

## **APPENDIX – Preston**

Preston is one of Lancashire's key economic centres and Preston City Centre has been identified as having the capacity to generate substantial growth and new jobs in the professional and service sectors.

Preston sits in a strategic location on the county's north-south and east-west road and rail transport corridors that link Lancashire's major settlements and beyond. Its strategic role is recognised in the LTP3 Strategy as a focus for economic activity. This combination of location and strategic role contributes to the high levels of congestion encountered in the city centre and along its principal corridors.

The city's expansion plans, including the Tithebarn retail development, expansion of the Fishergate Centre, University of Central Lancashire (UCLAN), a new Central Business District and residential and economic development plans on its outskirts, will bring further pressure to improve the road network and the public transport offer serving the city.

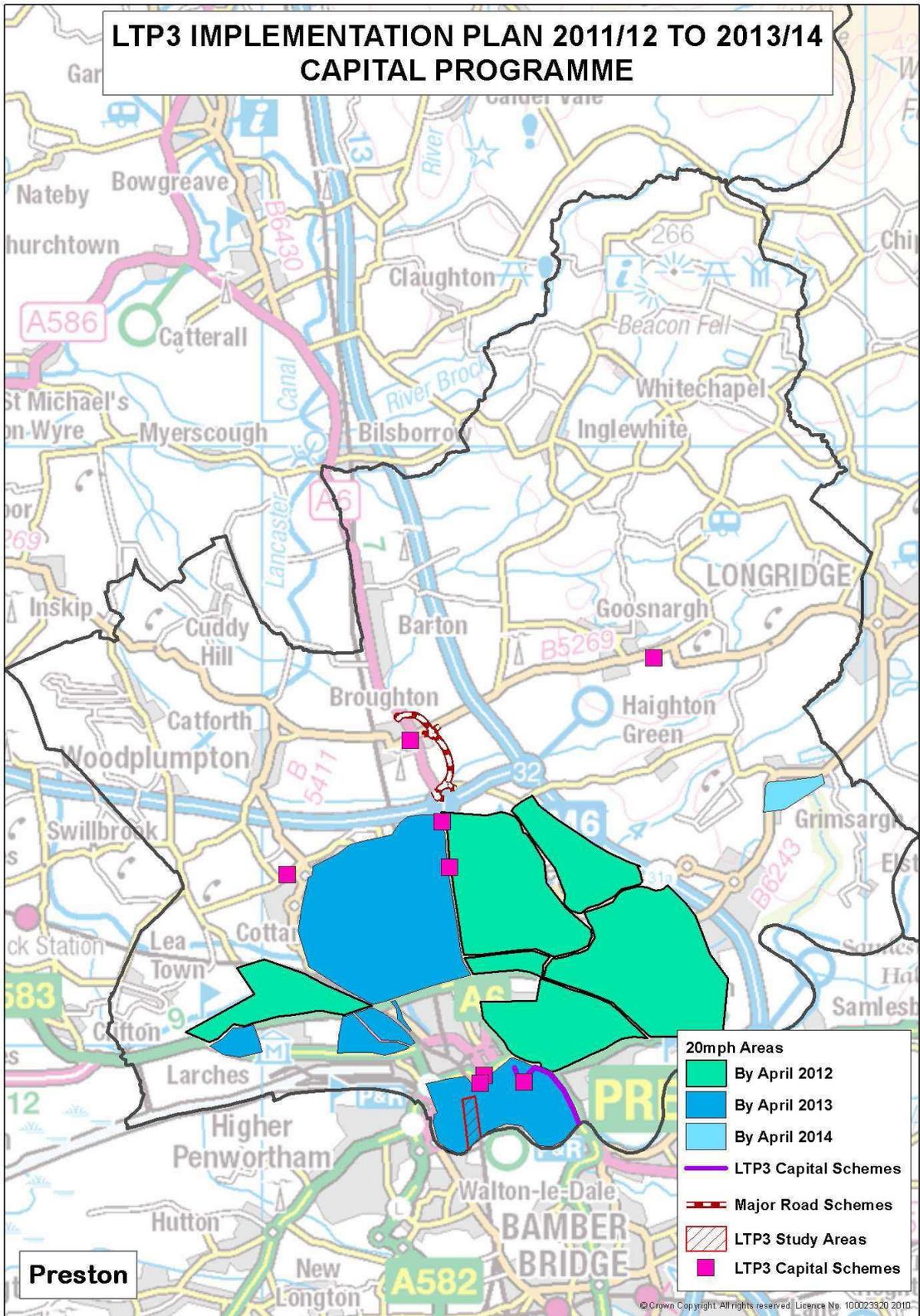
Current major pedestrian routes form unattractive gateways into the city, and there is a pressing need for improvements within and around the rail station. At present, both bus and rail stations create a poor sense of arrival to the city.

Under this Implementation Plan Lancashire County Council will invest £64.67 million highways and transport in Preston, with £32.47 million of capital funding and £32.21 million of revenue support. This will be targeted at:

- tackling congestion and delay to support economic growth in Preston City Centre
- promoting public transport connectivity with South Ribble and Chorley to counter growing congestion and support economic development
- creating better conditions for local journeys within neighbourhoods along key corridors.

Preston has several key transport corridors where improvements are being advanced. Within the city, the opportunity exists to unlock substantial developer contributions, secured against the development of the former Whittingham Hospital, for a road bypass of Broughton and associated improvements to M55 Junction 1 (PR1). Broughton has for many years experienced worsening levels of congestion and local environmental conditions.

