

Wigan to Standish Walking and Cycling Network: Phase 1 update – June 2022

‘You Said, We Will’

In August / September 2021 we consulted on proposals to introduce a cycling and walking route and new and improved crossing facilities between Wigan Town Centre and Spencer Road West.

These proposals will form part of a wider route that will eventually connect Wigan with Standish, via mostly off-road paths.

The proposals consist of...

- Pedestrian facilities at the junction of Kenyon Road/Walkden Ave/Mesnes Road
- Traffic signals and pedestrian and cycle facilities on Walkden Ave/Buckley St
- Pedestrian and cycle crossing facility on Spencer Road West

As part of the consultation, site visits were held with residents and ward members.

Now the consultation has closed, we have reviewed the comments received and collated our responses and further actions below. All feedback has been considered and the proposals have been changed to accommodate suggestions where possible.

The latest plans can be viewed at [Junction Improvements \(wigan.gov.uk\)](https://www.wigan.gov.uk/junction-improvements)

You Said	We Will
You asked if street lighting will be installed along the route	We are reviewing street lighting coverage along the route and will install additional lighting where required to provide a safe, attractive, and secure route.
You asked if other areas could be considered for improvement	<p>We have noted these requests and, if more funding becomes available, we can consider improving additional areas.</p> <p>The proposals form part of a wider route that will eventually connect Wigan with Standish via mostly off-road paths. Further phases between Spencer Road West and Standish are currently subject to funding bids.</p> <p>More information regarding our future plans can be found on our website – www.wigan.gov.uk/majorprojects</p>
You said you welcome the crossing on Spencer Road West	We will progress with this proposal.

<p>You asked if traffic calming measures could be introduced on Walkden Avenue and Buckley Street.</p>	<p>Traffic calming measures, such as road humps, have proven to be unpopular in many areas, due to the additional noise and ground vibrations they can create.</p> <p>The emergency services are generally opposed to the introduction of new road humps, as they can be problematic for their vehicles when travelling at speed.</p> <p>As an alternative to physical traffic calming we have introduced 20mph speed limits on most residential roads, with the aim of changing drivers' attitudes and behaviours to make 20 mph or lower the norm for residential streets.</p>
<p>You said removing on-street parking will have a negative impact on residents who will not be able to park in front of their homes.</p>	<p>The primary focus of the proposals is to provide a safe, direct, and attractive route for pedestrians and cyclists; however, we will always try to minimise the impact on other road users where possible.</p> <p>To provide a safe route for pedestrians and cyclists along Buckley Street and Walkden Ave it is unavoidable that some on-street parking bays will need to be removed, as there is not sufficient space to accommodate all competing road user needs/demands.</p> <p>Whilst we appreciate this will be inconvenient for some residents, parking on the highway is a privilege, not a right, and we believe that providing a safe facility for pedestrians and cyclists should take priority over providing residents parking.</p> <p>Following discussions with residents on site we have amended the proposals to include a loading bay on Buckley St. This will facilitate deliveries and provide space for residents to park whilst waiting for a gap in traffic to access their driveway/garage.</p> <p>Should residents want to create new or additional parking on their property, please get in touch so we can discuss how this will interact with our plans.</p>
<p>You asked why we have chosen this route for the walking and cycling facility.</p>	<p>These proposals form the first phase of a wider plan to connect Wigan with Standish for journeys on foot or by bike.</p> <p>Research indicates that most people prefer to walk and cycle on quiet routes away from busy traffic. The route we have chosen will provide a safe, direct, and attractive route between Wigan and Standish, following mostly off-road paths as opposed to the less attractive main road alternatives of the A49, or via Shevington and Standish Lower Ground.</p>

