



Consultation Report –  
Draft Central Lancashire Transport and  
Highways Master Plan

March 2013

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## **1. Introduction**

1.1 This report provides details of the consultation and engagement of the draft Central Lancashire Highways and Transport master plan. The draft Central Lancashire Highways and Transport master plan sets out the County Council's ideas for a future highways and transport strategy for Central Lancashire to 2026 and beyond.

## **2. Main Points Arising from the Consultation**

2.1 Across all consultation groups there was general consensus that option 3 'improve and extend' was the preferred option.

2.2 In general, respondents to the questionnaire were supportive of the master plan with over 69% indicating a preference for Option 3 'improve and extend'. Similarly there was support for the three road based schemes and the public transport and public realm initiatives.

2.3 A high number of comments indicated that timeframes for the proposed transport measures were not ambitious enough and too far in the future. Comments expressed that many of the transport measures should be implemented sooner.

2.4 Across all consultation groups there was overriding support for the Guild Bridge.

2.5 A high number of comments indicated that the timescales for the completion of the Guild Bridge were not ambitious enough, as this was deemed a key priority in the master plan. As a result there were a high number of comments for the Guild Bridge timescales to be brought forward.

2.6 Support emerged for the proposed new railway station at Cottam, although clarification was sought in terms of its likely location.

2.7 A number of respondents complained at the lack of detailed routes within the master plan, feeling that the schematic nature of the visual representations was confusing.

2.8 Whilst there was an understanding that the master plan outlines the wider strategic transport interventions needed to accommodate development, there were concerns regarding the lack of detailed infrastructure proposals within the proposed development sites.

2.9 In Penwortham there was opposition to the proposed route (the brown route – i.e. from Broad Oak Roundabout to Howick Cross) for the completion of the Penwortham Bypass and a preference for the blue route.

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2.10 Clarity was sought in terms of what role the master plan would play in the wider planning process. Issues raised included

- the legality of the master plan,
- the extent developers are obliged to engage with the proposals outlined in the master plan
- trigger points for funding
- timescales
- clarity sought on which comes first, the development or the infrastructure

2.11 A number of respondents across the different groups highlighted what they perceived as serious omissions in terms of the proposals outlined in the master plan. Requests were made for additional transport measures to be included in to the master plan. The most commented on were:

- the inclusion of a railway station at Midge Hall
- the inclusion of a railway station at Coppull
- the inclusion of the Cross Borough Link Road

2.12 Concerns were expressed at the lack of progress in terms of providing a long term solution at Broughton. There was a feeling that the proposed developments in North West Preston would significantly increase congestion around the Broughton area and the measures outlined in the master plan would not sufficiently deal with this.

2.13 A number of landowners and local residents highlighted the need for the masterplan to identify a route for a new road serving the proposed housing developments in the strategic location in North West Preston, so as to take pressure off Lightfoot Lane and Tom Benson Way and the local road network and to ensure that all of the proposed roads on the planning applications for housing development link up to form a coherent route.

2.14 Concern was expressed in terms of the logistics of developer contributions to fund many of the proposed schemes.

2.15 The pooling of CIL contributions across the three Central Lancashire authorities when the majority of the allocated transport and highways schemes are to be implemented in Preston and South Ribble was raised as potentially problematic.

## **3. Consultation and Engagement**

3.1 Consultation on the draft Central Lancashire Highways and Transport master plan was carried out during January and February 2013 and views were sought from Members, District and Parish Councils, Stakeholders, and members of the public.

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3.2 The focus of the consultation was a questionnaire (Appendix A), which was publicised to District Councils, Members, Stakeholders, Parish Councils and members of the public by email or letter. Public consultation events were also held in various locations across Central Lancashire. The consultation was also publicised on the Lancashire Local Transport Plan website <http://www.lancashire.gov.uk/corporate/web/?siteid=5489&pageid=29612>.