# LTP3 IMPLEMENTATION PLAN 2011/12 TO 2013/14 CAPITAL PROGRAMME



There will also be other minor improvements to the highway infrastructure to serve the developments at Whittingham and Cottam (PR3) and to the signalling along the A6 North corridor between the M55 and the city centre (PR4) to reduce delay and congestion.

The County Council will work with Preston City Council and developers to bring forward proposals for Preston's Central Business District and Tithebarn projects, including new bus station/interchange facilities to improve connectivity and links between bus and rail services (PR2).

Preston will also benefit from an upgrade to the Urban Traffic Management & Control (UTMC) system which controls the co-ordination of traffic signals in some urban centres in Lancashire including Preston (MA5). The present system, which transmits data between the control centre and various outstations, will need replacing in 2018. This project will upgrade the present software system used to operate UTMC, resulting in greater flexibility and reliability and allowing expansion to other sign systems (VMS, parking) and locations. Communication costs will be reduced by c. £40k per year and it will also enable the most efficient use of available road space to improve road network performance, resulting in less congestion and improved journey times. Congestion is a significant barrier to the economic growth of the city centre as well as affecting the quality of life of commuters and residents.

Within the City Centre, development of the Central Business District (CBD) and access to the University of Central Lancashire will be supported by pedestrian and cycle improvements to the corridor linking the railway station, CBD and University (PR5). This project includes changes at the major junction of Ringway and Corporation Street to provide direct pedestrian routes. Pedestrian demand there is high and the current layout of barriers and signalled crossing points encourages many to take more direct but unsafe routes. There will also be cycle route improvements along the corridor, linking the new cycle path from South Ribble into the Fishergate Centre with the University and employment areas in the north of the city. These will consist of advanced stop lines at junctions and improvements at the Adelphi Roundabout. The Adelphi improvements have the potential to decrease injury accidents to cyclists there by 50% (currently 6 in 5 years).

In Preston, a City Centre Movement Strategy is being developed between the County Council and City Council which focuses on potential measures to deliver more efficient use of the highway network, achieving a balanced and integrated transport system. The Strategy will identify key routes, issues and aspirations. The County Council will work with Preston City Council, developers and the local business community to identify a package of measures and funding streams out of the Movement Strategy which can form the basis for public and private transport investment in future years of the LTP3 (RV1).

To the south, improvements to the Preston-Chorley bus corridor will improve bus journey times and reliability, making public transport a more viable option for commuting (MA7). This increases the options for people to access employment, education and training and encourages modal shift to ease congestion.

In order to make more informed decisions about the location and scale of proposed developments around Preston, South Ribble and Chorley a Central Lancashire Traffic Model is being developed (MA2). This will enable the effect of proposed developments on the road network to be better estimated and potential solutions investigated.

Future decisions on infrastructure planning and provision will be based on a Highways and Transport Master Planning exercise to cover Central and West Lancashire (DV3), which will be developed as part of this LTP to establish strategic priorities for the area, in conjunction with work currently underway on the Central Lancashire Local Development Framework Core Strategy.

Preston's economic growth will benefit from improved links to Manchester, Manchester Airport and Liverpool. These will be enhanced by the electrification of the Preston Manchester and Preston Liverpool rail lines, which should provide better journey times, with increased reliability and and capacity.

The issue of rail services connecting Pennine Lancashire and Ribble Valley with Preston and the Fylde Coast, including Blackpool Airport, will be considered by a Rail Corridor Scoping Study looking at east-west connections from Blackpool South to Colne/Clitheroe This will assess levels of service, highlight areas for improvement and outline possible solutions (MA6).

The County Council will continue to provide financial support for the Community Rail Partnership Programme Improvements, in particular the East Lancashire, South Fylde and West of Lancashire CRPs in Preston (MA12).

Working with Preston City Council and neighbouring authorities, the County Council will develop a programme and means of funding for the provision of electric vehicle charging points at suitable locations to encourage the takeup of low emission vehicles (MA15).

The County Council is committed to supporting smartcard travel concessionary schemes, through its involvement in the NoWcard partnership, with the aim of encouraging greater use of public transport through interoperable ticketing, better integration and simplified discounts and fare structures. In Preston, the County Council will be working with partners to develop a concessionary scheme targeting 16 to 23 year olds.

The County Council has made a commitment to introduce 20 mph limits in all residential areas and outside all schools over the lifetime of this Implementation Plan. The map accompanying the local programme for Preston shows the phased introduction of these schemes to neighbourhoods in Preston district over the next three years (MA10).

The County Council will promote sustainable travel in Preston through education, information and travel planning to reduce demand on the highway and to support economic growth (RV3,7). In particular, in this Implementation Plan period it will produce a Lancashire County Council Staff Travel Plan for its offices and workforce based in Preston, as a means to encourage and instil more sustainable ways of

travel amongst its employees and promote good practice to other organisations in the area.

To support public transport provision in Preston and encourage better access to jobs, education and services by alternatives to the car, the County Council will continue to provide financial support to key non-commercial bus services (14 currently in Preston) (RV2); provide concessionary travel through the roll out of discount travel smartcards to Preston's residents (currently 23,594 NoWcards , 2,961 for disabled users and 20,633 for senior citizens) (RV5); support community transport in Preston through Preston Community Transport (RV2) and support social care transport (with almost 23,000 journeys undertaken in a typical month in Preston).