

Welcome...



The purpose of today is to share with you proposals for potential street works to Winter Hey Lane. The aim of our work is to improve the environment for pedestrians, cyclists and businesses along Winter Hey Lane, with enhancements to the public realm and streetscape.

Two design options have been prepared which show how the street could be redesigned to better support people walking, wheeling and cycling. We want to hear your thoughts and feedback, which will help to inform the next stage of our design work.

Aims of the Proposals



Creating a people-priority space

People are at the heart of this design. We hope to create a street which prioritises the experience of those walking, wheeling and cycling. Each option presented helps to support a vibrant street where people can rest, meet and shop.



Maintaining loading access

Both proposals include timed loading bays which help to ensure that access to local business is continued along the street.



Celebrating local business

There is an opportunity to support local businesses by providing wider footways and a high-quality public realm for business activity.



Ensuring access for all

Our proposals present an opportunity to improve the accessibility of this street. Side-road crossings could support pedestrian movement, whilst reducing vehicle presence and cycle parking could support cyclists on their journey. An additional zebra crossing can also help movement across Winter Hey Lane.



Opportunities for greening

By reallocating carriageway space, we can create more opportunities for street planting and street trees. As well as being attractive, greening has benefits for the climate and local ecology, and supports the Council in its Net Zero ambitions.



An uplift to the public realm

As part of this scheme, there is an opportunity to improve the surfacing of the footways and carriageways to create a more attractive street, with additional benches for resting.

Some of the features we are proposing for both options are shown here.



Street trees help to soften the streetscape and provide important opportunities for shade and shelter. They also help to support local biodiversity. Low level planting, sometimes known as a Sustainable Drainage System (SuDS), can be attractive and help to manage surface water run off.

A continuous footway is where the footway continues uninterrupted across the entrance of a side road or driveway. The design aims to prioritise pedestrians by reducing vehicle turning speeds, and maintaining the level and surface of the footway, making it clear that vehicles should yield to pedestrians.



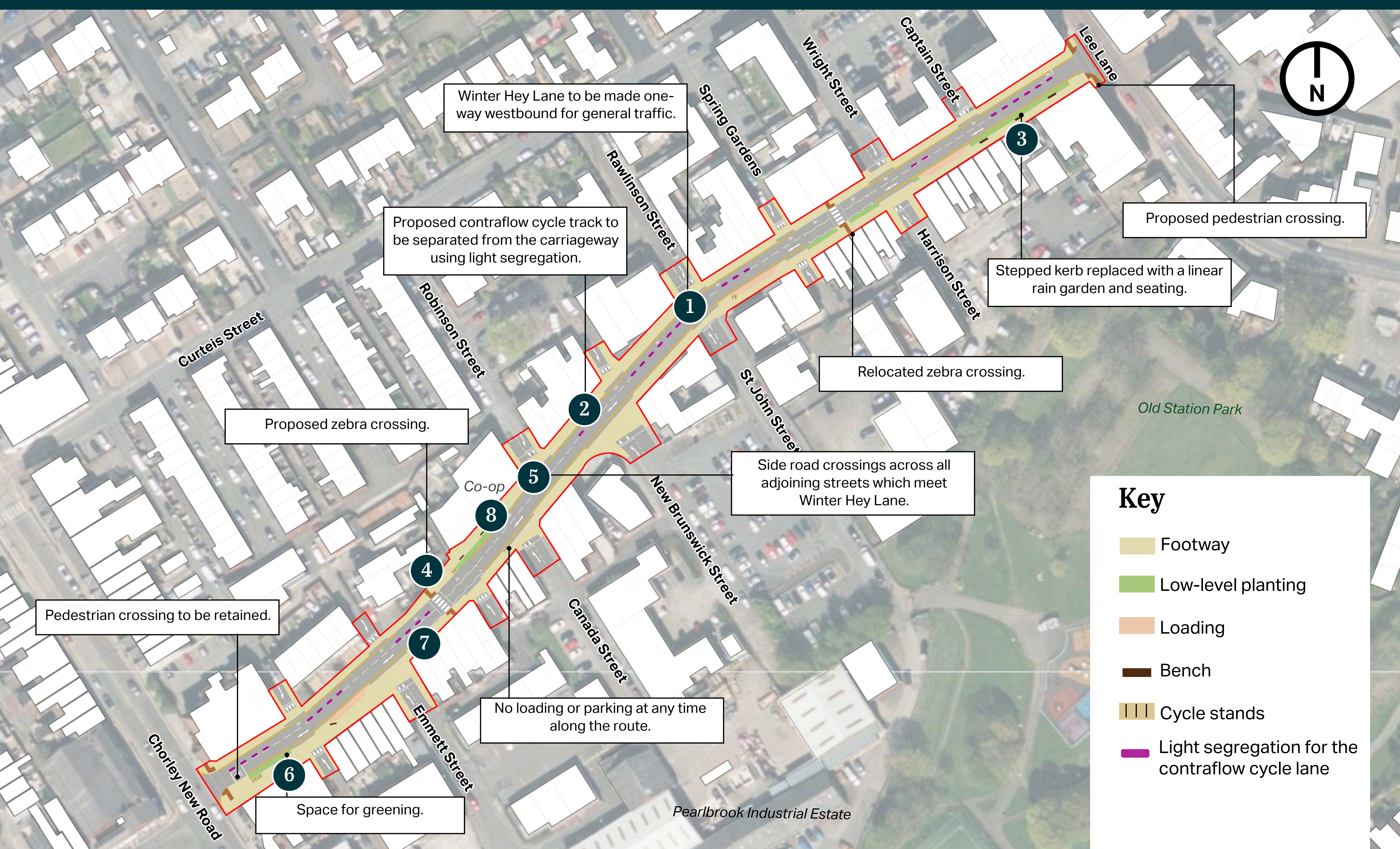
Not having a secure space to store cycles can be a barrier for people cycling to destinations, such as the shops and services along Winter Hey Lane. Our proposals seek to increase the provision of public cycle parking to support cyclists travelling to or through the street.