3.3 Consultation documents were made available at locations across Central Lancashire (libraries, public and Council Office receptions). A Lancashire County Council Member's briefing event was held to involve Members in the consultation. Consultation documents were added to the Members Portal website allowing those that didn't attend the briefing to submit comments on the draft strategy. Additional meetings were also held with members from the three Central Lancashire authorities.

## **4. Consultation Events**

4.1 Public consultation events were held at locations across Central Lancashire. Events detailed the main aspects arising from the draft Central Lancashire Highways and Transport master plan and staff were available to answer any queries. Leaflets and questionnaires were available at all events. Events were held at Cottam, Penwortham, Chorley, Leyland and two sessions in Preston (one at the Harris Museum/ Library and an evening session at County Hall). Below is a brief summary of themes and issues to emerge at the events.

### **4.2 Cottam**

Over 100 people attended the event held in Cottam. Due to the nature of the proposals, views expressed centred on local issues rather than the wider strategic proposals set out in the draft Central Lancashire Highways and Transport master plan. Key issues to emerge were:

- the proposed housing developments in the area and associated infrastructure implications
- route alignment for the proposed Preston Western Distributor Road
- location of proposed Cottam Parkway railway station
- problems of congestion at Broughton
- concern regarding developer contributions to fund infrastructure
- clarification sought on new infrastructure within development sites
- calls for the master plan to identify a route for a new road serving the strategic location in North West Preston

### **4.3 Penwortham**

Over 300 people attended the event held at Penwortham. As with the event in Cottam, views expressed concentrated on local aspects rather than strategic. Key issues to emerge were:

- opposition to the completion of the Penwortham Bypass from Broad Oak Roundabout to Howick Cross (brown route)
- support for the blue route to be the preferred option in Penwortham
- doubts expressed as to whether the proposed road scheme (brown route) would alleviate congestion within Penwortham
- concern from residents living close to the proposed road schemes
- concern regarding developer contributions to fund infrastructure
- support for the Guild Bridge proposals
- proposals for the Guild Bridge to be implemented prior to 2026

### **4.4 Preston (2 events), Leyland and Chorley**

Approximately 100 people attended the four events. Views expressed at these events tended to be more focused on the wider strategic objectives of the Central Lancashire Highways and Transport master plan. In general there was support for the objectives outlined in the master plan with an understanding that measures were needed to meet the projected growth in housing over the coming years. Other key issues to emerge included

- support for option 3 'improve and extend'
- calls for the timeframes to be brought forward
- concern that the bus priority corridors were not routed correctly
- suggested public realm improvements
- requests for additional transport measures to be included in to the master plan
- a commitment sought that specific groups be consulted as part of the ongoing master plan process

## **5 Questionnaires**

5.1 A key consultation exercise was a questionnaire relating to the proposals outlined in the draft Central Lancashire Highways and Transport master plan. This identified key aspects and sought views on the whether the master plan captures the issues and challenges facing Central Lancashire beyond 2026.

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5.2 There was an additional section to capture further comments. A summary of these comments are covered in section 5.9. A copy of the questionnaire is included in Appendix A. In total, over 145 questionnaire responses were received.

5.3 The majority of responses received came from members of the public who attended the consultation events. Questionnaires were also received from Parish Councils, District Councils and Stakeholders. The following is a summary of responses to the questions.

5.4 Q1 We have outlined three options for the future of our highways and transport networks.

Which option do you think Lancashire County Council should follow?	Column N %	Count	
Option 1 - 'business as usual'	9%	12	
Option 2 - 'improve what we have'	22%	31	
Option 3 - 'improve and extend'	69%	96	
Total		139	



■ Option 1 - 'business as usual'

■ Option 2 - 'improve what we have'

■ Option 3 - 'improve and extend'

