



CITY DEAL

Preston, South Ribble & Lancashire

# CONSULTATION REPORT

Bamber Bridge Local Centre Improvements

October 2015

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## Executive Summary

### **The Preston, South Ribble and Lancashire City Deal sets out ambitious plans for highways and transport across Preston and South Ribble to support new development and economic growth across the area.**

This report, and the consultation on which it is chiefly based, is the latest chapter in Lancashire County Council and South Ribble Borough Council's continuing and evolving dialogue with the public, and demonstrates our commitment to engaging with the diverse communities that we are elected and appointed to serve.

The need to improve Bamber Bridge Local Centre was identified in the Central Lancashire Highways and Transport Masterplan (CLHTM), published March 2013. The scheme sits within the wider Bamber Bridge to Preston City Centre Public Transport Priority Corridor which will see improvements to public transport, cycling and walking over the ten year City Deal period.

Proposals for the Bamber Bridge Local Centre Improvements included footpath widening and carriageway narrowing, improved street lighting, tree planting, new street furniture including benches and cycle racks, on street parking, and improved pedestrian crossing provisions.

It is these proposals there were consulted on between January and February 2015.

The public consultation was organised by officers from South Ribble Borough Council (SRBC).

A series of 'drop-in' events were held with SRBC officers present and display boards made available to view during normal opening hours at Bamber Bridge Methodist Church (15<sup>th</sup> - 24<sup>th</sup> January), Bamber Bridge Library (26<sup>th</sup> - 30<sup>th</sup> January), and the Civic Centre in Leyland (2<sup>nd</sup> - 12<sup>th</sup> February).

A feedback form was provided to allow visitors to leave any comments they may have. Plans were also made available online on the South Ribble Borough Council website along with an online form enabling visitors to leave comments electronically; a total of 78 responses were received.

Chapter three examines the comments received, highlights the most important issue for the public, and details our responses. A total of 11 issues were identified across the consultation.

The most frequently raised issues included:

- Cycling and cycling improvements
- Landscaping & Public Furniture
- Parking / Servicing areas
- Scheme Boundary / Scope of Works

A broad range of comments in favour of the proposals were also received.

## 1. Introduction

1.1.0 In March 2013 Lancashire County Council approved the Central Lancashire Highways and Transport Masterplan (CLHTM) which presented a programme for investment in transport infrastructure in the Central Lancashire area.

1.1.1 Included in this Masterplan is the requirement for 'better public realm' in Town and Local Centres. 12 centres are identified as requiring improvement, including Bamber Bridge.

The strategic interventions to be considered for the achievement of the Local Centre Improvement Plans are as follows:

- Prioritise pedestrians, cyclists and public transport users over motorists where we can
- Improve connectivity and ease of movement
- Redesign the public realm or introduce new public green space
- Work with districts to bring the plans forward
- Focus on improving safety
- Improve air quality
- Give over more dedicated road space to buses, cyclists and pedestrians, and develop a sustainable transport networks that will support economic development

1.1.2 In September 2013 the Preston, South Ribble and Lancashire City Deal was signed providing the funding mechanism to implement the highway infrastructure included in the CLHTM that will assist in the generation of more than 20,000 new jobs and over 17,000 new homes.

1.1.3 Enhancements to key local centres form a vital part of proposals to improve public transport, cycling and walking on the existing highway network.

1.1.3 The Preston, South Ribble & Lancashire City Deal is a government-backed programme which aims to build on the strong economic performance of the area of the last ten years. It will help to ensure that the area continues to grow by improving local transport routes to help deliver new jobs and housing. Over a ten-year period the £434m deal will generate new jobs, improved community centres and new homes.

1.1.4 As a result of the 'City Deal' Bamber Bridge could see significant inward investment over the next eighteen months and a series of outline plans to improve the centre of Bamber Bridge were outlined for public consultation.

