

---

# MASTERPLAN FOR ACCESSIBLE NELSON



The purpose of the project is to revitalise and rejuvenate key areas within Nelson Town Centre. This document illustrates the proposals for a series of public realm improvements, aiming to create a more balanced streetscape that improves the experience of all town centre users.

The public realm improvements detailed in this phase of work ties into the wider vision for Nelson Town Centre and the overarching project aims. The same material palette and design language established in previous phases will be used in these next phases to create a unified Town Centre for Nelson.

Accessible Nelson is one of seven projects part-funded by the £25m Nelson Town Deal. It is also likely to be delivered as part of Active Travel England funding and Lancashire County Council's successful Levelling Up East Lancashire bid, which will see £50m of government funding being invested in Burnley, Hyndburn, Pendle and Rossendale. Proposals will be designed to improve health and quality of life by enabling easier access to public transport, green spaces and making it easier to make shorter journeys by walking and cycling.

This engagement exercise is an opportunity to express your views on the next chapter of the public realm improvements to Nelson Town Centre. Your feedback will help us to further shape our proposals and secure funding.



# PROJECT BACKGROUND

## Vision for Accessible Nelson

“...to make Nelson a much more attractive place to *live, visit, shop, invest and enjoy.*”



### The Project Aims

-  Improve traffic flows around Nelson
-  Create gateways into Nelson and improve public realm
-  Create better safer pedestrian and cycling links
-  Improve car parking
-  Create safer usable spaces
-  Improve the public perception of Nelson

# Design Drivers

Design drivers have been developed as part of the strategy and form the overarching vision for Accessible Nelson.



The approach is not simply to resurface of the streets, this project aims to transform the vehicle dominated streets and spaces of the town centre into pedestrian friendly environments that encourage footfall, engagement, dwell time and interaction which will contribute to wellbeing and health of residents.



## Pedestrian Connectivity

Enhance the existing pedestrian network and create legible, accessible and beautiful streets focused around people.



## Encourage Dwell

Slow down pedestrian movement on key streets to encourage dwell and stimulate economic activity.



## Bus Routes

Maintain bus circulation whilst limiting through traffic along the green space along Scotland New Road.



## Cycling Connectivity

Strengthen key routes through the Town with improved cycling infrastructure.



## Vehicular Traffic

Transform vehicular dominated streets into pedestrian and cycle friendly streets.



## Bus/Train Station

Improve access to bus and train station and linkages into the historic core. Improve perception for visitors on arrival within the transport hub.



# Previous Masterplan April 22



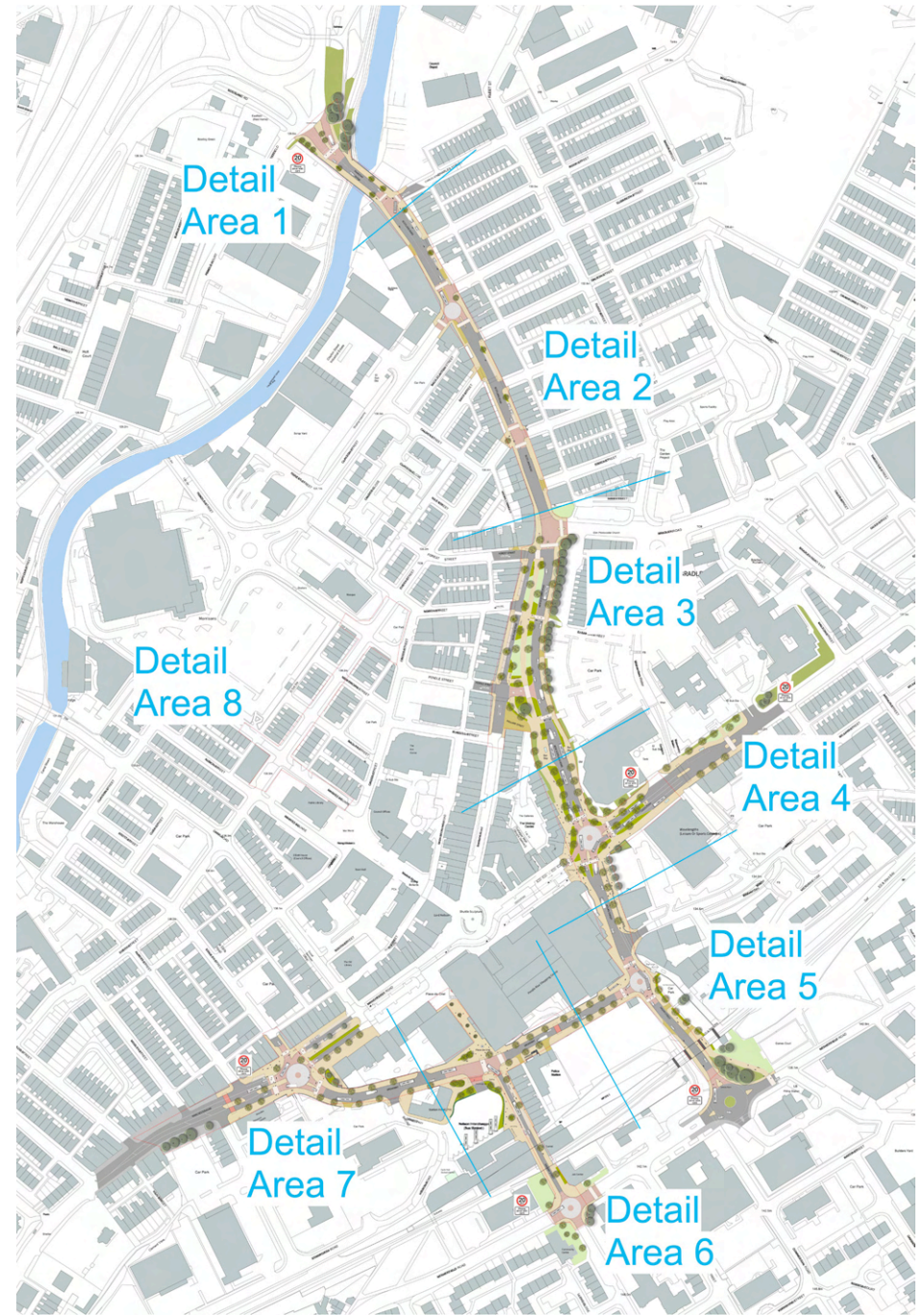
Detail Area 3: New Scotland Road



Detail Area 4: New Scotland Road and Leeds Road Junction



Detail Area 6: Railway Street and Broadway



# Technical Assessment Work

## Geometric Review

- Assessed the safety and functionality of the design proposal in accordance with standards, including swept path analysis
- Identifying where improvements can be made to existing infrastructure, over run of footways, visibility etc.

