



CITY DEAL
Preston, South Ribble & Lancashire

CONSULTATION REPORT

Preston Western Distributor, East West Link Road and Cottam Link Road

October 2014

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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 for a Preston Western Distributor and accompanying link roads was identified in the Central Lancashire Highways and Transport Masterplan, published in March 2013. By building new road capacity, including a new western distributor for Preston, we can support planned new development, deliver meaningful improvements along our existing public transport corridors and in our local centres, and realise economic opportunities across the wider area.

Based on the search corridor shown in the Masterplan, linking the A583 Blackpool road and the M55, including a line through planned housing for an East West Link Road, we have developed route proposals which include an additional link to the existing network at Cottam; Cottam Link Road.

It is these proposals that were consulted on between May and July 2014.



Approximately 8000 letters were sent out to the homes closest to the scheme and exhibitions were held in four locations; Lea Town, Ingol, Fulwood and Lea. We invited people to complete questionnaires to determine their views on the proposals; a total of 510 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 23 issues were identified across the consultation.

The most frequently raised issues identified included:

- Air and noise pollution concerns
- Design and alignment of the proposals
- Impacts on the existing local network
- Negative impacts on the rural environmental

We received 223 responses (44%) that cited support for or had no issue with the proposals.

Additional questionnaire questions sought to establish; if the respondent was a local resident or responding on behalf of an organisation, modal use patterns of those who responded, and each respondent's postcode. This enabled a geographical analysis of those who engaged with the consultation process.

In summary of this further analysis:

- 96% of responses came from local residents
- Car was the dominant modal use
- Of those who provided postcodes; 99.8% were from the PR2 and PR4 areas. Appendix B shows the geographical distribution of responses.

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 this Masterplan is the corridor in which the Preston Western Distributor (PWD) is proposed. This is the largest single scheme in Central Lancashire and is vital to making sure our transport network can support the area's housing and employment needs and build on its strong economic performance.
- 1.1.2 In September 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 scheme will be complemented by measures to improve public transport, cycling and walking.
- 1.1.3 The consultation covers the preferred route for the PWD within the originally published corridor. Also included in the consultation is the East West Link Road (EWL). This is a new road first proposed in the CLHTM and then by the North West Preston Masterplan prepared for Preston City Council running through the spine of the proposed housing development of 5,000 homes in the Masterplan to connect to the wider strategic highway network by means of PWD.
- 1.1.4 Provision is also made within PWD to connect to the existing and proposed residential areas in north-west Preston e.g. Cottam and Ingol by means of a new Cottam Link Road which will provide convenient access for local and through traffic to use the PWD, avoiding already congested local routes.
- 1.1.5 The consultation invited the public and other stakeholders to comment on the council's preferred alignment for the roads. 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 2015. 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 Preston Western Distributor, East West Link Road and Cottam Link Road was carried out from 30th May to 13th July 2014.
- 2.1.1 A plan of the proposed route line and a questionnaire were the focus of the consultation. A letter advertising the consultation was sent to approximately 8000 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 Preston over the first two weeks of June 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 Four consultation events were held at Lea Town, Ingol, Fulwood and Lea on 2nd, 5th, 11th and 12th June 2014. These were attended by staff from the Central Lancashire Highways and Transport Masterplan Delivery Team and Estates Management to answer any queries. Poster boards were provided to show the proposed road alignments 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 Prompted by the letter drop to residents, exhibitions, press articles and social media, 510 responses were received. Respondents included local residents, parish councils, developers and other statutory service providers.

Consultation Responses

- 2.2.0 We received 510 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. 223 of the responses were positive or had no issues towards the scheme
- 2.2.1 The formal consultation period ended on 13th July 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 where the proposed roads would be constructed. 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 for each road scheme.
- 2.2.7 It should also be noted that separate consultation events were previously held in relation to the Central Lancashire Highways and Transport Masterplan and the North West Preston 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

- Air & Noise Pollution
- Amenities
- Broughton Bypass
- Compensation
- Construction disturbance
- Cottam Parkway
- Cycleway / Footway
- Design / Alignment
- Economic & Employment
- Environmental Impact
- Landscaping
- Local Network Issues & Impacts
- M55 Junction 2
- M6 Junction Improvements
- NW Preston Masterplan
- Perceived Increased Congestion
- Priority Corridors
- Public Transport
- Railway Bridge over WCML
- Ribble Crossing
- Safety
- Speed
- Visual Impact

3. Key Findings and Responses

<u>Issue 1 – Air & Noise Pollution</u>	<u>Our response</u>
<p><u>What the consultation had to say</u></p> <p>3.1.0 For those living or working, or with other interests nearest to the roads, there was a widespread concern that air and noise pollution from the traffic would adversely affect the quality of their lives.</p> <p>3.1.1 Many residents questioned how the impacts of air and noise pollution will be reduced.</p> <p style="color: #0070C0;"><i>"What will be done to reduce noise and pollution from traffic?"</i></p> <p>3.1.2 The use of noise limiting road surfacing was suggested. So too was limiting the speed limit on the PWD</p>	<p>3.1.3 We are sensitive to the impact our activities will have upon both existing residents and others in the area and proposed housing development in the area.</p> <p>3.1.4 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.</p> <p>3.1.5 The application will include a detailed scheme design which will include measures to mitigate for the impacts identified in EIA.</p> <p>3.1.6 The measures may include various forms of screening such as planted earth mounds, trees and shrubbery or acoustic fencing.</p> <p>3.1.7 The final road surface will be determined by factors which include noise generation but also durability and maintenance liability.</p>

Issue 2 – Amenities

What the consultation had to say

3.2.0 The topic of local amenities was noted in responses with the most prominent question being based around what, if any, facilities are planned to service the proposed new housing developments.

"What infrastructure are you planning to service new houses?"

3.2.1 Whilst some residents were keen to see the provision of shops and amenities to relieve additional pressure on existing services, particularly in the Cottam area, others expressed concern in relation to the generation of further traffic. Reference was made to the proposed supermarket development at Cottam Hall Brickworks.

3.2.2 One respondent asked, should any new motorway amenities such as service stations be required, will they be located north of the proposed M55 Junction 2, adjacent to the roundabout?

Our response

3.2.3 The North West Preston Masterplan outlines a proposed new district/local centre including retail, health centre, community centre, car parking and a school campus including secondary school and leisure facility to serve the proposed housing development.

3.2.4 As the highways authority, Lancashire County Council is unable to determine the outcome of district level land use planning decisions. We will work closely with Preston City Council colleagues to ensure that any proposed development is not detrimental to the highway network and its users. Comments regarding these matters will be relayed to Preston City Council.

3.2.5 The dual roundabout arrangement at the proposed M55 J2 is required to facilitate slip road access to and from the eastbound motorway carriageway. There are currently no planned development sites north of the M55 (see Preston Local Plan, 2012-2026)

Issue 3 – Broughton BypassWhat the consultation had to say

3.3.0 Some members of the public sought clarity with regards to the Broughton Bypass scheme, its construction and the associated network improvements.

3.3.1 One comment, for instance, was:

"Why spend millions on Broughton Roundabout and then announce new roads from the M55?"

3.3.2 Conversely, there was a suggestion that providing new roads and housing will only make Broughton worse.

Our response

3.3.3 It is anticipated that the Broughton Bypass scheme (including congestion relief, M55 and M6 junction improvements) will be completed by 2017.

3.3.4 Previous proposals to construct Broughton Bypass in two phases have now been altered. Thanks to funding provided by the City Deal, the intention now is to deliver the full bypass in one phase.

3.3.5 The delivery of improvements to the M55 Junction 1 Roundabout, along with the Broughton Bypass scheme are part of and complement the much wider package of improvements that sit within the Central Lancashire Highways and Transport Masterplan (CLHTM). In particular the improvements to M55 Junction 1 have a limited time life before severe congestion occurs due to planned developments. PWD and EWL will allow the traffic generated by planned development in NW Preston, along with other trips, to access the Strategic road network which will provide longer term relief and improve conditions at M55 J1 further into the future.

