

A580 Highway Improvement Schemes

A580 / Newton Road Junction

Frequently Asked Questions



Wigan
Council

Lowton and Golborne will benefit from investment providing additional traffic capacity at the above junction to alleviate congestion. Additional benefits include new and improved pedestrian and cycle crossing facilities.

Construction is scheduled for mid-2025 and will be planned alongside other works in the area (Stone Cross Lane junction and Newton Road/Winwick Lane junction) to minimise disruption.

Residents and councillors have influenced the design of the proposals, and the updated plans have been shared via a letter. Any further comments can be sent to the Council by Sunday 1st December.

The Council hopes that these Frequently Asked Questions and the updated drawing (at the end of this document) will help to answer any further queries and provide clarity as we finalise the plans and move towards construction.

Question	Answer
<p>What impact will the scheme at the A580/Newton Road junction have on the service road and parking for residents?</p>	<p>Road space can be re-allocated to create the additional left turn lane by reducing the width of the central reservation between the east and westbound carriageways on the A580.</p> <p>This means there will be minimal impact to the service road.</p> <p>The service road will need to be narrowed slightly adjacent to the pedestrian crossing.</p> <p>The service road will remain two-way, however, at the localised narrowing near to the pedestrian crossing, vehicles may need to give and take to pass each other, as they do now.</p> <p>The exit onto the A580 will be narrowed by building out the kerbs to deter drivers from turning in from the A580 and using the road as a short-cut.</p>

	See the scheme drawing with road widths included.
If you're narrowing the exit of the service road, will this affect bin lorries and emergency vehicles?	<p>The exit from the service road on to the A580 will remain sufficiently wide for bin lorries and emergency vehicle to use. This has been confirmed using vehicle tracking software.</p> <p>As seen on the scheme drawing, highlighted in yellow, there are some minor kerb amends by 0.75m, but this should not impact on the functionality of the service road.</p>
What speed limit is the East Lancashire Road service road?	The current speed limit is 30mph. As part of the proposals we could reduce this to 20mph, should residents feel this would be of benefit.
What have the emergency services said about the proposals?	Emergency services have been consulted on the proposals and have not objected.
Will there be enough room to accommodate 4 HGV's side by side on the new road layout?	<p>UK design guidance states the minimum lane width at a junction of this type is 3m. Within Greater Manchester the preferred lane width is 3.25m, which has been proposed throughout this junction.</p> <p>See the scheme drawing with road widths included.</p> <p>The existing speed limit is 50mph but there is a consideration to reduce it to 40mph in the vicinity of this junction, subject to safety assessments.</p>
How long will the new left turn lane be?	The new left turn lane will be just over 170 metres long. Existing traffic data indicates that the current left and ahead lane queues do not

	<p>exceed 150 metres during peak times.</p> <p>With the introduction of a dedicated left turn lane, this should be more than sufficient to accommodate the traffic.</p>
<p>Has a safety assessment been completed?</p>	<p>A Road Safety Audit is running concurrently with the consultation period.</p> <p>Road Safety Audits are conducted at various stages of development and again at construction phase.</p>
<p>How will cycling and walking be improved?</p>	<p>The cycling and walking provision will be enhanced by introducing upgraded toucan crossings for pedestrians and cyclists moving north and south on the west side of the junction. These are the red crossing points on the scheme drawing below.</p> <p>There is already an existing toucan crossing for the east and west movements on the south side of the junction.</p> <p>There are no changes to how cyclists use the existing cycle facilities along the A580.</p>
<p>What impact will the schemes have on existing mains water and gas pipes underground?</p>	<p>Utility surveys show that gas, water, and electricity services are running parallel to the road at a depth unaffected by traffic weight.</p> <p>Further detailed surveys and trial holes undertaken prior to construction will verify the exact locations and determine whether any services need to be diverted.</p> <p>We are in contact with utility companies, who are aware of the</p>

	<p>proposed changes to the road above their assets.</p>
<p>The Newton Road junction is already over capacity so how will this scheme help?</p>	<p>The junction is often over capacity at peak times.</p> <p>The volume of traffic will not reduce on the A580, but the proposed changes will increase capacity and help to alleviate congestion at the junction.</p>
<p>Congestion will not improve until the Atherleigh Way bypass is extended so why are you still delivering these junction improvements?</p>	<p>The additional left turn lane at Newton Road allows two dedicated ahead lanes on the A580. This will improve the flow of traffic from east to west.</p> <p>It will increase capacity for left turners into Newton Road.</p> <p>The additional northbound lane on Newton Road will increase capacity on the approach to the junction and reduce queuing back through the signals at the junctions with Kenyon Lane and Winwick Lane.</p> <p>Whilst the proposed bypass at Lane Head has been outlined in the borough's Local Plan, this remains a long-term goal which will take many years to develop and materialise.</p> <p>Meanwhile, this scheme will help to reduce congestion in the area.</p>
<p>What engagement are you doing with the local community?</p>	<p>Letters have been sent to residents and businesses directly affected by the proposals. We have offered direct discussion with affected residents, particularly those living close to the Newton Road junction.</p> <p>Officers will be joining the Lane Head South Residents Group</p>

	<p>meeting on 18th November to discuss the details of the schemes.</p> <p>Please note that the purpose of this stage of consultation is to engage in the detail of the proposals and the arrangements for their delivery, following the decision made by the Council's Cabinet in 2022 to deliver these improvements.</p> <p>These FAQs and the updated scheme drawings will be available to view online via www.wigan.gov.uk/majorprojects - "Junction Improvements" and shared with those residents and businesses directly affected.</p>
<p>When are works likely to start and finish?</p>	<p>The current programme estimates a proposed start on site in the summer of 2025.</p> <p>Further dates and communications will be provided as the scheme progresses.</p>
<p>What diversions will be in place during the works?</p>	<p>We currently estimate there will be no traffic diversions required, but lane reductions are likely to be required.</p>
<p>How will you let drivers and commuters know about the roadworks and any disruption?</p>	<p>Advanced notice signs will be in place in key locations across the area to give advance warning of the construction period dates.</p>
<p>What about our business during construction?</p>	<p>Access for businesses will be maintained during construction, and we will arrange for 'businesses open as usual' signage to be in place during construction.</p> <p>To mitigate disruption during construction phase, where possible, we will aim to remove lane restrictions during rush hour.</p>

<p>What is the camera on Newton Road Service Road for?</p>	<p>The camera has been installed by Transport for Greater Manchester to provide engineers with a live visual of the traffic signals and the approaches.</p> <p>This allows them to amend and optimise signal timings for better traffic flow and minimise delays on the highway network.</p> <p>It is not related to the junction improvement scheme. The camera does not store recordings and deletes footage automatically after 24 hours.</p>
<p>You mention upgrading crossings at this location that are already in place. What about the Church Lane / Kenyon Lane junction, where there are no safe places to cross?</p>	<p>These junctions are outside the limits of this project improvements but have been identified and included within a programme of works being submitted for delivery within the next few years.</p>