1.1.5 The area under consideration will begin at the junction of the Station Road and Mounsey Street and extends to the roundabout at Longbrook Avenue. The study will only consider the B6258 Station Road and immediate area.

The specific improvements that were part of the consultation for Bamber Bridge Local Centre are as follows:

- Narrowed road and widened footpaths to benefit pedestrians and slow down traffic creating a true town centre where people want to stay for longer
- A high quality tree lined street with on street car parking facilities
- New bus shelters and street furniture including benches, cycle racks, public notice boards and signage
- Improved street lighting

Additionally the scheme will:

- Improved pedestrian crossings throughout the Local Centre

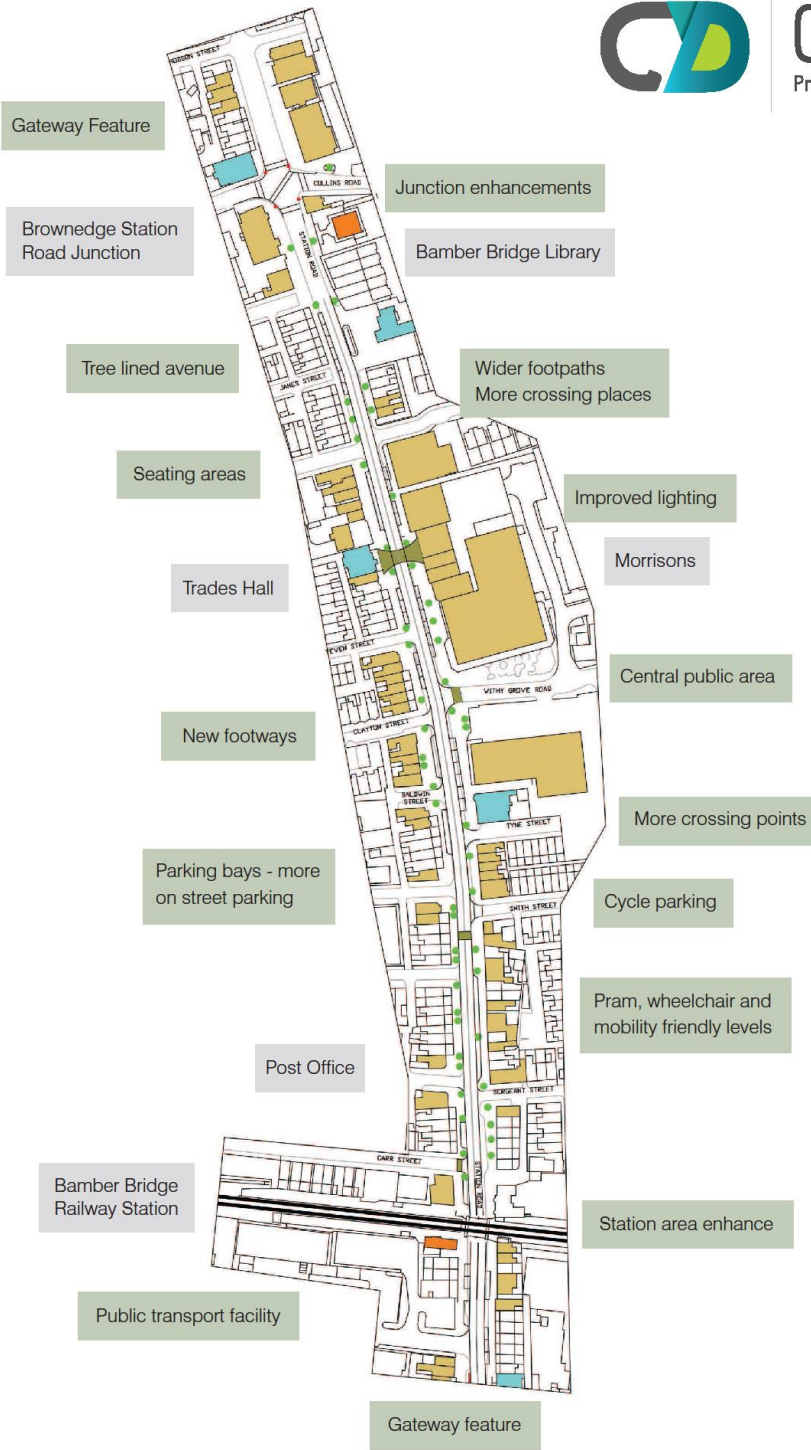
- Provide key junction improvements within the scheme boundary including enhanced pedestrian crossings
- Reduce/remove street clutter such as signs, barriers etc. where possible
- Provide enhanced connectivity to the cycle network
- Develop a bus/rail interchange facilities at Bamber Bridge Railway Station

