

# Annex 10

## Wigan Metropolitan Borough Council



### Planning and sustainability issues

**A10.1** Wigan Council is currently reviewing its UDP which was adopted in January 1996. The working vision adopted for the UDP Review is "To make the Borough a more attractive place to live and to attract new employment and investment through a sustainable balance between economic growth, social progress and environmental protection and enhancement".

**A10.2** The Council is currently preparing a document for public consultation which will put forward the key issues to be addressed by the Plan review. The results of this consultation exercise will be used to revise the Plan policies with a view to it being placed on deposit before the end of the year. In particular the Council will address the following specific issues through the UDP process: Sustainable distribution; public transport; demand management, parking standards, travel plans, walking and cycling.

**A10.3** As part of the review the Council will ensure that the policies of the UDP are entirely consistent with the LTP, emerging RPG and national Planning Policy Guidance.

**A10.4** The Local Agenda 21 Plan for the Metropolitan Borough of Wigan has been finalised and will be adopted before December 2000. The Plan sets out 26 key themes for sustainable development in relation to the Environment, Economy and Social Issues. Transport cuts across many of the key themes.

### Role as Highway Authority

**A10.5** The Council is implementing Traffic Regulation Orders (TROs) for bus priority along Quality Bus Corridors (QBCs) and for pedestrianisation schemes in its key centres. The Council is also introducing controlled parking zones (CPZs) such as in Swinley, Wigan, to overcome daytime commuter parking problems in residential areas near town centres.

**A10.6** The Council recognises the potential benefits of decriminalised parking enforcement as part of its parking and transport strategies and is considering the feasibility of introducing these schemes.

### Funding from other sources

**A10.7** The Council is progressing pedestrianisation, environmental and traffic management improvements in the main town centres through a number of programmes:

- **European Action Plan**  
*improvements to pedestrianisation and streetspace in Wigan town centre*
- **Coalfield Challenge**  
*including pedestrianisation/environmental/traffic management work in Leigh*
- **SRB 5 (Atherton)**  
*including work on the Leigh – Bolton QBC and pedestrian and cycling improvements along Market Street in Atherton town centre*

**A10.8** In addition to the above programmes, a bid for SRB6 funding has been encouraged by the Regional Development Agency to improve the economy, environment and community in Worsley Mesnes, Norley and Lower Ince areas. The bid includes outline proposals to improve road safety, public transport facilities (bus and rail), cycling and walking routes. In particular the bid includes proposals for the funding of a section of the Town Centre Link Road between Chapel Lane and the Westwood site. A parallel funding bid is to be made from European sources to assist with this project which is complementary to the proposed intermodal Hub in Wigan Town Centre and the A5225 proposals.

**A10.9** Funding for other transportation schemes is being encouraged from a number of private sector sources including the following :

- *development of an on-site bus station at the proposed Xanadu development at Pennington in Leigh. The development itself is currently subject to consideration by the Secretary of State following a Public Inquiry*
- *development of a new railway station at Kenyon Junction (in Warrington UA area) as an integral part of the Xanadu proposals (again subject to Secretary of State's decision)*
- *possible development of a major intermodal passenger hub based on the stations in Wigan and involving rail, bus and park and ride facilities together with associated commercial development, a highway access via a section of the proposed A5225 and the Town Centre Link Road. This project is complementary to both the A5225 and to the Wigan Intermodal Hub proposals*

- *possible development of a short town centre bypass in Ashton town centre to divert through traffic from the main shopping street and facilitate pedestrianisation and bus integration*
- *possible local road improvement scheme to the west of Atherton to facilitate economic development and provide relief to unsuitable local roads and a safe access to school project*

**A10.10** A major scheme which currently lies outside LTP funding is the proposed A5225 running from M6 at Junction 26 to M61 at Junction 5 in the Bolton MBC area. The alignment for this proposal is currently protected by Highways Agency as a Trunk Road scheme although the project itself is not included in the present Trunk Road programme. As noted above, a section of the route is required to access the proposed Transportation Hub in Wigan town centre.

