

Report to the Cabinet

Meeting to be held on Thursday, 2 February 2023

Report of the Director of Highways and Transport

Part I

Electoral Divisions affected:
Preston Central West; Preston
City;

Corporate Priorities:
Protecting our environment;

Transforming Friargate North and Ring Way - Various Orders and Approvals
(Appendices 'A' - 'E' refer)

Contacts for further information:

Chris Myers, Tel: (01772) 539716, Highway Engineer
christopher.myers@lancashire.gov.uk

Claire Tetlow, Tel: 01772 537183, Senior Highway Engineer,
claire.tetlow@lancashire.gov.uk

Brief Summary

This report outlines proposals to make five traffic regulation orders, a speed limit order, approve clearways and speed cushions and introduce zebra crossings and other measures as part of the Transforming Cities Fund project. The aim of the project is to improve the local amenity of Friargate, creating improved linkage of the city across Ring Way and encourage increased bus use, walking and cycling into and around Preston City Centre. Consultation and formal advertising have taken place and a summary of objections received are contained within the report.

Recommendation

Cabinet is asked to approve the following, as set out in full in the draft orders and proposals at Appendix 'D':

- (i) The making of five Road Traffic Regulation Orders providing for new and existing prohibitions and restrictions on the various lengths of road within Preston City areas as detailed within this report and as set out in the Draft Orders at Appendix 'D', save for:
 - a. Provision (b) in Schedule 4 of the Road Traffic Regulation Act 1984 Lancashire County Council (Corporation Street Area, Preston, Preston



City) (Revocations and Various Moving Restrictions) Order 202* being one way traffic restriction (except pedal cycles) on Heatley Street which said provision be abandoned.

- (ii) The approval of the introduction of bus stop clearways on Corporation Street.
- (iii) The approval of the introduction of speed cushions on Wellfield Road and Ashton Street.
- (iv) The approval of the removal and introduction of bus stop clearways on Ring Way.
- (v) The removal of bus stop clearways on Friargate.
- (vi) The removal of a pedestrian crossing on Friargate.
- (vii) The making of Road Traffic Regulation Act 1984 Lancashire County Council (Orchard Street Areas, Preston, Preston City) (Revocation, Prohibition of Driving and One Way Traffic) Order 2023.
- (viii) The making of Road Traffic Regulation Act 1984 Lancashire County Council (Friargate North Area, Preston, Preston City) (20mph Speed Limit) Order 2023.

Detail

The Transforming Cities Fund project aims to enable more people to leave the car at home and increase opportunities to catch the bus, walk and cycle, fundamentally changing the way we travel into and around the Friargate and Ring Way area of Preston. The package of proposals ('a' - 'l' below) also looks to encourage the flow of people between the University and the Harris Quarter, reconnecting the city to provide a joined-up shopping and leisure experience.

Construction works are ongoing and traffic regulation orders and other proposals, described below, are proposed to work in unison with these to achieve the project aims. Appendices 'A' to 'C' show these proposals on street plans.

For the purpose of this report, Friargate North refers to the section of Friargate between Ring Way and the university. Friargate South refers to the section of Friargate between Ring Way and the Flag Market.

- a. The making of a Road Traffic Regulation Order implementing various moving restrictions, in the Corporation Street area, as attached at Appendix 'D' save for provision (b) in Schedule 4 namely one way traffic restriction (except pedal cycles) on Heatley Street - refer to Appendices 'A', 'B' and 'D'.

Because of amendments to the layout of Friargate North and proposed traffic orders (refer to item e. below) buses which previously used Friargate North will be required to use Corporation Street on north-south routes to and from the city centre. To improve the flow of buses and encourage their greater use, it is proposed to create a



length of bus only lane, except cycles and taxis, on Corporation Street in both directions between Heatley Street and Marsh Lane. This would prohibit private vehicles, reducing traffic levels and making cycling safer and more attractive on this route from UCLan towards Ring Way, the rail station and beyond. New cycle crossings have been constructed at the junction of Corporation Street and Ring Way to facilitate this route, together with access to the new segregated cycle track on Ring Way.

