

Road to Wigan Pier – You Said, We Will

In December 2020 / January 2021 we carried out public consultation on our proposals to introduce a segregated cycling and walking facility, new and improved pedestrian and cyclist crossings along Wallgate and public realm improvements. We wanted to give local residents and businesses the opportunity to have their say on the proposals. Now the consultation has closed, we have reviewed all correspondence received and collated our responses and further actions below.

You Said	We Will
<p>You raised concerns over the closure of Miry Lane and traffic having to use alternative routes to access the business estate.</p>	<p>Three access points to the estate will be maintained via Wilcock Street, Clayton Street and Great George Street.</p> <p>Vehicles currently accessing the estate from the south and east by turning right into Miry Lane will be rerouted via Southgate, Pottery Road, Wallgate and Wilcock Street.</p> <p>Journeys via the alternative route will be slightly longer.</p> <p>New and improved signing will be introduced to direct traffic to the estate via the existing and alternative routes.</p> <p>The current one-way system on Miry Lane will be revoked to make traffic movements two-way for its entire length so all businesses can be accessed by all vehicles from the remaining routes.</p>
<p>You said the longer alternative route to Miry Lane will result in increased vehicle emissions.</p>	<p>We acknowledge the proposals will result in slightly longer vehicle journeys for some, which will create a slight increase in emissions on the alternative route. There will, however, be a corresponding reduction in emissions on the closed section of Miry Lane.</p> <p>It is proven that encouraging more sustainable modes of transport by improving cycling and walking facilities has a positive impact on air quality.</p> <p>We will continue to monitor air quality in the area to understand the impacts the proposals have had.</p>
<p>You said that closing Miry Lane will increase congestion in the area.</p>	<p>We have modelled how traffic will reroute if Miry Lane is closed at the junction with Wallgate so we can understand how the proposals will impact the area. The modelling shows that, whilst there will be increased vehicle flows on some parts of the network (Pottery Road and Wilcock Street), there will be a corresponding reduction in vehicle flows in other areas (proposed cul-de-sac end of Miry Lane).</p> <p>We will continue to monitor traffic flows during construction and after the scheme has been built so we can</p>

	<p>get a full understanding of how traffic behaviour has changed and how this has affected the area.</p>
<p>You asked whether HGVs will still be able to access Miry Lane and how they will turn around in the proposed cul-de-sac.</p>	<p>We have tracked the movements of HGVs around the estate via the proposed alternative route to ensure access can be maintained for all businesses by all vehicles.</p> <p>We will install a turning area, protected by parking restrictions, at the junction of Miry Lane with Mason Street so HGVs accessing this area can manoeuvre safely.</p>
<p>You asked what parking restrictions are proposed for Miry Lane and whether these will affect businesses?</p>	<p>Parking restrictions are proposed on Miry Lane, around Mason St, to keep the proposed vehicle turning area clear and safe. We are working with the directly affected businesses to agree the extent of the proposed parking restrictions. Once agreed, the proposed restrictions will be advertised and there will be an opportunity to comment.</p>
<p>You asked if it was possible to extend the proposed cycleway from the Pier to Saddle Junction</p>	<p>We would have loved to extend the facility all the way along Wallgate to connect the town centre with the existing facilities at Saddle Junction and Robin Park. Unfortunately, the funding would not stretch so far, but we have made sure the proposals connect the town centre with the exciting new development at Wigan Pier.</p> <p>If more funding becomes available in future, we will seek to extend the cycleway to connect to the existing facilities at Saddle junction.</p> <p>In the meantime, the existing pavement is a shared-use facility so can be used by cyclists as well as pedestrians.</p>
<p>You said the proposed crossing on Wallgate, adjacent Domino's Pizza, would increase noise, congestion, and air pollution for residents.</p>	<p>The proposed crossing will replace two existing nearby crossings, which should lead to better traffic flows, less frequent stopping and starting and reduced noise and emissions.</p> <p>It is proven that encouraging more sustainable modes of transport by improving cycling and walking facilities has a positive impact on air quality.</p> <p>We will continue to monitor air quality in the area to understand the impacts the proposals have had.</p>
<p>You said Wigan Council is wasting public money with the scheme and asked whether the money could be spent on other things, such as addressing fly-tipping and maintaining existing infrastructure.</p>	<p>This scheme is externally funded by the Government's Department for Transport, specifically for walking and cycling improvements. If we did not invest this fund in improved cycling and walking infrastructure in the area it would be allocated to other areas outside of the borough.</p> <p>Due to the funding criteria from central Government this money cannot be spent on maintaining existing</p>

