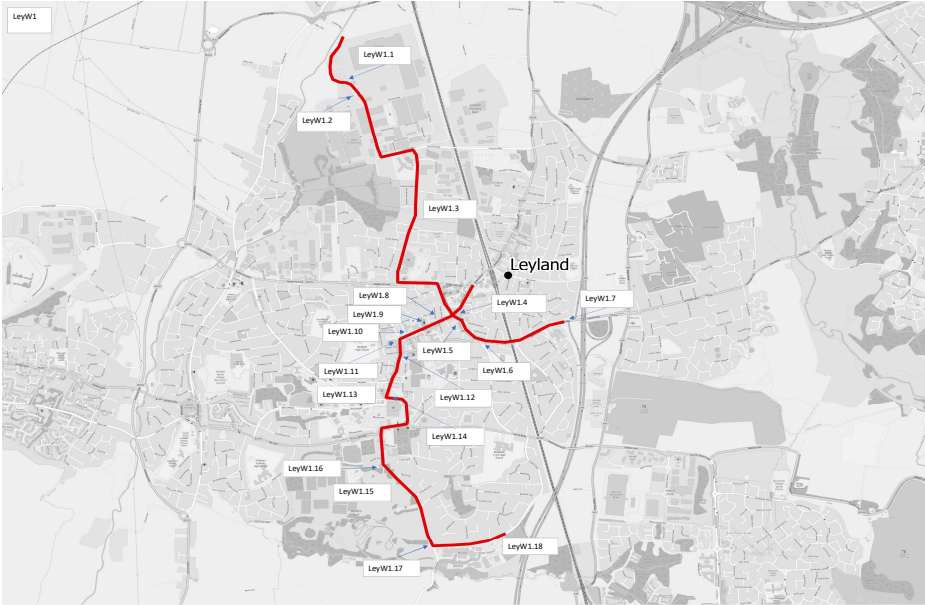
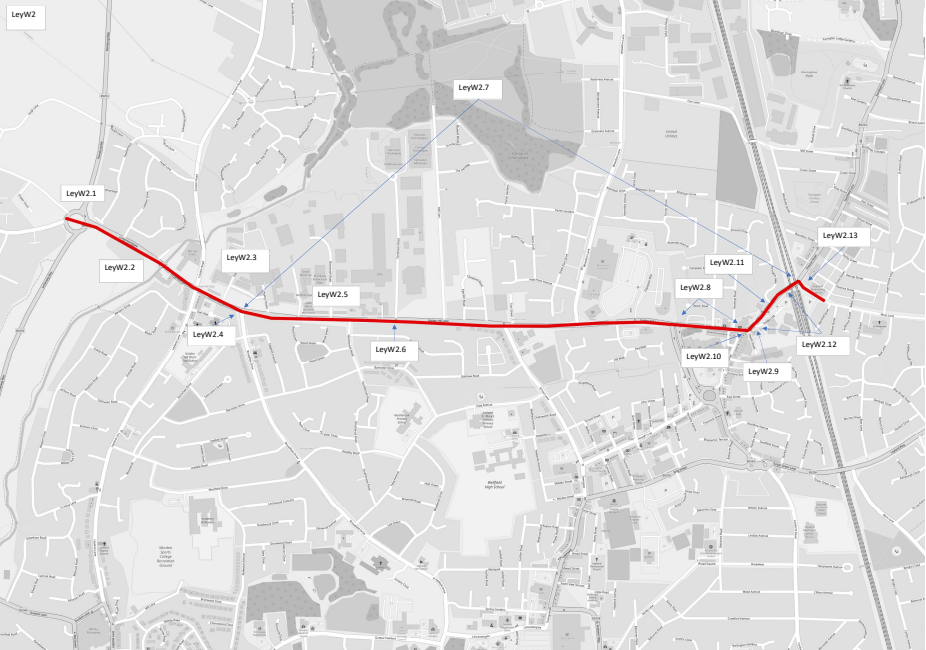