Issue 4 – Compensation

What the consultation had to say

Our response

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| <p>3.4.0 Concerns relating to property values, land take, access, and disruption to business were evident throughout the consultation process.</p> | <p>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.</p> | <p>3.4.7 The second category of claimants are owners/occupiers of property where no land or right will be acquired by the County Council but where the property depreciates in value due to specific 'physical factors' caused by use of the road. Claims arising from the use of the road are often referred to as Part 1 Claims.</p> |
| <p>3.4.1 Many local residents expressed fears that noise and vibration, as well as pollution, generated by the new road will lead to a fall in property values. One resident stated that they have already decided to sell their home:</p> <p><i>"Both myself and my next door neighbour have now put our homes up for sale as we fear the increase in traffic and noise"</i></p> | <p>3.4.4 Legislation exists in the form of the Land Compensation Act 1973 under which procedures are laid down in relation to those affected by the construction of new highways. The Act specifically sets out the procedure in relation to the different types of affected properties, owned and occupied for business, residential or agricultural use.</p> | <p>3.4.8 For a Part 1 Claim it is necessary to have a qualifying interest in the property, the property has to be a dwelling house or flat and you have to own it or have tenancy with at least three years unexpired at the date of the claim. The date of claim is twelve months after the opening of the scheme and compensation is based upon prices current on the first claim day.</p> |
| <p>3.4.2 We were also asked if compensation would be received for the inconvenience caused by construction works.</p> | <p>3.4.5 Those entitled to compensation fall into two categories.</p> <p>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. Those who are directly affected are entitled to the value of their remaining land. The valuation date for the assessment of compensation is the earliest of the date the County Council takes possession of the land or the date values are agreed.</p> | <p>3.4.9 Any depreciation in value which is attributable to reasons other than the following seven specific factors is not compensatable. For example, the loss of a view is not compensatable. The specific factors are:</p> <ul style="list-style-type: none"> ○ Noise ○ Vibration |

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

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

Issue 5 – Construction

What the consultation had to say

Our response

3.5.0 Disruption caused by road works and site traffic was a concern raised by local residents in relation to both construction of housing developments in the area and the road schemes.

3.5.1 Concerns were also voiced that construction vehicles could cause damage to the existing road network.

3.5.2 Some responses objected to proposed construction access to the North West Preston development site along Hoyles Lane. It was suggested that the East-West link road should be constructed prior to the development of housing and used by construction vehicles to access sites.

3.5.3 It was highlighted that there would be disruption to both the road and rail networks during construction, with delays and increased journey times anticipated.

"I am concerned about what happens during the building process as I currently use the back lanes i.e. Lea Lane and Bartle Lane to get from Clifton to Broughton for children to catch a school bus."

3.5.4 We acknowledge that there will be some disruption to the local road network. We will make every effort possible to limit this disruption through scheduling of works and effective traffic management.

3.5.5 PWD is a major construction project but contractual constraints will be imposed on the contractor employed to undertake the construction. It does have the advantage of connection to the major strategic network at the M55 and the A583 where access can be gained to the site without using local roads.

3.5.6 However it will be necessary to access by means of some local route to allow construction at more points along the route. This will ultimately shorten the construction and disruption period. The number of these points will be restricted to minimise the impact on the local network.

3.5.7 Some of the housing sites have gained planning permission already. These and future development consents will be controlled by agreed construction traffic plans through planning conditions.

3.5.8 The EWL is wholly to access the new housing development and connect to the major highway network away from the existing local network. It is therefore intended that it is constructed as soon as practicable. Our intention is to commence its construction in 2016 provided we can secure planning permission and assemble the necessary land.

3.5.9 By delivering the EWL in this timeframe, we can provide access to the bulk of development sites with minimum use of the local network by construction traffic.

3.5.10 The construction of a bridge over the railway line and its effect upon the train timetable is governed by Network Rail and the restrictions it will impose as to when work can be carried out. It is anticipated that this will be restricted to no train periods which are generally overnight and therefore there will be minimum disruption to rail traffic.

Issue 6 – Cottam Parkway

What the consultation had to say

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| <p>3.6.0 Throughout the consultation there was general support for a new parkway train station proposed in Cottam.</p> <p><i>"A new railway station will take cars off the road and more people will be able to use the train to commute to Preston or Blackpool."</i></p> <p>3.6.1 A lack of clear plans for the station and the absence of an identified site location on consultation maps and leaflets was of some concern.</p> <p>3.6.2 Some responses provided suggestions as to where the Cottam Parkway station should be located; near to the UCLAN Sports Arena, on Darkinson Lane (access via new bridge), west of PWD to encourage use from Lea and Salwick.</p> <p>3.6.3 We received questions regarding the cost and amount of parking that will be available at the proposed station.</p> | <p>3.6.4 One local resident also expressed concerns that the proposed site will only be accessible by car.</p> <p>3.6.5 In opposition to the proposed new station we were asked why improvement to timetabling and access at Salwick Station were not considered.</p> | <p>3.6.7 Early indications are that a station similar in size to that at Buckshaw Village (Buckshaw Parkway) will be provided.</p> <p>3.6.8 The proposed station will include a minimum of 200 free of charge car parking spaces.</p> <p>3.6.9 Bus connections to the station will provide an interchange facility providing an alternative means of access to the car. The station will also include cycle parking provision.</p> <p>3.6.10 Improvements to Salwick Station are not seen as desirable as the site does not complement indications of future housing land allocations and would therefore attract less users. The location of Salwick Station also fails to utilise the connections provided by the PWD road and would require further significant highway improvements to the local network and attract users along unsuitable rural roads.</p> |
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Our response

- 3.6.6 The location of the station is subject to constraints of the operation of the railway network in combination with the access to it by car, bus, cycle or foot. With the initial understanding of these constraints the proposed Cottam Parkway station is likely to be located west of Sidgreaves Lane and south of the canal. Access is to be provided by a new roundabout off Cottam Way and the Preston Western Distributor road.

Issue 7 – Cycleway / Footway

What the consultation had to say

3.7.0 We were asked if the new roads will have footpaths that will be wheelchair accessible with adequate 'age appropriate' pedestrian crossings.

3.7.1 A number of people also asked what cycle provisions would be provided along the PWD and East-West Link roads.

3.7.2 Proposed severance of Darkinson Lane and at the Saddle Pub (between Sidgreaves Lane and Lea Lane) raised the issue of walking, cycling and horse riding access along these routes. We were asked if a footbridges or underpasses would be provided at these locations.

3.7.3 Typical questions included:

"Will existing footpaths that are crossed by the proposed roads remain open?"

"How will the Guild Wheel be protected?"

3.7.4 There were multiple calls for improvements to cycle facilities on the existing network:

"Cycle routes to Preston Centre will reduce car dependency created by development"

3.7.5 It was suggested that the questionnaire attempted to 'use low cycling statistics to justify cars as being the favoured means of transport and investing only in roads, not cycleway'.

Our response

3.7.6 PWD and the East-West Link Road will include off highway 3 metre wide shared use cycleway and footways. Crossing facilities will be provided where appropriate.

3.7.7 We intend to explore the means to provide a safe and convenient crossing point for vehicles and non-vehicular users at the point PWD crosses Darkinson Lane. This could take the form of an underpass or at grade crossing.

3.7.8 We do not intend to close any existing public rights of way or impair use of the Guild Wheel.

3.7.9 A series of corridor improvement schemes are included in the Central Lancashire Highways and Transport Masterplan and through the Preston, South Ribble and Lancashire City Deal. These schemes will focus on several key corridors into Preston and provide sustainable infrastructure improvements. Work to develop proposals for the North West Preston ~ Cottam ~ Ingol ~ Preston City Centre corridor will commence in 2015.

3.7.10 Lancashire County Council is fully committed to providing new, and improving existing, cycle infrastructure across the county. We acknowledge that 'low cycling statistics' do not justify favouritism towards the car. Such data would be interpreted as underling the need to invest further in cycle infrastructure to encourage a modal shift away from the car.

Issue 8 – Design / Alignment

What the consultation had to say

3.8.0 The design and alignment of the proposed roads and their associated junctions generated a substantial number of responses during the consultation period. Some members of the public submitted supporting drawings/annotations to illustrate their suggestions.

3.8.1 The issues to arise in relation to PWD are listed as follows:

- Specific suggestions were made with regard to the alignment which put forward draft plans to illustrate the following suggestions/concerns:
 - Northern section of PWD is too close to Bartle Hall, the Saddle Inn and the Sitting Goose. Alignment should be further west.
 - Northern Section severs important farm land which may impact on the viability of farm businesses.
 - Alignments significantly further west
 - Continuations north and east to the M6 and south and east to the M65
- PWD should join the M55 further west using the existing bridge adjacent to the Priory

Hospital allowing connection to Catforth Road.

- Southern section of PWD alignment should pass east of the pylons, reducing the impact on houses rather than avoiding the golf club.
- The proposed severance of Darkinson Lane.
- What is the justification to extending PWD down to Lea Gate?
- Will PWD link to the M65?
- Cottam Way isn't suitable for connection to a major road and busy housing development.
- Is a dual carriageway necessary?

3.8.2 The issues to arise in relation to the East-West Link road are listed as follows:

- One respondent asked why the E-W Link road was required.
- E-W Link road should be dual carriageway.
- Alignment of East-West Link Road south of Houghton House Farm seems illogical and should be moved north.
- Proposed E-W Link crosses a private road – how will this be protected from unauthorised use whilst still providing access to existing property?
- Concerns about access from the new E-W Link road to existing roads.

