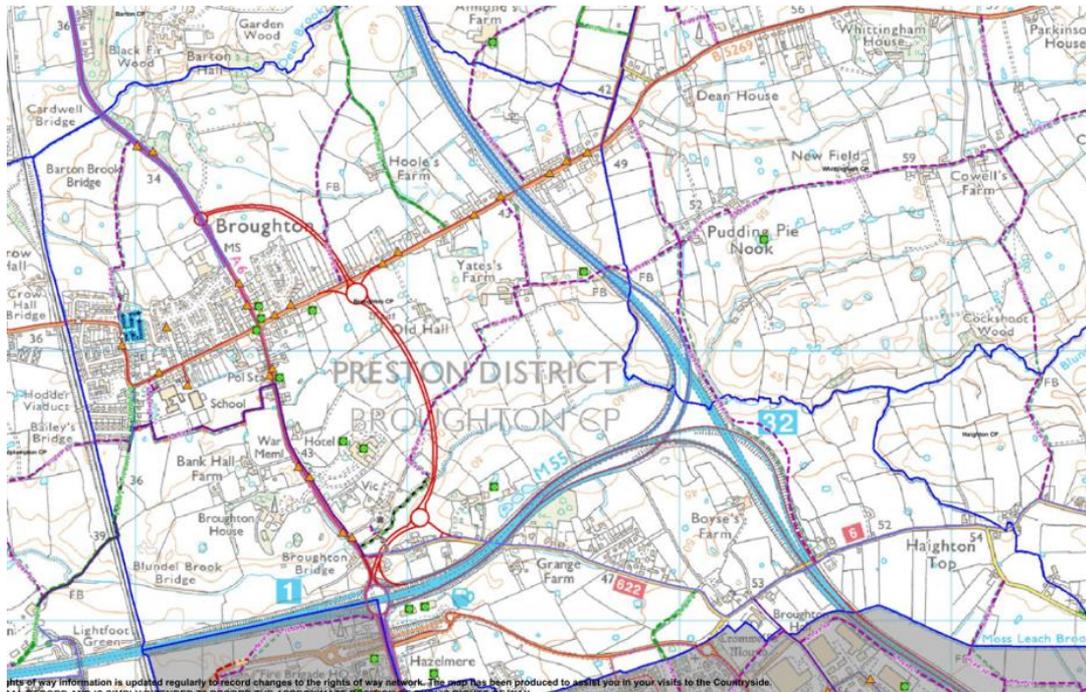


12 ACCESS AND INFRASTRUCTURE

Introduction

- 12.1 Broughton is perfectly located for access to the North Lancashire motorway network, being on a principal road, one mile north of the M6 junction 32/M55 Junction 1 interchange.



- 12.2 The village is currently bisected east-west by the A6 Garstang Road, and north-south by the B5269 Woodplumpton/Whittingham Lane. The junction of these two roads, has for many years, seen some of the worst traffic congestion in Lancashire.
- 12.3 A bypass, sited to the east of the village is currently under construction. Completion is scheduled for August 2017. The bypass will become the principal road, taking the 'A6' classification from Garstang Road.
- 12.4. Post-bypass works are programmed for the village. Garstang Road, and parts of B5269 Woodplumpton/Whittingham Lane will be transformed. Transport modelling predicts that traffic on Garstang Road will reduce by 90%. The B5269 Woodplumpton/Whittingham Lane traffic flows will remain broadly similar.
- 12.5 Lancashire County Council (LCC), the Highway Authority (HA), have worked with the Parish Council and local populace to formulate plans which are acceptable to the large majority. Funding for the local network improvements has been made available by LCC.

- 12.6 Broughton is served by 3 buses; the 4C Stagecoach Service which runs Monday to Saturday during the daytime, connects Broughton with Preston City Centre and the Ribble Valley hinterland. Stagecoach services 40 and 41 connect Preston City Centre with Morecambe and Lancaster, daily.

