



**PUBLIC REALM DESIGN STRATEGY**  
**Hough Lane, Leyland**  
August 2023



HM Government



**Lanpro»**  
landscape architecture & urban design

# 1.1 PUBLIC REALM DESIGN STRATEGY OVERVIEW



## Chapel Brow

Improved public realm including significant pedestrian and cyclist enhancements, street tree and shrub planting.

## Quin Street

A new residential street with high quality public realm provisions including improved cycle and pedestrian facilities.

## Churchill Way

Improved car parking facilities serving Hough Lane and Chapel Brow with improved pedestrian and cyclist circulation and landscaped entrance feature.

## Market Square

A new beating heart of Leyland providing opportunities for events, gatherings and socialising.

## Church Place

A new public space and focal point on Hough Lane centred around The United Reformed Church and new commercial building.

## Hough Lane

Significant public realm improvements including widening of pavements and large areas of street tree and shrub planting.

## Museum Place & Thurston Road

Improved public realm to provide clear connections between Hough Lane and the Commercial Vehicle Museum.

# 1.2 PUBLIC REALM DESIGN STRATEGY

## OVERVIEW - HOUGH LANE

### Hough Lane Improvement Strategy

#### Street Planting

Areas of new street planting are proposed along the length of Hough Lane to enhance the quality of the streetscape and the user experience.

The planting areas will be ground level with a small up-stand to assist people with visual impairments and provide a clear demarcation between the main road and pedestrian routes.

Within these planting beds and set within the hard standing, significant new street planting will provide areas of relief from the hustle of the Hough Lane through the opportunities for shade and improvement of amenity space and environment for users.

#### Holistic Paving Design

The paving design along Hough Lane will focus on providing a cohesive and consistent scheme throughout all of the public realm. Pavements and roadways will be re-paved in new materials with subtle textural and tonal changes to distinguish key areas of pedestrian and vehicular movement.

The eastern end of Hough Lane will see some additional kerb realignment to allow for a consistent 2m wide footway along the length of Hough Lane to significantly improve both user experience and safety.

#### Traffic Calming & Parking Provisions

Traffic calming measures will be introduced along Hough Lane to reduce the traffic dominance including; raised tables, low kerbs, rumble strips and chicanes.

Hough Lane will be maintained as a two-way directional road and narrowed in-line with highway requirements to provide increased pavement provisions in areas where space is limited.

On-street parking provisions will be removed to reduce street congestion and create a cycle friendly environment in-line with county council recommendations. Parking will be focussed on utilising the existing and proposed car parks at Ecroyd Street, King Street and Sumner Street.

Loading and accessible parking will still be provided with accessible parking numbers increased.

#### Cycle Provisions

Due to the extents of the local authority ownership boundaries, cycle provisions along Hough Lane have been carefully considered to provide a safer environment for cyclists.

The proposals will include the removal of obstructions including on-street parking, kerbs and bollards, to create a clear and safe space for cyclists using the highway.

Where drop off and loading bays are present, these will be set back into the widened pavements to reduce obstructions.

In addition, a number of cycle parking provisions will be included along Hough Lane to provide short and long stay cycle parking for visitors and business employees. These will be located at key locations along Hough Lane for ease of use.

#### Gateway Entrances

To the east and west of Hough Lane, raised speed tables are proposed to slow traffic on the entrance to Hough Lane and sections of the highway will be repaved in a consistent material to create a sense of place and identity.



# 2.1 PUBLIC REALM DESIGN STRATEGY

## HOUGH LANE - SOFT LANDSCAPE

### Street Planting

New planting is proposed along Hough Lane to enhance the quality of the streetscape and public experience.

The planting areas will provide a backdrop for the high street shops between the highway and the main pedestrian areas helping to define this space and separate it from the vehicular traffic.

The planting mixes along Hough Lane will use warm and calming colours and bold textures to create a contrasting character to that of the bustling streetscape.

The use of a variety of perennial plants and shrubs will create a sense of seclusion surrounding the seating areas and the light textures will create a semi-transparent boundary between the shops and the highway.

Evergreen structure will be provided using a range of grasses and clipped shrubs with a mix of herbaceous perennials and flowering shrubs for seasonal, year round interest.



Images (top left, clockwise)

*Hebe pinguifolia* sp.  
*Fatsia japonica* sp.  
*Hosta* sp.  
*Allium* sp.  
*Achillea grandiflora* sp.

*Carex morrowii* sp.  
*Thymus serpyllum*  
*Buxus sempervirens*  
*Lavandula angustifolia* sp.



## 2.2 PUBLIC REALM DESIGN STRATEGY

### HOUGH LANE - SOFT LANDSCAPE

#### Tree Planting

New street tree planting along Hough Lane will supplement the existing trees along this street and provide a new 'Green Canopy' giving essential opportunities for shade and biodiversity.