1.1.6 The aims of this consultation is to seek views on the proposed design for the Bamber Bridge Local Centre. The comments will be used to develop the proposals into a detailed design for construction in 2016.



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# THE PLAN



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## Bamber Bridge Local Centre Improvements Plan

### 2. Engagement and Events

#### Consultation and Engagement

- 2.1.0 Consultation on the proposed improvements of Bamber Bridge Local Centre was carried out from 15<sup>th</sup> January to 12<sup>th</sup> February 2015.
- 2.1.1 Display boards (Appendix A) were made available to view during normal opening hours at Bamber Bridge Methodist Church between 15<sup>th</sup> & 24<sup>th</sup> January, at Bamber Bridge Library between 26<sup>th</sup> & 30<sup>th</sup> January, and at the Civic Centre in Leyland between 2<sup>nd</sup> & 12<sup>th</sup> February. A feedback form was also provided to allow visitors to leave any comments they may have.
- 2.1.2 Access to plans was also provided on the South Ribble Borough Council website ([www.southribble.gov.uk/bamberbridge](http://www.southribble.gov.uk/bamberbridge)) along with an online form enabling visitors to leave comments electronically.
- 2.1.3 A series of six public consultation events were held to enable people to ask questions and share their views.

#### Consultation Events

- 2.2.0 A number of special drop-in events (see table below) were held at which residents were given the opportunity to add their ideas and concerns to the formative plans that has been drawn up.

| Date              | Time      | Event   | Venue                               |
|-------------------|-----------|---|-------------------------------------|
| Thurs 15 Jan 2015 | 7pm-8pm   | Eastern Area 'My Neighbourhood' Forum               | Bamber Bridge Methodist Church Hall |
| Sat 17 Jan 2015   | 10am-11am | Drop-in session at coffee morning – officer present | Bamber Bridge Methodist Church Hall |
| Thurs 22 Jan 2015 | 10am-11am | Drop-in session at coffee morning – officer present | Bamber Bridge Methodist Church Hall |
| Sat 24 Jan 2015   | 10am-11am | Drop-in session at coffee morning – officer present | Bamber Bridge Methodist Church Hall |
| Tue 27 Jan 2015   | 10am-12pm | Drop-in session – officer present                   | Bamber Bridge Library               |
| Thurs 29 Jan 2015 | 10am-12pm | Drop-in session – officer present                   | Bamber Bridge Library               |

**Consultation Responses**

- 2.3.0 The formal consultation period ended on 12<sup>th</sup> February 2015 with 78 responses received.
- 2.3.1 A number of comments received were generally in favour of the proposed scheme however there were also comments that expressed concerns.
- 2.3.2 Having collated all the responses we were able to identify a number of common themes and issues raised in the public response to the consultation.
- 2.3.3 The majority of responses came from those who will be most directly impacted by the schemes.
- 2.3.4 This was a consequence of the approach to concentrate on the areas immediate to the proposals to engage and listen to the residents, landowners, businesses and others likely to be most affected by the scheme.
- 2.3.7 It should also be noted that in 2013 consultation events were held in relation to the Central Lancashire Highways and Transport Masterplan.
- 2.3.8 The issues most commented on were as follows.