## Traffic Modelling

- Existing baseline model compared with future performance of the network, focused on the seven junctions
- Junction capacity and flows
- Railways Street reverted back to two-way from one-way

## Public Transport

- Bus connectivity and links to the town
- Operating problems or issues that can be identified, such as improvements to overall bus service characteristics (i.e., headways and frequencies, amendments to routing options)

## Inclusive Design Review

- Outlined key observations pertaining to road safety concerns relating to user disbenefit/ severance issues i.e. crossing points
- Identified issues contributing to concerns of personal user safety and comfort
- Footway obstructions and visual impaired review and Equality Act compliance

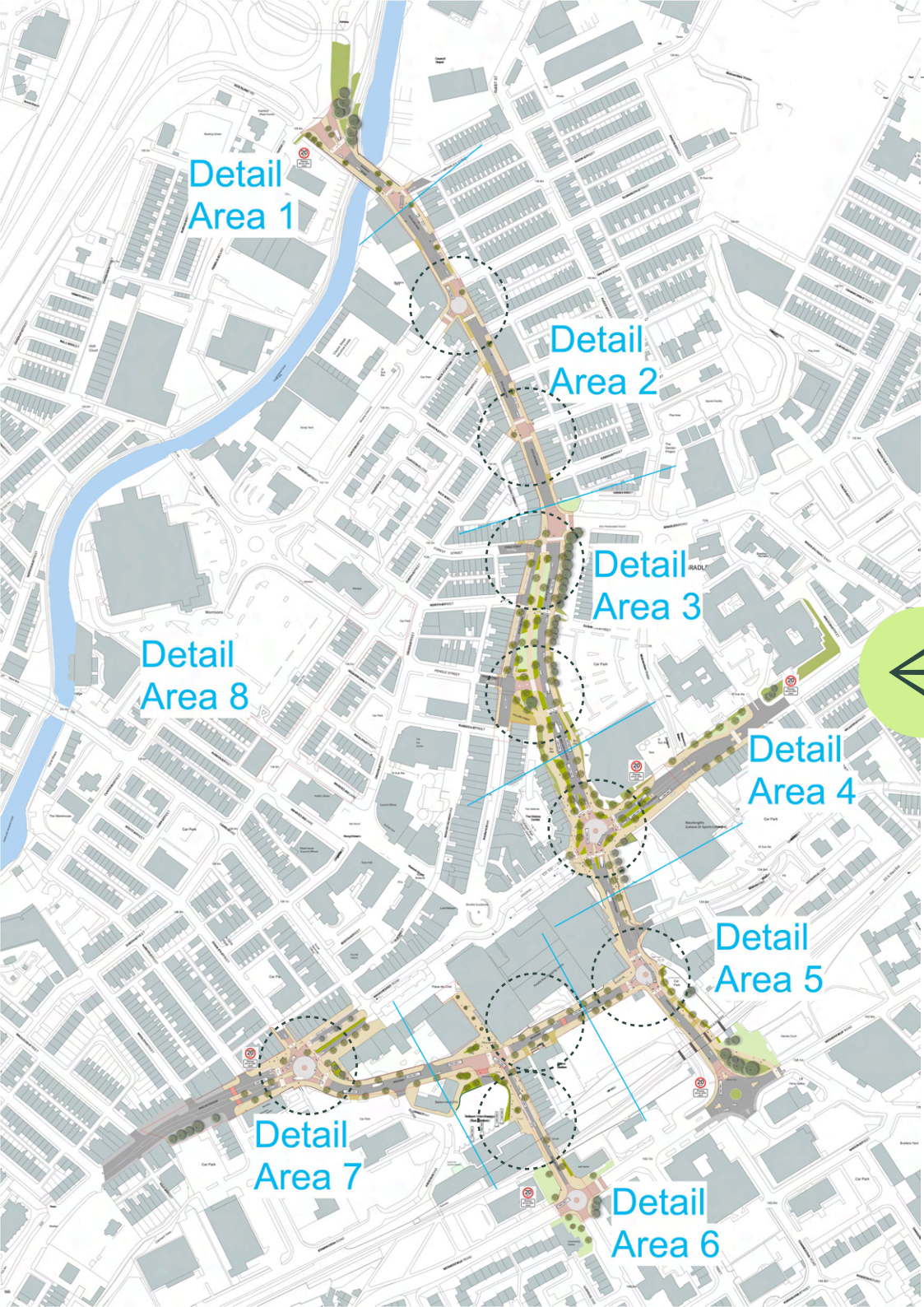
## Active Travel Review

- Reviewed compliance with cycle design standards, undertook link, junction, cycle and pedestrian assessments, to review safety, comfort, directness, attractiveness, cohesiveness, and accessibility of routes
- Liaised with Active Travel England, to seek and incorporate any feedback

## Collision Analysis

- Reviewed collisions occurring in the study area from the past five years, to identify safety or functionality concerns
- Developing a safe, functional and feasible design proposal for Accessible Nelson