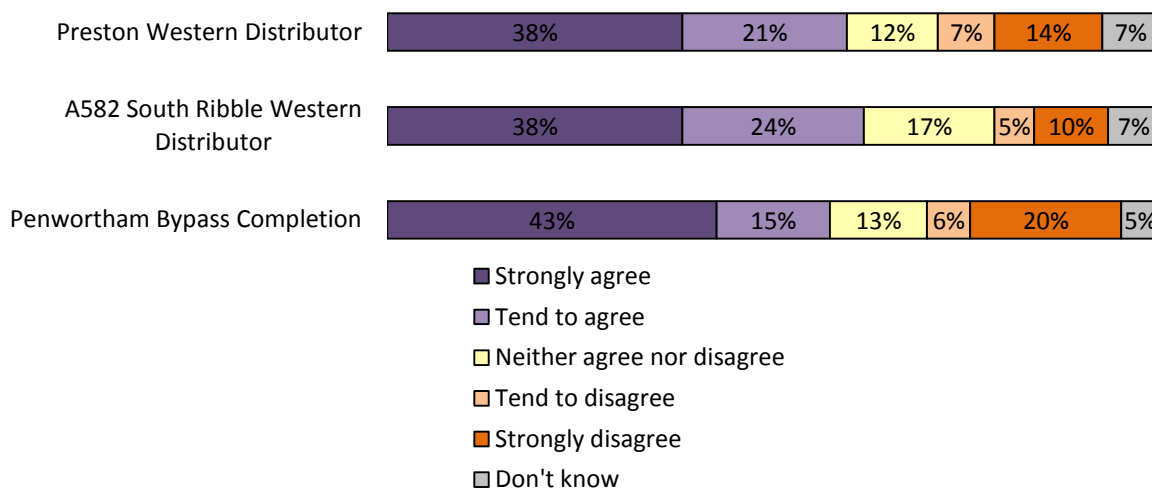
5.5 Q2 We have proposed creating new road space

How strongly do you agree or disagree with each of the following projects? Preston Western Distributor	Column N %	Count	
Strongly agree	38%	52	
Tend to agree	21%	29	
Neither agree nor disagree	12%	16	
Tend to disagree	7%	10	
Strongly disagree	14%	19	
Don't know	7%	10	
Total		136	

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How strongly do you agree or disagree with each of the following projects? A582 South Ribble Western Distributor	Column N %	Count	
Strongly agree	38%	52	
Tend to agree	24%	32	
Neither agree nor disagree	17%	23	
Tend to disagree	5%	7	
Strongly disagree	10%	13	
Don't know	7%	9	
Total		136	

How strongly do you agree or disagree with each of the following projects? Penwortham Bypass Completion	Column N %	Count	
Strongly agree	43%	61	
Tend to agree	15%	21	
Neither agree nor disagree	13%	18	
Tend to disagree	6%	8	
Strongly disagree	20%	28	
Don't know	5%	7	
Total		143	





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5.6 Q3 We have proposed improving public transport by creating a Public Transport Priority Network, including giving more road space to buses

	Column N %	Count	
How strongly do you agree or disagree with this proposal?	Strongly agree	45	31%
	Tend to agree	29	20%
	Neither agree nor disagree	25	17%
	Tend to disagree	27	18%
	Strongly disagree	19	13%
	Don't know	1	1%
	Total	146	

5.7  
Q4

We have proposed improving our railway stations

	Column N %	Count	
How strongly do you agree or disagree with this proposal?	Strongly agree	75	52%
	Tend to agree	44	30%
	Neither agree nor disagree	16	11%
	Tend to disagree	5	3%
	Strongly disagree	2	1%
	Don't know	3	2%
	Total	145	



- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

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### 5.8 Q5 We have proposed improving our streets and public spaces (Public Realm)

	Column N %	Count	
How strongly do you agree or disagree with this proposal?	Strongly agree	44%	63
	Tend to agree	39%	56
	Neither agree nor disagree	10%	15
	Tend to disagree	3%	5
	Strongly disagree	2%	3
	Don't know	1%	2
	Total		144



- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

### 5.9 Questionnaire Written Comments

The questionnaire included a section for additional comments. Questionnaires could be completed and handed in at the public consultation events listed above, completed online or posted. A summary of themes to emerge are listed below.