Development Plan Policies and Proposals

CS Policy 2 Infrastructure

CS Policy 3 Travel

PLP IN2 Broughton Bypass

PLP IN3 Park and Ride Sites

PLP ST1 Parking Standards

PLP ST3 General Transport Considerations

Consultation Issues, Objectives and Vision

- 12.7 The Neighbourhood Plan (NP) community feedback from consultations has highlighted concern within the village for the following highway related, access and infrastructure issues, in no specific order:
- a) Safety of Cyclists and their use of the footways
 - b) Heavy Goods Vehicles in the village, specifically noise and pollution.
 - c) Rural footpaths - condition.
 - d) Preservation of the Guild Wheel (GW). The GW is a shared use facility for pedestrians and cyclists; a continuous route circling Preston City, opened in 2012 after 20 years of planning and negotiation. It is a hugely popular, predominantly leisure route which provides recreational and health benefits.
 - e) Traffic noise and pollution.
 - f) Increased traffic on the local network due to ongoing housing developments.
 - g) Traffic Speed.
 - h) Bus services - concern that service levels will be further reduced.
 - i) Inadequate parking facilities at school times or for visiting any village facility.
 - j) Removal of the traffic lights at Broughton crossroads.
 - k) Improved footways and cycle ways.
 - l) Condition of road surface on B5269.
 - m) Village signing.
 - n) Lighting.
 - o) Connectivity between areas in the Parish.
 - p) Access for all, including appropriate seating for amenity/resting purposes.

12.8 Highway Authority post-bypass planned measures for Garstang Road and Whittingham/Woodplumpton Lane address some of the concerns identified during consultation. These are as described below (the improvements identified are matched to the alphabetical community feedback list in 12.6 above, in the order listed above):

- a) A segregated cycleway will be constructed on Garstang Road, reducing the carriageway width for local traffic.
- b) Goods vehicles travelling north - south will use the new bypass unless requiring local access.
- d) The GW route is protected by appropriate planning conditions where it meets with new development.
- e) North-south through traffic is expected to reduce by 90% and the congestion/pollution issues will disappear.
- f) The effects of increased traffic on the network will be mitigated by the traffic calming planned as part of the post-bypass works in the village.
- g) The speed limit through the village will be reduced to 20mph as part of the highway work
- j) The traffic lights at Broughton crossroads are to be removed as part of the traffic calming works, and road priorities will be altered to discourage north-south through traffic. Crossing facilities will be provided on the B5269 at strategic locations.
- k) The footways adjacent to the local network will be widened and re-surfaced as part of the works.
- m) 'Broughton Village' will be signed as a destination from the bypass.
- n) The road and street lighting will be improved as part of the works.



Proposed Village square (artists impression courtesy of City Deal)

- 12.9 The post-bypass works are subject to minor alterations as the process moves forward. The HA keep the Parish Council regularly updated; all information received is shared on the Parish Council website.
- 12.10 These works will deliver transformational benefits to Broughton Village that need to be safeguarded by careful control over future development particularly in respect of associated traffic generation. However if the neighbourhood plan vision for Broughton 2026 (see highlighted extracts from objectives and vision below) is to be delivered they also need to be supplemented by additional measures as set out in the sections that follow.

OBJECTIVES

DEVELOPMENT *To ensure that any new development is of an appropriate, nature, location, scale and design, and in the case of Broughton Village is in keeping with and does not undermine the character, rural setting and environmental quality of the village (including through the impact of associated vehicular traffic).*

HEALTH & WELL BEING *To promote health and wellbeing by safeguarding and enhancing the Guild Wheel and local footpath network; protecting these routes from any development that would be to the detriment of the enjoyment and benefits they provide, particularly in providing access to and enjoyment of open countryside areas.*

NEW COMMUNITIES *To integrate successfully the major new housing developments on the southern and eastern edges of the plan area; and to further develop and encourage pedestrian and cycle access between these areas, key plan area facilities and the local centre*

VISION

- *Has an attractive, traffic calmed and pedestrian/cyclist friendly public realm, which, along with the provision of enhanced refreshment opportunities, has further increased the popularity of the Guild Wheel and local footpath network.*
- *Has seen existing local businesses thrive - attracting custom through the quality of their offer and the improvements in access, parking and environmental quality delivered post bypass*
- *Has become a much more strongly identified and cohesive local community. Much improved local services and community facilities, an attractive traffic-calmed streetscape and wider public realm, and improved public car parking have made the centre of the village an attractive and relaxing destination and meeting place not only for local residents but for a wider catchment drawn by its character and charm.*

Neighbourhood Plan Policy - General Policy

AI All development proposals will need to show that:-

- they satisfy the general transport considerations in Preston Local Plan Policy ST2
- they are not likely to result in unnecessary additional vehicular traffic in Broughton Village, undermining the social, economic and environmental benefits from construction of Broughton Bypass.

