



**Broughton Village Centre &
A6 Corridor Improvements
Consultation Report**

Appendix B

Overview

Two public consultation events have been held leading up to submission of a design for highway and public realm improvements in Broughton village and A6 corridor.

The first public event took place on Saturday 21st March 2015, between 9am and 12noon in the Broughton & District Club. Indicative design proposals for public realm improvements along the A6 Garstang Road were available to view by members of the public. The designs covered the stretch of the A6 from the M6 motorway junction to the north of the village including the crossroads where Garstang Road meets Woodplumpton and Whittingham Lanes.

The second event was held on Saturday 12 December 2015, 9.30am to 12.30pm in the Broughton & District Club. This event was supported by information on the county council's website as part of a wider consultation period which lasted to Monday 1 February 2016. More detailed plans showing changes to the carriageway, footways and public realm through Broughton were presented together with visualisations showing before and after scenes.

Representatives from Lancashire County Council (LCC) were available at both events to explain the proposals and answer any questions. Attendees to the consultation event were able to provide comments on the designs on feedback forms and postcards or by placing comments and coloured dots on large scale plans.

For the first event, 31 feedback forms/postcards were completed and over 90 post-it comments were provided. The majority of attendees were from Broughton with some from Barton and elsewhere in Preston. 35 feedback forms were completed for the second event with further comments emailed during the consultation period.

Summary of Responses

The comments received during both consultation events have been collated and the main points have been summarised below. A general response is provided in a text box on each of the themes after the comments.

Broughton Crossroads and Traffic Lights

March 2015 Event

- This location is perceived to be a major problem area. Whilst some respondents welcomed public realm improvements to reclaim the village from traffic, the majority of respondents were very concerned that the removal of the traffic lights would negatively impact on traffic flows in all directions.
- The safety of pedestrians crossing the road, especially young children and schoolchildren was frequently raised, particularly given the blind corners at the junction.
- HGVs frequently go over the narrow pavements to turn into both Woodplumpton and Whittingham Lanes. At times HGVs reverse back onto the A6 in order to manoeuvre around the corners.
- Cyclists find the crossroads dangerous and choose to use the pavements leading to conflict with pedestrians.
- The removal of the traffic lights could also impact negatively on access onto the A6 at Barton as traffic would flow continuously.
- Drainage issues at the crossroads were also raised.

December 2015 Event

- Drainage gullies along the A6 and near the lights do not work, suspect that the carrier drain beneath the footway is collapsed/blocked. It would seem sensible to investigate such things before doing cosmetic work above.
- Support a zebra crossing at the junction in Broughton village to help parents with children and elderly people to cross the road without having to negotiate moving traffic.
- Support priority going to E-W (Whittingham Lane/Woodplumpton Lane) movements at the junction of A6/Whittingham Lane/Woodplumpton Lane (the present Broughton traffic lights).
- Traffic lights need to be left at Broughton crossroads. It is a waste of money on village planning, Fishergate is an example where there are more accidents than when it was a single through road with defined pavements.
- Not happy about junction of A6/Whittingham Lane/Woodplumpton Road without traffic lights.
- To do away with traffic lights will cause difficulties for high school children at school times.
- A better approach to slowing traffic at the junction might be to remove the priority given to traffic from the north or south, best of all a no-priority table junction, almost universal in the Netherlands, Denmark etc, countries known for their widespread and effective traffic calming.
- The village will have a centre again.
- Support the building out of the corners but unlikely the proposed paving will stand up to overrunning by large vehicles.
- Better to raise the junction as a raised table.
- 500 Garstang Road is on the corner near the current traffic lights at Whittingham Lane, with its drive on Whittingham Lane, concern about access issues as the resident relies on the lights to get out. At the front of our property there is a box which relates to the traffic lights, will this be removed? Could an access be

formed at the front of the property to help with access? Could this be done at the same time as the pedestrianisation to widen the pavements.