<p>You asked what is a toucan crossing?</p>	<p>A toucan crossing is a crossing facility that allows cyclists to ride across, as well as pedestrian use – ‘two-can’ cross.</p>
<p>You asked if pedestrian crossings could be adjusted so they respond more quickly to the button being pressed.</p>	<p>Each signal installation has sensors that record vehicle and pedestrian activity and a computer that tries to balance the competing demands of each in a safe and equitable way. If there is a site of particular concern, please get in touch and we can see if more priority could be given to pedestrians without causing too much congestion.</p>
<p>You raised concerns about the speed of traffic.</p>	<p>The introduction of traffic signals, pedestrian crossings and narrowing of the road for vehicles should help to moderate traffic speeds.</p> <p>As part of The Deal, we have introduced a Community Speed Watch scheme, which enables concerned residents to monitor vehicles speeds. We provide residents with equipment and training so they can undertake the speed monitoring. If observations show there is a speeding problem, the Road Safety Team will assess if any action can be taken to address the issue.</p> <p>We will also pass information to the police, so they can consider whether to target the area for speed enforcement action.</p> <p>If you are interested in operating a Community Speed Watch scheme in your area you can contact us via the following webpage, and an officer will make contact to discuss.</p> <p>https://www.wigan.gov.uk/Resident/Parking-Roads-Travel/Roads/Community-Speed-Watch.aspx</p>
<p>You raised concerns about changing road and pavement widths and whether this would have an impact on safety.</p>	<p>We are proposing to reallocate road space and segregate pedestrians and cyclists from motorised traffic. Giving pedestrians and cyclists their own dedicated space should make it much safer for these more vulnerable road users. Narrowing the road for vehicles should lead to a reduction in traffic speeds.</p>
<p>You asked if Buckley St/Walkden Avenue could be closed to traffic at the railway bridge.</p>	<p>Closing Buckley St/Walkden Avenue to traffic at the railway bridge would be of great benefit for pedestrians and cyclists, however the unacceptable negative consequences would be...</p> <ul style="list-style-type: none"> - Displacement of over 7,000 vehicles a day to other routes, which would cause unacceptable congestion on the surrounding road network. - Severance of the bus route and reduced permeability for the emergency services.

	<p>We are therefore not pursuing this idea.</p>
<p>You asked if a bus gate could be installed on Buckley St/Walkden Avenue at the railway bridge.</p>	<p>A bus gate would also be of great benefit to pedestrians and cyclists, however the displacement of over 7,000 vehicles a day to other routes would cause unacceptable congestion on the surrounding road network.</p>
<p>You asked if a cycle lane will be introduced and parking banned on the service road to the rear of Barnsley St/Pateley Square</p>	<p>We propose to signpost the walking and cycling route along the service road to the rear of Barnsley St/Pateley Square, connecting Buckley St with Barnsley and Spencer Road West. There will be no cycle lanes and no new parking restrictions. Cyclists will be signposted to use the road mixed with general traffic as these streets are relatively quiet and traffic speeds are low.</p> <p>The only new infrastructure on this section of the route will be traffic signs, road markings (cycle symbols) and street lighting.</p> <p>We will also be reviewing junction priorities and road markings along the route to ensure the route is safe for all users.</p>
<p>You asked if the service road to the rear of Barnsley St/Pateley Square will be resurfaced to repair the potholes</p>	<p>We propose to patch repair any surface issues that pose a safety concern.</p>
<p>You said that encouraging cyclists to use the footway will increase conflicts with vehicles accessing driveways/garages off Buckley St</p>	<p>Drivers accessing off-street parking need to cross the footway and must consider the safety of pedestrians when completing their manoeuvre. Drivers must also consider the safety of cyclists using the carriageway.</p> <p>By allowing/encouraging cyclists to use the footway we appreciate that the potential for conflict between different road users may be increased.</p> <p>We explored the option of segregating cyclists from pedestrians in the footway with a kerb or white line, however, unfortunately, there is not the space to accommodate this, so we are proposing a facility where pedestrians and cyclist share a widened footway space. This will be clearly signposted.</p> <p>To improve visibility between pedestrians/cyclists and drivers emerging from driveways/garages we propose to introduce bollards or planters adjacent the accesses to move pedestrian and cyclist desire lines away from the potential conflict areas.</p>

	<p>The proposals will be subject to independent road safety audits to ensure any concerns are addressed before the plans are approved.</p>
<p>You said that idling vehicles at traffic signals will lead to increased pollution on Buckley St/Walkden Ave</p>	<p>Over 7000 vehicles per day use Buckley St / Walkden Avenue. This is a relatively large volume of traffic for what is essentially a residential road. A large proportion of this traffic is not from the residential area and is using the route as a cut-through.</p> <p>The introduction of the traffic signals and pedestrian/cycle crossing facilities at the bridge and at the Kenyon Rd/Mesnes Rd/Walkden Ave junction will introduce delay and make the route less attractive as a short-cut. This should lead to a reduction in vehicle numbers and speeds and therefore pollution.</p> <p>Conversely, the traffic signals will result in queuing and idling traffic at the lights, which has the undesirable consequence of increasing pollution.</p> <p>As vehicle technology improves with stationary engine start/stop systems and more hybrid and electric cars on the road, pollution from idling vehicles will become a thing of the past.</p> <p>We appreciate that we are in a transitional period before this technology is fully adopted and pollution is dramatically reduced.</p> <p>There is a balance to be struck between providing facilities for more sustainable transport modes and the potential for unintended consequences.</p> <p>We believe that the wider air quality benefits from a reduction in traffic, due to a shift to more sustainable transport modes and by making the route less attractive as a cut-through will outweigh the disbenefits from idling traffic.</p> <p>We will install air quality monitors along the route before and after the proposals are implemented to assess and monitor pollution levels.</p>