

**STATEMENT OF REASONS**

**relating to**

**The Wigan Borough Council  
(M58 Orrell - Pemberton Link Road, Wigan)  
(Classified Road) (Side Roads) Order 2018**

**Wigan Borough Council  
Town Hall  
Library Street  
Wigan Council  
WN1 1YN**

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## 1. Introduction

Wigan Borough Council of Town Hall, Library Street, Wigan WN1 1YN (the Council) seeks to make a Side Roads Order pursuant to Section 14 and 125 of the Highways Act 1980 so that it may undertake a highways improvement scheme known as M58 Link Road (“the Scheme”).

## 2. Scheme Description

The Scheme consists of a 2.3km, 30mph single carriageway connecting Junction 6 of the M58 & Junction 26 of the M6 to the southern part of Wigan Town Centre, via the A49 at Smithy Brook Road.

The Scheme will provide a new high-profile gateway into Wigan town centre from the M58/M6, linking the Lamberhead Industrial Estate, the Pemberton Colliery site and the new Westwood Park employment site to the strategic highway network. The scheme includes improvements at junction 26 of the M6, which will accommodate the change in traffic flows and mitigate the impact on the strategic route network (SRN) once the link road is constructed.

The Scheme will create a completely new road from junction 26 of the M6, crossing Brook Lane and connecting onto the western end of Leopold Street. Leopold Street itself will be widened along its southern side (existed adopted highway), and a new section of road constructed near to the eastern end of Leopold Street connecting through to Billinge Road. New traffic signalled controlled junctions will be constructed at Kilshaw Street/Leopold Street and Billinge Road/Pemberton structure, with the new road continuing eastwards connecting to Smithy Brook Road.

A new shared use path along its entire length will provide enhanced sustainable transport connections for local trips between communities and to the town centre. The connection to the new A49 link road will provide a continuation with sustainable travel links to the local facilities along the Poolstock corridor, the canal towpath, Wigan Flashes and interfaces with the proposed Cycle City Ambition Grant 2 funded works.

## 3. Scheme Objectives

The three main scheme objectives are:

- Enhanced Connectivity;
- Reduced Congestion; and
- Economic Growth

## Congestion

- The A577 Ormskirk Road is a highly-congested local road with a large number of side roads accessing onto the route. It is a historic link which was not designed to cater for the level of traffic currently using it and provides a particularly poor connection for freight wishing to access the Motorways, but for which there is currently no other viable option.
- The result is significant amounts of congestion along the A577 which impacts adversely on the quality of the environment for the local residents.
- Department for Transport (DfT) Trafficmaster data for 2017 identifies the worst congestion hotspots in the borough with the A577 Ormskirk Road Orrell Post junction being one of the worst.
- Traffic approaching the Orrell Post junction is recorded to have some of the lowest morning and evening peak period speeds of less than 10mph. In contrast general average speeds in the morning peak on the roads around the centre of Wigan and those approaching from Aspull, Ince-in-Makerfield and Worsley Mesnes are between 15 and 30mph.
- The relatively low capacity in relation to traffic volumes, allied with terraced residential frontages and local amenities and number of side roads, results in peak and some off peak congestion and queuing. As a major route for traffic accessing the Town Centre from the west of the Borough and the M6, congestion issues that are currently present act as a constraint to Wigan Town Centre access and increase journey times. Interventions to alleviate congestion on the A577 within the remit of the existing infrastructure have been assessed; however this is limited to Traffic Regulation Orders to ban on street parking to assist flow and traffic signal software updates and is not therefore considered to provide the required level of impact.
- The congestion issues along the A577 corridor can on occasions impact on bus journey reliability, to the detriment of bus passengers and local residents. The removal of through traffic will assist bus services in maintaining timetables.
- The A577 passes through Pemberton Shopping Centre, which is a vibrant local facility with many shops and services provided to local people. The congestion and number of goods vehicles in particular can on occasions be detrimental to shoppers and visitors to the local centre. The removal of some through traffic will make Pemberton centre a better place for shoppers, increasing the viability and vitality of the centre.

### Connectivity

- Accessibility and connectivity, in particular to strategic networks, is a key factor for economic growth and attracting investment. Although strategically located at the heart of the North West's road and rail transport networks there is a perception that Wigan is less well regarded as a location to do business due to access constraints. This factor has significance both in terms of attracting investment and for the performance of businesses located in the Borough.
- Poor highway access is one of the key factors hindering investment in the borough resulting in "supply constrained demand" employment land. This issue is particularly pertinent to the west of Wigan where, despite proximity to the M6, poor access to the motorway and also into the town centre weakens the case for investment.
- The Council has recently delivered improvements to the Saddle junction including a new link road between Wallgate / Pottery Road and the Saddle junction (previously one of the worst congestion areas in the borough). This successful scheme provides enhanced connections to the town centre from the west, but does not provide the wider accessibility and connectivity improvements to the motorway network required to unlock opportunities for economic growth and development at Pemberton Business Park and areas to the east of the town.
- The M58 Link Road and subsequent connection through to Pemberton Colliery will provide a much-needed catalyst to bring about the development of sites, by improving accessibility and investment potential.
- The combination of the M58 Link Road and the A49 Link Road (a new, strategic 40mph, dual carriageway, connecting the A49 Warrington Road to Westwood Park and Wigan Town Centre); as well as the already constructed Saddle Relief Scheme will substantially assist in bringing forward new employment opportunities whilst protecting and enhancing existing sites such as Lamberhead Industrial Estate.