	<p>infrastructure, addressing fly-tipping or anything other than new and improved cycling and walking infrastructure.</p>
<p>You said you would like some public art to celebrate the heritage of Wigan Pier.</p>	<p>We would also love to see public art installed in the area. Unfortunately, the budget for this scheme does not stretch to this, however, as part of the proposals, we will be creating a space outside the Pier no 1 building ready to receive any future public art installation.</p>
<p>You asked if we could improve crossing facilities over Haig Street to give pedestrians and cyclists priority over vehicular traffic.</p>	<p>We would have loved to extend the facility all the way along Wallgate, across Haig St, to connect the town centre with the existing facilities at Saddle Junction and Robin Park. Unfortunately, the funding would not stretch so far.</p> <p>If more funding becomes available in future, we will seek to extend the cycleway to cross Haig Street with pedestrian and cycle priority and extend the facility to Saddle junction.</p>
<p>You said you that nobody uses the existing cycling facilities and wanted to see proof that building cycle routes encourages more cycling.</p>	<p>Cities around the world, from London to Amsterdam, and from Vancouver to Copenhagen have found that when you invest in creating safe walking and cycling routes, you get more people walking and cycling. We are now starting to see this in Greater Manchester as well. The following link will take you to the GM Bike Life Report, which evidences this impact.</p> <p>https://www.sustrans.org.uk/media/2947/bike-life-greater-manchester-2017.pdf</p> <p>To monitor and evaluate the performance of the infrastructure we are installing cycle counters across the borough, which includes a digital cycle counter totem display on Wallgate, opposite Caroline Street.</p> <p>The totem has been in place since June 2020 and has recorded an average of 1500 cyclists per week over the Summer and around 1000 per week in the Autumn.</p>
<p>You said more money needs to be spent in the more deprived areas of the borough which do not have walking or cycle facilities.</p>	<p>Through the Mayor's Challenge Fund, and other funding sources, we have, and will continue to invest in cycling and walking infrastructure, in all areas of the borough so we can improve connectivity and opportunities for all. If there is a specific area where you would like to see more infrastructure, please let us know.</p>
<p>You said cyclists prefer to cycle in the road, mixing with traffic so they do not have to stop at every side road junction.</p>	<p>The proposals aim to cater for cyclists of all ages and abilities. Local, regional, and national feedback tells us that more people would cycle if facilities could be provided that safely segregated cyclists from motor traffic. Experienced cyclists may feel confident mixing with traffic; however, segregation is the most effective way to encourage more cycle journeys by new and inexperienced cyclists.</p>

	<p>To reduce the inconvenience of stopping at every side road when using the proposed facility, cyclists and pedestrians will be given priority over vehicles at Clayton Street and Miry Lane will be closed at the junction with Wallgate.</p>
<p>You said money needs to be spent on maintaining current and new cycleways by clearing leaves and rubbish from drains and gritting the facilities.</p>	<p>All new infrastructure is included on the council's maintenance schedule and is inspected and maintained as regularly as funding and resources permit. This includes scheduled road sweeping and gully cleaning. If there are any areas of particular concern, please let us know via the Report It App at the following link.</p> <p>https://myaccount.wigan.gov.uk/web/publicpages/-ssologin.aspx?AppId=LCS.NewReport</p> <p>With respect to gritting cycling facilities, the council monitors weather conditions and undertakes winter maintenance precautionary treatments when the road surface temperature is predicted to drop to zero or below. With approximately 650 miles of roads and over 1000 miles of footways it is not possible to grit everywhere, therefore we have to prioritise areas based on usage. Grit from the gritting vehicles covers painted cycle lanes, however footways and segregated cycling facilities are not currently treated. We are exploring the possibility of using special quad-bike vehicles, which spray saline solution to prevent freezing, for out-of-the way or hard to reach cycle facilities.</p>
<p>You said public realm improvements, such as adding seating, will increase littering in the area.</p>	<p>The increased number of pedestrians and cyclists expected in the area, following the lifting of lockdown and opening of the Pier development, may lead to increased litter. We will be installing more bins in the area to help encourage people to dispose of their rubbish responsibly.</p>
<p>You asked how we plan to inform people of the new access points and routes to the business estate.</p>	<p>During the construction works we will erect "Businesses open as usual" and diversion signs. We will also erect permanent signs directing traffic to the business estate via the alternative route once Miry Lane is closed.</p>