Without additional measures, prohibited traffic will divert to local roads to bypass the bus only lane, placing excessive traffic on unsuitable roads. This traffic would then join Corporation Street at its junction with Heatley Street and proceed to Ring Way, causing congestion at these points and reducing the benefit of the bus only lane by causing delay and reducing the appeal of public transport.

To mitigate against this outcome one way traffic is proposed on Bowran Street and Mount Pleasant southbound, from Marsh Lane to Heatley Street. A section of one way (except cycles) on Heatley Street, eastbound from Ladywell Street to Chandler Street, was also proposed and consulted on. Based on consultation feedback it is proposed that this part of the Order is not to be introduced and Cabinet is requested to approve the making of the Road Traffic Regulation Act 1984 Lancashire County Council (Corporation Street Area, Preston, Preston City) (Revocations and Various Moving Restrictions) Order 2023 in part namely all provisions set out in the proposed Order in Appendix 'D' save for the Provision (b) in Schedule 4 being one way traffic restriction (except pedal cycles) on Heatley Street which said provision be abandoned.

Instead of the Heatley Street provision, a short section of one way, except cycles, is going to be proposed southbound on Ladywell Street to seek to achieve the same outcome and will be consulted on shortly.

The parts of the Order providing for one way traffic have been planned to ensure access is maintained to all business and properties, albeit some with reduced flexibility to the direction of approach and exit.

The existing one way order on Marsh Lane is proposed to be reversed to run westbound, from Corporation Street to Friargate North. This would provide a route for vehicles to exit Corporation Street before entering the bus only section and would coordinate with the proposed orders on Friargate North, maintaining access to Marsh Lane at all times. It is proposed to prohibit right turns, except by buses, taxis and cycles, from Marsh Lane onto Corporation Street to prevent prohibited vehicles entering the bus only section at this point. The existing prohibition of right turn from the retail park on Corporation Street is proposed for revocation as the reduced traffic flow through the area would make the manoeuvre safe and traffic needs to be able to access Ring Way to exit the area if the proposed bus lane is introduced.

A comprehensive network traffic model has been developed to identify future traffic movements should the proposed movement orders be introduced. This identified that traffic seeking to find alternative north-south routes to Corporation Street and Friargate North would use Pedder Street, Maudland Bank and Leighton Street to access Marsh Lane and proceed to Ring Way via Ladywell or Bowran Street. The model, which has been developed and verified to Department for Transport



guidance, shows peak-hour flows of 400 vehicles per hour north to south on this route. This volume of traffic is not appropriate for these residential streets. Furthermore, the route would allow vehicles to bypass the proposed bus gate on Corporation Street and provide a cut-through from Strand and Fylde Roads to Ring Way, reducing the benefit of the bus only street by increasing traffic at the Ring Way junction of Corporation Street. This would also be counter to the project aim of directing traffic to main arterial routes. A similar prohibition or restriction to traffic in the opposite direction on Maudland Bank/Leighton Street is not required as the proposed parts of the Order providing for one way traffic on streets parallel to Corporation Street remove the potential to cut through from south to north between Ring Way and Fylde Road.

- b. The approval of the introduction of bus stop clearways on Corporation Street (Appendix 'D' refers)

Bus services no longer operating on Friargate North will instead use Corporation Street. It is proposed to introduce two bus stop clearways, one northbound and one southbound, both within the proposed bus only section of the street, to ensure clear, safe and unhindered access to new bus stops.

- c. The approval of the introduction of speed cushions on Wellfield Road and Ashton Street Appendices 'B' and 'D' refer)

Ashton Street and Wellfield Road form a link north-south between Fylde Road and Ring Way which drivers may choose as an alternative to other prohibited routes. Ashton Street and large sections of Wellfield Road are residential and any significant increase in traffic should be discouraged. Their relatively straight and long nature could also encourage excessive speed. To discourage their use as a north-south alternative to Strand Road and reduce traffic speed, thereby increasing safety in the neighbourhood, it is proposed to introduce speed cushions along the length of the roads.