**Most Frequently Raised Issues**

- Cycling and cycling improvements
- Disability Access Concerns
- Landscaping and Public Furniture
- Local Asset Management
- Local Economy/Business Provisions
- Parking / Servicing areas
- Public Transport
- Scheme boundary/scope of works
- Scheme Design
- Safety Concerns
- Traffic

The remainder of this report deals with each issue in turn and concludes with a questionnaire analysis



### 3. Key Findings and Responses

#### Issue 1: Cycling and cycling improvements

##### What the consultation had to say

3.1.0 A number of people raised concerns that cycle lanes have not been included in the proposals. It was felt that if there is sufficient space to widen the footpaths then there should be room to provide off road cycling provisions.

3.1.1 Some responses stated that narrowing the carriageway would make it more dangerous for cyclists and suggested that cyclists be permitted to share the paved areas with pedestrians.

*"If the road is narrowed, this may make cyclists feel squeezed out, and it would be good if the scheme actively encouraged people to walk, cycle or use public transport"*

3.1.2 It was noted that cycle parking has been included on the plans but no measures for safe access to these facilities is shown.

*"Please also include off-road segregated cycle lanes so people can confidently access the cycle parking"*

3.1.3 We received comments that the cycle parking should be in visible areas, not concentrated in one place, and fit for purpose as to not cause damage to bicycles.

3.1.4 It was generally felt that the scheme did not cater for cyclist that currently use the route or encourage people to cycle. The inclusion of off-road segregated cycle lanes was requested.

##### Our response

3.1.5 The proposed design considers Sustrans cycle design guidance in determining cycle provision requirements. In line with guidance, based on forecast traffic flows and vehicle speeds along Station Road, the provision of cycle lanes or cycle segregation is not normally considered beneficial.

3.1.6 Visual narrowing of the carriageway through the inclusion of a central median strip will naturally reduce vehicles speeds and enable confident cyclists to safely adopt a dominant primary riding position on the carriageway.

3.1.7 We recognise the need to cater for and encourage less confident cyclist to use the scheme. It is proposed that cyclist be permitted to cycle off the carriageway on the widened footway which will become a shared use cycleway/footway.

3.1.8 The location of cycle parking facilities will be determined at the detailed design stage along with suitable access measures.

3.1.9 Comments received during this consultation will assist us in determining suitable locations for cycle parking.

3.1.10 Complementary to the Local Centre Improvement scheme, we will further develop the existing cycle network by utilising existing and encouraging new links to National Cycle Route 55, which currently departs Station Road south of Bamber Bridge at Havelock Road and runs parallel before joining the old Tramway and continuing North-West towards Preston. Included within the development will be connectivity to Station Road through the lighter trafficked side streets

Issue 2: Disability Access Concerns

What the consultation had to say

- 3.2.0 There were concerns about people with disabilities will safely use of the pedestrian crossings shown on visualisations.
- 3.2.1 The lack of current disabled parking, particularly at the Library, is an issue that it was felt any improvement works should address.
- 3.2.2 Generally it was felt that the design needed to properly cater for those with disabilities and visual impairments.

Our response

- 3.2.3 All elements of the scheme will consider the design guidance DMRB design standards and more appropriately Manual for Streets, accommodating for the needs of all users.
- 3.2.4 Marked crossing points will include tactile paving.
- 3.2.5 Additional parking provided will include a suitable number of disabled parking spaces. Further consideration will be given to the location of disabled parking at the detailed design stage, during which comments received from the consultation will assist our decision making.

Issue 3: Landscaping and Public FurnitureWhat the consultation had to say

3.3.0 Many people who responded were in favour of the proposals to plant trees, provide improved seating and enhance the public realm.

