3.5 - (Main) Local Centre

3.5.1 Design Concept

The Main Centre section of the scheme consists of a collection of residential properties as well as shops and other amenities arranged compactly around a new civic space to create a new local centre. The central civic space consists of a new paved square immediately to the north of the east/west link road. Buildings including a new pub, shops and mini-supermarket have been arranged to frame and create a new distinctive square.

This is open on the south side where it abuts the East West Link Road. A new piece of public art will provide a focal point to this space and a new bus stop and on street parking will lie on the southern edge of the new square.

A new pedestrianised street leads off the square to the north providing a continuation of the civic space and provides further access to shops as well as new seating areas. A new local car park to the north of square sits to the rear proposed buildings and whilst fully accessible is screened largely from public view. This car park provides ample parking for local residents as well as visitors to the new town centre.

A block containing shops, health centre and the mini-supermarket enclose a semi-private courtyard. It is envisaged this courtyard, whilst providing occasional access for service vehicles, will consist of high quality paving and be fully accessible to the public, providing the retail units with a number of active frontages. Within the town centre, residential buildings front onto the road and maintain a close relationship with the street as it passes through the town centre.

Whilst providing active and natural surveillance along the street, the buildings create intimacy and enclosure before opening out to reveal the main square. As a result, the buildings create a sense of arrival upon entering the new town centre. The grass verge is omitted in the town centre as paved surfaces take the multi-user route through the town.

Stone setts are used to provide a distinction between semi-private and public spaces as well as providing an appropriate surfacing for crossing points and traffic calming in the town centre. Street trees are used at strategic locations in the town centre such as marking key views, where routes converge and areas of on street parking. They are also used to screen the public car park, provide intimate seating areas, define routes and creating more human scale spaces.

The density of residential properties is higher than elsewhere in the masterplan area in order to reflect the true characteristics of a traditional town centre. Terraced town houses front onto the street as the East West Link Road passes through the town centre. As with elsewhere along the route, no parking is provided for residential properties directly off the East West Link Road. Parking is provided as discrete rear courts. Along side roads properties again front onto the street however have direct access from these side roads to on-plot parking areas.

An eastern gateway to the town centre with a stone sett surface acts as traffic calming measures and also a crossing point. This also marks the start of the 20mph speed limit for vehicles entering into the town centre from the east. A stone sett surface to the west of square marks the start of the 20mph speed limit for vehicles entering in town centre from the west.

Key principles of the Main Centre include:

- All properties within the town centre adjacent to the East West Link Road shall face directly onto the street
- A key civic space will be created at the heart of the town centre
- Residential buildings within the town centre shall not have front gardens in order to maintain a close relationship with the East West Link Road. These buildings line both sides of the East West Link Road then open out to create the town square
- New gateway zones act as traffic calming and mark the entrances to the town centre from the east and west as well as the start of the 20mph speed restriction through the town centre
- 2 bus stops in the town centre are to be located at strategic locations close to key civic spaces
- Residential properties fronting the East West Link Road or main street shall have no on plot parking at the fronts
- The surface treatment of the carriageway as it passes through the town centre will be different from the rest of the carriageway in order to mark to location of the 20mph speed limit as well as provide a continuation of the square across the street
- The main junction in the town centre shall be as compact as possible in order to minimise land take and also to create an intimate town centre environment
- Buildings should be arranged to maximise active frontages, create meaningful civic spaces and create a permeable accessible town centre
- Boulevard trees are located to screen and integrate parking areas, enhance civic space, the streets and enhance vistas and views
- Parking areas shall incorporate SUDS systems and underground attenuation where possible
- Public amenities and shops shall be located in a central core area adjacent to the main civic space so are easily accessible from parking areas and adjacent residential areas
- Corner buildings are required at key junctions to emphasise sense of arrival and maintain activity
- Public realm elements along this route will aim to reflect the urban character of the town centre
- Use of natural stone paving for the public realm and all footpaths within the town centre
- Use of stone setts for road crossings or to define semi-private spaces
- Use of high quality street furniture for the town centre civic spaces
- Use of semi-mature tree planting for town centre free standing trees to crease an instant impact
- Use of a major public art piece set onto stone plinth to create a strong focal point in main square
- Some examples of the feel sought for this place are: Garstang, Skipton and Lytham St. Anne's.

Fig 3.32 Location of the Main Centre along the EWLR alignment.

3.5 - (Main) Local Centre

3.5.2 Design Principles

❸ Buildings face the street and provide active frontage to the EWLR with 3 to 5 storey height

⓫ Car parking provision for the Main Centre should be placed at rear of blocks

❹ Parallel car-parking bays in close proximity to the centre helping to traffic calm vehicular circulation

❺ Provision of mixed use at ground floor where appropriate

❶ Wide and visually clear pedestrian/ cycle crossings with potential change of material to encourage reduction of speeds

❻ Provision of a public space with the opportunity for ground floor uses to spill out to create activity

❼ Cycle lane provision stemming from EWLR fusions into the square space without demarcation to encourage slow speeds

❷ Buildings are placed close to the EWLR to help frame and enclose the junction and public space; traditional forms are used

❿ Urban art used as signage to announce the proximity of the centre

❾ Use of signalised junction to reduce highways land take

❽ Provision of high quality street furniture as well as cycle racks in highly visible areas

Fig 3.33 Main Centre illustrative layout showing design principles applied within a signalised junction configuration

3.5 - (Main) Local Centre

3.5.3 Materials and treatments signalised junction option

Fig 3.34 Diagram showing the desired materials and treatments for the Main Centre area.

3.5.5 Street sections

Fig. 3.35 Indicative Section and location plan (NTS)

1. GASTRO PUB
2. LOCAL RETAIL / AMENITIES
3. LOCAL SUPERMARKET
4. HEALTH CENTRE
5. CAFE RESTAURANT
6. LOCAL CAR PARK
7. CIVIC SPACE - MAIN SQUARE
8. BUS STOP LOCATIONS
9. EASTERN GATEWAY TO TOWN CENTRE WITH TRAFFIC CALMING AND CROSSING POINT
10. CROSSING POINTS / TRAFFIC CALMING
11. PUBLIC ART / SCULPTURE.
12. NURSERY
13. UNDERGROUND ATTENUATION
14. DISCRETE ON-STREET CAR PARKING

3.5.4 Precedent Examples

Fig. 3.36 Town centre focal point - Garstang

Fig. 3.37 Good example of integrated parking in Manchester

Fig. 3.38 Local town centre shops in Garstang

Fig. 3.39 Subtle definition between public space and private space

3.5 - (Main) Local Centre (option with mini roundabout)

3.5.6 Materials and treatments

Fig 3.40 Diagram showing the desired materials and treatments for the Main Centre area with a mini roundabout configuration.

1. GASTRO PUB
2. LOCAL RETAIL / AMENITIES
3. LOCAL SUPERMARKET
4. HEALTH CENTRE
5. CAFE RESTAURANT
6. LOCAL CAR PARK
7. CIVIC SPACE - MAIN SQUARE
8. BUS STOP LOCATIONS
9. EASTERN GATEWAY TO TOWN CENTRE WITH TRAFFIC CALMING AND CROSSING POINT
10. WESTERN GATEWAY TO TOWN CENTRE WITH TRAFFIC CALMING AND CROSSING POINT
11. CROSSING POINTS / TRAFFIC CALMING
12. PUBLIC ART / SCULPTURE.
13. NURSERY
14. UNDERGROUND ATTENUATION

3.5.8 Street sections

J-J'

K-K'

Fig. 3.41 Indicative Section and location plan (NTS)

