

Wigan Local Development Framework Core Strategy

Options for addressing the shortfall of housing land, and other proposals July 2012

Initial Transport Assessment



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We can make some of this information available in other formats and languages on request.

You can contact us at:

Planning Policy,
Places Directorate: Economy, Waste and Infrastructure,
Wigan Council, PO Box 100,
Wigan WN1 3DS

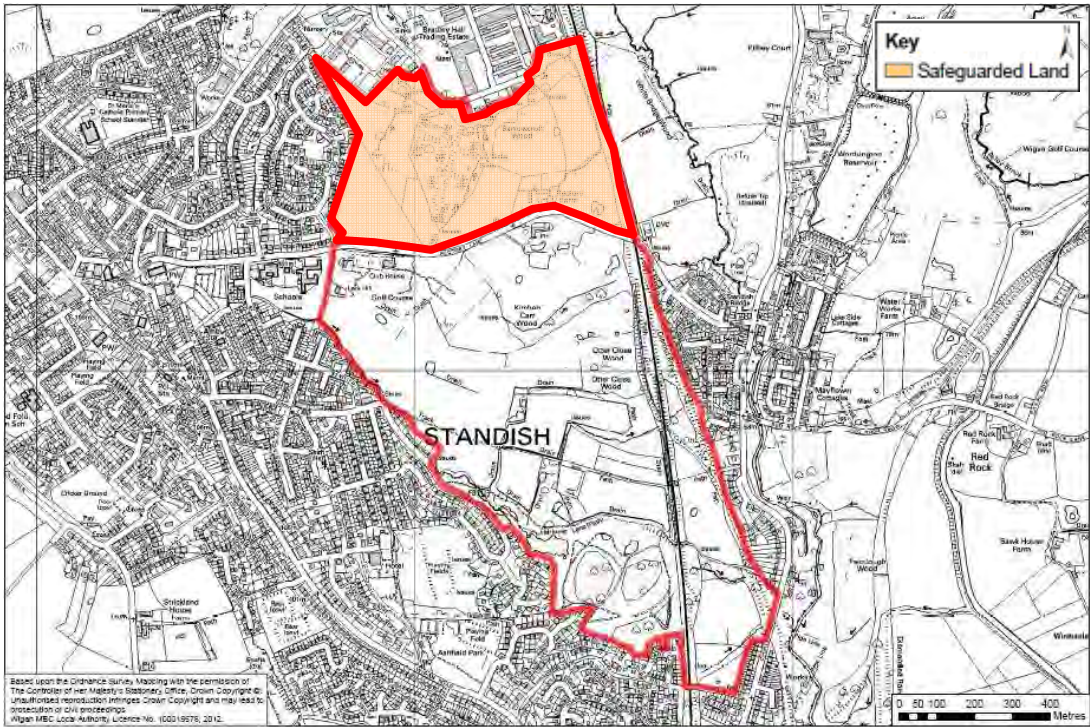
Email: planningpolicy@wigan.gov.uk

Web Site: www.wigan.gov.uk/ldfcorestrategy

Option A Standish:

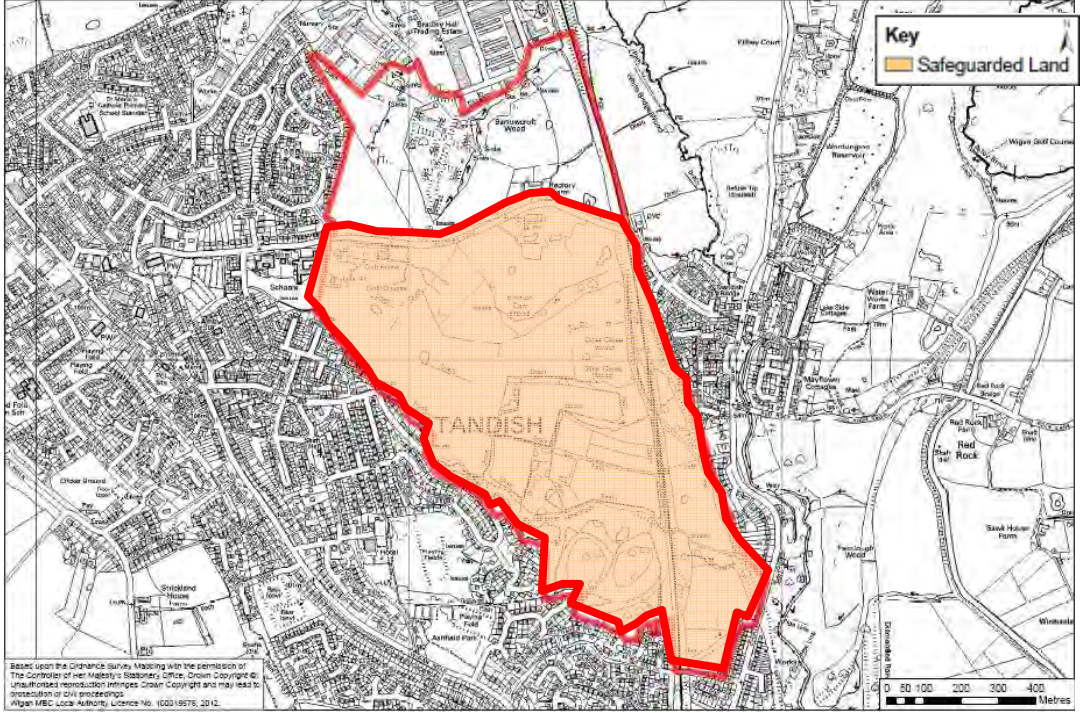
LDF Core Strategy

Site Overview: Initial Transport Assessment

Development Site	North of Rectory Lane, Standish
Wards Affected	Standish with Langtree, Aspull New Springs
Potential Access	Rectory Lane, also possible connection through to Bradley Lane (land take required)
Site Plan	
Site Overview:	
Land Use:	Housing: 516 units
Proposed Infrastructure	<ul style="list-style-type: none"> • New bus service. • New / improved pedestrian and cycle routes. • Potential contribution to new Standish rail station. (*Note- Significant network and engineering constraints- £13M)
Cost Estimate	£1M
Existing Transport Assessment:	

