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Sent: Sunday, 21 June 2020, 16:38:59 BST

Subject: Spaces for People, Broughton Street via NTBCC contact form

From: Mark Lazarowicz

Spaces for People, Broughton Street

You have invited the public to express view on my proposals for temporary traffic measures in Broughton Street which you discussed at your last meeting.

I know that a concern raised by a number of people was whether it was desirable for the proposed extra lane to be used as a pavement overflow for pedestrians as well as for cycles. In the light of that concern, and other comments, I would like to make the following amended proposal which meets those concerns, and I think is also compatible with the recommendations for temporary provision where space is limited.

I would emphasise, as I did before, that this is a proposal for an immediate and temporary scheme which improves the opportunity for social distancing and for a safer road for cyclists and pedestrians. I would hope that separate consideration and consultation could be given to more extensive changes in the future.

In essence, I propose a segregated lane which is itself divide into cycle and pedestrian sections. It would be separated off by plastic wands, or similar, on the road side, and within the lane, the cycle and pedestrian sides would be divided by painted line markings only. My proposal also provides wider space for both cyclists and pedestrians for the stretch closest to the junction with Picardy Place.

The detailed proposal is as follows:

1. There should be a segregation, formed by plastic wands or similar, for a lane provided on the south-bound side of Broughton Street, commencing at the bus stop outside Crombies, up to the bus stop at the south end of Broughton Street (outside Real Foods). The bus stops and loading bays at those two locations would remain. All other loading and parking bays in that stretch of road should be suspended.
2. The inside lane from Broughton Street Lane to Picardy Place should also be segregated from the main carriageway.
3. Within those segregated areas, there should be two lanes, marked off by painted lane markings only: the outside one for cycles, and the inside ones for pedestrians.
4. The available width suggests that it would be possible to divide the segregated lane, in the northern section, to provide approx. 1.5 m width for cyclists, and 1 m for pedestrians. In the southern section, approaching the junction with Picardy Place, the road width should be able to provide approaching 1.5 m width for both cyclists and pedestrians.

5. If it is felt that more loading bays were required in the 'middle section' of Broughton Street, some of the parking bays on the western side of Broughton Street could be temporarily re-designated as loading bays.

6. Rubberised speed cushions should be installed on Broughton Street at appropriate times to discourage speeding.

I believe these are practical proposals which meet concerns raised, and could be implemented very quickly. I do hope that you can give them, or similar measures, your support.

Mark Lazarowicz