

Appendix B



CITY DEAL
Preston, South Ribble & Lancashire

CONSULTATION REPORT

Completion of the Penwortham Bypass

January 2015

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Executive Summary

The Preston, South Ribble and Lancashire City Deal sets out ambitious plans for highways and transport across Preston and South Ribble to support new development and economic growth across the area.

This report, and the two months of consultation on which it is chiefly based, is the latest chapter in Lancashire County Council's continuing and evolving dialogue with the public, and demonstrates our commitment to engaging with the diverse communities that we are elected and appointed to serve.

The need to complete the Penwortham Bypass was identified in the Central Lancashire Highways and Transport Masterplan, published in March 2013. By complementing the capacity improvements along the A582 and Penwortham New Bridge linking to Ringway, the completed Bypass will provide congestion relief to Penwortham along the A59 corridor, deliver meaningful improvements along existing public transport corridors and local centres, and support economic development through travel reliability. The Bypass will also improve access from the A59 to the motorway network enabling traffic to avoid passing through Penwortham or Preston city centre. This will enable measures to be put in place to enhance the public realm and promote walking and cycling within the local centre, as well as provide opportunities for bus priority measures on the A59 including the potential for a new Park and Ride.

A route joining the A59 at Howick Cross is preferred over the existing protected 'Blue' route because it will:

- Divert away more of the traffic on the A59 through Penwortham travelling to and from Howick Cross, Hutton and Longton
- Give a greater reduction in road traffic casualties as a result of less traffic through Penwortham
- Result in no houses being demolished and fewer being affected, with less land including woodland and hedgerows being taken by the route
- Provide a much more cost effective and therefore affordable and deliverable solution
- Provide a more direct north westerly alignment and continuation of the A582, and therefore a more direct route to a prospective new River Ribble Crossing.

This proposal was consulted on between September and October 2014. Approximately 13,000 letters were sent out to the homes closest to the scheme and exhibitions were held in four locations; Penwortham, Kingsfold, Longton and New Longton. We invited people to complete questionnaires to determine their views on the proposal and a total of 1250 responses were received.

Chapter three examines the findings from the questionnaires, highlights the most important issues for the public and details our responses. A total of 19 issues were identified across the consultation.

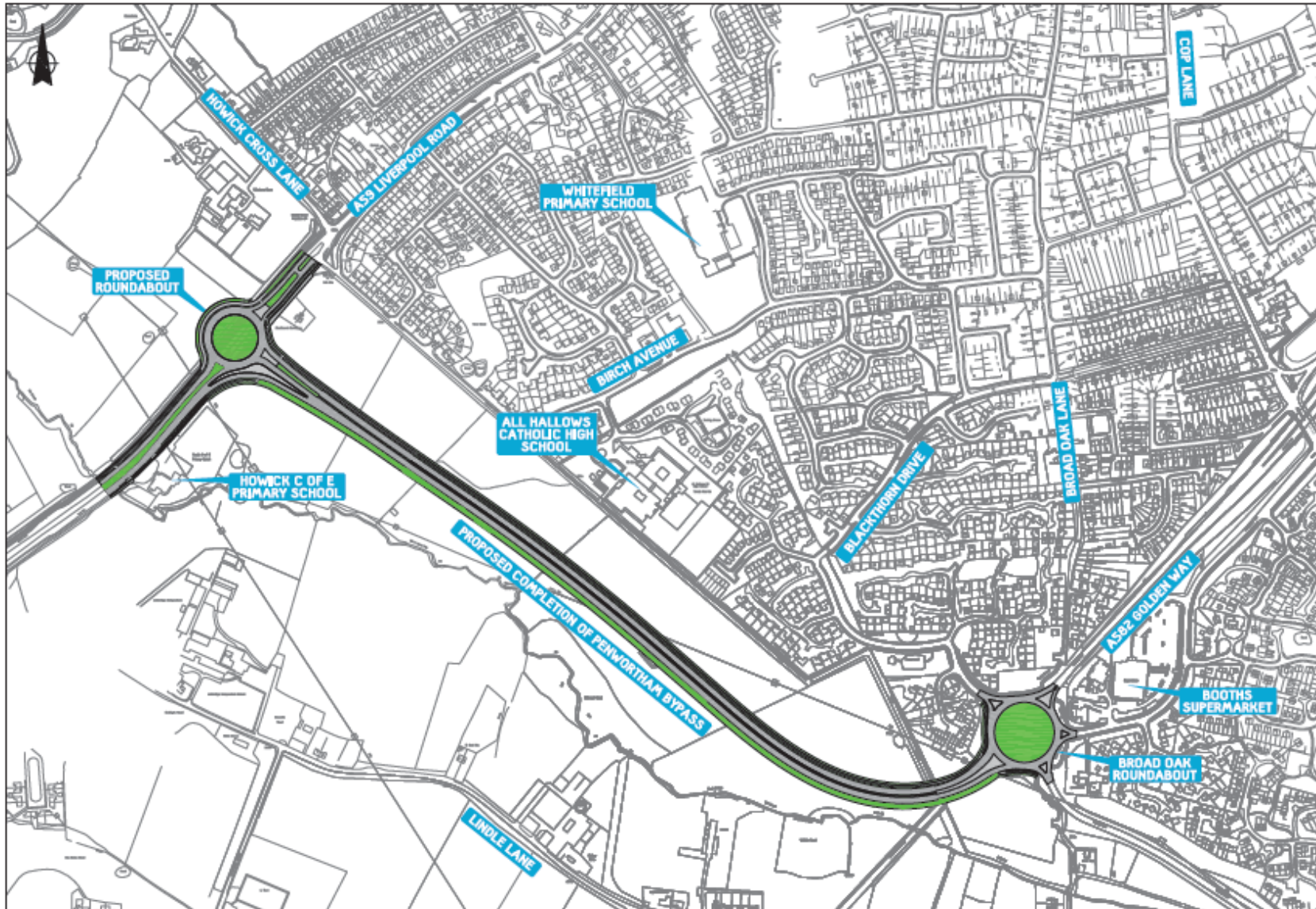
The most frequently raised issues identified included:

- Design and Alignment
- Environmental Impact
- Perceived increased congestion
- Ribble Crossing

We received 659 responses (53%) that cited support for or had no issue with the proposals.

Additional questions contained in the questionnaire sought to establish if the respondent was a local resident or responding on behalf of an organisation and the modal use patterns of those who responded. Also each respondent's postcode was requested thereby enabling geographical analysis of those who engaged with the consultation process.

Penwortham Bypass Brown Route



1. Introduction

- 1.1.0 In March 2013 Lancashire County Council approved the Central Lancashire Highways and Transport Masterplan (CLHTM) which presented a programme for investment in transport infrastructure in the Central Lancashire area.
- 1.1.1 Included in the Masterplan is the corridor in which the completion of the Penwortham Bypass is proposed.
- 1.1.2 In September 2013 the Preston, South Ribble and Lancashire City Deal was signed providing the funding mechanism to implement the highway infrastructure included in the CLHTM that will assist in the generation of more than 20,000 new jobs and over 17,000 new homes. The road schemes will be complemented by measures to improve public transport, cycling and walking.
- 1.1.3 The County Council currently has an approved route for Penwortham by Pass which was protected in 1994. This route runs also commences at Broad Oak roundabout but takes a more westerly route to the north of New Longton connecting to the A59 close to the existing junction with Chapel Lane. In the consultation in 1994 the currently protected route was known as the 'blue route' whilst a route similar to the proposal under this consultation was known as the 'brown' route.
- 1.1.4 As circumstances and demand has changed as demonstrated by the CLHTM and the aims of the City Deal this consultation is to seek views on the proposed alignment as it complies more with this policy.
- 1.1.5 The comments will be used in considering the next step of approval and adoption by the County Council of these routes, as an important preparatory stage to designing these roads and in order to protect them from the prospect of other development.
- 1.1.6 This is the first step towards making the planning application in early 2016. In preparing the detailed planning application there will be a further public consultation inviting comments and representations on the detail prior to submission.

2. Engagement and Events

Consultation and Engagement

- 2.1.0 Consultation on the proposed completion of Penwortham Bypass was carried out from 8th September to 26th October 2014.
- 2.1.1 A plan of the proposed route of the road and a questionnaire were the focus of the consultation. A letter advertising the consultation and including an information leaflet and questionnaire was sent to approximately 13,000 residents and other occupiers in the area and briefings were held with several landowners, relevant Councillors, MPs, District Councils, Parish Councils and local residents' groups.
- 2.1.2 A series of four public consultation events were held across Penwortham, Longton and New Longton in September 2014 to enable people to ask questions and share their views. The consultation was also publicised in the local press and on the LCC website and through social media.

Consultation Events

- 2.1.3 The consultation events were held at Kingsfold, Penwortham, Longton and New Longton on 9th, 11th, 15th and 18th September 2014. These were attended by staff from the City Deal Delivery Team and Estates Management to answer any queries. Poster boards were provided to show the proposed road alignment and supporting information on the scheme design and timescales. Leaflets and questionnaires were available at all events. Over 500 people attended the events in total.
- 2.1.4 In response to the letters to residents, exhibitions, press articles and social media, 1250 responses were received. Respondents included local residents, parish councils, developers and other statutory service providers.