3.5.7 Precedent Examples

Fig. 3.42 Example of town centre residential community

Fig. 3.43 Successful town centre public space - Glossop

Fig. 3.44 Good example of subtle town centre parking - Middleton-in-Teesdale

Fig. 3.45 Good example of congregational civic space - Glossop

3.5 - (Main) Local Centre

3.5.9 Main Centre - Key Design Principles

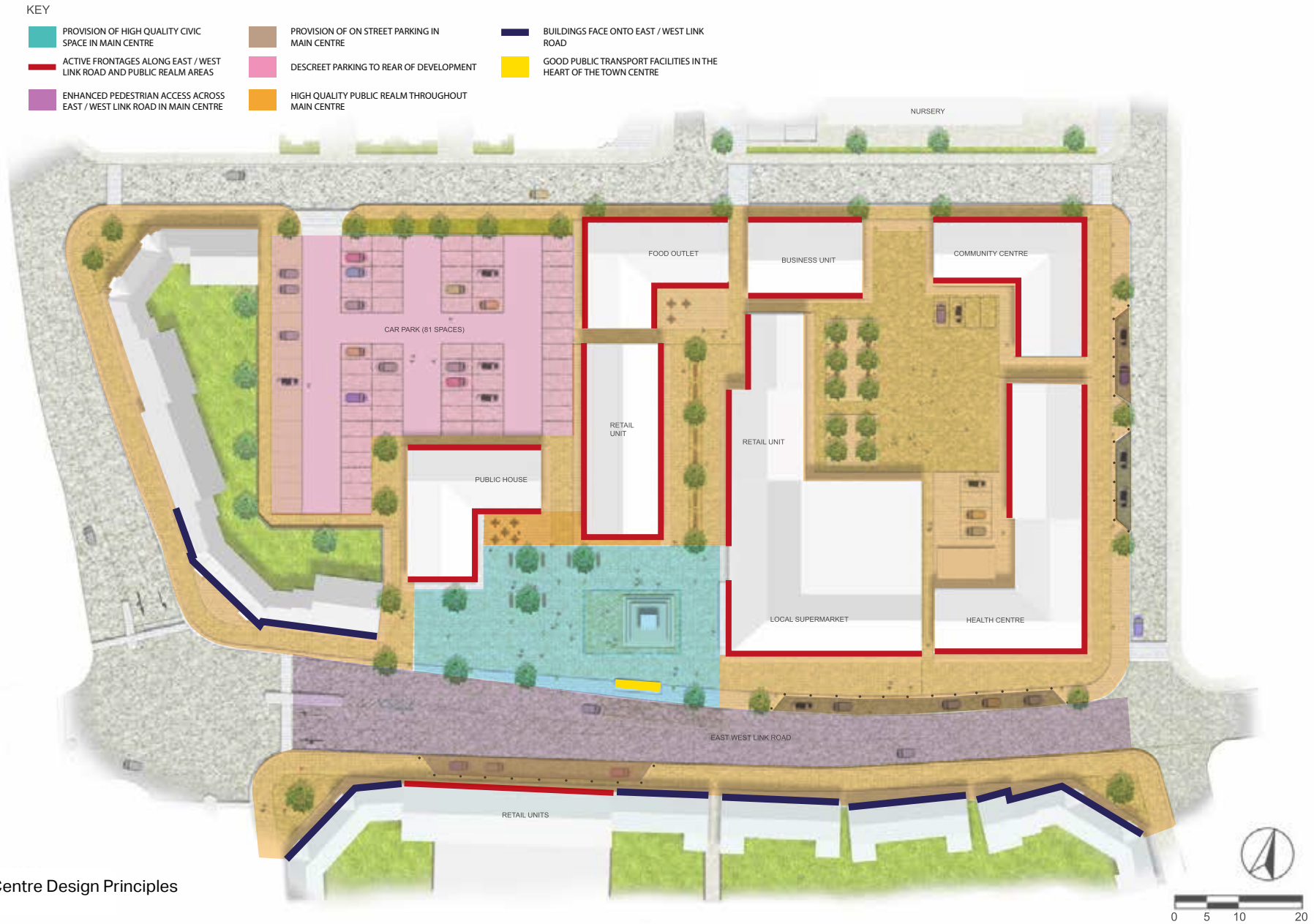

Fig. 3.46 Main Centre Design Principles

3.5 - (Main) Local Centre

3.5.10 Main Centre Potential Building Uses - Non Residential (Indicative only)

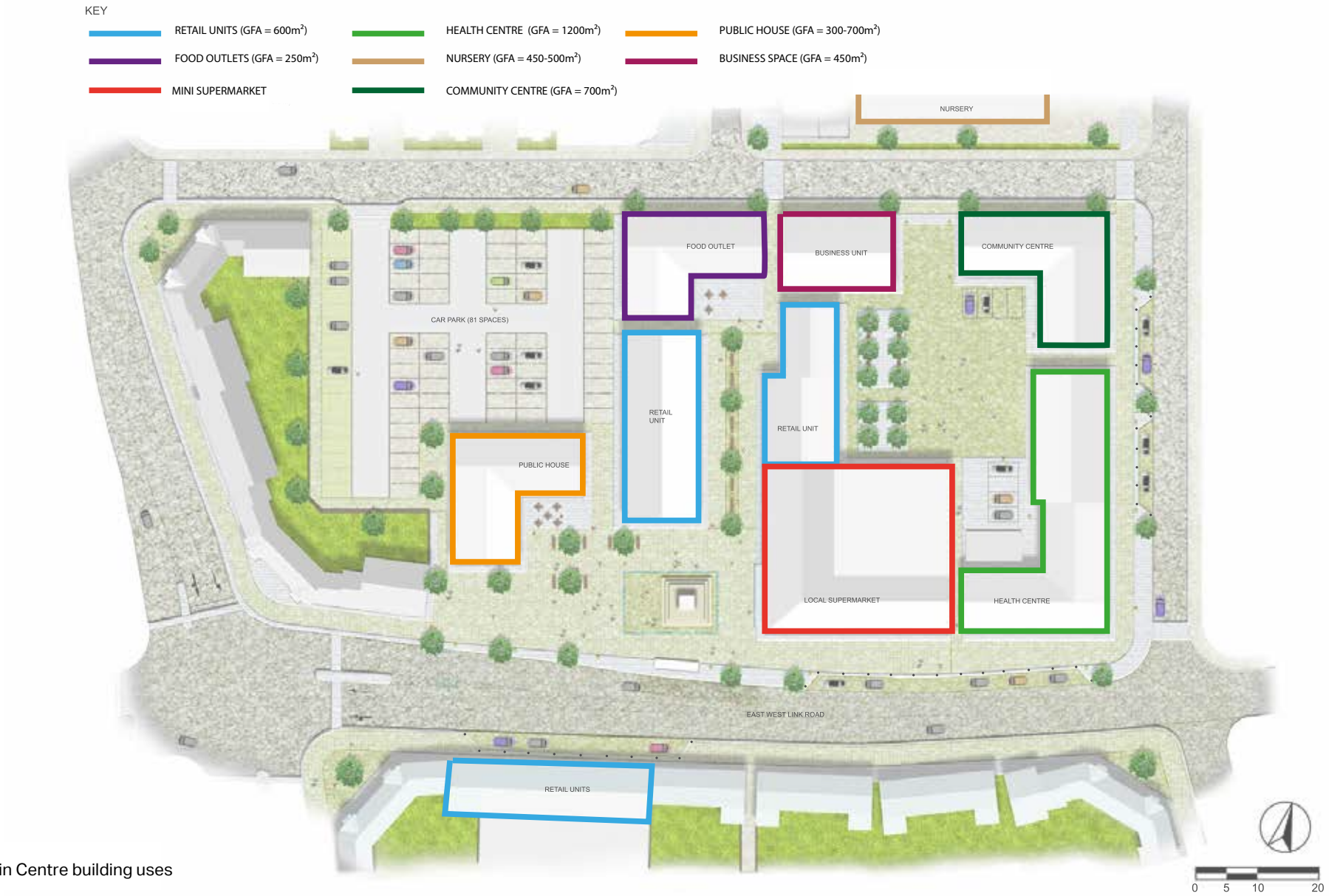

Fig. 3.47 Main Centre building uses

3.5 - (Main) Local Centre

3.5.11 Main Centre Public Realm Proposals

Fig. 3.48 Main Centre detailed design

3.5 - (Main) Local Centre

3.5.12 Main Centre Visualisation

Fig. 3.49 Main Centre Visual


5
3
8
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3.6 - Tabley Lane

3.6 - Tabley Lane

3.6.1 Design Concept

The Tabley Lane area of the scheme indicates how the existing lane and existing buildings are integrated into the new East West Link Road proposals.

New woodland will provide a buffer between proposed and existing properties and the new signalised junction. The woodland also seeks to integrate the new junction into the existing landscape. It also aims to minimise the visual impact of the east west link on the existing Tabley Lane community.

This woodland provides a pause along the route and a break between housing areas to the east of Tabley Lane and the new town centre to the west of Tabley Lane. As with other locations, all properties will face directly onto the new East West Link Road.