- d. The approval of the removal and introduction of bus stop clearways on Ring Way (Appendix 'D' refers)

It is proposed to remove the existing eastbound bus stop clearway on Ring Way, at its junction with Tenterfield Street, and to introduce a new bus stop clearway adjacent to the new pedestrian crossing at the junction of Friargate. This will provide a bus stop closer to the city centre's main facilities, reducing walking distances for most users, connecting to the pedestrian throughfare of Friargate and thereby increasing the appeal of the bus service.

- e. The making of Road Traffic Regulation Act 1984 Lancashire County Council (Various Roads, Friargate Area, Preston, Preston City) (Revocation, Prohibition of Driving and One Way Traffic) Order 2023 (Appendices 'A' and 'D' refer)

To support the overall project aims, a traffic regulation order is proposed which will prohibit all traffic except cycles from Friargate North, between Union Street and Ring Way, in parallel with the construction of a new pedestrian and cycle crossing of Ring Way at its intersection with Friargate. On Friargate North, it is proposed to prohibit traffic except cycles between Union Street and Marsh Lane, outside limited servicing



hours (6am – 10am). These sections of the Order would create a traffic-free area throughout the main shopping and leisure hours, enhancing the area and increasing safety, encouraging more active travel throughout. The same prohibition of traffic except cycles outside servicing hours is proposed on Union Street, Hill Street and Heatley Street, on their approaches to Friargate, beyond the last available turning point.

Union Street is very narrow along its full length, and it is considered necessary to limit the number of vehicles accessing this road for the safety of all users. It is therefore proposed that Union Street, excluding the section described above, be subject to a prohibition of driving except for access and cycles at all times.

The current street scene improvement works on Friargate North create a pedestrianised environment, with no upstand kerbs and zoning for pedestrians and vehicles, indicated by changes in paving type. Significant widening of the corridor adjacent to shop fronts creates space for outdoor seating and leisure. The remaining central strip, demarked for vehicles and cycles, is narrower than the existing carriageway and is sized to accommodate service vehicles one way from south to north and southbound contraflow cycles, between Union Street and Market Street West. The adjoining Union Street, Hill Street and Heatley Street are proposed to be one way over their final lengths to prevent vehicles leaving Friargate at these junctions, instead directing them all north towards Market Street West or Adelphi to leave the area.

- f. The making of Road Traffic Regulation Act 1984 Lancashire County Council (Friargate Area, Preston, Preston City) (Revocation and Various Parking Restrictions) Order 2023 (Appendices 'C' and 'D' refer)

The change in physical layout of Friargate North and proposed prohibition of vehicles will require revocation of existing parking and waiting orders on the street. Traffic regulation orders propose the prohibition of waiting and loading along its full length between Ring Way and Walker Street except in marked bays. To facilitate servicing of businesses during the proposed limited access period, four goods loading bays are proposed between Union Street and Edward Street. Between Marsh Lane and Walker Street, existing limited waiting bays will be retained with additional orders proposed to operate these as taxi stands from 7pm – 8am, replacing bays displaced further south on Friargate North. Similarly, a taxi stand is proposed on Heatley Street opposite its junction with Seed Street.

Prohibition of waiting and loading is proposed on Hill Street, Heatley Street, Marsh Lane and Edward Street on their approaches to Friargate North to prevent businesses from using these lengths to unload outside of the proposed business servicing hours, maintaining clear and safe movement of vehicles, pedestrians and cycles.

- g. The removal of bus stop clearways on Friargate (Appendix 'D' refers)

Bus services will no longer run on Friargate North, and it is proposed to revoke the four existing bus stop clearways.

- h. The removal of a pedestrian crossing on Friargate (Appendix 'D' refers)



Due to the proposed change in nature and traffic use of Friargate North it is proposed that the existing pedestrian crossing of Friargate North be revoked as it will no longer be required.

