

Bradley Lane Shuttle Signals – You Said We Listened

The Bradley Lane traffic signal scheme is being funded through a Section 106 agreement. This is an agreement between the Council and developers, through which the developer will fund new or improved infrastructure to address the impact of development on an area.

A public consultation was conducted in March 2021 to seek the views of the local community on how S106 funding could be best used to effectively mitigate any impacts on local infrastructure capacity. Of the five highway schemes proposed, the installation of traffic signals at Bradley Lane bridge ranked the second most important scheme to respondents. Following the consultation, the Cabinet then agreed on the delivery of the Bradley Lane scheme, along with other highway improvements that the council is planning to implement later this year.

We consulted residents further on the scheme in 2023 with a view to complete the scheme in July 2023, however after listening carefully to feedback from across the Standish community, proposals have been amended to improve pedestrian safety and manage traffic flow.

You Said	We Listened
<p>When are the works rescheduled for?</p>	<p>The shuttle signals will be installed between 17th February and 3rd March 2024, utilising the reduction in traffic flow during February half term to complete the majority of the installation works.</p> <p>Works were originally intended to be complete in two phases, however have worked with the contractor to minimise disruption and delays and complete in one complete phase.</p> <p>To enable the works to be undertaken as safely and efficiently as possible, it will be necessary to close Bradley Lane to traffic for the duration of each stage. The signed diversion will be via Preston Road, Rectory Lane, Chorley Road – route plan below.</p> 

<p>Could under the bridge be lit?</p>	<p>Meetings with Network Rail and the council's Street Lighting Team have, unfortunately, concluded lighting underneath the rail bridge is not feasible as the lanterns would reduce headroom, making the route inaccessible for larger vehicles. This would reduce access for local businesses and bus services that use Bradley Lane.</p>
<p>How will the scheme improve road safety/reduce vehicles speeding?</p>	<p>We have plans to implement a new 20mph speed limit will be implemented on both approaches to the bridge and a reduction from 60mph to 40mph on Platt Lane.</p> <p>Both sets of traffic lights will also rest on red until vehicles are near, which will also ensure motorists from do not build up speed as they approach the bridge.</p>
<p>Can a pedestrian stage be included in the traffic signals?</p>	<p>We have explored the feasibility of a signal stage, allowing pedestrians to pass under the bridge, whilst traffic on both sides is stopped. Due to the time it would take pedestrians to pass underneath the bridge, the delay to traffic that would result may lead to road safety issues, with impatient drivers potentially running a red light and endangering pedestrians and other motorists, therefore, this has been discounted.</p> <p>Please also note we will install illuminated warning signs will be installed at either side of the bridge to warn drivers that there may be pedestrians in the carriageway.</p>
<p>Is there sufficient space for queueing vehicles on the east side of the bridge?</p>	<p>There will be space for cars to queue on the east side of the bridge, between the traffic signal and the carriageway pinch point, which is to the east of the junction with Hutton Street, assuming that vehicles are parked along the property frontages. Wigan Council and TfGM will monitor traffic movements once the traffic signals have been installed and will alter the traffic signal timings to address any issues.</p>
<p>Will this cause issues for residents parking on Bradley Lane?</p>	<p>We are aware of the on-street parking along the property frontages on Bradley Lane. Many properties have access to off-street parking to the rear and will still be able to park on Bradley Lane.</p> <p>However, we recommend that residents park with consideration of queueing traffic in order to avoid obstructing the carriageway, as they must do now with the existing layout.</p>
<p>Will there be a painted footway under the bridge?</p>	<p>There is insufficient space to provide a painted footway under the rail bridge. This has been investigated as part of the RSA (Road Safety Audit) and the result of the audit details this would be unsafe to provide. This is due to giving a false sense of security to pedestrians walking under the bridge, in</p>

	particular when larger vehicles would have to overrun the painted line.
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