

St Helens Road, Leigh

Walking & Cycling Scheme

Frequently Asked Questions



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Works starting on site

1. How is the scheme progressing?

Progression on works along St Helens Rd can be found on [George Cox's website](#).

2. What diversions are in place?

The one-way traffic management has been replaced with temporary traffic lights for the length, and St Helens Road will be open to two-way traffic. Work will continue in "chunks" there will be short stretches with temporary lights in place, these will move along the length of the road as each chunk of work is completed. All side roads will remain open under the new traffic management.

3. How will I access my property which is off St Helens Road?

All side roads off St Helens Road can still be accessed.

There may be occasions when some of these are closed for short periods to allow for works to be completed. Residents affected will be notified prior to any side road closures, and an alternative route signposted.

Residents and businesses can contact **Cox's Site Manager** for any immediate questions regarding access: **Barry Bowes** on **07368631260**

4. How do I find out about bus diversions routes?

All southbound diversions will be reinstated to their normal routes following the changes in traffic management.

Bus route information is available at <https://tfgm.com/travel-updates/travel-alerts#bus> and will be shared in Leigh bus station and at bus stops.

Bus routes are the responsibility of Transport for Greater Manchester. You can contact TfGM on:

Phone [0161 244 1000](tel:01612441000) Mon to Fri: 7am to 8pm: W/ends and BH: 8am to 8pm

Email hello@beenetwork.com

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5. Will St Helens Road Become one-way?

No, once the scheme is completed and the temporary traffic management has been removed the road will work as a two-way for traffic with a new segregated cycle lane running the left-hand side (Northbound).

6. Will the new road layout be wide enough for two-way traffic

The new road layout has been tracked using traffic modelling software to allow two-way traffic to travel safely along St Helens Road. Vehicles traveling south down St Helens Road, as well as those turning out from Bonnywell Road, will be able to do so. Road safety audits 1&2 have been carried out to ensure the design meets all safety specifications. A further road safety audit will be carried out upon completion of the scheme.

Completed Scheme

7. I am concerned that this cycleway will be misused by speeding cyclist's and e-scooter users. Will pedestrians be in constant danger because of this?

Segregated lanes for cyclists means they don't share the footway with pedestrians, or the road with motorists, but have their own dedicated space, which means there will be less conflict between the different users.

8. There have never been any fatalities so why do we need this scheme?

Collision data over a 4-year period for St Helens Road shows that 3 collisions (1 serious) involving a pedestrian or cyclist could have been avoided if the new infrastructure was in place. We shouldn't have to wait for a fatality before making our roads safer for the most vulnerable users.

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9. How will this project improve walking when the footpath is being greatly reduced?

The scheme will improve walking due to the installation of safer crossings; with a new toucan crossing at Bonnywell Road, and an upgraded toucan close to the Centurion Pub at the top of St. Helens Road. The footways will be resurfaced and improved side road crossings will be installed.

The segregated cycle lane will keep cyclists away from pedestrians and will sit between the road and the footway. The footways will be reduced slightly but still pass national safety design standards for safe, inclusive streets.

11. Will articulated vehicles turning left out of West Bridgewater Business Park have the space to do so without running over the cycle lane?

Yes. An 8m radius has been achieved within the scheme design, meaning that the left turn movement can be done without overrunning opposing traffic on West Bridgewater Street. Articulated vehicles will have to oppose northbound traffic on St Helens Road as they do now but can turn left without overrunning any kerbs.

Scheme Consultation

1. When did the scheme consultation take place?

13th February – 12th March 2023.

2. What form did the consultation take?

1. Leaflet drop with scheme plans to affected residents and businesses.
2. Wigan Council webpages with detailed design drawings available to review and comment on.
3. Press Release and social media posts.
4. In-person event at Christchurch Pennington – Thursday 9th March 2023: 5pm-7pm. A leaflet drop was made to all residents, businesses, emergency services, ward members and other stakeholders.
5. Consultation briefing to ward members, network management, waste management, emergency services, accessible groups, and other stakeholders.

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6. Large print plans and scheme info was shared in Leigh Library for a month from early March 2023. The consultation was extended for a further 2-weeks to allow the public time to view them. A braille version was also made available.