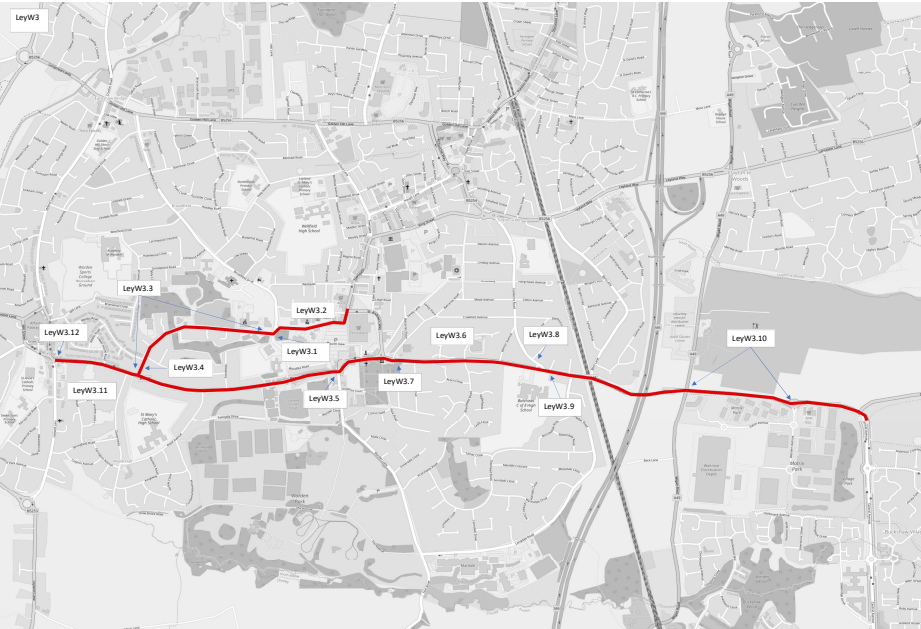
Route	Intervention ID	Intervention overview	Suggested intervention	Indicative costing (high cost)	Indicative costing (low cost)
LeyW1. North to South Route	W1.1	Junction Improvements	Upgrade Hurt Plant Hire roundabout to accommodate pedestrian movements. Implement unsignalised splitter island along Sustainability arm. x1	£12,960	£12,960
	W1.2	Crossing Improvements	Implement highlighted crossing along Global Renewables Junction/Importum Drive	£6,192	£6,192
	W1.3	Crossing Improvements	Increase number of unsignalised crossing provisions along Wheelton Lane (Morrisons crossing x1)	£12,960	£12,960
	W1.4	Crossing Improvements	Implement Zebra crossing along Chapel Brow arm of Churchill Way roundabout.	£46,800	£28,800
	W1.5	Footway Improvements	Improve footway quality and resurfacing along Turpin Green Lane (Stanley Street junction). Approx 190m.	£47,059.20	£28,728
	W1.6	Junction Improvements	Introduce two Zebra crossings on Turpin Green Lane and Canberra Road arms of the two roundabouts along Turpin Green Lane.	£93,600	£57,600
	W1.7	Junction Improvements	Upgrade crossings at Junction 28.	£89,280	£72,720
	W1.8	Footway Improvements	Increase footway width along Hough Lane from Churchill Way roundabout to Herbet Street junction (right-handside). Approx 100m.	£24,768	£15,120
	W1.9	Traffic management	Investigate potential to introduce traffic management restrictions to reduce footway and on-street parking along Hough Lane.	£7,704	£7,704
	W1.10	Crossing Improvements	Increase number of unsignalised crossing points along Hough Lane x3	£38,880	£38,880
	W1.11	Crossing Improvements	Upgrade unsignalised crossings at Hough Lane/Towngate roundabout to Zebra Crossings x2	£93,600	£57,600
	W1.12	Crossing Improvements	Upgrade King Street/Towngate junction crossings to controlled signalised Crossing x1	£89,280	£72,720
	W1.13	Footway Improvements	Improvements to pedestrian access along Towngate, from Hough Lane junction to Lancastergate (approx 470m). Improve drop kerbing at junctions and implement highlighted junctions at Broad Street and Regent Road.	£22,752	£20,160
	W1.14	Crossing Improvements	Upgrade the existing crossing at St Andrews Way/Towngate junction.	£89,280	£72,720
	W1.15	Crossing Improvements	Increase number of unsignalised crossing provisions along Worden Lane x4	£51,840	£51,840
	W1.16	Crossing Improvements	Implement Zebra crossing along Worden Lane by Worden Park entrance	£46,800	£28,800
	W1.17	Crossing Improvements	Implement signalised crossing along Worden Lane by Runshaw College/Angledale Junction	£89,280	£72,720
	W1.18	Crossing Improvements	Implement 2 controlled signalised Crossings along Langdale Road for access to Runshaw College.	£178,560	£145,440
				High cost: £1,041,095	Low cost: £803,664



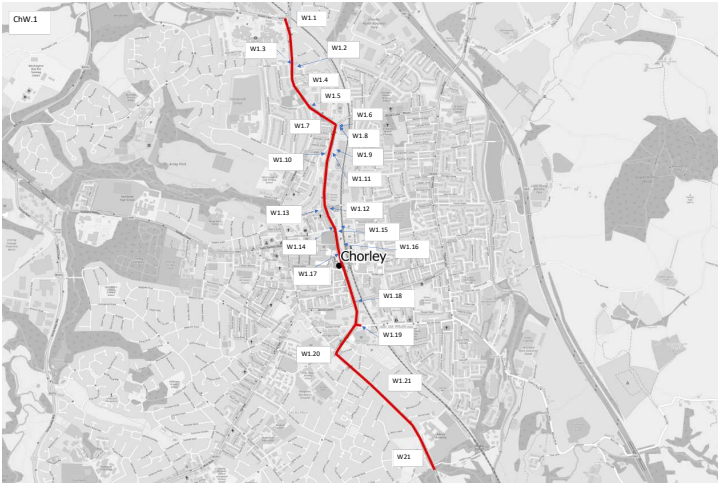
LeyW2. Schleswig Roundabout to Preston Road	W2.1		Consider junction redesign at Schleswig Way/Longmeangate/Flemburgway roundabout to improve pedestrian environment, zebra crossings x4.		
		Crossing Improvements		£187,200	£115,200
	W2.2		Upgrades to surfacing and dropped kerbing at junctions from Schleswig Way/Longmeangate/Flemburgway roundabout to Leyland Lane junction along Longmeangate. (approx 300m)	£87,595.20	£71,763.84
		Footway Improvements			
	W2.3		Upgrade crossing provisions at Leyland Lane/Golden Hill Lane junction to Puffin Crossing x4, and consider build out of footway	£367,200	£300,960
		Junction Improvements			
	W2.4		Implement highlighted crossing at Broadfield Drive Roundabout	£6,192	£6,192
		Crossing Improvements			
	W2.5		Increase number of unsignalised crossing provision along Golden Hill Lane from Broadfield Drive roundabout to Tomlinson roundabout x2.	£25,920	£25,920
		Crossing Improvements			
	W2.6		Implement highlighted crossing/pedestrian island on Tomlinson Road arm of Tomlinson Road/Golden Hill roundabout. Consider upgrading unsignalised crossings at roundabout.	£12,960	£12,960
		Crossing Improvements			
	W2.7		Improve footway quality along Golden Hill Lane, through dropping kerbs at junctions. From Leyland Lane junction to Preston Road/Moss Lane Roundabout. Implement highlighted crossings at Northbrook Road, Hall Lane, Northgate, Chapel Brow junctions. (approx 1.8km)	£34,128.00	£30,240.00
		Footway Improvements			
	W2.8		Traffic management measures to reduce on-street parking along Golden Hill Lane between Churchill Way to Chapel Brow.	£7,704	£7,704
		Traffic Management			
	W2.9		Removal of bollards at Chapel Brow and removal of guardrail along Station Brow from Hastings Road to Leyland Railway Station (approx 50m)	£1,000	£500
		Crossing Improvements			
	W2.10		Implement highlighted crossing at Chapel Brow/Station Brow crossing.	£6,192	£6,192
		Crossing Improvements			
	W2.11		Implement signalised crossing along Golden Hill Lane in proximity to Leyland Railway Station.	£89,280	£72,720
		Crossing Improvements			
	W2.12		Introduce pedestrian priority measures along Golden Hill Way between Churchill Way to Leyland Railway Station. Raising junctions and widening footway widths - reducing road width and speeds.	£24,840	£24,840
		Crossing Improvements			
	W2.13		Introduce signalised crossing at Moss Lane arm of Preston Road Roundabout.	£89,280	£72,720
		Crossing Improvements			
			High cost:	£939,491	Low cost: £747,913



