

J13 Update

We have now constructed the majority of the slip road embankment profiling to enable the extra lane to be provided.

Deep drainage connection onto existing culvert on the roundabout has now been completed to allow for additional surface water drainage capacity and additional drainage provision on the roundabout. We have also been able to provide the sub base construction on the roundabout to enable the additional width required.

As I expect you are aware we have now placed cones on the roundabout to prevent vehicles undertaking the full circle of the roundabout as per the scheme design. This is to enable works to be undertaken without the need to implement further additional temporary traffic management (temporary signals for example) and reduces the impact of our works. From observations on site it appears the closure of the full circle of the roundabout is having no significant detrimental impact to vehicle movements/congestion and also has the added benefit of starting to establish this new layout with highway users.

J12 Update

Whilst the signals are now in place and the scheme has achieved some improvements such as improving the vulnerable road user links to Lomeshaye Industrial Estate and vehicles exiting the industrial estate, we have yet to fully implement the MOVA traffic control system (MOVA info - https://trlsoftware.co.uk/products/traffic_control/mova) and we appreciate this has caused some issues with a less efficient system in place. This has been due to the works on the motorway to complete the safety barrier project and a fault was also identified on one of the controller's vehicle detection system which has also caused some of the problems we have experienced recently. The issue with the detector has now been resolved and we plan to fully implement MOVA before the end of June (hopefully this week) and we will monitor this to ensure the system is working as efficiently as possible. There are also other works to complete such as the installation of traffic signals at the Churchill Way/Kenyon Road junction yet to complete.

We appreciate there have been requests recently to turn the signals off at Junction 12 and also at Junction 13 (when they are installed) during low traffic flow periods and operate on a part time basis. There are two things against doing this, signals at roundabouts reduce collisions and it's the Department of Transport's advice to have full time operation. We also can't turn signal pedestrian/green man facilities off, hence the full junction signals as this would create significant risks to vulnerable road users (especially if visually impaired) who would like to cross the roundabout slip roads. We are however confident once the MOVA system is in place and operating the delay during the signal phases during off peak periods will be very small.

Further details on the Burnley Pendle Growth Corridor can be found via the following link; <http://www.lancashirelep.co.uk/lep-priorities/transport-and-connectivity/burnley-pendle-growth-corridor.aspx>