3. How many residents and businesses were within the scope of the consultation?

Affected residents and businesses within 100m of the proposed scheme location received the consultation leaflet. This was a total of:

372 properties along St Helens Road

49 businesses along St Helens Road

All of these residents/businesses received a consultation leaflet inviting them to partake; plus they all received an invite to the in-person event via Wigan Council webpages, press release and social media – the wider public were invited to feedback using the shared links and email.

4. How many responded to the consultation and how many residents/businesses were in/not in favour of the scheme?

22 responses to the public consultation and 12 attended the in-person event (including councillors). Councillors and other stakeholders have been briefed throughout the development process.

Positive	Unsure/Neutral	Negative
44%	32%	24%

5. What Research has been done to analyse impact on the local area?

The new infrastructure will have a beneficial impact on safety.

As cyclists will be segregated from the carriageway there will be no delays for motorists trying to pass them on the road and there will be a big reduction in potential conflicts between motorists and the most vulnerable

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road users. Collision data over a 4-year period shows that 3 collisions (1 serious) in the area involving a pedestrian or cyclist would have been avoided if the new infrastructure was in place.

Increase in cycling.

With safer facilities, the demand for cycling should increase. The cycling demand for this scheme estimates a three-fold uplift from a current average of 24 cycle trips per weekday on St Helens Road to 75 trips per day within the first year, with more leisure trips expected on a weekend. This in turn will mean fewer cars on the road, so less congestion and associated delays for staff commuting by motor vehicle.

Encouraging active travel for future generations.

The scheme will also benefit the children attending Christ Church Primary School on West Bridgewater Street. We understand there are issues with the number of parents who drive a short distance to drop their kids off at school and create additional congestion on West Bridgewater Street. By installing safer infrastructure, we are giving families the option to walk, wheel or cycle to school, thus reducing the number of cars at peak times.

Growing the local economy.

Studies have found that investment in new infrastructure attracts potential home owners and businesses into the area. People want to live or work in locations that are closer to green space, shops and safe, attractive walking and cycling routes that they can access for commuting or leisure. Attracting people to the area and providing infrastructure so people don't have to always rely on a car to get around increases the number of potential people accessing local employment opportunities.

6. Can you share the feedback from the consultation?

Of the people who responded to the consultation, this is what they said:

- This scheme will make it easier to walk through and around Leigh without the need of going by car.

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- Residents said they would like to view the plans and if the plans were available in Leigh.
- A current cyclist said they were happy with the current advisory painted cycle lanes on St Helens Road. Being asked to use 0.5 mile of segregated cycle lane could have an impact on their cycle commute as they may be going faster than other cyclists so would rather use the road.
- Residents wanted to see improvements to footpaths and better access for Lowton walkers.
- Sustrans support this proposal, but suggested improvements could be made through designing in priority for pedestrian and cycles at side road crossings.
- Some people were concerned that the development doesn't link to the town centre or town hall.
- One resident felt that the floating bus stop could cause conflict between pedestrians and cyclists.
- There was a request to improve the link from the guided busway to the canal towpath.
- Some people welcomed the proposed toucan crossing, whilst one resident wanted to just see the pedestrian island retained. They felt a crossing would cause more delays and congestion.
- One resident in favour of the scheme raised concerns around the potential construction delays as traffic can back up to Spinning Jenny Way.
- There was a request to install a crossing between Atherleigh way and chestnut avenue.
- A resident with sight issues was concerned with the width of the footpaths and how navigable they will be for those with a guide dog. They also raised safety concerning the shared paths around the crossings.
- The same resident was pleased with the introduction of a crossing aid for pedestrians but would not like a toucan crossing with fears that this could be unsafe for those with guide dogs due to the shared use
-

with cyclists. They were happy with the curb height as this will be distinguishable for those who are blind and using canes.

- One resident was pleased with the scheme development but were concerned that this would create an increase in scramble bikes.
- One resident was pleased to see pedestrian crossings installed on St Helens Road.

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- One resident believed there is not enough room on the road for the cycle lane. Cyclists coming out of Leigh would need to cross over to access it.

About the scheme

1. What is a bus stop bypass?



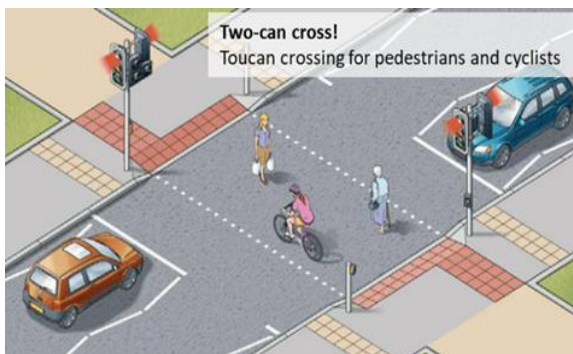
A bus stop bypass involves routing the cycle track behind the bus passenger boarding area to maintain the separation of people cycling from motor traffic.

