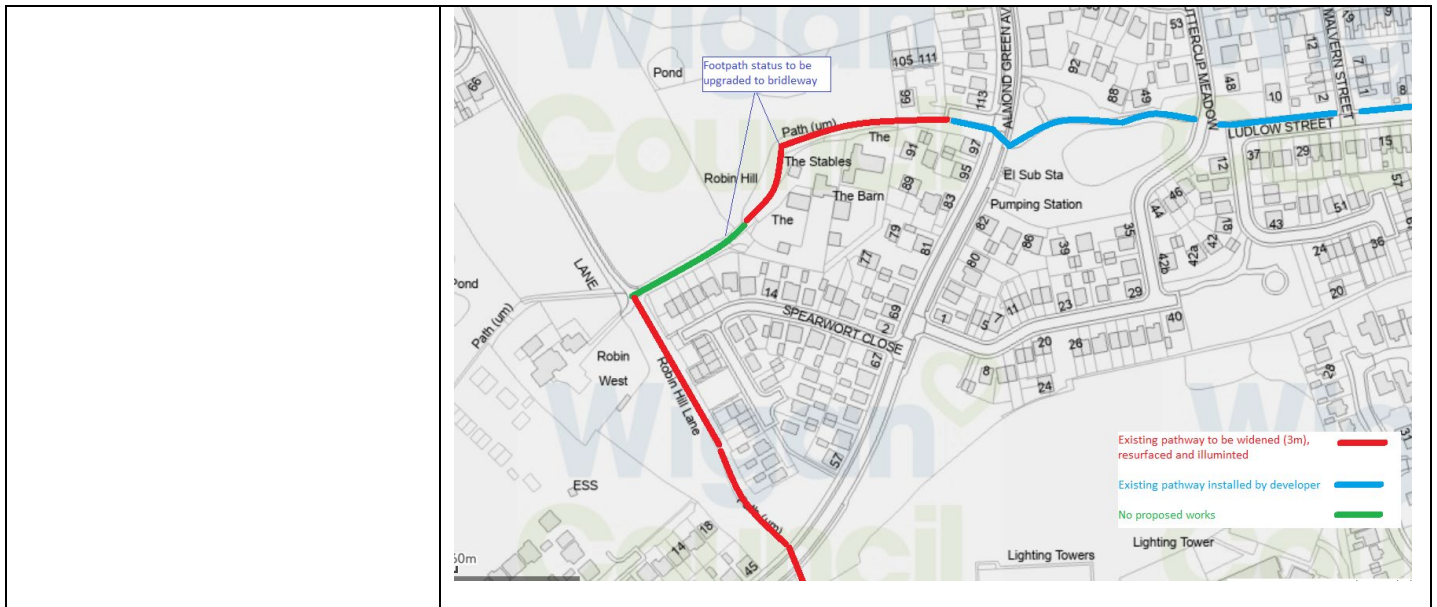


Standish Mineral Line Extension – ‘You Said, We Will’

In September 2021 we carried out public consultation on our proposals to extend the Standish Mineral Line to provide further walking and cycling connections from Shevington Moor into Standish centre. 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
You asked why the money can't be spent on improving the traffic flow for the whole of Standish, for example by building a ring road/bypass.	The scheme is being funded principally via the Mayors Challenge Fund for Cycling and Walking, with a small amount of S106 monies (contribution from housing developers) as match funding, which means the money can only be spent on cycling and walking facilities.
You asked what are 'Quiet Streets'.	<p>'Quiet Streets' will make up the vast majority of the routes on the Bee Network. This is a 'quiet route' to walk or cycle, usually taking in C-roads or estate roads, that uses minor street changes such as installing new crossings or dropped kerbs to create safe routes for every day, local trips. The routes will be signed using Greater Manchester's Bee Network wayfinding signage to help direct people away from the busy roads.</p> <p>Quiet streets do NOT include the construction of dedicated cycle paths; they make use of the existing roads that have little traffic travelling along them and so are safe to cycle along without any major changes.</p>
You said vegetation clearance will disrupt wildlife and reduce green spaces.	We will be keeping the green characteristics of the area, enhancing where possible and vegetation clearance will be minimal and only where absolutely necessary. Work won't be carried out during nesting season, and if required, we will carry out a watching brief with an ecologist.
You asked if the scheme will be suitable for equestrian use.	The scheme has been designed to enhance the bridleway network. Equestrians have been considered as part of this, such as suitable surfacing and minimal obstructions.
You said the existing Mineral Line in Standish is popular with residents and welcome the extension.	We are building on the success of the Mineral Line that was upgraded in 2018 and extending the scheme to create a direct and safe route from Shevington Moor to Standish Centre.
You said the parallel zebra crossing on Preston Road isn't necessary and will cause delays.	<p>There is more demand for people crossing Preston Rd from the new housing estate to reach both the bus stop and the bridleway beyond for leisure. By adding a crossing point here we are making safe connections for those wishing to walk or cycle and to encourage a reduction in car use for short journeys.</p> <p>Zebra crossings do not impose delays because they are demand led.</p>
You said you had concerns over the safety of extending the Mineral Line for residents that live directly on it.	We will be enhancing the existing bridleway for local residents, which will increase the levels of footfall and cyclists. However, this increased footfall will also increase the natural surveillance of the area which will contribute to a feeling of safety.

