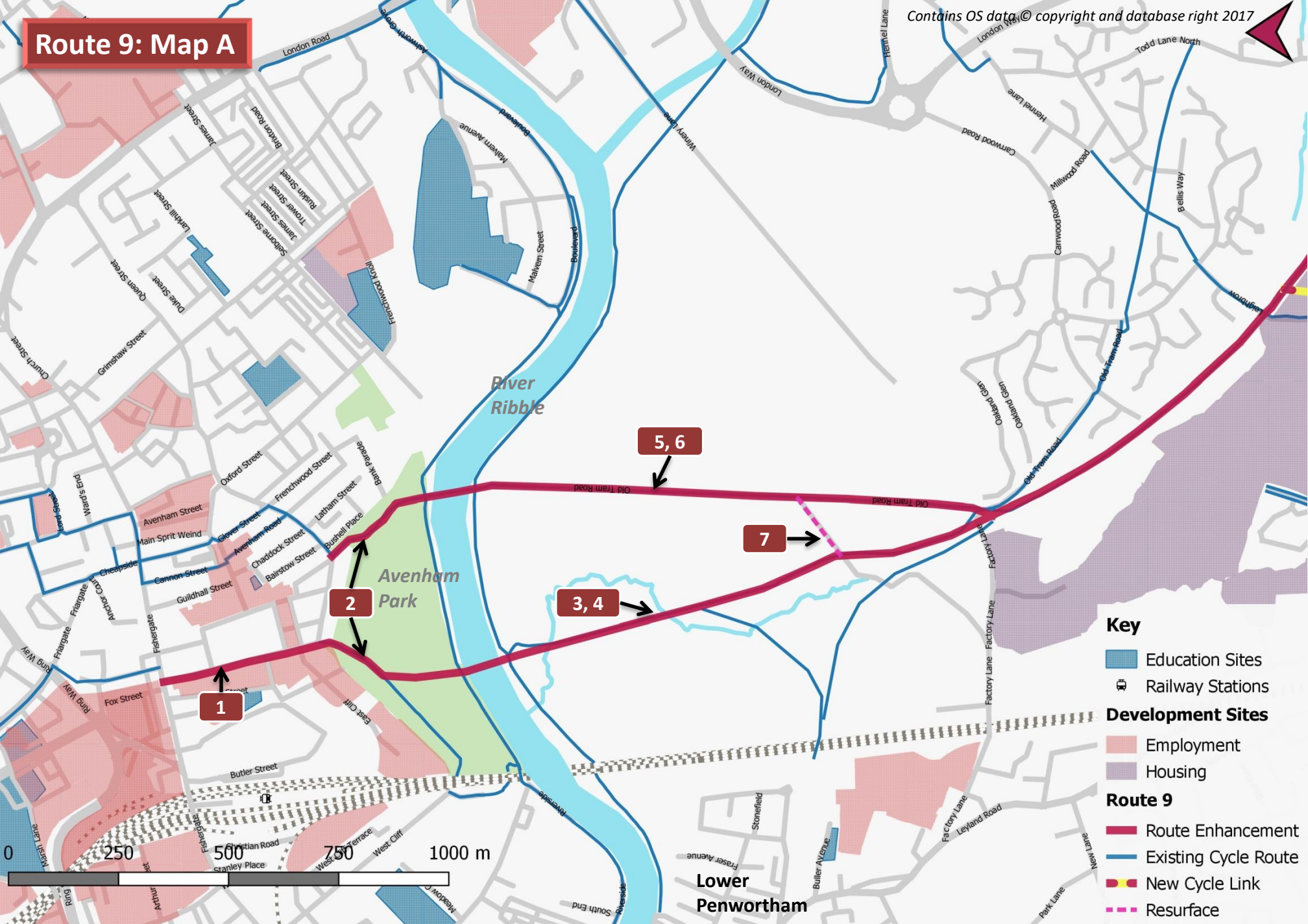


Route 9: Map A



1 Gateway feature and enhancement of route from Fishergate to Avenham Park to aid wayfinding.

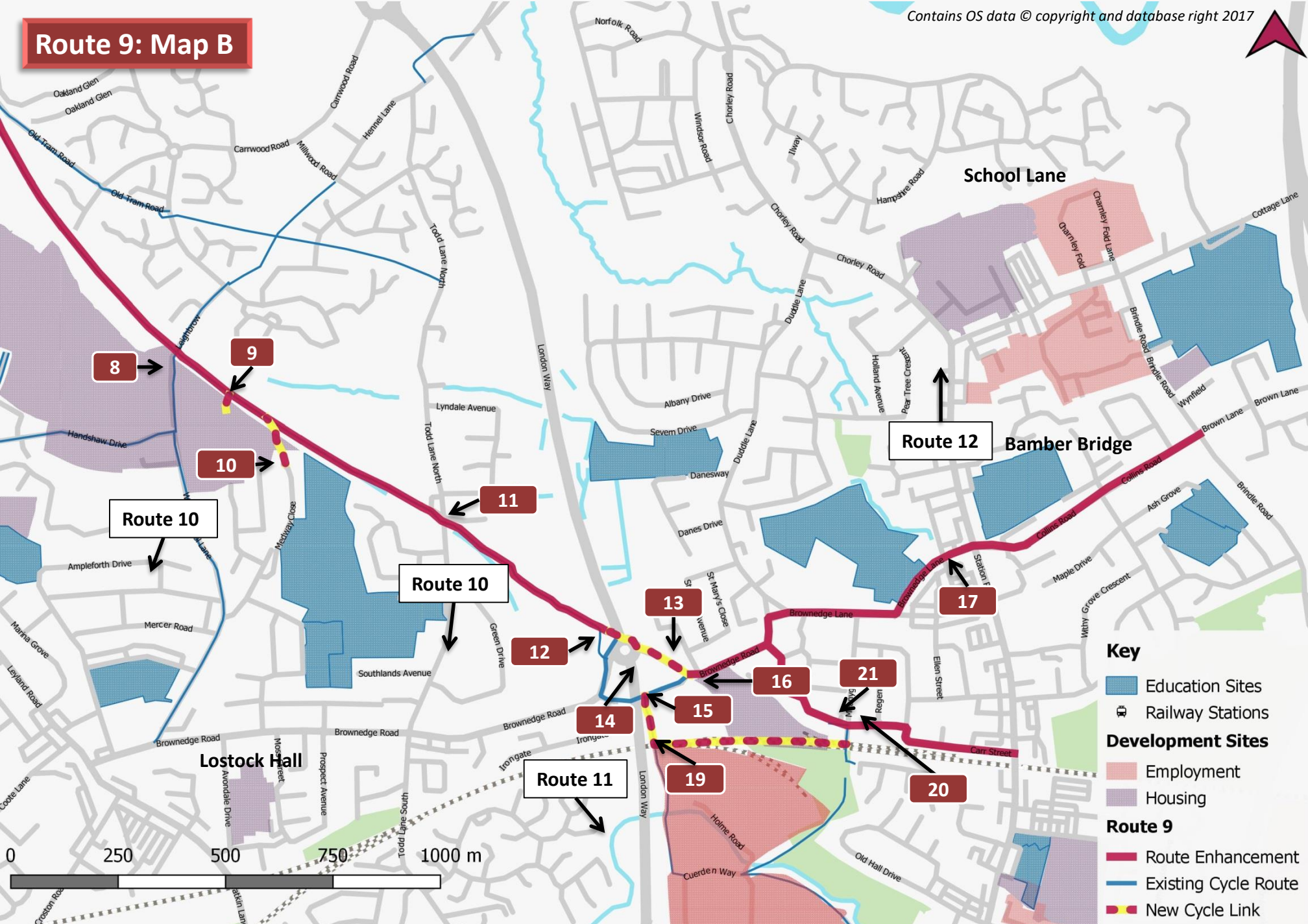
2 Provide visible signs to raise awareness of the route. Widen or remove staggered barriers to improve access.