### Economic Growth

- The Acquiring Authority has a vision to create an east-west multi-modal corridor across the borough, providing enhanced motorway connectivity from the M6 access to the M61 and unlocking key development sites for housing and employment use.
- The development of an east to west link road proposed through the Housing Infrastructure Fund (HIF), from the M6 J26 in the west to M61 J5 in the east, aims to promote economic growth. It will unlock over 50 hectares of employment land and facilitate the building of more than 11,000 new homes, and will relieve traffic congestion and the associated environmental impacts of traffic generated by this growth.

- The provision of fully connected infrastructure is a vital part of the Council's economic growth strategy, supporting future growth and regeneration of the borough as a place to live, work and do businesses. Improved access to national networks will help attract investment and businesses to Greater Manchester and make existing businesses more competitive, creating new high quality jobs and opportunities.
- The M58 LR forms a major piece in the jigsaw to improve east-west connections across the borough, however is a viable, beneficial scheme on a standalone basis, providing high value for money.
- The M58 LR is a crucial element in improving the Borough's accessibility and will boost the economic performance and profile of Wigan by regenerating existing employment sites, facilitating the development of new employment sites and assisting in establishing new residential developments. This supports plans for improving skills, creating an environment for business growth and giving our communities the opportunity to access jobs.

#### **4. Compulsory Purchase**

The Council has made The Wigan Borough Council (M58 Orrell – Pemberton Link Road, Wigan) Compulsory Purchase Order 2010 under Sections 239 and 240 of the Highways Act 1980. The Order is made for the purpose of construction of a new classified road, construction of other highways, the improvement of existing highways, the provision of private means of access and use by the Council in connection with the construction and improvement of highways and the provision of new means of access to premises aforesaid.

#### **5. The Planning Position**

The CPO scheme was granted planning permission under reference number A/17/84615/MAJOR on 25<sup>th</sup> May 2018 at Planning Committee of 24<sup>th</sup> May 2018.

#### **6. Description of the Order**

##### **a. The following highways are to be improved:**

Leopold Street (its entire length) – to include carriageway widening, cycle facilities and controlled/uncontrolled pedestrian/cycle crossing points.

Kilshaw Street (at its junction with Leopold Street) – junction signalisation and controlled pedestrian/cycle crossing provision.

Enfield Street, junction with A571 Billinge Road – One way traffic flow from its junction with A571

Billinge Road, in a north westerly direction, to its junction with Wesley Street.

Foundry Lane, junction with A571 Billinge Road – Prohibition of Right turn and one way from a point 50 metres north west of the new access road off Foundry Lane to its junction with A571 Billinge Road , in a north westerly direction.

**b. Parts of the following highways are to be stopped up:**

Turning head on the southern side of Leopold Street, approximately 30 metres east of Meadow Brook Drive from its junction with Leopold Street in a southern direction for a distance of 15 metres.

The western arm of Brook Lane, from the southern boundary line of property 131 Brook Lane, in a southerly direction, to the northern boundary line of property 2 Meadow Brook Drive, a distance of 33 metres.

The eastern arm of Brook Lane, from the southern boundary line of property 131 Brook Lane, in a southerly direction, to the northern boundary line of property 2 Meadow Brook Drive, a distance of 38 metres. There will be an exemption for pedestrians and cyclists at this point.

PRoW Orrell Footpath 49 – from the southern boundary line of property 131 Brook Lane, in a south then west direction to its junction with the new side road to be constructed a distance of 170 metres. This is to be diverted along the new classified road.

**c. Private means of access to be stopped up:**

Shared access from 131 and 133 Brook Lane.

**d. New highways to be constructed:**

New classified route to be constructed from the eastern roundabout of the M6 Junction 26 to the western end of Leopold Street.

New side road to be constructed, from the new classified route, for a distance of 103 metres in a southern direction.

New classified route to be constructed from the eastern cul de sac end of Leopold Street to A571 Billinge Road.

New classified route to be constructed from the A571 Billinge Road to Smithy Brook Road.

New side road to be constructed from the classified route to Foundry Lane.

New shared use cycle/footpath to be constructed from the classified route to public footpath number 21 (Orrell), adjacent to Milton Grove.

PRoW Orrell Footpath 49 - from the southern boundary line of property 131 Brook Lane, in a southerly direction, west along the newly constructed classified route, then south along the newly constructed side road, to its junction with Brook Lane.

**e. New accesses to be constructed:**

New side road to be constructed from the new side road, for a distance of approximately 30 metres in a westerly direction.

New side road access to be constructed from the new classified route, to Meadow Brook Drive, in a southerly direction.

New pedestrian/cycle access to be constructed from the new classified route, for a distance of approximately 20 metres in a southerly direction, connecting with Brook Lane.

New pedestrian/cycles access to be constructed from the new classified route, for a distance of approximately 48 metres in an easterly direction, connecting with Pemberton Train Station Platform.

New access to be constructed from the classified route, approximately 312 metres east of A571 Billinge Road.

New access to be constructed from the classified route, approximately 120 metres west of Smithy Brook Road.

New access to be constructed from the classified route, approximately 78 metres west of Smithy Brook Road.

New access to be constructed from the classified route, to the rear of property 131 Brook Lane.



**f. new Traffic Regulation Orders (TRO's)**

TRO's will be required to ensure the free flow of traffic and to maintain road safety at key locations. These include:

Enfield Street – One way traffic flow in a north westerly direction from its junction with the A571 Billinge Road, to its junction with Wesley Street.

Foundry Lane – One way traffic flow in a north westerly direction from a point 50 metres north west of the new access road off Foundry Lane to its junction with the A571 Billinge Road.

Foundry Lane – Prohibition of Right turn at its junction with the A571 Billinge Road.

(any required parking restrictions will be developed during detailed design).