<p>You asked about the lighting of the scheme.</p>	<p>We will be producing a detailed path lighting design that won't be obtrusive for residents or wildlife.</p> <p>6m lighting columns have been used on the existing Mineral Line; these are not bright and are designed to shine directly onto the path. They are also timer operated so turn off at a certain time at night so as not to disturb any nocturnal wildlife.</p>
<p>You said the current Mineral Line has issues with dog fouling.</p>	<p>We will encourage walkers to be responsible dog owners and pick up after their dog.</p> <p>On the Mineral Line we ran the 'Walk This Way' campaign, working with Keep Britain Tidy and the Dog's Trust to reduce the amount of dog fouling incidents. The campaign was a success and in 2018 incidences of fouling were down by 40%. We hope to run a similar campaign once this scheme is finished to remind people to be responsible for the area where they live and play, and to keep it nice for everyone to enjoy.</p>
<p>You asked if other routes could be upgraded as part of this scheme.</p>	<p>Other walking and cycling routes are proposed as part of the Bee Network improvements, which will connect this scheme to create a network of safe routes for those wanting to travel in a more active way, either for work or leisure.</p> <p>The first proposed scheme (subject to consultation and final confirmation of funding) will connect to the Standish Mineral Line and run south from School Lane in Standish to Gidlow Lane in Wigan. A mix of on- and off-road works to deliver a 2.5-mile improved route, accessible to all.</p> <p>If you would like more information on other cycling and walking schemes proposed, or under construction in the borough, you can find more details on our website Major Projects: Infrastructure, connectivity and regeneration (wigan.gov.uk)</p> <p>If you would like to find out more about The Bee Network and what's happening across Greater Manchester, visit activetravel.tfgm.com</p>
<p>You asked if we could upgrade the surface at Robin Hill Drive.</p>	<p>We do not have any plans to upgrade the surface on Robin Hill Drive as part of this scheme.</p>
<p>You asked for further details on the improvements to the footpath between: Almond Green Avenue to Robin Hill Lane and Robin Hill Lane to Ludlow Street</p>	<p>The section running north from Almond Green Avenue to Robin Hill Lane will be widened to 3m, resurfaced, and illuminated, similar to the improvements on the Standish Mineral Line. (See the Red line on the plan provided)</p> <p>The section of footpath running east from Robin Hill Lane to Almond Grove Avenue will be widened to 3m, resurfaced, and illuminated, similar to the improvements on the Standish Mineral Line, across the existing field on the existing public rights of way alignment (See the Red line on the plan provided).</p> <p>There are no works proposed on the existing vehicle track (See the Green line on the plan provided)</p> <p>The section between Almond Green Avenue and Ludlow Street has an existing pathway installed by the developer (See the Blue line on the plan provided)</p> <p>This footpath will also be upgraded to bridleway status to make it accessible for all.</p>



You said the scheme will cause an increase in traffic and the number of cars parked in Churton Grove.

The aim of the Standish Mineral Line Extension is to encourage people to walk and cycle for short journeys and to leave their cars at home by providing them with safe places to cross busy roads and improve off-road sections.

Parking will be monitored following the scheme opening and reviewed should leisure use of the facility generate additional, inconsiderate parking.

You had concerns about the cycle route passing through Churton Grove and the loss of road space/parking this will cause.

We are **not** installing a segregated cycle route through Churton Grove.

The section of scheme through Churton Grove involves installing a zebra crossing on Old Pepper Lane, widening the alleyway, and dropped kerbs to help those with a buggy/wheelchair/adapted cycles get access to the crossing.

These minor changes will make it easier for people to walk or cycle from this end of Standish/Shevington Moor, connect to the Line, and on to the town centre. No road space will be lost on Churton Grove, and residents will still be able to park outside their houses. The scheme is to encourage people to leave their cars at home and walk or cycle for short journeys so there will be less cars on the road.

Wayfinding will be used to direct people to walk and cycle along a **'quiet street'** as part of their journey, rather than going via busier roads. This makes it a lot safer for people travelling on foot or by cycle, especially children.

You said the crossing proposed for Preston Road will cause issues with on-street parking

Although we understand resident concerns, we are not obliged to legally provide parking on the public highway, our responsibility is to keep traffic moving safely, including pedestrians and cyclists. To create the safe crossing for pedestrians and cyclists has meant we will need to use some of the highway.

You raised concerns that the crossing on Preston Road will not be visible.

All works on the highways are designed to a high standard of road safety in accordance with national standards. A Road Safety Audit (RSA) is undertaken at key design stages to maintain highway safety for all users, ensuring best practice and visibility criteria are met.

You were concerned about drainage on the new resurfaced paths

A suitable drainage strategy and supporting infrastructure will be used to ensure water can drain away. Drainage ditches and natural soak away will be used to disperse water.