<p>Existing Transport Issues:</p>	<p>Congestion hotspots:</p> <p>LDF 2009 Base Model Junctions over or approaching capacity:– AM Peak – A49/A5209/B5239; A5209/Green Lane PM Peak - A49/A5209/B5239; A5209/Green Lane</p> <p>Wigan Congestion Study 2010 – Average speeds < 10mph:- AM Peak – None PM Peak – A5209 East bound (Beech Walk to Standish Crossroads); B5239 (St.Wilfrids Road to Standish Crossroads)</p> <hr/> <p>Train Connections:</p> <p>Nearest station(s) Appley Bridge 4.3km Direct bus services 638,639 & Gathurst 4.3km Direct bus services 638,639,640,641</p> <hr/> <p>Bus Connections:</p> <p>The B5239 Rectory Lane has bus services.</p> <ul style="list-style-type: none"> • 638 (Wigan-Wrightington Hospital Circular) operates at least 1 per hour. • 639 (Wigan-Wrightington Hospital Circular) operates at least 1 per hour. <p>The A5106 Chorley Road also has bus services.</p> <ul style="list-style-type: none"> • 640 (Wigan-Standish Circular) operates at least 1 per hour. <p>641 (Wigan-Standish Circular) operates at least 1 per hour.</p> <hr/> <p>Pedestrian / Cycle Connections:</p> <p>There are no Public Rights of Way or Bridleways on this site.</p> <p>Footpath 16 runs north – south on the eastern boundary of the site and Footpath 19 runs south of Rectory Lane.</p> <p>Pedestrian / cycle connectivity is very poor in this area.</p>
<p>Transport Strategy Assessment:</p>	<p style="background-color: #92d050; height: 65px;"></p>
<p>Alignment with Transport Strategy</p>	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Sustainability to deliver economic, environmental and social outcomes 2. Equitable access between communities, businesses, services and goods 3. Diversity and adaptability for choice and resilience 4. Attractiveness to encourage modal shift <hr/> <p>Principles:</p> <ol style="list-style-type: none"> 1. Reduce the number of trips being taken; 2. Shift trips to more sustainable modes; and, 3. Make remaining trips as efficient as possible
<p>New transport interventions:</p>	<p>Bus: New bus service to be provided on Chorley Road or Rectory Lane (direct to Wigan). Existing bus services to be promoted.</p> <hr/> <p style="height: 30px;"></p>

	<p>Train: Existing Gathurst & Appley Bridge services to be promoted. Potential for rail station at Standish (to be served by imminent transfer of Trans Pennine Express Scotland service). *Note- Significant network and engineering constraints.</p>
	<p>Cycle: New links to be provided within the site to key local destinations.</p>
	<p>Pedestrian Road: New site access points need to be established.</p>
	<p>Road: New site access points need to be established. * Note – Off site works to be confirmed following submission of detailed TA.: Existing footpath to be upgraded and new walking links within the site to be provided to key destinations.</p>
<p>Summary</p>	<p>Despite sustainable transport improvements / promotion, an increase in the number of peak time car borne trips to / from A49 and A5209 junctions will occur, resulting in a slight increase in congestion in the Standish area.</p> <p>New, upgraded / promoted walking and cycling links will offer more attractive sustainable access to key locations in the local area resulting in a slight increase in trips made by these modes in the Standish area.</p> <p>New bus service and promotion of existing bus / rail services likely to encourage increase in patronage resulting in a slight increase in trips made by these modes in the Standish area.</p> <p>* Note - Cumulative effect will produce substantial increase in local congestion around Standish if this site, South of Rectory Lane and Almond Brook sites are fully developed.</p>

Development Site	South of Rectory Lane, Standish
Wards Affected	Standish with Langtree, Aspull New Springs
Potential Access	Grove Lane, Cranleigh, Luridin Lane, Chorley Road, Rectory Lane (Other potential accesses which require land take).
Site Plan	 <p>Based upon the Ordnance Survey Mapping with the permission of The Controller of Her Majesty's Stationery Office. Crown Copyright ©. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Wigan MBC Local Authority Licence No. 100018678, 2012.</p>
Site Overview:	
Land Use:	Housing: 1421 units
Proposed Infrastructure	<ul style="list-style-type: none"> • New bus service. • New / improved pedestrian and cycle routes. • Potential contribution to new Standish rail station. (*Note – Significant network and engineering constraints - £13M) • Possible internal bus gate
Cost Estimate	£1M
Existing Transport Assessment:	
Existing Transport Issues:	<p>Congestion hotspots:</p> <p>LDF 2009 Base Model Junctions over or approaching capacity:–</p> <p>AM Peak – A49/A5209/B5239; A5209/Green Lane; A49/A5106; B5239/Canal</p> <p>PM Peak - A49/A5209/B5239; A5209/Green Lane; A49/A5106; B5239/Canal</p>

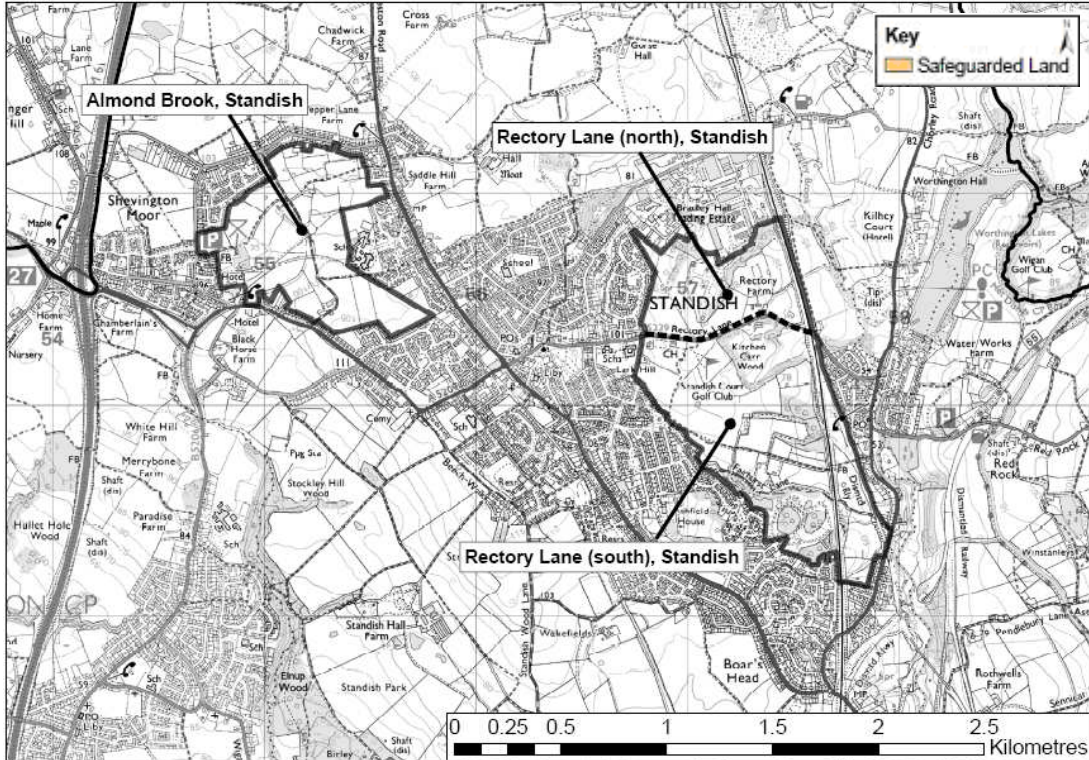
	<p>Wigan Congestion Study 2010 – Average speeds < 10mph:- AM Peak – None PM Peak – A5209 East bound (Beech Walk to Standish Crossroads); B5239 (St.Wilfrids Road to Standish Crossroads)</p> <p>Train Connections: Nearest station(s) Gathurst 3.4km Direct bus services 638,639,640,641 & Appley Bridge 4.3km Direct bus services 638,639</p> <p>Bus Connections: The B5239 Rectory Lane has bus services. <ul style="list-style-type: none"> • 638 (Wigan-Wrightington Hospital Circular) operates at least 1 per hour. • 639 (Wigan-Wrightington Hospital Circular) operates at least 1 per hour. The A5106 Chorley Road also has bus services. <ul style="list-style-type: none"> • 638 (Wigan-Wrightington Hospital Circular) operates at least 1 per hour. • 639 (Wigan-Wrightington Hospital Circular) operates at least 1 per hour. • 640 (Wigan-Standish Circular) operates at least 1 per hour. • 641 (Wigan-Standish Circular) operates at least 1 per hour. </p> <p>Pedestrian / Cycle Connections: Footpaths 20,511,932 and 987 cross the site. Traffic free cycle route crosses east–west through the site.</p>
<p>Transport Strategy Assessment:</p>	
<p>Alignment with Transport Strategy</p>	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Sustainability to deliver economic, environmental and social outcomes 2. Equitable access between communities, businesses, services and goods 3. Diversity and adaptability for choice and resilience 4. Attractiveness to encourage modal shift <p>Principles:</p> <ol style="list-style-type: none"> 1. Reduce the number of trips being taken; 2. Shift trips to more sustainable modes; and, 3. Make remaining trips as efficient as possible
<p>New transport interventions:</p>	<p>Bus: New bus service to be provided on Chorley Road / or Rectory Lane (direct to Wigan). Existing bus services to be promoted.</p> <p>Train: Existing Gathurst & Appley Bridge services to be promoted. Potential for rail station at Standish. *Note- Significant network and engineering constraints.</p> <p>Cycle: Existing route across site to be upgraded and new links to be provided within the site to key local destinations.</p>

