

## **LHSRG Meeting 26<sup>th</sup> September 2022 Travel Lodge Conference Room**

Kathleen Johnson welcomed everyone to the meeting.

**Apologies** from Gerry and Jackie Finch, Ed Houlton and Anul Dongre

Kathleen from the chair introduced the guests from Wigan Council and thanked them for their attendance.

Julie Middlehurst (Assistant Director -Infrastructure and Regulatory Services)

David Proctor (Planning and Regeneration)

Stephen Riley (Transport)

Michaela Guest (Environment)

**Minutes** of the last meeting in July previously circulated were accepted

**Financial Report:** Balance £1,860

Julie Middlehurst gave an update from the January 2022 meeting

1. CAZ- This been halted due to COVID and its potential detrimental impact on businesses. GM are proposing a no charge investment led CAZ. Awaiting response from the new government.
2. Winwick Lane remains in exceed exceedance of the NOx Air quality legal maximum (44.6ug/m<sup>3</sup>) and has a dedicated Air Quality Action Plan
3. 10 NOx tubes in Golborne and Lowton (more than any other Wigan area) Only Winwick Lane in exceedance of legal maximum -40 ug/m<sup>3</sup>
4. Police do not have the resources to monitor the ANPR camera on Winwick Lane
5. Wigan currently consulting on Moving Traffic Powers in 4 areas which includes Winwick Lane. This would enable Wigan to prosecute drivers over 7.5tonnes found using the Lane (currently southbound only) This would be ratified by the DoT and the necessary measures put in place
6. Warrington have refused to allow Wigan to place HGV restriction sign at M6 Junction 22 as no turning circle. They will reconsider once Parkside Link Road is in place in 2023
7. Balfour Beatty to be requested to place no HGV construction traffic sign on Winwick Lane

David Proctor update on S106 monies

1. David gave an update from the January meeting re S106. Consultation began early 2021 and two major infrastructure schemes were approved in principle by Wigan Cabinet in July 2022.
  - (i) Stone Cross Lane – an extra right turn traffic lane.
  - (ii) Reconfigured stretch of the East Lancs. An additional left turn lane to Newton Road (adjacent to the existing service road.)
2. There will be further consultation on the details of the scheme with the residents affected by the changes to the service road and the other agencies involved.

3. St Mary's Community Hall has been earmarked for S106 funding for windows, door and car park.
4. The Lowton Hub Judo club, in conjunction with Sport England is to receive S106 funding.

Steven Riley spoke about the funding for a by-pass.

TfGM includes Lane Head as part of its 'Improvement plan.' Wigan has secured funding to commission a technical appraisal of potential options at Lane Head. A business case will be put to the DoT early next year.

Michaela Guest Update on air quality by

Michaela is pulling together issues in an Air Quality Action Plan required by Government legislation. Winwick Lane is the only area in exceedance of the legal maximum (44.6 ug/m3) The NOx tubes will continue to be monitored. Wigan will liaise with Warrington.

The floor was opened up for questions.

1. Re S106 money allocated to the extra lane on the East Lancs. at Lane Head, a quote from a recent letter from the Chief Exec, Alison McKenzie - Folan was read to the meeting.

*"the legal parameters relating to Section 106, as set out in National planning regulations, mean that this funding has to be used to mitigate the impact of the developments - **it cannot be used to address a pre-existing problem or impacts from traffic movements that are not associated with the developments themselves.**"*

2. It was put to the Wigan officers that the housing developments were not in the vicinity of the scheme to widen the East Lancs. at Lane Head. That traffic from developments at Wain Homes at Heathfields, Bloor Homes at Lowton Heath and Taylor Wimpey at Rothwell Farm would go nowhere near the new left hand turn into Newton Road. The extra lane would do no more than ease existing congestion on traffic travelling westbound and would be detrimental to the lives of the residents on that stretch of the East Lancs. Road.

David Proctor responded that traffic modelling had clearly shown that there would be no detrimental impact on residents as there would be less standing traffic.

3. Residents maintained that the only benefit to traffic was on the East Lancs. A request was made for the traffic modelling results as only journey times had been received to date from the Atherleigh Way to Stone Cross.
4. Residents stated that traffic congestion at Stone Cross was not an issue. If it had been when the area was developed, the developer should have paid for the extra lane. Lane Head was described as a funnel - a commuter route for areas north and east of the area. It is the first access to south Warrington/ M6 south for several miles.