Consultation Responses

- 2.2.0 We received 1250 responses, the vast majority of which were in the form of paper and online questionnaires. We received a small number of letters and emails which were included in the considerations. 659 of the responses were either positive towards the scheme or expressed no issues.
- 2.2.1 The formal consultation period ended on 26th October 2014.
- 2.2.2 Having collated all the responses we were able to identify a number of common themes and issues raised in the public response to the consultation.
- 2.2.3 The majority of responses came from those who will be most directly impacted by the schemes.
- 2.2.4 This was a consequence of the approach to concentrate on the areas immediate to our proposals. We held the four exhibitions in areas close to the currently protected route and the preferred choice of route under this consultation. The letter distribution was centred on the line of the roads. This ensured the concerns regarding the possible impacts of the scheme would be most prevalent.
- 2.2.5 We could have extended the consultation to include residents living in areas further from the line of the proposed roads, who might benefit from better connectivity, reduced congestion and the wider economic gains that will come from improving transport links to support new development and economic growth.
- 2.2.6 That was not the purpose of our consultation. Our aim was to engage and listen to the residents, landowners, businesses and others likely to be most affected by the choice of route.

2.2.7 It should also be noted that separate consultation events were held in relation to the Central Lancashire Highways and Transport Masterplan.

2.2.8 The issues most commented on were as follows. The remainder of this report deals with each issue in turn and concludes with a questionnaire analysis.

Most Frequently Raised Issues

- A582 as a Transport Route Issues
- Potential Air & Noise Pollution
- Blue/Brown Route preferences
- Possibilities of Compensation
- Construction Disruption and Disturbance
- Necessities of Cycleways/Footways
- Design/Alignment
- Economic & Employment
- Detrimental Environmental Impacts
- Need for Landscaping
- Local Highway Network Impacts
- Penwortham Local Centre
- Perceived Increased Congestion
- Public Transport
- Ribble Crossing
- Safety
- Detrimental Impacts to Schools
- Inappropriate Traffic Speeds

3. Key Findings and Responses

Issue 1 – A582 Related Issues

What the consultation had to say

3.1.0 Some of those who responded to the consultation expressed a need for the A582 to become a dual carriageway in order to handle the additional traffic likely to be routed along the A582 with the addition of the proposed Penwortham Bypass.

3.1.1 There were some concerns about existing congestion hot-spots being made worse by the traffic flow that the proposed bypass will generate; in particular the point of merge on the bridge at Penwortham Triangle.

"Currently at busy periods traffic backs up the existing Penwortham Way to Broad Oak Roundabout; with no plans to widen the bridge over the Ribble that will remain a bottleneck"

Our response

3.1.2 Works have already commenced on providing capacity improvements along the A582. Improvements to the junction with Chain House Lane were completed in late 2014, and the dualling of the northern section of Golden Way will be open in Spring 2015. Capacity improvements to the roundabout at Stanifield Lane are underway, with works to dual the southern section of Golden Way and the 'Booths' roundabout due to begin in late Spring. Improvements to the 'Tank' roundabout and Croston Road roundabouts on Flensburg Way will be completed during 2015/16.

3.1.3 Subject to Planning Consent, these works will be followed by the upgrading of the A582 to a dual carriageway along its full length; between Cuerden and Preston city centre and the B5253 south to Longmeanygate.

Issue 2 – Air & Noise PollutionWhat the consultation had to say

3.2.0 For those living or working, or with other interests nearest to the proposed road, there was a widespread concern that air and noise pollution from the traffic would adversely affect the quality of their lives.

"It is vitally important that you honour the pledge to protect the Penwortham environment"

3.2.1 Some local residents questioned how the impacts of air and noise pollution will be reduced.

3.2.2 Amongst the responses relating to noise, we received requests for 'quiet surfacing' to be used and a noise barrier/screening to be erected.

3.2.3 Some local residents felt that tree planting would not be sufficient in reducing noise impacts.

3.2.4 There were concerns about the impact both air & noise pollution will have on neighbouring schools.

3.2.5 We received some responses that suggested noise generated by the school field, should it be relocated, would be an issue.

3.2.6 **Howick C.E School provided a detailed response in which they cite that noise generated by proposed bypass will have detrimental effect on educational provision.**

3.2.7 It is felt that the proposed bypass will restrict the opportunity to hold lessons outside as it will be difficult for teachers, and children sharing ideas, to be heard.

"If we physically cannot be heard without shouting, this makes teaching an impossible task, and places a health and safety risk to our teachers voices"

3.2.8 The school also stressed that the PE curriculum would suffer as the currently playground will potentially become difficult to use.

3.2.9 Internal noise is currently a concern for Howick C.E School particularly during summer months when required to work with windows open and traffic can be heard;

"Where this noise rises with an additional bypass, there is a real issues that our teaching has to 'fight' potential noise pollution"

Our response

3.2.10 We are sensitive to the impact our activities will have upon both existing residents and others in the area, particularly the neighbouring schools.

3.2.11 As part of the statutory planning process an Environmental Impact Assessment (EIA) containing detailed analysis of how the new roads could benefit or adversely affect the local area – its air quality and noise level, as well as visual amenity and land use, will be submitted in with the Planning Application.

3.2.12 The application will include a detailed scheme design which will include measures to mitigate for the impacts identified in EIA.

3.2.13 There are statutory requirements to take action and introduce mitigation measures in relation to increased noise levels. The calculations determining whether action needs to be taken will be undertaken prior to the Planning Application and included in the same.

3.2.14 The final road surface will be determined by factors which include noise generation but also durability and maintenance liability.

Issue 3 – Blue/Brown Route

What the consultation had to say

3.3.0 The choice that would see the currently protected Blue Route rescinded in favour of the preferred route under this consultation generated no definitive reasoning or issues which could not be addressed in the detailed design or validated by the imminent Central Lancashire Transport Model.

3.3.1 There was support for the change of route including such comments

"The new route is preferable to the previous protected route as it allows the community of New Longton to remain intact."

3.3.2 The responses we received stating a preference for the 'old' route included the following views:

- Will not reduce congestion at Howick,
- Fails to take traffic away from schools,
- Does not keep traffic away from the Hutton area,
- Is too close to properties,
- Will not attract drivers away from Penwortham,

- Does not address rat-run problems through New Longton and on Lindle Lane.

3.3.3 There were also queries regarding the status of the land that is currently protected for the blue route. We were asked if this would be green belt.

3.3.4 **Penwortham Town Council stated their opposition to the proposed change of protected route.**

"Penwortham Town Council have supported the Blue Route since Public Consultation in 1994 in that this route would be a "Penwortham" by-pass and would take traffic around the town centre of Penwortham. The Brown Route, it is felt, would simply not achieve this and would not eliminate the through traffic in the main shopping district of Penwortham. There is also concern regarding the isolation of Howick Primary School"

3.3.5 It was felt that protection of the brown route would have a major and undesirable impact on Howick Primary School and All Hallows Schools playing fields.

3.3.6 There were suggestions that any justification for the Brown Route would have to include a new river crossing.

Our response

3.3.7 The CLHTM in its consideration of the future needs and aspirations of Central Lancashire determines that a route joining the A59 at Howick Cross is now preferred over the existing protected route that ran through New Longton joining the A59 at the Hutton roundabout.

3.3.8 Traffic control measures making new corridors more attractive allied to the provision of complementary public realm improvements and public transport priority measures will encourage the traffic on the A59 that currently travels through Penwortham to and from Howick Cross, Hutton and Longton to utilise the bypass.

3.3.9 Taking still greater volumes of traffic out of the residential and shopping areas along the A59 will improve conditions for residents, pedestrians and cyclists, including users of the local schools and businesses in the area

3.3.10 Providing this route will mean that we can make improvements to Penwortham Local Centre and create a public transport priority

corridor along the section of the A59 from Howick Cross to Cop Lane that will encourage traffic to use the new bypass.

- 3.3.11 As a result of there being less through traffic in Penwortham, the brown route will give a greater reduction in road traffic casualties than the current protected route.
- 3.3.12 The route also offers a safer and more attractive alternative to currently identified rat-run in the area.
- 3.3.13 The brown route results in no houses or other premises being demolished or affected along the route of the bypass, compared to five properties which would be demolished for the current protected route.
- 3.3.14 Half a mile shorter in length than the current protected route; it will also have a far smaller environmental impact, with less land, existing woodland and hedgerow being lost.
- 3.3.15 Furthermore, this route provides a more direct route to a prospective new River Ribble crossing which is our longer term ambition. Preliminary work is underway as part of the Preston, South Ribble and Lancashire City Deal to determine a feasible route and protect a corridor for a road bridge and connections to it from the existing road network (A59 to the south and A583 to the north).
- 3.3.16 Consultation has already commenced with both schools potentially affected by the proposed route. Discussion has included consideration of appropriate mitigation if necessary and ensuring that the quantum and quality of school provision is not adversely affected.
- 3.3.17 Land allocations and designations will remain to be determined by the local planning authority, in this case South Ribble Borough Council, through the South Ribble Local Plan.

Issue 4 – Compensation

What the consultation had to say

Our response

3.4.0 Serious concerns relating to property values, particularly in relation to properties that would face the preferred route of the bypass, were evident throughout the consultation process.

"I purchased my house at a premium price due to semi-rural location. It will now be devalued."

3.4.1 We received questions relating to compensation relating to the visual (loss of view) and noise related impacts of the proposal both long term and during construction.

3.4.2 Within their detailed response, Howick C.E. School asked:

"Will the school receive financial assistance to provide two school crossing patrols to ensure user safety?"

Will the school be compensated for the potential loss of outside teaching space due to noise?"

Will the school be compensated should there be an impact on lessons taught inside the building due to additional noise?"

3.4.3 In the first instance and where possible we will do our utmost to mitigate against and limit the impact of the new highway.

3.4.4 Legislation exists in the form of the Land Compensation Act 1973 under which procedures are laid down in relation to compensating those affected by the construction of new highways.