	<p>Pedestrian: Existing footpath to be upgraded and new walking links within the site to be provided to key destinations.</p> <p>Road: New site access points to be established. Possible internal link road with bus gate.</p> <p>* Note – Off site works to be confirmed following submission of detailed TA.</p>
<p>Summary</p>	<p>Despite sustainable transport improvements / promotion, an increase in the number of peak time car borne trips to / from A49, A5209 and B5239 junctions will occur, producing a noticeable increase in congestion in the Standish area.</p> <p>New, upgraded / promoted walking and cycling links will offer more attractive sustainable access to key locations in the local area resulting in a slight increase in trips made by these modes in the Standish area.</p> <p>New bus service and promotion of existing bus / rail services likely to encourage increase in patronage resulting in a slight increase in trips made by these modes in the Standish area.</p> <p>* Note - Limited local amenities – therefore important that links to town centre are improved. Cumulative effect will produce substantial increase in local congestion around Standish if this site, North of Rectory Lane and Almond Brook sites are fully developed.</p>

Development Site	Almond Brook, Standish
Wards Affected	Standish with Langtree
Potential Access	Almond Brook Road, Old Pepper Lane, Pepper Lane, Ludlow Street, (Foxglove Close, Kenyon Road, Langholm Road – all land take required).
Site Plan	
Site Overview:	
Land Use:	Housing: 1025 units
Proposed Infrastructure	<ul style="list-style-type: none"> • New bus service, new / improved pedestrian and cycle routes.
Cost Estimate	£1M
Existing Transport Assessment:	
Existing Transport Issues:	<p>Congestion hotspots:</p> <p>LDF 2009 Base Model Junctions over or approaching capacity:–</p> <p>AM Peak – A49/A5209/B5239; A5209/Green Lane; A49/Pepper Lane</p> <p>PM Peak - A49/A5209/B5239; A5209/Green Lane; A49/Pepper Lane</p> <p>Wigan Congestion Study 2010 – Average speeds < 10mph:-</p> <p>AM Peak – None</p> <p>PM Peak – A5209 Eastbound (Beech Walk to Standish Crossroads); B5239 (St.Wilfrids Road to Standish Crossroads)</p>

	<p>Train Connections: Nearest station(s) Appley Bridge 2.5km & Gathurst 3.3km</p> <p>Direct bus services to the rail stations: 638,639 to Appley Bridge and 638,639,640,641 to Gathurst</p> <hr/> <p>Bus Connections:</p> <p>The A49 Preston Road is a route with frequencies of at least every 10-20 minutes between Wigan and Chorley.</p> <ul style="list-style-type: none"> • 362 (Chorley-Wigan) operates at least every 10-20 minutes. • 113 (Preston-Wigan) operates at least 1 per hour. • 640 (Wigan-Standish Circular) operates at least 1 per hour. • 641 (Wigan-Standish Circular) operates at least 1 per hour. • 635 (Shevington Vale-Wigan) operates at least 1 per hour. <p>The A5209 Almond Brook Road also has bus services.</p> <ul style="list-style-type: none"> • 638 (Wigan-Wrightington Hospital Circular) operates at least 1 per hour. • 639 (Wigan-Wrightington Hospital Circular) operates at least 1 per hour. • 640 (Wigan-Standish Circular) operates at least 1 per hour. • 641 (Wigan-Standish Circular) operates at least 1 per hour. <p>Pepper Lane also has bus services.</p> <ul style="list-style-type: none"> • 113 (Preston-Wigan) operates at least 1 per hour. • 635 (Shevington Vale-Wigan) Low frequency service • 362 Low frequency service. <hr/> <p>Pedestrian / Cycle Connections:</p> <p>Footpaths 34, 35 and 37 cross the site, and traffic free cycle route north-south through the site.</p>
Transport Strategy Assessment:	
Alignment with Transport Strategy	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Sustainability to deliver economic, environmental and social outcomes 2. Equitable access between communities, businesses, services and goods 3. Diversity and adaptability for choice and resilience 4. Attractiveness to encourage modal shift <hr/> <p>Principles:</p> <ol style="list-style-type: none"> 1. Reduce the number of trips being taken; 2. Shift trips to more sustainable modes; and, 3. Make remaining trips as efficient as possible

New transport interventions:	Bus: New bus service to be provided on Almond Brook Road (direct to Wigan). Promotion of existing bus services.
	Train: Promotion of Gathurst and Appley Bridge services. Education, Training and Publicity.
	Cycle: Existing link to be upgraded to bridleway status along old rail line and new links provided through the site linking to key destinations.
	Pedestrian: Existing footpaths to be upgraded and new walking links provided through the site linking to key destinations.
	Road: New site access points to be established. * Note – Off site works to be confirmed following submission of detailed TA.
Summary	<p>Despite sustainable transport improvements / promotion, an increase in the number of peak time car borne trips to / from A49 and B5209 junctions will occur, producing a noticeable increase in congestion in the Standish area.</p> <p>New, upgraded / promoted walking and cycling links will offer more attractive sustainable access to key locations in the local area resulting in a slight increase in trips made by these modes in the Standish area.</p> <p>New bus service and promotion of existing bus / rail services likely to encourage increase in patronage in the local area resulting in a slight increase in trips made by these modes in the Standish area.</p> <p>* Note - Cumulative effect will produce substantial increase in local congestion around Standish if this site, North of Rectory Lane and South of Rectory Lane sites are fully developed.</p>

Development Site	Standish - Combined
Wards Affected	Standish with Langtree, Aspull New Springs
Potential Access	<p>Almond Brook Road, Old Pepper Lane, Pepper Lane, Ludlow Street, (Foxglove Close, Kenyon Road, Langholm Road – all land take required).</p> <p>Rectory Lane, (also possible connection through to Bradley Lane, land take required).</p> <p>Grove Lane, Cranleigh, Lurdin Lane, Chorley Road, Rectory Lane (+ other potential accesses which require land take).</p>
Site Plan	
Site Overview:	
Land Use:	Housing: 2962 units
Proposed Infrastructure	<ul style="list-style-type: none"> • New bus services • New / improved pedestrian and cycle routes. • Potential contribution to new Standish rail station (* Note – Significant network and engineering constraints - £13M) • Possible internal bus gate (South of Rectory Lane site)
Cost Estimate	£3M
Existing Transport Assessment:	

**Existing
Transport
Issues:**

Congestion hotspots:

LDF 2009 Base Model Junctions over or approaching capacity:–

AM Peak – A49/A5209/B5239; A5209/Green Lane; A49/Pepper Lane

PM Peak - A49/A5209/B5239; A5209/Green Lane; A49/Pepper Lane

Wigan Congestion Study 2010 – Average speeds < 10mph:-

AM Peak – None

PM Peak – A5209 Eastbound (Beech Walk to Standish Crossroads); B5239 (St.Wilfrids Road to Standish Crossroads)

Train Connections:

Nearest station(s) **Appley Bridge 2.5 – 4.3km & Gathurst 3.3 – 4.3km**

Direct bus services to the rail stations: **638,639** to Appley Bridge and **638,639,640,641** to Gathurst.