- i. The making of Road Traffic Regulation Act 1984 Lancashire County Council (Orchard Street Area, Preston, Preston City) (Revocation, Prohibition of Driving and One Way Traffic) Order 2023 (Appendices 'A' and 'D' refer)

To provide continuity to the pedestrian and cycle link of Friargate across Ring Way, a prohibition of driving except by cycles is proposed on Friargate South, from the end of the shop fronts to Ring Way, across the length of the Peace Garden. The closure of this access to Ring Way requires the existing one way order on Orchard Street to be reversed in direction, to run north-easterly from Friargate to Market Street, to retain accessibility. To maintain access to shops and waste collections on the length of Friargate between Orchard Street and the proposed prohibition of driving at the Peace Garden, the existing one way order on this length is to be revoked and 2-way traffic permitted.

- j. The making of Road Traffic Regulation Act 1984 Lancashire County Council (Fleet Street, Preston, Preston City) (Revocation and Various Parking Restrictions) Order 2023 (Appendix 'D' refers)

Fleet Street, between Fox Street and Lune Street, currently has a parking bay divided into lengths of limited waiting and goods loading. It is proposed to amend these bays by introducing taxi stand provision along the full length from 8pm – 8am in addition to the existing waiting and loading restrictions.

The taxi stands are proposed at this location as it provides good access to Ring Way from the area, via Lune Street, and replicates stands which are lost on Friargate adjacent to Union Street, thereby maintaining provision for drivers and passengers in the area.

- k. The making of Road Traffic Regulation Act 1984 Lancashire County Council (Friargate North Area, Preston, Preston City) (20mph Speed Limit) Order 2023 (Appendix 'D' refers)

To encourage increased active travel through the Friargate North and Corporation Street areas it is proposed to introduce a 20mph speed limit across the area, between Ladywell Street to the west, Friargate North to the east, Ring Way to the south and Edward Street to the North. This will join with the existing University area 20mph zone, creating an expanded low speed neighbourhood and increasing pedestrian, cyclist and vulnerable user safety in the area to encourage active travel.

- l. The introduction of pedestrian (zebra) crossings of the cycle track on Ring Way (Appendix 'D' refers)

The proposed bus stop clearway in proposal d. would be accessed by crossing the new segregated cycle track from the northern footway, adjacent to the Grey Friar public house. To increase safety for users making this crossing it is proposed to



introduce two zebra crossings giving priority to pedestrians over cyclists at boarding and disembarking points.

Consultations – Objections received

Advertising and consultation regarding the proposals took place between 4 November and 2 December 2022. The public had access to supplementary documents on the project website (Appendices 'A' and 'B' refer) which sought to provide a complete overview of proposals by area.

A total of 65 responses were received. Proposals which received objections or suggested amendments have been detailed below for each of the proposals 'a' to 'l' following the notation used above. Due to the number of responses received, these have been summarised by objection and collated with officer responses provided. Individual objections are included in full in Appendix 'E'.

Proposals b, d, f, g, h, i, k and l (see above) received no objections but remain part of the overall scheme. Lancashire Constabulary and United Utilities responded with no objections to any of the proposals.

Proposal a. The making of a Road Traffic Regulation Order, various moving restrictions, in the Corporation Street area, as attached at Appendix 'D' save for provision Schedule 4.b) namely one way traffic restriction (except pedal cycles) on Heatley Street -

25 separate responses were received, two of which were representations from Councillors on behalf of residents and one of which was a petition signed by local residents. These are summarised below.

(i) 1 member of the public supported the proposal with a suggested amendment, as follows:

- I live in Brunel Court and if the one way section in Heatley Street were introduced the new route l, the other residents and staff at the retail park would need to take would be a 0.7 mile detour with associated increase in traffic. I completely agree with this new one way road, however, suggest that the one way section be relocated to Ladywell Street.