3.3.1 We were asked to include tree lighting, hanging baskets and flower beds.

3.3.2 There were fears that tree planting would have an adverse impact on social behaviour with concerns that they would be vandalised.

*"Protect the trees in the early stages to avoid vandalism"*

3.3.3 It was also felt that trees would reduce the level of daylight on some shop frontages. One shop owner stated that a tree outside their property had been felled a number of years ago to increase daylight.

3.3.4 We received concern that the tree planting shown on plans is located over an old culvert that has collapsed.

3.3.5 There was some disapproval to the idea of providing seating as it was felt that this could encourage local youths to congregate in the evenings. One response to the consultation highlighted that the existing brick flower beds in front of their shop have been a source of problems such as graffiti and general detritus.

3.3.6 There were some requests for the seating outside the Morrison's supermarket to remain in place as it is currently a well-used area. It was also felt that removal would lead to ball games being played in the area causing damage to shops and posing a safety risk with traffic nearby.

Our response

3.3.7 Detailed such as the lighting of trees and the provision of hanging baskets is yet to be determined. These comments will be considered as the scheme progresses into the detailed design stage.

3.3.8 In an effort to limit any potential damage to newly planted landscaping we will provide mature trees capable of withstanding vandalism should such incidents occur.

3.3.9 The exact location of tree planting will be identified at the detailed design stage. We will aim to provide landscaping that complements the proposed streetscape and existing architectural lines.

3.3.10 Tree planting locations will also be informed by the existence of underground services such as gas, water, and telecommunications and culverts, all of which will be identified as we progress to the detailed design stage.

3.3.11 Suitable street furniture, including seating, will be included in the scheme. We are proposing an upgrade to the existing seating arrangement near to the supermarket to create a more attractive central area/public square.

3.3.12 Comments will be considered as we identify suitable locations for additional street furniture throughout the scheme at the detailed design stage.

Issue 4: Local Asset ManagementWhat the consultation had to say

3.4.0 A number of comments were received in relation to the existing drainage in the area. In addition to stating specific problems regarding surface water, it was felt that any improvements to the Local Centre should consider drainage requirements and alleviate any future issues.

3.4.1 General maintenance of the Bamber Bridge Local Centre was a concern for some local residents. We received comments citing issues with litter, dog fouling and chewing gum on the pavements. It was felt that regular maintenance and additional rubbish bin would ease this problem.

*"Regular maintenance to remove chewing gum and oil stains from the new paving is needed"*

3.4.2 We were asked to repair any potholes that had formed in the area.

Our response

3.4.3 Within the scheme boundary any existing drainage issues and surface defects will be rectified as part of the improvement works.

3.4.4 Any issues brought to our attention during the consultation that are outside of the scheme boundary will be reported to the Asset Management team.

3.4.5 A maintenance strategy will be implemented subject to delivery of the scheme.

Issue 5: Local Economy/Business ProvisionsWhat the consultation had to say

3.5.0 Responses were received from both owners and users of local businesses in the Bamber Bridge Local Centre area.

3.5.1 We were asked if funding would be available for improvements to shop frontages or if something could be done to incentivise some owners to 'tidy up' shop fronts.

*"Could part of the budget be used to upgrade the frontages of smaller retail premises?"*

3.5.2 The need to entice new businesses to the area was stated. It was felt that small family friendly businesses were desirable. Some responses stated that they didn't not wish to have additional takeaways, betting shop, and hairdressers in the area.

3.5.3 We were asked if rates will be increased for shop owners as a result of the improvement works.

Our response

3.5.4 Funding for shop frontages will be considered and if considered worthwhile submitted to the funding approval body LEP for consideration.

3.5.5 It is hoped that by providing major improvements to the Bamber Bridge Local Centre we can create a more welcoming environment for those who want to live, work or start a business in the area, stimulating growth of the local economy.

3.5.6 The scheme is fully funded by the Preston, South Ribble and Lancashire City Deal and will not impact upon property rates in the area.