Bus Connections:

The A49 Preston Road is a route with frequencies of at least every 10-20 minutes between Wigan and Chorley.

- **362** (Chorley-Wigan) operates at least every 10-20 minutes.
- **113** (Preston-Wigan) operates at least 1 per hour.
- **640** (Wigan-Standish Circular) operates at least 1 per hour.
- **641** (Wigan-Standish Circular) operates at least 1 per hour.
- **635** (Shevington Vale-Wigan) operates at least 1 per hour.

The A5209 Almond Brook Road also has bus services.

- **638** (Wigan-Wrightington Hospital Circular) operates at least 1 per hour.
- **639** (Wigan-Wrightington Hospital Circular) operates at least 1 per hour.
- **640** (Wigan-Standish Circular) operates at least 1 per hour.
- **641** (Wigan-Standish Circular) operates at least 1 per hour.

Pepper Lane also has bus services.

- **113** (Preston-Wigan) operates at least 1 per hour.
- **635** (Shevington Vale-Wigan) Low frequency service
- **362** Low frequency service.

The B5239 Rectory Lane has bus services.

- **638** (Wigan-Wrightington Hospital Circular) operates at least 1 per hour.
- **639** (Wigan-Wrightington Hospital Circular) operates at least 1 per hour.

The A5106 Chorley Road also has bus services.

- **640** (Wigan-Standish Circular) operates at least 1 per hour.
- **641** (Wigan-Standish Circular) operates at least 1 per hour.

The B5239 Rectory Lane has bus services.

- **638** (Wigan-Wrightington Hospital Circular) operates at least 1 per hour.
- **639** (Wigan-Wrightington Hospital Circular) operates at least 1 per hour.
- The A5106 Chorley Road also has bus services.
- **638** (Wigan-Wrightington Hospital Circular) operates at least 1 per hour.
- **639** (Wigan-Wrightington Hospital Circular) operates at least 1 per hour.
- **640** (Wigan-Standish Circular) operates at least 1 per hour.
- **641** (Wigan-Standish Circular) operates at least 1 per hour.

	<p>Pedestrian / Cycle Connections:</p> <p>Footpaths 34, 35 and 37 cross, and traffic free cycle route north-south through Almond Brook site.</p> <p>There are no Public Rights of Way or Bridleways on North of Rectory Lane site, footpath 16 runs north – south on the eastern boundary of the site and footpath 19 runs south of Rectory Lane.</p> <p>Footpaths 20, 511, 932 and 987 cross the South of Rectory Lane site. Traffic free cycle route crosses east–west through the site.</p>
<p>Transport Strategy Assessment:</p>	
<p>Alignment with Transport Strategy</p>	<p>Objectives:</p> <ol style="list-style-type: none"> 1. Sustainability to deliver economic, environmental and social outcomes 2. Equitable access between communities, businesses, services and goods 3. Diversity and adaptability for choice and resilience 4. Attractiveness to encourage modal shift <p>Principles:</p> <ol style="list-style-type: none"> 1. Reduce the number of trips being taken; 2. Shift trips to more sustainable modes; and, 3. Make remaining trips as efficient as possible
<p>New transport interventions:</p>	<p>Bus: New bus service to be provided on Chorley Road / or Rectory Lane (direct to Wigan). New bus service to be provided on Almond Brook Road (direct to Wigan). Promotion of existing bus services.</p> <p>Busway: N/A</p> <p>Train: Promotion of Gathurst and Appley Bridge services. Education, Training and Publicity. Potential for rail station at Standish (to be served by transfer of Trans Pennine Express Scotland service). *Note- Significant network and engineering constraints.</p> <p>Cycle: Existing link to within Almond Brook site be upgraded to bridleway status along old rail line and new links provided through the site linking to key destinations. New links to be provided within North of Rectory Lane site to key local destinations. Existing route across South of Rectory Lane site to be upgraded and new links to be provided within the site to key local destinations.</p> <p>Pedestrian: Existing footpaths to be upgraded within the three sites and new walking links provided through the sites linking to key destinations.</p> <p>Road: New site access points to be established for all three sites. Possible bus gate link through South of Rectory Lane site.</p> <p>* Note – All off site works to be confirmed following submission of detailed Transport Assessment(s).</p>

Summary

Despite sustainable transport improvements and promotion across the Standish area an increase in the number of peak time car borne trips on the local road network will occur, producing a substantial increase in congestion in the Standish area.

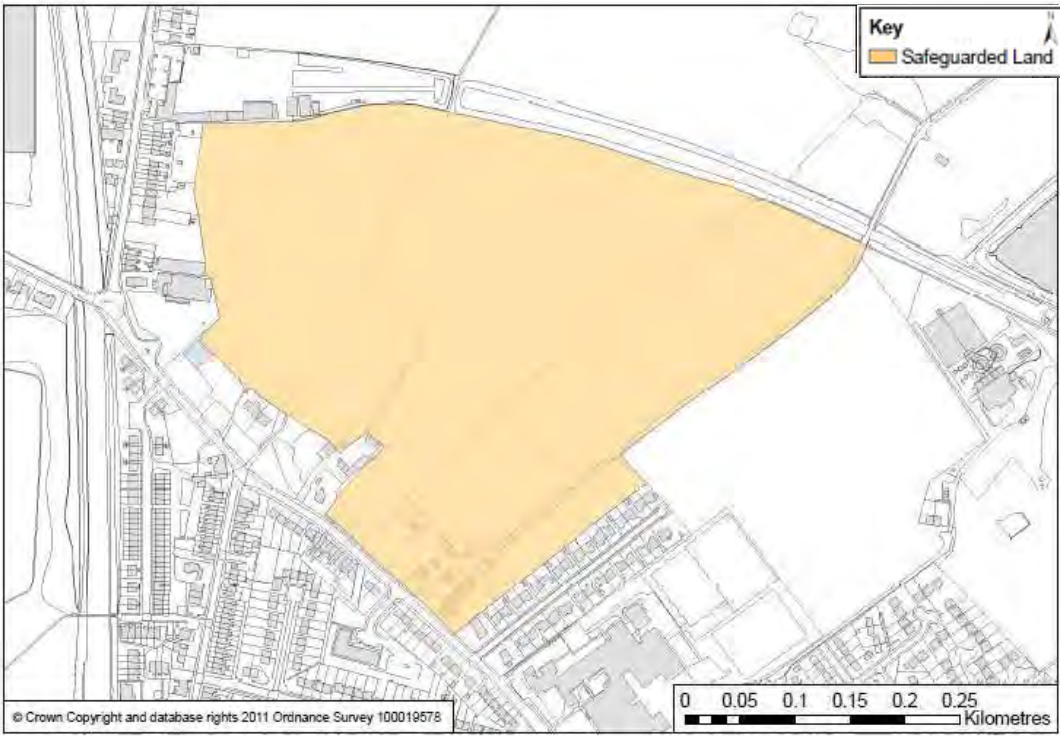
The new, upgraded and promoted walking and cycling links will offer more attractive sustainable access to key locations in the local area resulting in slight increase in trips made by these modes in the Standish area, but this will still not mitigate the growth in car traffic across the area.