3.4.5 Those entitled to compensation fall into two categories.

3.4.6 Firstly there are landowners and/or occupiers who will be directly affected by the scheme. This is where the County Council will be acquiring land or taking a right over land in their ownership/occupation. Whether this is by compulsory purchase or by agreement, established procedures exists to establish fair and equitable compensation

3.4.7 Secondly compensation may be due to owners of property where no land or right will be acquired by the County Council but where there is a diminution in value due to specific 'physical factors' attributable to the use of the road namely

- Noise
- Vibration
- Smell
- Fumes
- Smoke
- Artificial Light
- Discharge onto the land of any solid or liquid substances

Such owners can submit a claim for compensation from 1 year after the completion of the scheme.

3.4.8 Advice is available in publications provided by the Government Department for Communities and Local Government.

Issue 5 – ConstructionWhat the consultation had to say

- 3.5.0 Concern was expressed that activity on site suggested the works had commenced without any deference to due process.
- 3.5.1 We were asked when work will commence, where site access points/site parking will be located, and what the daily operating hours of construction workers would be.
- 3.5.2 Some local residents expressed concern about the noise of construction, disruption that will be caused to the existing road network and possible damage to road surfaces.
- "Will the A59 be closed during construction of the new roundabout and if so, what route will traffic travelling from Penwortham to Longton have to take?"*
- 3.5.3 Questions regarding the timescales of construction, projected finish time, and cost of building the road were also raised.

Our response

- 3.5.4 Construction works have not begun. Engineers and ecologists have been on site seeking information to enable the detailed design to be completed and the Planning Application made should the route be approved.
- 3.5.5 The start date of works is subject to gaining planning permission and assembling the land required. Subject to the completion of the statutory processes we are currently targeting starting to build in 2016/17, with a construction period of 12 months.
- 3.5.6 The location of a site compound will be identified in line with the Planning Application. Typical site operating hours are between 07:00 and 19:00.
- 3.5.7 We acknowledge that there will be some disruption to the local road network during construction. Contractual conditions will be applied to construction traffic and we will make every effort possible to limit potential disruption through scheduling of works and effective traffic management where necessary.

Issue 6 – Cycleways/FootwaysWhat the consultation had to say

- 3.6.0 There were a number of requests for cycle provisions to be provided along the proposed route.
- 3.6.1 Both in response letters and at consultation events, there was a strong feeling that the proposed new junction on the A59 would not be safe for pedestrians and cyclists to cross.
- 3.6.2 Local residents wanted pedestrian/cycle crossing provisions at the proposed junctions on the A59 at Howick Cross and Broad Oak included in the design.
- 3.6.3 Some responses suggested footbridges or underpasses be considered to prevent delay to vehicles and ensure safety for children.
- 3.6.4 A desire to protect the existing cycle paths in Penwortham was expressed;

"Please don't ruin the cycle path between Preston & Penwortham and Hutton & Longton."

Our response

- 3.6.5 The proposed Penwortham Bypass will include off highway 3 metre wide shared use cycleway and footways.
- 3.6.6 The consultation exercise has provided us with significant insight into the concerns of local residents in relation to the proposed junction at Howick Cross and how it will accommodate pedestrian and cyclist crossing movements.
- 3.6.7 Safety is of paramount importance. Once we are able to protect the route, detailed designs will be developed. As part of this process, suitable crossing facilities will be provided where appropriate.
- 3.6.8 There is no intention to reduce the available cycling facilities. Complementary improvements provided in Penwortham will reduce vehicles numbers, enhancing the environment for cyclists and pedestrians. This is discussed further under Issue 12 – Penwortham Local Centre.

Issue 7 – Design/AlignmentWhat the consultation had to say

3.7.0 The detailed design of the route generated a substantial number of responses during the consultation period.

3.7.1 The following suggestion were made:

- *"The proposed bypass should be a dual carriageway;*
- *Both roundabout should be designed with traffic signals;*
- *Provide traffic signals at Broad Oak roundabout for peak times only;*
- *Create an access road into All Hallows School;*
- *Close slip road access to Guild Way at the bottom of Penwortham Hill;*
- *Connect the bypass to Lindle Lane."*

3.7.2 With regards to the general alignment; some local residents asked how close the proposed bypass will it be to properties, particularly those on Howick Moor Lane.

3.7.3 There was also some concern that the route passes in-between two schools.

3.7.4 We received specific design questions asking; if the pylons will be relocated, if the bypass will be relocated, if the road will be in-cutting or will there be embankments,

3.7.5 We received some responses asking if a traffic study/modelling had been carried out, and expressing concern that the consultation event did not present evidence or data.

3.7.6 It was also felt that the proposals in the consultation events should have shown 'the full picture' in terms of additional measures/complementary works.

3.7.7 Some responses expressed concern at the design proposal and asked how the council will ensure that the design of the A59 roundabout will not create another pinch point.

Our response

3.7.8 It is our intention to deliver the proposed bypass as a dual carriageway. Based on initial analysis of traffic flow data, a single carriageway route would not be sufficient to handle anticipated traffic demand.

3.7.9 Initial traffic modelling suggests that Broad Oak roundabout would require traffic signals if Penwortham Bypass was constructed.

3.7.10 Traffic signals provided at Broad Oak roundabout will need to operate at all times.

3.7.11 The design of the junction at Howick Cross requires further consideration. Should we be able to protect the route we are currently consulting on, further detailed engineering work will be undertaken to determine a suitable design.

3.7.12 Provision of an access road into All Hallows School and connection to Lindle Lane are not currently being considered. As a principle, we would look to minimise the number of junctions along the Bypass to avoid potential points of conflict for reasons of safety and journey reliability.

- 3.7.13 A complementary scheme to significantly increase the appeal of using the bypass by deterring traffic from continuing along the A59 through Penwortham will be delivered in conjunction with the bypass proposal. These measures will reduce the number of vehicles using the slip road to access Guild Way. The design and function of the slip road will be part of our considerations for improvements to the A59 corridor through Penwortham.
- 3.7.14 Detailed design of the bypass is yet to be completed. At its nearest point, the current proposed alignment is approximately 100 metres from the building line of the nearest property on Howick Moor Lane.
- 3.7.15 The current proposed alignment is 130 metres from All Hallows High School and 180 metres from Howick C.E. Primary School. Both schools have been consulted on the proposal.
- 3.7.16 Detailed design works, including the need for lay-bys and determining whether the road will be in cutting or on embankment, will be undertaken subject to the protection of the route. There are no intentions to relocate pylons.
- 3.7.17 Initial traffic modelling has been undertaken to assess the general arrangement of the junctions at each end of the proposed bypass.
- 3.7.18 A traffic study, including Road Side Interviews, was undertaken in April 2014. The findings of this study will assist in the development of a more detailed Central Lancashire Transport Model, which will provide us with forecast future year traffic flows and movements up until 2033.
- 3.7.19 Detailed design will be informed by both initial traffic modelling and the Central Lancashire Transport Model. In line with DMRB standards, this will provide us with the maximum assurance that junction capacity is sufficiently capable of handling demand well into the design year – 15th year after opening (2033).
- 3.7.20 Should the route move through the adoption and protection stage, the next statutory process will be a Planning Application. Consultation events will be held in advance of Planning Application submission presenting the detailed design with accompanying evidence, and information relating to the complementary measures associated with the scheme.

Issue 8 – Economic & EmploymentWhat the consultation had to say

- 3.8.0 The majority of comments relating to this theme were concerned that the remaining land between the new bypass and the existing housing estate would be converted into residential development.
- 3.8.1 There was some concern that the bypass would take passing trade away from Penwortham which would adversely impact the viability of local businesses and shops. One respondent through the scheme would ruin agricultural land.
- 3.8.2 **Howick C.E Primary School provided a detailed response outlining their concerns that if the bypass is built, school numbers could drop and create the potential for redundancy and redeployment as a worst case scenario.**
- "There is real potential now that if parents feel strongly about the bypass, they will go elsewhere."*
- 3.8.3 We received a query relating to whether there would be any initiatives to improve access and car parking.
- 3.8.4 One person queried whether there would be a petrol station along the route.
- 3.8.5 We received a comment objecting to the City Deal and stating it was a waste of taxpayers' money.
- 3.8.6 One respondent felt the scheme would only benefit those travelling north and to the Fylde.
- Our response
- 3.8.7 The land for Penwortham Bypass is protected by Policy A3 of the South Ribble Local Plan (Site Allocations Partial Version) for development of the road and is not allocated for housing. All future allocations of housing land for the next 15 years are contained in Policy D1 of the South Ribble Local Plan (Site Allocations Partial Version).
- 3.8.8 We will produce a detailed Environmental Impact Assessment (EIA) that will address the impacts of the scheme on the economic viability of existing businesses and community facilities including on Howick C.E School.
- 3.8.9 The completion of Penwortham Bypass will provide additional road capacity and subsequently reduce traffic volumes through Penwortham local centre. This will create opportunities to improve the local centre and create a sustainable transport network.
- These improvements will include redesign of the public realm to create better access for pedestrians, cyclists and sustainable transport. The design will also consider the allocation of on street parking. However the remit of this work does not include private car parking areas.
- 3.8.10 There are currently no plans to identify a site for or develop a petrol station along the Penwortham Bypass route. This would be a matter for a commercial developer to instigate and would be considered by the local planning authority.
- 3.8.11 The Preston, South Ribble and Central Lancashire City Deal will reap significant benefits for local people by creating up to 20,000 new jobs and growing the local economy by £1 billion.

3.8.12 The bypass will benefit drivers travelling both into and out of Penwortham and link in with the A582 which will be converted into a dual carriageway.