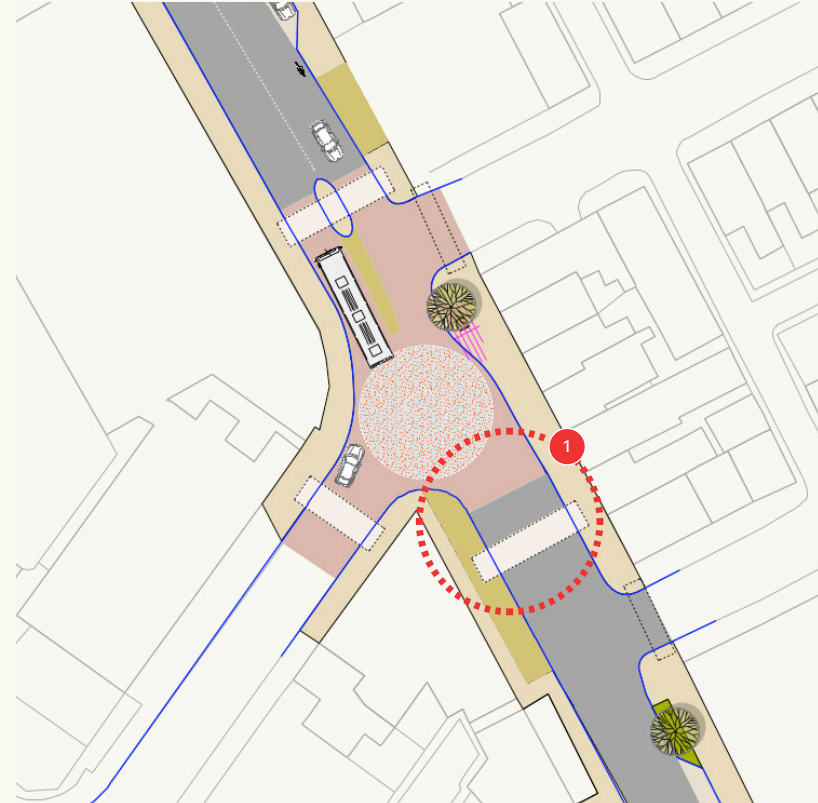
# Design Changes

The following design changes are a result of the Technical Assessment.

Previous



Current



1. **Removal of pedestrian island** on southern arm to provide a wider carriageway for vehicle, easing vehicle movements through the junction. Increased road space for vehicles provided without compromising space for pedestrians or crossing facilities.

Detail Area 2

# CHANGES PROPOSED AT CLAYTON STREET JUNCTION



Previous



Current



1. **Additional cycle stands** for cycle parking to the north of Forest Street, giving cyclists more options for cycle storage should they wish to visit the area and use the nearby amenities.
2. **Amended kerbline** to provide a wider access and egress for larger vehicles at Forest Street. For example, this will help make the turns easier for bin lorries and make manoeuvring for all vehicles simpler.
3. **A new footpath link** has been provided between the new shared space in between Scotland Road and New Scotland Road to provide an access point to the cycle parking on Scotland Road near Pendle Street; boosting accessibility for cyclists travelling along the new shared space facility

### Detail Area 3

## CHANGES PROPOSED AT FOREST STREET JUNCTION

Previous



Current



1. **Amended kerbline** to provide a wider access and egress for larger vehicles at Forest Street. For example, this will help make the turns easier for bin lorries and make manoeuvring for all vehicles simpler