The new bus services and promotion of the existing bus and nearby rail services is likely to produce a slight increase trips made by these modes in the Standish area, but again this will still not mitigate the growth in car traffic across the area.

Option B Golborne and Lowton:

LDF Core Strategy

Site Overview: Initial Transport Assessment

Development Site	Land at Rothwell's Farm, Golborne
Wards Affected	Golborne & Lowton West
Potential Access	A573 Lowton Road
Site Plan	 <p>© Crown Copyright and database rights 2011 Ordnance Survey 100019578</p>
Site Overview:	
Land Use:	Housing: 413 units
Proposed Infrastructure	<ul style="list-style-type: none"> • New pedestrian links to existing bus stops • New pedestrian crossing on Lowton Road • Potential contribution to new Golborne rail station (£10M)
Cost Estimate	£1M
Existing Transport Assessment:	

Existing Transport Issues:

Congestion hotspots:

LDF 2009 Base Model Junctions over or approaching capacity:–

AM Peak - A580/B5207; A580/A573; B5207/Slag Lane

PM Peak - A580/B5207; A580/A573

Wigan Congestion Study 2010 – Average speeds < 10mph:-

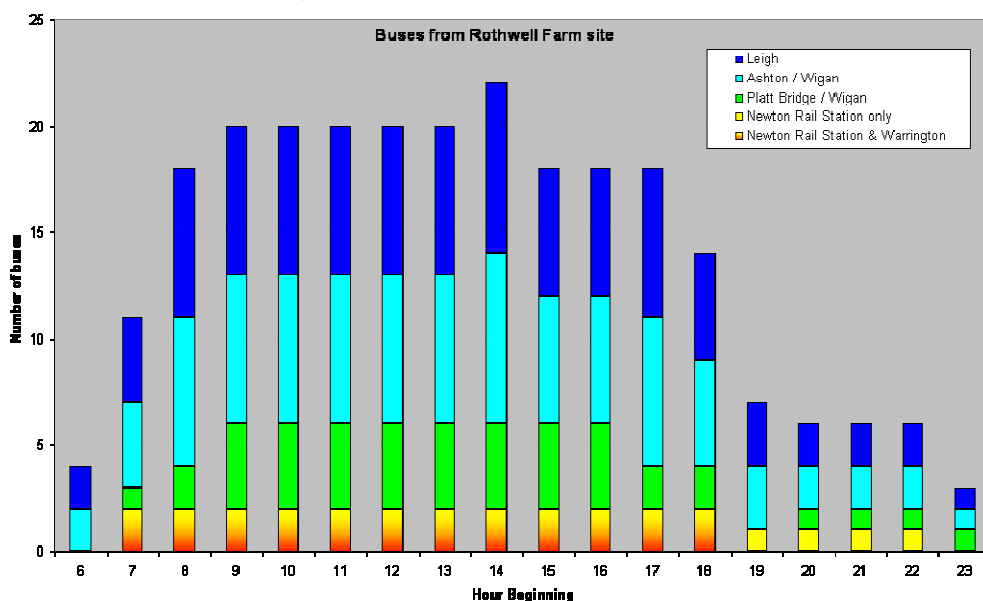
AM Peak – B5207 South East bound to A580

PM Peak – A573 North bound to A580

Train Connections:

Nearest station Newton-le-Willows 4.7km (Services currently not evenly spaced / possibly better post electrification) 360 bus service runs there all day, 7 days a week.

Bus Connections: 360, 600/601



Pedestrian / Cycle Connections:

Footpaths 30 and 31 cross the site.

Transport Strategy Assessment:



Alignment with Transport Strategy

Objectives:

1. Sustainability to deliver economic, environmental and social outcomes
2. Equitable access between communities, businesses, services and goods
3. Diversity and adaptability for choice and resilience
4. Attractiveness to encourage modal shift

Principles:

1. Reduce the number of trips being taken;
2. Shift trips to more sustainable modes; and,
3. Make remaining trips as efficient as possible

<p>New transport interventions:</p>	<p>Bus: Access to bus stops including crossing new crossing points? Promotion of 360, 600/601 services. Possible new bus lay-by to serve development stop on Lowton Road.</p>
	<p>Train: Education, Training and Publicity with respect to existing rail services Potential for rail station at Golborne (to be served by imminent transfer of Trans Pennine Express Scotland service).</p>
	<p>Cycle: New cycle routes required to link with local services albeit limited potential for on and off road improvements.</p>
	<p>Pedestrian: New crossing facilities linking to local schools / bus stops at main road junction.</p>
	<p>Road: Lowton Road / Church Street junction would need signaling to inc pedestrians. New site access points need establishing. * Note – Off site works to be confirmed following submission of detailed TA.</p>
<p>Summary</p>	<p>Despite sustainable transport improvements / promotion, an increase in the number of peak time car borne trips to /from A580 and B5207 junctions will occur producing a slight increase in congestion in the Golborne / Lowton area.</p> <p>New, upgraded / promoted walking and cycling links will offer more attractive sustainable access to key locations in the local area resulting in a slight increase in trips made by these modes in the Golborne / Lowton area.</p> <p>Promotion of existing bus / rail services likely to encourage increase in patronage particularly to key destinations resulting in a slight increase in trips made by these modes in the Golborne / Lowton area.</p>