Issue 9 – Environmental Impacts

What the consultation had to say

- 3.9.0 The majority of comments on this theme were in relation to the loss of green space and the impact on local wildlife.
- 3.9.1 A number of respondents expressed concern at the amount of land take required for the scheme, particularly Green Belt land. Several respondents thought that the nearby woodland areas would be reduced. Others highlighted the importance of maintaining the green buffer between Penwortham and Hutton.
- "I feel we are always carving up our countryside and any loss of land needs to be kept to a minimum"*
- 3.9.2 **We received a detailed response from English Heritage stating that the scheme could potentially have an impact upon designated heritage assets and their settings in the area around the route, but not a harmful impact:**
- "We do not believe that the proposed road would cause harm to the setting of highly graded listed buildings (grade II* and grade I), grade II* or I registered parks and gardens or the sites of scheduled monuments"*
- 3.9.3 English Heritage advised that we should consult the district Conservation Officer and the County Archaeologist during the development of the Environmental Impact Assessment (EIA). It was recommended that we address the potential impact of associated activities (including construction) on the perceptions, understanding and appreciation of the area's heritage assets.
- 3.9.4 It was additionally recommended we use the methodology in English Heritage's guidance 'Seeing the History in the View' and consult the County Archaeologist in the preparation of the archaeological mitigation strategy.
- 3.9.5 Comments were made that there are issues with flooding in the area and that the road would exacerbate this. A proposal was put forward that sustainable urban drainage (SUDS) should be included in the design to manage drainage and should include a new park with ponds and woods.
- 3.9.6 One respondent thought there should be maintained open land near the bypass for people to use for recreation and dog walking. One suggested the area to Lindle lane could become a country park.
- 3.9.7 A concern was raised over increased light pollution.
- Our response
- 3.9.8 A detailed environmental impact assessment must be undertaken to consider all aspects of the proposed scheme including the impact of the development on all local matters including environment, ecology, species and cultural heritage assets.
- 3.9.9 We acknowledge that there are concerns on how the scheme will impact local green space and wildlife. The design of these roads will seek as a first principle to avoid damaging recognised habitats and settings of value. Where this is not practicable, suitable mitigation measures will be introduced to compensate or reduce impacts to acceptable levels.
- 3.9.10 The proposed brown route involves less land take than the original blue route. We will aim to keep land take for the bypass to a minimum. The scheme does not involve any land take of woodland areas. We will look to

provide compensatory habitats across the City Deal schemes as a whole where possible.

- 3.9.11 The proposed scheme location enables future traffic to bypass Penwortham local centre but also ensures the future Ribble Crossing is a viable option. We are mindful that the scheme is located on Green Belt land and through sensitive detailed design and landscaping we will seek to alleviate all environmental impacts.
- 3.9.12 As a first principle we will aim to use sustainable urban drainage (SUDS) for the scheme where possible to encourage greater natural infiltration of surface water and improved biodiversity benefits.
- 3.9.13 It is yet to be determined whether the road will be lit. However street lighting will utilise modern equipment which produces minimal light spill outside the carriageway and footways and thereby avoid light pollution.

Issue 10 – LandscapingWhat the consultation had to say

- 3.10.0 Many respondents said they wanted existing trees and hedges that run adjacent to the scheme (for example along Howick Moor Lane) to be preserved.
- 3.10.1 A number of comments requested that additional tree planting should be included as part of the scheme design to screen the road. One respondent asked this to be done to absorb noise near the school. Another requested that this be carried out before construction works start
- 3.10.2 One query was received asking if embankments would be built to reduce noise and light pollution.
- 3.10.3 Several asked if there would be landscaping, greenery and wildlife habitat compensation along the route.
- 3.10.4 A query was raised on where the landscaping corridor boundaries are.

- 3.10.5 **We received a detailed response from National Grid stating they would encourage high quality and well planned development in the vicinity of its high voltage overhead lines:**

"Land beneath and adjacent to the overhead line route should be used to make a positive contribution to the development of the site and can for example be used for nature conservation, open space, landscaping areas or used as a parking court"

Our response

- 3.10.6 We will retain the existing trees and hedgerows that run adjacent to the scheme as much as possible including those on Howick Moor Lane.
- 3.10.7 We will develop a detailed landscape plan as part of the planning application for the scheme. The landscaping will be carefully designed to respect and complement existing landscape features in the locality and include the planting of new trees and hedges to screen the road and limit environmental impacts.
- 3.10.8 The determination as to whether the road will be on embankment or in cutting or will have earthworks to afford screening and landscape opportunities has not been made. This will evolve during the detailed design.
- 3.10.9 As part of the Environmental Impact Assessment (EIA), comprehensive surveys will be undertaken relating to ecology and landscaping. The EIA will outline the impacts and how these will be addressed through scheme design and compensatory/mitigation measures to ensure there is no loss of net biodiversity. We are also considering the potential of biodiversity

offsetting across the whole of the City Deal scheme where there is sufficient land available.

3.10.10 The EIA assessment of landscaping and visual impact will consider the land up to 500 metres either side of the route corridor. Once surveys have been undertaken, a detailed design will be drawn up outlining the landscape design for the scheme.

3.10.11 We welcome the comments received from the National Grid and we will ensure that we look at ways we can enhance the land running adjacent to the bypass.

Issue 11 – Local Network ImpactsWhat the consultation had to say

3.11.0 A number of local network issues were mentioned during the consultation. These have been listed and grouped by scheme below:

Penwortham Bypass

- Concern that the scheme will create traffic problems or cause rat running in the following locations:
 - Lindle Lane
 - Millbrook Lane
 - Central Drive
 - Blackthorn Drive
 - Bank Top
 - Midge Hall
 - Chainhouse Lane / Hugh Barn Lane / Station Road / Sheephill Lane in New Longton
 - Cherrywood
- Prevent rat running on Lindle Lane by imposing no right hand turn on A59, a 30mph speed limit and a weight restriction on HGV's
- Speed restriction measures are needed on residential roads to prevent rat running
- Rat running could reduce on Central Drive

- Traffic /accident rates could be reduced in New Longton
- How will traffic be convinced to use the bypass and not Liverpool Road?
- Traffic problems are only noticeable in school term time
- Bypass is not needed as Lindle Lane already offers a similar route
- Concern over the impact of the bypass on traffic to/from Liverpool/Southport, Leyland, Longton, Hutton and New Longton
- Without traffic modelling data cannot see how the proposals are justified
- Too many roundabouts
- Bypass and other roads will not cope with future traffic demands
- How will this affect access from Howick Cross Lane?
- Traffic from Leyland will use the route to bypass Golden Way
- Route will become very busy, especially if Ribble Crossing goes ahead
- How will you prevent Police HQ traffic from using New Longton to access the M6/M65?
- How will you prevent HGV's from using Station Road in New Longton to access the M6/M65 (bearing in mind the weight restrictions on old railway bridge?)

A582

- Traffic lights at Broad Oak will worsen existing congestion & scheme will create a bottleneck at this roundabout
- Ribble flyover on A582 needs to be converted into a dual carriageway
- Close the A59 slip road onto the A582
- Rework the existing slip road onto the A582 so traffic can safely merge
- Issue with current bridge at Marsh Lane

Our response

3.11.1 We acknowledge there are a number of queries and comments regarding the impact of the scheme on the local road network.

A more detailed Central Lancashire Traffic model which is being developed will enable an assessment of potential impacts on all routes around the proposals. The assessment will identify whether measures will be required to deal with any unwanted effects on the local highway network.

Issue 12 – Penwortham Local CentreWhat the consultation had to say

- 3.12.0 The majority of respondents on this topic expressed concern over how the completion of Penwortham Bypass will reduce traffic in the local centre.
- 3.12.1 A number of comments requested changes to be made to Liverpool Road to improve the local centre and discourage drivers from using it as a direct route into Preston City Centre. These included a 20 mph speed limit with access only applied between Howick Cross and the Cop Lane junction; widening the footway; creating new cycle lanes; shared pedestrian /vehicle space; planting more trees and adding diagonal parking near the shops. Several mentioned that better parking was needed in Penwortham.
- 3.12.2 Some felt that there was not enough information at the consultation event on the proposed improvements to Penwortham local centre.
- 3.12.3 We received comments from people who thought there should be a weight restriction on traffic travelling through Penwortham.

3.12.4 Several respondents expressed concern that the new supermarket on Cop Lane will encourage traffic into Penwortham and compromise the benefits of the proposed bypass.

Our response

- 3.12.5 The completion of Penwortham Bypass will be delivered in conjunction with the dualling of the A582 as well as improvements to the local centre and along the A59 to encourage traffic to use the bypass as the primary route into Preston City Centre.
- 3.12.6 A Local Centre Improvement Plan is currently being drafted for Penwortham. As part of this Plan we will develop measures to reduce traffic and incentivise through-traffic to use the bypass, rather than Liverpool Road to travel into Preston.
- 3.12.7 These measures will include allocating more road space to buses, pedestrians and cyclists, junction improvements and measures to increase the attractiveness, vitality and viability of the local centre. We will look at the potential to incorporate traffic calming measures into this approach. The City Deal partners are currently working on an Improvement Plan for Penwortham and will be undertaking further consultation with local residents in 2015.

Issue 13 – Perceived Increased CongestionWhat the consultation had to say

3.13.0 We received a number of responses expressing concerns that the completion of Penwortham Bypass would lead to an increase in congestion. The following areas were mentioned as being of particular concern for residents:

- A59 Liverpool Road
- Magnolia Road
- Pope Lane
- Cop Lane
- Central Drive
- Howick Cross
- Howick Primary School
- Broad Oak Lane
- Ribble Flyover on Golden Way
- Ringway
- Leyland Road in Lostock Hall
- Whitestake
- Hutton
- Longton

3.13.1 **We received a detailed response from Penwortham Town Council who felt that the proposed route would very rapidly become congested, and motorists would continue to travel through Penwortham.**

3.13.2 Penwortham Town Council also expressed support for the blue route over the proposed route under this consultation.