### Detail Area 3

## CHANGES PROPOSED AT NORTH STREET / SCOTLAND ROAD

Previous



Current



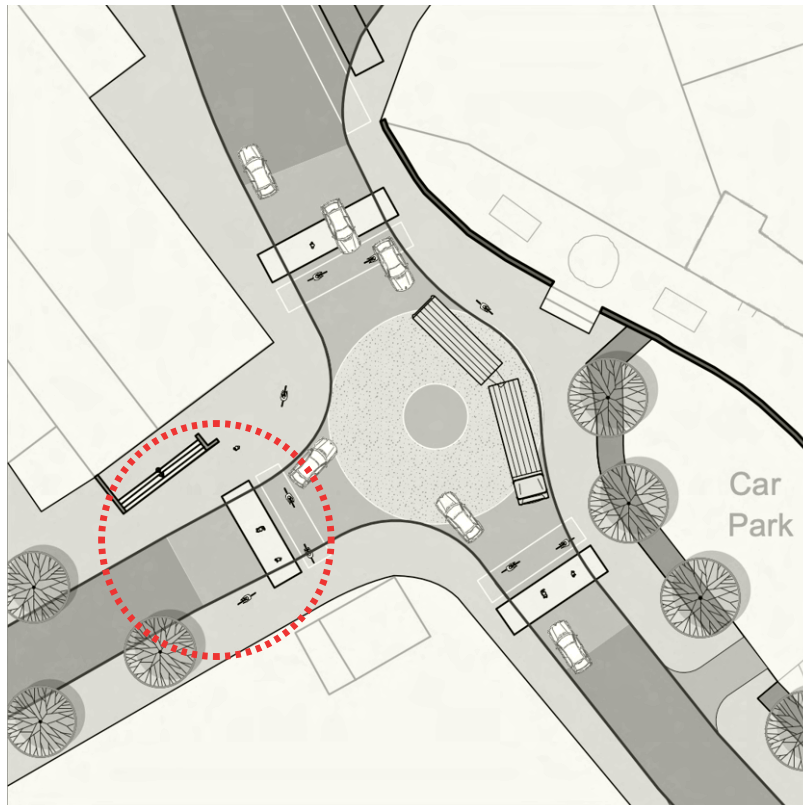
#### Detail Area 4

## CHANGES PROPOSED AT LEEDS ROAD ROUNDABOUT

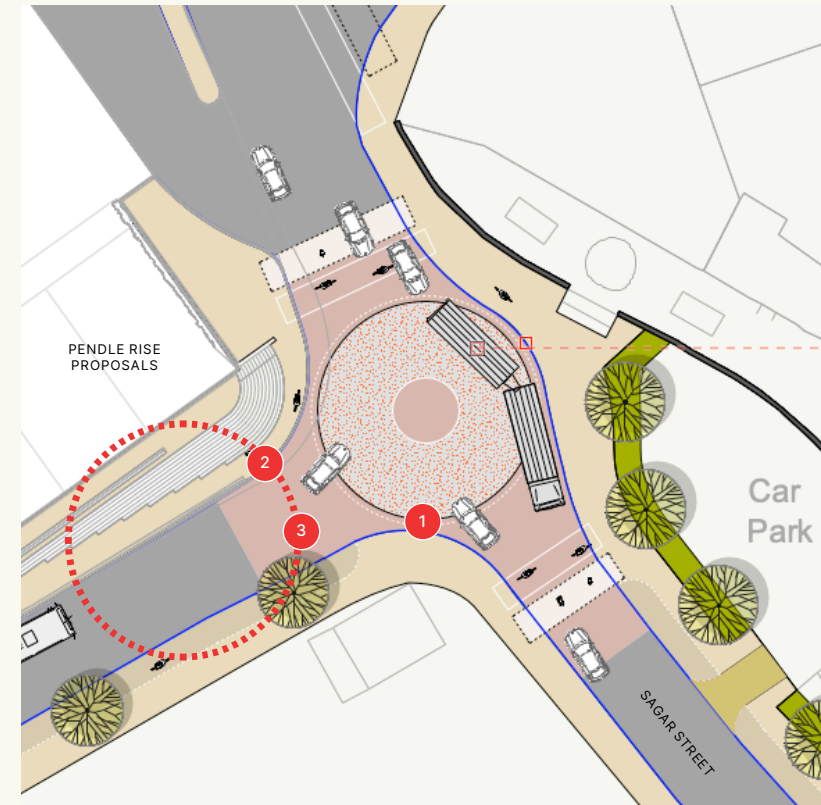
1. **The circulatory of the roundabout** has been moved slightly south to improve the entry for vehicles on all arms of the roundabout. This will help lower vehicle speeds, creating a safer environment.
2. A wider approach has been provided on the eastern arm to provide more capacity for vehicles entering the junction. **A two lane approach** on this arm will allow more vehicles to pass through the junction efficiently at peak times.
3. The crossing on the eastern arm has been set further back to provide increased capacity for vehicles. This crossing facility is unchanged and all crossing points feature independent pedestrian and cycle spaces to cross, **boosting accessibility and safety**.



Previous



Current



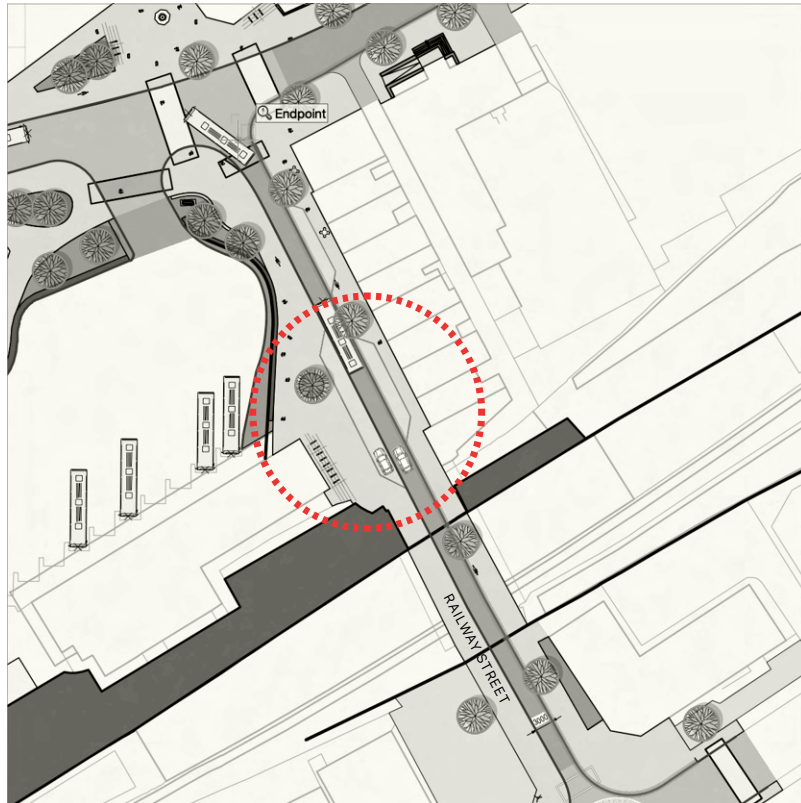
## Detail Area 5

## CHANGES PROPOSED AT BROADWAY / HOLME STREET JUNCTION

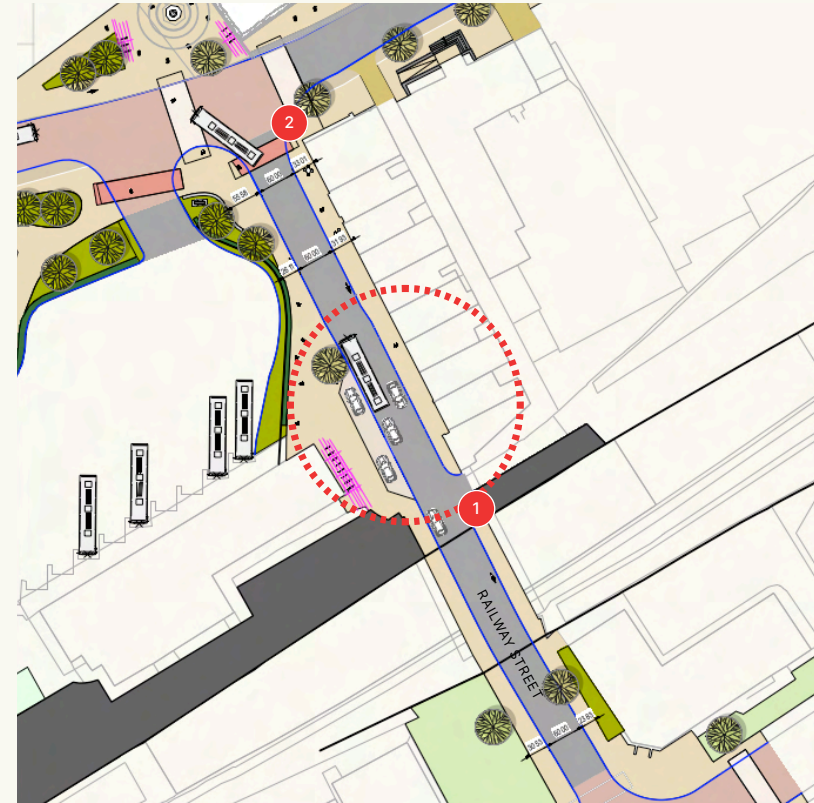
1. **The circulatory of the roundabout** has been moved slightly east to improve the entry for vehicles on all arms of the roundabout. This will help lower vehicle speeds, creating a safer environment.
2. **A wider approach** has been provided on the western and northern arms to provide more capacity for vehicles. This will allow more vehicles to pass through the junction efficiently at peak times.
3. **The crossing point** on the western arm has been moved west to a safer location which also allows increased vehicle capacity at the roundabout.