All existing trees along Hough Lane will be retained and provided with an appropriate tree pit and rooting environment to support their continued growth and value within the wider streetscape.

Mixed throughout the planting beds and set within the hard standing, new street tree planting will provide structure, height and opportunities for shade across the public realm. All new trees will be planted with a suitable tree pit in line with the latest British Standard.

The street tree planting will use a mix of native and ornamental species with distinct seasonal character, shape and form to create a sense of identity for Hough Lane. Each variety has been selected for its upright form, its ability to thrive in a town centre location and for its resistance from future constraints related to climate change and pests and diseases.



Images (left to right)

- Betula papyrifera* 'Kenaica'
- Corylus columna*
- Liquidamber styraciflua*
- Tilia cordata*



# 3.1 PUBLIC REALM DESIGN STRATEGY

## HOUGH LANE - HARD LANDSCAPE

### Paving

The paving proposed along Hough Lane will focus on providing a holistic approach throughout the public realm and will use a durable concrete block paving in warm buff and grey tones to create a clean and fresh aesthetic across both pavements and roadways to create consistency in delivery with subtle changes to distinguish key areas.

The paving laying patterns and plan sizes will vary across the scheme to assist with demarcation and identification of areas of pedestrian and vehicular use.

Within pedestrian areas along Hough Lane, large format units will be used to define this space and enforce a pedestrian priority.

Within the highway, setts will be used to provide rumble strips acting as traffic calming and blocks used within areas of low speed to highlight areas of mixed use.

Kerbs within the public realm will be Conservation Kerbs providing a textured quality finish. Kerbs will be standard height for much of Hough Lane, with the exception of the shared surface between Thurston Road and Newsome Street where a low kerb will be

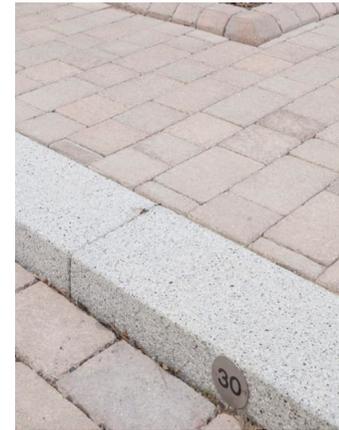
introduced to create a level finish across the space and assist with traffic calming.

A flush steel edge will be used to highlight the break between private spaces to the retail frontages and the local authority's highway land.



Images Top (top left, clockwise)

- 1 - Concrete Block, mid-grey, smooth finish
- 2 - Concrete Block, light cream, smooth finish
- 3 - Concrete Block, light-cream textured finish
- 4 - Concrete Block, mid-grey, textured finish



# 4.1 PUBLIC REALM DESIGN STRATEGY

## HOUGH LANE - STREET FURNITURE

### Street Furniture

Seating within the public realm will provide a simple and clean form using a variety of backed and backless benches with some table provisions to provide flexibility for all users.

The range selected provides a versatile suite of components including bins and cycle stands.

Using the same range throughout the public realm will provide consistency of form and reinforce the sense of place within the town centre.

Cycle stands will be provided in key locations along Hough Lane to facilitate short stay cycle parking. Each location will provide storage for up to 4 cycles.

#### NOTE

Street furniture colours shown are indicative only, final colours to be determined during the technical design phase.

### Recycling



### Seating



### Cycle Storage



# 5.1 PUBLIC REALM DESIGN STRATEGY FREQUENTLY ASKED QUESTIONS

## Car / Cycle Parking & Bus / Taxi Provisions

### What is the current number of parking spaces and what are proposed as part of the Leyland Town Deal improvements?

The Leyland Town Deal public realm improvement works will involve large-scale improvements to the parking provision within Leyland town centre. The improvements will seek to achieve a pedestrian and cyclist friendly public realm, with enhanced green infrastructure through new tree and shrub planting. By providing these enhancements, there will be a small reduction in the number of car parking provisions both along Hough Lane and within Ecroyd Street and Churchill Way car parks.

The table right provides a summary of the current and proposed parking provisions.

The '1 hour free' period for all parking will remain in place and opening hours of the car parks will remain unaffected.

### How many accessible spaces will be provided along Hough Lane?

Hough Lane currently has one disabled parking space located outside no. 54 Hough Lane. The current proposals will remove all standard on-street parking and replace with approximately 50m (8 spaces) of mixed disabled parking / loading provisions.

### What is happening to Churchill Way Car Park?

Churchill Way car park will be reconfigured to provide a linear car park with an entrance off Churchill Way and an exit off Hough Lane. The reconfiguring of this car park will also include large areas of tree and shrub planting to create a welcoming feature to the entrance of Hough Lane and to soften the impact of the car park on the wider area. See table right for full summary of the current and proposed parking provisions.

