





Golborne and Lowton Infrastructure Assessment

Options Appraisal
Stakeholder Consultation 2020

Our People

Our Future



- The Golborne and Lowton Infrastructure Assessment was prepared in late 2013.
- It requires developers to pay Section 106 contributions of between £6,325 and £6,775 per new home towards infrastructure improvements to mitigate their impact.
- A total of 1,281 homes have been approved to date, with developers committed to contributing **£8.4m**:
 - £2.2m ring fenced for education, community provision
 - **£6.2m** remains for unspecified infrastructure



• Aim:

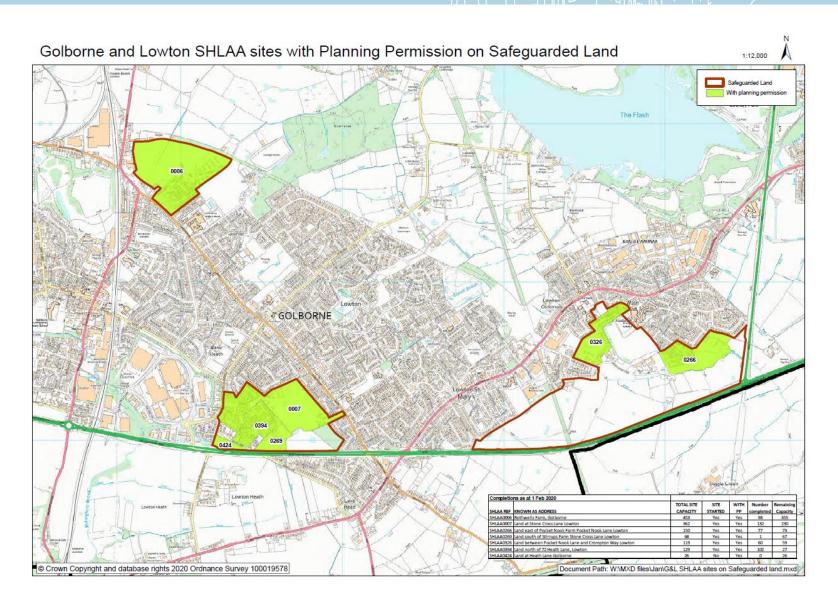
 To gain an insight and obtain local knowledge to support infrastructure investment in Golborne and Lowton

• Content:

- Highway infrastructure
- Education, open space and community infrastructure
- Stakeholder feedback and ideas

Note: the ideas presented are suggestions to help stimulate discussion and feedback on them, we would also welcome input on suggestions too.

Development Sites



Options AppraisalTraffic Modelling



- Traffic modelling has informed how the unspecified £6.2m can be spent most effectively.
- Key junctions have been assessed to gain an understanding of the mitigation impacts on various scenarios. These include:
 - A580/A573 Bridge Street (Golborne roundabout)
 - A580/Stone Cross Lane North traffic signals
 - A580/B5207 Church Lane traffic signals
 - A580/A572 Newton Road traffic signals
 - A572/B5207 Kenyon Road traffic signals
 - A572/A579 Winwick Lane traffic signals
 - A580/A579 Atherleigh Way traffic signals
 - B5207 Church Lane/Slag Lane traffic signals
 - A573 Church Street/B5207 Lowton Road mini-roundabout

Scheme consideration



Our People Our Place

Our Place Our Future

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Scheme and cost estimate

1. A580/A573 - replace Golborne • The evening peak has roundabout with traffic signals improvements on roundabout

£1.5 million

Strengths

- The evening peak has improvements on route journey times of around 50% in some cases as well as large increases in flow from the west, due to the rerouting associated with the scheme implementation.
- Journey time improvements in both directions on A573 Bridge Street to and from Golborne district centre in the AM peak and southbound in the PM peak.
- Controlled pedestrian/cycle crossing facilities to be implemented to promote sustainable travel and improve road safety.

Weaknesses

 The morning peak sees an overall increase in the numbers travelling through the junction, but a worsening in journey time on certain routes due to the delay caused by implementing traffic signals.