Key principles of Tabley Lane include:

- Large detached properties set amongst a framework of woodland planting
- Use of woodland to integrate the new junction and East West Link Road into the broader landscape
- Use of boulevard trees to provide a buffer between the new link road and the multi-user route
- Hedge planting on boundaries of plots facing onto the link road
- Parking to properties to be provided to the rear of plots
- No parking provision provided for properties directly off the new link road
- Use of a signalised junction to assist pedestrian and cycle movement
- New 3.0m wide multi-user route along both sides of the carriageway
- 2 no. bus stops provided to serve adjacent residential properties

3.6.2 Design Principles

Fig 3.50 Tabley lane illustrative layout showing design principles applied

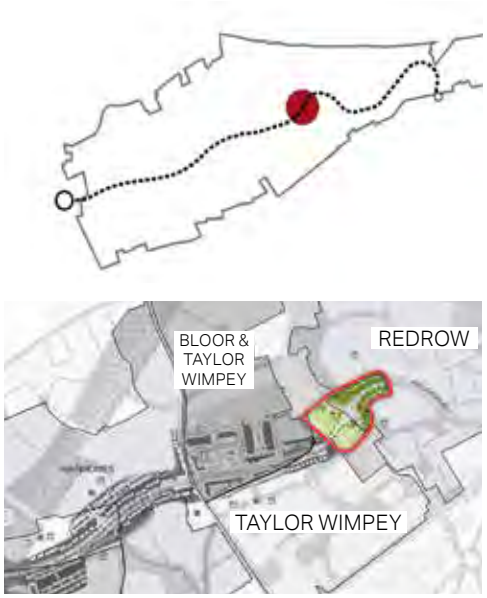


Fig 3.51 Location of Tabley Lane junction along the EWLR alignment.

3.6 - Tabley Lane

3.6.3 Materials and treatments signalised junction option

Fig 3.52 Diagram showing the desired materials and treatments for Tabley Lane.

3.6.5 Street sections

L-L'

Fig. 3.53 Indicative Section and location plan (NTS)

1. EW LINK ROAD
2. BOULEVARD TREES
3. PROPOSED WOODLAND
4. PROPOPSED CROSSING
5. MELBOURNE ESTATE
6. EXISTING BUILDINGS
7. PROPOSED BUS STOPS
8. MULTI-USER ROUTE

3.6.4 Precedent Examples

Fig. 3.54 Example of on plot parking in Garstang

Fig. 3.55 Suburb housing at Wynyard Village County Durham

Fig. 3.56 Suburbs merging with countryside - Wynyard County Durham

Fig. 3.57 Garden suburb - Aireborough

Fig. 3.58 Green infrastructure creating a strong identity for a south Manchester suburb

3.7 - Access and parking options

3.7.1 Acceptable Car Parking Solutions

1. On plot accessible from parallel road
2. On street onto parallel road or side road;
3. At rear accessible from mews or back street;
4. At rear on parking court in the case of flats.

3.7.2 Design Concept

The following diagrams show the acceptable and desired car parking arrangements along the EWLR.

The main objective is to avoid carparking on the EWLR carriageway.

Fig. 3.59 Diagram showing acceptable car parking arrangements

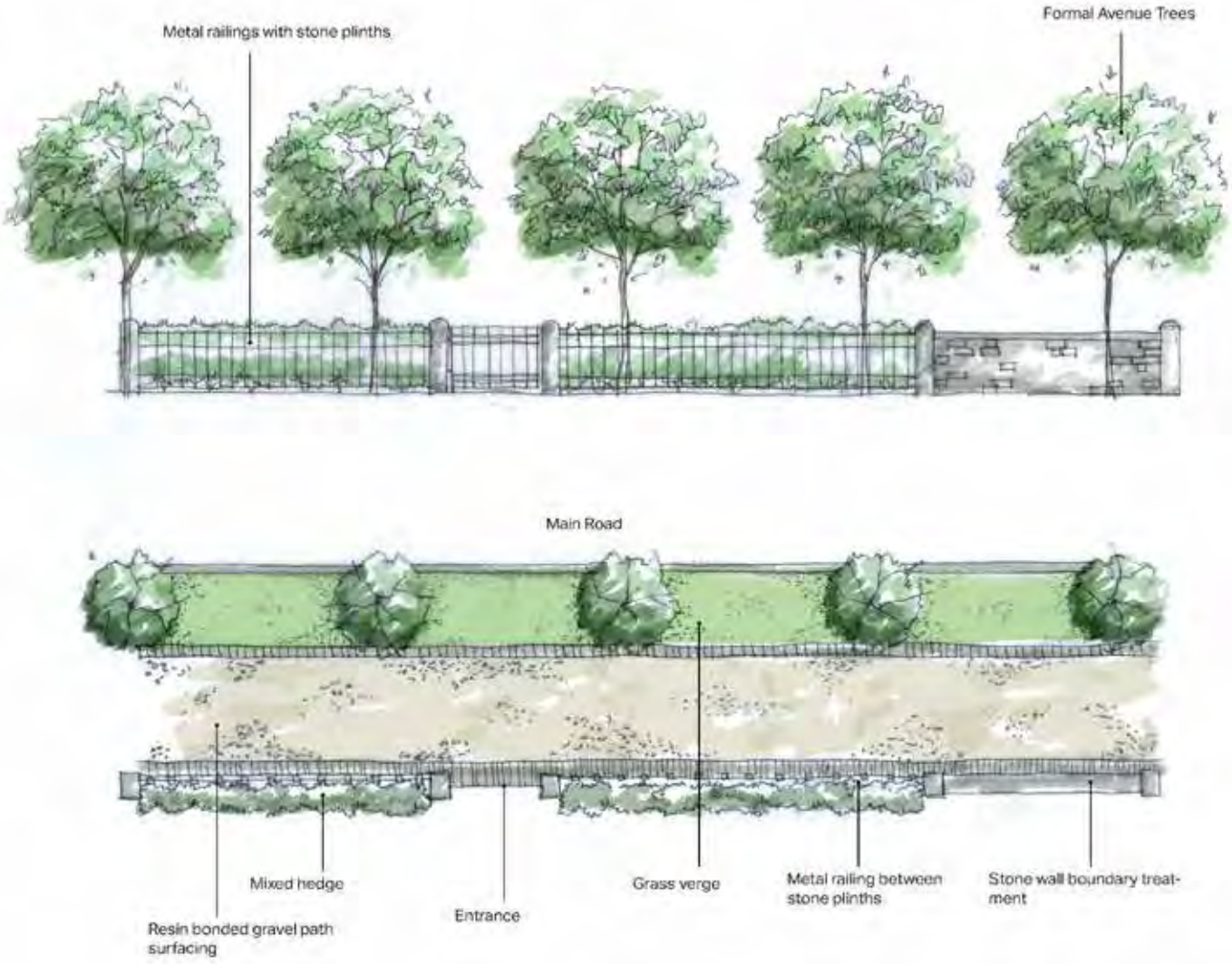
Potential Boundary Treatments and Public Realm Examples

04

This section provides guidance and inspiration for boundary and public realm treatments

4.1 - Boundary Treatments

4.1.1 Suburb Public Realm Treatment Type 1: Typical street treatment



Example bin

Example seating / street furniture

stone wall tieing into railings with planting

Public realm elements along this section will aim to enhance the rural character of this area and include:

- Use of a bonded gravel surfacing to the multi-user route to create a more rural character
- Use of estate railings with mixed native hedge planting as boundary treatments at the front of properties
- Formal boulevard tree planting along the carriageway
- Wildflower and grass areas and native woodland trees for non-residential areas
- Natural stone sett crossing points
- Street furniture to have a more informal rural character.