**Table A10.1: Transport capital works programme 2001/02 to 2005/06 (£000s)**

	2001/02	2002/03	2003/04	2004/05	2005/06	Other funding
Major schemes	1200	4000	4000	300		
Local Safety Schemes	384	384	384	384	384	
Other minor works	768	768	768	768	768	Private/SRB
Bridges/other structures	1000	1000	1000	1000	1000	
Principal road maintenance	1790	1790	1790	1790	1790	
<b>Sub-totals</b>	<b>5142</b>	<b>7942</b>	<b>7942</b>	<b>4242</b>	<b>3942</b>	
Further minor works	154	154	154	154	154	
Further Local Safety Schemes	77	77	77	77	77	
<b>Total</b>	<b>5373</b>	<b>8173</b>	<b>8173</b>	<b>4473</b>	<b>4173</b>	

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## Programme of measures

### Major schemes

**A10.11** The Authority has one major scheme, the Wigan Integrated Transport Scheme (WITS). This scheme is described in Chapter 9 and is scheduled for completion in 2004/05.

### Local Safety Schemes

**A10.12** The Council is targeting road safety improvements along key routes and in residential areas to maximise casualty reduction, particularly amongst children.

**A10.13** Road safety improvements will be carried out at high-risk junctions on key routes and along sections of these routes where the accident rates, or totals, are high and where remedial measures will be effective. A high priority will be given to sites where problems have been identified for vulnerable road users such as pedestrians and cyclists and those linking schools.

**A10.14** Traffic calming schemes will be provided in residential areas to reduce traffic speeds and improve safety for vulnerable road users, particularly children. Low cost signing and road marking schemes and local road safety measures will be carried out in response to other identified problem sites.

Table A10.2: Local Safety Schemes Programme (£000s)

Key Routes	
Accident reduction schemes for high-risk locations.	100
Pedestrian facilities including child safety.	70
Low cost traffic signs and road markings including cycle safety.	20
Area Improvements	
Traffic calming in residential areas.	130
Low-cost traffic signs and road markings.	32
Local measures to improve safety for vulnerable road users.	32
<b>Sub-total</b>	<b>384</b>
Further Local Safety Schemes	77
<b>Total</b>	<b>461</b>

### Minor works programme

**A10.15** The minor works programme reflects the Council's priorities for transport investment which meet LTP objectives. The programme is focused on improving accessibility into five key town centres and nine other township areas for public transport, cycling and walking. The five key centres are: Wigan; Leigh; Atherton; Hindley; and Ashton-in-Makerfield. The other township areas are: Aspull; Golborne; Ince; Pemberton; Platt Bridge; Shevington; Standish; Tyldesley; and Newtown.

**A10.16** Within the key centres the main measures will include the improvement of pedestrian and cycle routes between housing, employment, retail, leisure and school sites and the strengthening of links to public transport corridors and interchanges. A reallocation of road space in favour of vulnerable road users and public transport will be combined with other traffic management measures to restrain car traffic.

**Table A10.3: Minor works programme 2001/02 - 2005/06 (£000s)**

<b>SCHEMES (£000s)</b>	<b>2001/02</b>	<b>2002/03</b>	<b>2003/04</b>	<b>2004/05</b>	<b>2005/06</b>	<b>Total</b>
Key town centre/township works	300	300	330	318	318	1566
Pedestrian schemes	80	80	80	90	90	420
Cycling facilities	80	80	80	90	90	420
Public transport improvements	83	83	88	75	75	404
Powered two wheeler improvements	10	10	10	10	10	50
School travel strategies	150	150	150	150	150	750
Travel Plans	30	30	30	35	35	160
PRN Signing	35	35	0	0	0	70
Sub-total	768	768	768	768	768	3840
Further minor works	154	154	154	154	154	770
<b>Total</b>	<b>922</b>	<b>922</b>	<b>922</b>	<b>922</b>	<b>922</b>	<b>4610</b>

**A10.17** In the other township areas the main measures will include the improvement of pedestrian and cycle links within a one kilometre radius of the town centres including the improvement of the Public Rights of Way (PROW) network for utility trips.