- Sandy Lane will become N-S route on the E-W Link road generating a significant amount of traffic.

3.8.3 The issues to arise in relation to the junction design are listed as follows:

- At the Saddle Inn roundabout, the arm at Lea Lane should have a greater angle (proposed 's' shape to be one curve) to take traffic further away from existing properties
- Making Sidgreaves Lane a dead end
- The roundabout at Blackpool Road will have a negative impact on traffic
- Signal control roundabouts
- Disagree with positioning of junction joining E-W Link road to Tom Benson Way - why not join at Wychnor junction, Eastway adjacent to Fulwood Free Methodist Church, or further east past Grasshoppers rugby club?
- Proposed signal junction on Lightfoot Lane, traffic lights at Wychnor junction and pedestrian crossing between Wychnor and Grasshoppers will be too close together
- Is the roundabout on Tabley Lane sufficient?
- E-W Link junction at Lightfoot Lane should be a roundabout
- Eastern End of Lightfoot Lane to be cul-de-sac

Our response

Preston Western Distributor Road

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| <p>3.8.4 The north and south alignment and the northern and southern limits of the Preston Western Distributor road are influenced by the search corridor identified in the Central Lancashire Highway and Transport Masterplan (CLHTM) and the scope of the Masterplan.</p> | <p>3.8.7 A significant constraint on the alignment is the positioning of a new M55 junction 2 which is positioned to avoid any effect on the existing M55 bridges and adjacent properties on Rosemary Lane and Sandy Lane and to provide sufficient space for motorway slip roads. In considering the alignment to this connection point a route west of Bartle Hall was considered. However the resultant road line would be at the limit of allowable curves under the design codes. It would require a high elevation itself or of the existing roads crossing and be significantly intrusive to the Hall and adjacent properties.</p> | <p>of nearby residential property. Journey time analysis indicates the alternative route, via Lea Lane and PWD is not significantly longer.</p> |
| <p>3.8.5 In turn, this search corridor was influenced by the scheme objectives: to provide a bypass on the city's westerly side; to directly and conveniently serve the NW Preston development; to provide the means to service a new railway station at Cottam; to provide the maximum opportunity to divert traffic passing through Preston; and to provide the means to achieve a longer term aspiration to bridge the River Ribble and link to the South Ribble Western distributor (A582), in addition to the design imperatives to minimise land take, avoid residential property loss in particular, and ensure an acceptable and workable junction arrangement with the M55.</p> | <p>3.8.8 The proposed southern alignment of the PWD is constrained by the 'avenue' of electricity pylons and seeks to use this sterilised corridor in avoiding Lea Town and the business and amenity of the golf course whilst avoiding relocating the pylons.</p> | <p>3.8.10 However provision of a pedestrian/cycling/equestrian crossing facility will be considered.</p> |
| <p>3.8.6 Within this search corridor a line of best fit that requires limited land take and avoids</p> | <p>3.8.9 The recent traffic surveys undertaken demonstrate that Darkinson Lane has a very low usage and provision of a crossing point or junction would require a disproportionate amount of land take, add a significant cost, and would likely necessitate the acquisition</p> | <p>3.8.11 In response to questions relating to the requirement for extension to Lea Gate, concerns about Cottam Way and links to the M65; continuing the connection from the M55 to Lea Gate ensures that local roads such as Cottam Way and Tom Benson Way are not overloaded by traffic on the network; this southern section of the route is also essential to improving access between the Enterprise Zone at Warton and the strategic road network and for the longer term plans to deliver a Ribble Crossing linking PWD to the proposed completion of Penwortham Bypass and then on to the M65 via the A582.</p> |
| | | <p>3.8.12 Providing dual carriageway along PWD ensures that the Introduction of the new section to the distributor road network around Preston is able to provide for predicted demand but also beyond to support future demands on the road network in the wider sub-region.</p> |

East-West Link Road

Junction Design

- 3.8.13 The East-West Link road is required to provide access to strategic housing sites defined in the adopted Central Lancashire Core Strategy and presented in the North West Preston Masterplan. Based on predicted traffic flows, a single carriageway will provide sufficient capacity to serve the development surrounding it. A dual carriageway would act counter to the objectives of the Master Plan to create a well-connected community and by forming a significant barrier in the centre of the development.
- 3.8.14 The EWL proposed alignment will form a central spine road capturing the through traffic and that leaving or entering the area. Its central alignment provides a median distance travel from all properties in the area thereby minimising traffic volumes through residential streets.
- 3.8.15 Providing the alignment south of Houghton House Farm provides an early opportunity to take most traffic generated from the already consented housing sites and thereby remove reliance on Lightfoot Lane several years early than a northern route and for a greater volume of traffic. This would offer the prospect of closing Lightfoot Lane to through traffic.
- 3.8.16 Access to existing properties will be maintained with convenient safe accesses formed from the new road.
- 3.8.17 Intersections at Sandy Lane and Tabley Lane will be served by new junctions. Whilst there are no plans currently to limit use of these north-south routes, traffic calming and management measures may be implemented to discourage their use by motorised traffic in particular
- 3.8.18 Each of the proposed junctions are designed to the optimum geometric alignment to Design Manual for Roads and Bridges (DRMB) standards ensuring maximum safety and capacity.
- 3.8.19 The truncation of Sidgreaves Lane at the Saddle Inn is necessary to limit the footprint of the roundabout. Providing an additional arm to the roundabout to serve Sidgreaves Lane would require a much larger roundabout. Provisions will be made for pedestrian/cycling and equestrian access at this point.
- 3.8.20 The junction at the A583 Blackpool Road will be a fully signalised roundabout. This will ensure that traffic movements are handled as efficiently as possible providing maximum capacity.
- 3.8.21 It is not envisaged that the other roundabout junctions will require signalisation. This will be kept under review under normal network management arrangement and signalisation could be added in the future if the need arises.
- 3.8.22 There were a number of comments relating to the proposed junction where the East West Link road meets Lightfoot Lane. The

location of this junction is constrained by land take from Grasshoppers Rugby Club and the existing road crossing of the West Coast Mainline.

- 3.8.23 Traffic modelling is underway and will inform more detailed design works and determine whether the inclusion of an additional signalised junction on Lightfoot Lane would bring any detrimental effect on the existing highway network. The process will ensure a satisfactory design, or possibly redesign, to new and existing junctions and crossing points along this length of road.
- 3.8.24 Similarly each of the proposed junctions will be designed based on predicted future capacity requirements.
- 3.8.25 It is proposed that with the East-West link road constructed and open to traffic, the eastern end of Lightfoot Lane, at Walker Lane House will be a cul-de-sac.

Issue 9 – Economic & Employment

What the consultation had to say

Our response

3.9.0 There was a sense from the responses that some people feel money is being wasted by the proposed road schemes and not enough employment is being created, particularly in the North West Preston housing development area. Others asked for evidence of the anticipated 20,000 new jobs that will be generated.

3.9.1 A number of respondents called for money to be spent redeveloping Preston City Centre.

3.9.2 One response expressed concerns that the roads will provide *'access to homes for people who work in Manchester, Liverpool, etc'*.

3.9.3 Funding for all the schemes identified within the Central Lancashire Highways and Transport Masterplan is provided through the Preston, South Ribble and Lancashire City Deal. The delivery of highways and transport across Preston and South Ribble is required to support new development and economic growth across the area as identified within the respective local plans.

3.9.4 An Infrastructure Delivery Fund (IDF) has been established to ensure effective governance and financial control of the complex funding arrangements for the City Deal. Lancashire County Council is the accountable body for the Lancashire Enterprise Partnership (LEP), and as such is also the accountable body for the City Deal. Detailed operational financial arrangements for the IDF have been agreed by the City Deal partners. The IDF is a pooled resource which includes a mix of national and local resources from:

- **Central Government** – Long term secured transport funding from the Department for Transport, Highways Agency Funding for new and existing motorway junctions and retention of

Homes and Communities Agency (HCA) proceeds from local land sales

- **Lancashire County Council** – Capital Grants, New Homes Bonus and Land Receipts
- **Preston City and South Ribble Borough Councils** – Business Rate Retention and New Homes Bonus
- **Private Sector** – Developer contributions

3.9.5 The Central Lancashire Core Strategy identifies a number of sites allocated for employment over the plan period (2012-2027) that are supported by the City Deal. If fully developed these sites can attract significant inward investment, new employment opportunities quality commercial floor space.

3.9.6 There are no large-scale strategic employment sites allocated in the North West Preston area. Land is predominantly earmarked for housing with local service centres only.