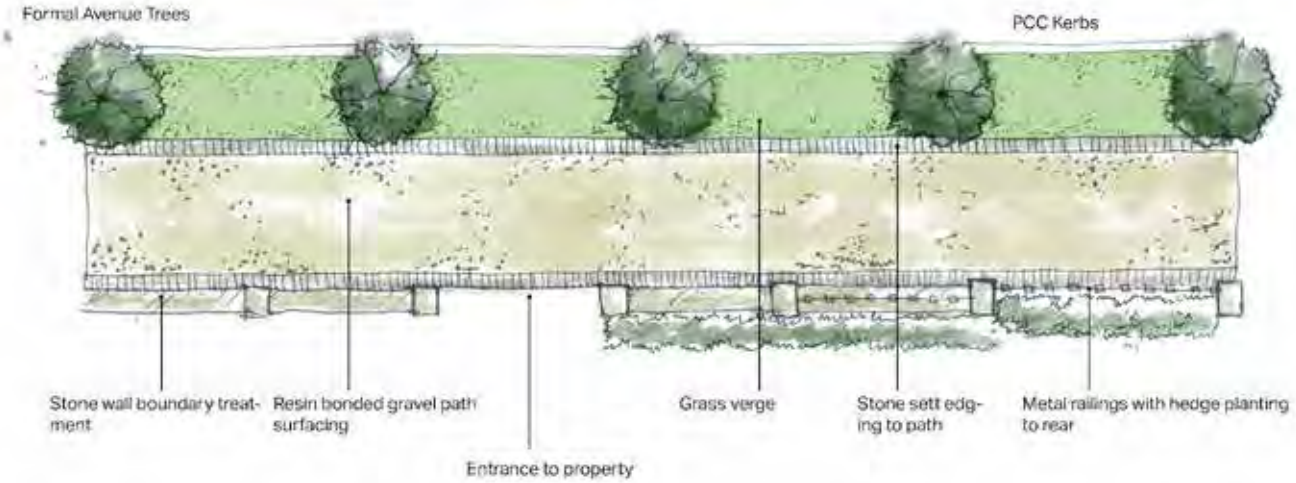
4.1 - Boundary Treatments

4.1.2 Suburb Public Realm Treatment Type 2: Side road


Example local stone plinth


Example suburban railings / stone wall


Resin bonded gravel path with edging



4.1 - Boundary Treatments

4.1.3 Main centre Public Realm Treatment Type 1: Typical street treatment

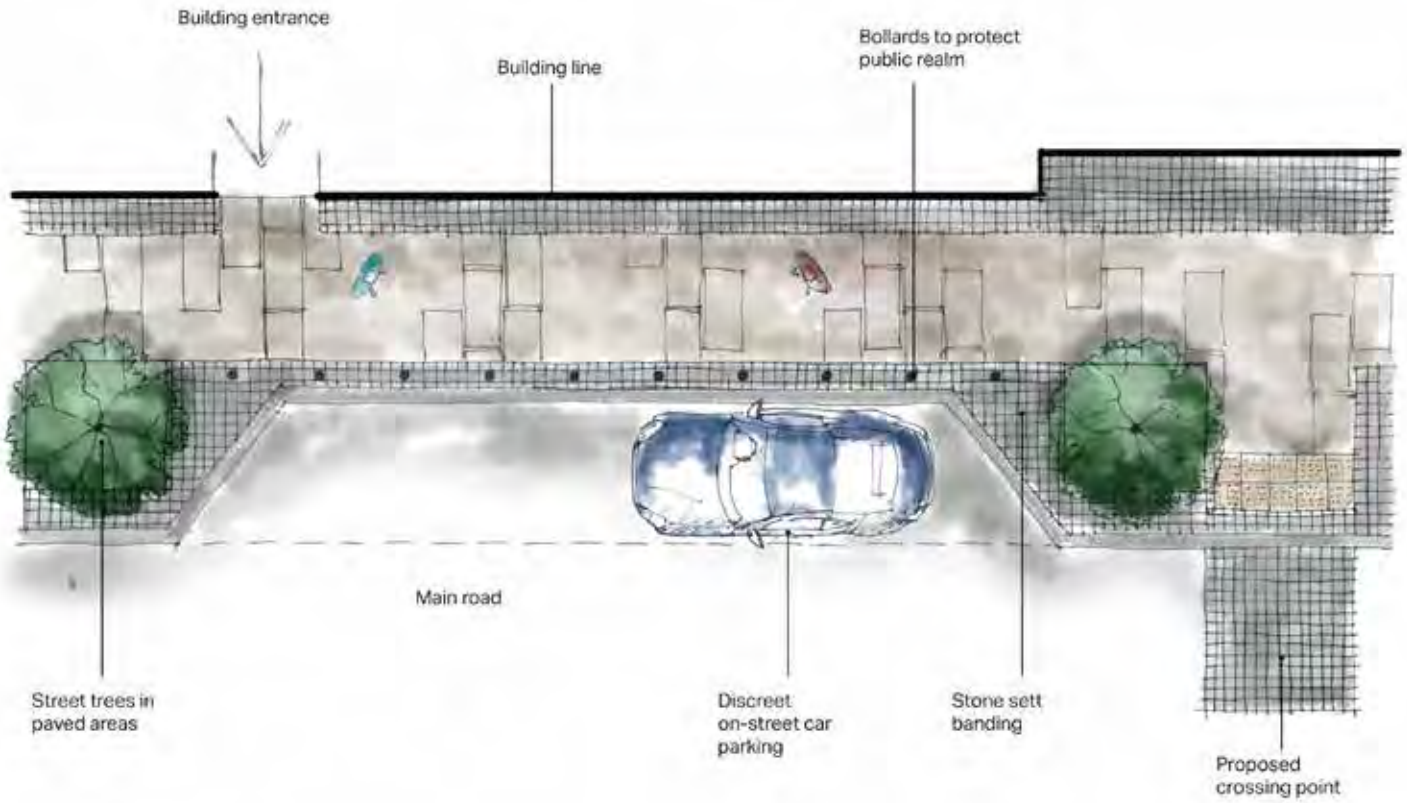
Example setts & granite banding

Example signage / finger post

Example contemporary seating

4.1 - Boundary Treatments

4.1.4 Main centre Public Realm Treatment Type 2: Typical street treatment



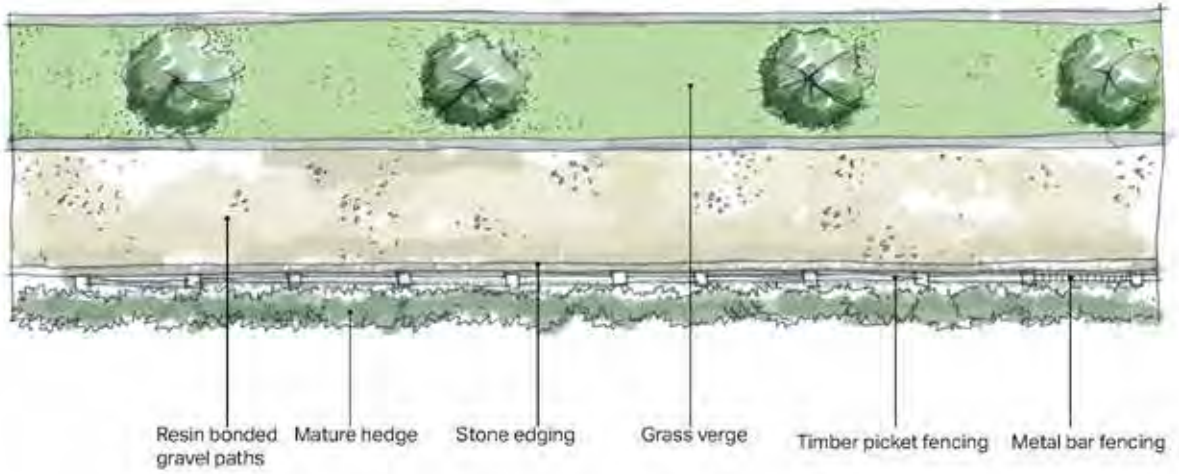

Example street trees


Example discreet parking on road


Example surfacing indicating public & private land

4.1 - Boundary Treatments

4.1.5 Village Centre Public Realm Treatment Type 1: Side Road



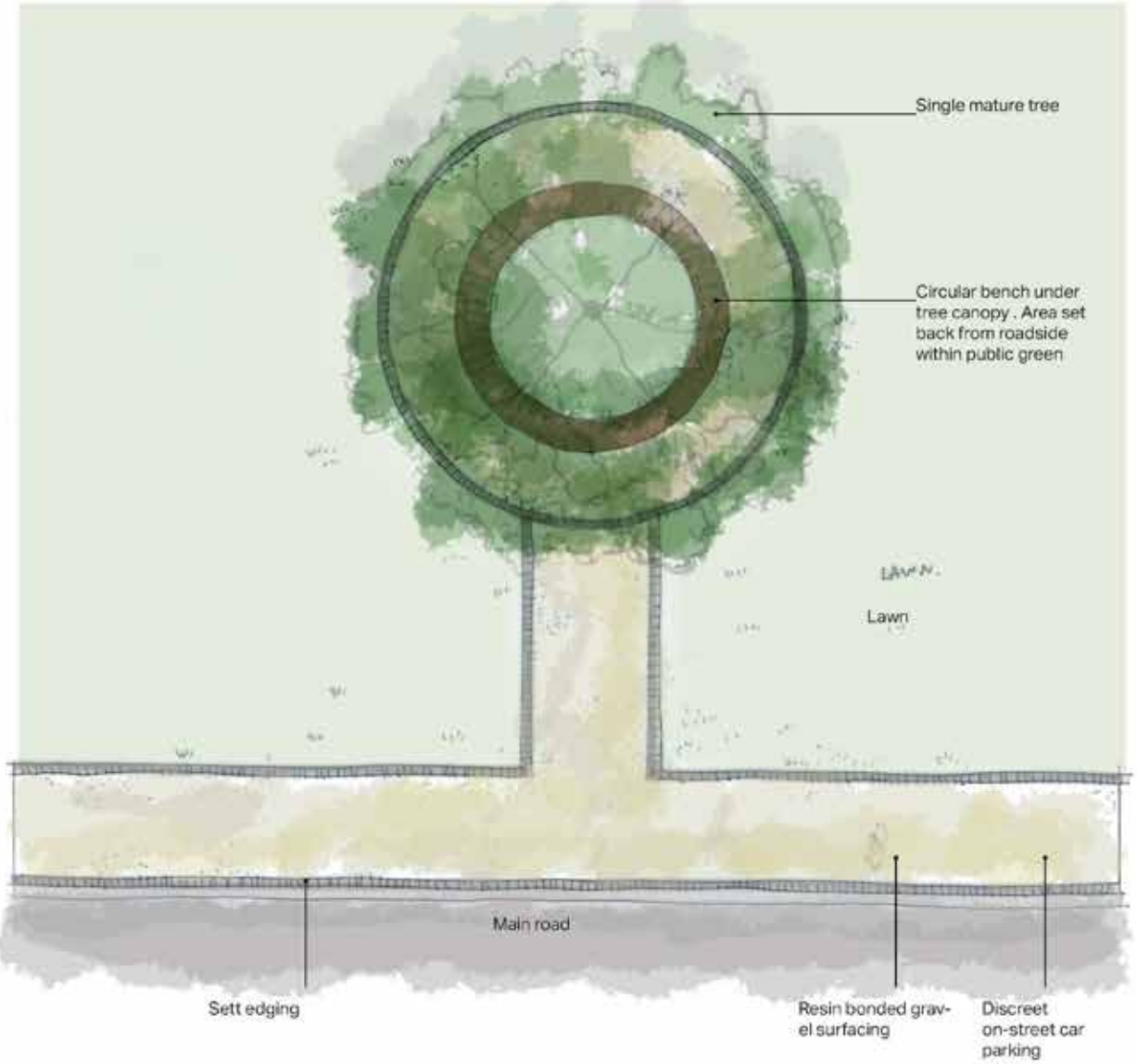

Example Bin


Example Resin Bonded Gravel Path


Example Wooden fencing & Hedging with entrance to private plot

4.1 - Boundary Treatments

4.1.6 Village Centre Public Realm Treatment Type 2: Side Road




Example plot entrance


Example circular bench under tree canopy


Example picket fencing

4.2 - Public Realm

4.2.1 Floorscape Precedent Examples

Wayfinding integrated into the floorscape - Bristol


Traditional sandstone paving which is common to Lancashire


Natural stone paving used for shared surfaces


Public art used successfully to animate the floorscape


Village centre - Green routes


A touch of flare and attention to detail can brighten up the floorscape

4.2.2 Lighting Precedent Examples


Uplighting to civic buildings


Imaginative lighting to animate the public realm


Bollard lighting used in residential areas


Lighting to promote a safe 24 hour environment


Integrated lighting and public realm elements such as lawns and seating


Lighting to define routes and uplight green space / planting

4.2 - Public Realm

4.2.3 Seating Precedent Examples

Informal seating integrated with planting - Leicester

Bespoke seating to promote local materiality and sense of place - Preston

Public art and planting integrated into seating - Sheffield

High quality seating used to enhance the public realm

Circular timber seating used to promote social engagement

Public art integrated into seating creates a strong sense of place

4.2.4 Wayfinding Precedent Examples

Public art used as wayfinding

Public art used to craete a sense of place - Sheffield

Contemporary fingerpost example of traditional wayfinding

Sculptural artwork communicating local narratives and sense of place - Holyhead

Monolith used as part of legible londons wayfinding initiative

Fingerpost used inkeeping with traditional parkland setting

Traffic

05

5.1 - Traffic

5.1.1 Context

The EWLR will run through the middle of the proposed North West Preston residential area as a multi-modal transport corridor. This will be in the form of a district distributor road, main public transport route and parallel cycle/pedestrian route. Its role and function will be as the primary road access to the strategic road network via the Preston Western Distributor (PWD) road and to provide fast and efficient bus services to encourage walk-in catchment from the surrounding residential areas. The central route will be key to maximising the potential use of public transport as well as walking and cycling.

The EWL will be a single two lane road, with limited frontages for development and with local widening to provide necessary capacity at junctions. It will have junctions with the PWD in the west, at Sandy Lane and B5411 Tabley Lane in the centre, and at B6241 Tom Benson Way/Lightfoot Lane in the east. Further mid-point junctions with proposed new main roads leading to the secondary estate road network will also be provided as detailed plans for the various residential sites are developed. These are likely to be priority junctions where the EWL is the major road and each estate road forms the minor road.

A segregated off-road cycle and pedestrian route will run parallel to the EWL on both sides of the road throughout much of its length with connections to other routes running through the residential areas as well as with the existing Guild Wheel Cycle Route (GWCR). A major crossing, involving an underpass for cyclists and walkers, will be provided where the GWCR meets the EWL to ensure the safe and efficient movement of all modes of travel. A network of shared cycle/pedestrian 'green links' through the housing areas, parks and 'green' areas will also be developed by individual developers working with Preston City Council to tie-in with proposed crossing points across the EWL.