The design exercise has very carefully considered the interaction of motorised and non-motorised traffic at the crossroads and has been able to draw on current examples of public realm treatment and shared space at Fishergate and elsewhere. Key to the changes at the junction is the removal of a considerable volume of motorised traffic travelling through the crossroads along the A6 each day, but also traffic using the crossroads from the east along Whittingham Lane. This enables the removal of traffic signals, narrowing of the carriageway, the build out of kerb lines and larger footways, and a change to the highway surface treatment. Approaching the crossroads from all four directions, all modal users will have already encountered a reduction in speed limit to 20mph and a very different environment in terms of carriageway appearance and footway surface treatment. These features introduce a change in behaviour and traffic priority to the user leading into the junction, emphasising a central village area. The crossing points and surface treatment on the junction serve to reinforce that no one mode or direction of travel has priority over another. This design, the substantial reduction in vehicle numbers, and the primarily local character of vehicle journeys and so drivers using this junction, will serve to heighten the user's awareness and caution on this part of the network.

These works will start on the opening of the Bypass, scheduled for Spring 2017. This provides ample opportunity for officers to continue to explore and confirm these arrangements as the most effective means of ensuring safe and convenient crossing points and interaction of opposing traffic flows at the Broughton crossroads. This aspect will constitute works in the highway.

Vehicle weight restrictions are proposed to be introduced onto the northbound and southbound sections of the old A6 which would largely remove turning manoeuvres by HGVs at the crossroads.

A raised table junction has been considered and discounted as an option because of the effect of noise on surrounding properties.

Drainage and access to properties have been considered and incorporated into the amended design as appropriate as practicable. The drainage issues raised through consultation will be resolved through these works. Similarly access to property at the junction can be provided for in the works.

Traffic Management

March 2015 Event

- Concerns were raised regarding the increasing use of Woodplumpton and Whittingham Lane by HGV traffic and the potential for this to increase through new developments at Whittingham and Longridge, and traffic accessing the Catforth poultry farm and the proposed Cuadrilla site.
- The potential for Woodplumpton and Whittingham Lane to become rat-runs like D'Urton Lane was raised along with suggestions for weight restrictions along both roads and Garstang Road.
- Many respondents welcomed the introduction of a 20mph speed limit on Garstang Road but questioned if it would be adhered to.
- Mixed views were given regarding speed humps and chicanes to control traffic speeds.
- More consideration needs to be given to commercial and service buses catering for school children attending numerous schools and resultant bus congestion.
- Parking facilities at the village centre would be welcomed to enable easier access to amenities and to avoid parking outside residential properties.
- Parking capacity at D'Urton Lane was raised with regard to church, school and commuter usage.
- The use of D'Urton Lane as a rat run by Preston commuter traffic and traffic speeds over 20mph were raised alongside concerns for the safety of Guild Wheel cyclists and pedestrians and requests for through traffic to be restricted.
- The expected reduction in traffic along the A6 following the bypass construction was disputed by some respondents with differences in opinion over whether the A6 should remain the same or be changed.

- The potential for significantly increased traffic flows from Preston as a result of future housing developments was also noted.

December 2015 Event

- Gateway signs to be located on all four main entrances to the village "Broughton" or "Welcome to Broughton" to denote entering the village.
- Sat Nav signs to prevent/reduce users of sat navs still being directed along old A6.
- Need a pedestrian crossing outside Broughton Club. School children use the car park and run across the road. Will make the access to the club, which is the hub of Broughton, safer. Also it will slow down traffic as it is and always will be a racing road.
- Please keep the crossings flat, so that vehicles don't make the adjacent houses shake when they pass over them.
- Traffic calming/slowing is required on the east side of Whittingham Lane. It is currently 30mph though at night there is often traffic travelling over 60mph. Something is needed to slow people down to 20mph. It is residential and still part of Broughton, but this end is being ignored.
- Excellent proposals look forward to considerable traffic easing.
- A 20mph limit should be all the way along Whittingham Lane, also calming measures put in to slow speeding motorists down.
- Please consider traffic calming for Whittingham Lane, such as traffic islands to stop cars overtaking other cars. With the bypass it is considered the amount of traffic on the lane will increase.
- Local direction signs for Broughton Sports & Social Club or Sports Club) at the Whittingham Lane roundabout on the new by-pass would assist in properly directing traffic movements, removing unnecessary journeys from Garstang Road.
- It is unwise to remove the two bus lay-bys, this will effectively block the road.

- Do not remove the bollards from the casual parking area by the shops.

Traffic Regulation to limit speeds to 20mph, along with surface treatments and carriageway narrowing, will combine to discourage speeding vehicles. This, along with a considerable reduction in traffic volumes along these routes will enable safe crossing of the carriageway away from designed crossing points which will be flush with the main carriageway.