- clarification sought on public realm improvements and transport priority corridors;
- requests for the inclusion of new railway stations at Coppull and Midge Hall
- calls for sustainable travel to be a key feature of new infrastructure
- suggested public realm improvements
- suggested public transport improvements
- support for new railway station at Cottam
- clarification sought on new infrastructure within development sites
- detailed route proposals for new roads
- scepticism that the proposals would come to fruition
- support and opposition for proposed road schemes at Penwortham and Cottam

## **6. Members**

6.1 A Member bite size briefing was held at County Hall on the 13<sup>th</sup> January 2013 to seek input from the 84 Lancashire County Councillors into the consultation process. The strategy and consultation documents were added to the Members Portal after the event that allowed all Members to view and comment on the documents.

6.2 Additional briefings were also arranged with members representing the three Central Lancashire authorities and a further briefing was given to members representing the Fylde and Wyre authorities. Members' comments varied; comments received included:

- general support for option 3 'improve and extend'
- requests for references to be included in relation to specific highways schemes
- requests for additional highways schemes
- clarification sought on CIL and other developer contributions
- requests for the inclusion of new railway stations at Coppull and Midge Hall

## **7. District Councils**

7.1 Responses were received from a number of district councils both within and adjacent to Central Lancashire. In all cases, district councils were supportive of the master plan and in particular option 3 'improve and extend'.

7.2 However, there were a number of concerns expressed; these included

- requests for references to be included in relation to specific highways schemes
- clarification sought on public realm improvements and transport priority corridors
- requests for the inclusion of new railway stations at Coppull and Midge Hall
- reference to the Cross Borough Link Road to be included
- clarification sought on timescales in relation to development and infrastructure
- proposals for the Guild Bridge to be brought forward
- clarification sought on CIL and other developer contributions
- concern at lack of schemes in the Chorley area

## **8. Town and Parish Councils**

8.1 Town and Parish councils within and adjacent to Central Lancashire were consulted as part of the process to gain their views. An initial email was sent out

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prior to Christmas 2012 informing them that the consultation would begin early in the New Year. This was followed up with a letter and leaflet to districts informing when the consultation was open.

8.2 Support was given to the general concept of the master plan, however there were a number of aspects that that proved contentious; issues raised included:

- concern at lack of schemes to the south of Chorley within the master plan
- requests for local infrastructure and public transport improvements
- opposition to the proposed brown route in Penwortham
- support for the blue route to be the preferred option in Penwortham
- timescales for completion of the Guild Bridge to be brought forward
- reference to the Cross Borough Link Road to be included
- concern regarding developer contributions to fund infrastructure
- issues regarding the adequacy of the consultation process

## **9. Stakeholders**

9.1 Over 50 further stakeholders were consulted by email as part of the process. These included national and local bodies. Responses from stakeholders were received by letter, email, and online questionnaires.

9.2 The responses varied depending on the type of organisation represented and often related to the interest the group represented; issues raised included:

- general support for option 3 'improve and extend'
- clarification sought in terms of the evidence base used to inform the master plan
- clarification sought on the status of the master plan in terms of the planning process
- concerns relevant to specific stakeholder groups
- clarification sought on CIL and other developer contributions
- concern expressed regarding current congestion at Broughton and timeframes outlined in master plan
- requests for local infrastructure and public transport improvements
- concern regarding developer contributions to fund infrastructure

## **10. Members of the Public**

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10.1 A number of written representations were received by members of the public. These tended to concentrate on very local issues.