Officer response: The suggested alternative one way section from north to south on Ladywell Street will prevent bypassing of the bus gate as effectively as the proposed west to east one way section on Heatley Street. Relocating will benefit residents of Brunel Court as well as staff and delivery vehicles to the retail park entrance on Heatley Street by allowing access to and from Ring Way via Heatley Street and Corporation Street. The disbenefit of this alternative is that vehicles leaving Ladywell Halls would not be able to exit northbound on Ladywell Street. Two-way access is maintained though via their access on Heatley Street.

Considering this suggestion in parallel with feedback from businesses who would like to maintain 2-way use of Heatley Street for access to the business park servicing yard, see a. iii) below, it is recommended the proposed one way section from west to east on Heatley Street between Ladywell Street and Chandler Street



is not progressed. The alternative proposal of a one way section north to south on Ladywell Street between UCLan's exit and Heatley Street would be advertised and consulted on in due course.

(ii) 1 business submitted an adverse comment, as follows:

- The scheme will cause an increase in traffic using Edward Street as a rat run which would cause serious problems for deliveries to my business due to limited width to pass.

Officer response: The proposed traffic orders will not result in Edward Street being a more convenient route between any origin-destination points than at present. The bus only section on Corporation Street, together with other prohibitions in the area, should reduce overall traffic in the neighbourhood, including on Edward Street. The issue of parking for this business was considered as part of the recent UCLan project. Drop kerbs to facilitate loading with adequate passing width were provided to this end and are considered suitable for ongoing use.

(iii) 1 member of the public and 3 businesses objected to the proposal with comments, as follows:

- Businesses in the retail park on Corporation Street advise that their goods vehicles access in and out from Heatley Street and that entry from Ladywell Street only would restrict vehicle size and impact operations.

Officer response: See item a. (i) – the proposed one way section on Heatley Street should not be progressed and an alternative one way section on Ladywell Street be consulted on to maintain 2-way traffic on Heatley Street for access to the service yard.

(iv) 1 business objected to the proposal with comments, as follows:

- The proposed closure of Corporation Street to all but buses between Heatley Street and Marsh Lane seems to be of no use. The many cars that now come up Marsh Lane and turn right onto Corporation Street will use Mount Pleasant and Heatley Street as a rat run, adding to an already chaotic situation at the junction with Corporation Street leading to accidents.

Officer response: The length of bus lane, except cycles and taxis, between Heatley Street and Marsh Lane will prioritise sustainable, public transport routes to the city centre and encourage a modal shift from private vehicles.

Traffic modelling with the proposed traffic regulation orders introduced does not show a significant increase in traffic on Mount Pleasant and Heatley Street. A one way section on Maudland Bank, removing a major through route from Fylde Road to Ring Way, is proposed to ensure this, see item d. below. The junction of Heatley Street and Corporation Street was very busy at the time of consultation due to various temporary diversions and road closures during the construction works on Ring Way and Friargate.



(v) 1 business objected to the proposal with comments, as follows:

- I am concerned about vehicle access for loading and unloading to our premises on Corporation Street within the section of bus only street. We need occasional vehicle access, to be able to load and unload supplies / materials. There are now double yellow lines up the kerb, which I understand means no loading or unloading at any time. We do use off-street parking in Marsh Lane for tradesmen parking and the vast majority of deliveries, however we have a small number of bulky, heavy deliveries which need to be from Corporation Street. Can you please provide assurance that a small number of such quick, occasional deliveries can be accommodated, to enable us to continue to run our business?

Officer response: No waiting and no loading at any time restrictions were consulted on and introduced for the length of Corporation Street as part the UCLan project 2 years ago. The markings relating to these restrictions were introduced 1 year ago at the same time as the construction works on Corporation Street. The no loading at any time order prohibits any loading from Corporation Street to maintain a free flow of traffic. The junction of Marsh Lane with Corporation Street has been realigned to allow improved access and loading from this location. This has been explained to the business operator who advises that they can and will continue to operate in this manner.