Issue 6: Parking / Servicing AreasWhat the consultation had to say

- 3.6.0 In general there was a desire to see more parking included in the scheme.
- 3.6.1 We received comments expressing issues with regards to the current parking arrangements for residents. It was felt that proposals should incorporate a level of residents only parking.
- 3.6.2 Some business owners stated that a service bay in front of their shop would be welcomed to provide a suitable stopping location during deliveries.
- 3.6.3 Traffic enforcement was a concern for some of those who responded to the consultation. Examples of cars parking on paved areas and motorists disregarding yellow lines were cited.
- "The current problem is parking on the footpaths on all of Station Road – any new scheme should ensure no parking damages the new pavement areas by use of bollards of other street furniture"*
- 3.6.4 The need for provision of disabled parking was raised.

- 3.6.5 Parking design was not widely commented upon. The point was raised that angled parking stalls would provide more spaces than the proposed parallel stalls.

Our response

- 3.6.6 We recognise the need for residential parking in Bamber Bridge and will provide a suitable mixture of parking that caters for both residents and visitors to the area.
- 3.6.7 Public realm survey data has been gathered in the Local Centre area through which regular vehicle stopping/loading locations were identified. Survey data and any comments received during the consultation will assist the identification of service bay provisions during the detailed design.
- 3.6.8 By providing an increase number of on street parking space we hope to significantly reduce the need for vehicles to park in restricted locations.
- 3.6.9 An appropriate level of disabled parking will be included within the scheme.
- 3.6.10 It is acknowledged that angled parking stalls (45°, 60° and 90°) would allow for more spaces to be provided than parallel stalls however the additional depths required to provide angled stalls would limit footway improvements and some areas lead to a reduction in existing footway width.

Issue 7: Public TransportWhat the consultation had to say

3.7.0 We were asked to provide lay-bys at bus stops to enable traffic to continue flowing on Station Road when buses are stationary.

3.7.1 The need for improvements to Bus Shelters in Bamber Bridge and beyond was highlighted during the consultation. It was emphasised that shelters need to give protection from the weather as well as look good.

*"Improved bus shelters are long overdue as some of the existing ones provide no shelter whatsoever despite requests for improvement going back several years"*

3.7.2 It was felt that the addition of a northbound bus stop near to the central supermarket would be welcomed to reduce the distance between the shop and the bus stop.

3.7.3 We were also asked to reopen the subway under Station Road at Bamber Bridge Railway Station.

Our response

3.7.4 The Bamber Bridge Local Centre improvement works sit within a wider Public Transport Priority Corridor improvement scheme which runs from Bamber Bridge to Preston City Centre.

3.7.5 Proposals for the include on-carriageway bus stops along Station Road in order to maintain bus priority and act as a natural reduction to vehicle speeds.

3.7.6 Bus lay-bys may be provided at the railway station, subject to conversations with bus operators, in order to accommodate layover periods.

3.7.7 Bus shelter improvements will be undertaken as part of the wider Public Transport Priority Corridor scheme which includes Bamber Bridge Local Centre.

3.7.8 Comments received from the consultation will be used as we re-evaluate existing bus stop locations and consider the provision of additional bus stop locations at the detailed design stage.

3.7.8 Plans do not include any proposals to reopen the subway near to the railway bridge.

Issue 8: Scheme boundary/scope of worksWhat the consultation had to say

3.8.0 The identified boundary of the proposed improvement works drew some comments from people who expressed a desire to see the works expanded further.

3.8.1 It was felt that the plans should reach further south of Mounsey Road to the Hob Inn which was seen as an ideal entrance to the village.

*"Between the Hob Inn pub and Mounsey Road there are 29 businesses in an area which never seems to be included in your regeneration plans and is becoming quite run down as a result"*

3.8.2 There were also comments asking for the project to be extended to include St Saviour C of E Church and new housing at site of the old mill.