Previous



Current

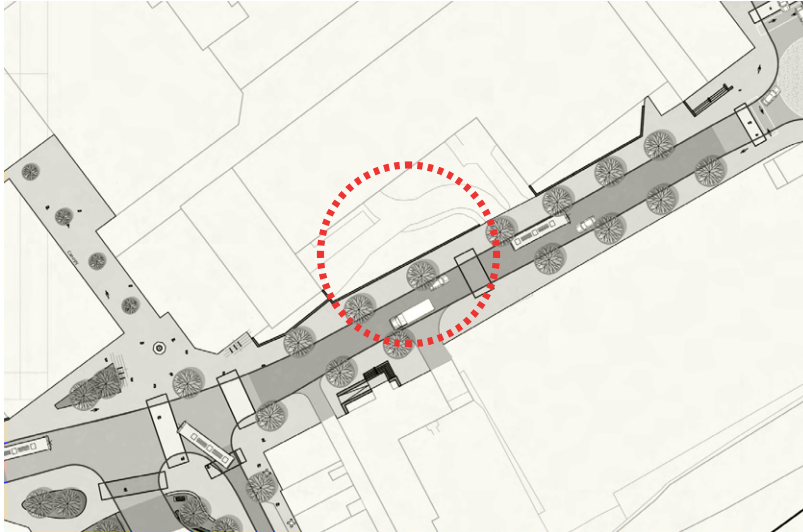


## Detail Area 6

## CHANGES PROPOSED AT BROADWAY / RAILWAY STREET JUNCTION

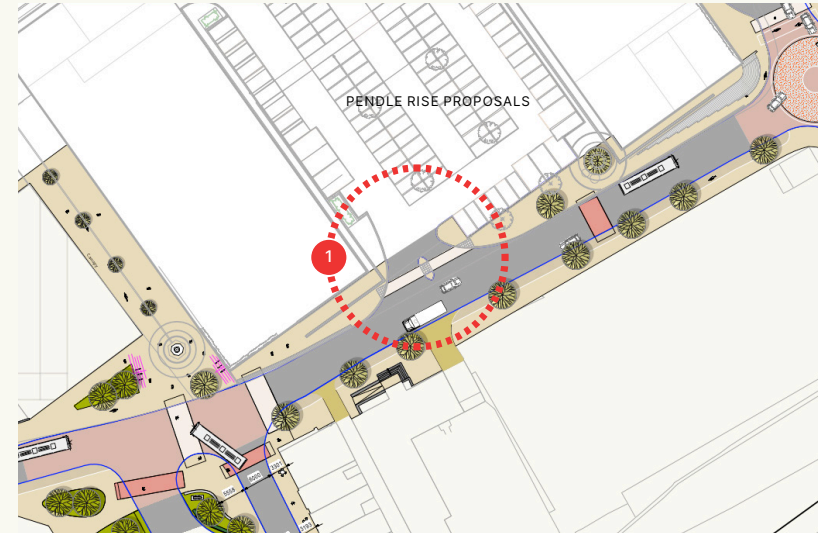
1. **Carriageway widened and footways narrowed** to maintain Railway Street as a 2-way street. This allows for an effective highway network in the centre to be maintained - narrow 'pinch points' removed. This will keep the flow of traffic moving during busy times whilst still providing an improved streetscape environment for all users,
2. **The kerblines** in and around Place-de-Criel have been amended to provide a wider carriageway. This will allow for large vehicles to pass each other easily when travelling in opposite directions without compromising on the new and improved streetscape environment.

Previous



Previous

Current

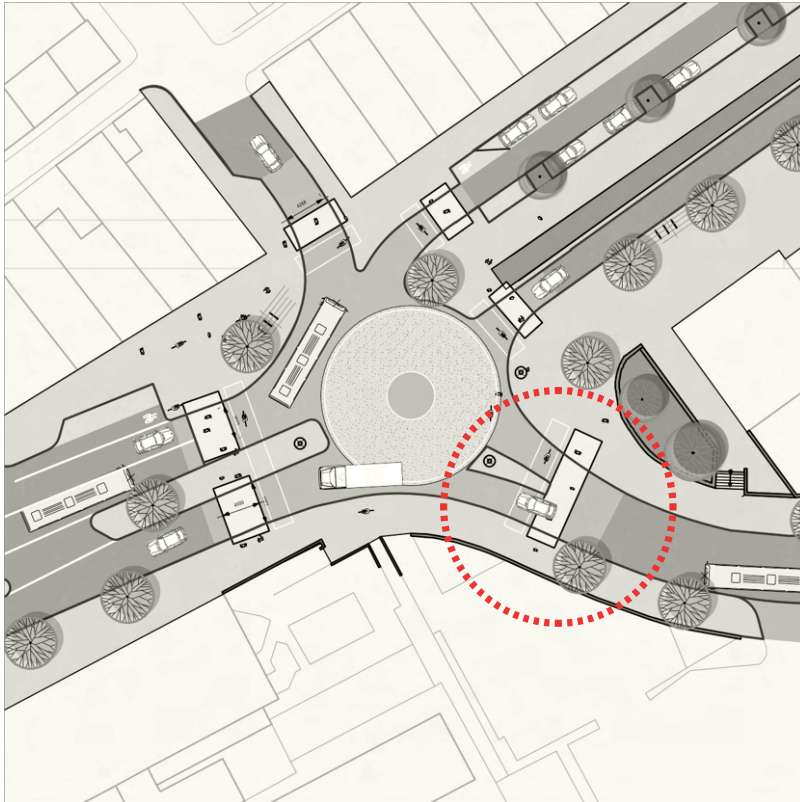


1. **The new Pendle Rise development** and access/crossing point has been included within the design. The crossing point has been moved to the west, to a safer location which will be in a better position to achieve recognised key pedestrian movements.