New bus services will be required to serve the area to facilitate access to key education, employment and retail areas, including Preston city centre and the proposed Parkway station at Cottam. It is envisaged that bus services and stops will be provided both along the EWL and within the residential areas to maximise patronage and provide alternatives to car use. The design, routing and frequency of such services will depend on overall road layouts within the housing areas and design of such services by the bus operators working in partnership with the local authority planners and housing developers. The EWL will therefore have strategically placed bus stops to serve the surrounding area.

5.1.2 Background

The EWL has been designed by Lancashire County Council (LCC) as a 7.3 metre wide single two lane road with roundabout junctions with the PWD, Sandy Lane, B5411 Tabley Lane and B6241 Tom Benson Way / Lightfoot Lane. A public consultation exercise for the EWL and PWD was held in January / February 2016. For the consultation, the junction with Sandy Lane was modified to form a signalised crossroads.

The design of the EWL is based on traffic forecasts for 2034 based on runs of the Central Lancashire Transport Model.

5.1.3 Junctions

AECOM has reviewed the operational capacity of the EWL junctions with Sandy Lane and B5411 Tabley Lane, and has concluded that alternative design options are feasible for both junctions. The current design by LCC for the EWL assumes roundabout junctions at both locations, each with around 40 metres inscribed circle diameter. It is, however, noted that the public consultation exercise has shown an indicative signalised crossroads junction at Sandy Lane.

The operational capacity review involved modelling the proposed layouts and potential alternatives using ARCADY (for roundabouts) and LINSIG (for signalised junctions).

The exercise has concluded that at Sandy Lane both mini-roundabout and signalised junction options are feasible and can produce a more compact arrangement in terms of land take. The benefit of a signalised junction option is that it can also provide an 'all red' pedestrian stage.

For Tabley Lane the analysis has shown that a mini-roundabout option is not feasible in terms of operational capacity, whereas a signalised junction option produces a design with very similar land take compared with the original roundabout design. Although similar in size, the benefit of the signalised junction option is that it can also provide an 'all red' pedestrian stage.

5.1.4 Summary

The EWL will be around two miles (three kilometres) long with varying speed limit of between 30-40mph. AECOM has investigated the potential impact on journey times of different speed limits within the main and village centres. The investigations considered options with 20 mph and 30 mph for these areas, and 40 mph for the rest of the route.

It was concluded that the impact of different junction types and speed limits will have a relatively small impact on end-to-end journey times along the EWL.

Appraisal of the two (Main) Local Centre junction options

APPENDIX A

Appraisal of the two main centre junction options

The way a place looks, functions and feels can influence our health and well-being, and the opportunities we have access to. Understanding the existing and potential strengths of a place can inform good decision making, allowing resources to be targeted to where they are most needed. This approach can deliver better results over the long term and an effective appraisal tool can assist with this decision making process. As a result, an appraisal tool was developed for the East West Link scheme to assess two different junction options for the main town centre.

The appraisal tool that has been used for the East West Link Road project has been based on the Place Standard tool developed by the Scottish Government, NHS Health Scotland and Architecture & Design Scotland. The tool was then modified so that it was more closely aligned to the aspirations identified in the Creating Civilised Streets document produced by Lancashire County Council. The appraisal tool therefore features many of the functions required of a street as identified in Creating Civilised Streets but arranges them in a similar format to those identified by the Place Standard tool.

The resulting appraisal tool provides a framework for assessing the two junction options that have been proposed for the main centre and more importantly identifying a preferred junction type following the appraisal process.

As with the original Place Standard tool, the appraisal tool used for the East West Link scheme enables the physical, social and environmental quality of a place to be evaluated in a structured way. It considers the social assets of a place to be just as important as the physical infrastructure. It consists of 14 questions, which cover both the physical and social elements of a place. When all 14 questions have been completed, the results are shown in a simple diagram. The assessment tool was completed jointly on paper by a group of experienced AECOM staff with skills in urban design, landscape design, transport planning and highways engineering. This multidisciplinary group was selected to minimise any bias from the appraisal process.