3, 4 Route from River Ribble bridge to Bamber Bridge - route requires regular maintenance, such as cutting back and sweeping. Remove or rationalise barriers on route to improve access for all.

5, 6 Old Tram Rd to Bamber Bridge - route requires regular maintenance, such as cutting back and sweeping. Lighting required along whole route (either old railway path or old tramway).

7 Upgrade and surface.

Route 9: Map B



8 Environmental enhancement to open up and improve perceptions of safety.

9, 10 Provide additional sloped access to the route.

11 Graduate out slope; replace barriers with more accessible feature.

12 Widen and resurface informal link up to the roundabout and formalise crossing facilities.

13 Widen path to shared use creating alternative link avoiding underpass.

14 A dedicated parallel crossing off the junction. Tighten junction at Irongate to provide additional space for pedestrians and cyclists and reduce vehicle speeds.

15 Widen space between bollards.

16 Junction narrowing and gateway to 20 mph area.

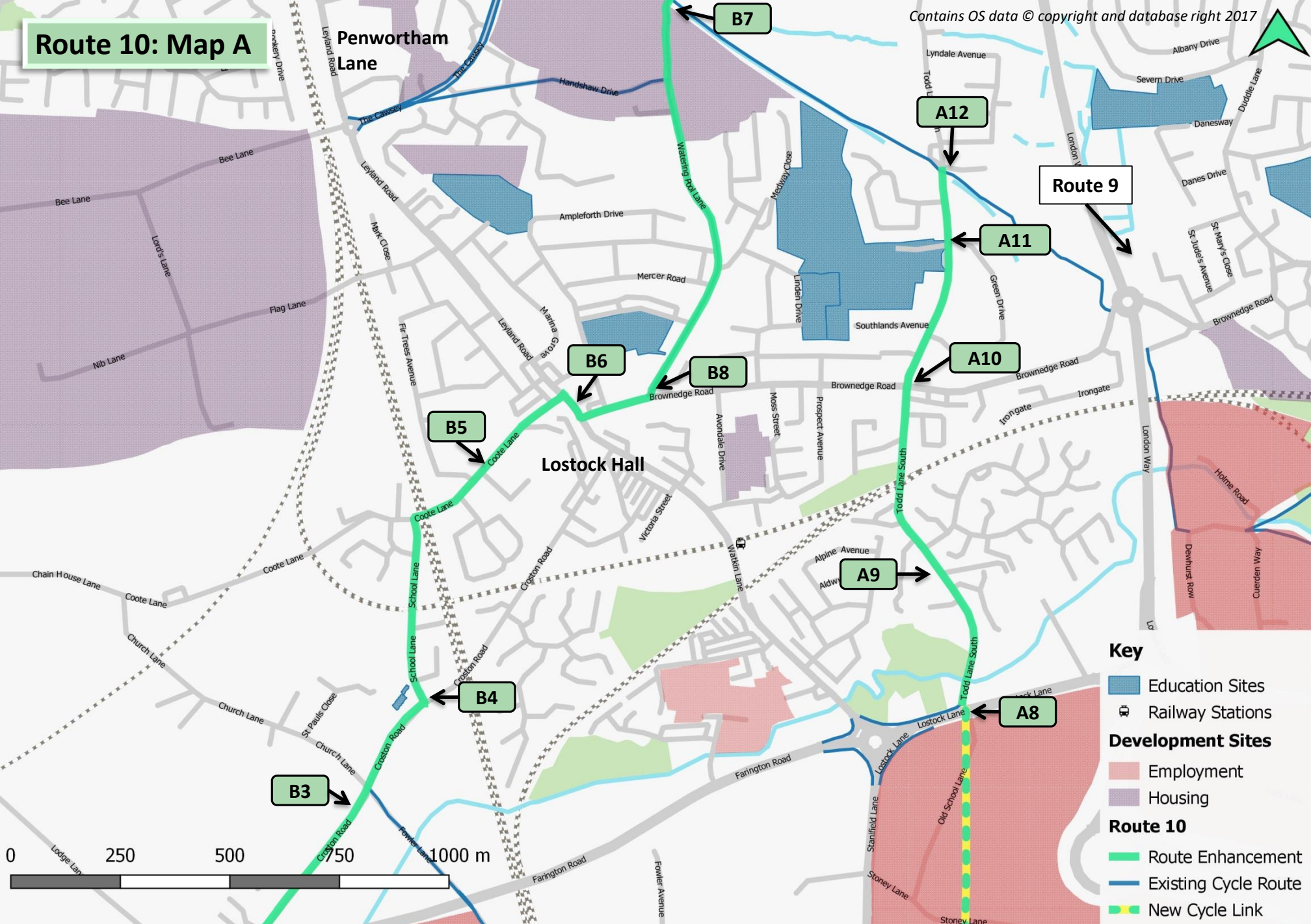
17 From Brownedge to Station Road – environmental and highways enhancement to reinforce 20 mph

19 Environmental enhancement and surface, light and sign new link and upgrade access into Edward St.

20 Add signs for ‘quiet’ route and open up barriers for access. Contraflow cycle lane on Carr St.

21 Contra flow cycle lane.

Route 10: Map A



A8 Tighten junction mouth to reduce speed of turning traffic.

B3 Remove road centre lines and install advisory cycle lanes.

A9 Remove road centre line and install advisory cycle lanes with additional calming measures.

B4 Narrow junction mouth and potential for 'safer routes to school' measures.

A10 Tighten junction where possible and resurface across junction.

B5 Widen footways to access to Tardy Gate and formalise parking.

A11 Remove road centre line and install advisory cycle lanes.