2. What is a segregated cycle lane?



Segregated cycle lanes separate the cycle path from the road by a physical barrier, such as a raised kerb, and stops drivers in motor vehicles entering the space.

3. What is a toucan crossing?



A toucan crossing is a push-button signalised crossing that allows both pedestrians and cyclists to cross at the same time, “two – can cross”.

A “green cycle” is displayed next to the “green man” when cyclists and pedestrians are permitted to cross. A red cycle and red man are shown at other times.

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4. Why have you chosen St Helens Road in Leigh for this scheme.

St Helens Road is a very busy A-road carrying a lot of traffic in and out of Leigh town centre. At peak times over 1,000 cars per hour have been recorded using this route.

There are very few pedestrian and cycle crossing points on this road and the existing cycling facilities are poor.

On busy roads, which are usually the most direct routes between places, it is necessary to provide dedicated space for cycling and the facilities should provide physical protection rather than the current advisory painted cycle lanes.

We are also developing a number of cycling and walking improvement schemes across Wigan, not just this area of Leigh.

For more details visit our website www.wigan.gov.uk/majorprojects or <https://activetravel.tfgm.com/schemes/wigan/>

5. Why are you building cycle lanes, they're a waste of money!

Cycle lanes are good for business, reduce congestion, are good value for money, get more people cycling, and are what the public wants!

Cycle lanes move more people in less space and reduce congestion.

In 2019 UK road users lost an average of 115 hours and £894 a year sat in congestion.

Traffic on our roads has been increasing at an alarming rate for the last 15 years and shows no sign of slowing down. This is due to the inefficient use of road space caused by too many cars carrying only 1 or 2 people.

- Most households now average 2 car ownership.
- Our road network cannot keep pace with the number of vehicles – we don't have the space to build more, and climate change is telling us we need to reduce the number on our roads.

Cycle lanes may take up 20% of the road space (on average), but 70% of those travelling along the road at peak time 'could' do so within those lanes.

If this cycle lane was installed today, it won't be full by tomorrow. Behaviour change takes more than a day. BUT if we provide good quality, safe space,

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people will use them. And those lanes can move more people more efficiently, in less space.

Building cycle lanes allows people to replace some of their car journeys with active travel, taking some cars off the road, and reducing congestion.

6. Where is the money coming from to pay for this scheme?

Wigan Council has been allocated funding through the Department for Transport specifically for walking and cycling infrastructure; to create a safe, attractive environment for those choosing to walk, wheel or cycle for short journeys.

If this allocation wasn't spent in Leigh for this purpose, the money would be spent elsewhere in Greater Manchester.

7. How will emergency services be affected by the scheme? And have they been consulted?

We have presented the scheme proposals at the Council's Traffic Management meeting which the ambulance service, police and fire brigade are all invited to. No objections were raised to the scheme design.

8. Will the scheme impact access to local shops & Businesses?

No, access to shops and businesses will be maintained but it may be necessary to reallocate some road space from motor vehicles to allow good quality cycle facilities to be installed.

We have engaged directly with local traders and businesses on the proposals and asked for their input and suggestions on improving the local environment for those visiting by foot or cycle.

Walking and cycling is good for local high streets:

- People who walk and cycle visit their high streets more often as journeys can be made without having to think about parking or traffic.
- Walking, cycling and public realm improvements increase retail sales.
- People who walk to the high street tend to visit more shops and stay longer.



[The Pedestrian Pound by Living Streets](#) provides research and case studies showing those places that are safe and pleasant, where people walk to and stay longer, are economically vibrant.

9. What evidence do you have that people want better walking and cycling infrastructure?

In July, a [YouGov survey](#) revealed that:

- 77% of people support measures in their local area to encourage cycling and walking – that equates to 6.5 people for every 1 against.
- 80% of people who expressed a preference want the UK's streets redesigned to protect pedestrians and cyclists from motorists.
- 51% of people agree they would cycle more if these changes were made.

The data showed that 3.26 people support the view that 'Britain would be better if people cycled more' for every 1 person against.