Initially the group agreed the two junction options in the main centre that were going to be assessed. The two junctions options consisted of a signalised junction and a mini roundabout junction. These options where developed following assessment of the traffic model provided by Lancashire County Council.

An answer to each of the 14 questions was recorded via a rating on a scale from 1 to 6. The rating was agreed amongst the group carrying out the assessment and was as follows:

1.Very Poor 2.Poor 3. Reasonable
4.Good 5. Very good 6. Excellent

When all the questions were completed, each rating was plotted on the 'compass diagram'. For example the "Movement by Foot and Cycle" question was rated as '4' in the signalised junction option and '3'in the mini roundabout option .

The next question, Support Social Interaction, was rated a '3 'and '4' respectively. A line was then drawn between each point. Since the tool was being used to help plan a new development where there is no established community, the group thought about what it would be like to live there and also considered the impact on neighbouring communities.

After completing the diagram, the results were then reflected upon and confirmed by the group.

This is an approach that can be replicated for other elements at the EWLR design.

Output

The diagram that is produced is easy to understand. It shows at a glance the areas where the junction design is performing well and where there is room for improvement. Where the junction has been assessed as good, the shape will be fuller, reaching towards the edge of the circle. Where the junction option is viewed as performing poorly the shape will be smaller, remaining towards the centre. There is no benchmark or minimum standard. The tool is used to determine the strengths and assets of a place and to indicate areas in which action may be taken.

Results

The group assessed both junction options and found that the signalised junction option scored better than the mini roundabout junction on questions that concerned road function such as safety and capacity. The mini roundabout junction however tended to score better than the signalised junction for questions that concerned social and environmental quality for example social interaction and integration. Overall it can be seen however that the signalised junction scored marginally higher than the mini roundabout junction and as a result the group considered this option to be the preferred junction option.

Key Crossings / places required
– indicative details

APPENDIX B

Key Crossings / places required – indicative details

This section provides further detail for key places and interventions along the EWLR. A similar or comparable standard of design is expected at all key places along the route. See masterplan below for sample locations (labelled Areas 1-14) – detailed overleaf.

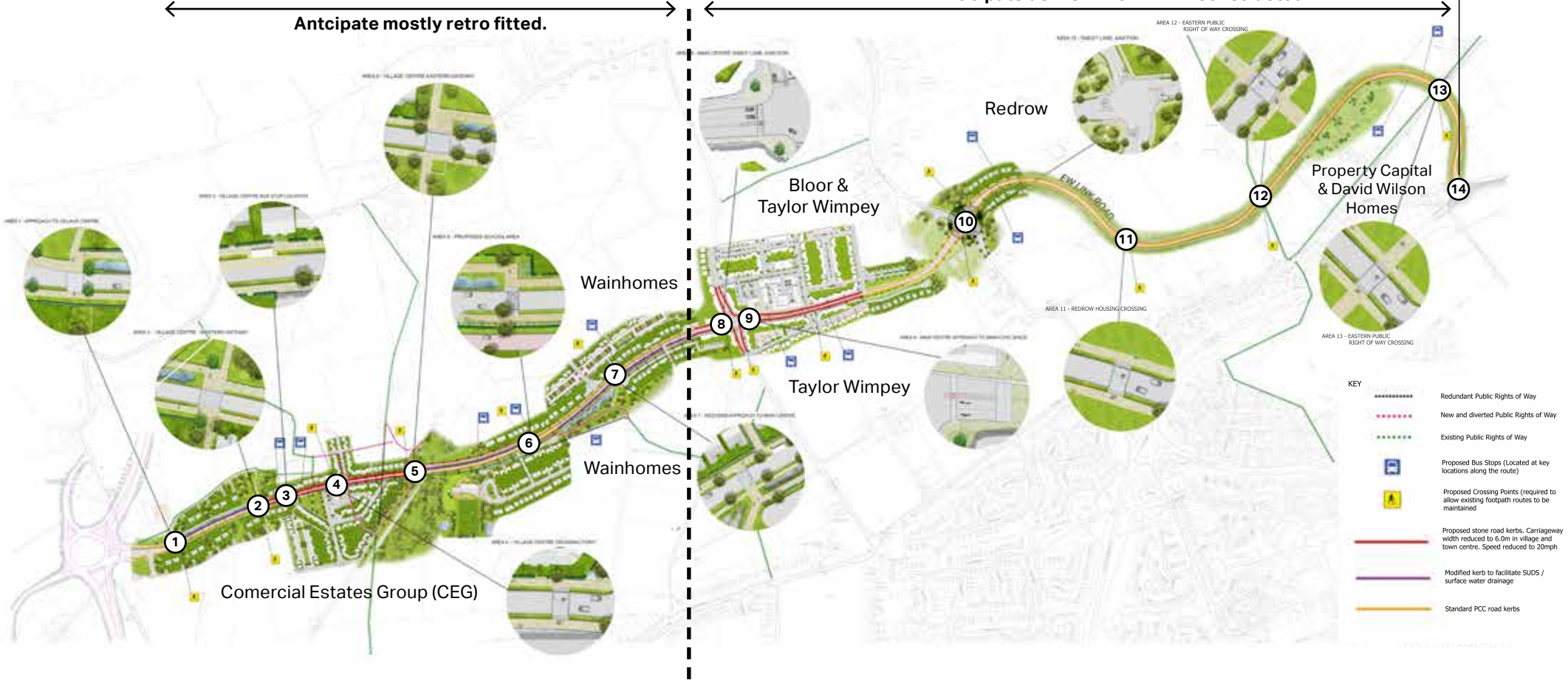
Timing – It is anticipated that the majority of places to the west (left) of Sandy Lane will be retrofitted when development comes forward (Areas 1-7).

It is anticipated that the remaining places to the east (right) of Sandy Lane (including Sandy Lane junction) will be delivered when the EWLR is constructed (Areas 8-14).

Delivery – it is anticipated that a budget will be set aside via city deal to deliver these interventions.

Area 14

Eastern Gateway - To have comparable design treatment as indicated throughout the route.

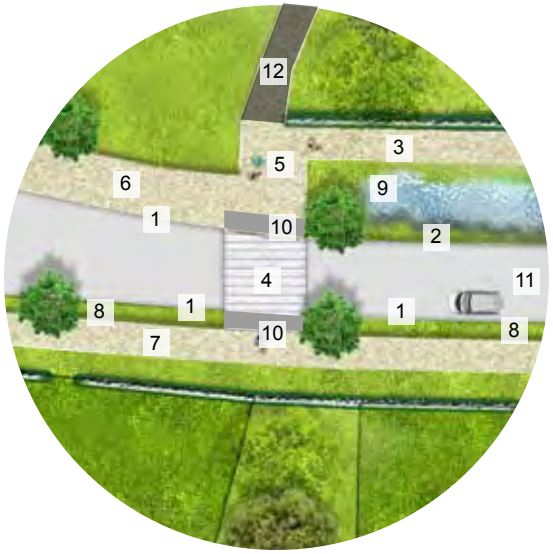


Broad land ownerships / options shown indicatively (as of March 2017 subject to change).

Original image A0 Size - Refer to plans overleaf for details.