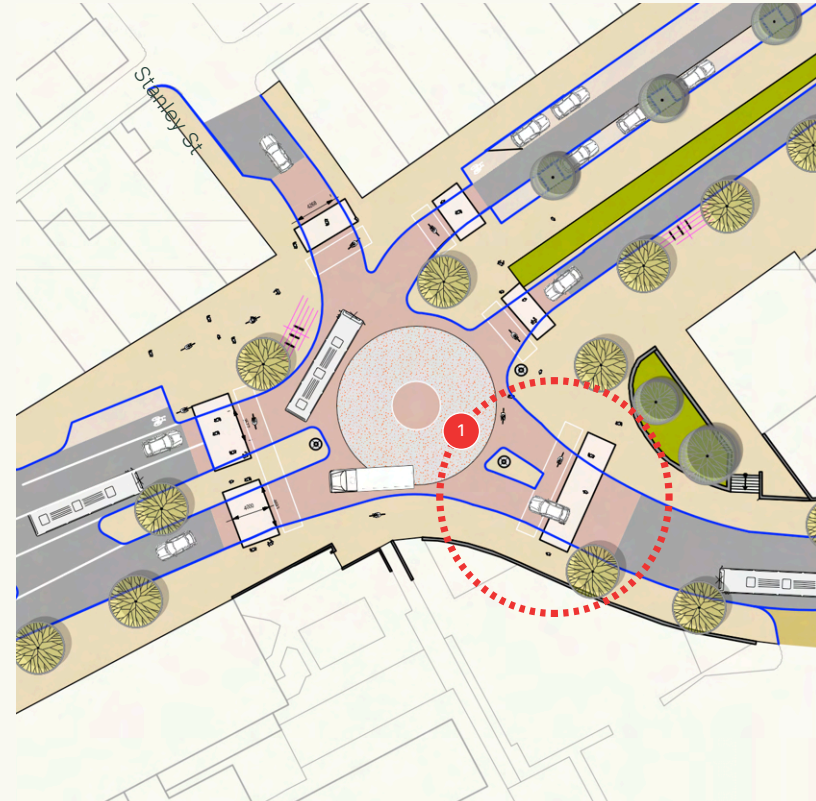
Detail Area 6

## CHANGES PROPOSED AT BROADWAY

Previous



Current

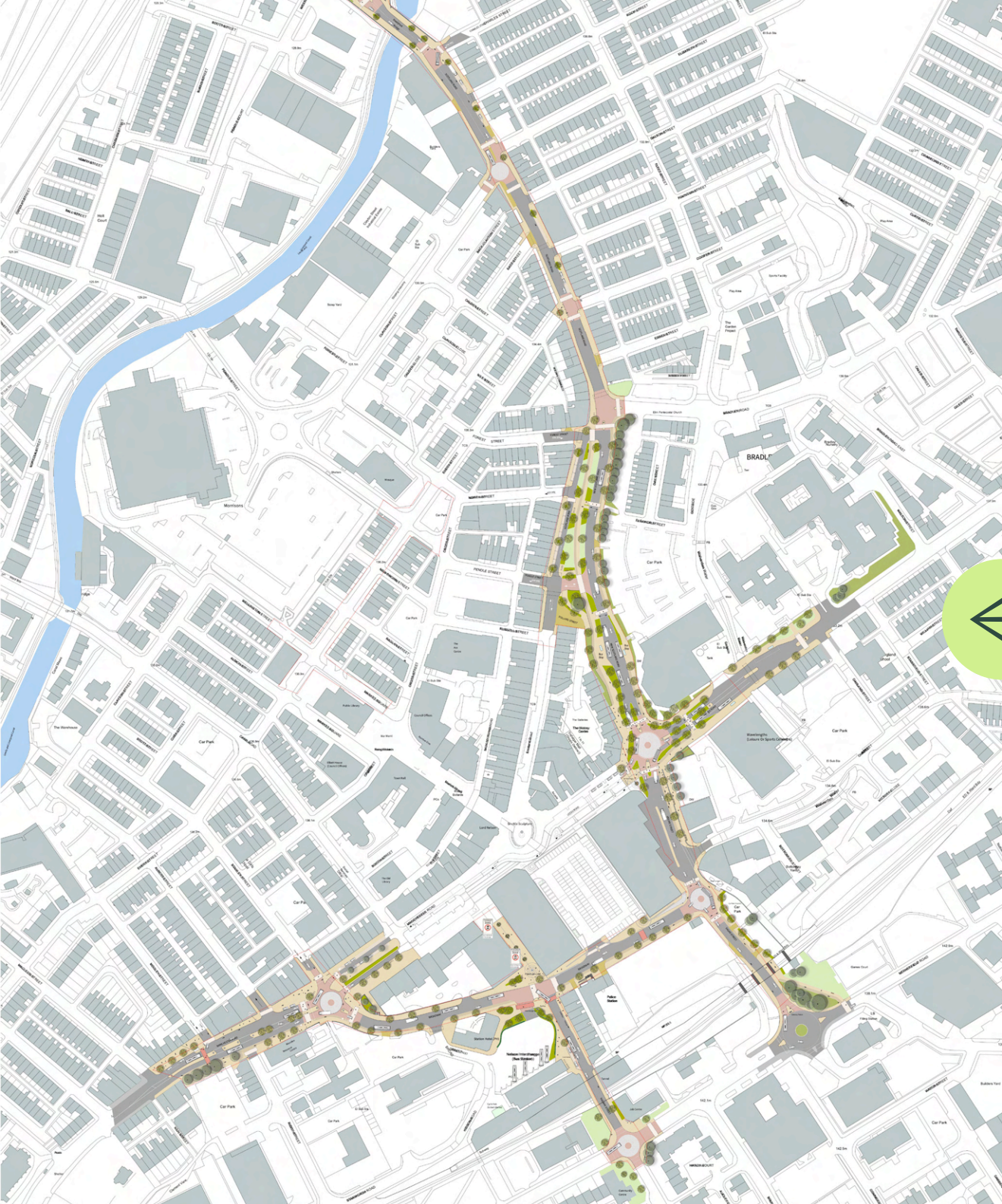


1. **Circulatory reduced in size** to provide an improved approach to the roundabout for all arms. This will help lower vehicle speeds, creating a safer environment.

#### Detail Area 6

## CHANGES PROPOSED AT BROADWAY / MANCHESTER ROAD ROUNDBABOUT





## Revised Masterplan

The full masterplan  
can be viewed on:

[www.pendle.gov.uk/accessiblenelson](http://www.pendle.gov.uk/accessiblenelson)



## Detail Area 1

# NEW SCOTLAND ROAD / LEEDS AND LIVERPOOL CANAL



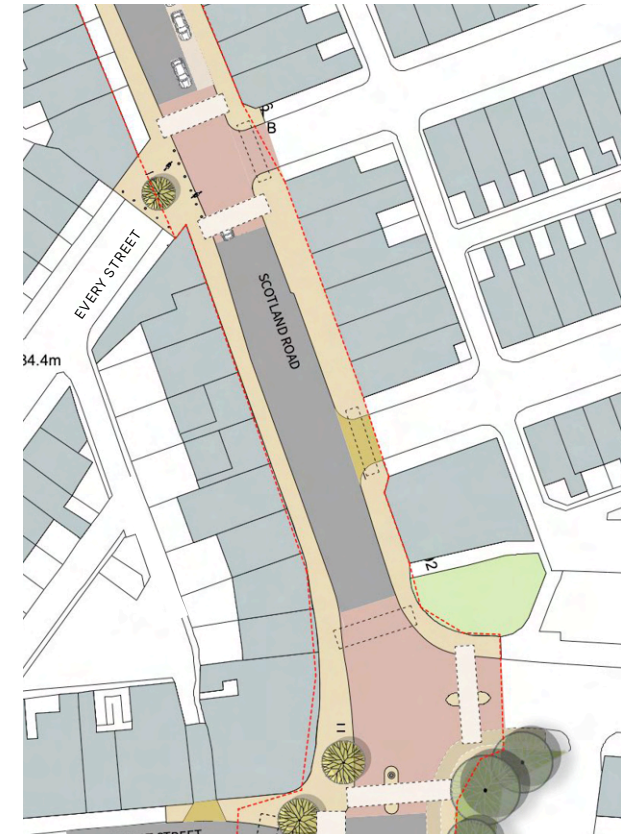
- Reducing vehicle traffic and queuing by restricting movement to a one way exit only to Scotland Road from Charles Street.
- Improvements to pedestrian crossings to better pedestrian flow.
- Improve pedestrian routes by widening pavements where possible and introduce green infrastructure such as trees and planting to provide a welcoming arrival gateway into the town.
- Enhance quality of place through an improved material palette. The palette for pedestrian areas will be an extension of the natural stone material palette used within the town centre to create a continuous public realm.
- Reduce traffic speeds.



## Detail Area 2

## NEW SCOTLAND ROAD

- Introducing pedestrian crossings across the narrowed Scotland Road.
- Introduce green infrastructure such as trees to provide a welcoming arrival gateway into the town and to help reduce vehicle speeds with vertical elements in the streetscene.
- Enhance the public realm through a higher quality material palette to create a continuous experience along Scotland Road, which also helps bring vehicle speed down.



