

MCF Smithy Brook Road – ‘You Said, We Will’

In December 2019 / January 2020 we carried out public consultation on our proposals to improve the junction at Smithy Brook Road / Warrington Road, to give local people the opportunity to have their say on the proposals. We have collated all the responses and incorporated suggestions into the scheme proposals where practicable.

You Said	We Will
Will the path behind the Vicarage Park Estate be made accessible again on foot? And will this be accessible with prams?	The path through Manse Gardens was temporarily closed during construction of the new A49 Link Road, but will be reopened following completion. There will be a wide, smooth, tarmac footpath along the full length of the A49 Link Road (located on the northerly side of the road), which will cater for walking and cycling and will also be suitable for prams.
The traffic lanes on Smithy Brook Road will be reduced to one lane - will this result in congestion?	At present the existing short left turn lane can cause blocking back of traffic wishing to turn right. The new road layout will provide a designated right turn and designated left turn lane. The road lanes will extend for a considerable distance on Smithy Brook Road to provide increased stacking space. The proposed road lane configuration has been designed in conjunction with traffic modelling software, and should improve lane discipline, traffic flow and capacity at the junction.
A right turn out of St. Paul’s Avenue is required to stop cars having to go to the traffic lights at Clap Gate Lane to return to Wigan, has this been considered?	<p>All motorists are guided to turn left at St Pauls Avenue, and any motorists failing to adhere to this endanger other highway users.</p> <p>We looked at the option to introduce a right turn from St Pauls Avenue, however this would require significant amendments to the road layout and the installation of traffic signals which would have a detrimental effect on congestion along the A49, therefore we are not looking to progress this option at the current time.</p>
Are there any plans to put a fence down Smithy Brook Road to reduce noise?	Since the introduction of a 24-hour clearway on Smithy Brook Road there has been a vast reduction in vehicles parking on the carriageway. With fewer parked vehicles causing obstruction, traffic is now able to flow more freely which will help to reduce noise, help air quality and improve traffic flow. In light of this there are no current plans to introduce acoustic fencing along Smithy Brook Road.
Are there any plans to install traffic calming on Smithy Brook Road to slow traffic?	<p>There are no plans to install traffic calming on Smithy Brook Road, however if residents are concerned about speeding vehicles as part of The Deal, the Network Management Team has introduced Community Speed Watch.</p> <p>This gives residents the opportunity to go out into their area of concern to record the speed of vehicles travelling through the area. If the speeds recorded by residents show that there is a problem with speeding in their area,</p>

	<p>temporary speed warning signs can be erected to encourage behavioural change.</p> <p>Residents are provided with the necessary training and equipment to undertake the exercise. If residents are interested in operating a Speed Watch scheme the following link provides further information - https://www.wigan.gov.uk/Resident/Parking-Roads-Travel/Roads/20mph-speed-limit.aspx</p>
<p>There are too many stages for pedestrians and cyclists to cross the road – can these be reduced to make crossing more direct and safer for Non-Motorised Users, even if this impacts traffic congestion?</p>	<p>One of the main aims of the installation of segregated facilities for cyclists and pedestrians at this location is to facilitate safe movement of vulnerable road users. The scheme proposes to remove the existing staggered pedestrian crossings and replace these with “straight-across” facilities to provide a more direct route.</p> <p>As with all traffic signalised junctions there is a balance to be struck between highway capacity and safety. The junction currently operates using adaptative traffic signal software that allocates additional green time to the busiest arms of the junction to assist traffic flow.</p> <p>Transport for Greater Manchester (TfGM) operate all traffic signals across Greater Manchester, and so we are working closely with them to optimise the proposed layout and signal timings.</p> <p>Pedestrians and cyclists will have a designated signal stage to enable movements in one motion, under signal control, across Smithy Brook Road.</p>
<p>Smithy Brook Lane should be made one-way (north) and Little Lane should be made one-way (south), with suitable alterations further up Little Lane, to join it to Smithy Brook Lane.</p> <p>The traffic from Pemberton heading for Wigan would thus "cross" Warrington Road at the roundabout at the end of the new Westwood link, and avoid the dual use of one section of Warrington Road.</p> <p>Traffic heading off the new link toward Pemberton could be directed straight into a "turn-right" lane ready to do so at Smithy Brook Lane.</p>	<p>The A49 and M58 Link Roads have previously been approved through the planning process, and so these routes are already defined. Traffic modelling confirms that the proposed alignment of the links roads is suitable to cater for the proposed levels of traffic.</p> <p>Smithy Brook Road offers a suitable route for a strategic highway corridor due to minimal residential properties, as opposed to Little Lane. The roundabout at Little Lane would also require significant modification to allow the link roads to converge.</p>
<p>The wait time for walking and cycling users must be minimised and it should be possible to cross Smithy Brook Road and Warrington Road in a single movement</p> <p>The pedestrian crossing of Warrington Road from the junction appears to indicate multiple movements, presumably with lengthy waits in the middle of the road and the associated</p>	<p>One of the main aims of the installation of segregated facilities for non-motorised users at this location is to facilitate safe movement of vulnerable road users. The scheme proposes to remove the existing staggered pedestrian crossings and replaces with “straight-across” facilities to provide a more direct route.</p> <p>The new traffic single junction incorporates the “hold-the-left” methodology where the left turn for general traffic on</p>