Signing for through traffic and local destinations will be an important aspect of signing along the A6 and Bypass, to encourage traffic along the Bypass and to use the Whittingham Lane junction for local journeys into and out of the village. Details of signing and requests made through consultation will be considered separately.

The removal of bus lay-bys is a positive traffic management measure to introduce another potential delay into journeys through the village and to deter or slow traffic. Buses will not arrive at opposite (northbound and southbound) stops at the same time. Lay-bys are provided to the north of the village to accommodate timing stations.

Parking partially on the footway by the shops can be safely and conveniently accommodated and supports these local businesses.

Cycling and Walking

March 2015 Event

- Changes to the Guild Wheel route along Garstang Road, to create a separate cycle path on the western side, are welcomed.
- The current use of shared paths is unpopular with pedestrians as cyclists travel too fast, are dangerous and at times aggressive. Residents would like all cyclists to be more considerate.
- At the Broughton crossroads, pedestrians would like the pavements widened and anti-cycle barriers to be installed. Safety concerns for both cyclists and pedestrians were raised regarding the proposed crossing of the Whittingham Lane bypass roundabout.
- A request for a cycle lane along Whittingham Lane was also made.
- Varying opinions were given on zebra and pelican crossings usage. The Broughton High School path does not align with the pelican crossing at Garstang Road and needs to be reviewed to stop pupils crossing the road at other locations in order to catch buses to Preston.

December 2015 Event

- Half inch kerb for cycle lane, as existing for none shared space.
- The Guild Wheel crossing across the Bypass south of Church Lane with the phased lights will not work. It needs to be moved to the opposite side of the A6 and a tunnel put under the new roundabout on D'Urton Lane.
- Please put some kind of pedestrian crossing outside the Broughton Club.
- Make sure the landscaping is condensed along each side of the bypass - for visual and noise protection.

- The design for junctions north and south of the village along the A6 are far from satisfactory for cyclists; at the northern roundabout island hopping across the bypass is unacceptable without the protection of priority crossings. Upgrade the farm underpass or provide a signalised crossing north of the roundabout.
- Removal of the centre line is supported as it is known to produce more careful driving and flexible use of road space. Also supported is the road narrowing with cycle bypasses.
- It is not acceptable to force cyclists into the same 3 metres of road space at other narrowed carriageway points. Worse still is a taper to a narrowed section. Cyclists should be given bypasses at any road narrowing feature, or an entirely off-road adjacent route.
- Narrowing is not necessary for lowering speeds, and the logic of a median strip must be questioned, it will likely be very intimidating for cyclists at busier times.
- The use of mini-kerbs is notoriously dangerous for cyclists, options are no kerbs, full size and square or chamfered 'soft' kerbs.
- The shared path on the east of A6 to Church Lane should be left as a shared cycle and foot way.
- The two way cycle track will be very busy and should at least meet the DfT minimum guidance of 3 metres but probably exceed it.
- Cyclists should be able to use the bus lane at the southern junction onto the Bypass with a push button to activate the traffic light.
- The crossing point at the southern junction across the old A6 is too far south and so dangerously sites for vehicles travelling from the M55 roundabout and obscured for vehicles travelling south down the old A6 into the junction. Also the use of sett paving on the carriageway approach to the crossing is hazardous as it will have less skid resistance.
- Tree planting shouldn't be put on verges narrower than 0.8 metres because it will interfere with cycle track.
- Correct error at hotel entrance to show footway reinstated across access to assign priority to pedestrians.

- Mark the entrance to Church Lane with clear priority to the footway over entering and exiting vehicles.
- More attention is needed to indicate and manage potential conflicts between cyclists and vehicles at the southern gateway to the village, the northern end of the cycle track is chaotic.
- There should be cycle parking close to the shops.
- The road narrowing point to the north of the crossroads is badly designed putting cyclists and pedestrians on a collision path.
- A level entry should be provided onto the cycle bypass from the carriageway to cycleway.
- Start of the off road cycle track should start northbound immediately after road narrowing.

Junction design at the hotel entrance and Church Lane has been amended to give priority to footway over carriageway and manage traffic movements in the carriageway with raised junction tables.

The A6 corridor provides a substantial width and opportunity to introduce safe segregated routes for separate modes. The highway widths given over to footways, two way cycle way, carriageway and planted strips are regarded as the best overall arrangement of road space. The segregated cycleway is open to either side, footway on one side and verge and planting to the other, so not constrained or tunnelled, and so the widths provided are considered safe and acceptable.

