

Broadgate Junction Improvement Q&A

All the questions below were submitted through our public engagement campaign, which took place in Nov-Dec 2021. If you have any more questions relating to the Broadgate Junction Improvement scheme that have not been answered below, then please get in touch at LSTR@lancashire.gov.uk and we will do our best to provide an answer and update this page. **Updates below following formal public consultation that took place in April 2022.**

What provisions are in place for those without sight or hearing? Tactile paving will be used to identify crossing points and standard crossing infrastructure with spinning tactile cones on control boxes will be used at all signalised crossings. We have engaged with the local Visual Impairment Forum to help us understand the potential issues with this innovative junction design and have made a number of design revisions based on their feedback.

At the moment, there is a filter to turn left onto Strand Road. Will that still be there after the works? If not, will I still be able to turn left? The left turn filter to Strand Road from Liverpool Road will be removed but making the left turn will still be permitted.

Is there going to be provision for access for emergency services if there is no access turning right from the road? The only prohibited right turn (as is currently the case) is from Broadgate heading up Fishergate Hill, which in the new design will be signed as a Bus Gate. The Traffic Regulation Order (TRO) for the Bus Gate will allow access for buses, pedal cycles and emergency services vehicles performing statutory duties.

Will the improvements impact on traffic build up/congestion? Through the reallocation of road space, the scheme aims to encourage a shift from journeys by private car to more sustainable modes such as walking and cycling which will bring health, environmental and economic benefits. The volume of traffic that can pass through the junction will be impacted by the removal of the left turn filter lanes, which will mean that left turning traffic will share a lane with traffic going straight on. An increase in people travelling more sustainably will result in less traffic passing through the junction, however, through the optimisation of signals timings, we are aiming to reduce the impact on vehicular traffic as much as possible.

When are the works planned to be carried out? We are aiming to be on site in Autumn '22.

How long do you intend the works to take? We are developing the detailed construction programme, but we current estimate that the construction will take four to five months.

How will it impact access to Broadgate and beyond? We will aim to minimise the impacts on the local community as far as possible, but there will be some disruption during the construction. If access is restricted at any time, there will notices published and diversion routes in place. Once the scheme is complete access to Broadgate will be unaffected by the junction improvement.

Will it be impacted by the flood defence work? I.e. access? We are engaging with the Environment Agency to ensure that local arrangements are coordinated to reduce the impact on the local community whilst both projects are completed.

Will loading and unloading for the businesses be affected? Currently there are no dedicated loading bays, so if the parking spaces are full, then delivery vehicles often stop in the carriageway to unload, causing safety concerns and delay. The new design provides a dedicated loading bay but delivery vehicles may also use the parallel parking spaces directly outside the shops.

Will the customer parking directly outside of the shops be affected? The total number of parking spaces available will increase by one but how the spaces are arranged will change, with some spaces

moving from being parallel parking to bay/perpendicular parking. Two of the realigned spaces will be allocated to specific users, with a loading bay and a disabled parking bay.

Will the parking near to the doctors, the chemist and the shops be affected as it would be a shame to lose them? Parking will be improved (total number of spaces increased), whilst speeds will be greatly reduced, which will improve access to these facilities by making the area safer and more attractive.

Will cyclists have more priority than pedestrians? No. The CYCLOPS junction concept ensures that all modes are separated as much as possible to prioritise safety. Pedestrians actually take priority over cyclists in most areas, by having mini-zebra crossings, as pedestrians are the most vulnerable road users.

Will the cycle lanes be wide enough to accommodate cargo bikes? Yes. Cycle lane widths have been designed in accordance with best practice guidance in order to accommodate cargo and adapted bikes.

Will there be provision for planting wildflowers or bushes for example? Yes. There is some soft landscaping included as part of the scheme. **Updated May '22 - Overall the scheme should see an increase in 'green' space around the junction and a diversification of the plant species in situ (rather than just grass verges), which should help to encourage a wider range of fauna to inhabit the area, whilst also improving the appearance.**

Do the cycle paths have to be the green ones used elsewhere? Yes. This helps to define the spaces for different modes and is part of building a consistent cycling network in Lancashire.

Will there be additional signage to warn road users of cyclists and pedestrians? Motorists will be directed by standard traffic signals. Pedestrians and cyclists will be separated from vehicular traffic and crossing points will be controlled by the same traffic signals system to avoid potential conflict. Due to the fact that this CYCLOPS junction design will be the first of its kind in Lancashire, we are planning to provide extra signage, above national standards, to ensure that all road users are aware of each other.

Isn't the whole scheme just a waste of money? No. As part of the bidding process to get funding for the scheme, we had to assess the Benefit Cost Ratio (BCR) of delivering the scheme, which came out at over 2.5 (ie. for every £1 spent, there will be £2.50 worth of benefits), which central government guidance classifies as offering 'High' value for money.

Why can't the money be used to improve the existing roads (potholes)? Funding for this scheme is coming directly from the Department for Transport's Active Travel Fund, which means that it must be spent on specific walking and cycling schemes.

Will spending all this money encourage people to walk and cycle more? Evidence suggests that one of the main reasons why people don't walk and cycle more is that they don't feel safe. The CYCLOPS junction design will improve safety by separating pedestrians, cyclists and vehicular traffic, whilst managing the points where conflicts might occur. Our analysis concludes that the implementation of this scheme will generate an uplift in walking and cycling numbers.

Why are you wasting money on speed bumps that are terrible in every way? Road humps are a vital road safety tool used to control speeds. When used on 20mph/30mph roads they have been shown to reduce injury accidents by 60% (DfT – LTN1/07 Traffic Calming Guidance). The average economic impact of an injury accident is over £100,000 (DfT – data set RAS60, 2020), so the funding invested in this scheme will not be wasted.

Will the businesses along that slip road suffer due to the restrictions and problems in parking this scheme will create? Evidence from schemes around the UK and world suggest that by improving the public realm immediately around businesses, then takings increase. Improving the environment for walking and cycling around a business has been shown to increase shopping footfall by over 40% (DfT – Cycling and Walking Investment Strategy).