AI 1 HEAVY TRAFFIC Proposals likely to result in heavy traffic passing through Broughton Village, to the detriment of residential amenity and the safety or comfort/enjoyment of pedestrians and cyclists, will not be permitted.

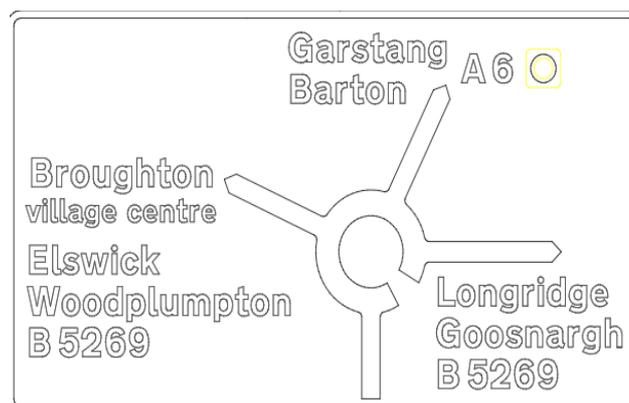
Through the control of development and the implementation of Traffic Regulation Orders.

AI 2 PARK AND RIDE Proposals to deliver a Park and Ride site from the site indicated on the Local Plan Proposals Map will be supported.

AI 3 PUBLIC CAR PARKING Public Car Parking within Broughton Village will be enhanced through:-

- Extension of the car park to St Georges Playing Fields and/or
- The negotiation of arrangements for shared public use of other existing or proposed private car parking facilities.

AI 4 SIGNAGE, AND STREET FURNITURE. Broughton Village Centre will be signed from Broughton Bypass at its junction with the B5269, Whittingham Lane



In addition to this, a full review of signage and street furniture will be undertaken and implemented to include:-

- > Signage from the village centre to advise traffic of facilities and establishments within the village.**
- > Cyclist/Pedestrian fingerposting of local facilities (including from new housing in Broughton Parish South).**
- > Benches, Bins etc.**

AI 5 GUILD WHEEL - Proposals to further enhance the popularity of this facility and to establish Broughton Village as a refreshment stop on this heavily used cyclist/pedestrian route will be supported. Proposals that would be to the detriment of the safety, amenity and enjoyment of users potentially reducing the numbers using this facility will not be permitted.

AI 6 PUBLIC RIGHTS OF WAY – The condition of paths and stiles and the adequacy of associated signage will be reviewed and, subject to resources and landowner agreement, any deficiencies addressed

Parish Action Points PAP: Access and Infrastructure

- 12.11 The NP, through the work of the Parish Council (PC) will seek to address local need in terms of Access and Infrastructure and will take the following action to address the matters raised in the consultation (see 12.6 above)
- b The PC in conjunction with the HA will pursue the introduction of a 7.5T Environmental Weight Limit for the B5269 Woodplumpton/Whittingham Lane to remove any unnecessary ‘through’ Goods Vehicle Traffic.
 - c The PC, in conjunction with the HA, will pursue the improvement of the Public Rights of Way such that these footpaths provide good linkage between areas of the Parish.
 - d. The PC will work with LCC to maintain the existing level of bus services.
 - e The PC will work in conjunction with Preston City Council Planners and the HA, towards increasing the number of off-street car parking spaces available to the public.
 - f The PC, again with partnership working, will also pursue the introduction of appropriate Parking Regulations on the local network, Garstang

Road and Woodplumpton Lane, both of which are adversely affected by parked vehicles, which compromises traffic safety, both vehicular and pedestrian.

- g The PC will liaise with the HA on general road maintenance.
- h The PC in conjunction with the HA and Preston City Council Planners will work towards providing secure, safe and attractive pedestrian linkage between new housing in the south of the Parish and the village centre.
- i The PC will, with partnership working, consider the provision of additional seating on newly refurbished footways and footpaths, where appropriate, to encourage all users.