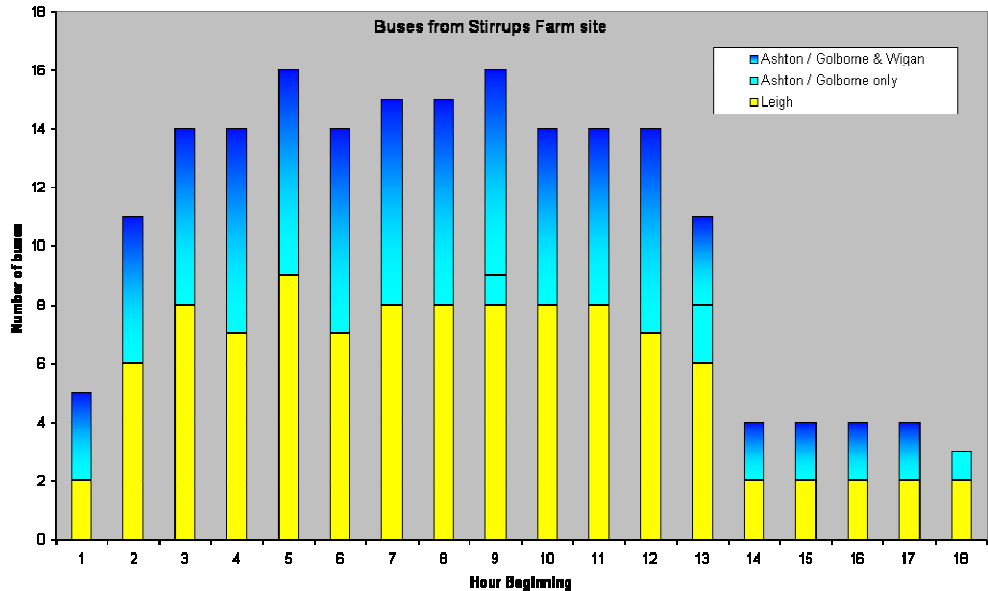
Development Site	Land east of Stone Cross Lane
Wards Affected	Lowton East
Potential Access	Stone Cross Lane and Church Lane
Site Plan	
Site Overview:	
Land Use:	Housing: 650 units
Proposed Infrastructure	<ul style="list-style-type: none"> • New internal link road from Stone Cross Lane to Church Lane • New bus service • New cycle / pedestrian links • Potential contribution to new Golborne rail station. (£10M)
Cost Estimate	£5M
Existing Transport Assessment:	
Existing Transport Issues:	<p>Congestion hotspots:</p> <p>LDF 2009 Base Model Junctions over or approaching capacity:– AM & PM Peaks - A573/A580; A580/B5207; A580/A572</p> <p>Wigan Congestion Study 2010 – Average speeds < 10mph:- AM Peak – B5207 South East bound to A580; A572 South West bound to A580 (A579) PM Peak – A573 North bound to A580; A579 (A572) North bound to A580; B5207 North West bound to A580</p>

Train Connections:

No direct bus connection to nearest station **Newton-le-Willows** 4.7km.
(Train services currently not evenly spaced / possibly better post electrification)

Bus Connections:

589, 591, 600/601



Pedestrian / Cycle Connections:

Footpaths 81 and 82 cross the site.

Transport Strategy Assessment:



Alignment with Transport Strategy

- Objectives:
1. Sustainability to deliver economic, environmental and social outcomes
 2. Equitable access between communities, businesses, services and goods
 3. Diversity and adaptability for choice and resilience
 4. Attractiveness to encourage modal shift
- Principles:
1. Reduce the number of trips being taken;
 2. Shift trips to more sustainable modes; and,
 3. Make remaining trips as efficient as possible

New transport interventions:

Bus: Enhanced bus stop connection on Church Lane. Divert 589 service on to Stone Cross Lane North and through the site. Potential Busway (Lowton Loop) extension longer term.

Train: Education, Training and Publicity with respect to existing rail services. Potential for rail station at Golborne (to be served by imminent transfer of Trans Pennine Express Scotland service).

	<p>Cycle: Full closure of Nook Lane – Potential Pedestrian & Cycle access only.</p>
	<p>Pedestrian: Retain footpaths across the site.</p>
	<p>Road: New link road through site with bus gate on Church Lane OR bus gate within site itself as alternative to full link road for all traffic. Stone Cross Lane / A580 small capacity improvements.</p> <p>* Note – Off site works to be confirmed following submission of detailed TA.</p>
<p>Summary</p>	<p>New link road and other measures should reduce traffic impact, but an increase in peak time car borne trips to / from A580 will still occur, resulting in a slight increase in congestion in the Golborne / Lowton area.</p> <p>New, upgraded / promoted walking and cycling links will offer more attractive sustainable access to key locations in the local area resulting in a slight increase in trips made by these modes in the Golborne / Lowton area.</p> <p>New bus service and promotion of existing bus / rail services likely to encourage increase in patronage in the local area resulting in a slight increase in trips made by these modes in the Golborne / Lowton area.</p>

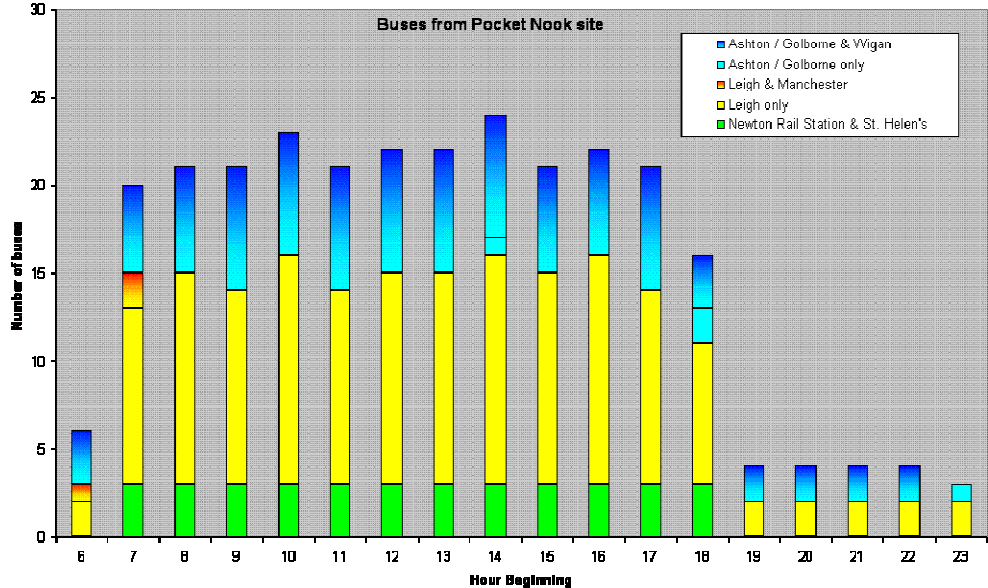
Development Site	Land at Pocket Nook Lane
Wards Affected	Lowton East
Potential Access	A579 St Mary's Bypass, A572 Newton Road, Pocket Nook Lane, Silsden Avenue, (Rowan Avenue, Fountains Way, Abbey Road, Barford Drive, Cedar Drive, Maple Avenue and Arlington Drive all potential but require land take).
Site Plan	
Site Overview:	
Land Use:	Housing: 1,566 units
Proposed Infrastructure	<ul style="list-style-type: none"> • Potential link road through the site to link from A572 Newton Road, via Pocket Nook Lane through to A579 Lowton St Mary's Bypass. • New bus service, new / improved pedestrian and cycle routes
Cost Estimate	£10M
Existing Transport Assessment:	
Existing Transport Issues:	<p>Congestion hotspots:</p> <p>LDF 2009 Base Model Junctions over or approaching capacity:-- AM Peak - A580/B5207; A580/A572; A572/A579 (Lane Head); A572/A579 (Pennington); A580/A579 PM Peak - A580/B5207; A580/A572; A572/A579 (Lane Head); A580/A579</p> <p>Wigan Congestion Study 2010 – Average speeds < 10mph:- AM Peak – B5207 South East bound to A580; A572 South West bound to A580 (A579) PM Peak – A579 (A572) North bound to A580; B5207 North West bound to A580</p>

Train Connections:

No direct bus connection to nearest station **Newton-le-Willows** 4.7km. 34 bus service on Newton Road over 400 metres from site. (Train services currently not evenly spaced / possibly better post electrification)

Bus Connections:

Services 34, X34, 589, 590, 591, 592, 600/601. **Most > 400m away from site.**



Pedestrian / Cycle Connections:

Footpaths 64, 65, 68, 69, 70, 77 and 78 run across the site. A580 cycle route (southside) access via underpass, and A579 Bridleway (No.10).