"The Blue route would effectively take away the traffic from Penwortham, whereas the Brown route would not relieve the through traffic"

3.13.3 A number of respondents thought that the route would not make their journey time any quicker or improve traffic flow. Others thought the bypass would move the traffic issues onto a different part of the network and exacerbate existing congestion.

3.13.4 Concern was expressed over the flows at Broad Oak roundabout where the bypass would join with the A582 Golden Way. Some asked for traffic lights at this junction.

3.13.5 There was concern over heavy vehicles continuing to travel through Penwortham.

3.13.6 A respondent felt that the new road would lead to an increase in new businesses and housing development which would lead to an increase in traffic.

Our response

3.13.7 We will take into account the comments made by Penwortham Town Council and all Consultees and will be undertaking further consultation prior to submitting the planning application.

3.13.8 The proposed route is our preferred option. The completion of the bypass will be complemented by the dualling of the A582 and reworking of the A59 Liverpool Road. These measures will help to reduce congestion on the local network, discourage traffic from travelling through Penwortham and improve journey times.

3.13.9 Detailed design work will be undertaken to ensure that each junction is designed with sufficient capacity to handle future peak hour demand. This will be supported by a robust traffic model which will confirm the ability of existing and new roads to handle future

demand. Traffic signalisation works at Broad Oak roundabout will be carried out to improve flow between Penwortham Bypass and the A582.

3.13.10 The building of the bypass will enable us to make improvements to Penwortham that will make it an attractive space for cyclists, walkers and public transport, whilst discouraging heavy goods vehicles from travelling through the local centre.

3.13.11 The completion of Penwortham Bypass will not change the number of sites already allocated for development up to 2026. The land allocated for development is already contained within the South Ribble Development Management Policies Development Plan Document (Partial Version 2013).

Issue 14 – Public TransportWhat the consultation had to say

- 3.14.0 There have been requests to implement a park and ride at the Howick Cross end of the bypass or from Hutton to try and improve viability and speed of the bus services.
- 3.14.1 A number of queries regarded what sustainable travel measures are to be introduced. It was requested that sustainable travel methods became the focus and funded instead of the bypass, with provision of better bus services and information.
- 3.14.3 A number of responses asked for improved buses and local transport in and out of Preston, with no alterations to the current services. One suggestion was to pay for this by increasing car park charges.
- 3.15.4 There were also a couple of requests for provision of a light rail service between Preston and Southport and or Ormskirk was suggested to help limit journeys by car.

Our response

- 3.14.5 We are working with local partners to look at how we can improve public transport and local centres in Preston and South Ribble. We are putting together Public Transport Improvement Plans for eight bus priority corridors in the area.
- 3.14.6 One of the Public Transport Improvement Plans is for the corridor between Hutton and Preston through Penwortham which shall be developed and presented as part of the Planning application. This aims at providing improved cycle and walking infrastructure as well as bus priority measures through Penwortham. These aim to discourage the use of motor vehicles through Penwortham and encourage the use of public transport.
- 3.14.7 The CLHTM indicates the possibility of a park and ride facility on the A59 corridor. This possible service shall need to be assessed through a study to determine its effectiveness and viability.

- 3.14.8 There is the aim to improve public transport services through to Preston via Penwortham using the improved public transport corridor route to improve current bus service reliability and journey time. As part of the study we shall liaise with bus companies to see how they can enhance the bus services along the corridor. Improved passenger information such as real time shall be considered along with other possible enhancements to the bus services.
- 3.14.9 It is unlikely that any current bus route is to change route due to this scheme, as it is likely to enhance current routes through Penwortham and from Hutton.
- 3.14.10 The provision of a light rail system between Ormskirk and Southport is not being considered at the current time. There currently is a rail service into Preston from Ormskirk which is run by northern rail and any improvements to this are provided by Network Rail. A recent publication by Merseytravel set out a 30 year proposal to implement an electrification programme between Ormskirk and Preston Improving punctuality and journey times. Also within the report it set out the aspiration for the reinstatement of the Burscough Curves

providing direct rail services between Southport and Preston/Ormskirk and Ormskirk with Manchester.

3.14.11 Due to the current capacity issues coupled with future demands projected there is a need for more roads to be constructed. Along with all new road schemes sustainable and alternative travel methods need to be provided for. This road scheme is complemented by enhanced provision for increased cycling and walking facilities with bus priority measures to be introduced as part of the Penwortham Transport Corridor improvement plan as well as a proposed Park and Ride.

Issue 15 – Ribble CrossingWhat the consultation had to say

- 3.15.0 Almost all of the respondents who commented on the new bridge crossing over the River Ribble were in favour of the proposal and felt this should be a priority.
- 3.15.1 Questions were raised as to the length of the timescale for the bridge; the general consensus was the sooner the better.
- 3.15.2 A large number of respondents questioned whether it would be prudent to construct the Ribble Crossing at the same time as the bypass as they believed this would reduce the most traffic.
- 3.15.3 Many respondents stated that only when the Ribble crossing is built will there be a reduction in traffic through Penwortham, particularly due to the access to Warton. Most see the bypass as irrelevant without the bridge and would prefer to see this built instead. A suggestion was made to extend the M65 to the bridge and up to the M55.
- 3.15.4 A comment was made around the viability of the crossing due to the current economic climate and the likelihood of funding now or in the future. Some asked whether the saving from the previous route could help fund the bridge
- 3.15.5 We were also asked to consider an alternative river crossing at Preston docks instead of linking to the bypass as this is where the current congestion is. Another location suggested was across Longton Marshes from Much Hoole roundabout on the A59. One suggested a provision of a roundabout over the river with more than one connection across such as Penwortham, City Centre and North West Preston
- 3.15.6 A number of questions arose surrounding the alignment of the new bridge particularly in reference to the electricity station.
- 3.15.7 One respondent objected to the possibility of the crossing due to the impacts on wildlife and green space as well as the increased traffic that it would bring to Preston.
- 3.15.8 A suggested method to help pay for the bridge is to make it a toll enforced, if this would help get the bridge built quicker.
- 3.15.9 One respondent objected to the bridge as it would bring more traffic into Preston.
- Our response
- 3.15.10 We acknowledge the support for the Ribble Crossing. Funding is not currently in place yet for a Ribble Crossing although there are measures being taken to investigate the potential for accelerating the delivery of the crossing.
- 3.15.11 The business case for the Ribble crossing will be much stronger due to the implementation of the bypass in conjunction with the Preston Western Distributor. The protected Blue route has never had funding secured for its construction and so there is no funding surplus available to be transferred to the bridge scheme.
- 3.15.12 The schemes that are part of the City Deal aim to increase road capacity on the existing network as well as providing new roads to support development sites and ease congestion in local centres. All proposals in

the City Deal were originally part of the Central Lancashire Highways and Transport Masterplan. This was subject to public consultation and the majority of respondents preferred the option to expand the road network, rather than just improve existing assets or do nothing.

3.15.13 The bypass is part of a coordinated set of interventions that combined will reduce the impact through Penwortham and move traffic onto the fully duelled A582 that will have improved junction capabilities and capacities particularly on the current Guild Way Bridge over the Ribble. The bypass and associated roads are necessary to improve the current infrastructure and are still needed for the bridge to be built.

3.15.14 The route that is being prepared under the City Deal is to the link from the Howick Cross roundabout on the north western side precede west of the existing power station, from here proceed north over the Ribble to link up with the PWD, A5085 and the A583 junction. Alternative locations shall be considered during the feasibility study of the bridge, however it is anticipated that the construction of more than one bridge or a roundabout option could not be justified on cost.

3.15.15 Before the bridge could be constructed an environmental assessment would have to be undertaken. Should the impact to the existing wildlife and green space be deemed significantly adverse then either the route would need to be reappraised or sufficient mitigation measures introduced to minimise the impact.

Issue 16 – SafetyWhat the consultation had to say

- 3.16.0 During the consultation safety issues were raised particularly around school children and the negotiation of a new roundabout junction on the A59. The issues around safety for children have been highlighted by Howick C.E. School who have raise the prospect for the risk of increased accidents due to the 50mph speeds.
- 3.16.1 Safety concerns surrounding cyclists and pedestrians were also raised as the proposals impacted the existing cycle route. Cyclists along this route wanted to know what safety measures were to be implemented.
- 3.16.2 Concern was raised surrounding the crossing for pedestrians and cyclists at the Broad Oak roundabout, currently perceived by some to be unsafe with more traffic it is felt as if it will get worse.
- 3.16.3 Several consultees asked for suitable crossings where the bypass met the A59 such as a subway or footbridge.
- 3.16.4 A number of respondents believed that the bypass would cause more accidents

particularly involving children and the disabled with the proximity of the blind society in Howick Cross. Also concerns have been raised of possible accidents during the construction phase. One respondent believed that some guidance would be necessary to help the navigation of the new roundabout and Broad Oak Roundabout.

- 3.16.5 Some respondents felt that there would still be rat running through Penwortham and that this would increase accidents.

Our response

- 3.16.6 The concerns raised around the A59 roundabout with the bypass junction will be considered in the detailed design. The intention is that controlled crossings will be provided at the roundabout for pedestrians and cyclists to cross safely. The crossing measures and signalisation of the roundabout junction aims to ensure safe means to negotiate the junction for all users and shall be accessible to and provide for by all pedestrians including the disabled.
- 3.16.7 Part of the transport assessment undertaken for the route entails the analysis of past accidents. From this information necessary measures shall be

implemented to reduce any further incidences occurring.