3.8.3 We were also asked if the scheme could incorporate additional community facilities such as a youth zone, public toilets and activities for the over 60's.

Our response

3.8.4 The extent of improvement works are informed by the Bamber Bridge Local Centre boundary identified in the South Ribble Local Plan (adopted July 2015).

3.8.5 The scheme boundary has been extended beyond the defined local centre boundary in order to include Browndge Road junction and Bamber Bridge Railway Station.

3.8.6 The availability of funding limits the extents of the scheme. By focusing on the defined local centre we are able to deliver a higher quality of improvement works to Bamber Bridge.

3.8.7 The provision of community facilities falls outside of the remit of the scheme however it is hoped that these works will lead to further improvements in the area.



Issue 9: Scheme DesignWhat the consultation had to say

- 3.9.0 We received request for more pedestrian crossing points on Bamber Bridge, particular reference was made to the need for a zebra crossing at the southern end of Station Road near to Ye Old Hob Inn public house.
- 3.9.3 Comments were received stating that footpaths in the area are already wider than average and did not need further widening.
- 3.9.4 There was a keenness from some to avoid a 'Fishergate style' scheme.
- "Please make side roads have 'give-way' onto Station Road, not like the scheme in Preston (Fishergate)"*
- 3.9.5 Proposals for the junction at Withy Grove Road were questioned with some stating that the provision of a mini-roundabout may be a more effective way of handling the traffic.
- 3.9.6 A small number of comments focused on the need to consider the heritage of Bamber Bridge by incorporating statues, signage and reference to local history such as the Battle of Bamber Bridge.

- 3.9.7 The inclusion of a meandering footpath in artist's impressions was not welcomed in one response with a request made for the inclusion of straight paths.

Our response

- 3.9.8 Survey data identifying where people cross station road most often and comments received from this consultation will be used to select the most suitable locations for crossing points in Bamber Bridge.
- 3.9.10 Provision of a crossing facility near to Ye Old Hob Inn falls outside of the remit of the scheme. This request will be considered within the wider corridor or works.
- 3.9.11 Shared space principles will not be used in the design as the relevant movements of both pedestrians and vehicles is not commensurate with Shared Space concept.
- 3.9.12 Comments relating to the proposed junction arrangement at With Grove Road/Station Road will be considered as we appraise the design of junctions throughout the scheme at the detailed design stage.
- 3.9.13 References to the heritage and local history of Bamber Bridge will be incorporated in to elements of the scheme.
- 3.9.14 Pavement design highlighting the location of an old watercourse was included on some visualisations. This will not be included in the schemes final design.

Issue 10: Safety ConcernsWhat the consultation had to say

- 3.10.0 There were concerns about the safety of the crossings presented in artist impressions of the scheme, particularly for disability groups, as zig-zag road markings, belisha beacons and guard railings are not shown.
- 3.10.1 Narrowing the road was not welcomed by some who felt that the idea of a central strip in the road would be dangerous for pedestrians with buses and HGV's passing through.

Our response

- 3.10.2 All elements of the scheme will be to DMRB design standards and more appropriately Manual for Streets accommodating for the needs of all users.
- 3.10.3 Visual narrowing of the carriageway created by the inclusion of a central median strip is intended to reduce vehicle speed and provide a safer environment.
- 3.10.4 The central median strip is not intended to be used as a pedestrian storage area.

Issue 11: TrafficWhat the consultation had to say

3.11.0 We were asked to restrict HGV movements through Bamber Bridge with the A6 seen as a suitable alternative route.

3.11.1 Concerns were raised that the scheme would not be able to cope with increasing traffic levels, particularly at busy peak periods, which could have an adverse impact on the surrounding road network.

*"With the proposed new homes how will you accommodate the extra volume of traffic which is already a tailback at busy times?"*

3.11.2 Some of those who responded felt that the high traffic flows through Bamber Bridge would not be reduced by the scheme.