**A10.18** The Council is working with individual schools to develop school travel plans designed to improve child safety and reduce car journeys.

**A10.19** If a higher level of resources were to be made available, Wigan Council would use these additional funds to accelerate the above programme and proposals for similar measures would be brought forward in other areas of the Borough.

### **Bridge assessment, strengthening and maintenance**

**A10.20** All bridges will have been assessed for 40 tonnes by 2000/01 apart from those owned by Railtrack. The strengthening programme has been proceeding successfully on the Primary Road network with all the Council's structures strengthened up to 40 tonne capacity and only nine remaining on the local road network. In order to minimise future strengthening schemes, a programme of major structural maintenance is being implemented.

**A10.21** As the 40 tonne assessment programme is completed, a programme of principal inspections will be commenced in order that the assessments are kept up to date and abnormal loads can be safely routed. An assessment programme for parapets (23 metal – 65 brick/masonry) will also be instigated which will be followed by any necessary upgrading work.

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The five-year programme for works is shown in the following table:

**Table A10.4: Bridges and structures programme (£000s)**

Schemes	Number of structures	2001/02	2002/03	2003/04	2004/05	2005/06
Wigan MBC. strengthenings	9	300 (2)	500 (2)	355 (3)	160 (2)	-
British Waterways strengthenings	1	150 (1)	-	-	-	-
Railtrack strengthening		250	350	470	590	600
BR Property Board strengthenings	1	200 (1)	-	-	-	-
Major structural maintenance	19	65 (2)	100 (2)	125 (2)	175 (3)	320 (4)
Principal inspections/assessment review		25	25	25	25	30
Parapet assessment/strengthening		10	25	25	50	50
<b>Totals</b>		<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>

**Table A10.5: Assessment of highway structures**

	Highway Authority	Railtrack	Rail Board Property	British Waterways	Other
Total number	116	19	1	9	1
Number still to be assessed for 40 tonne capacity	4	19*	0	0	0
Number already assessed and found not capable of 40 tonne capacity	9	4**	1	1	1
Number considered to need strengthening	9	4**	1	1	1
Number considered to need major structural maintenance	19	0	0	0	0

\* no final assessment results have been received - seven preliminary basic assessment method results have been received but further more sophisticated analysis is required.

\*\* based on preliminary basic assessment results but will probably end up as ten.

**Table A10.6: Retaining walls**

Retaining walls (metres)	Highway Authority	Other
Total length	1780	0
Length still to be assessed for 40 tonne capacity	505	0
Length already assessed and found not capable of 40 tonne capacity	120	0
Length considered to need strengthening	120	0
Length considered to need major structural maintenance	350	0

### **Schemes on Primary Route Network and any other over £1 million**

**A10.22** All known schemes on the PRN have been successfully completed to programme. Further schemes are expected when the results of the remaining Railtrack assessments are known. No schemes over £1 million are expected at present.

### **Principal carriageway maintenance**

**A10.23** Work has continued to identify and assess the condition and residual life of the existing highway network. Deflectograph surveys on all principal roads previously carried out on a five year cycle will continue. Yearly results showing the percentage of the network with less than zero life and 0–4 years life are shown in Table 10.7. This indicates that a high percentage of the network requires strengthening with thick overlay or reconstruction being the suggested treatment.

**A10.24** Following the development of a national pavement management system Wigan has subscribed to the UKPMS March software and has completed the CVI survey of the whole of the principal road network. These show that 6.69% of the network has a Condition Index Value of 70 or more. It is intended to extend this survey in 2000/01 to non-principal classified roads and undertake the survey thereafter annually. Its extension onto parts of unclassified network is also under consideration. A SCRIM survey has recently been introduced and results will also be taken into account in prioritising schemes.