10.2 Issues raised included:

- concerns that the master plan does not tackle congestion in Lostock Hall
- reference to the Cross Borough Link Road to be included
- support for the improvement of railway stations
- concern regarding the long time scales set out in the plan
- concern regarding developer contributions to fund infrastructure

## **11. Comments Relating to Media Coverage**

11.1 Throughout the consultation process, stories in the local press relating to the Central Lancashire Transport and Highways master plan were monitored. For each story colleagues in Communication Services allocated a score depending on how positive or negative the story was and how widely the story appeared. This total score can range from -8 to +8 for each story with any positive score representing a positive story. The average score for all masterplan related stories was 3 (fairly positive). Further to this many of the reports attracted public responses via online comments and letters to individual newspapers and a summary of these is set out below.

11.2 Comments and views expressed included.

- requests for local infrastructure and public transport improvements
- issues relating to the funding of proposed schemes
- issues relating to Preston Bus Station
- opposition to the completion of the Penwortham Bypass from Broad Oak Roundabout to Howick Cross (brown route)
- problems of congestion at Broughton
- requests for additional railway stations
- support for the proposed station at Cottam
- support for the Guild Bridge proposals
- proposals for the Guild Bridge to be implemented prior to 2026

## **12. Conclusions**

12.1 Consultation has been undertaken to gain a wider understanding of the important travel and transport issues and challenges in Central Lancashire up to and beyond 2026. Consultation has taken place with a wide range of interested parties, including district councils, town and parish councils, stakeholders, and the general public.

12.2 Due to the wide geographic spread and strategic nature of the proposals outlined in the draft Central Lancashire Transport and Highways master plan many of the responses received are very detailed and not all points can be covered in this overarching report. Many of these comments provide important and valuable suggestions and local intelligence and will be considered and taken forward as the master plan progresses.

12.3 Appendix 2 to this report sets out in summary tables the main issues raised in the consultation by members, district councils, town and parish councils, stakeholders and members of the public.

12.4 Further consultation in relation to individual schemes will take place as the master plan process progresses and respondents to this consultation process will be informed.

## Appendix 1: Questionnaire



# Questionnaire

Please let us know what **YOU** think

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## Questionnaire

We have outlined three options for the future of our highway and transport networks

### Q1 Which option do you think Lancashire County Council should follow?

Please tick  one box only

Option 1 -  
'business as usual'

Option 2 - 'improve  
what we have'

Option 3 - 'improve  
and extend'

We have proposed creating new road space.

### Q2 How strongly do you agree or disagree with each of the following projects?

Please tick  one box only for each project

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Preston Western Distributor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A582 South Ribble Western Distributor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Penwortham Bypass Completion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

We have proposed improving public transport by creating a Public Transport Priority Network, including giving more road space to buses.

### Q3 How strongly do you agree or disagree with this proposal?

Please tick  one box only

Strongly agree

Tend to agree

Neither agree nor disagree

Tend to disagree

Strongly disagree

Don't know

We have proposed improving our railway stations.

### Q4 How strongly do you agree or disagree with this proposal?

Please tick  one box only

Strongly agree

Tend to agree

Neither agree nor disagree

Tend to disagree

Strongly disagree

Don't know

We have proposed improving our streets and public spaces ('Public Realm').

### Q5 How strongly do you agree or disagree with this proposal?

Please tick  one box only

Strongly agree

Tend to agree

Neither agree nor disagree

Tend to disagree

Strongly disagree

Don't know



**Q6** If you'd like to make any comments about our proposals or have any suggestions of your own, please write them in the box below.

**Q7** Have you attended one of the exhibitions?

Please tick  one box only

Yes

No

**Q8** Have you read the Central Lancashire Master Plan document?

Please tick  one box only

Yes

No

**Q9** Are you responding to this consultation on behalf of an organisation?

Please tick  one box only

Yes  (If yes please complete Q17)

No

**Q10** 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"/>

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## About you

Please be honest - this survey is **anonymous and confidential**. You won't be asked for your name and your answers won't be shared with anyone. Results will never be presented in a way that any individual can be identified.