3.9.7 The City Deal programme includes significant investment in Preston City Centre. Schemes include Fishergate Central

Gateway and Preston Bus Station whilst the Preston City Centre employment site captures; the Central Business District (now Corporation Street), Winkley Square, City Centre North, UClan and Horrocks' Mill site.

- 3.9.8 Improving connections to Manchester, Liverpool and beyond is seen as advantageous to supporting Central Lancashire's economic growth.

Issue 10 – Environmental Impact

<u>What the consultation had to say</u>	<u>Our response</u>
3.10.0 A number of people voiced their concerns at the potential negative impact that the proposals might have on the countryside, wildlife, and the environment as a whole.	3.10.4 As part of the statutory planning process a detailed Environmental Impact Assessment (EIA) will be submitted.
3.10.1 Some local residents strongly objected to the use of greenfield sites for the construction of roads and houses, many concerned that agricultural land will be lost.	3.10.5 The EIA will consider all aspects of the proposed schemes including the impact of development on sites of significant biological and ecological interest.
3.10.2 Reference was made to specific sites of ecological importance such as the Bartle Wetland Biological Heritage site and mature woodlands around the Sitting Goose.	3.10.6 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.
3.10.3 We were advised of the presence of Japanese Knot Weed near to the proposed junction at the Saddle Inn.	3.10.7 Land allocations identified in the Preston City Local Plan are required to meet National Government housing development targets. Proposals presented in the Local Plan were open for consultation from 30 th September 2013 to 25 th November 2013.
	3.10.8 As the Highway Authority, Lancashire County Council will be delivering transport infrastructure to support planned new housing and employment development.

Issue 11 – Landscaping

What the consultation had to say

3.11.0 We received a number of responses in relation to the provision of landscaping adjacent to the road schemes. Many local residents who responded are keen for the scheme to include tree planting to provide both visual and acoustic screening.

3.11.1 The desire to retain the area's countryside setting and limit the impact upon the environment through attractive landscaping was expressed.

3.11.2 A typical question we received was:

"Will there be any concession to the planting of hedgerows along the proposed route and the planting of replacement trees?"

3.11.3 We were also asked if we would be planting a large number of trees to provide carbon offset.

Our response

3.11.4 We acknowledge the comments received. As part of the detailed design process landscaping works will be undertaken.

3.11.5 Landscaping provisions will meet the environmental needs of the scheme providing screening and limiting any environmental impacts. New landscape and planting will be careful to respect and complement existing landscape features in the locality – hedgerows and tree planting,

Issue 12 – Local Network Issues & Impacts

What the consultation had to say

3.12.0 A number of local network issues were raised during the consultation by respondents. These have been listed and grouped by scheme below.

Preston Western Distributor

- Will be extra traffic on Cottam Way
- Upgrade Lea Road – concern that it will get busier and unsafe, traffic calming needed, weight restriction.
- Impact of scheme on Lea Lane; increased traffic
- Measures to increase capacity of the A583 at Lea Gate to accommodate additional traffic
- Hoyles Lane –requests for traffic calming; turn into a cul-de-sac to prevent rat running; should not be used by construction traffic
- Negative impact on local business
- Adverse impact on residents of Dodney Drive
- Make Bartle Lane a cul-de-sac
- New roundabout on Blackpool Road will make traffic worse

- Request for traffic lights over the Lea Lane bridge across Lancaster Canal
- Local flooding and drainage issues at Lea Lane /Bartle Lane junction should be resolved
- Request for a filter light turning right from Lea Road onto Blackpool Road before road opens
- No connection to Springfield BNFL
- Join up Lea Lane with Harbour Road junction and use existing route instead
- Scheme within close proximity to residential properties and businesses

East West Link Road

- Query on how Sandyforth Lane will be affected
- Eliminate blind corner on Lea Lane/Bartle Lane
- Turn the Link Road into a cul-de-sac to prevent congestion on Eastway
- Concern over roundabout on Tag Lane/Tanterton Road
- Bad visibility at Hoyles Lane /Lightfoot Lane junction at Nog Tow
- Extend the Link Road to a point on Tom Benson Way/Eastway or retain eastern section of Lightfoot Lane as access only

- Tabley Lane -should be stopped up at M55 bridge; needs traffic calming measures. A new road should be built to connect to the East West Link Road instead of Tabley Lane.
- Request to widen/dual Eastway B6241 westbound
- Improve Tom Benson Way and its connection to the Guild Wheel.
- Amendments requested to Eastway underpass of A6 Garstang Road
- Link Road will not alleviate the A6 traffic jam.

3.12.1 Many respondents commented on the impact of the scheme on Lightfoot Lane. The issues raised were:

- Concerns over residential access to properties
- Will exacerbate existing congestion issues on Lightfoot Lane and the Ingol area
- Concerns over proximity of signal controlled junction close to 2 sets of existing traffic lights and the impact on existing congestion; should be a roundabout junction
- Negative impact of HGV's during construction work

- Lightfoot Lane should be exit only to Tom Benson Way
- Better to have no exit to Tom Benson way and push traffic to Preston Western Distributor
- Current speed limits on Lightfoot Lane are being exceeded
- New junction should be at Walker Lane/Lightfoot Lane
- New junction traffic lights should be permanently green to allow free flow onto B6241

Cottam Link Road

- Scheme will cause additional traffic on Cottam Way and create difficulties for residents accessing their properties
- Flooding from ditch running northwards at Fiddlers Fold Court

General

- Concerns with rat running between the East West Link Road, Lower and Higher Bartle
- Improve existing roads and deal with potholes

- Schemes are not beneficial to local residents
- Improve traffic flow at Broughton – Woodplumpton area
- Won't resolve issues with rat running
- Money better spent on maintaining existing country roads
- Traffic safety measures for surrounding local roads
- None of the schemes are addressing Broughton congestion

Our response

- 3.12.2 We acknowledge there are a number of queries and comments regarding the impact of the scheme on the local road network.
- 3.12.3 These fall into issues that could affect the line of these new roads. These issues are responded to below. Other issues concern what complementary changes could accompany delivery of these new roads.
- 3.12.4 We will consider these comments in much more detail and continue local discussions on these matters prior to submitting the planning application. We will put in place suitable and complementary measures to deal with specific local issues where this is appropriate.

Issue 13 – M55 Junction 2

What the consultation had to say

3.13.0 A number of respondents commented that the new M55 junction 2 must be completed before any development begins. One asked for this to be done at the same time as Cottam Parkway station.

3.13.1 Some stated there was no need for a new junction on M55 as Broughton is already sufficient. Another responded:

"The new M55 junction is a local convenience and largely dependent on the effective functioning of the M6 junction 32"

3.13.2 There was some concern that there was no access to the proposed M55 junction from the north i.e. from Catforth, Inskip and Woodplumpton.

3.13.3 A suggestion was made to link the East West Link Road into the M55 instead, thereby avoiding the need for the Preston Western Distributor if no Ribble Crossing was going to be built.

3.13.4 One person thought this would exacerbate rat running on existing roads between Cottam and the M55.

3.13.5 Alternative locations were suggested for the new M55 junction 2 including using the existing Rosemary Lane Bridge or land further west where the railway line and Lancaster Canal converges.

Our response

3.13.6 The programming of work is still to be agreed but we acknowledge that there is support for the M55 Junction 2 to be built first.

3.13.7 The Preston Western Distributor and its objectives are defined within the Central Lancashire Highways and Transport Masterplan. The route extends southwards from the M55 junction 2 to support the developments within the North West Preston Masterplan, to provide a more efficient alternative access onto the motorway network from Preston City Centre and key strategic sites such as BAE Warton. There are no current plans to extend the Preston Western Distributor northwards,

and no purpose is evident for direct access to be formed from the north.

3.13.8 We believe the proposed Preston Western Distributor alignment will provide a quicker, attractive and more convenient route from Blackpool Road to the North West Preston area than is currently available. We will consider suitable speed reduction measures on local routes where appropriate to reduce rat running on existing roads.

3.13.9 We acknowledge the comments made suggesting alternative locations for the M55 junction 2. We also have to incorporate the Highways Agency guidance on where the motorway junction can be located, particularly in terms of its distance from junctions 1 and 3.

Issue 14 – M6 Junction Improvements

What the consultation had to say

- 3.14.0 Several people requested a new junction on the M6 between junctions 32 and 33. One respondent thought this should be at Garstang.
- 3.14.1 Two people commented that the Junction 31a on the M6 should be made a full junction to reduce traffic through the area.

Our response

- 3.14.2 The objectives of the PWD would not be served by a new junction on the M6.
- 3.14.3 This consultation was to seek the general public's views on the Preston Western Distributor, East West Link Road and Cottam Link Road. The M6 is within the jurisdiction of the Highways Agency (HA), not Lancashire County Council.
- 3.14.4 The HA has previously considered the prospect of north facing slip roads at Junction 31a. It concluded that they were not an acceptable option as design standards determine that the proximity of Junction 32 is below the acceptable distance for a safe design.