(vi) 3 members of the public objected to the proposal with comments, as follows:

- The whole redesign of the Ring Way project in Preston is only going to add to the already heavily congested Ring Way. Closing a section of Corporation Street to allow only buses or taxi at a certain point, means that for those heading to and from those parts of the city, that use these routes, (Cottam, Ashton & Ingol in particular) are forcibly having to take a longer route in their cars and vans, thus impacting the environment further. These proposals add to journey times at already congested times, environmental impact again. People who work in the city with caring responsibilities are not always able to cycle into the city. The scheme is cutting down options and essentially cutting people off from the city centre!
- The proposals push traffic to Strand Road which is at saturation already. An accident will block routes for public vehicles, emergency services and taxis.

Officer response: The project aims to encourage and enable more people to leave the car at home and increase opportunities to catch the bus, walk and cycle, fundamentally changing the way we travel into and around the Friargate and Ring Way area of Preston. To make these alternatives to private cars more attractive requires the creation of lower traffic routes for free flow of buses and space in the carriageway for pedestrians, cyclists and other vulnerable users. This is achieved by directing traffic to the main arterial routes through and around the city, which will impact drivers and necessitate a change in habits. The scheme includes the installation of new traffic signal infrastructure and control on Ring Way from Corporation Street to North Road to optimise traffic movement. In the event of accidents, emergency services will manage traffic flows, in conjunction with the local authority, as required for the duration necessary.



- It looks like Pedder Street is still going to be a 2-way road, providing a cut-through for traffic wanting to avoid Fylde Road and bringing more vehicles onto the roads which LCC claim are rat runs.

Officer response: The scheme seeks to maintain 2-way traffic where possible to retain existing access routes for residents and businesses. Traffic orders are proposed where traffic modelling indicates a need to manage excessive future traffic rerouting or where necessary to achieve project aims by prohibiting or redirecting traffic. Pedder Street does not fall within either of these categories.

- Why will the Corporation Street bus lane be 24 hours, 7 days when the Fishergate bus lane is only between 11am and 6pm? All vehicles should be allowed to use all bus lanes up to 11am to allow them to get to work or the railway station unhindered. Private hire vehicles should be permitted to use the bus lane in the same way as hackney carriages.

Officer response: Fishergate bus lane is operational during the main shopping hours. The bus lane is not in operation 24-hours so that vehicles can access and use the goods loading bays to service businesses outside these hours.

Corporation Street does not have the same business access and servicing needs and the 24-hour prohibition also avoids driver confusion over prohibition hours. Private hire vehicles are not legally defined as taxis and cannot therefore use the exemptions applied to taxis in traffic regulation orders.

- Taxis, whether Hackney carriage or private hire, are having to pick up seriously ill patients to take them to hospital, often in an emergency situation as there can be long waiting times for ambulances. The quickest route from some locations would be Corporation Street heading towards the university. The proposed bus lane will make some journeys to hospital longer which could have significant consequences.

Officer response: Availability of and waiting times for ambulances is beyond the scope of this report. Emergency service vehicles can use the bus lane when undertaking statutory duties.

(vii) 5 individual members of the public objected to the proposal. 2 County Councillors raised objections on behalf of members of the public and a petition signed by 80 residents raised objections as given below, but in the main part to removal of bollards on Maudland Bank, which were not included in the orders proposed. Their comments as follows:

- We cannot see the logic in proposing a one way section South to North over the very short bridge section of Maudland Bank, between its junctions with Pedder Street and Maudland Bank. The majority of traffic travels South to North already and the introduction would isolate the residents of Maudland Bank, Tuson Drive and St Walburge Avenue who use the route to access the centre and south of Preston. The alternative route would add approximately 0.5 miles to journeys from this neighbourhood, adding to pollution and increasing traffic on Fylde Road, Strand Road and Ring Way which are already at capacity. We suggest that the situation is monitored once the



scheme is completed to assess the need for this one way section rather than basing it on traffic modelling data.

Officer response: Officers have met with Councillors and written to residents in the neighbourhood to confirm that the bollards on Maudland Bank, prohibiting through traffic to Fylde Road, will remain and explaining the rationale of the proposed one way order.

