1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.</p>	
Name	[REDACTED]
Position	Engineer
Signed	[REDACTED]
Organisation	Wilde Consulting Engineers
Date	[REDACTED]

Table 2.5.B – Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
<p>1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and</p> <p>2) the agreed RSA actions will be progressed</p>	
Name	[REDACTED]
Position	Service Manager – Highways and Network Management
Signed	[REDACTED]
Organisation	Wigan Council
Date	[REDACTED]



Civil, Structural, Rail and Transportation Engineers

Wigan Council

Standish Mineral Line Extension

Wigan

(Rev B)

ROAD SAFETY AUDIT STAGE 2 – RESPONSE REPORT

Stockport
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REPORT CONTROL SHEET

Version	Date	Status	Prepared By	Checked By	Approved By
A	29/09/2021	DRAFT / FOR COMMENT	██████████	██████████	██████████
B	29/09/2021	FINAL	██████████	██████████	██████████

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LIST OF APPENDICES

- 1 Road Safety Audit Report

1.0 INTRODUCTION / SCOPE

Wilde Consulting Engineers are working in collaboration with Wigan Metropolitan Borough Council under a design and build commission, appointed by Wigan Metropolitan Borough Council for the project; Standish Mineral Line Extension.

This report provides the responses against the road safety audit stage 2 report prepared by Stockport MBC's in-house road safety team. A copy of the report and supporting addendum is available within **Appendix 1** of this document.

2.0 ROAD SAFETY AUDIT RESPONSE

2.1 Project Details

Table 2.1.A – Project details

Report title	Road Safety Audit Stage 2 – Response Report
Date	29/09/2021
Document reference and revision	785_016_013 (A)
Prepared by	Wilde Consultants Ltd
On behalf of	Wigan Metropolitan Borough Council

Table 2.1.B – Authorisation sheet

Project	Standish Mineral Line Extension
Report title	Road Safety Audit Stage 2 – Response Report
Prepared by	
Name	[REDACTED]
Position	Graduate Engineer
Signed	[REDACTED]
Organisation	Wilde Consultants Ltd
Date	29/09/2021
Approved by	
Name	[REDACTED]
Position	Engineer
Signed	[REDACTED]
Organisation	Wilde Consultants Ltd
Date	29/09/21

2.2 Introduction

Scheme summary

Description

2.3 Key Personnel

Table 2.3.A – Key personnel

Overseeing Organisation	Wigan Metropolitan Borough Council
RSA team	Stockport Council
Design organisation	Wilde Consultants Ltd

2.4 Road safety audit decision log

RSA problem		RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
8.1.1	<p>Problem 1 Location: Old Pepper Lane – western footway Drawing: 785_016_WA2-0102</p> <p>Summary: Parking on the footway – parked vehicles blocking footway and creating a potential hazard for pedestrians at the bus stop There were vehicles parked on the footway in the area designated for the proposed bus stop relocation. Parking on the footway presents a potential hazard for pedestrians at the bus stop and could lead to collisions on the footway.</p>	<p>The audit team trust the bus stop area will be kept clear of parked vehicles as it is covered by the bus stop clearway order and the platform is protected by bollards. However, if the parking issue is not resolved as part of the consultation process then it is recommended to seek an alternative location for the bus stop or additional parking restrictions implemented.</p>	<p>Accept problem – Accept recommendation Following consultation period the platform area may be relocated to the north of its current design location. However, if the platform remains as designed the on footway parking will be monitored post construction and if required TRO's or physical protection for the footway may be considered.</p>	<p>The design specifies that the bus stop platform is protected by bollards which should deter footway parking in this location. Parking on the carriageway, directly adjacent to the stop, should be prevented by the proposed bus stop clearway marking.</p> <p>Public engagement commenced with directly affected residents on the 27th September to 10th October 2021.</p> <p>If concern is raised by residents regards the positioning of the bus stop location consideration will be given to a relocation of the stop to the north, away from residential frontages.</p>	<p>Review public engagement comments.</p> <p>If no objection raised progress as per the design.</p>
8.2	There are no problems identified relating to alignment.	N/A	N/A	N/A	N/A
8.3	There are no problems identified relating to junctions.	N/A	N/A	N/A	N/A
8.4	There are no problems identified relating to road signs and street lighting. See problem 1 regarding road markings.	N/A	N/A	N/A	N/A
8.5	Vulnerable Road Users - see problem 1.	N/A	N/A	N/A	N/A
9.1	N/A	The scheme should be subject to further Road Safety Audit Stage 3 (Post Construction).	Accept Recommendation: Future RSA3 to be undertaken.	Agreed	Wigan to progress future RSA3, within a suitable timeframe of construction.

2.5 Design organisation and Overseeing Organisation statements

The following joint authorisations indicate both parts are in agreement with the RSA actions detailed within the above RSA decision log.

Table 2.5.A – Design organisation statement

On behalf of the design organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	[REDACTED]
Position	Engineer
Signed	[REDACTED]
Organisation	Wilde Consulting Engineers
Date	29/09/21

Table 2.5.B – Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed	
Name	[REDACTED]
Position	Service Manager – Network Manager
Signed	[REDACTED]
Organisation	Wigan Council
Date	[REDACTED]