Issue 15 – NW Preston Masterplan

What the consultation had to say

Our response

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| <p>3.15.0 A number of comments questioned the need for the new housing developments. Some felt there were appropriate Brownfield sites in Preston that were not being utilised.</p> | <p>3.15.4 The Central Lancashire Core Strategy (adopted in 2012) identifies Cottam and North West Preston as a strategic site and strategic location respectively for future development. All local authorities are required to provide for a 5 year housing supply as well as suitable development sites over a 6-10 year and where possible a 11-15 year timeframe.</p> | <p>3.15.7 We are working to have the road infrastructure in place as early on in the development process as possible. Some housing may need to be built in order to provide Section 106 money to fund the new roads.</p> |
| <p>3.15.1 Respondents requested the road schemes are built before the new housing developments are in place.</p> | <p>3.15.5 The policies and principles in the Core Strategy are supported by the Preston Local Plan (Site Allocations) 2012 – 2026 which is currently under examination by an independent inspector. This document outlines where all new housing, employment, retail, leisure and open space will go over the next 15 years.</p> | <p>3.15.8 We acknowledge residents' concerns over traffic congestion in the vicinity of the new housing developments in North West Preston. As part of the City Deal, we are also developing Public Transport Improvement Plans to look at sustainable transport measures we can put in place to make walking, cycling and public transport attractive options for local people.</p> |
| <p>3.15.2 There was a belief that the additional traffic from the new housing will cause more congestion.</p> | <p>3.15.6 Brownfield sites for housing are included within the Preston Local Plan. However there are not enough brownfield sites to meet future housing need in Preston to cope with demand which is why further development on green field sites is required.</p> | <p>3.15.9 This consultation was to seek the general public's views on the new road schemes. A separate consultation exercise has been held on the North West Preston Masterplan to address views on the housing developments themselves.</p> |
| <p>3.15.3 Specific concerns were raised over the housing development themselves. These related to:</p> <ul style="list-style-type: none"> • density of development & visual impact • provision for social or private housing • lack of facilities to support the new housing • appropriate sewerage layout before housing built • Concern over accesses from East West Link Road onto Lightfoot Lane | | |

Issue 16 – Perceived Increased Congestion

What the consultation had to say

3.16.0 We received numerous response relating to concerns of congestion and increased traffic on the existing highway network. We received concern regarding the following roads:

- Blackpool Road
- Cottam Way
- Eastway
- Hoyles Lane
- Lea Lane
- Lightfoot Lane
- Sandy Lane
- Tabley Lane
- Tag Lane
- Tom Benson Way
- Woodplumpton Road

3.16.1 Congestion resulting from the proposed East-West Link road was highlighted with reference to Lightfoot Lane junction.

3.16.2 There were also expressions of concern that the proposed new roads will not be sufficient enough to meet the anticipated future demand.

Our response

3.16.3 The proposed new Preston Western Distributor road will provide an alternative route for drivers to avoid peak hour congestion in the city centre.

3.16.4 The East-West Link Road and Cottam Link Road will provide convenient access for local and through traffic to the Preston Western Distributor, as an alternative to already congested local routes, and rural or residential roads.

3.16.5 Providing these new roads will allow opportunities for bus priority measures, public realm enhancements, and improvements to prioritise and promote walking and cycling along the B5411 Tag Lane / Woodplumpton Road and A583 Riversway corridors and in the Lane Ends local centre.

3.16.6 Detailed design work will be undertaken which will ensure that each junction is designed with sufficient capacity to handle maximum future peak hour demand.

3.16.7 The design and delivery of the new roads will be supported by detailed traffic modelling to confirm the ability of the new roads to handle future demand and also to determine any further local improvements on the existing network, supporting both the planning application and business case submission.

Issue 17 – Priority Corridors

What the consultation had to say

- 3.17.0 A number of respondents commented on the impact the scheme will have on traffic, congestion and speeding on Tom Benson Way, Eastway and Cottam Way.
- 3.17.1 One commented on the poor footpath on Tom Benson Way and other roads.
- 3.17.2 One person commented that a junction with Tom Benson Way would be preferable.
- 3.17.3 A comment was made that Tom Benson Way should be widened.

Our response

- 3.17.4 We acknowledge the comments made by respondents on the impact that the new roads will have on existing issues on the road network. We are undertaking work on Public Transport Priority Corridors that includes key roads in Ingol, Cottam and Fulwood. We will look at measures to improve congestion, prioritise public transport and improve local cycleways and footways.
- 3.17.5 The creation of a new junction 2 on the M55 will provide an alternative access onto the motorway network which along with other improvements at Broughton will alleviate some of the worst traffic congestion around Tom Benson Way and Eastway.
- 3.17.6 The East West Link Road is designed to fit with future housing site allocations as defined in the local development plan (Central Lancashire Core Strategy). Therefore the line of the East West Link Road needs to accommodate all future housing sites in this area to ensure that any future planning applications are viable.
- 3.17.7 Widening of Tom Benson Way is not currently an option given the density of housing development in the area and the need to preserve green space in Ingol.

Issue 18 – Public Transport

What the consultation had to say

Our response

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| <p>3.18.0 Requests were made to improve public transport with comments on the lack of buses and a request for bus services through Lea Town, Salwick and Woodplumpton.</p> | <p>3.18.6 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.</p> | <p>3.18.11 Preston Bus Station is now under the ownership of Lancashire County Council and proposals to improve the site will come forward in due course.</p> |
| <p>3.18.1 A number of people commented that buses are needed to serve the new housing developments.</p> | <p>3.18.7 One of the Public Transport Improvement Plans is for the Priority Corridors serving the new housing development for North West Preston and Cottam, as well as covering Ingol and Preston City Centre. A new Cottam Parkway train station is also planned to serve the housing sites.</p> | |
| <p>3.18.2 There were concerns that bus stops need to be within walking distance for elderly, disabled and mothers with children.</p> | <p>3.18.8 We will look to incorporate bus stops along the East West Link Road that are within walking distance of residential areas and community centres.</p> | |
| <p>3.18.3 We also received comments that sought assurance that adequate bus service provisions are in place during the construction phase.</p> | <p>3.18.9 We acknowledge the comments made by residents concerned about the impact of traffic on Hoyles Lane. We will look at the suggestions raised.</p> | |
| <p>3.18.4 Several respondents requested that Hoyles Lane be made a no through road for vehicles, especially any construction traffic. One respondent thought a bus route along here was no longer needed if East West Link Road in place.</p> | <p>3.18.10 We will work with bus operators to ensure there is minimal disruption to existing bus services.</p> | |
| <p>3.18.5 We received interest in the situation regarding Preston Bus station.</p> | | |

Issue 19 – Railway Bridge over the West Coast Main Line (WCML)

What the consultation had to say

Our response

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| <p>3.19.0 A number of respondents expressed concern over East West Link Road and impact on existing railway bridge at Lightfoot Lane over the West Coast Main Line which is seen as a pinch point.</p> | <p>3.19.3 The corridor of the Preston Western Distributor was agreed within the Central Lancashire Highways and Transport Masterplan which was consulted on and approved in 2013.</p> |
| <p>3.19.1 One respondent thought that the East West Link Road should be extended to include another crossing over the WCML.</p> | <p>3.19.4 The restriction at the WCML rail bridge on Lightfoot Lane is seen as a positive. It will discourage use of Lightfoot Lane to all but traffic with destinations within immediate areas and encourage traffic to use the East West Link Road to access the strategic network by means of PWD.</p> |
| <p>3.19.2 A comment was made that the new road should be moved west to allow a combination bridge to span both the railway and the canal where they converge.</p> | |

Issue 20 – Ribble Crossing

What the consultation had to say

- 3.20.0 The majority of 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.
- "Support the idea to join the schemes with a new bridge over the Ribble"*
- 3.20.1 One respondent believed if no bridge was achievable, that the Preston Western Distributor should be abolished but keep the East West Link Road.
- 3.20.2 Another thought the need to build a new bridge could be removed by widening existing roads.

Our response

- 3.20.3 We acknowledge the support for the Ribble Crossing. Funding is not currently in place yet for a Ribble Crossing although it is anticipated that investors will come forward in future years and the bridge is a long term ambition.
- 3.20.4 Cottam and North West Preston are identified in the Central Lancashire Core Strategy as strategic locations able to meet future housing needs. In order to make these development sites acceptable in planning terms, the necessary road infrastructure needs to be in place. This is why Preston Western Distributor, the East West Link Road and Cottam Way are a priority. It is not part of the City Deal proposal that one of the road schemes is delivered without the others.
- 3.20.5 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.