The traffic model has been tested, verified and developed to identify future traffic movements with introduction of the various traffic orders. It shows that traffic on north-south routes to the city centre will divert from prohibited routes to Pedder Street, Maudland Bank and Leighton Street to access Marsh Lane and Ring Way from Fylde Road. The model shows peak hour southbound flows on this route of 400 vehicles per hour. This substantial increase in traffic is incompatible with the residential nature of the area and the short one way section northbound from Maudland Road to Pedder Street is proposed to remove this bypass and divert traffic to main roads – maintaining safety and preserving the residential character of the area. Not introducing the prohibition at the same time as the other traffic orders would leave a through route from Fylde Road to Ring Way via Marsh Lane and Bowran Street to Corporation Street. The very high number of vehicles which the model shows would use this route would create congestion around Heatley Street and Corporation Street through to Ring Way, preventing the free movement of buses and reducing safety on streets which are not suited to this level of traffic.

(viii) 1 member of the public objected to the proposal with comments, as follows:

- The one way section on Maudland Bank will result in additional traffic needing to turn round when they find out that they cannot turn right at the Maudland Bank end of Pedder Street including large, articulated trucks up to 44 tonnes in an area not suited to this.

Officer response: There is an existing weight limit of 7.5 tonnes on Maudland Bank where it crosses the rail bridge at the end of Pedder Street. Any large vehicles, in excess of 7.5 tonnes, are already prohibited from turning right from Pedder Street to Maudland Bank and the proposed one way order would not lead to any additional large vehicles needing to turn at this point.

(ix) 1 member of the public objected to the proposal with comments, as follows:

- No statement of reason was provided to explain the one way section on Maudland Bank and I object on this basis.

Officer response: A statement of reason was included with the traffic order on the Lancashire County Council website, at the address included in the newspaper and site notices.

Proposal c. The approval of the introduction of speed cushions on Wellfield Road and Ashton Street (Appendix 'B' refers)

(i) 2 members of the public supported the proposal.



(ii) 3 members of the public objected to the proposal with comments, as follows:

- As a resident of Wellfield Road, I don't think the road is overly busy. Adding speed cushions will not impact the use of the road. I need full access to my car, which is parked in permit parking outside my house.

Officer response: If the proposed traffic regulation orders across the network are introduced, it will lead to an increase in traffic on Ashton Street and Wellfield Road. Introduction of speed cushions, as a traffic calming measure, will both deter some drivers from using the route and for those who still choose to use the route, reduce traffic speed through this largely residential area. Following feedback one set of cushions has been repositioned to be clear of permit parking bays, maintaining free and easy access to these.

- This is a bus route with a large industrial estate on Wellfield Road and, as such, is an arterial route, not a rat-run as portrayed. To suggest putting speed humps on this stretch of road is ludicrous. Emergency services would need to go over these speed humps if someone on either road needed an ambulance to transport them to hospital and speed cushions could make this more painful and potentially more dangerous.

Officer response: As above, the wider project traffic regulation orders would lead to an increase in traffic on these residential roads which should be calmed to discourage additional through-traffic and maintain speeds appropriate to the neighbourhood. Emergency services have been consulted and no objections have been raised. The speed cushions are to a commonly used county council configuration and in accordance with Department for Transport recommendations (LTN 1/07) which considers the passage of buses and emergency services, including ambulances, across the cushions.

- We are not convinced of the need for speed cushions and would like other traffic regulation orders to be introduced and the situation monitored to determine their need first.

Officer response: Traffic modelling, using a tested and validated model, shows an increase in traffic on these streets. This, in combination with the long, straight nature of the road in a residential area, requires action to be taken at the outset to manage risk to local residents and motorists by limiting speed and discouraging its use.

Proposal e. The making of (Various Roads, Friargate Area, Preston, Preston City) (Revocation, Prohibition of Driving and One Way Traffic) (Appendix 'A' refers)

(i) One business submitted an adverse comment on the following grounds:

- We have numerous elderly and disabled patients, who are concerned about the lack of ability to drop off in front of the practice. While there are a number of carparks nearby, feedback from our patients is they don't feel safe or secure using them. Access routes to the practice from these car parks are not suitable for elderly or disabled patients and are not wheelchair friendly.