Transport Strategy Assessment:



Alignment with Transport Strategy

- Objectives:
1. Sustainability to deliver economic, environmental and social outcomes
 2. Equitable access between communities, businesses, services and goods
 3. Diversity and adaptability for choice and resilience
 4. Attractiveness to encourage modal shift
- Principles:
1. Reduce the number of trips being taken;
 2. Shift trips to more sustainable modes; and,
 3. Make remaining trips as efficient as possible

New transport interventions:

Bus: Most of site over 400 metres (5 minute walk) from existing bus stops, new or amended bus service to serve site linking to key destinations. Possibility of extending the Busway to form a Lowton Loop.

Train: Education, Training and Publicity regarding nearest train services. Kenyon junction – potential for a new station (longer term +30 years) in this area – connecting to Chat Moss line.

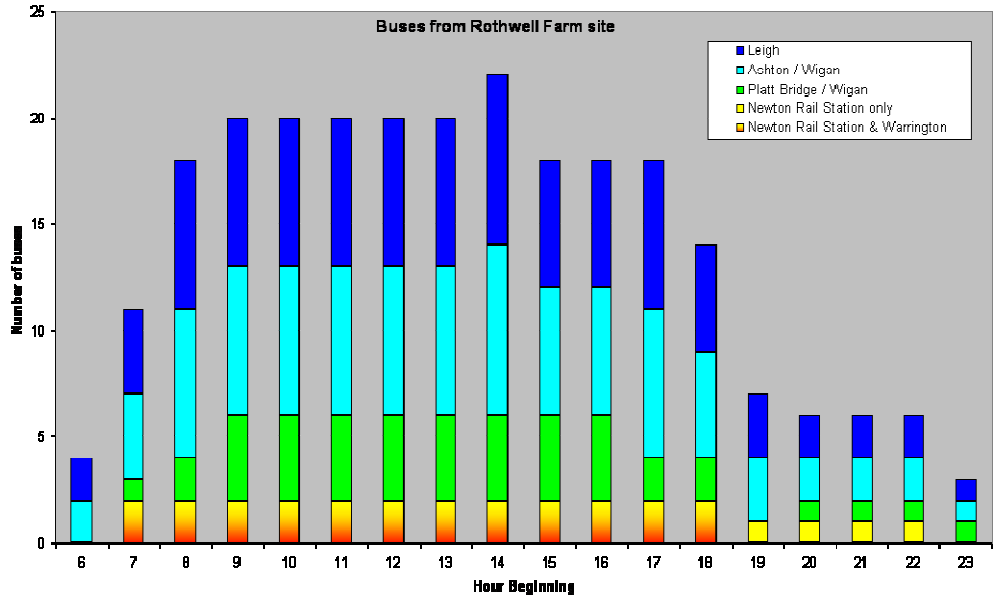
	<p>Cycle: A572 Newton Road cycle facilities (scheme already drawn up)</p> <p>Pedestrian: Enhanced / retained footpaths across the site. Potential new links across Newton Road connecting to key facilities.</p> <p>Road: Consider new access on A579 (roundabout) to facilitate link road through site as a substitute for A572 Newton Road.</p> <p>Potential bus gate to the west of Pocket Nook Lane may be required to help control the traffic impact on Newton Road. Potential site access points need to be established.</p> <p>* Note – Off site works to be confirmed following submission of detailed TA.</p>
<p>Summary</p>	<p>New link road and other measures should reduce traffic impact, but increase in peak hr traffic using A580 junctions will still occur resulting in a noticeable increase in congestion in the Lowton / A580 area.</p> <p>New, upgraded / promoted walking and cycling links will offer more attractive sustainable access to key locations in the local area resulting in a slight increase in trips made by these modes in the Lowton area.</p> <p>New bus service and promotion of existing bus / rail services likely to encourage increase in patronage in the local area resulting in a slight increase in trips made by these modes in the Lowton area.</p>

Development Site	Golborne & Lowton Combined
Wards Affected	Golborne, Lowton West, Lowton East
Potential Access	A573 Lowton Road Stone Cross Lane and Church Lane A579 St Mary's Bypass, A572 Newton Road, Pocket Nook Lane, Silsden Avenue, (Rowan Avenue, Fountains Way, Abbey Road, Barford Drive, Cedar Drive, Maple Avenue and Arlington Drive all require land take).
Site Plan	
Site Overview:	
Land Use:	Housing: potential for 2,629 units in total in this area
Proposed Infrastructure	<ul style="list-style-type: none"> • New pedestrian links to existing bus stops • New pedestrian crossing on Lowton Road • Potential contributions to new Golborne rail station (£10M) • New internal link road from Stone Cross Lane to Church Lane • New bus services • Potential link road from A572 Newton Road, via Pocket Nook Lane through to A579 Lowton St Mary's Bypass. • New / improved pedestrian and cycle links and routes
Cost Estimate	£16M (in total)
Existing Transport	

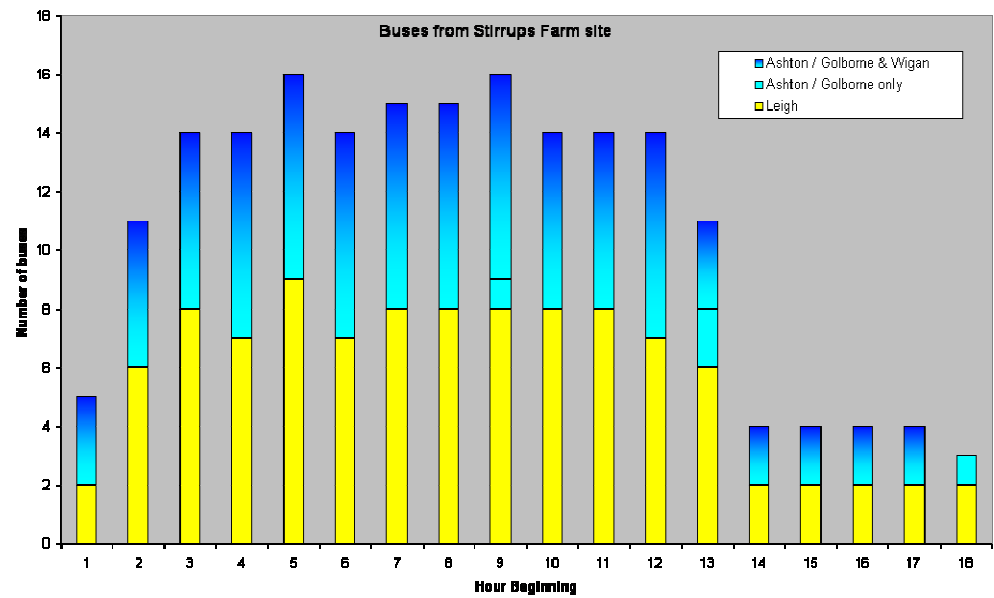
Assessment:	
<p>Existing Transport Issues:</p>	<p>Congestion hotspots:</p> <p>LDF 2009 Base Model Junctions over or approaching capacity:–</p> <p>AM Peak - A580/B5207; A580/A573; B5207/Slag Lane; A580/A572; A572/A579 (Lane Head); A572/A579 (Pennington); A580/A579</p> <p>PM Peak - A580/B5207; A580/A573; A580/A572; A572/A579 (Lane Head); A580/A579</p> <p>Wigan Congestion Study 2010 – Average speeds < 10mph:-</p> <p>AM Peak – B5207 South East bound to A580; A572 South West bound to A580 (A579)</p> <p>PM Peak – A573 North bound to A580; A579 (A572) North bound to A580; B5207 North West bound to A580</p>
	<p>Congestion hotspots:</p> <p>LDF 2009 Base Model Junctions over or approaching capacity:–</p> <p>AM Peak - A580/B5207; A580/A573; B5207/Slag Lane; A580/A572; A572/A579 (Lane Head); A572/A579 (Pennington); A580/A579</p> <p>PM Peak - A580/B5207; A580/A573; A580/A572; A572/A579 (Lane Head); A580/A579</p> <p>Wigan Congestion Study 2010 – Average speeds < 10mph:-</p> <p>AM Peak – B5207 South East bound to A580; A572 South West bound to A580 (A579)</p> <p>PM Peak – A573 North bound to A580; A579 (A572) North bound to A580; B5207 North West bound to A580</p>
	<p>Train Connections:</p> <p>Nearest stations to this broad location are located at Newton-le-Willows, Atherton and Walkden.</p> <p>360 bus service runs past Rothwells Farm (located to the west of this broad location) 7 days a week and provides a public transport connection to Newton le Willows. (Train services from Newton-le-Willows are not evenly spaced – they may be better post electrification)</p> <p>There is no direct bus connection to a train station from East of Stone Cross Lane.</p> <p>Bus service 34 runs on Newton Road, which could serve some areas of the Pocket Nook development site and provide a connection to Newton-le Willows, however most of the site is over 400 metres from Newton Road.</p> <p>There are also bus services on Newton Road which connect through to Leigh Bus Station, where other bus services can be caught to connect to Atherton rail station (although three levels of public transport interchange is very unlikely to take place as a preferred transport choice).</p> <p>The 685 service operates from Leigh Bus Station and provides an hourly day time service (Mon-Sat) to Walkden Train Station, which together with the issues relating to interchange do not lend this option to being favourable.</p>