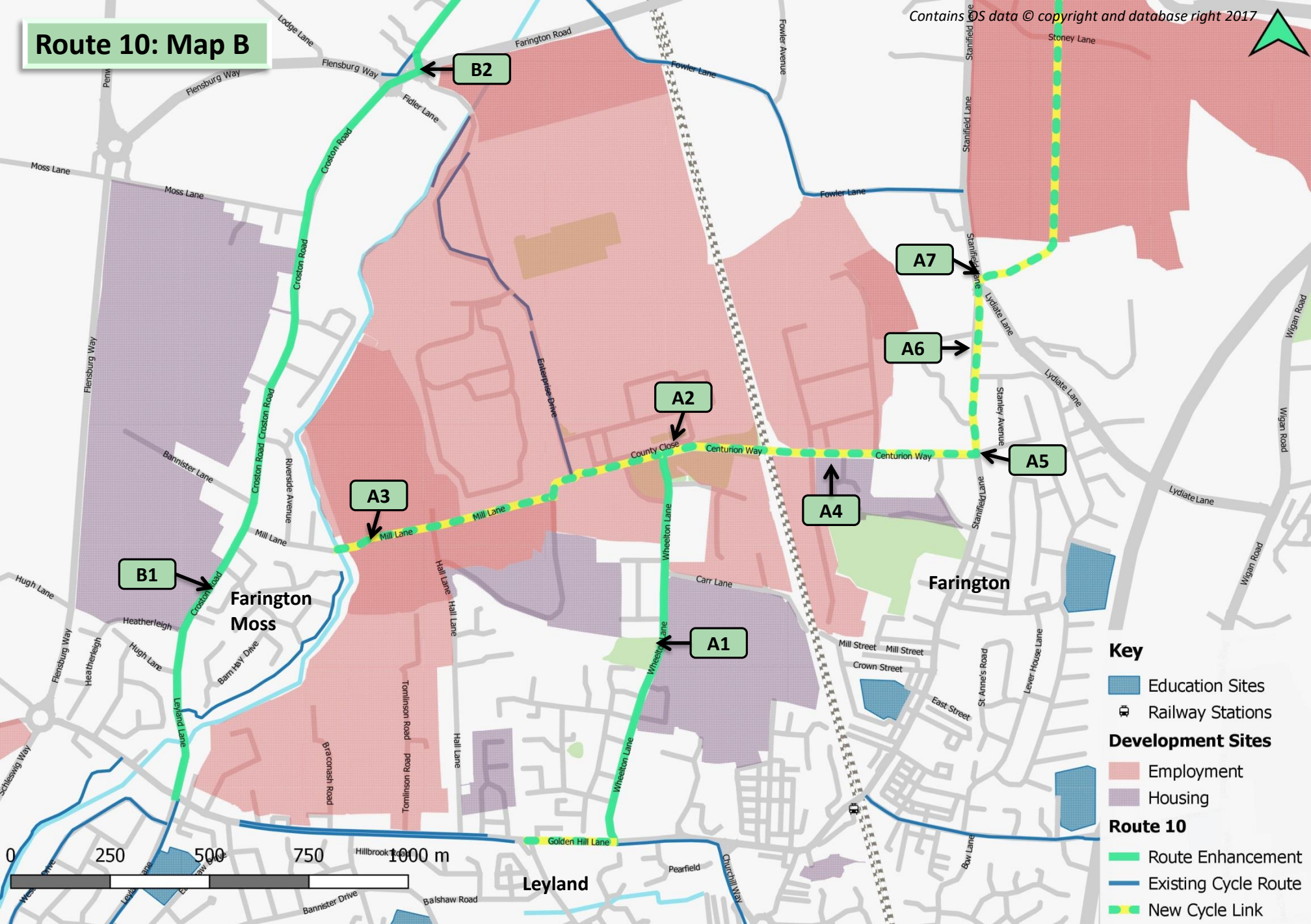
B6 Junction narrowing to improve crossing movements for pedestrians / cyclists

A12 Narrow carriageway with a chicane and install advisory cycle lanes.

B7 Environmental enhancement and lighting to improve perceptions of safety.

B8 Reduce junction radii and improve drop kerbs to slow vehicles.

Route 10: Map B



A1 Side road priority across junctions and widen to guidance width where possible; move lamp columns to back of footway.

A2 Provide crossing on Centurion Way to allow transition from shared path to segregated facilities.

A3 Surface this section of path up to the employment site alongside River Lostock.

A4 Creation of a dedicated on carriageway segregated cycle lane.

A5 Narrow junction and provide for cyclists making turning movements.

A6 Provide dedicated facilities – there's scope for off-road provision, but may require additional land. Minimal provision would be removal of centre line and provide advisory lanes.

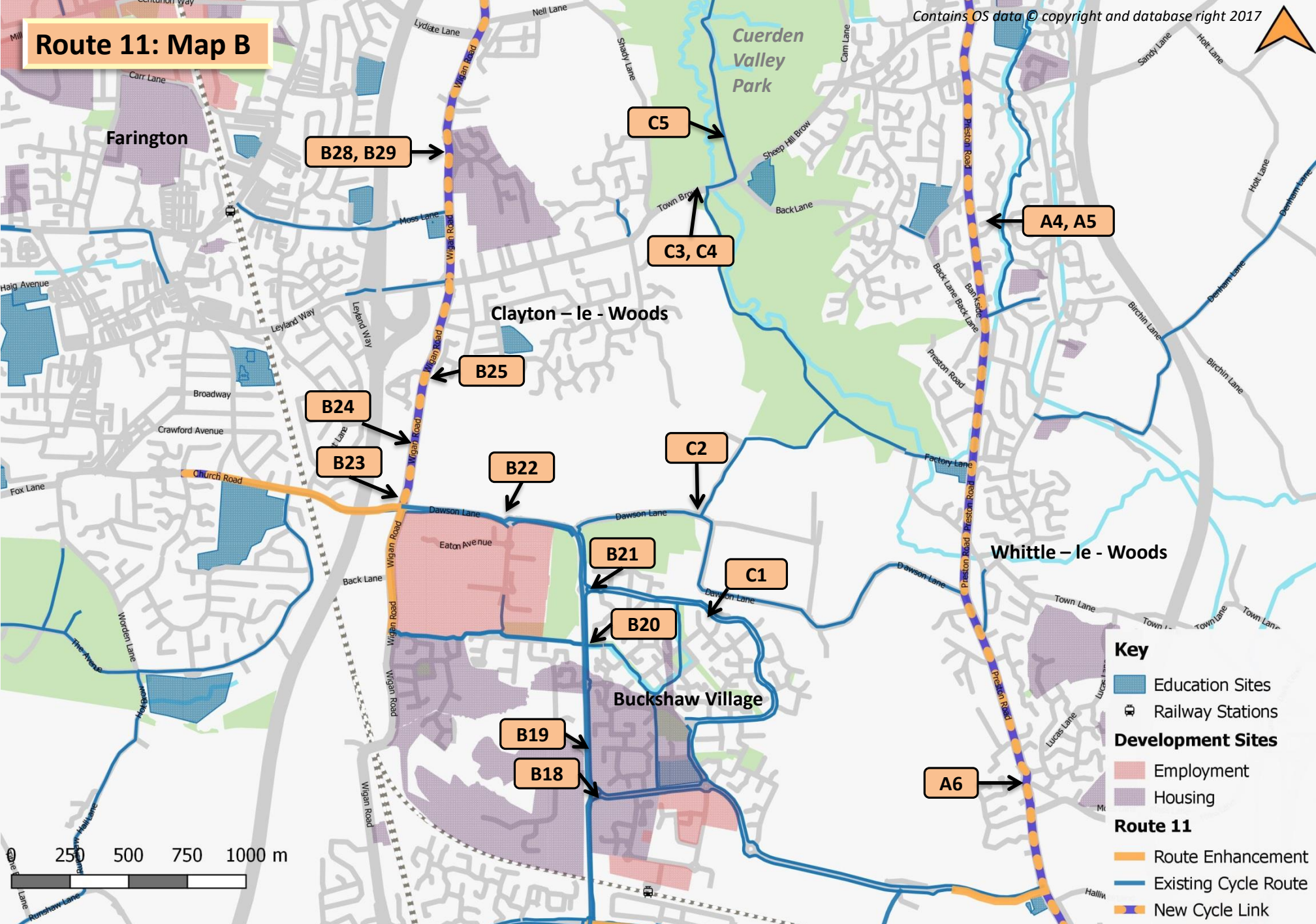
A7 Crossing needed to accommodate access.

B1 Remove road centre line and install advisory lanes; reduce speed limit to 30 mph throughout.

B2 Provision of pedestrian / cycle crossings and path continuity improvements.

[illegible]

C6 Valley Park entrance - Widen and resurface existing pedestrian access to shared use to avoid cyclists having to use car park access.



A4, A5 From Euxton Ln roundabout to Four Oaks Rd roundabout – Reduce to consistent narrow vehicle lanes and remove central hatching and create dedicated light segregated lanes, Ensure these are parking protection cycle lanes where required. Reduce speed limit to 30 mph over entire stretch.

A6 Boynton Rd roundabout - Reduce size of junction, slowing vehicle speeds and making it easier to negotiate for pedestrians and cyclists.

B18 Dedicated parallel crossing on all arms.

B19 Potential for desire line links to village to improve permeability.

B20, B21, B22 Dedicated parallel crossing on all arms.

B23 Remove advisory lane to straight on lane.

B24 Reduce speed limit to 30 mph along entire length with associated calming measures.