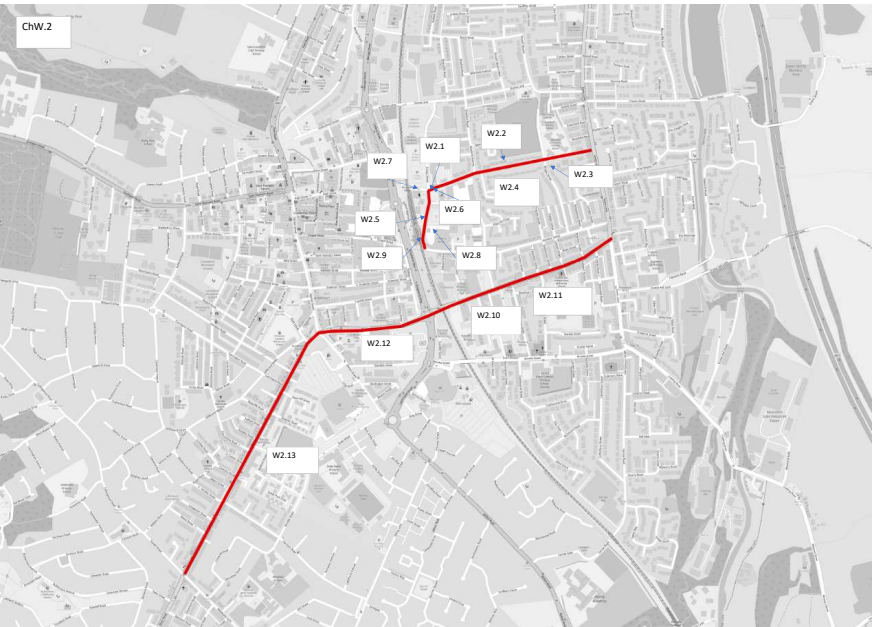
				High cost:	Low cost:
				£939,491	£747,912
LeyW3. West to East Corridor	W3.1	Crossing Improvements	Upgrade North View unsignalised crossing to controlled Crossing.	£46,800	£28,800
	W3.2	Footway Improvements	Improve surface quality from Lancaster Gate to Broadfield Drive (approx 105m)	£26,006.40	£15,876.00
	W3.3	Footway Improvements	Improvements to footway quality along West Paddock from Lancastergate to Fox Lane, improvements to drop kerbing and surface quality at junctions required. (approx 665m)	£10,368.00	£7,776.00
	W3.4	Junction Improvements	Build out West Paddock footway on the eastern side of the carriageway at Fox Lane roundabout. (approx 10m)	£5,040.00	£5,040.00
	W3.5	Junction Improvements	Build out footpaths on Fox Lane arm of Towngate/Fox Lane/Worden Lane roundabout (approx 20m)	£10,080.00	£10,080.00
	W3.6	Footway Improvements	improvements to pedestrian access along Church Road, through dropping kerbs and improving surface quality at junctions. (approx. 670m)	£12,960.00	£9,720.00
	W3.7	Junction Improvements	Introduce highlighted crossing at Balcarres Road	£6,192.00	£6,192.00
	W3.8	Junction Improvements	Implement zebra crossing along Canberra Road arm of Church Road roundabout, upgrade unsignalised crossings on Church Road to Zebra crossings x2.	£140,400.00	£86,400.00
	W3.9	Junction Improvements	Junction redesign at Canberra Road/Church Road roundabout	£118,080.00	£40,320.00
	W3.10	Junction Improvements	Upgrade crossing along the Dawson Lane arm of Wigan Road/Dawson Lane junction and add puffin crossings at Dawson Lane roundabout, Western Avenue arm.	£178,560.00	£145,440.00
	W3.11	Footway Improvements	Footway improvements along Fox Lane, from Weston Paddock roundabout to Leyland Lane roundabout. Improvements should include drop kerbing and surface improvements at junctions. (approx 340m)	£6,480.00	£4,860.00
	W3.12	Footway Improvements	Consider widening junction along Fox Lane in proximity to Leyland Lane/Slater Lane roundabout, along with removal of guardrail. Introduce Zebra crossing along Leyland Lane (Seven Stars pub)	£46,800.00	£28,800.00
				High cost: £607,766	Low cost: £389,304