Issue 21 – Safety

What the consultation had to say

- 3.21.0 There were concerns over safety at new junctions on the Preston Western Distributor route. In particular the M55 junction 2, junction with Riversway, Lea Lane and Bartle Lane junctions.
- 3.21.1 A number of respondents were concerned about the safety of the East West Link Road especially in relation to schoolchildren and accidents e.g. at Lea Endowed Primary School.
- 3.21.2 Some respondents felt the road schemes would compromise the accessibility and safety of cyclists, pedestrians and horse riders.
- 3.21.3 The Lea Road bridge over the Lancaster Canal was a particular point of concern. Some thought the Canal Bridge would not be able to deal with increased traffic trying to access Cottam Link Road or that speed restriction measures need to be in place.

3.21.4 We also received concerns from residents over poor visibility on exit and approach roads to Cottam Way/Lea Road junctions which will be exacerbated by the increase in traffic attempting to access Cottam Link Road.

Our response

- 3.21.5 The design of the junctions will be in accordance with DMRB standards. The junctions at Blackpool Road/Riversway at the south of the scheme will be fully traffic signalised to ensure traffic can flow efficiently and pedestrians can cross safely.
- 3.21.6 Lea Road and Sidgreaves Lane will be 'stopped up' meaning that the new Cottam Way Link will circumnavigate these roads. This will result in a reduction in through traffic past Lea Endowed Primary School.
- 3.21.7 A shared footway/cycleway will be created alongside each road scheme. This will be located off the highway in order to maximise safety for non-motorised users.

3.21.8 The issue of the effect of the new roads on the local network and increases in risk to specific points on the network will be considered when the results of the transport modelling exercise are complete.

3.21.9 We acknowledge that local residents have concerns over increased traffic on Cottam Way and difficulties in accessing their properties. We will look at the suggestions raised and address any poor visibility issues on the existing network where it joins up to the new roads as part of the detailed design assessment.

3.21.10 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 autumn 2015.

Issue 22 – SpeedWhat the consultation had to say

- 3.22.0 A number of respondents expressed concern over the speed limit of the Preston Western Distributor which is proposed as 70mph. Several thought that a 50mph speed limit would be more appropriate.
- 3.22.1 Comments were received on specific roads where the current speed limit is not adhered to. Some respondents asked for speed cameras or speed reduction measures to be in place. Specific roads mentioned were:
- A584 Blackpool Road
 - Tom Benson Way
 - Lightfoot Lane
 - Cottam Way
- 3.22.2 A respondent commented on the safety of cyclists and queried how they would be protected from fast traffic on the new road.
- 3.22.3 A query was raised as to the speed limit of the East West Link Road.

Our response

- 3.22.4 The Preston Western Distributor Road will be designed in accordance with the Design Manual for Roads and Bridges as a dual carriageway. The appropriate national speed limit for dual carriageways is currently 70mph. PWD is a link road with the purpose of moving traffic as efficiently as possible on the network. As there are no connections to the road between junctions to the appropriate standard there would be no requirement to artificially restrict speed.
- 3.22.5 We acknowledge residents' concerns over increased traffic flow on local roads near to the proposed scheme. We will consider the potential for speed reduction measures as part of the scheme and on existing local roads as part of the detailed design process.
- 3.22.6 The Preston Western Distributor, East West Link Road and Cottam Link Road will all have shared cycleway /footways that will be located off the highway to make available a safer environment for pedestrians and cycle users. Crossing points will be designed to standards at appropriate locations.
- 3.22.7 The East West Link Road is a local distributor road and will thus have a variable speed limit of between 20 and 40mph. There will be a speed limit reduction for areas within proximity of a school or in predominantly residential areas.

Issue 23 – Visual Impact

What the consultation had to say

- 3.23.0 A number of residents expressed concerns over light pollution and its impacts on residents, wildlife and the character of the open countryside. One respondent thought that roads should only be lit at junctions. Another stated street lighting should be omitted or switched off from midnight to dawn.
- 3.23.1 There was a query from a resident over the height of embankments.
- 3.23.2 Another respondent said that screening should be provided for elevated sections.

Our response

- 3.23.3 The decision on the extent of street lighting will be made before the planning application. At points of interaction between vehicles and pedestrians – junctions and crossing points - 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.
- 3.23.4 The embankment height will be variable along the route. At the M55 Junction 2, the embankment will need to be taller in order to support the bridge over the motorway and the two slip roads. The height of the embankment here will be approximately the same size as the adjacent motorway bridge from Rosemary Lane i.e. 10 metres.
- 3.23.5 We have designed the road to be in cutting at sensitive locations such as Bartle Hall and adjacent to Lea Town in order to mitigate the visual impact. Tree planting will also be used to help reduce landscape and visual impacts in the long term.
- 3.23.6 The East West Link Road alignment has been subject to detailed negotiations with the majority landowners and this is the route that has been agreed.
- 3.23.7 As part of the statutory planning process an Environmental Impact Assessment (EIA) containing detailed analysis of how the new roads will affect residents in terms of landscape and visual impact will be submitted in autumn 2015.

4. Questionnaire Analysis

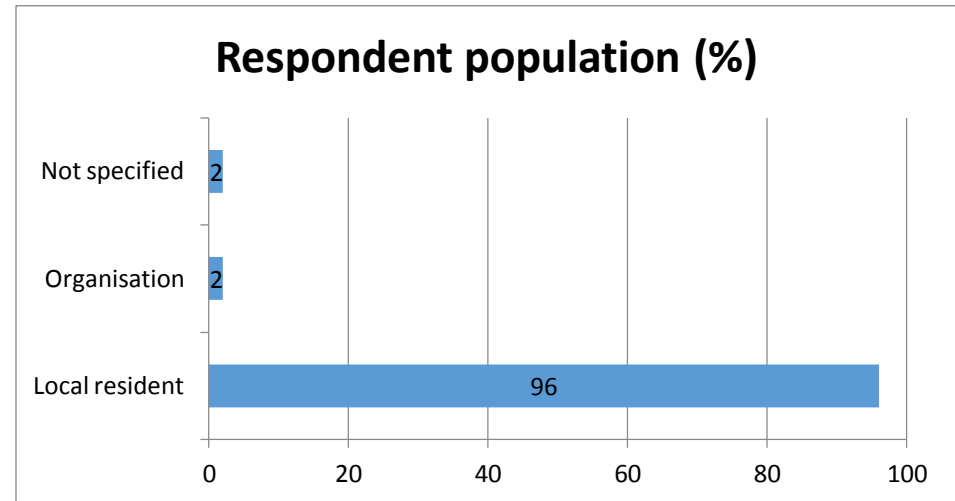
A questionnaire was available online and at all public consultation events to enable people to comment on the proposed routes for the Preston Western Distributor, East West Link Road and Cottam Link Road. A total of 510 questionnaires were returned. A copy of the questionnaire form is reproduced at Appendix 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 routes for the Preston Western Distributor, East West Link Road and Cottam Link Road.

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	96	489
Organisation	2	10
Not specified	2	11



Q3: What is the name of your organisation?

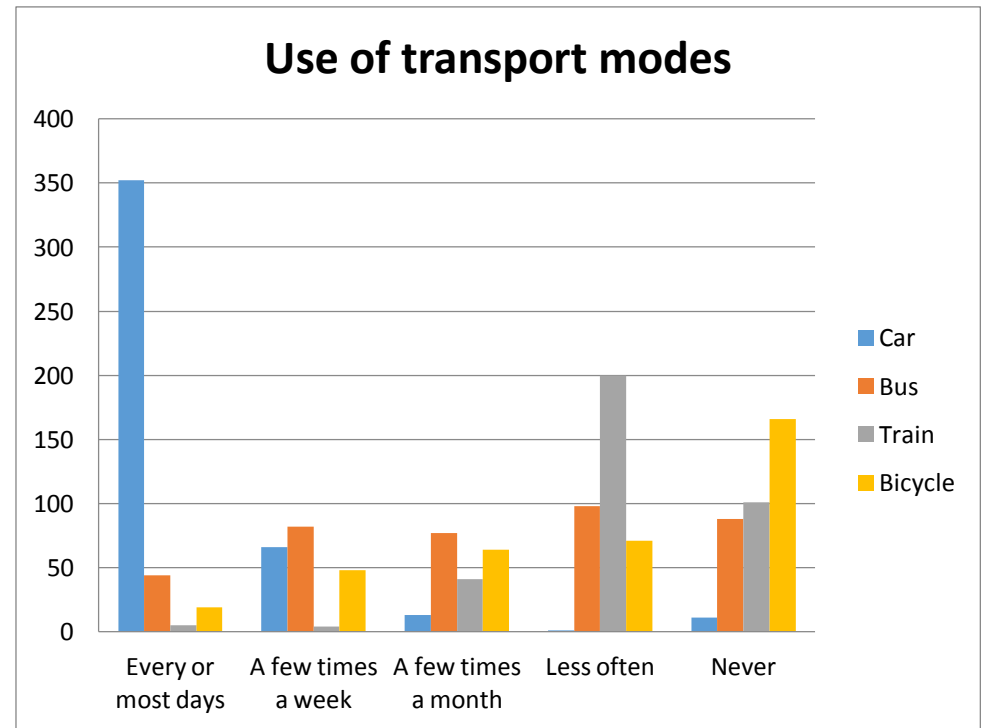
The organisations who replied are listed below:

- Preston Liberal Democrats
- National Grid
- English Heritage
- Natural England
- Fylde Borough Council
- United Utilities
- Canal & Rivers Trust
- Ashbridge School Ltd
- St Mary's Catholic Roman Primary School
- PWC Chartered Surveyors

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

A total of 505 respondents answered this question.