<p>excessive exposure to pollution for walking users. This would not be acceptable and would indicate the scheme has failed active travel users.</p>	<p>Warrington Road is held at red to enable all of the pedestrian and cycle movements across Smithy Brook Rd to receive a green signal at the same time (in a single traffic signal stage).</p> <p>The controlled Toucan crossing across Warrington Rd is single movement (a single traffic signal phase) which will receive green with sufficient time to make the crossing of Warrington Road in one movement.</p> <p>The traffic signal software (SCOOT) is adaptive and will allocate additional green time to the busiest traffic arms to keep traffic moving.</p> <p>Pedestrians and cyclists have the opportunity to cross during each signal stage, when the opposing traffic lane is held. This is known as “walk with traffic” and gives pedestrians and cyclists more opportunity to cross each signal cycle.</p>
<p>Induction loops in the cycleway that detect approaching cyclists to give an immediate green signal should be considered (active either at less busy times or preferably at all times).</p>	<p>We are working closely with Transport for Greater Manchester (TfGM) to optimise the traffic signal timings, but we will be monitoring usage of the new walking and cycling facilities and should we see increased cyclist demand for this route we would be happy to review these in future.</p>
<p>At non-peak times pedestrians and cyclists should get an immediate green when they press the signal button. There must not be a delay (as is used extensively across Greater Manchester) - this reduces the junction safety for walking and cycling users as this encourages people to dash across on a red signal.</p>	<p>We are working closely with Transport for Greater Manchester (TfGM) to optimise the proposed layout and signal timings.</p> <p>The traffic signals at this location operate using adaptive signal software which changes the signal timings based on demand.</p>
<p>The surface for the cycleway must be a high quality, smooth coloured asphalt. A coloured surface "paint" will not be acceptable as these have been shown elsewhere to quickly fragment resulting in a poor quality surface. There are multiple examples across Greater Manchester where a coloured surface treatment has been used which has quickly fragmented (e.g. Oxford Road in Manchester).</p>	<p>The cycleways will be surfaced using coloured, green tarmac. This has a high durability as the pigment is imbedded in the produce and resists fading / wear.</p> <p>We have used this product on other cycle schemes within the borough such as Robin Park Road.</p>
<p>The addition of rain gardens with water directed from the highway to flower beds would be a useful functional and aesthetic addition to the scheme and would enhance the quality of the public realm in the area.</p>	<p>The scheme includes some widening of the existing carriageway by removal of the central median. Unfortunately the width of the reinstated median will be insufficient to install rain gardens to act as sustainable drainage (SuDS). In this instance it is proposed to utilise the existing highway drainage.</p> <p>However, the grassed verge on the west side of Warrington Road will remain which will allow natural soak away and catchment of rain water.</p>

	<p>To enhance the scheme, landscaping and additional planting in the remaining grassed verge at the roundabout adjacent to Little Lane will also be installed to improve the quality of the public realm in the area.</p>
<p>I am concerned that the new cycle lane is going to be on the new footpath, this may cause visibility issues for vehicles exiting private driveways.</p>	<p>The cycle lane is currently located on the footway throughout areas of the scheme. The segregated cycle / footway will physically separate cyclists from pedestrians and will therefore provide greater visibility of and improve safety for both pedestrians and cyclists.</p> <p>All highway schemes are subject to a Road Safety Audit to ensure highway safety standards are met.</p> <p>Existing driveway access and visibility will be maintained and so we would ask motorists, as is their current responsibility, to only enter the highway when it is safe to do so.</p>
<p>Is the project going to proceed or follow the Warrington Road/Victoria Street proposal?</p>	<p>Scheme programmes are constantly under review to minimise construction impact on the highway network and users. There are a number of variables that need to be considered. These include the opening of the A49 Link Road, contractor availability and utilities diversions timescales. Further info will be provided in due course.</p>
<p>Is there a need for the Smithy Brook Road project and why are you not proposing a route from Skew bridge to the roundabout of the new link road?</p>	<p>The scheme is needed to improve the connection between the soon-to-open A49 link road and the proposed M58 link road. The proposals will also provide much improved walking and cycling facilities connecting the link roads and the surrounding network. Provision of an improved cycling and walking link between Skew Bridge and the A49 roundabout is being explored as part of a further Mayor's Challenge Fund bid, currently in development.</p>
<p>From Smithy Brook Road to the Toucan crossing on the A49 Warrington Road why is the footpath placed next to the road and the cyclists on the inside? Does this cause any safety issues, especially with elderly people in the area?</p>	<p>The cycleway moves from the front of the footway to the back of the footway in this area so the facility goes around the back of the bus stop. This is standard practice and follows the design guidance. All schemes undergo a road safety audit, which is an independent review, where any potential safety issues are identified and can be designed out before the scheme is built.</p>
<p>Why are there no markings to separate the cyclists and pedestrian areas on Warrington Road and Smithy Brook Road?</p>	<p>The proposed new facilities on Smithy Brook Road and the A49 Warrington Road are segregated. These will be signed appropriately to direct users.</p> <p>The footways outside of the segregated areas are shared use. Here pedestrians and cyclists share the entire footway width and physical segregation or demarcation is not used.</p> <p>Shared use facilities, where pedestrians and cyclists are mixed with no segregation, are a design concept we previously implemented, but which we are trying to improve upon by segregating pedestrians, cyclist and traffic entirely with all future schemes.</p>