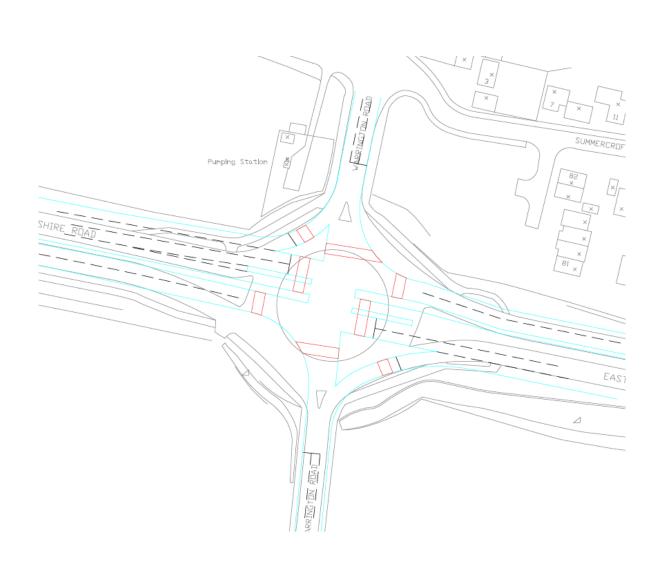
1. A580/A573 Bridge St junction (existing)





1. A580/A573 Bridge St junction (proposed)





Scheme consideration



Scheme and cost estimate Strengths

2. A580/A572 - new left turn lane from A580 to A572

£1.85 million

improvements on the journey time on the A580 westbound (78% improvement in AM peak and 75% improvement in PM peak).

- Weaknesses
- Utilities apparatus will have to be diverted.
- Lane widths to be reduced from 3.45m to 3.25m.
- Service Road width on the south side will be reduced by 1.5m, meaning that a one-way system will be required from Newton Road exiting onto the A580.

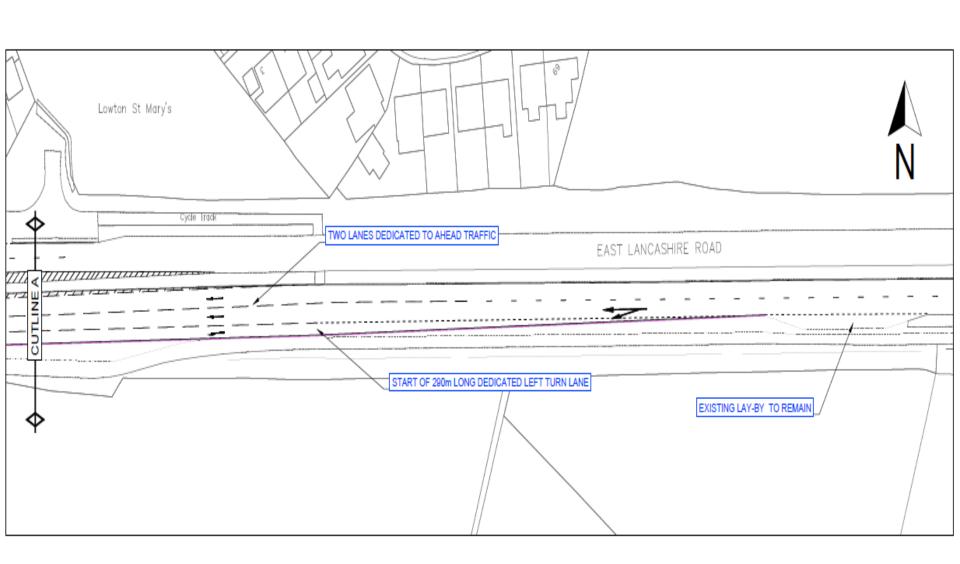


2. A580/A572 Newton Road junction (existing)



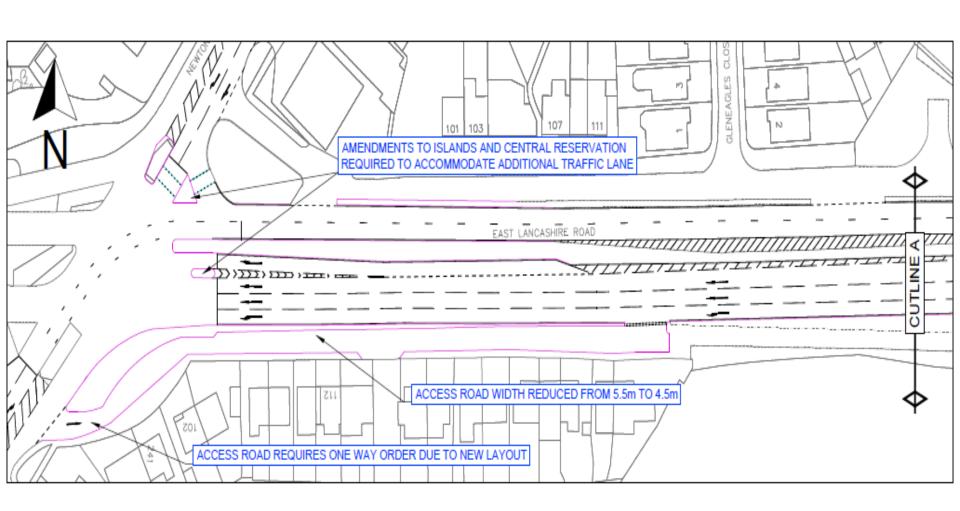
2. A580/A572 Newton Road junction (proposed)