David Proctor responded that the extra lane would bring about more free flowing traffic and give more green time on the other two lanes and that the modelling exercise provided evidence of the need for a further lane.

5. Residents suggested there would be a knock-on bottle neck effect at the Kenyon Lane /Winwick Lane traffic lights and asked that as the 4th lane would be a metre closer to the houses, had an AQ calculation been made. The NOx tube in the area of the service road measured 26.1ug/m3 in 2021 which although below the EU legal maximum is still more than twice the WHO target of 10ug/m3.

Wigan responded that the extra lane would improve AQ.

- Residents asked what was the brief for the S106 money. Did the contract with Council and developers spell out what the money should be spent on. They went on to suggest that because the traffic lights are linked there would be more pressure on other junctions- already long tail backs at Church Lane, Slag Lane. Often over 2 kms creating considerable economic cost in time and petrol.

David Proctor replied that there was a single pot of money, and the contract was on the Council website. Action- **DP will forward the link.**

- A resident of the East Lancs. asked if an Environmental Impact Assessment had been made. It had not. He found it difficult to understand how 4 lanes of standing traffic one metre nearer his home would not reduce air quality.

JM responded that modelling showed no increase in congestion and an improvement in air quality.

- The resident was concerned how properties could be accessed. Would the service road be one way/ from which direction? Traffic already cuts through the service road illegally to save time at the lights. Concern was expressed that emergency service vehicles and the bin lorry as well as a resident with large vehicles would be unable to safely use the service road. He stated he had not had a response to his email expressing residents' concerns.
- Concern expressed that Safety Assessments had not been done and that Wigan could be found guilty of negligence if there was to be a fatality.

Steve Riley agreed that the project did appear "back to front" but a road safety audit could not be carried out until the final design was approved. He believed that improved efficiency of the junction would negate traffic cutting through the service road.

David Proctor stated that there was no hurry to spend the S106 money even though Wigan gave December 2020 as the cut- off date for information.

- The officers were asked that both decisions on the East Lancs. be rescinded as they had been approved by cabinet based on responses to a survey which was not fit for purpose. There were no significant queues at Stone Cross. Both projects were a waste of public money. There were only two survey questions on the infrastructure when the bulk of the money was to be spent in this.

Michaela Guest reported that it had been hoped that money released by DEFRA could be used to put forward a scheme to improve Air Quality. Sadly, this was not permissible and would be very expensive but alternative funds were being sought.

- It was suggested that S106 funding be used for this purpose rather than waste millions of pounds on a scheme that is not warranted.

#### **AOB**

A resident at Tunnel Tops Kenyon Lane/Wilton Lane reported the speeding on Kenyon Lane. Her concern for pedestrians as well as the damage to her property and a number of accidents that had occurred including a fatality. Wigan Council approved plans in 2003 for a mini roundabout at this most dangerous junction. This appears to have been lost in the mist of time. Request made for traffic calming measures/ barriers and for GMP and Cheshire police who are very aware of the

danger- to enforce speeding limits. It was suggested if S106 money could be used for non- mitigation of housing developments that it could be used at Tunnel Tops to prevent speeding traffic.

Julie Middlehurst stated that although funding was difficult safety issues were of paramount importance to Wigan. **Action JM will look into this.**

The officers were thanked for their updates and time.

Julie Middlehurst agreed to return in 12 months with further updates.

### **AOB not covered in meeting due to time constraints**

#### 1. Delamere/ Kenyon Lane keep clear box junction

A letter has been sent to Wigan pointing out that there has been a recent accident at the blind junction and requesting a further extension of the keep clear box/mirror. This has been turned down. LHSRG has written again expressing our concern that both speeding and queuing traffic pose considerable dangers to traffic entering Kenyon Lane from Delamere Avenue.

#### 2. Aircraft hangars

The Planning application for aircraft hangars at the air strip off Winwick Lane has been turned down on the grounds of safety and loss of green belt.



#### 3. Mt Tabor sign (Good news)

Thanks to Wigan Brighter Borough funding , LHSRG has installed a “Mount Tabor Village Green and Community Woodland” sign on Mt Tabor illustrating its wild- life. There are now 4 benches in the area.

#### 4. Buses

The Warrington bus company have lost their contract with TfGM and from 20.09.22 Hatton Travel will take over the original route with E200 buses (Similar to the ones used by Jim Stones.)

#### 5. We await further information from Wigan Council on the Bliss Supplies development.

#### 6. We await further information from Wigan Council on the Dolly’s Stud development.