Regular opportunities to stop and rest are essential for some people to be able to use streets, especially if they find it challenging to walk, wheel or cycle longer distances. Seating is therefore essential for creating an environment which is inclusive for all.



Winter Hey Lane

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Option 1 (One-way with contraflow cycle lane)

Option 1 Proposals

- 1 Winter Hey Lane is made one-way westbound for general traffic.
- 2 A contraflow cycle lane allows cyclists to travel eastbound, as shown in adjacent image. Cycle lane to be separated from the carriageway with light segregation, which could be planters or other attractive measures, as shown in bottom images.
- 3 The stepped kerb is replaced with a linear rain garden, which is kerbed on the carriageway side, and has seating on the footway side.
- 4 A new zebra crossing is provided across Winter Hey Lane (between Emmett Street and Canada Street).
- 5 Side road crossings across all adjoining side roads which meet Winter Hey Lane.
- 6 Opportunities for low level planting and street trees.
- 7 Surfacing and public realm improvements along the length of the street.
- 8 Additional cycle parking facilities and benches.



Winter Hey Lane

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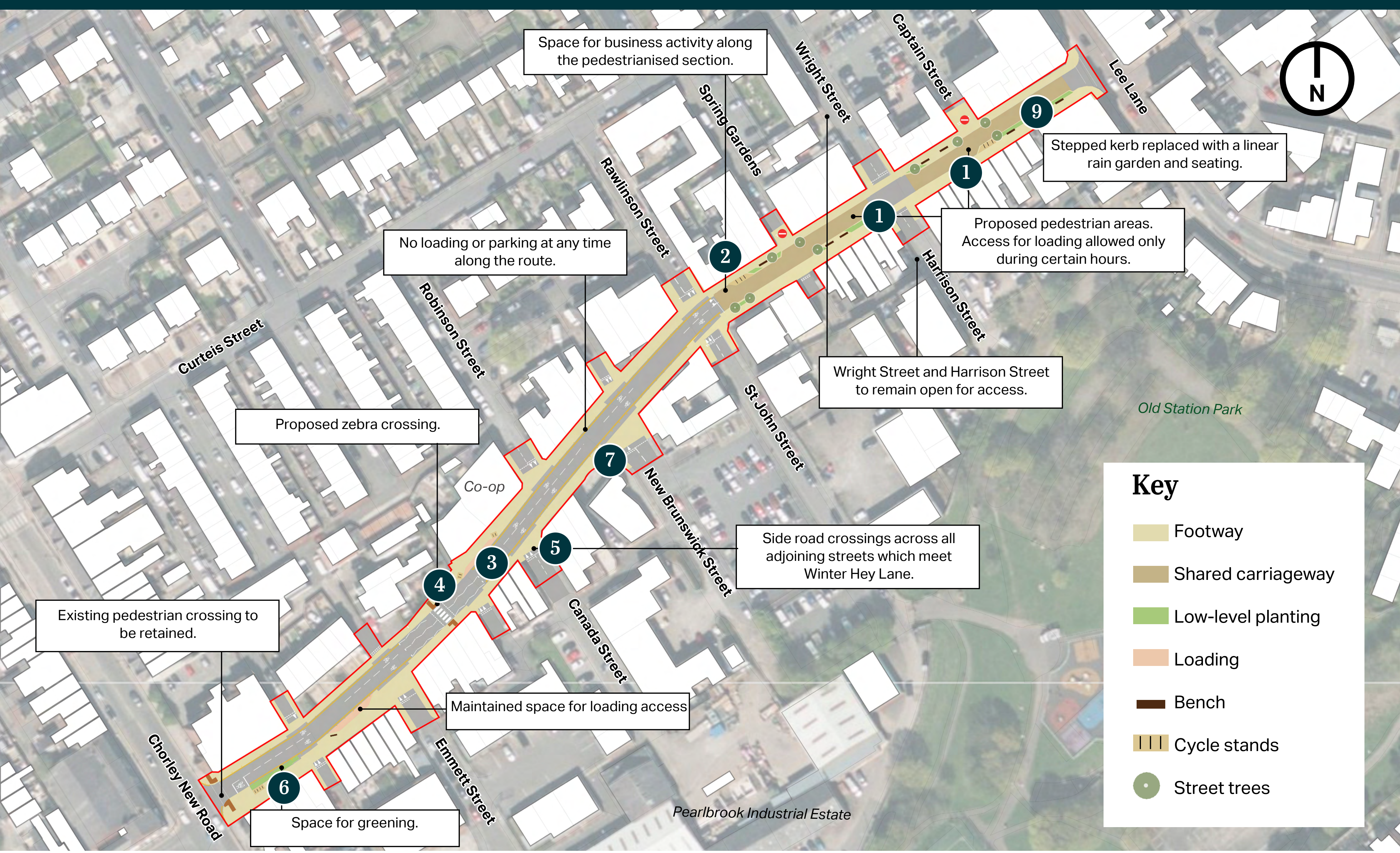
A visualisation of Winter Hey Lane Option 1 proposal, looking to the west.



A visualisation of Winter Hey Lane Option 1 proposal, looking to the east.

Winter Hey Lane

Public Consultation



Option 2 (Pedestrianisation from St John Street)

Option 2 Proposals

- 1 Winter Hey Lane is pedestrianised between St John Street and Lee Lane, allowing access for loading only during certain hours.
- 2 Space for flexible business, pop-up activity (like markets) or social space using the pedestrianised area.
- 3 Two-way access for vehicles is maintained between Chorley New Road and St John Street.
- 4 A new zebra crossing is provided across Winter Hey Lane (between Emmett Street and Canada Street).
- 5 Side road crossings across all adjoining side roads which meet Winter Hey Lane.
- 6 Opportunities for low level planting and street trees.
- 7 Surfacing and public realm improvements along the length of the street.
- 8 Additional cycle parking facilities and benches.
- 9 The stepped kerb is replaced with a linear rain garden, which is kerbed on the carriageway side, and has seating on the footway side.



Winter Hey Lane

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A visualisation of Winter Hey Lane Option 2 proposal, looking to the west.



A visualisation of Winter Hey Lane Option 2 proposal, looking to the east.