B25 A49 from Wigan Rd to Lancaster Lane – deliver continuous cycle track along this route. May be scope to work within field boundary.

B28 Deliver a continuous cycle track. Path is substandard width and should be widened to standard. Side road priority treatments to be coherent.

B29 Dedicated crossings to create a safe route.

C1 Install side road priority along length of route. Some of signing incorrect indicating shared unsegregated when route is segregated.

C2 Investigate options for improving crossing. Currently on fast corner with poor visibility.

C3 Dedicated crossing of Town Brow needed at this location. Toucan or Tiger crossing.

C4 Rationalise signing to route options clearer at this location.

C5 Remove motorcycle barriers and ensure route is accessible to adapted bikes, wheelchairs and mobility scooters.

Route 11: Map C



A1 Upgrade existing on-road advisory lanes to light or fully segregated.

A2 Upgrade existing on-road advisory lanes to light or fully segregated.

A3 From A6/ Park Lane junction to Euxton Lane roundabout. Create dedicated on carriageway light segregated lanes by removing hatching and reallocation of carriageway space.

A4, A5 From Euxton Ln rdbt to Four Oaks Rd rdbt – Reduce to consistent narrow vehicle lanes and remove central hatching and create dedicated light segregated lanes, Ensure these are parking protection cycle lanes where required. Reduce speed limit to 30 mph over entire stretch.

B1 Dedicated pedestrian and cycle crossing.

B2 Existing path needs some surface maintenance work and move existing lamps to rear of the path.

B3 Dedicated parallel crossing needed to provide a link to shared use facility.

B4 Widen existing footway to create a shared use facility.

B5 Toucan crossing needed – currently no facility linking the local network with Astley Park.

B6 When path needs resurfacing, widen to 3m and make shared unsegregated.

B7 Direction of signs need improving as they are unclear. Remove ‘cyclists dismount’ signs and replace with ‘please consider other path users’.

B8 Minor path widening along desire line and sign improvements.

B9 Dedicated pedestrian and cycling crossing to cater for desire line from bus stops to Buckshaw Primary School.

B10, B11 The extent of Chancery Rd – side road priority crossings and widen to 3m where possible. Replace as a cycle track or unsegregated shared pathway. Maintenance required along the route.

B12 Dedicated pedestrian and cycle crossings on all arms.

B13 Dedicated bi-directional cycle track using existing verge to link into paths.

B15 Widen shared path and move lamps to the rear of the path.

B16 Path needs resurfacing and where possible verge separation from the highway. Implement side road priority.

Route 12: Map A



1,2 From Church Rd to School Lane – Reduce speed limit to 20 mph along entire route through the centre. Environmental enhancements to help reinforce lower speed limit such as narrowings and side road priority.

3 From School Lane to Holland House Roundabout – Creation of dedicated on carriageway segregated cycle lanes.

4 From Holland House Roundabout to Hennel Lane – Creation of on carriageway segregated cycle lanes.

Route 12: Map B

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Key

- Education Sites
- Railway Stations
- Development Sites**
 - Employment
 - Housing
- Route 12**
 - Route Enhancement
 - Existing Cycle Route
 - New Cycle Link

0 250 500 750 1000 m

Streets shown: Fletcher Road, Ribby Street, Shearling Road, Geoffrey Street, Caroline Street, Fishwick Parade, Pinfold Street, Callon Street, Watern Lane, Amhem Road, Pinfold Street, Callon Street, Watern Lane, Church Brow, Ennerdale Drive, Higher Walton Road, London Way, Capital Way, Winery Lane, Boulevard, Malvern Avenue, Brixton Road, James Street, Trower Street, Ruskin Street, Brockholes View, Brockholes Brow, Preston New Road, Russell Avenue, Glenluea Drive, Buttenlands, e Avenue, Brockholes Brow, Cuerdale Lane, Cuerdale Lane.

Route 2

Route 12

11

10

9

8

7

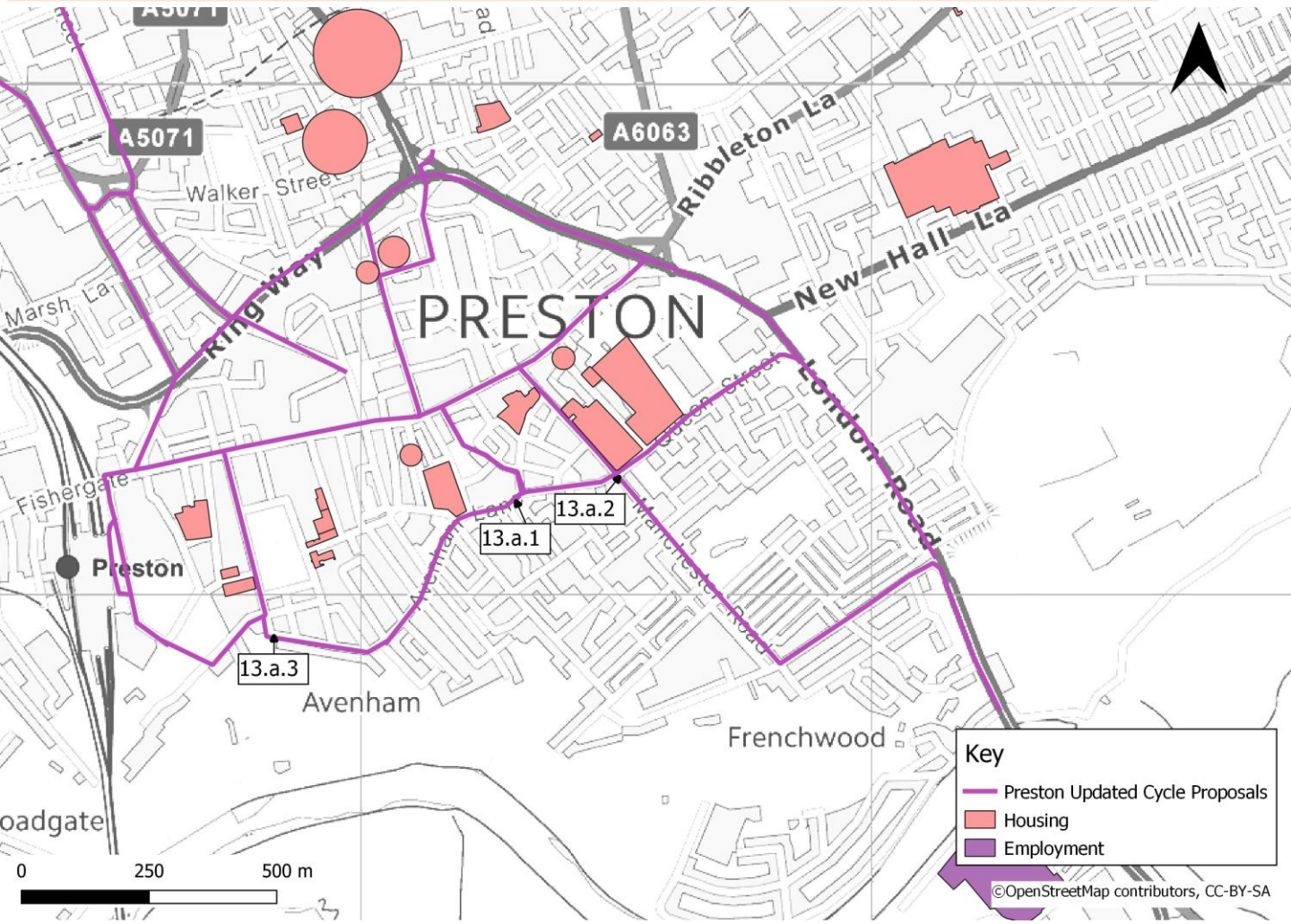
6

5

River Ribble

8 Some surfacing works needed and clearance of mud on the surface. Increase gap between staggered barriers on the guild wheel.