- 3.16.8 Broad Oak Roundabout will become a signalised roundabout with crossing provision built into the infrastructure. This along with the new Howick Cross roundabout will have road markings and signs to help indicate the correct navigation of the roundabouts.
- 3.16.9 The existing cycle network will still be provided along the route with provision along the bypass with crossings provided to continue on the existing cycleway and footway
- 3.16.10 It is not currently proposed to provide a subway or a footbridge to cross the bypass junction as signalised level crossings shall be provided for cyclists and pedestrians.
- 3.16.11 The effect of the bypass on the local network and impact will be assessed as part of the transport modelling exercise.
- 3.16.12 As part of the statutory planning process an Environmental Impact Assessment (EIA) containing detailed analysis of how the new roads will affect all travellers including non-motorised users will be submitted in May 2015.

3.16.13 Appropriate high standards of safety shall be provided during construction to mitigate any potential incident with the general public including school children.

3.16.14 Fencing and screening shall be provided along the route to maintain safety for school children as well as reduced noise, air and visual impacts.

3.16.15 Along with the bypass scheme the Penwortham public transport corridor improvements shall encourage the use of the bypass instead of Penwortham through public transport priority, traffic calming measures along the A59 and shall try to tackle the issues of rat running as part of the studies outcomes.

Issue 17 – School ImpactWhat the consultation had to say

- 3.17.0 The majority of concerns surrounding All Hallows secondary school and Howick Church of England primary school relate to location of the bypass, noise, access, safety, isolation and pollution. Howick C.E. School raised all of the above and stated that the crossings would require school crossing patrol officers, who they could not afford and so reductions in educational provision would be necessary to keep the children safe.
- 3.17.1 Issues were raised around the location and size of the replacement playing fields for All Hallows School. This issue was shared by Penwortham Town Council. One question related to whether these playing fields will be large enough for the current activities undertaken to be performed.
- 3.17.2 A number of respondents stated that the majority of traffic congestion is caused by people doing the school run and so a bypass will not change this.
- 3.17.3 The specific loss of safe routes for children travelling by foot or bicycle to and from school was frequently raised. Howick C.E. School stated that due to the roads parents shall opt to send their children to alternative schools as these shall be safer to attend.
- 3.17.4 It was suggested that a vehicle access to, and parking to be created off, Lindle Lane and to have only a pedestrian access from Liverpool Road.
- 3.17.5 There is a need to maintain a parking/drop off facility outside Howick Primary School, this should also be improved where possible to minimise the impact on the traffic and increase the safety of the students. Howick C.E. School also shared this view and saw the need for increased dropping off capacity outside their school. This view was shared by a number of respondents.
- 3.17.6 With the Ribble crossing proposed for the future this will have detrimental impact on the 2 schools due to the level of motorway bound traffic using the route.
- 3.17.7 One request made was to relocate Howick Primary School due to the impact that the new road would cause.
- 3.17.8 Questions were also raised as to what would be done with the land either side of the new road and whether this would become new housing, which would impact on school places. The question was asked whether this new land could be used to expand the Primary School's size.
- 3.17.9 Howick C.E. School were concerned with the impact on outdoor activities due to the noise for indoor and outdoor teaching. There is possible land to be developed by the school away from both bypasses however they would like to know how this would be funded.
- 3.17.10 Concerns were raised by Howick C.E. School with regards to the impact during construction and how the school will be kept open or compensated during this period, as parents are unlikely to want to view a school in the middle of a construction site.

Our response

- 3.17.11 . Visual and noise mitigation measures will be included in the design and included within the planning application.
- 3.17.12 Preliminary discussions have taken place with All Hallows School with regard to the impact upon their existing playing field. Allied to the County Council's stated intention to maintain playing field facilities the intention is that there will be no net loss of playing field provision.
- 3.17.13 The roundabout junction with A59 is to be signalled with crossing provision that shall mean that children shall be able to cross the roads safely. Children travelling to and from school in the Penwortham area should benefit between from a reduction in traffic through Penwortham and the complementary walking, cycling and public transport measures to be set out in the public transport corridor improvement plan.
- 3.17.14 As part of the detailed design stage we shall address the size and capacity of the crossing junction so as to provide a suitable and capable sized crossing for the volume of users, this shall be undertaken in partnership with the school. This shall ensure that all children and parents can cross when the green crossing guide is shown without the aid of crossing officers. The road shall be made as safe as possible meaning that the impact on parent choice due to safety concerns is mitigated where possible. This shall mean that the school will not be isolated as suggested through the consultation.
- 3.17.15 There is currently no provision or scope to undertake the suggested Lindle Lane access for vehicles and make the Liverpool Road a pedestrian only access. Although this may reduce traffic along the A59 it is likely to be an expensive development with very little benefit in terms of safety and cost.
- 3.17.16 There is no plan to provide increased parking /drop off provision outside Howick Church of England Primary School, this is likely to have a negative impact on congestion as it would encourage driving rather than more sustainable modes. However this shall be looked at in more detail at the design stage.
- 3.17.17 The issues related to the Ribble Bridge will be assessed during the planning stage, this is subject to the project passing the feasibility stage. Should it be approved appropriate mitigation measures will be implemented to reduce the impact felt at the schools.
- 3.17.18 As part of the more detailed design stage parking around the primary school shall be considered and where possible improved providing more drop off capabilities.
- 3.17.19 The relocation of Howick School is not justifiable as appropriate screening and safety measure shall be implemented to minimise the impact that new road shall have on the school.
- 3.17.20 During the construction of the new bypass the existing A59 route is to be kept open as close to normal as possible to minimise the impact on the network and schools. The exact details of which will be addressed through ongoing discussions with Howick C.E. and All Hallows school.

Issue 18 – SpeedWhat the consultation had to say

- 3.18.0 Concerns have been raised around the speeds on the new road and how the limit implemented shall be enforced. Speed cameras should be installed with a limit set at 40mph for safety and to keep the noise low.
- 3.18.1 A concern for cyclists has been raised due to the speed along the road and on Broad Oak Roundabout
- 3.18.2 The roundabout in Hutton needs to have a 30mph speed limit as the current speeds on the roundabout are too high.
- 3.18.3 The surrounding residential roads should all become 20mph zones. A request was made to make New Lane in Lower Penwortham a 20mph limit as well.

Our response

- 3.18.4 The speed limit proposed for the route is 50mph. The need for enforcement will be a matter for the police if a problem is determined
- 3.18.5 The concern for cyclists and traffic speed will be addressed through the provision of off road cycle provision being provided from Hutton into Penwortham with a shared cycleway/footway along bypass to the signalised Broad Oak Roundabout.
- 3.18.6 As part of the review of the local highway network, the speed limits on network shall be considered and amended following the required statutory process where it is considered appropriate.

Issue 19 – Visual ImpactWhat the consultation had to say

- 3.19.0 Concerns were raised regarding the light being produced from street lamps at night and the disturbance to the local residents and local wildlife. Suggestions also included part time lighting arrangements and not lighting apart from on junctions
- 3.19.1 Issues have been raised about how close the road is to houses along Howick Moor Lane, several of these properties have objected to the bypass as it will be an eyesore compared to the current views from these houses.
- 3.19.2 Concerns were raised about whether the properties along Lindle Lane and Howick Cross Lane would be detrimentally impacted due to the visual intrusion of the bypass.
- 3.19.3 National Grid has outlined that it wishes to see a high quality and positive development under their power lines with increased open space and nature conservation.

Our response

- 3.19.4 The decision on the extent of street lighting will be made before the planning application. At points of interaction between vehicles and pedestrians such as junctions, street lighting will be provided. Street lighting will utilise modern technology to distribute light directly to the road and minimise light spill to the surrounding environment.
- 3.19.5 Due to the constraints of where the route will join the existing network (Broad Oak Roundabout) and the feasible starting point for a new Ribble crossing whilst bypassing Penwortham, the route presented is the most reasonable.
- 3.19.6 Visual mitigation will be put in place of various types (low level planting, tree planting, bunding, and fencing) appropriate to each location. These interventions will minimise visual impact of the route and reduce the visibility of the road on the landscape. Mitigation shall be carried

out on the length of the bypass and provide visual screening for properties either side of the bypass.

4. Questionnaire Analysis

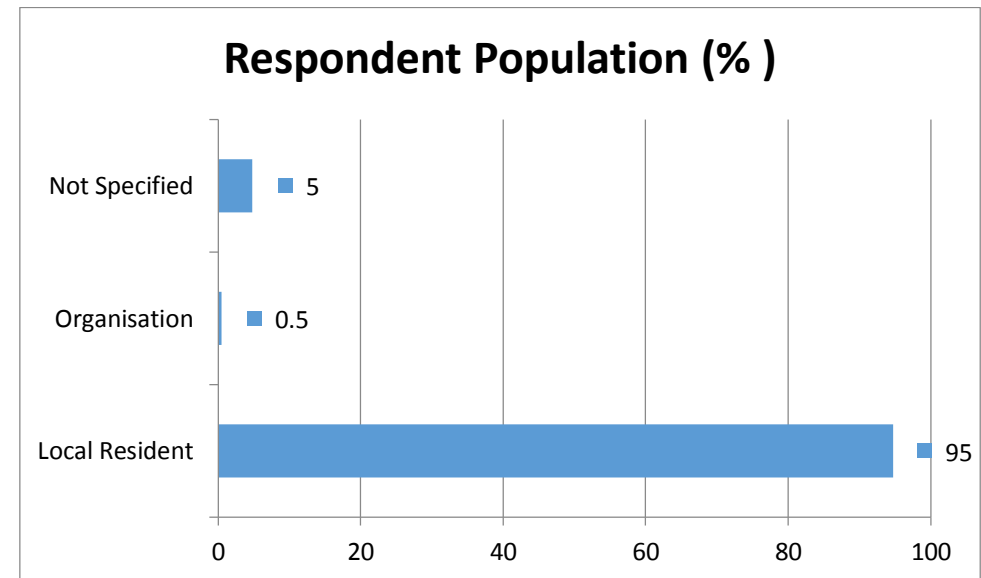
A questionnaire was available online and at all public consultation events to enable people to comment on the proposed route for the completion of Penwortham Bypass. A total of 1266 questionnaires were returned. A copy of the questionnaire form is reproduced at Appendix A. A summary of the responses and key issues highlighted is provided below.