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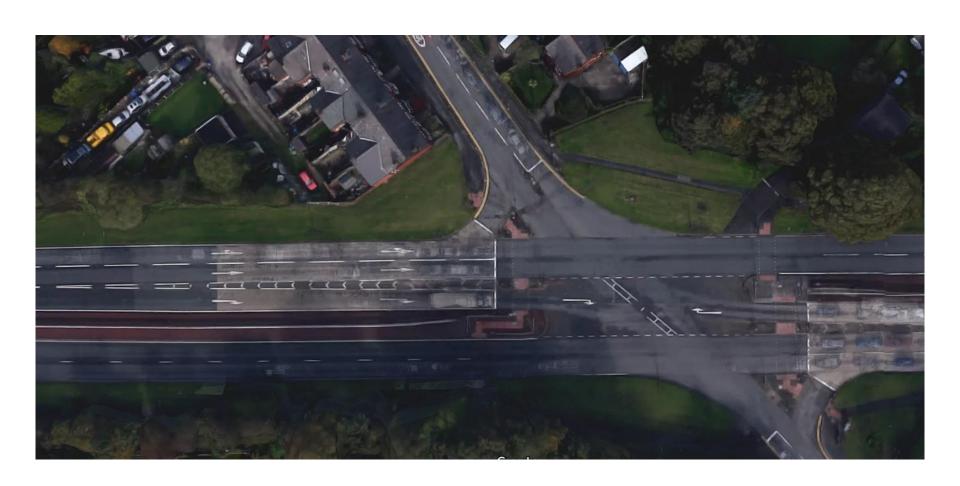


Scheme consideration

Scheme and cost estimate	Strengths	Weaknesses
3. A580/B5207	 Improvements on 	 Utilities apparatus
Church Lane – new	the journey time	will have to be
left turn for A580 to	on the A580	diverted.
B5207	eastbound (16%	• Left turn lane will
£1.4 million	improvement in	bring traffic closer to
	AM peak and 4%	the rear of No. 31
	improvement in	Church Lane.
	PM peak).	

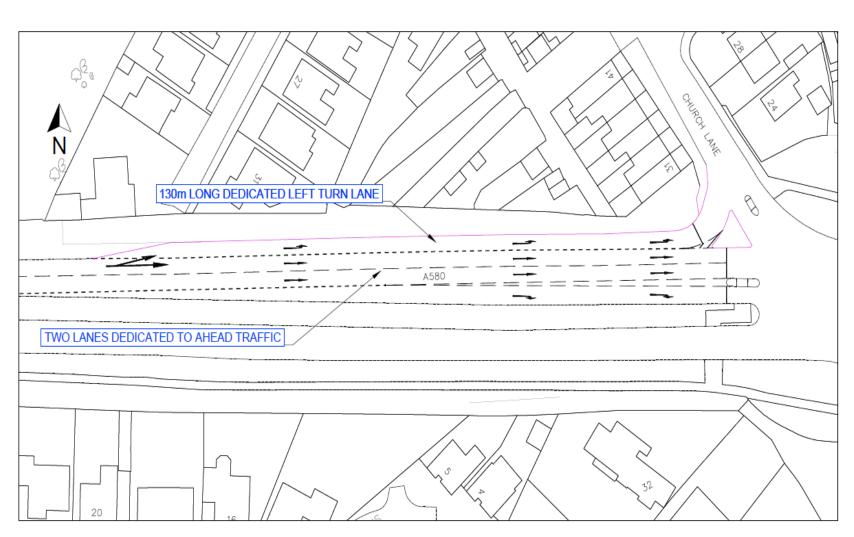
3. A580/B5207 Church Lane junction (existing)