Route 13: London Road to Ribbleton Place via Avenham Lane.

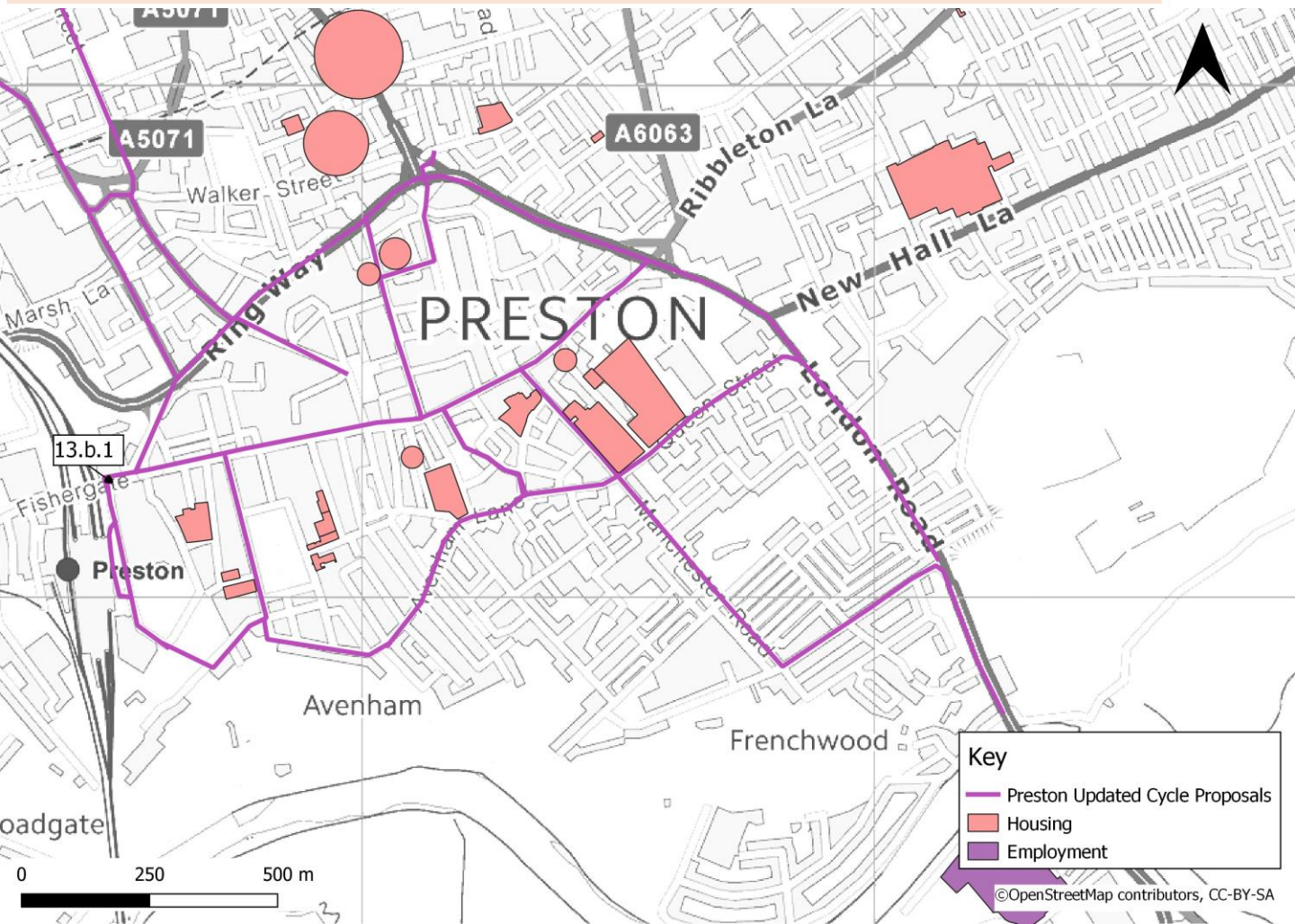


13.a.1 Upgrades to bidirectional cycle track along Queen Street/Avenham Lane from London Road to Knowsley Street junction on the southern side of the carriageway, and remove the grass verge. Comprehensive cycle route signage. (approx. 650m)

13.a.2 Toucan Crossings at Manchester Road junction x2.

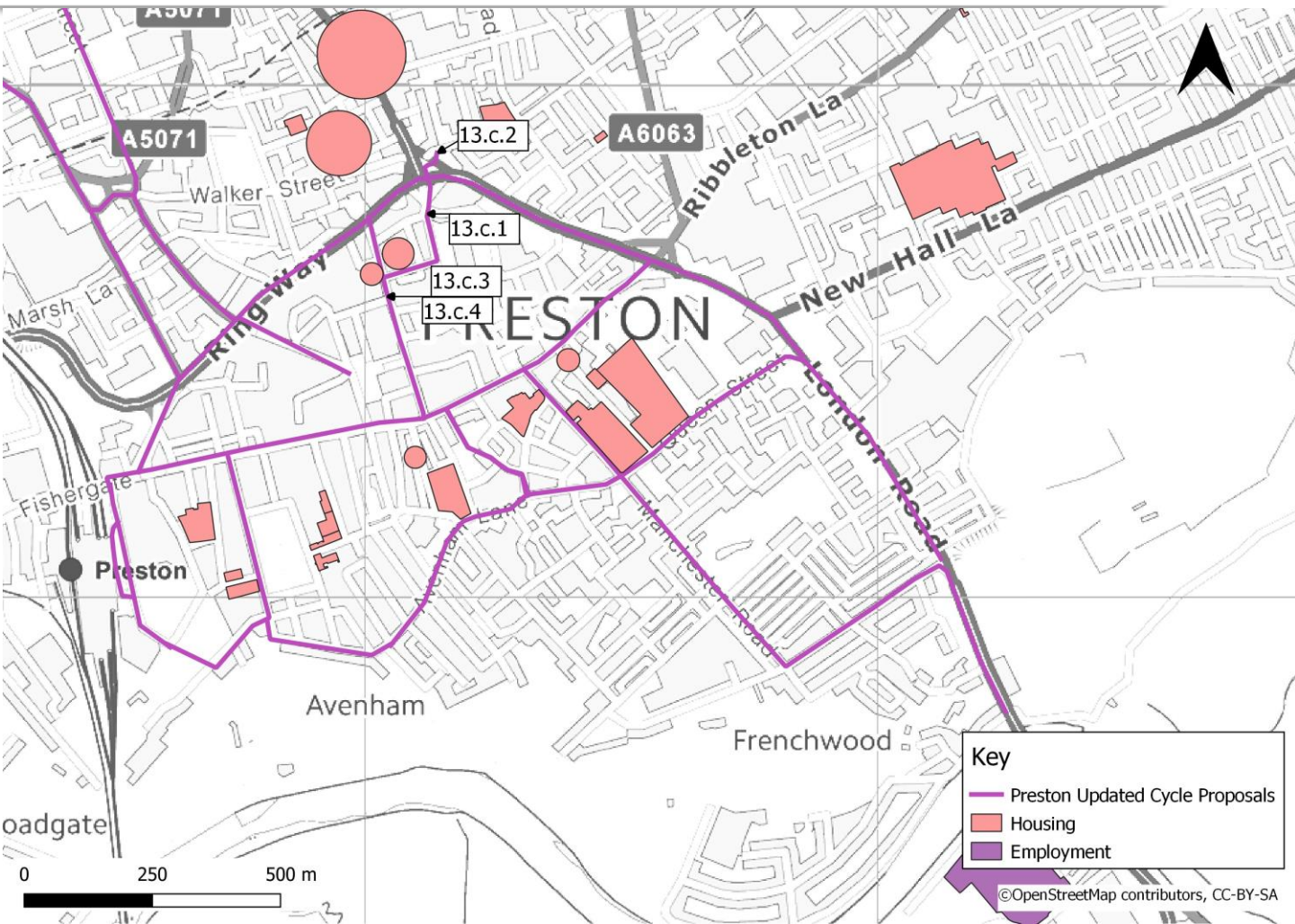
13.a.3 Cyclists to continue on-road from Knowsley Street junction to Winkley Square/Ribblesdale Road (Proposed Winkley Square cycling route 9). Limited carriageway space (approx. 405m)

Route 13: Fishergate to Preston Railway Station.