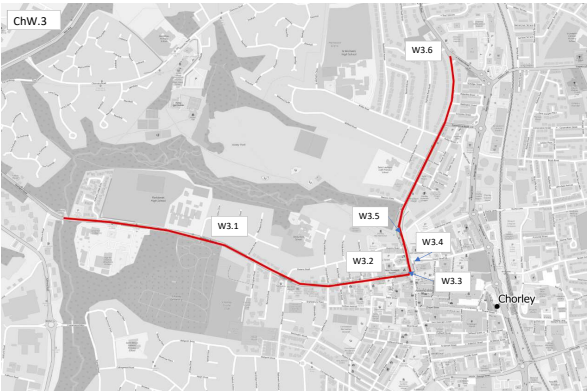
	Intervention ID	Intervention overview	Suggested intervention	Indicative costing (High cost)	Indicative costing (Low cost)
CHW1: A6 Route	W1				
	W1.1	Junction Improvements	Maintain existing crossing provision at Exton Lane/A6 junction to avoid having a significant impact on traffic flow since existing crossing meet desire line. In the long term, consider large scale junction redesign.	N/A	N/A
	W1.2	Public Realm Improvements	Remove guardrailling along A6 in proximity to hospital	£4,000	£2,000
	W1.3	Crossing Improvements	Consider upgrading quality of existing signalised crossing at Chorley hospital	£89,280	£72,720
	W1.4	Crossing Improvements	Upgrade unsignalised pedestrian crossing to improve pedestrian priority along A6.3	£38,880	£38,880
	W1.5	Crossing Improvements	Upgrade unsignalised crossing at Preston Road/Preston Street junction to signalised crossing, and relocate existing crossing approx. 50m to the north to improve visibility	£46,800	£38,800
	W1.6	Crossing Improvements	Upgrade quality of unsignalised crossing at North Street/A6 junction to meet desire line.	£6,192	£6,192
	W1.7	Crossing Improvements	Upgrade quality of unsignalised crossing at Harpers Lane (remove guardrailling at junction)	£6,192	£6,192
	W1.8	Crossing Improvements	Introduce signalised crossing after Harpers Lane junction along the A6	£89,280	£72,720
	W1.9	Crossing Improvement	Introduce highlighted crossing to retail park on eastern side of the carriageway along Water Street	£6,192	£6,192
	W1.10	Crossing Improvements	Upgrade unsignalised crossing to zebra crossing on eastern and western arm of Commercial Street/Water Street roundabout	£93,600	£57,600
	W1.11	Crossing Improvements	Add highlighted crossing on eastern side of carriageway along Water Street to support pedestrian movements to the retail park	£6,192	£6,192
	W1.12	Crossing Improvements	At the Slump Lane/Hollishead Street/West Street roundabout, upgrade unsignalised crossing and remove guardrailling across Slump Lane to meet desire line. Add unsignalised crossing across Hollishead Street.	£12,384	£12,384
	W1.13	Footway Improvements	Build out Hollishead junction (approx 25m either side)	£10,080	£10,080
	W1.14	Crossing Improvements	Upgrade crossings at Union Street and Portland Street to either parallel crossings or Puffin crossings.	£178,560	£72,720
	W1.15	Crossing Improvements	At the Union Street/Portland Street/West Street roundabout, upgrade unsignalised crossing on Union Street to a puffin crossing and upgrade quality of unsignalised crossin on Portland Street.	£97,200	£79,200
	W1.16	Crossing Improvements	At Clifford Street/A6 roundabout, add highlighted crossing at access to rail station, and implement pedestrian priority crossing at Clifford Street.	£23,472	£19,152
	W1.17	Crossing Improvement and Improvements to Rail Station Entrance	Consider removal of drop-off point at rail station, to create the necessary space to widen the footway/pedestrian crossing and improve access to the station	£300,000	£300,000
	W1.18	Junction Improvements	At Shepherds Way/Lyons Lane roundabout, add unsignalised crossing on eastern arm of the roundabout and remove guardrailling (close to improve crossing is limited due to presence of railway bridge).	£46,800	£38,800
	W1.19	Junction Improvements	Upgrade non-signalised roundabout to controlled roundabout (Brook Street/Lyons Street), providing access for pedestrians and cyclists alike. Add pedestrian priority crossing at Brook Street arm.	£46,800	£38,800
	W1.20	Junction Improvements	Upgrade Lyons Lane South/King Street roundabout to highlighted crossing over King Street and puffin crossing over Bolton Street	£95,472	£78,912
	W1.21	Footway Improvements	Improve footway surfacing and dropped kerbs at junctions along Bolton Road (both sides) from Lyons Lane South Roundabout to Albany Academy (approx 900m).	£222,912	£136,080
	W1.22	Crossing Improvements	Upgrade unsignalised crossing outside Albany Academy to puffin crossing.	£89,280	£72,720
	Full route	Full route requires significant improvements to crossing provision, and improving the pedestrian environment on the full stretch of the route should be considered (formal streets approach) in the long-term.		N/A	N/A
				High cost: £1,709,568	Low cost: £1,136,396