Bus Connections:

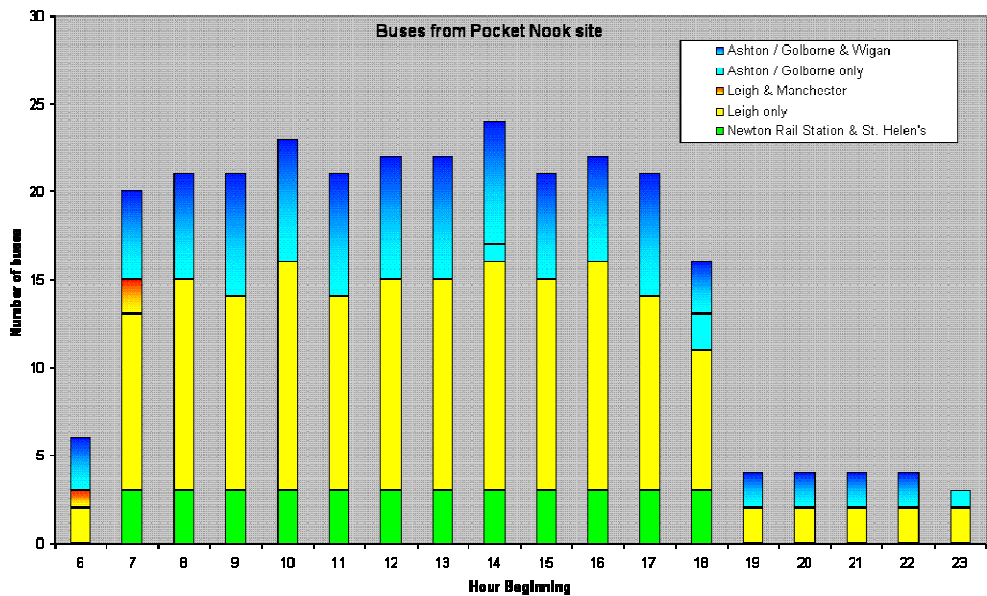
360, 600/601 – Services close to Rothwell's Farm



589, 591, 600/601 – Services close to East of Stone Cross Lane



Services 34, X34, 589, 590, 591, 592, 600/601, 685, however **most > 400m away from Pocket Nook site.**



Pedestrian / Cycle Connections:

Footpaths 30 and 31 cross the Rothwell's Farm site.

Footpaths 81 and 82 cross the East of Stone Cross Lane site.

Footpaths 64, 65, 68, 69, 70, 77 and 78 run across the Pocket Nook site. A580 cycle route (southside) access via underpass, and A579 Bridleway (No.10).

Transport Strategy Assessment:



Alignment with Transport Strategy

Objectives:

1. Sustainability to deliver economic, environmental and social outcomes
2. Equitable access between communities, businesses, services and goods
3. Diversity and adaptability for choice and resilience
4. Attractiveness to encourage modal shift

Principles:

1. Reduce the number of trips being taken;
2. Shift trips to more sustainable modes; and,
3. Make remaining trips as efficient as possible

New transport interventions:

Bus: Enhanced access to bus stops including crossing new crossing points. Promotion of existing services. Diversion of existing service through East of Stone Cross Lane site. Most of Pocket Nook site not within walking distance from existing bus stops, new or amended bus service to serve site linking to key destinations.

Busway: Potential Busway (Lowton Loop) extension longer term serving some East of Stone Cross Lane / Pocket Nook sites.

	<p>Train: Education Training and Publicity with respect to existing rail services. Potential for rail station at Golborne (to be served by transfer of Trans Pennine Express Scotland service). Kenyon junction – potential for a new station (longer term +30 years) in this area – connecting to Chat Moss line.</p> <p>Cycle: New cycle routes required to link with local services albeit limited potential for on and off road improvements in Rothwell’s Farm area. Full closure of Nook Lane – Potential Pedestrian & Cycle access only. A572 Newton Road cycle facilities to be implemented.</p> <p>Pedestrian: New crossing facilities linking to local schools / bus stops in Rothwell’s Farm area, retain footpaths across the East of Stone Cross Lane site and enhance / retain footpaths across Pocket Nook site (potential new links across Newton Road connecting to key facilities).</p> <p>Road: Lowton Road / Church Street junction would need signaling to include pedestrians. New site access points need establishing. New link road through East of Stone Cross Lane site with bus gate on Church Lane OR bus gate within site itself as alternative to full link road for all traffic. Consider new access on A579 (roundabout) to facilitate link road through Pocket Nook site as a substitute for A572 Newton Road. Potential bus gate to the west of Pocket Nook Lane may be required to help control the traffic impact on Newton Road. Potential site access points need to be established.</p> <ul style="list-style-type: none"> • Note – All off site works to be confirmed following submission of detailed TA(s).
<p>Summary</p>	<p>Development of these sites will lead to an increase in the peak time car borne trips in the Lowton and Golborne areas. This will increase congestion in these areas.</p> <p>Measures such as sustainable transport improvements, off site improvements, the provision of new link roads across the appropriate sites and improved bus services will help to mitigate the impact.</p>