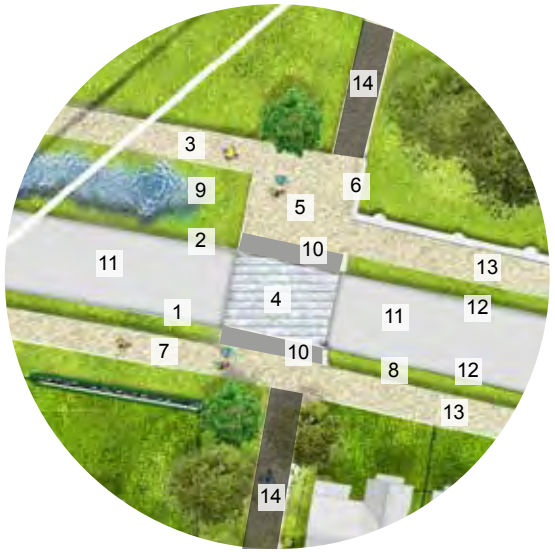
Key Crossings / places - (generally retro fitted)

AREA 1 - APPROACH TO VILLAGE CENTRE



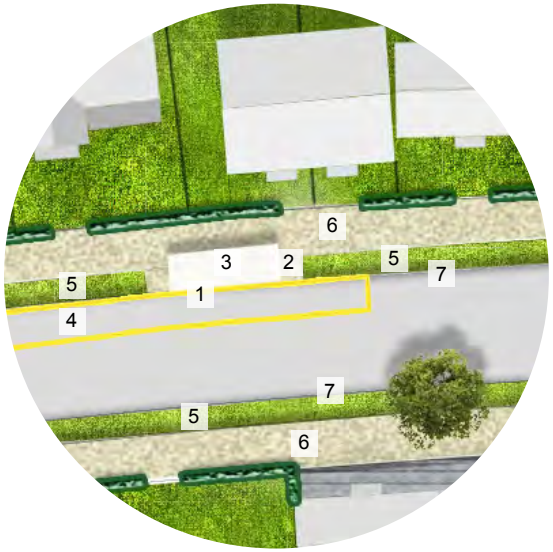
1. Traditional / standard precast concrete kerb line.
2. Modified kerb to facilitate surface water drainage to swale system
3. 3.0m wide multiuser route set back from road with bonded gravel / coloured tarmac finish and timber edging.
4. 4.0m wide natural stone sett paved crossing point – carriageway width reduced to 6.0m. Stone drop kerb used at crossing point.
5. Transition point in footpath at approach to crossing point
6. 3.0m wide multiuser route to lie adjacent to carriageway – surface to have a bonded gravel finish.
7. 3.0m wide multi-user route to be set back 1.5m from edge of carriageway – bonded gravel finish with timber edging.
8. 1.5m wide grass verge with boulevard trees
9. 5.5m wide verge to incorporate swale. To be seeded with a wildflower and grass seed mix.
10. Black PCC tactile paving crossing points
11. Buff coloured high friction surfacing on approach to crossing point.
12. Connection to public right of way (installed by others)

AREA 2 - VILLAGE CENTRE - WESTERN GATEWAY



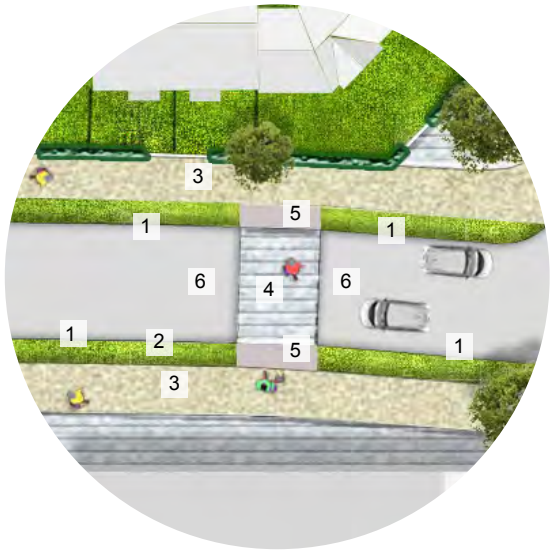
1. Traditional / standard precast concrete kerb line.
2. Modified kerb to facilitate surface water drainage to swale system
3. 3.0m wide multiuser route set from road with bonded gravel / coloured tarmac finish and timber edging.
4. 4.0m wide natural stone sett paved crossing point – carriageway width reduced to 6.0m. Stone drop kerbs used at crossing point.
5. Transition / widening of footpath at crossing point.
6. Gateway signage point to village centre. (installed by others)
7. 3.0m wide multi-user route to be set back 1.5m from edge of carriageway – bonded gravel finish with timber edging.
8. 1.5m wide grass verge with boulevard trees
9. 5.5m wide verge to incorporate swale. To be seeded with wildflower and grass mix
10. Black PCC tactile paving for crossing points.
11. Buff coloured high friction surfacing on approach to crossing point.
12. 150mm wide natural stone kerbs running through village centre
13. 3.0m wide multi-user route, set back 1.5m from edge of carriageway, bonded gravel / coloured tarmac finish and natural stone edging.
14. Footpath connections to existing public rights of way (to be installed by others)

AREA 3 - VILLAGE CENTRE BUS STOP LOCATION



1. Proposed Kassel kerbs at bus stop locations
2. Paving extended to verge at bus stop location
3. Proposed bus stop shelter (to LCC standard de-tail)
4. Buff coloured high friction surfacing to bus stop
5. 2.4m wide grass verge with boulevard trees
6. 3.0m wide multi-user route set back 1.5m from carriageway to run behind bus stop – to have bonded gravel / coloured tarmac finish and stone edgings.
7. 150mm wide natural stone kerbs running through village.

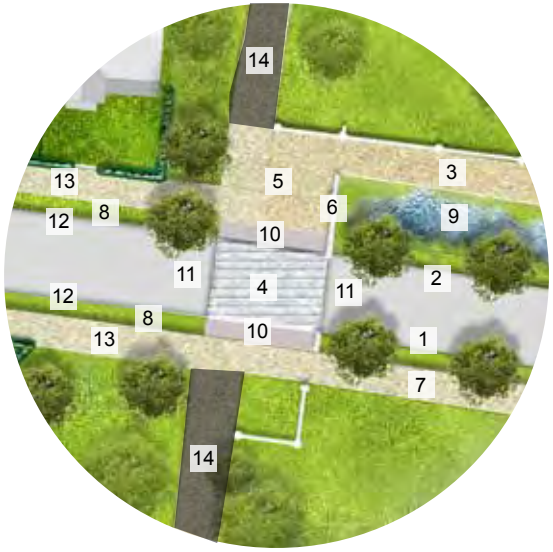
AREA 4 - VILLAGE CENTRE CROSSING POINT



1. 150mm wide natural stone kerbs running through village centre
2. 2.4m wide grass verge with boulevard trees in village centre
3. 3.0m wide multi-user route, set back 1.5m from edge of carriageway, bonded gravel /buff coloured finish and natural stone edging.
4. 4.0m wide natural stone sett paved crossing point – carriageway width reduced to 6.0m through village centre. Stone drop kerb used at crossing point.
5. Black PCC tactile paving for crossing points.
6. Buff coloured high friction surfacing on approach to crossing point.

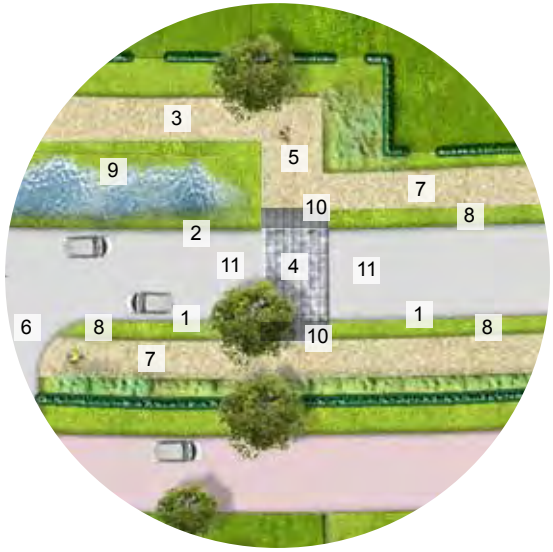
Key Crossings / places - (generally retro fitted)

AREA 5 - VILLAGE CENTRE EASTERN GATEWAY



1. Traditional / standard precast concrete kerb line.
2. Modified kerb to facilitate surface water drainage to swale system
3. 3.0m wide multiuser route set back from road with bonded gravel / coloured tarmac finish and PCC edging.
4. 4.0m wide natural stone sett paved crossing point – carriageway width reduced to 6.0m. Stone drop kerbs used at crossing point.
5. Transition / widening of footpath at crossing point.
6. Gateway signage point to village centre. (installed by others)
7. 3.0m wide multi-user route to be set back 1.5m from edge of carriageway – bonded gravel finish with PCC edging.
8. 2.4m wide grass verge with boulevard trees
9. 5.5m wide verge to incorporate swale. To be seeded with wildflower and grass mix
10. Black PCC tactile paving for crossing points.
11. Buff coloured high friction surfacing on approach to crossing point.
12. 150mm wide natural stone kerbs running through village centre
13. 3.0m wide multi-user route, set back 1.5m from edge of carriageway, bonded gravel finish and natural stone edging.
14. Path connections to country park installed by others.

AREA 6 - PROPOSED SCHOOL AREA



1. Traditional / standard precast concrete kerb line.
2. Modified kerb to facilitate surface water drainage to swale system
3. 3.0m wide multiuser route set back from road with bonded gravel / buff coloured tarmac finish and PCC edging.
4. 4.0m wide natural stone sett paved crossing point – carriageway width reduced to 6.0m
5. Transition / widening of footpath at crossing point.
6. Junction location (to be determined by others).
7. 3.0m wide multi-user route to be set back 1.5m from edge of carriageway – bonded gravel finish with PCC edging.
8. 1.5m wide grass verge with boulevard trees
9. 5.5m wide verge to incorporate swale. To be seeded with wildflower and grass mix
10. Black PCC tactile paving for crossing points.
11. Buff coloured high friction surfacing on approach to crossing point.

