

## Friargate North and Ringway Redevelopment

### Statement of Reasons

"The purpose of these proposed Orders are to support the improved amenity in Preston City Centre, specifically on Friargate with improved pedestrian and cycle access and linkage across Ring Way. Creation of a new bus gate will promote free movement of public transport and, in coordination with new segregated cycle ways, will encourage a greater proportion of sustainable travel."

The Scheme will be delivered in 3 stages and will entail the following:

#### 1) Corporation Street Area

- Proposal for a 'Moving Order' containing 'Bus Only Street', One-Way Traffic and Prohibition of Right Turn.
- Introduction of Dedicated Bus Stop Clearways located within the Bus Only Street.
- Introduction of Speed Cushions to control speed on the alternative routes N-S which people may choose to use.

"The purpose of these proposals are to facilitate the free movement of buses in and out of the city centre with the ambition of realising a modal shift from private to public vehicles. One-way Orders and introduction of speed cushions on adjacent and alternative routes are intended to manage the usage of alternative routes by private vehicles and promote the use of main arterial roads."

#### 2) Friargate and Ring Way Area

- Proposal for a 'Moving Order' containing Prohibitions of Driving including provision for obstructions to be placed on the highway in accordance with Section 92 of the Road Traffic Regulation Act 1984 along with change to One-Way Traffic to facilitate the Prohibitions of Driving.
- Proposal for a Traffic Regulation Order to introduce various Parking Restrictions to ensure service access to support local businesses.
- Removal of Bus Stop Clearways along Friargate between Ring Way and Walker Street that will become redundant with the re-routing of buses along Corporation Street.
- Removal of Pedestrian Crossing (Zebra) along Friargate between Heatley Street and Marsh Lane and Removal of pedestrian crossing at the junction of Ring Way that will become redundant with the Prohibition of Driving through the area.
- Repositioning of the Bus Stop Clearway on Ring Way to allow for safe manoeuvres for the buses including the proposal for pedestrian crossings (zebra) of the cycle track to safely access boarding and disembarkation points at the bus stop bypass (floating bus stop).

"The purpose of these proposals are to provide a traffic-free corridor on Friargate and create improved pedestrian and cycle linkage as part of a wider scheme to improve the local amenity, while maintaining a window of service access to support local businesses and residents. Zebra crossings of the cycle track at the bus stop bypass are proposed to facilitate safe crossing of passengers and minimise conflict with cycles."

#### 20mph Speed Limit Order - Corporation Street Area and Friargate and Ring Way Area

- The scheme extends the existing UCLan 20mph zone to the southern boundary with Corporation Street including streets with anticipated increased cycle traffic because of improved facilities in the area and on Friargate and joining streets where the layout and character is being amended to prioritise pedestrians and cycles.

"The purpose of this proposed order is to avoid danger to persons, cyclists and other traffic in the proposed 20mph zone by reducing traffic speed on the highway."

#### 3) a) Orchard Street/Friargate Area

- Proposal for a 'Moving Order' containing a Prohibition of Driving on Friargate at the junction of Ring Way including provision for obstructions to be placed on the highway in accordance with Section 92 of the Road Traffic Regulation Act 1984 along with change to One-Way Traffic to facilitate the Prohibitions of Driving.

"The purpose of the Prohibition of Driving is to create a traffic-free corridor across Ringway and a clear linkage and continuity of Friargate and the city centre environment over the arterial route. The change to the One-Way Orders are to maintain access to Orchard Street and the businesses on Friargate between Orchard Street and Ring Way."

#### 3) b) Fleet Street Area

- Proposal for a Traffic Regulation Order to amend the existing Time Limit Waiting Bay and Goods Vehicle Loading Bay on Fleet Street to facilitate the introduction of evening Taxi provisions.

"The purpose of the amendments to the times of the existing Limited Waiting and Loading bays to facilitate Taxi bay use in the evenings is required to replace bays being removed nearby on Friargate and maintain provision for taxi companies and users in the area."

#### **REASONS UNDER Section 1 of the RTRA**

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (f) for preserving or improving the amenities of the area through which the road runs, or