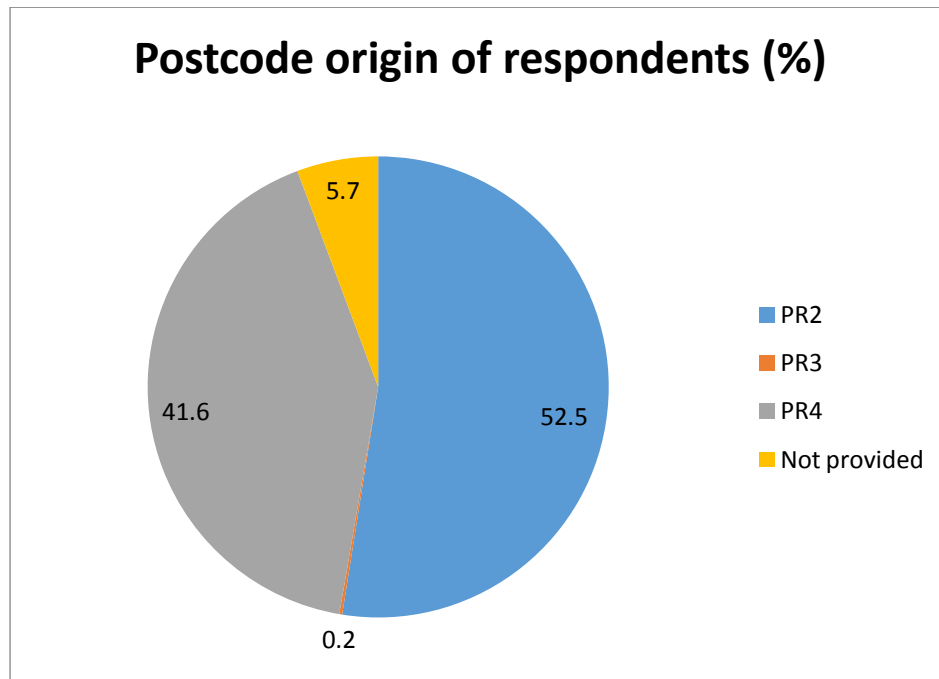
Mode	Every or most days	A few times a week	A few times a month	Less often	Never
Car	352	66	13	1	11
Bus	44	82	77	98	88
Train	5	4	41	200	101
Bicycle	19	48	64	71	166



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 are shown in the appendices B, C and D.

Post Code	%	Count
PR2 (includes; Ashton On Ribble, Fulwood, Ingol, Lea, Riversway)	52.5	265
PR3 (includes; Broughton, Garstang)	0.2	1
PR4 (includes; Catforth, Cottam, Kirkham, Warton, Woodplumpton)	41.6	210
Not provided	5.7	29



The most prominent issues, in terms of number of responses, to come out of the consultation were; Design & Alignment, Environmental Impacts, and Local Network Issues.

From the PR2 area:

- 11% of responses raised concerns regarding Local Network Issues; traffic on Lightfoot Lane was the most frequent issues.
- 4% referred to the proposed Design & Alignment; the prevailing concern being the termination of Sidgreaves Lane at the Saddle Inn.
- 4% referred to Environmental Impacts; expressing concern about the rural environment.
- 58% of responses received from the PR2 area were either positive toward the scheme or raised no issues.

From the PR4 area:

- 14% of responses raised concerns regarding Local Network Issues; the proposed closure of Darkinson Lane being of particular concern
- 10% referred to the proposed Design & Alignment; particularly the alignment of the East-West Link road.
- 6 % referred to Environmental Impacts; expressing concern about the rural environment.
- 29% of responses received from the PR4 area were either positive toward the scheme or raised no issues.

Appendix A – Consultation questionnaire



Preston Western Distributor, East-West Link Road and Cottam Link Road consultation

This questionnaire is to give you the chance to comment on the proposed route of the Preston Western Distributor, East-West Link Road and Cottam Link Road. This is the new road that will link Preston and southern Fylde to the M55, and two new roads connecting to new and existing housing areas. The consultation runs until **Sunday 13 July 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 'Preston Western Distributor and East-West/Cottam Link Roads consultation'. Please fill in only one version of the questionnaire.

Please read the enclosed leaflet and answer the following questions. Return the questionnaire to: Preston Western Distributor Consultation, FREEPOST PR89, County Hall, Preston, PR1 0LD

Q1 Please tell us about any issues that you think may affect our proposed routes for the Preston Western Distributor, East-West Link Road and Cottam Link Road.
Please write in below

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

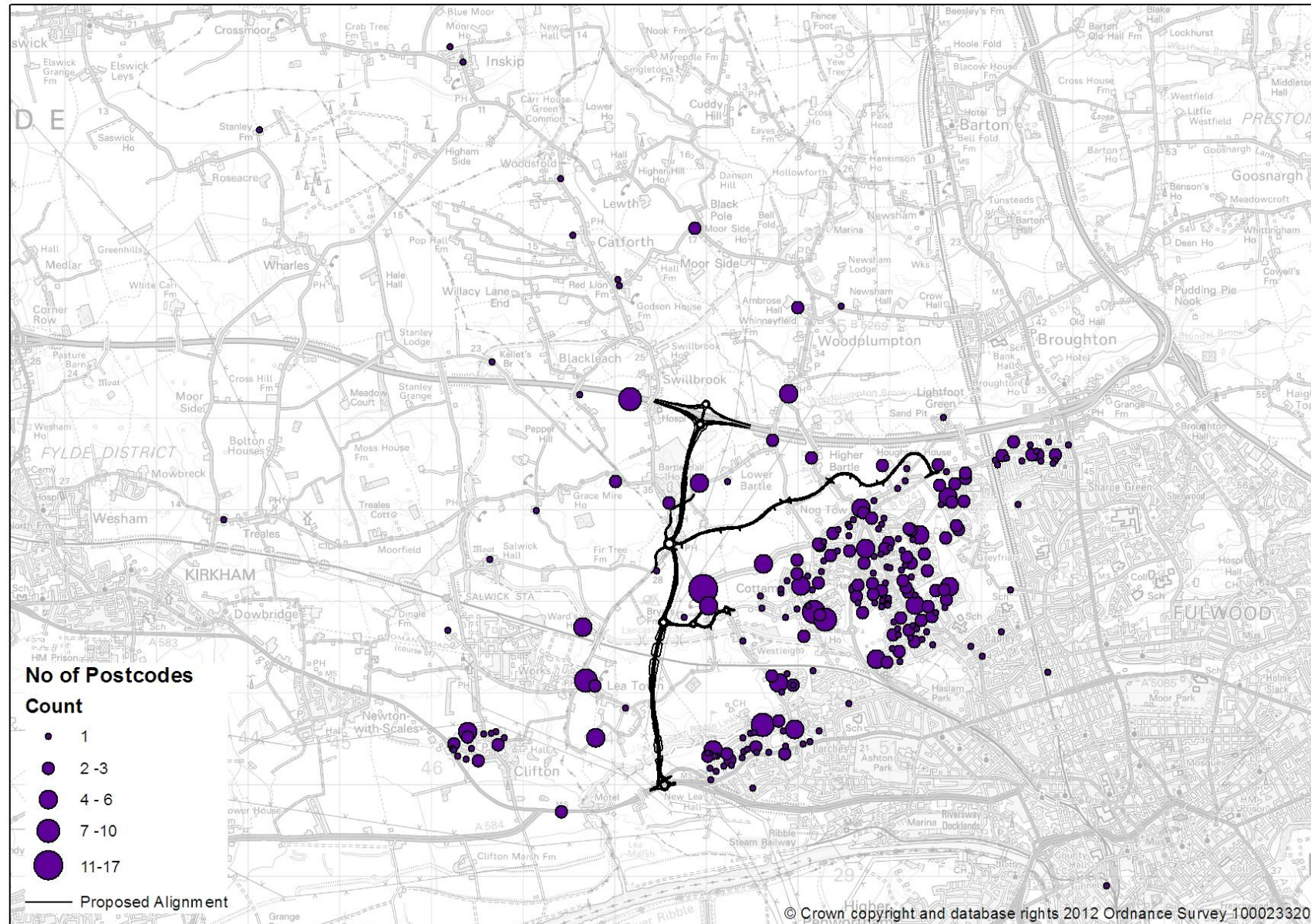
	Every or most days	A few times a week	A few times a month	Less often	Never
Car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>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