### Do the proposals have any impact on the current bus stop provision?

No, the current proposals will retain both pairs of bus stops along Hough Lane (east and west). The existing bus shelters

will be replaced with new shelters as part of a wider improvement scheme by Lancashire County Council.

### Will the proposals have any impacts on the current taxi provisions?

Yes, the current three capacity rank provision outside no. 44 - 48 Hough Lane will be relocated to the east bound carriageway outside no. 61 - 65 Hough Lane. This will assist with any conflicts between deliveries/loading and the rank provisions.

### Will the proposals include any improved cycle storage facilities?

Yes, the proposals include 18 cycle stands along Hough Lane with a maximum capacity of 36 cycles. Beyond Hough Lane and within the wider scheme, the proposals will also include 35 additional cycle stands with a maximum capacity of 70 cycles spread across the new Market Square, Quin Street Car Park and Balfour Court.

Parking Facilities						
	Current			Proposed		
	General	Accessible	Cycle	General	Accessible	Cycle
Ecroyd Street	68	5	0	44 (inc.4 EV)	5	30
	<b>Current</b>			<b>Proposed</b>		
Churchill Way	37	4	0	36	4	0
	<b>Current</b>			<b>Proposed</b>		
Hough Lane	16 (approx.)	1	12	8 (shared loading/ accessible*)		36
	<b>Current</b>			<b>Proposed</b>		

\*Discussions are currently underway with Lancashire County Council with regards to the details of any traffic regulations along Hough Lane to restrict loading times where necessary.

## Street Tree & Shrub Planting

### Are the proposals seeking to remove any existing trees along Hough Lane?

No, the current proposals have been designed to retain all existing trees along Hough Lane. As part of the design stages, a full tree survey was undertaken and all trees were identified as being in good health with no immediate reason for their removal.

### Will the proposals include any new tree planting?

Yes, new tree planting is proposed along the entire length of Hough Lane. The current proposals have six trees planted along the western end of Hough Lane, these will remain in situ and supplemented with up to 30 new trees with additional trees forming part of the wider works in the Market Square and beyond.

### Once the works have been completed, who will be responsible for the maintenance?

All public realm works including hard and soft landscaping implemented as part of these proposals will be maintained by South Ribble Councils appointed contractor for the first 12 months [following completion] as part of an agreed defects liability period. Within these 12 months, should any defects arise including; trees and shrubs that have failed to establish, and paving that has quality or settlement issues, will be replaced or rectified.

Following the 12 month rectification period and sign off by the responsible team at South Ribble Borough Council, all on-going maintenance will revert to the current maintenance actions undertaken by South Ribble Council.

Any areas under private ownership, where non-standard maintenance is required, such as due to vandalism or damage by the owners would be the responsibility of the property owner.



## 5.2 PUBLIC REALM DESIGN STRATEGY FREQUENTLY ASKED QUESTIONS

### Street Layout & Furniture

#### What traffic calming measures are being implemented as part of the proposals?

The proposals include a number of traffic calming measures including; the removal of on-street parking, raised tables and chicanes. All of which are designed to slow traffic movement along Hough Lane and to assert a pedestrian and cycle priority.

#### Will the proposals impact any of the existing zebra crossings?

The current zebra crossings are located at the western end of Hough Lane and in the centre of Hough Lane adjacent to no. 59-61 Hough Lane. The proposals will relocate the central zebra crossing to the eastern end of Hough Lane adjacent to no. 86. to provide a crossing point from the car park at Churchill Way.

#### Will the proposals improve the current footpath provisions?

Yes, all footpaths along Hough Lane will be resurfaced in a consistent and easy maintainable concrete block paving and where footpath provisions are narrow these will be extended to ensure a consistent 2m wide footway along the entire length of Hough Lane to improve accessibility for all users.

#### Will the proposals include any additional bin provisions?

Yes, included with the public realm improvements along Hough Lane, a number of new bins will be provided including facilities for waste separation and recycling where possible.

#### Will the proposals include any new seating along Hough Lane?

Yes, new seating will be included with the public realm improvements across the wider scheme including those along Hough Lane. The new seating will provide a range of seating options including, larger benches for multiple users, single seats and backed benches.

#### Will the new hard landscape proposals be suitable for vehicle loading?

The paving specification will be designed to ensure that it is suitable for the area in which it is laid. This will include sufficient build-up to accommodate vehicle over-hang and essential access requirements.



### Programme & Maintenance

#### What is the programme for the improvement works along Hough Lane and when will they be completed?

The improvement works along Hough Lane that form part of the wider Leyland Town Deal will be split into 4 main phases with a target completion of spring 2026.

The improvement works along Hough Lane will form part of Phases 2 and 3 with an anticipated programme running between spring 2024 and autumn 2025. Each business owner and landlord along Hough Lane will be contacted individually to discuss exact timings of works outside of their business/property.