Q1: Please tell us about any issues that you think may affect our proposed route for the completion of Penwortham Bypass

Answers summarised in main text of the report above.

Q2: Are you responding to this consultation as a local resident or on behalf of an organisation?

Respondent	%	Count
Local Resident	94.7	1199
Organisation	0.5	6
Not Specified	4.8	61



Q3: What is the name of your organisation?

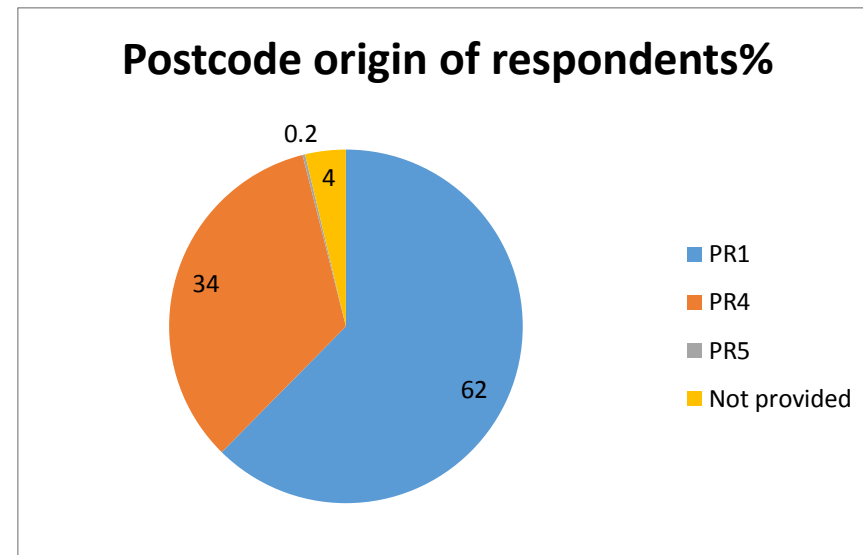
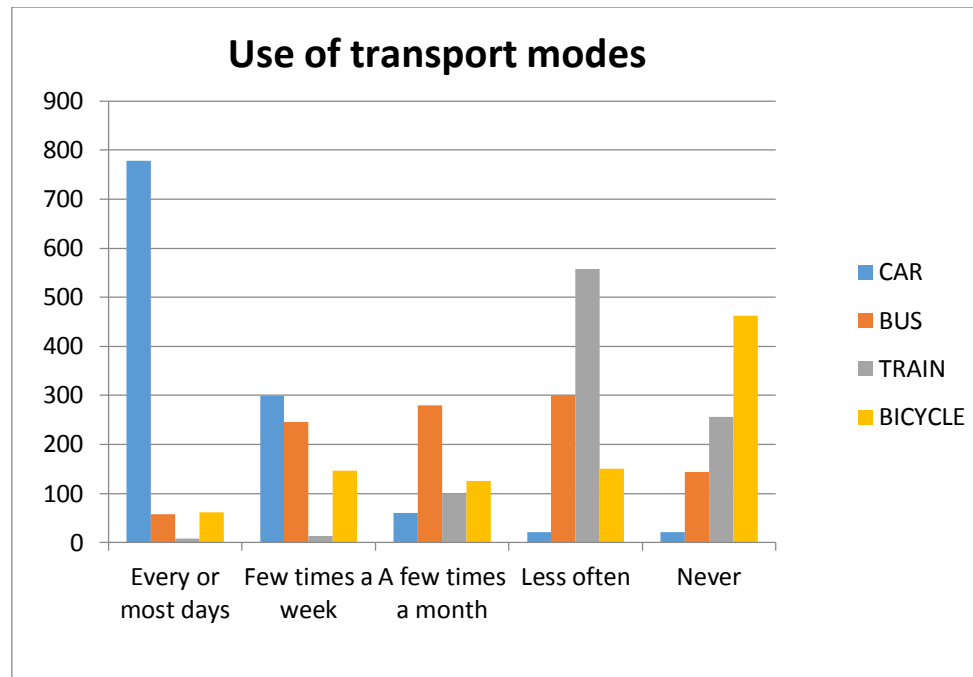
The organisations who replied are listed below:

- Bretherton Parish Council
- English Heritage
- Howick C.E School
- J Hesketh & Sons
- National Grid
- Penwortham Town Council

Q4: How often do you use the following types of transport?

A total of 1179 respondents answered this question.

Mode	Every or most days	Few times a week	A few times a month	Less often	Never
CAR	778	299	60	21	21
BUS	58	246	279	301	144
TRAIN	8	13	100	558	256
BICYCLE	61	146	126	150	462



Q5: What is your home postcode?

This was used to analyse the number of responses that raised common issues or concerns. The spatial distribution of respondents was organised into maps which area shown in appendices B, C and D.

Postcode	%	Count
PR1 (includes; City Centre & Penwortham)	62	790
PR4 (includes; Penwortham, Longton, Hutton, New Longton & Much Hoole)	34	426
PR5 (includes; Bamber Bridge & Lostock Hall)	0.2	3
Not provided	4	47

The most prominent issues, in terms of number of responses to come out of the consultation were; the Ribble Crossing, perceived increased congestion, local network issues, air & noise pollution and design /alignment of the route.

From the PR1 area:

- 45 residents (6%) who responded from this postcode felt that the scheme would increase congestion
- 47 responses (6%) of responses thought that it was important the Ribble Crossing was built

- 33 (4%) from the PR1 area wanted to know about the impact on Penwortham local centre, in particular on the A59 Liverpool Road.

52% of responses received from the PR1 area were either positive towards the scheme or raised no issues.

From the PR4 area:

- 31 residents (7%) who responded from this postcode thought it would increase local congestion
- 27 respondents (6%) wanted the Ribble Crossing in place.

- Other issues of concern were the impact of the proposed bypass on the local network, on the adjacent schools and the provision for cycleways/footways along the route.

53% of responses received from the PR4 area were either positive towards the scheme or raised no issues.

From the PR5 area:

3 responses were received in total from the PR5 area – the main concerns were perceived increased congestion and landscaping.

Appendix A – Consultation questionnaire

Completion of Penwortham bypass consultation

This questionnaire is to give you the chance to comment on the proposed route for the completion of Penwortham bypass. This is the final section of the bypass providing a link from Broad Oak roundabout to the A59 at Howick Cross.

The consultation runs until **26 October 2014**.

The questionnaire is also available online. If you would prefer to fill in the online version, go to www.lancashire.gov.uk/haveyoursay and select 'Penwortham bypass consultation'. Please fill in only one version of the questionnaire.

Please read the enclosed leaflet and answer the following questions. Return the questionnaire to: Penwortham bypass consultation, FREEPOST RTJY-HACZ-LGLS, Lancashire County Council, PO BOX 1349, County Hall, Preston, PR2 0TX.

Q1 Please tell us about any issues that you think may affect our proposed route for the completion of Penwortham bypass.

Please write in below and continue on additional sheets if you wish

About you

Please answer the following questions so we can analyse comments by group and location. Your responses to these questions will not be used to identify you individually.

Q2 Are you responding to this consultation...?

Please tick ✓ one box only

- As a local resident **(Go to Q4)**
On behalf of an organisation

Q3 What is the name of your organisation?

Please write in below

(Go to end)

Q4 How often do you use the following types of transport?

Please tick ✓ one box for each type of transport

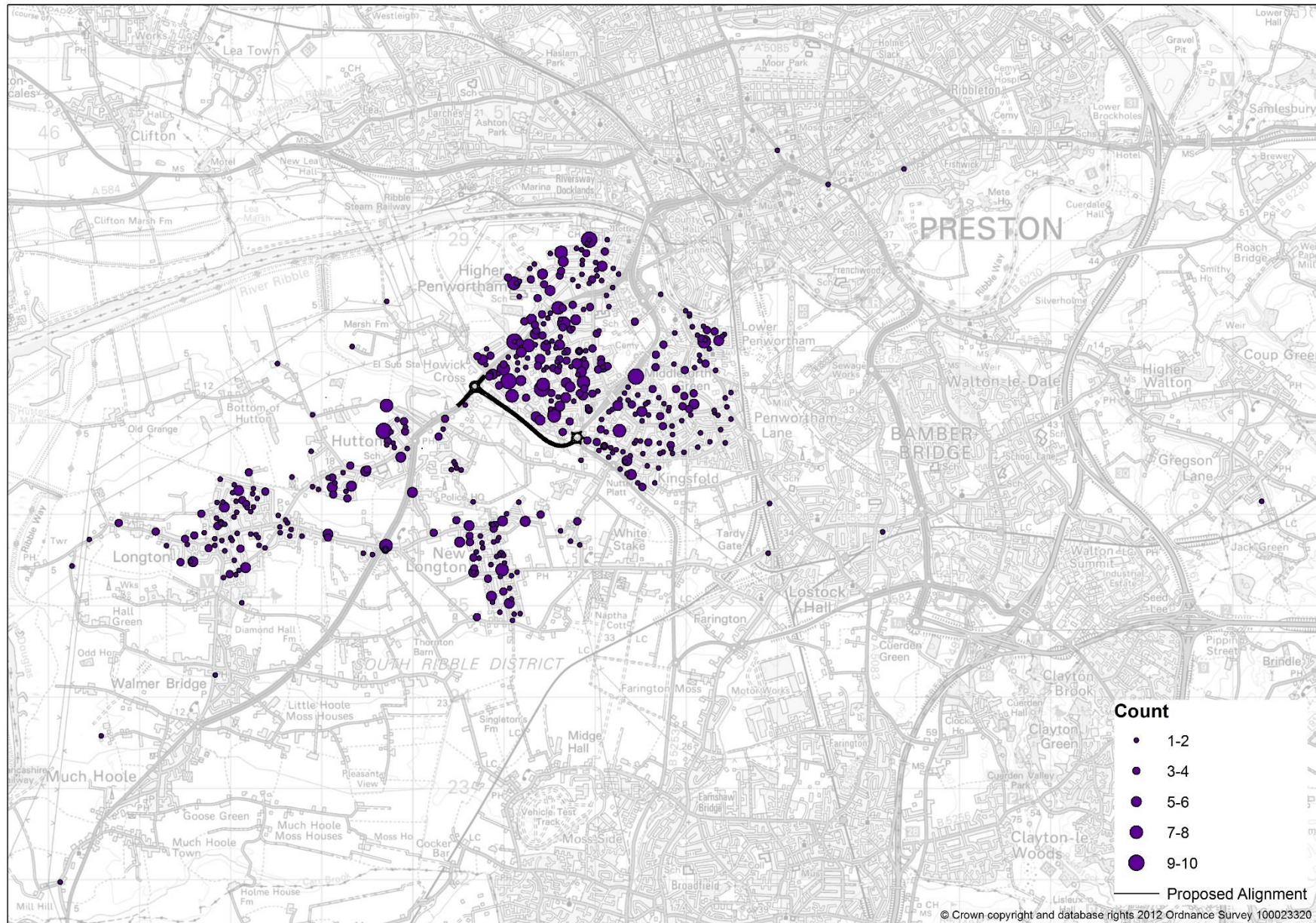
	Every or most days	A few times a week	A few times a month	Less often	Never
Car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q5 What is your home postcode?

