

The Road to Wigan Pier FAQ's

Where is the money coming from to pay for these cycling, walking and public realm improvements?

Wigan Council has been allocated funding through Greater Manchester's Growth Deal Minor Works (GDMW) fund.

Why can't the money be spent on other things?

GDMW funding is specifically designated for infrastructure and connectivity projects including cycling and walking improvements. If this allocation wasn't spent in Wigan for this purpose the money would be spent elsewhere in Greater Manchester.

Why do you want to increase the number of people cycling and walking?

During the Coronavirus pandemic, cycling and walking has played an increasingly important role in the city-region's response. There has been an increase in journeys by bike of around 34%, with cycling and walking accounting for 33% of all journeys, compared to pre-lockdown figures.

More people taking journeys by foot or by bike and the quick response of councils to create safe space for people to do so is playing a significant role in Greater Manchester's economic recovery, whilst also providing a safe travel option for the 1/3 of GM residents who do not have access to a car.

The Government is supporting this with increased investment to local authorities to enable the provision to allow people to make more active journeys and 'create a new era for cycling and walking'.

Cycling and walking can be a great way to be active and stay healthy. Cycling is a comparatively cheap, quick, environmentally friendly and healthy way to get around. With increasing air pollution, we need to look at alternative, more sustainable forms of transport to the private car. Improving air quality, reducing congestion and traffic and encouraging people to live healthier and longer is our priority.

- [Find out more check out Made to Move \(external link\)](#)

People don't cycle in Wigan so why spend money on facilities that wouldn't be used?

Research shows that if safe, convenient and direct cycle facilities are provided then cycling numbers increase.

A lot of people are also put off cycling because they don't feel safe cycling on the road. By providing segregated cycle facilities, cyclists can be separated from traffic and experience a much more secure and pleasant journey.

This encourages more would-be cyclists to get on their bike.

There is a totem counter situated on Wallgate that captures the number of cyclists using the route. Around 1,500 cyclists per week have been recorded in the summer months, with this dropping in the autumn months to around 1,000 per week.

Why are you concentrating the cycling and walking facilities in this area rather than elsewhere in the borough?

We are developing a number of cycling and walking improvement schemes across the borough, not just this area of Wigan town centre.

For more details visit our website www.wigan.gov.uk/majorprojects

Why do you want to close Miry Lane?

Closing access to Miry Lane from its junction with Wallgate will improve road safety and reduce conflict between vehicles, pedestrians and cyclists. This will also enable the new pedestrian and cycle crossing on Wallgate for accessing the Wigan Pier Development.

When will the construction work take place?

The works are currently planned to start in Spring 2021 if our proposals are acceptable to residents, businesses and commuters. There is still further work required to develop the scheme and so further details will be communicated via the council's website and in the media as the scheme develops.

Will the construction works affect traffic?

Inevitably with any construction works taking place on the highway there will be some disruption. This will be kept to a minimum and work will take place outside of peak hours where feasible. Any lane closures or diversions will be communicated in advance and clearly signposted. We recommend residents check the roadworks bulletin and follow the council's social media channels for up to date information.