3. A580/B5207 Church Lane junction (proposed)





Scheme consideration

Scheme and cost estimate Strengths

- 4. A580/Stone Cross Lane
 widening Stone Cross
 Lane to create three lanes
 £775,000
- The extra right turn lane on Stone Cross Lane increases the amount of traffic through the junction and improves the journeys times in both peaks (25%) improvement in AM peak and 78% improvement in PM peak)

Weaknesses

 Carriageway will be widened, making it more difficult for pedestrians and cyclists to cross where there are no pedestrian facilities.

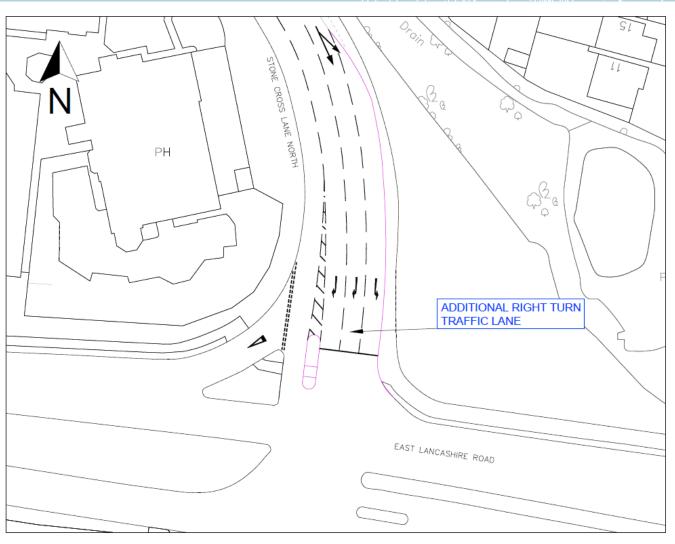
4. A580/B5207 Stone Cross Lane junction (existing)





4. A580/B5207 Stone Cross Lane junction (proposed)





Scheme consideration

Scheme and cost estimate Strengths

5. A579 Winwick Lane/A572 Newton Road – remove existing traffic signals and install give way junction on Newton Road.

£110,000

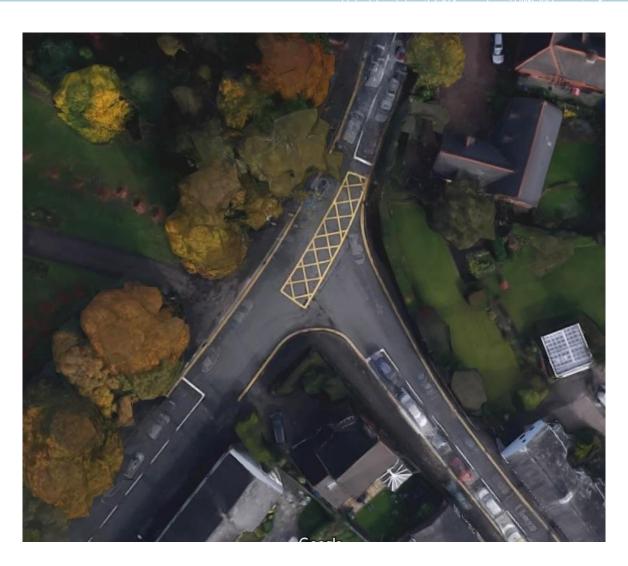
- Improves all associated journey times during the morning peak.
- Improves journey times on all arms of junction in PM peak apart from Newton Road eastbound.
- Likely improvement in air quality due to vehicles (in particular HGVs) free flowing on Winwick Lane

Weaknesses

- Worsening of journey time on Newton Road eastbound in PM peak (225 seconds to 269 seconds 20%)
- Vehicles will still queue on Newton Road at Church Lane traffic signal junction