<p>Why can't this area remain a shared footway/cycleway, as the proposed area for segregated cycle lanes is small?</p>	<p>The segregated cycle / footway will physically separate cyclists from pedestrians to improve highway safety, giving each user group their own space on the approach to important features such as signalised crossing points.</p> <p>The physical segregation aims to remove conflict, reducing the risk of accidents.</p>
<p>Is the size of the roundabout used to access the new A49 Link Road to change?</p>	<p>No – road markings and lane destinations on the northbound approach to the roundabout will change, however the footprint / size of the existing roundabout will remain the same.</p>
<p>As the A49 Link Road is going to be a 40mph road is there any proposed changes to speed limits on the A49 Warrington Road or Smithy Brook Road?</p>	<p>No – the speed limit on the existing A49 Warrington Road and Smithy Brook Road will remain 30mph.</p>
<p>Is the bus stop on the A49 Warrington Road required due to subsequent stops between Clapgate Lane and Little Lane? Could this not be changed to one centralised stop or alternatively create a layby to reduce congestion.</p>	<p>Bus stops are located on the public highway at spaced intervals to give the greatest amount of choice for passengers. TfGM aim to locate bus stops within a comfortable walking distance of residential areas and other passenger generators. The frequency of bus stops in this area reflects the residential nature and the serves the adjacent business park. Bus stops north and south of the Smithy Brook junction serve a number of current and potential future bus routes when the A49 and M58 links roads open.</p> <p>TfGM advise that bus stop laybys should not be used as buses struggle to re-join traffic, which can lead to delays.</p> <p>The bus stop is not a timing point, therefore delay to general traffic will be minimal when a bus stops to allow passenger the opportunity to board and alight.</p>
<p>Why has the foundations been installed on the multi-purpose pathway adjacent to the new A49 Link Road, is the Smithy Brook Road proposals are at consultation stage?</p>	<p>The A49 Link Road, including the proposed cycle facilities were subject to planning permission and received planning approval. (Planning Application Reference A/12/77633). This scheme commenced construction is September 2018.</p> <p>The Smithy Brook Road scheme involves changes to the existing, adopted highway. This is deemed permitted development and does not require planning permission to do so.</p>
<p>Drainage needs to be considered to prevent flooding, especially at crossing areas</p>	<p>All schemes are assessed for drainage on an individual basis and following site surveys, topography of the area is taken into consideration to aid design.</p> <p>It is proposed to utilise existing highway drainage and this will be developed during detailed design. All necessary checks will be undertaken on the existing drainage prior to and during construction.</p>

<p>Will the segregated cycle lanes be gritted during the winter months?</p>	<p>The use of a bespoke vehicle to treat segregated cycle lanes is currently being investigated with Transport for Greater Manchester.</p>
<p>Why are segregated facilities proposed on the footway and not improved facilities on the carriageway to encourage use?</p>	<p>Segregated facilities on the footway remove the need for vulnerable user and those less confident cyclists to be interacting with vehicles.</p> <p>Due to the physical segregation on the footway, pedestrians and cyclists have their own space to maintain safety and reduce the risk of collision to each user group, especially on the approach to signalised crossing points.</p>
<p>Are double yellow lines being proposed to clear parking?</p>	<p>No – there are no Traffic Regulation Orders being proposed as part of the scheme.</p> <p>A clearway was introduced on Smithy Brook Road in 2019 to prohibit parking to maintain traffic flow. At present there does not appear to be a demand to park on the A49 Warrington Road, however this will be monitored by the Network Management Team. Should the situation change parking restrictions may be considered as a traffic management measure.</p>
<p>Will the A49 Link Road be accessible for cyclists?</p>	<p>Yes – the A49 Link Road has cycle facilities for its entire length.</p>