13.b.1 From Fishergate junction to Preston Railway Station car park (TCF proposed cycle route) implement shared pedestrian/cycle priority route (approx. 340m). This includes removal of roundabout along Butler Street, removal of right turn to Fishergate Car Park and pedestrian/central reservation (costed for in Walking audit).

Route 13: Meadow Street to Church Street via Old Vicarage Road



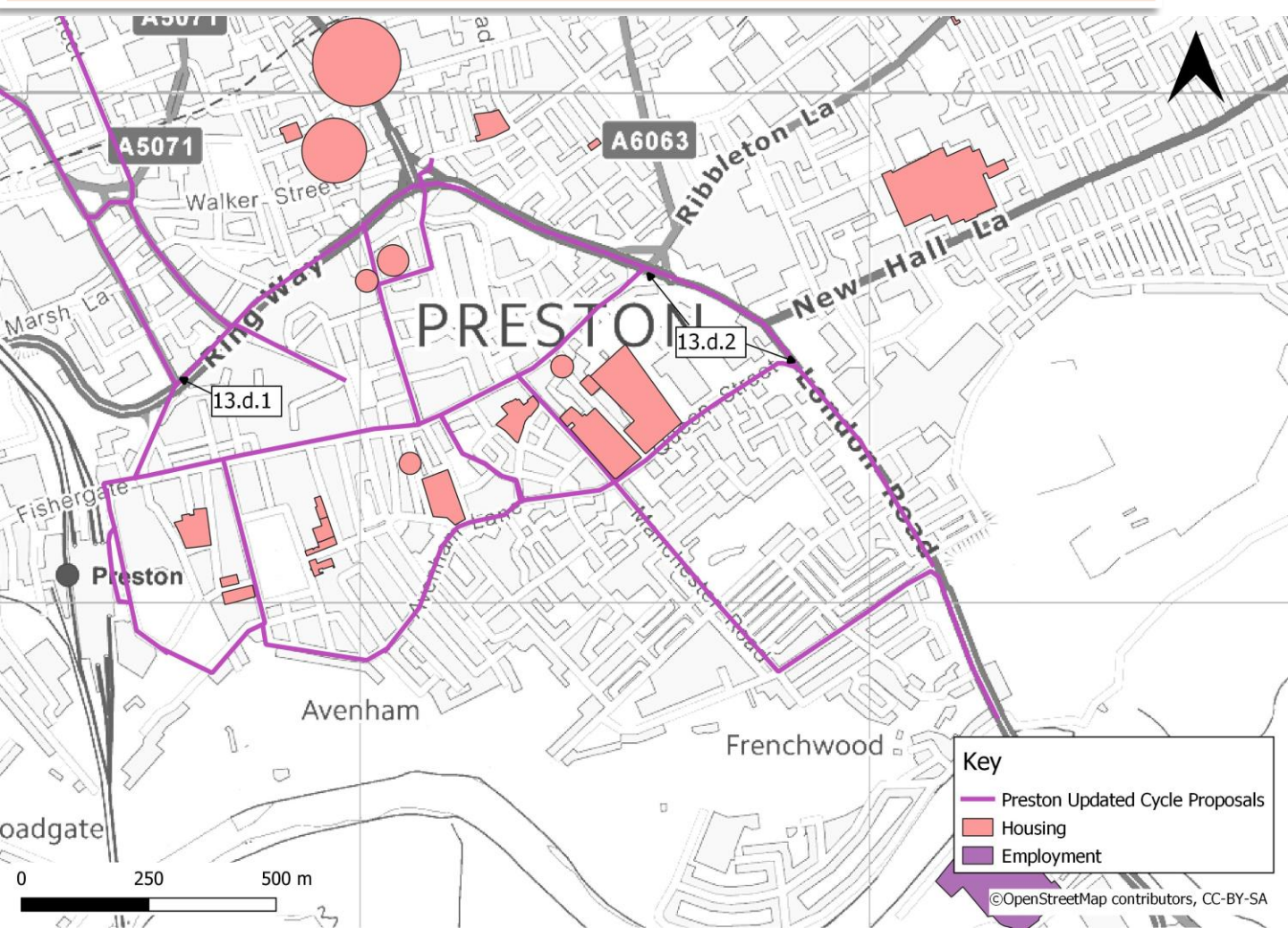
13.c.1 Highlighted Crossing at Carlisle Street (Bus route entrance)

13.c.2 Cyclists to continue on-road from Meadow Street (TCF Route ends) to Lancaster Road via Old Vicarage Road due to limited carriageway width availability. (approx. 320m)

13.c.3 Implement traffic calming / informal streets along Lancaster Road from Old Vicarage Road to Fishergate. (approx. 300m)

13.c.4 Comprehensive cycle signage throughout the route.

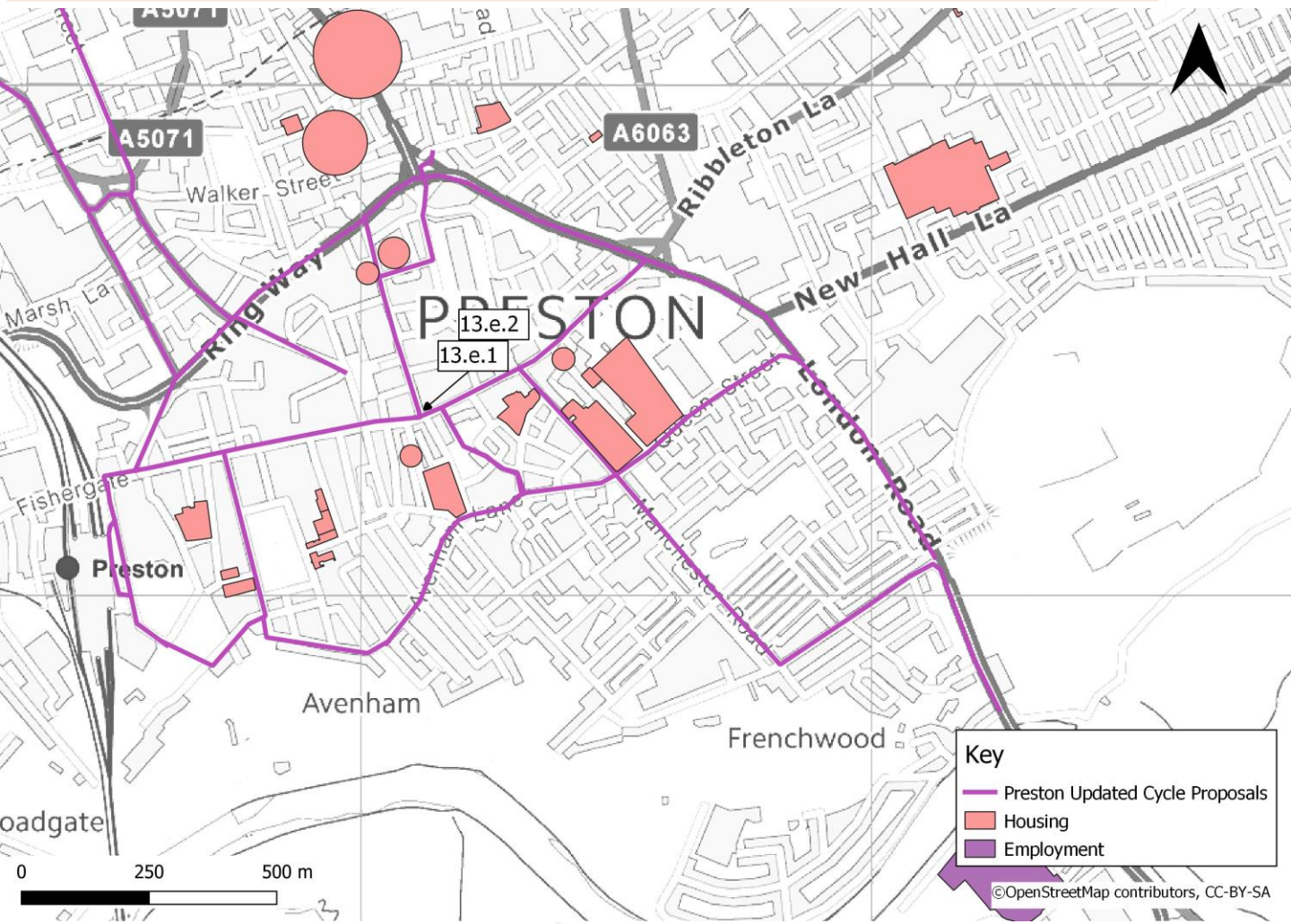
Route 13: Ringway: Corporation Street to Queen Street/London Road junction.