Officer response: For any appointments prior to 10am, customers could be dropped at the business. After 10am, the closest that customers could be dropped off would be on Hill St or Heatley St, close to their junction with Friargate. The civil works on Friargate will create a flush surface across its full width, eliminating kerbs and changes in level across the width of the road and improving accessibility, particularly for those with restricted mobility. For customers wishing to park there are facilities nearby on Hill Street and Heatley Street. Footpaths and junction crossings on Heatley Street are being reconstructed to provide an improved surface for pedestrians, wheelchair users and other vulnerable groups.

Proposal j. The making of (Fleet Street, Preston, Preston City) (Revocation and Various Parking Restrictions)

(i) 1 member of the public objected to the proposal on the following grounds:

- All except one property on Fleet Street have been converted, or are currently being converted, to residential accommodation from first floor up and the proposed taxi rank would lead to disruption and nuisance to residents which seems unreasonable and illogical.
- The adjacent Lune Street is mainly commercial properties, including bars and nightclubs. This is covered by CCTV and monitored by security staff and police. The taxi rank should be located on this street as the disturbance to residents will be less, the location is monitored and policed (unlike Fleet Street which is out of line-of-sight from Lune Street).
- A similar proposal by Preston City Council was rejected for the same reasons in 2009.

Officer response: The proposed taxi stand is sited on Fleet Street to utilise existing loading and waiting bays, which are clear of the carriageway. Introducing a taxi stand elsewhere, for example Lune Street, would require space within the carriageway, reducing width and capacity. Fleet Street also has direct access in and out to Ring Way, for links to main routes to and from the city centre. The police have been consulted and raised no objections to the proposed location. The 2009 proposal was rejected by Preston CC following consideration of 4 letters of objection and 2 letters of concern received in response to the consultation.

Summary

There were no objections to proposals b, d, f, g, h, i, k and l. It is considered that none of the objections to proposals j, e, c and a cause such concern, save for the Heatley Street one way (where an alternative will be advertised), that the overall suite of proposals cannot be recommended. As a suite of measures they will achieve the aim of improving the local amenity of Friargate, creating improved linkage of the city across Ring Way and encouraging increased bus use, walking and cycling into and around Preston City Centre.

Cabinet is therefore recommended to approve the recommendations set out in the report.



Implications:

This item has the following implications, as indicated:

Risk management

Legal

The proposals in this report would be implemented under The Highways Act 1980 and the Road Traffic Regulation Act 1984 and under the relevant The Traffic Signs Regulations and General Directions and the procedure followed under their respective legislative provisions.

Financial

If the proposed traffic regulation orders, speed limit order and proposals are not introduced, works on Friargate North and at the junction of Friargate and Ring Way will be needed to reinstate the original configuration of the area. This would be needed to allow two-way traffic, amend levels to install a kerb at the carriageway edge and reintroduce a signal-controlled junction at the intersection of the roads. This would have significant time and cost implications. As there has been considerable councillor, public and business engagement at each stage of the development of the design, there also would be considerable reputational damage if the works are reversed.

Equality and Cohesion

The proposed traffic regulation orders, speed limit order and other proposals would improve public transport to and from the north of Preston, improving services for users who are either unable to drive or don't have access to private vehicles. They would also remove traffic from roads to and through the city centre, creating safer cycling and pedestrian routes. Furthermore, they would support increased pedestrianisation and linkage from the University to the Harris Quarter, bringing areas of the city together. Not proceeding with the proposals would remove benefits to bus services and downgrade benefits from new cycling and pedestrian infrastructure in the city by not displacing traffic to key arterial routes.

List of Background Papers

| Paper | Date | Contact/Tel |
|-------|------|-------------|
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None

Reason for inclusion in Part II, if appropriate

N/A