## Detail Area 3

## NEW SCOTLAND ROAD

- Reducing vehicle dominance by restricting movement to two way traffic that is reduced from two lanes to one lane.
- Improvements to pedestrian crossings to better pedestrian flow.
- Increase pedestrian routes to a 4m wide shared cycle and pedestrian route to both sides of Scotland New Road
- Enhance quality of place through an improved material palette. This palette for pedestrian areas will be an extension of the natural stone material palette used within the town centre to create a continuous public realm.
- Revise bus route movement to reduce number of access routes along green space.
- Create a bigger green space that provides dwell qualities that can be used for future events.
- Improve quality of street scape on Scotland Road by introducing tree planting to break up vast areas of car parking. Potential in future to designate these areas for spill out for adjacent shops.





## Detail Area 3



New Scotland Road - existing situation



### Detail Area 3



New Scotland Road - visualisation



## Detail Area 4

## NEW SCOTLAND ROAD / LEEDS ROAD JUNCTION

- The eastern gateway to Nelson Town Centre will be more inviting and permeable for pedestrians and cyclists.
- The replacement of traffic signals with parallel zebra and cycle crossings will improve the flow of traffic.
- Less cars will stack up at the junctions, so that large areas of carriageway can be reclaimed from the road.
- Pavements will be widened to accommodate safely both walking and cycling as well as tree planting.
- Cyclists can choose to use the road or the pavement.
- Cycling into the town centre will be connected to the existing cycle lane on the west side of Leeds Road into the town centre.
- The design has been coordinated with the Pendle Rise development proposals.