13.d.1 Segregated cycle super highway, along the ringway from Corporation Street to Queen Street London Road Junction + comprehensive cycle route signage. (approx 1.3km). Pedestrian provision is costed for as part of W6.3 and W6.4 in the walking audit.

13.d.2 Two CYCLOPS junctions proposed along Ringway.

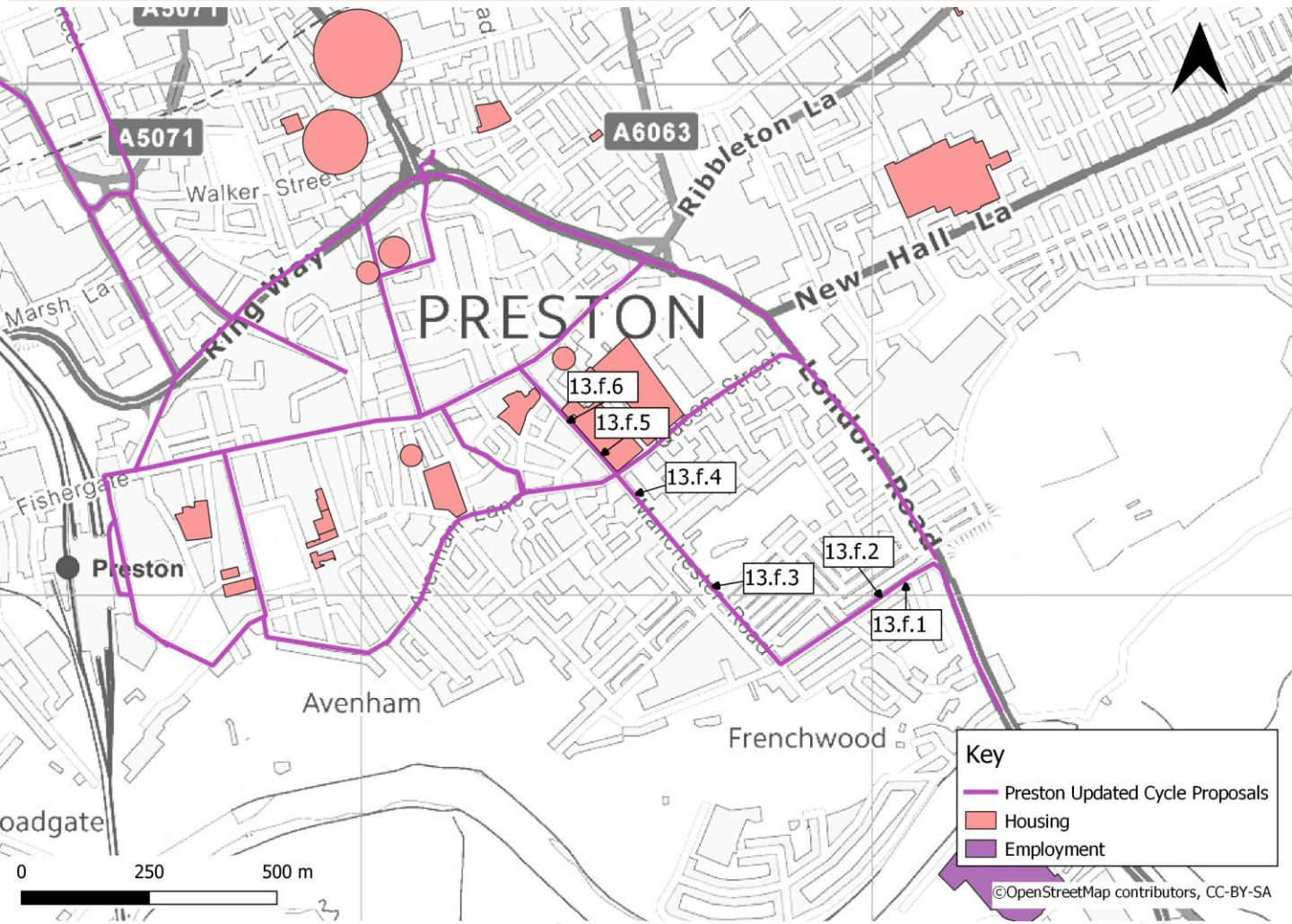
Route 13: Lancaster Road junction to Ringway.



13.e.1 Introduce traffic calming / informal streets along Church Street, from Lancaster Road junction to ringway. Continuation of Fishergate scheme. (approx. 510m)

13.e.2 Comprehensive cycle route signage.

Route 13: Frenchwood Avenue/London Road junction to Church Street via Cardinal Newman College.



13.f.1 Ashworth Grove to Frenchwood Avenue upgrade existing shared walking and cycle path. (approx. 320m)

13.f.6 Comprehensive cycle signage from Queen Street to Church Street. (approx. 290m)