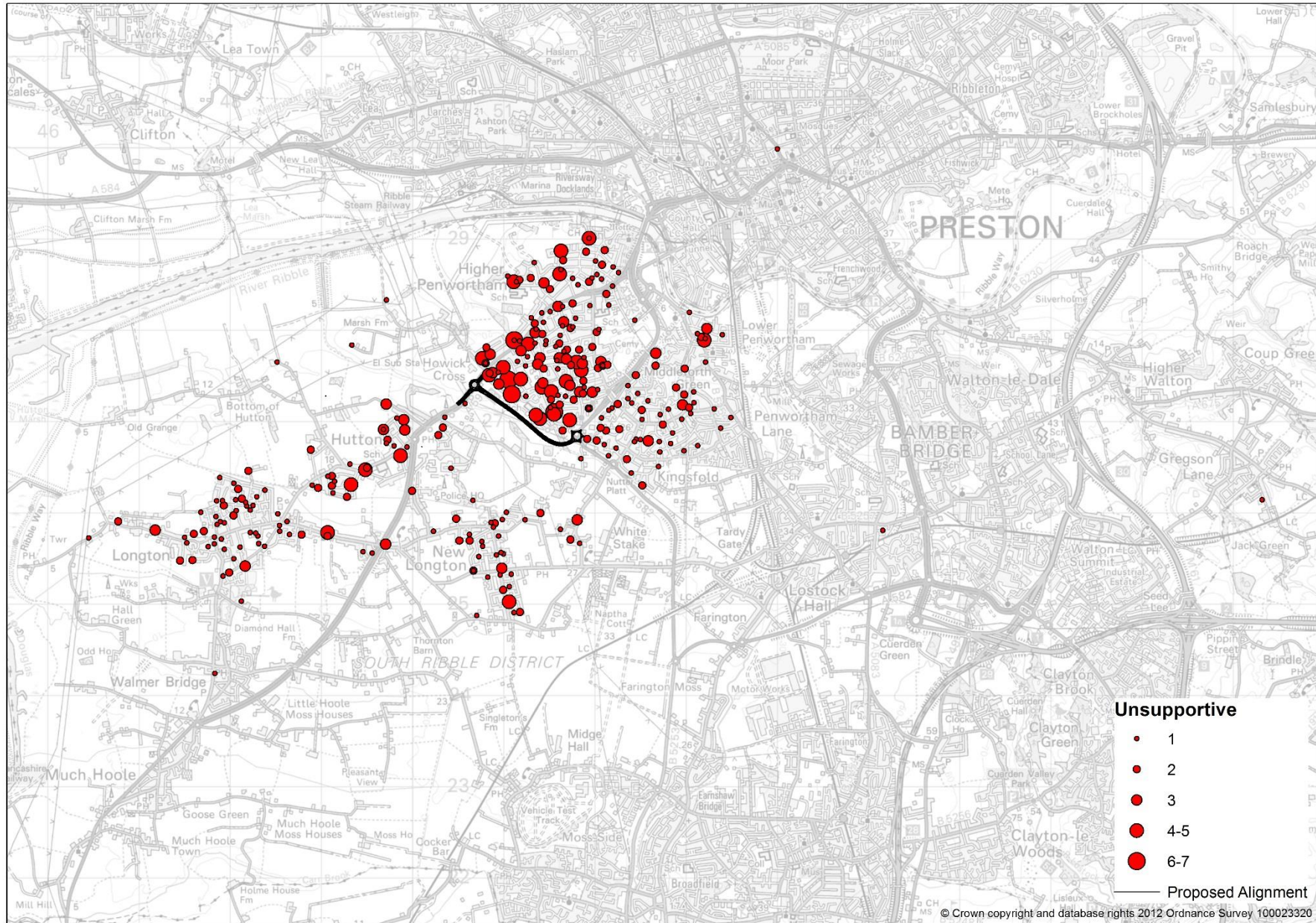
Please write in below

Thank you very much for taking part in this consultation.
Please return the questionnaire by Sunday 26 October 2014.

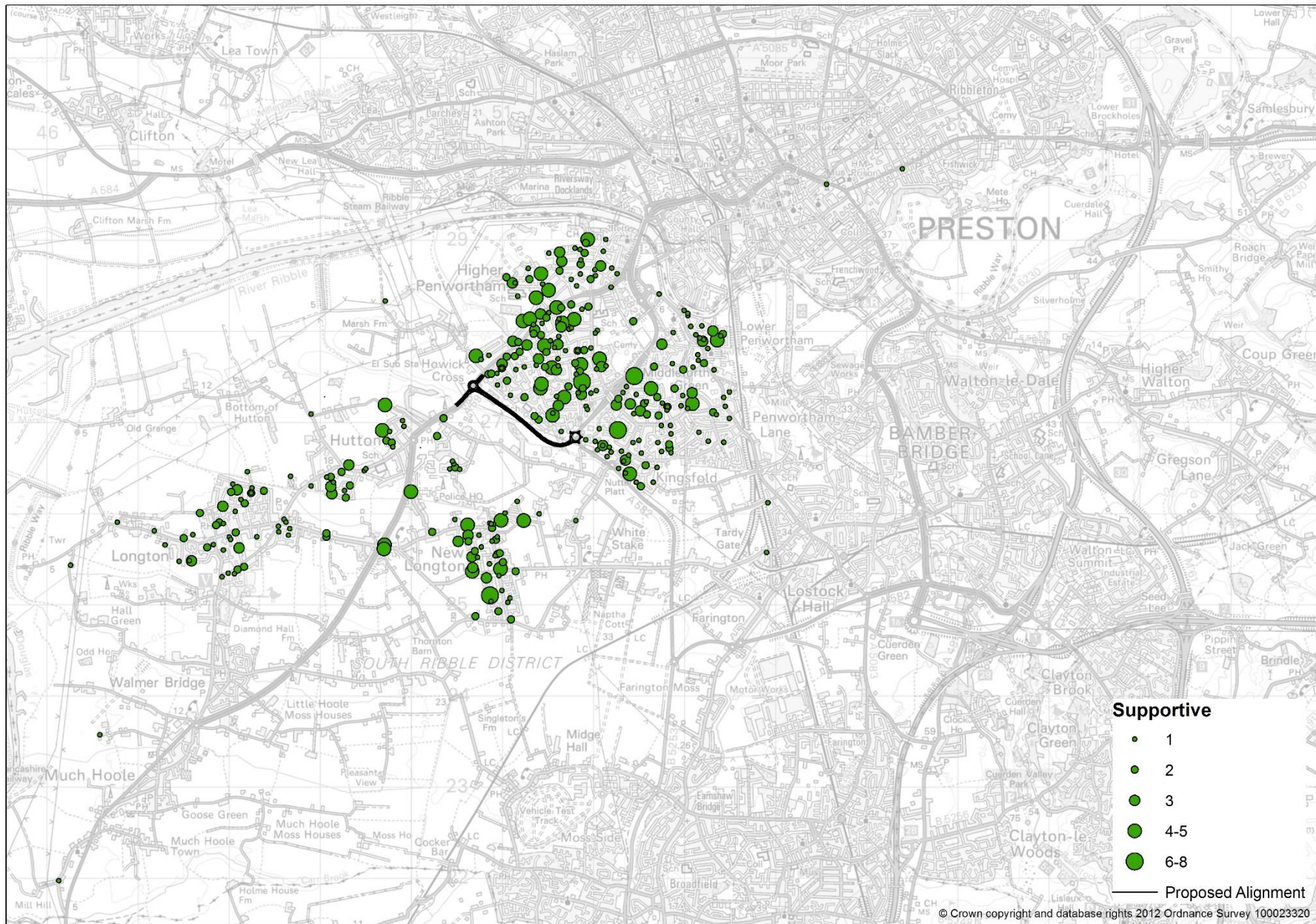
Appendix B – Postcode distribution of all responses



Appendix C – Postcode distribution of unsupportive responses



Appendix D – Postcode distribution of supportive responses





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