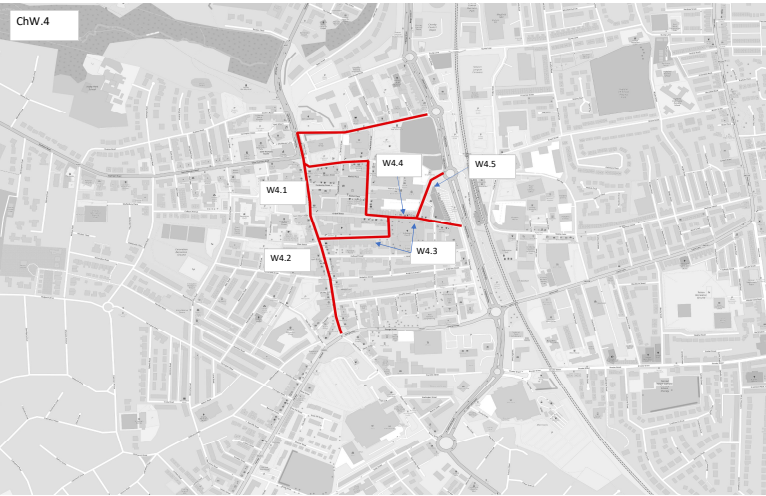
ChW2. South West to East Corridor	W2.1	Footway Improvements	Remove bollards along Brown Street	£1,000	£500
	W2.2	Footway Improvements	Improve footway quality by dropping kerbs at junctions along Brown Street, from Eaves Lane to Friday Street both sides. (approx 510m)	£3,888	£2,916
	W2.3	Crossing Improvements	Introduce highlighted crossings at Wright Street/Brown Street junction x2	£12,384	£12,384
	W2.4	Traffic Management	Introduce measures to reduce on-street parking along Brown Street.	£7,704	£7,704
	W2.5	Footway Improvements	Improve surfacing and dropped kerbs at junctions along Friday Street, from Stump Lane junction to Railway Station entrance both sides. (approx 430m)	£110,390.40	£67,932.00
	W2.6	Crossing Improvements	Introduce highlighted crossing over Brown Street at Brown Street/Friday Street junction	£6,192.00	£6,192.00
	W2.7	Footway Improvements	Increase footway width along Brunswick Street to create shared walking and cycling path, note the pinch point at the railway bridge. (approx 40m)	£9,907.20	£6,048.00
	W2.8	Footway Improvements	Increase dropped kerbs and improve surface quality of footway along Friday Street from Brown Street junction to Steeley Lane. (approx 160m)	£20,620.80	£12,902.40
	W2.9	Public realm improvements	Investigate measures to improve the realm and safety of Chorley Railway Station entrance.	£288,000.00	£192,000.00
	W2.10	Footway Improvements	Improve surfacing and dropped kerbs at junctions along Lyons Lane- both sides. (approx 550m)	£137,649.60	£84,229.20
	W2.11	Crossing Improvements	Increase number of unsignalised crossing provisions along Lyons Lane to accommodate desire lines. X3	£38,880.00	£38,880.00
	W2.12	Footway Improvements	Improve footway quality along George Street by dropping kerbs at junctions and add highlighted junction at retail parking crossing. (approx 290m)	£10,080.00	£9,108.00
	W2.13	Footway Improvements	Improve footway quality along Pall Mall by dropping kerbs on Western side, between Carrington Road and Toxtell Street. Implement highlighted crossing at junctions x8 (approx 630m)	£44,928.00	£42,984.00
	High cost:			£690,624	£483,280



ChW3. Southport Road to Preston Road	W3.1	Crossing Improvements	Increase number of unsignalised pedestrian crossings along Southport Road x5	£64,800	£64,800
	W3.2	Footway Improvements	Improve footway quality along St Thomas Road, through dropping kerbs at junctions and improving surface quality. (High Street junction to Ashfield Road junction, both-sides). Upgrade lighted crossing at Devonshire Lane junction. (approx 335m)	£85,680.00	£55,440.00
	W3.3	Pedestrian Priority Measures	North of St Thomas Road/Market Street junction, consider implementing pedestrian priority measures to increase footway widths and reduce road widths, vehicle speeds and traffic flow along Market Street. (approx 275m)	£24,840	£24,840
	W3.4	Junction Improvements	At the Market Street/Union Street roundabout, implement zebra crossing over Market Street to replace unsignalised crossing	£46,800	£28,800
	W3.5	Crossing Improvements	Introduce Parallel crossing at entrance of Amney Park	£46,800	£28,800
	W3.6	Crossing Improvements	Crossing upgrade at Park Road/Preston Street junction	£97,200	£79,200
	High cost:			£366,120	Low cost: £281,680



W4. Town Centre	W4.1	Pedestrian Priority Measures	Introduce pedestrian priority measures along Market Street from High Street to Pall Mall. Reducing traffic speeds and flow and increasing crossing provisions. (approx 410m) - continue existing style along Market Street throughout. Due to recent improvements along Union Street there are no need to implement measures.	£24,840	£24,840
	W4.2	Traffic Management	Introduce traffic calming measures along Market Street to reduce on-street parking.	£7,704	£7,704
	W4.3	Pedestrian Priority Measures	Introduce pedestrian priority measures along St Georges Street to Clifford Street/Chapel Street junction Reducing traffic speeds and flow and increasing crossing provisions. (approx 300m) - continuation of Market Street pedestrianisation measures.	£24,840	£24,840
	W4.4	Traffic Management	Implement measures to mitigate on-street parking along Chapel Street. Consider building out footway along Chapel Street.	£7,704	£7,704
	W4.5	Pedestrian Priority Measures	Large scale redesign; introduce pedestrian priority measures along Clifford Street. Widen footways at Clifford Street/Chapel Street junction (10m). Public Realm improvements at Bus station improving access and implementing traffic measures to remove parking at station. (approx 50m)	£393,600	£134,400
	High cost:			£458,688	Low cost: £199,488



Appendix C. Photographs of Existing Routes

Route 1: Warton to Preston



Preston New Road – Mandatory on road cycle lanes exist on this section of route but these are below recommended minimum width on a busy 50mph road. It is recommended that this is upgraded to a dedicated 2 way continuous off road cycle track moving cyclists away from traffic. This should be verge protected where possible to stop cyclists getting drafted by fast moving passing vehicles.