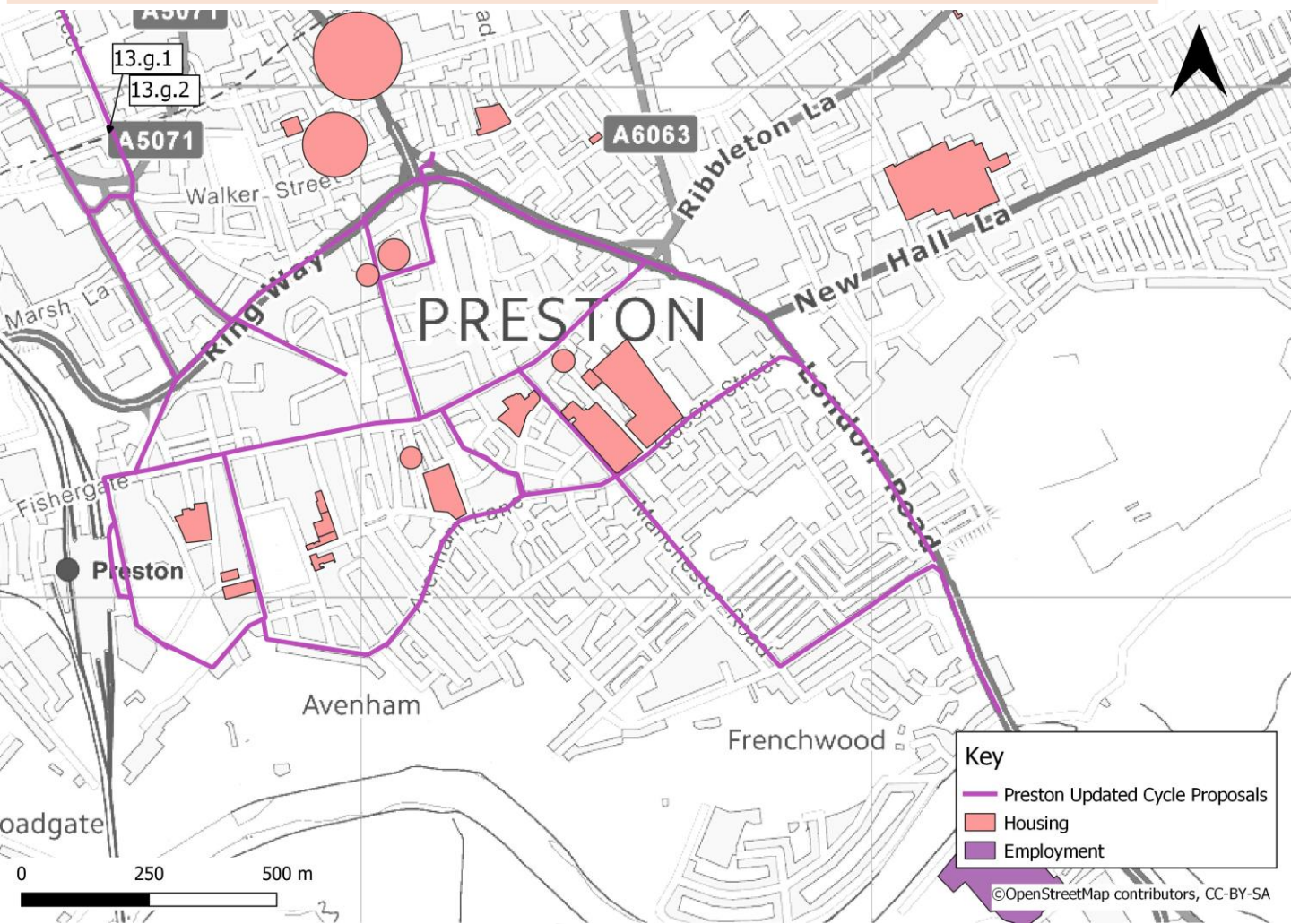
13.f.2 Cyclists to continue on-road from Frenchwood Ave to Manchester Road. Plus comprehensive cycle route signage. (approx. 360m). Residential parking on both sides of carriageway limits scope of interventions.

13.f.3 Along Manchester Road from Frenchwood Ave junction to Halsbury Junction (approx. 210m), cyclists to continue on road due to limited scope for segregation as a result of high levels of on-street parking. Plus comprehensive cycle route signage.

13.f.4 From Halsbury Street junction introduce informal cycle streets scheme to Queen Street junction. (approx. 260m)

13.f.5 Cyclists to continue on-road to Church Street due to limited carriageway width availability. (approx. 290m). Links in with W3.5 walking audit costing.

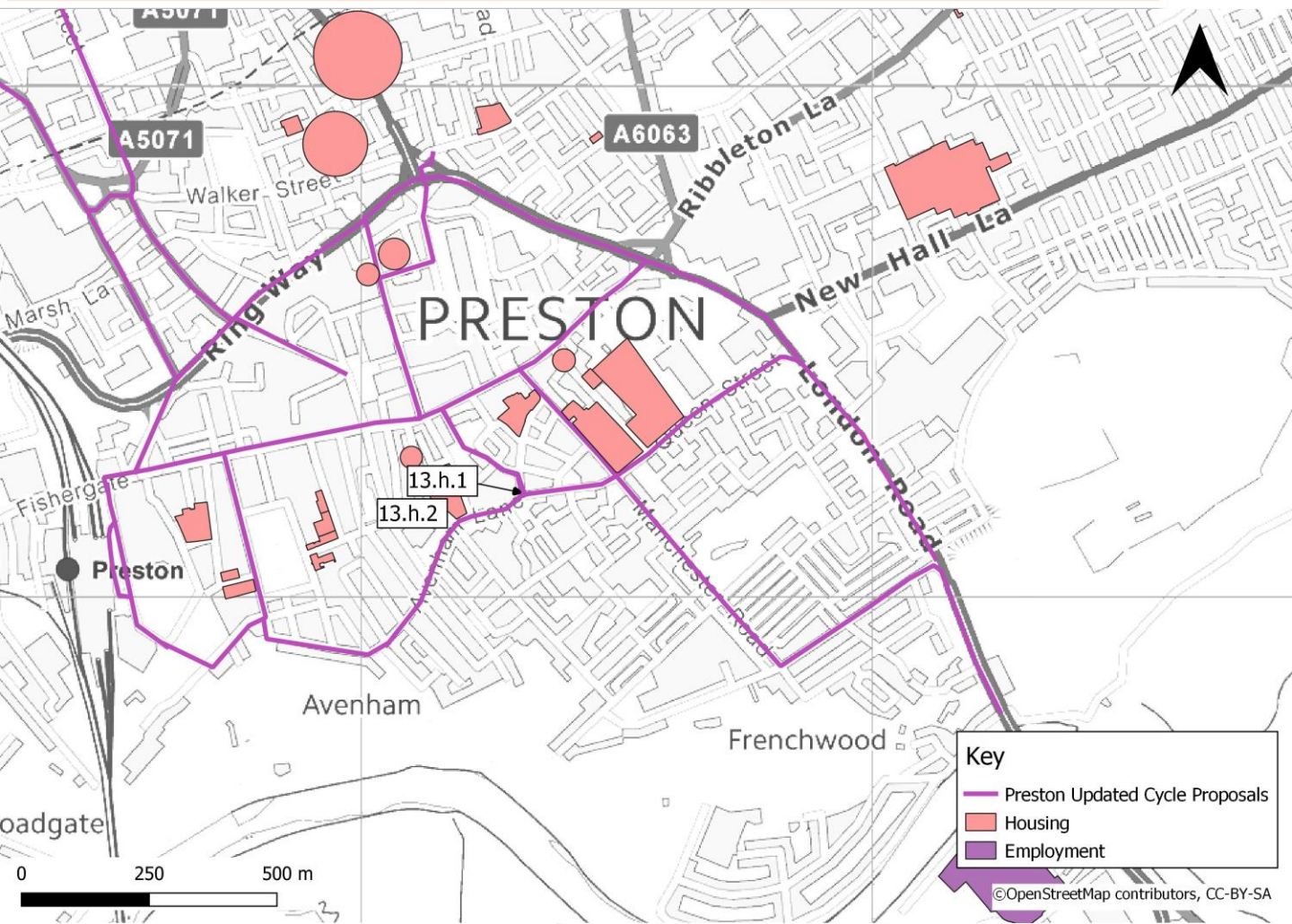
Route 13: Friargate: Victoria/Adelphi Street junction to A59 Ringway.



13.g.1 Implement traffic calming / informal streets, similar to Fishergate along Adelphi Street from Victoria Street junction to Friargate. (approx. 360m). North Friargate will be fully pedestrianised, see Preston City Transport Plan.

13.g.2 Comprehensive cycle signage throughout the route.

Route 13: Avenham Lane to Church Street via Syke Hill-Stoney Gate.



13.h.1. Integrate with informal street measure W4.13 within the walking audit. (approx. 100m)

13.h.2. Cycle signage throughout the pedestrian priority (informal street) route W4.13.