Lining and signing denoting shared cycle and pedestrian use of the footway along the east of A6 will be removed to discourage ongoing potential conflicts between cyclist and walkers along this length to Church Lane.

Planting species in verge adjoining the cycle way will be low maintenance varieties with low foliage avoided.

The amended plans propose to remove railings at the central section, opposite the police station.

The southern gateway, where the Guild Wheel emerging from the west, meets the two way cycle way and carriageway, has been amended to address concerns. The carriageway surface treatment immediately north of the two way cycle way has been altered to granite sett paving to indicate to drivers and cyclists they are entering a shared area where no one mode or direction of travel has priority over another. A crossing point is provided, should it be needed, for users from the north to cross safely to access the two way cycle way.

Should cyclists wish to remain on the carriageway rather than moving onto the two way cycle way that manoeuvre will be acceptable.

Cycle parking is provided where it is practicable to do so and at convenient points at the crossroads and the northern extent of the Guild Wheel.

The start to the segregated cycle track north of the road narrowing has been altered to begin immediately after the cycle bypass of this section.

Other Issues

March 2015 Event

- Concern was raised regarding the need to restrict development in the open fields between Broughton and the northern extent of the bypass route. If developed resultant traffic would mitigate the impact of the bypass.
- New landscaping in the area is welcomed but needs to be maintained.
- The village as a whole should be improved including the playground at Arnside Road.

December 2015 Event

- 'A' road street lighting to be replaced with more appropriate rural ones
- Other street furniture to effect village becoming a rural location once again.
- War memorial footway to be widened. On eastern side encompass extended garden area with metal fencing.
- Additional benches/seating area.
- Support the idea of shared space and once everyone gets used to it we will all start to become more tolerant of each other as different road users.
- The proposal to have "shared space" could be dangerous.
- Would prefer that pedestrians could use the farmer's underpass to cross the bypass, or at the very least that there is a safe crossing point. If not, this will encourage car use.
- Any chance of lighting up features, such as trees, as along Fishergate.
- This will be a great boom to the village and enable a heart to beat again.
- This will lift the value of the area and quality of life will be drastically improved to all.

- D'Urton Lane needs to be a cul-de-sac as soon as construction start at the Eastway end to stop all the traffic coming off Eastway and meeting the construction works at the A6 end.
- LCC needs to make sure the 3-4-5 styles on the local footpath are improved - they are in a horrendous, dangerous state.
- Use of granite and sandstone setts and slabs is an expensive and hazardous mistake.

Several comments relate to matters outside the direct control or influence of this design exercise and subsequent improvement works, namely adjoining fields, playground, farmer's underpass, and local footpaths. These matters have been drawn to the attention of relevant services.

Landscaping and hardscaping introduced as part of these improvements will be maintained as part of the county council's highway.

New lighting is proposed as part of these works to replace existing 'trunk road standard columns which will be more sympathetic and appropriate to a public realm/shared space setting.

Locations for street furniture such as benches is shown on the design. The county council will discuss with local community representatives, including the parish council, specific types of furniture.

The area around the war memorial will be transformed with new surfacing and the changes to traffic type, volumes and speeds.

D'Urton Lane's closure at its eastern end is timed to the opening of the Bypass.

Comments related to Broughton Bypass scheme

- Original plans from circa 12 years ago showed banking either side of the by-pass behind Whittingham Lane. This appears to be no longer the case, only planting now. Views from back gardens will be spoilt and residents will be forced to plant trees. Low level banking and landscaping would be far preferable and seems the least that Hochtief could do for residents.
- There will be limits on access possible from the west onto the bypass as the traffic north will be approaching at 40mph. Traffic lights are needed.
- The slip road onto the motorway should not be controlled by the traffic lights on the roundabout, as traffic from the north will still create jams on the new bypass.
- The bypass is not about easing the traffic around Broughton, it is more about development of 17,400 houses. This will not solve anything long term.
- Concerned about the crossing of the M55 roundabout slip roads and use of the underpass.
- The Guild Wheel crossing of the Bypass will not adequately handle numbers of users, introduce a single stage crossing with both sides of the dual carriageway held.

The planning application for the Broughton Bypass and subsequent compulsory purchase (of land and property along its route) has had to demonstrate and satisfy acceptability, through various environmental and transport modelling assessments, that its impacts can be controlled and mitigated.