Riversway – A two way off road cycle track exists along this section but it is in poor condition in parts with surfacing needed and lamp columns in the middle of the path. Verge separation to protect cyclists from being drafted by fast moving passing vehicles is also recommended in the latest guidance. This will create a safer and more pleasant environment for route users.



Nelson Way – Upgrade existing informal crossing to a dedicated tiger crossing



Lockside car park / coach park – Recommend minor route continuity improvements in this area.



Level crossing – Current arrangement is very difficult to negotiate particularly if using an adapted bike / mobility scooter. Trains appear to run very infrequently and facility should be redesigned to prioritise pedestrians / cyclists outside of times of rail operation.



River Ribble Guild Wheel cycle path – This is a pleasant route but can feel isolated, particularly at dusk or during hours of darkness. To make this route suitable for year round commuter usage lighting should be investigated to improve perceptions of personal safety.

Route 2: Samlesbury to Preston



New Hall Lane: The wide carriageway offers scope to provide on-carriageway segregated cycle lanes from London Road to the new local area enhancement scheme.



New Hall Lane: The wide carriageway offers scope to provide on-carriageway segregated cycle lanes



New Hall Lane / Blackpool Road roundabout – Wide & fast approaches make the roundabout difficult to negotiate for pedestrians and cyclists. Recommend reducing junction radius reallocating space to pedestrians and making it easier to negotiate by cyclists.



Brockholes Brow – There is currently no cycling provision along this busy and fast stretch of road. An off road 2 way cycle track is recommended. There may be some scope to work with Preston City Council to deliver this along the boundary of the Fishwick Hall Golf Course. This should be verge protected where possible to protect cyclists from draft from fast moving vehicles on carriageway.



River Ribble Bridge, A59 - Sign clutter blocking the path represents a hazard to users and lack of maintenance means the effective width isn't available. Minor streetscape works here are recommended.



Preston New Road, BP Tickled Trout Service Station – The off-road path is interrupted by a number of side entrances. The potential for junction narrowing's and side road priority should be investigated.



A59 / M6 Junction – The existing off-road path is quite overgrown and requires maintenance to open it up, improve visibility and perceptions of personal safety. Lighting is also required to make this route suitable for year round commuter usage.



A59, M6 Junction to Potter Lane – existing off road cycle track in place. During site visit vehicles were however parked blocking this route. Regular enforcement necessary or physical measures to prevent parking on the route.



A59, Potter Lane to Whalley Road – Off road cycle track doesn't run along this section. Scope to extend 2 way off road cycle track by widening into scrub woodland or delivering a route in land between dual carriageways. Depending on preferred option scope may require some negotiation with landowners on route. This should be verge protected where possible to protect cyclists from draft from fast moving vehicles on carriageway.



Whalley Road – On road advisory lanes exist on this stretch of road. They are however sub standard in width and the speed limit is 50mph on Whalley Road. Guidance recommends providing off-road or protected facilities where speeds are above 30mph. It is recommended that a 2 way off road cycle track is provided along Whalley Road to complete a coherent route from the city to Samlesbury Enterprise Zone. This should be verge protected where possible to create a more comfortable cycling experience and prevent drafting from passing vehicles.

Alternative route via Fishwick Parade



Fishwick Parade - Pavement parking is an issue across the city. Streetscape improvements to formalise parking and regular enforcement inspections needed to ensure footways are parking is managed



Fishwick Parade - Existing robust traffic calming is in place on this 20mph road. Some public realm works could be undertaken to make the route more attractive and help improve perceptions of personal safety.



Fishwick Road to Mercer Road link - Lighting requires repair & public realm improvements needed to open up the route improving feelings of personal safety.



Fishwick Road to Mercer Road link - Minor path enhancements could be undertaken to deliver a more desire line route.



Mercer St, Cranbourne St, Adelaide St, Primrose Hill - Junction narrowings and calming measures will improve the environment for pedestrians and cyclists in this area, particularly around Eden Boys' School on Adelaide St

Route 3: East to West Preston



New Hall Lane / Blackpool Road roundabout – wide & fast approaches make the roundabout difficult to negotiate for pedestrians and cyclists. Recommend reducing junction radius reallocating space to pedestrians and making it easier to negotiate by cyclists.



Blackpool Road – Wide lanes have width to potentially provide segregated on road cycling lanes



Ribbleton Park – Potential to upgrade paths to shared use throughout park



Blackpool Road / Miller Road junction – At many junctions across the city there are no dedicated pedestrian / cycle crossing facilities. These should be upgraded providing continuous routes.



Open space opposite Deepdale shopping centre – Surfacing of desire line link to old railway path will improve access to this underutilised facility



Off-street Parking opposite Deepdale shopping centre – Some design work needed as space needed to provide continuous segregated cycle facility



Blackpool Road / Parkside junction – Wide junction mouth to be narrowed reducing turning vehicle speeds and providing increased space for pedestrians. Potential for side road priority treatment



Moor Park – Potential for an off-road cycle route along the northern boundary of the park – could be extended to provide a loop around the park



Blackpool Road - Some sections are dual carriageway. Space should be repurposed to provide continuous segregated on road cycling lanes.



Blackpool Road – Along much of the route the lanes are very wide and there are a number of speed cameras on route



Blackpool Road – Reducing carriageway width to consistent single lanes will help reduce dominance of vehicles, improve access to local facilities and opportunities for environmental improvements



Blackpool Road – Some intermittent provision is made for cycling but there is no coherent consistent route



Blackpool Road / Tulketh Road (A5072) junction – Another location with no dedicated pedestrian crossing facilities with St Andrews CofE school located on this junction



Guild Walk, Ashton Park – There is potential to widen and upgrade this and other paths to shared use, opening up parks and open spaces to cycling and improving the permeability of the network



Blackpool Road at Lea Road Junction approach – wide carriageway with substandard width on road advisory lanes. Proposals would reallocate road space for dedicated segregated cycle lanes and incorporate pedestrian crossing facilities at junction, improving access to local supermarket.