AREA 7 - WESTERN APPROACH TO MAIN CENTRE

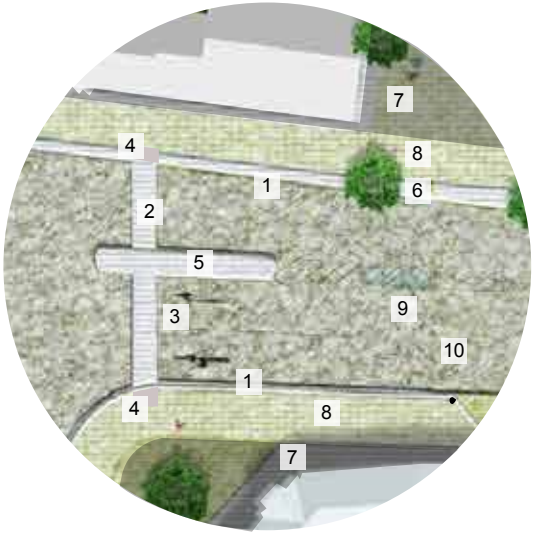
1. Traditional / standard precast concrete kerb line.
2. Modified kerb to facilitate surface water drainage to swale system.
3. 3.0m wide multiuser route set from road with bonded gravel /coloured tarmac finish and timber edging.
4. 4.0m wide natural stone sett paved crossing point – carriageway width reduced to 6.0m. Stone drop kerbs used at crossing point.
5. Transition / widening of footpath at crossing point.
6. Proposed bus shelter. (with wider verge)
7. 3.0m wide multi-user route to be set back 1.5m from edge of carriageway – bonded gravel finish with PCC edging.
8. 1.5m wide grass verge with boulevard trees
9. 5.5m wide verge to incorporate swale. To be seeded with wildflower and grass mix
10. Black PCC tactile paving for crossing points.
11. Buff coloured high friction surfacing on approach to crossing point.
12. Footpath link to public right of way (to be installed by others)
13. Kassel kerb installed at bus stop location.

Key Crossings / places - (deliver when EWLR constructed)

AREA 8 - MAIN CENTRE SANDY LANE JUNCTION

1. Proposed natural stone kerbs through town centre
2. Natural stone setts used at controlled crossing point
3. Buff coloured high friction surfacing at the approach to crossing point
4. Red natural stone tactile paving at controlled crossing point in town centre.
5. Natural stone paving to traffic island
6. 4.0m wide natural stone paving through town centre
7. Additional paving to indicate semi-private space (to be installed by others at a later date)
8. Asphalt with buff coloured chippings to surface

AREA 9 - MAIN CENTRE APPROACH TO MAIN CIVIC SPACE



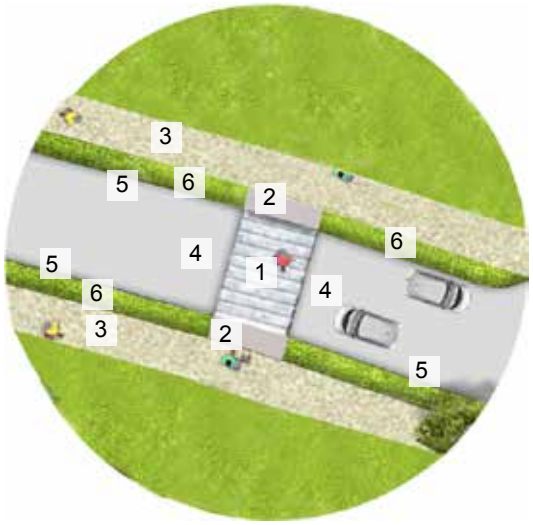
1. Proposed natural stone kerbs through town centre
2. Natural stone setts to be used at controlled crossing point
3. Buff coloured high friction surfacing at the approach to crossing point
4. Red natural stone tactile paving at controlled crossing point
5. Natural stone paving to traffic island
6. Natural stone sett edge to carriageway, to be 2.4m wide at town centre to accomodate future parking.
7. Paving installed at a later date.
8. 4.0m wide multi-user route to be natural stone paving as it passes through town centre.
9. Asphalt with buff coloured chippings to surface .
10. Road width reduced to 6.0m as it passes through town centre.

AREA 10 - TABLEY LANE JUNCTION

1. 3.0m wide multi-user route surfaced in bonded gravel /coloured tarmac surfacing with PCC edgings.
2. 1.5m grass verge with boulevard trees
3. Standard PCC kerb line on approach to junction.
4. Natural stone sett edge to carriageway – 1.5m width
5. Red natural stone tactile paving for crossing points
6. Natural stone paving for traffic islands
7. Buff coloured high friction surfacing on approach to junction
8. 150mm wide natural stone kerb adjacent to stone sett paving
9. Natural stone edging adjacent to natural stone sett paving
10. Asphalt with buff coloured chippings

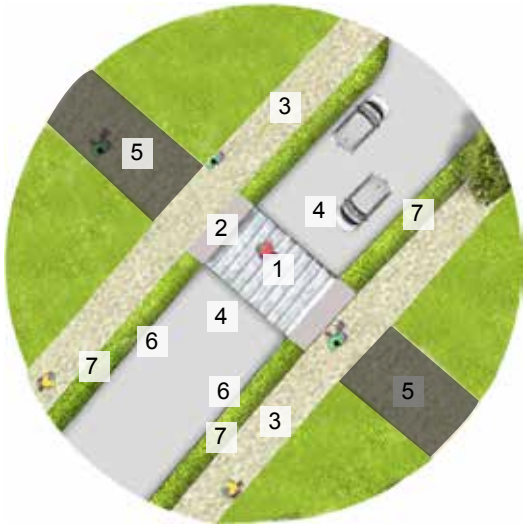
Key Crossings / places - (deliver when EWLR constructed)

AREA 11 - REDROW HOUSING CROSSING



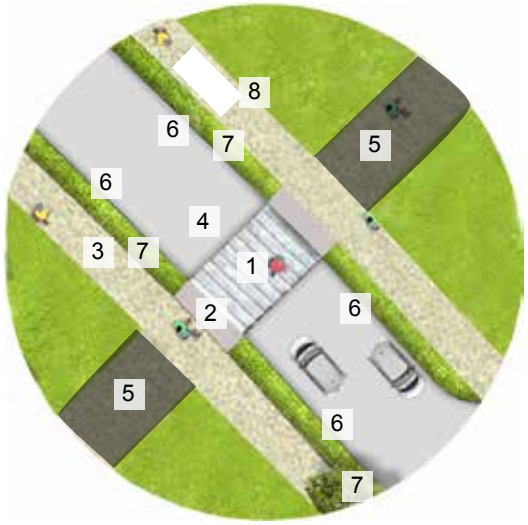
1. At grade stone sett crossing point 4.0m wide. Carriageway width reduced to 6.0m.
2. Black PCC tactile paving.
3. Bonded gravel /coloured tarmac footpaths with PCC edging, set back 1.5m from carriageway.
4. Buff coloured high friction surfacing on approach to crossing point.
5. Standard kerbs
6. 1.5m verge with boulevard trees.

AREA 12 - EASTERN PUBLIC RIGHT OF WAY CROSSING



1. At grade stone sett crossing point 4.0m wide. Carriageway width reduced to 6.0m.
2. Black PCC tactile paving.
3. Bonded gravel / coloured tarmac footpaths with PCC edging, set back 1.5m from carriageway.
4. Buff coloured high friction surfacing on approach to crossing point.
5. Cycle route to be installed by others.
6. Standard kerbs
7. 1.5m verge with boulevard trees.

AREA 13 - GUILD WHEEL CROSSING POINT
(extent of works to be confirmed)



1. At grade stone sett crossing point 4.0m wide. Carriageway width reduced to 6.0m.
2. Normal stone tactile paving.
3. Bonded gravel / coloured tarmac footpaths with PCC edging, set back 1.5m from carriageway.
4. Buff coloured high friction surfacing on approach to crossing point.
5. Cycle route to be installed by others.
6. Standard kerbs
7. 1.5m verge with boulevard trees.
8. New bus stop with wider verge

Area 14: Eastern Gateway – to have similar design treatment as indicated in other areas – such as buff chippings to highway and stone sett crossing places.

For further information or contact details please refer to the NW Preston masterplan webpage available here:

www.preston.gov.uk/masterplan

CITY DEAL
Preston, South Ribble & Lancashire

Preston City Council