

**Report to the Cabinet Member for Highways and Transport and Cabinet Member
for Environment, Planning and Cultural Services**
Report submitted by: Head of Service Commissioning (Live Well)
Date: 14 September and 17 September 2015

Part I

Electoral Divisions affected:
Penwortham North, and
South Ribble Rural West

Adoption of the Route for the A582 Road Widening Improvement Works
(Appendices 'A' and 'B' refer)

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Executive Summary

Approval is sought to adopt and protect the route for the proposed road widening improvement works along the A582 South Ribble Western Distributor shown at Appendix 'A'.

Route adoption and protection is identified as an early activity under the Infrastructure Delivery Plan to the Preston, South Ribble and Lancashire City Deal. Once the route is approved, the County Council will be in a position to progress a planning application and start land assembly procedures.

A six-week public consultation exercise was held on the proposed upgrading of the A582 to a dual carriageway along its full length between Cuerden and Preston city centre and the B5253 south to Longmeanygate. These improvement works have already been identified in the published Central Lancashire Highways and Transport Masterplan and a line thought to be the best line considering the highway engineering, physical and environmental constraints surrounding the existing roads has been identified.

The consultation received 406 responses. A Consultation Report, presented at Appendix 'B', compiles and summarises the comments received and responds to these. None of the issues identified through the consultation impede the progression of the route at this stage.

This is deemed to be a Key Decision and the provisions of Standing Order No 25 have been complied with.

Recommendation

The Cabinet Member for Highways and Transport is asked to approve that:

- (i) the Cabinet Member for Environment, Planning and Cultural Services be requested to adopt and safeguard the route of the proposed widening and improvement of the A582 as that shown at Appendix 'A' for development control purposes,
- (ii) subject to approval of recommendation (i) set out above, the route, as shown on Appendix 'A', be approved and adopted as the route for the widening and improvement of the A582, and
- (iii) South Ribble Borough Council be notified that the route shown at Appendix 'A' should be included in the South Ribble Development Plan as the route for the widening and improvement of the A582.

Background and Advice

The Central Lancashire Highways and Transport Masterplan (CLTM) was published in March 2013 and provides the basis for determining future transport investment priorities across Preston, South Ribble and Chorley. Many of the transport priorities identify large-scale improvements and additions to the existing highway network.

The completion of the capacity improvements along the A582 is one of four major road schemes identified in the CLTM. Its completion will complement the delivery of the Penwortham Bypass and looking further ahead, the linking of the two Western Distributor Roads in Preston and South Ribble with the construction of a new crossing of the River Ribble. The proposed improvements will support economic development through travel reliability and convenience and increase road capacity.

More particularly, it will:

- Improve journey times and reduce congestion on (and on roads linking to) the A582, B5253 and Penwortham New Bridge linking to Ringway and Preston city centre.
- Provide easier access to Cuerden from the west.
- Provide significantly better access to new housing developments at Pickerings Farm between Penwortham and Lostock Hall and development sites to the North West of Leyland at Croston Road and Moss Side.
- Allow opportunities for bus priority measures, public realm enhancements, and improvements to prioritise and promote walking and cycling along the B5254 Leyland Road and at Tardy Gate.

The A582 was built in the 1970's in support of designated expansion land known as Central Lancashire New Town, which was delivered in truncated form. The Statutory Order for the dissolution of the Central Lancashire New Town was approved on 31 December 1985 and the Corporation was formally dissolved on 31 March 1986.

The single carriageway route runs between the A6 junction with the end of the M65 (Cuerden) and the A59 towards Preston City Centre, including the B5253 south to Longmeanygate, acting as a Preston southerly bypass and one of the main arteries into Preston. In its current form as a single carriageway, the A582 is not capable of supporting the capacity requirements associated with current and future demand.

Works, funded by the City Deal, have begun on upgrading a number of junctions along the A582. Proposals as presented at Appendix 'A' include works on a number of structures to accommodate carriageway widening and off road cycle provisions. This highway extent shown is considered to be the preferred land to achieve the improvements and will require land to be acquired.

Preston, South Ribble and Lancashire City Deal

The Preston, South Ribble and Lancashire City Deal was signed in September 2013 and provides a financial structure to deliver these roads, subject to planning, land assembly and other statutory procedures and in advance of the bulk of development so to minimise as far as possible the impacts on the existing transport network on local communities and road users.

In May 2015 a programme for delivery, presented in the City Deal Infrastructure Delivery Plan (IDP) for 2015/18 was endorsed by the Cabinets of the 3 Local Authorities and approved by the City Deal Executive. The IDP timetable programmes the development and approval of routes for the completion of the A582 Dualling during the 2014/15 financial year.

Consultations

A 6-week period of public consultation was held during January and February 2015. A series of events were held in the local area; affected communities, landowners and parish councils were engaged. Web-based and media information presented the technical justification to the choice of route and invited comments thereon.

Due to the physical limitations surrounding the existing roads the consultation presented a single design rather than a series of options.

406 responses were received during the consultation. The full consultation report is included at Appendix 'B'. The main issues to emerge through the consultation and a summary response for each include:

- Air and noise pollution concerns

As part of the statutory planning process an Environmental Impact Assessment (EIA) containing detailed analysis of how the new road widening could benefit or adversely affect the local area will be submitted in line with the Planning Application. The application will include a detailed scheme design which will include measures to mitigate for the impacts identified in the EIA.

- Cycletracks and footways

The comments received as part of this consultation have given significant insight into the concerns of local residents in relation to the crossing points throughout the scheme and the proposed shared cycletrack for use on foot and on pedal cycle.

Safety is of paramount importance. Once the route has been protected, detailed designs will be developed taking into consideration the comments provided as part of the consultation.

- Design

Detailed design works will be undertaken subject to the protection of the route and following consideration of the comments received during the consultation. The suggestions put forward by local groups and residents in relation to accesses onto the A582 from adjacent roads will be considered together with any improvements required to local roads that link into the scheme.

- Perceived Increased Congestion

Using the recently developed Central Lancashire Traffic Model an assessment of potential impacts on all routes around the City Deal proposals will be undertaken. The assessment will identify whether measures will be required to deal with any unwanted effects on the highway network. Proposals to widen the A582 will provide sufficient capacity to handle traffic from all proposed development sites including the Cuerden Strategic development site.

Implications:

This item has the following implications, as indicated:

Risk management

If the recommendations are not approved, there is the risk that development will take place along the route making the future widening of the road either more difficult or impossible.

This would also result in uncertainty and delay on progressing statutory planning and land assembly procedures and in turn construction of road schemes.

Financial, Legal, Property

There are financial implications in relation to the protection of the route for the A582 road widening. A small number of properties are directly affected by the route. Under the Town and Country Planning Act 1990, the authority may receive claims relating to blight.

Funding for the whole scheme including any potential costs associated with blight has been secured through the Preston, South Ribble and Lancashire City Deal Infrastructure Delivery Fund.

List of Background Papers

Paper	Date	Contact/Tel
Infrastructure Delivery Plan 2014/15, Preston, South Ribble and Lancashire City Deal	June 2015	Phil Wilson/Central Lancashire Masterplan/ 01772 534559,

Reason for inclusion in Part II, if appropriate

N/A.