Blackpool Road on road advisory lanes – Pavement parking is prolific in Preston and where on road cycle lanes do exist these also often have vehicles parked in them. Improved civil enforcement is needed throughout the city.

Lower route



Roebuck Road – Pavement parking is an issue along this road and the corridor – streetscape improvements needed to formalise parking and strict civil parking enforcement required



Roebuck Road / Inkerman Street junction – ‘Safer routes to school’ measures needed to reduce parking at this junction and aid access to The Roebuck School.



Inkerman Street / Eldon Street Junction – Wide junction requires treatment to reduce crossing distances and simplify for pedestrians / cyclists, incorporating formalised crossing points.



Eldon Street – Wide carriageway requires streetscape scheme and calming to reinforce 20 and create more pleasant environment for walking and cycling. Pavement parking continues to be an issue.



Eldon Street / Plungington Road Junction - Opportunity for raised table and improved crossing for pedestrians and cyclists on busy corridor. Would help to reinforce 20mph speed limit



Ripon Street approach to Garstang Road junction – Cycle contra-flow lane is narrow and should be widened to help accommodate adapted cycles



Ripon Street / Garstang Road / Moor Park Avenue junction – Redesign crossing facility to better catering for pedestrian / cycle desire lines across Gartstang Road.



St Thomas Road, Moor Park access - barriers are a hindrance to park access for all but able-bodied pedestrians. These should be removed / rationalised.



Moor Park Avenue – Area requires maintenance to reduce puddling and remove detritus. Gate could be replaced with access bollard to improve public realm. Wayfinding improvements also recommended as junction of Route 3 and Route 4



Moor Park Avenue / Sir Tom Finney Way junction – Dedicated pedestrian / cycle crossing is recommended to provide route continuity. Would also benefit students and sustainable journeys to Deepdale stadium



Sir Tom Finney Way – Scope for provision of on road segregated lanes to aid route continuity from Moor Park Avenue to St Stephen's Road



Deepdale Stadium car park – Pedestrians and cyclists can currently travel through the stadium car park but there is no formally demarked route. It is recommended to formalise a route to aid wayfinding.



Falcon Street St George's Road – A cycle bypass crossing exists but is blocked by parked vehicles. Measures are needed to keep a route clear for cycles to cross at this facility.

Route 4: Longridge to Preston



Ringway junction to Meadow Road – Some minor improvements needed to aid wayfinding including drop kerbs to help access off road route and crossings



Meadow Street – Potential for future public realm improvement scheme to make route more attractive and aid wayfinding



Meadow Street / Paul Street junction – A junction treatment here is recommended to tighten junction with potential for a raised table to slow vehicular traffic



Meadow St / Deepdale Road junction – Pedestrian crossing facilities are in place but there is no provision for crossing Deepdale Road by cycle. Junction redesign is recommended to accommodate both pedestrian / cycle crossing to allow a coherent route from Meadow Street to Peel Hall Street.



Peel Hall Street – Staggered barriers block the route making it impassable with non-standard cycles. These should be replaced with a bollard with space for mobility scooters and non-standard cycles to pass.



Deepdale Mill Street – Disused railway line has scope to be surfaced and connected to existing trail



Fletcher Road – Filtered permeability is in place although there is insufficient space for adapted non-standard cycles to pass. Minor works here should be undertaken to increase the available passing space.



Fletcher Street / West Street Junction – A short section of linking path here would allow access to the existing path running along West Street



West Street / West View junction – This junction is very quiet. Side road priority for pedestrians and cyclists should be incorporated to aid route continuity.



West View Leisure Centre railway path access –

Barriers and fencing make it unclear that this is the access to the railway path and create the impression of an unpleasant and unsafe environment. These should be removed and replaced with a welcoming gateway feature



Railway trail from West View Leisure Centre – There is scope to extend the off road walking and cycling trail towards the city centre at St Paul's Road



Desire line paths – a number of desire line paths exist to access the old railway trail. These should be formalised making the whole route more accessible



Barrier removal – Barriers exist along the whole route meaning cyclists have to continually dismount. The route couldn't be used by non-standard cycles and wheelchair / mobility scooter users would struggle. These should be removed along the whole route replaced with more bollards if necessary.



Maintenance – The old railway trail is a real asset to the city yet it appears neglected with surface defects, poor drainage and littering. A regular maintenance regime should be established which could look at setting up a 'Friends of' group to look after the trail. It currently feels very isolated and unsafe and with relatively minor investment could be hugely improved.



Redscar employment site – A short section of linking path would improve access to the old railway trail from new industrial units



Redscar employment site at B6242 – The access points to the old railway trail are hidden away. These should be opened up with gateway features to help promote the route.



Redscar employment site to Grimsargh – the old railway line extends from Redscar to Grimsargh and on to Longridge. This should be surfaced and made in to a shared use trail to connect these two communities to the network for both leisure and commuter trips.

Link to Preston North Eastern Employment Area



Moor Park – The shared path through the centre of Moor Park is in quite poor condition. This should be resurfaced and widened to a consistent 3m machine laid surface. White line segregation should not be reinstated as it tends to be ignored and creates narrow routes for both pedestrians and cyclists.