## Detail Area 4



New Scotland Road / Leeds Road Junction - existing situation



### Detail Area 4



New Scotland Road / Leeds Road Junction - visualisation



## Detail Area 5

# SAGAR STREET AND HOLME STREET JUNCTION



- New primary gateway into Nelson from south of the railway.
- This junction remains an unsignalled roundabout, but with improvements.
- The design follows the same principles as the junction with Leeds Road, with wider pavements for safe shared use by pedestrians and cyclists.
- This is achieved by encroaching onto the car park on Sagar Street.
- This route continues through the arch of the railway viaduct east of the road to create a stronger and safer route to and from the southern parts of Nelson.
- On Broadway the pavements will be widened.
- The design has been coordinated with the Pendle Rise development proposals.



Detail Area 6

# BROADWAY / RAILWAY STREET

- The proposals will improve the link between the bus and railway interchange and the town centre.
- Traffic on Broadway and Railway Street will be reduced to make this link and the crossing of Broadway safer and more attractive.
- Railway Street remains two way but is narrowed to provide more footpath space and cycle provision on the western side.
- More pedestrian crossings, most of which will be informal courtesy crossings to improve connectivity.
- This will retain and improve access to the businesses on Railway Street and for drop-off at the interchange.
- The pedestrianised routes around and through the shopping precinct will become accessible for cyclists to improve cycle connectivity.





Detail Area 6



Broadway / Railway Street - existing situation



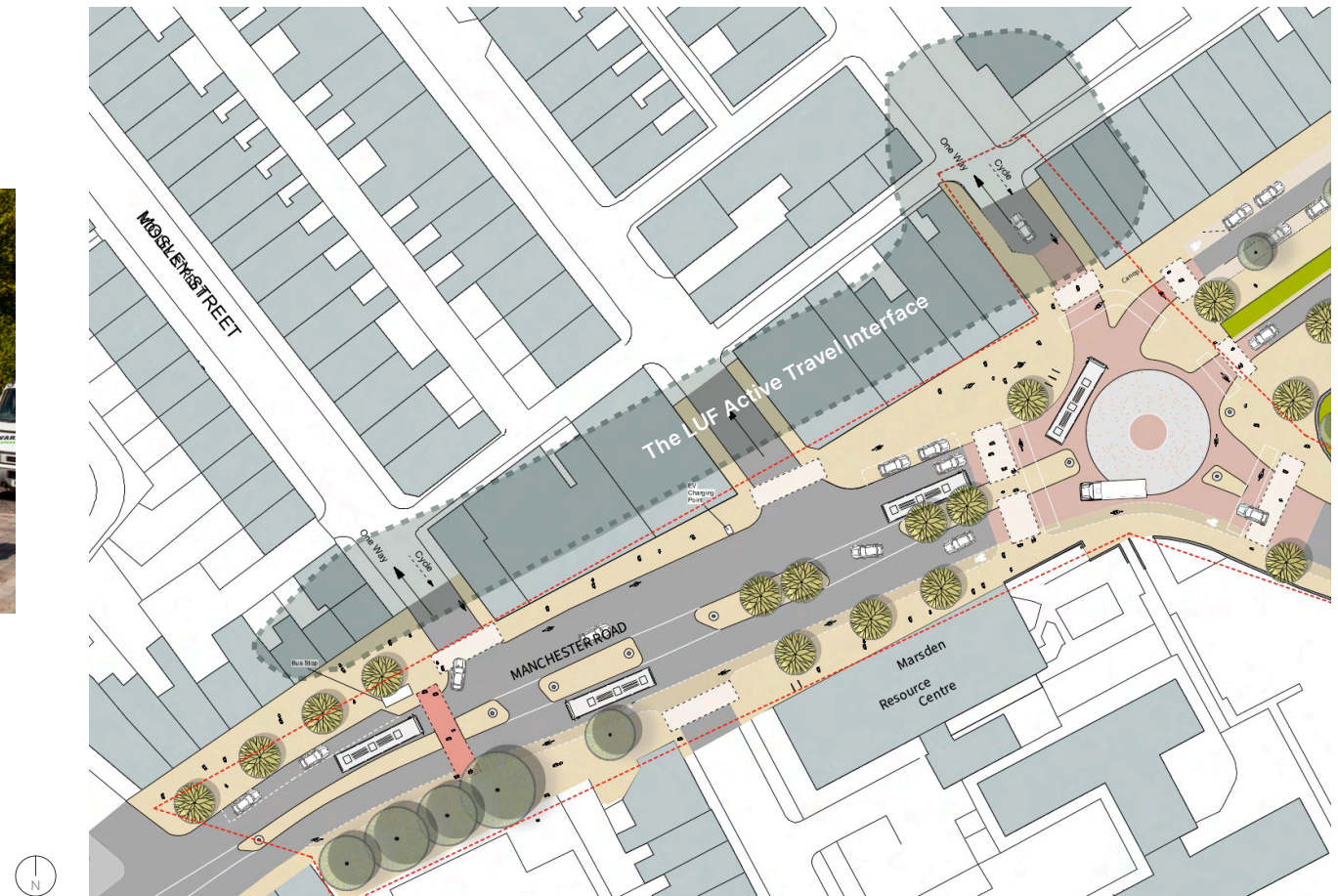
Detail Area 6



Broadway / Railway Street - visualisation



## Detail Area 7

MANCHESTER ROAD  
JUNCTION

- The works have been extended to Macleod St and a pedestrian crossing proposed adjacent to the bus stop.
- The western gateway into Nelson follows the same principles as elsewhere in the town centre.
- The unsignalled roundabout will improve flows and allow an overall reduction in carriageway area.
- Ghost islands on the currently very wide road will be turned into kerbed and green islands where this wouldn't compromise the access to side streets or overtaking at bus stops.
- This will slow traffic down before it arrives at the unsignalled junction with Broadway.
- The tightening of the junction will allow it to be a greener and more accessible gateway to Nelson.

---

## Comment on the Updated Masterplan

Sharing your views on our draft plans gives us meaningful insights that help us to further shape our proposals and secure funding.

---

The engagement period opens on 22 November and closes 20 December.

To provide comments on the masterplan, please visit:  
[www.pendle.gov.uk/accessiblenelson](http://www.pendle.gov.uk/accessiblenelson)