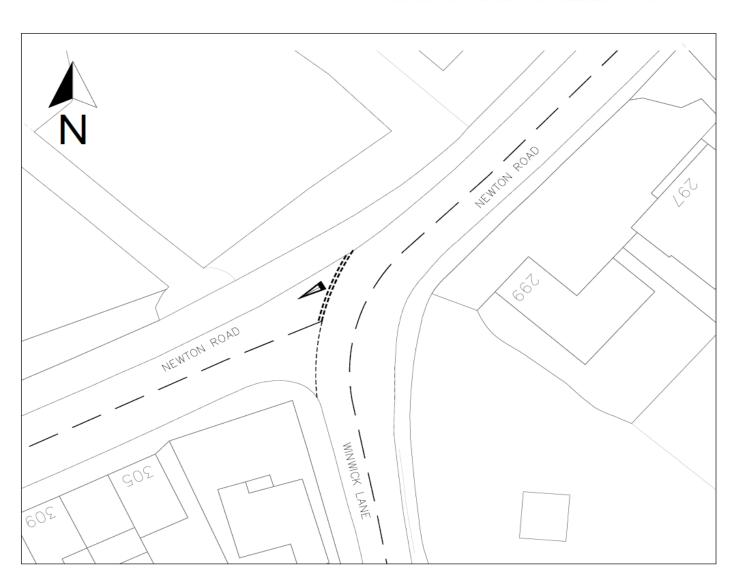
5. A579 Winwick Lane/A572 Newton Road junction (existing)





5. A579 Winwick Lane/A572 Newton Road junction (proposed)



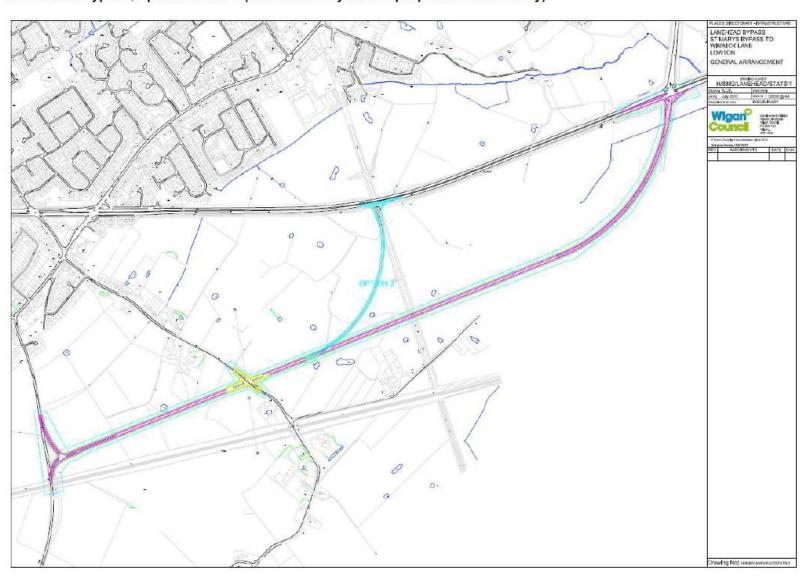




- Two options proposed as part of Golborne and Lowton Infrastructure Assessment 2013 to extend Atherleigh Way to Winwick Lane to bypass Lane Head area.
- Option 1 cost estimate approximately £12 million;
- Option 2 cost estimate approximately £8 million.
- Over 50% of proposed scheme is in Warrington Council's area and any funding bid and implementation would have to be undertaken jointly with them.

Lane Head Bypass options

Lane Head Bypass, options 1 and 2 (indicative only for the purposes of feasibility)



Community investment



Project	Cost
Lowton St Mary's Community Hall, - 2018 works	£13,265
Lowton St Mary's Community Hall, – 2019 works	£16,800
Golborne Library Community Facility	£150,000
Lowton Judo Club site	£150,000
Further request Lowton St Mary's Community Hall	Circa £28,000
Estimated Total	£358,065

Education



- Circa £2.1m expected towards Education capital investment;
- £512,840 received
- Additional places at Golborne High School will be funded by 950k infrastructure levy (school also making a contribution)

Open space and recreation



- Golborne Park 'The Bonk'
 - MUGA Resurfacing estimated £30k
 - Replacement of Play Equipment £50k
 - New Outdoor Gym £20k
 - Trim Trail £20k Note: not recommended to replace timber doesn't have a long life span – subject to arson
 - Footpath improvements and landscaping £50k to £75k
 - Significant native tree planting, using both small, young trees as well as larger 2-3m trees to create a diverse mosaic of mixed age woodland.
 - Wildflower planting across the upper plateau to create species rich grasslands.
 - Footpath retention and improvements.