Park Walk From Lower Bank Road to Blackpool Road – The off-road section of Park Walk feels quite isolated and it is hard to see very far along the route. Some vegetation clearance and landscaping works should be undertaken along with creating gateway features to better promote the link



Park Walk from Lower Bank Road to Victoria Road – The current priority arrangements should be switched to give pedestrians / cyclists priority with lining changes on Lower Bank Road and a speed control table with crossing at Higher Bank Road



Fulwood Hall Lane to Eastway link – There is poor visibility along this short stretch of path and vegetation is overgrown. This makes it feel unsafe and unattractive. Minor works here to clear vegetation and landscaping to open up the route are recommended.



Eastway – There is currently no provision for cycling along the Eastway. There is scope to deliver a 2 way off-road cycle track along the Eastway which would improve access to the Preston North Eastern employment site.

Route 5: Broughton to Preston



Corporation Street / Ringway junction – The layout is confusing with no clear drop kerbing or signing as to what cyclists are expected to do as they approach the junction. Minor kerbing and signage improvements could resolve this.



Ringway – the existing shared use path is substandard width and has signs and street furniture reducing the effective width. This should be rationalised and opportunities to widen the path investigated.



Friargate from Ringway to Market Square – There is currently No Entry on this stretch of road. This should be amended to include authorisation for 'Except Cycles'



Friargate – A local enhancement scheme was recently undertaken. There is some opportunity to rationalise street furniture to aid pedestrian flows and also some potential for signing improvements for cyclists. There is a short stretch of shared use path, although extending it is likely to be challenging. It is recommended that some on carriageway works are undertaken to ensure slow vehicle speeds and raise awareness of likely presence of cyclists.



Adelphi junction – Existing pedestrian / cycle facilities take you through the centre of the junction and the recommended routing isn't intuitive. A major scheme is proposed to provide clear dedicated cycle routes that cater for desire lines from all directions.



Moor Lane Adelphi junction to North Rd junction – This is a wide stretch of road with some symbols to indicate presence of cyclists. It is recommended that segregated on road cycle facilities are provided to create a complete and coherent route.



Moor Lane Adelphi junction to North Rd junction – This is a wide stretch of road with some symbols to indicate presence of cyclists. It is recommended that segregated on road cycle facilities are provided to create a complete and coherent route.

Moor Lane / North Road / Garstang Road junction – This is a complex junction which is a challenge to negotiate for less confident cyclists. A major review is needed to see how cyclists could be better accommodated. This could include some signal cycle bypass for straight ahead movements.

Aqueduct Street / Garstang Road junction – There are no dedicated pedestrian facilities at this junction. This should be upgraded to have dedicated pedestrian signal phases and provide for continued cycle movements associated with on road segregated lanes.

Garstang Road – There is a wide carriageway that is single and dual carriageway in parts. This space could be repurposed to have a consistent width single carriageway with segregated on road cycle lanes in either direction

Garstang Road – Pavement parking is an issue along parts of Garstang Road. In delivering segregated on road cycle lanes this will need to be managed. Parking protected cycle lanes may be feasible in parts.

Garstang Road / Moor Park Avenue crossing – Reducing the carriageway width to single carriageway will simplify crossing at this junction. The signals should be realigned to be on the pedestrian desire line to the park and provide protected crossings for cyclists.

Garstang Road – By narrowing the existing lanes there is space to provide segregated on road cycle lanes

Garstang Road / Blackpool Road junction – In order to accommodate continued segregated on road lanes it will be necessary to reallocate space from one of the junction approach lanes

Garstang Road / Blackpool Road junction – The central pen for pedestrians crossing are very narrow. With space reallocated from carriageway these should be increased in size to allow the comfortable crossing of wheelchair and mobility scooters

Lytham Road – Another example of a junction without dedicated crossing provision for pedestrians. This should be upgraded to include signalised pedestrian crossing phases. Provision must also be made to accommodate the continuation of the segregated on road cycle lanes.

Pavement parking – Designers of segregated on road lanes will need to take care identifying locations where pavement parking is an issue. Using parking protected lanes may be an opportunity as well as enforcement.

Side road priority – As part of the works on this route, junction radii should be narrowed along Garstang with side road priority for pedestrians and cyclists.

Garstang Road / M55 junction and Broughton Bypass Improvements – The proposed segregated on road cycle lanes will need to tie in with the existing provision at the M55 junction and the proposed cycle lanes northwards towards Broughton.

Route 6: Cottam to Preston



Ringway – Vegetation has overgrown the shared use facility. This needs to be aggressively cut back to expose full effective width and a regular maintenance regime established. The link up to Marsh Lane could be widened with some landscaping to help with natural wayfinding.



Marsh Lane – Kerb protection could be installed on the on road cycle contra-flow lane.



Leighton Street – Reducing the speed limit to 20mph and some associated streetscape improvement are recommended on Leighton Street. There may be scope for an on road up hill segregated cycle lane.



Pedder Street through to Westons – 20mph on Pedder Street and junction treatment to move parking further away from junction to improve cyclists visibility. Some localised signing improvements.



Priory Street / Ashton Street junction – the 'No Entry' except cycles bypass is narrow with vehicles parking in close proximity making it difficult to negotiate, especially for non-standard cycles. Minor works to widen the bypass should be undertaken. Also investigate potential for switching the give-way priority to Ashton Street.



Path from Steeple view to Fylde Road – The path feels isolated and visibility is limited. Landscaping is recommended to open it up and lighting to make it suitable for year round commuter usage.



Path from Steeple view to Fylde Road – A narrowing and informal crossing of Fleetwood Street would aid route continuity. Formalising parking spaces and enforcement is needed to ensure the route through to Fylde Road isn't blocked to pedestrians / cyclists.



Fylde Road crossing – The existing crossing has sensors to pick up cyclists. The markings are faded and the whole installation and it's approaches needs renewal and resurfacing



Aqueduct Street – Scope to create short section of dedicated protected cycle lane to link to start of Lancaster Canal