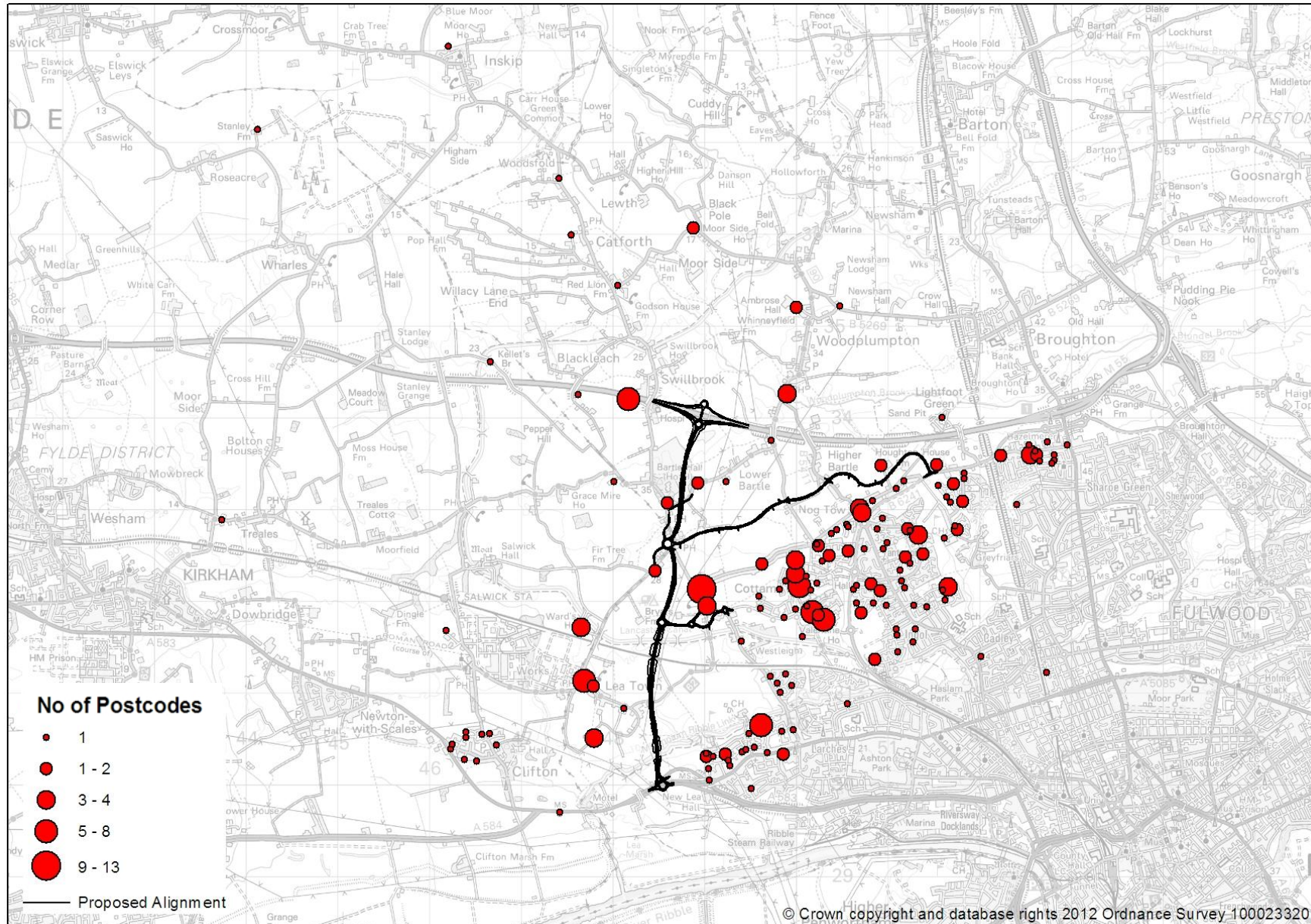
Please write in below

Thank you very much for taking part in this consultation.
 Please return the questionnaire by Sunday 13 July 2014.

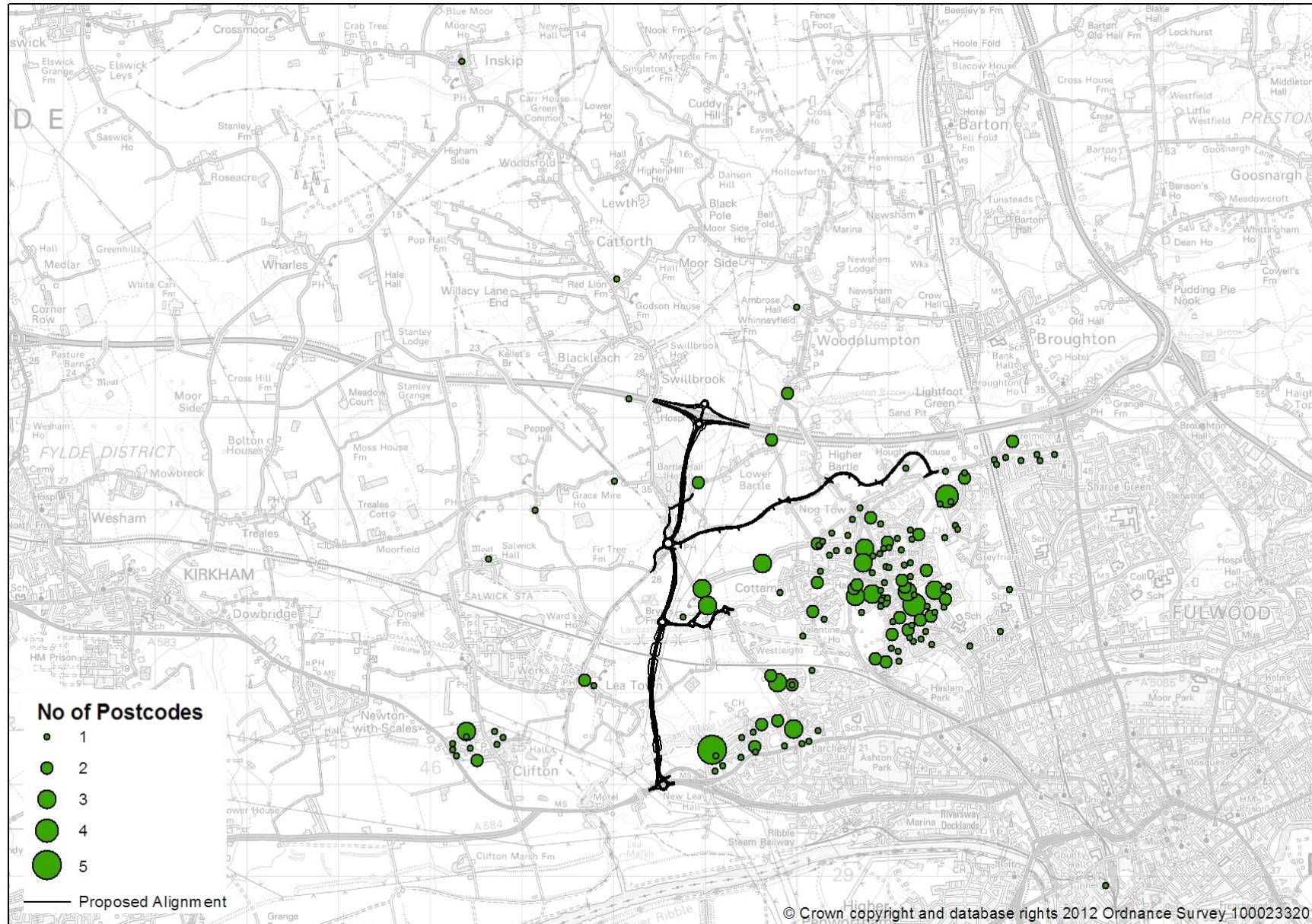
Appendix B – Postcode distribution of all responses



Appendix C – Postcode distribution of unsupportive responses



Appendix D – Postcode distribution of supportive responses





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