Our response

3.11.3 Traffic data shows that HGV movements in Bamber Bridge are predominately local movement's accessing shops and businesses in the area. We will further investigate the concern of HGV's using Station Road instead of the A6 however it is unlikely that the scheme will include restrictions due the need for local access.

3.11.4 A detailed Traffic Model for Central Lancashire has been developed by a team of specialist consultants enabling us to forecast future traffic demand up to the year 2034. All City Deal schemes and improvement works will be designed to accommodate forecast growth in traffic levels.

3.11.5 The improvement scheme is not expected to reduce traffic flows through Bamber Bridge Local Centre. The scheme will be designed to accommodate the existing and forecast traffic flows whilst lowering traffic speeds and provide a safer environment for all users.

## 4. Next Steps

### **Information Events**

4.1.0 After all comments received from the consultation have been considered at the detailed design stage we will present our final plans at a series of public information.

### **Construction**

4.1.1 Subject to approval and procurement of materials, construction works are anticipated to start on site summer 2016.

### **Scheme Opening**

4.1.2 Construction is expected to take 6 months to complete with the scheme opening in late 2016.

Appendix A – Consultation Boards



**CITY DEAL**  
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# BIG PLANS FOR BAMBER BRIDGE

South Ribble Borough Council and Lancashire County Council are working on plans to improve Bamber Bridge town centre as part of the City Deal programme.

We have been talking to local groups and businesses about how they would like to see Bamber Bridge improved and we have drawn up some draft plans that we want your views on.

## THE MAIN IDEAS FOR IMPROVEMENTS INCLUDE:

- **Narrowed road and widened footpaths** to benefit pedestrians and slow down traffic creating a true town centre where people want to stay in for longer
- **A high quality tree lined street** with on street car parking facilities
- **New bus shelters and street furniture** including benches, cycle racks, public notice boards and signage
- **Improved lighting**



### Keeping you updated

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# THE PLAN



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# THE VISION



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Preston, South Ribble & Lancashire

# ABOUT CITY DEAL

The Preston, South Ribble and Lancashire City Deal is an ambitious programme of work that builds on the strong economic performance of the area over the last ten years, and will help ensure the area continues to grow by improving local transport routes to help deliver new jobs and housing. Over a ten-year period the £434m deal will generate; new jobs, improved community centres, new homes, and more importantly grow the local economy.

For more information on City Deal visit  
[www.lancashirelep.co.uk](http://www.lancashirelep.co.uk)

Over a 10-year period the **City Deal** will generate:

- **More than 20,000 net new private sector jobs**
- **Nearly £1 billion growth** in Gross Value Added;
- **17,420 new homes**; and
- **£2.3 billion in leveraged commercial investment.**

#### Keeping you updated

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Email: [citydeal@lancashire.gov.uk](mailto:citydeal@lancashire.gov.uk)  
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# WE WANT YOUR VIEWS

Let us know what you think about the plans and if there is anything you would like to see as part of the improvements.

## YOU CAN LET US KNOW BY:

- **Talking to one of our colleagues** if they are on hand whilst you are viewing this information
- **Commenting on our website** by visiting **[www.southribble.gov.uk](http://www.southribble.gov.uk)**

## We need your views by Thursday 12 February 2015

If you give us your email address you will get all the up-to-date news.

### Keeping you updated

Website: [www.lancashirelep.co.uk](http://www.lancashirelep.co.uk)  
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# WHAT HAPPENS NEXT?

Once we have had all the feedback at the end of February we will review and see what we may need to change.



**Making improvements such as this take a long time especially in the preparation stages where we need to get permissions with various land owners and make plans with utility companies.**

We intend to start the improvements in 2016 and it will take at least nine months to do the work.

We will keep you updated on progress – make sure you sign up to our City Deal bulletin or follow us on Twitter for the latest news.

## Keeping you updated

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