**Table A10.7: Principal Road carriageway residual life**

Years	1998	1997	1996	1995*	1994*	1993*
Residual Life < 0	42.58%	42.25%	43.74%	37.66%	48.38%	45.75%
Residual Life 0 -4	9.88%	9.34%	11.86%	9.27%	11.94%	12.72%

\* denotes that these years do not include data for all of the Principal Road Network

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**A10.25** It is the Council's intention to continue with its aim of increasing the residual life and hence the asset value of the principal road network in a cost-effective and efficient manner. Whilst progressing this aim the Council recognises that other factors within the LTP will have some bearing on the priority order in which maintenance schemes are implemented. The Greater Manchester Authorities have developed an 'Objective Priority Assessment Matrix' to assist in this respect.

Weighting factors have been given to the various initiatives of the LTP such as QBC's, bridge maintenance, cycling, green issues etc. Quality Bus Corridors are being implemented on two strategic routes and are being considered on a number of other routes. All routes require maintenance investment. The following table shows the programme of Principal carriageway maintenance for 2001/02.

**Table A10.8: Proposed Principal Road Structural Maintenance Programme 2001/02**

Priority Number	Route section	Suggested treatment	Estimated cost £000s
A577	Darlington Street (Harrogate Street - Warrington Lane.)	Strengthen by overlay	72
A573	Warrington Road (Clarendon Street - Deakin Street)	Strengthen by overlay	146
A573	Warrington Road (Moss Lane - Moss Street)	Reconstruct	197
A58	Bolton Road (Bryn Road South - Wigan Road)	Strengthen by overlay	82
A49	Wigan Lane (Cherry Gardens - Brock Mill Lane)	Resurface	68
A49	Central Park Way (full length)	Resurface	121
A579	Bolton Road (York Street - Hesketh Street)	Resurface	42
A578	Wigan Road (Norbury Street - Twist Lane)	Reconstruct	85
A49	Warrington Rd. (Chelwood Park - N Access School)	Resurface	33
A572	King Street (Over canal bridge)	Resurface	24
A58	Liverpool Road (Townfields - Woodedge)	Strengthen by overlay	53
A572	Newton Road (A 580 - Kenyon Lane)	Reconstruct	82
A572	Newton Rd (Pocket Nook Lane - Hesketh Meadow Lane)	Strengthen by overlay	55
A58	Liverpool Road (Crompton Street - Moss Lane)	Strengthen by overlay	134
A5082	Hen Fold Road (o/s no.131 - Coach Road)	Strengthen by overlay	92
A577	Market Place (full length)	Resurface	11
A577	Market Street (Tyldesley Road - Crab Tree Lane)	Resurface	30
A49	High Street Standish (o/s Globe Pub - o/s 52)	Resurface	40
A49	High Street Standish (o/s no.52 - School Lane)	Resurface	40
A49	Wigan Road (Park Lane Chapel - M6 island)	Strengthen by overlay	66
A572	St. Helens Road (Winmarleigh Gardens - Hand Lane)	Strengthen by overlay	98
A58	Lily Lane (Wigan Street - Bar Street)	Reconstruct	125
A58	Lily Lane (Warrington Road - Wigan Street)	Reconstruct	90

## Revenue programme

**A10.26** The Council's transport revenue programme is broken down into the following categories: traffic signals, traffic regulation orders, signs and road markings, and assistance to pedestrians. These involve schemes that have clear justification but do not qualify for local safety scheme funding on an accident reduction basis.

**A10.27** Revenue programmes also focus on street lighting maintenance and upgrading, minor bridge maintenance, school crossing patrols and road safety education and promotion.

**Table A10.9: Transport revenue expenditure 2000/01**

Revenue expenditure	£000s
Structural maintenance	3641
Street lighting maintenance	1058
Street lighting energy	490
Cyclic maintenance	439
Winter maintenance	468
Bridges/structures maintenance	61
Traffic management and safety	321
Urban Traffic Control	655
Greater Manchester Transportation Unit	230
Road safety education	148
School Crossing Patrol service	501
Car parking	1103
Insurance	655
Public rights of way	117
<b>Total</b>	<b>9887</b>