- Pond Street £20K separate S106 agreement (outside of the CIL Bainbridge Ave development) for resurfacing works to replace play area from sand to carpet
- Winton Road New play here wouldn't benefit new estates as they would have to cross the East Lancs – Would suggest new play surface only - £20,000
- Pennington Flash POS improvements as per emerging masterplan – plus separate S106 agreement £110k (outside of the CIL Bainbridge Ave development)
- Byrom Wood not in Council ownership managed by Forestry Commission

Air Quality



- Continue to monitor NOx levels along strategic routes
- Monitor traffic flows and congestion hot spots
- Identify and deploy appropriate mitigation
- Consider options for "green capital investment" such as green screens and tree planting, electric vehicle charging points, secure cycle storage, drop boxes
- Mitigation Measures in co-ordination with St Helens and Warrington Councils

 Improvements to our cycling and walking networks to make it easier and safer for pedestrians and cyclists to move around the borough, encouraging healthy lifestyles, a reduction in carbon emissions and better access to facilities, services and retail.



We are working closely with Greater Manchester on this work –
 Bee Network.

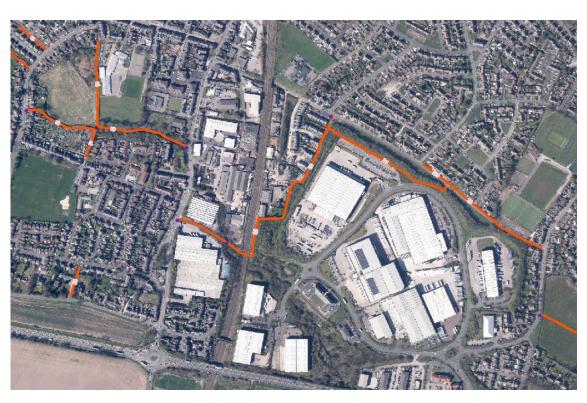


- Commonplace intelligence lead consultation to inform design and decision making.
- Seek opportunities to match fund where possible to lever additional funding (Mayors Challenge Fund)





- Upgrade of existing PRoW infrastructure adjacent to Rothwell Farm development estimated to cost £738,000
- Improved pedestrian and cycle connectivity to Byrom Hall Woods, Bridgewater Canal and Pennington Flash
- **Complement Active** Neighbourhood approach to developing a safe and attractive walking and cycling network for Golborne



- Upgrade of existing PRoW infrastructure connecting Bridge Street / Barn Lane / Peter Street / Croft Street.
- The off-road routes provide important connections between different residential areas and to Golborne Primary School. Estimated to cost £265,000.
- Enhanced off-road connection from Bridge Street to Yew Tree Way employment site under dismantled railway bridge. Estimated to cost £361,000.





Improved footway provision on Slag Lane to prevent pedestrians crossing diagonally on 40mph section of highway.

Parking





- Improve signage to Railway Road car park on A573 High Street. The estimated cost is yet to be confirmed.
- Remove vegetation and resurface Bank Street car park to increase capacity to 10 spaces. Estimated to cost £20,000.

Public Transport



- Improved public transport connections to Wigan Town Centre would encourage modal shift and potentially reduce congestion
- Enhanced services would operate via Pocket Nook and Stone Cross Lane developments
- Estimated to cost £450,000 per single service for 3 year period
- Potential for service improvements to cease operation after 3 years if operator deems service to be commercially unviable

Estimated Costs To Date



Scheme option	Indicative costs
Highways infrastructure	£5,635,000
Walking and cycling	£1,464,000 (excluding Slag Lane)
Public Transport	£450,000
Community investment	£358,065
Open space and recreation	£215,000
Education	£2,100,000
Air quality	-
Total	£10,222,065
Balance	- £540,065*

Notes: £2.2m ring fenced for education, community provision; **£6.2m** remains for unspecified infrastructure

Programme



• An indicative programme is shown below highlighting key milestones for first phase of highway works to be programmed alongside income.

Activity	Timescale
Meeting with Councillors and Community groups	March 2020 – September 2020
Meeting with all Ward Councillors	September 2020
Stakeholder Engagement	October 2020
Detailed Design	January 2020- March 2021
Tender	April 2021 – June 2021
Governance / Approvals	June 2021 – July 2021
Statutory diversions	July 2021 – August 2021
Start on site (Construction)	August 2021
Completion	January 2022

Thank you for your time and attention.

Questions and Answers