**Q11** What is your home post code?

Please write in

**Q12** If you work, what is the postcode of your main place of work?

Please write in

**Q13** Are you...?

Please tick  one box only

Male

Female

**Q14** What was your age on your last birthday?

Please write in below

 years

**Q15** Are you a deaf person or do you have a disability?

The Equality Act 2010 defines a disabled person as someone who has a physical or mental impairment which has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities.

Please tick  one box only

Yes

No

**Q16** Which best describes your ethnic background?

Please tick  one box only

White

Asian or Asian British

Mixed/multiple ethnic group

Black/African/Caribbean/Black British

Other ethnic group

Thank you very much for taking part in this consultation.

**Q17** What is the name of your organisation?

Please write in below

Thank you very much for taking part in this consultation.

Please return the questionnaire by 1st March 2013

Central Lancashire Masterplan, FREEPOST PR89, County Hall, Preston, PR1 0LD.

## Appendix 2: Comments Received

Respondent	Comments Received
	<b>Local Council and County Members</b>
Councillor Bill Shannon	I very much welcome the document as giving much needed clarity as to the direction of the County Council's thinking, although I would welcome more detail. Nevertheless, this Plan will allow District Authorities to take rational planning decisions against a background of knowing where and when the essential infrastructure will be in place, such that no new building should take place until the structures are in place to cope with it. In particular too I see this document as being an essential part of our convincing the Government that we are appropriate partners for the City Deal, which we hope we will be awarded.
	Let me make clear that I support Option 3, adding new additions to the existing infrastructure. Without those new additions, no more development in North West Preston is possible. Indeed, page 5 makes it clear that without that infrastructure, Central Lancashire's Core Strategy would be unsound. It should, though, perhaps be said that although the document calls itself a Plan, in reality it is no more than a strategy, an outline of the direction things will (or may) take over the next fifteen years. I believe much more detail and certainty is required before any major planning permissions are given.
	As regards some of the detail in the report, I welcome the County's commitment to developing proposals for a new bus station, ideally on part of the existing site, and I hope that an early start can be made on that project.
	I welcome the proposed capacity improvements at the M55 junction 1 and also on the A6 at Broughton, and I particularly welcome the proposals for a new junction on the M55 to the west of Preston, although I am sorry that there is no mention of improving the Half-Junction at 31A on the M6, to make it accessible both north and south. With regard to the new M55 junction, it is essential that the long view is taken, and nothing is done that might make a future west crossing of the Ribble more difficult to deliver. I note the reference to this crossing as the Guild Bridge, but hope that does not mean no action will take place until 2032!
	I also welcome the proposed new rail station in Cottam, and accept that the new location further west than had been discussed previously is the more logical site. Can I also welcome the proposed Public Realm works at Lane Ends and the proposed Bus Corridor improvements for Tag Lane which I am sure will make for improved traffic flows? However, it goes without saying that better public transport is not something that either Lancashire or Preston Council can deliver, as we are wholly dependent upon the bus operators. I trust the lesson of the Bluebell Park-and-Ride will be taken on board, and early talks held with the bus operators to secure their commitment to the Plan.
	With regard to limits to growth, I strongly endorse the statement on page 16 that "development can't happen just anywhere". However, I was very surprised indeed to see the failure in the map and text to acknowledge the new categories which we introduced into the Core Strategy, namely "Areas of Separation" and "Major Open Spaces", which should have

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Respondent	Comments Received
	exactly the same force as Green Belt in protecting those areas from development. I hope that omission will be remedied in the final version of the Plan.
	As regards timing and milestones, I think it is essential to stress what is said on page 32 on the subject of the Preston West Distributor – namely that it is there “to support delivery of the North West Preston strategic housing location”. It follows that the timing given on page 30/31 effectively puts off any significant further development of housing in North West Preston until 2021/22, when that road will be open. I accept that there is much to do, as the line has not been agreed, nor has approval been given by the Highways Agency, but a clear statement now needs to be given to developers to put their plans on hold until that date, and a statement to that effect needs to be given to the concerned current residents of Ingol, Lea and other western wards.
Councillor Julie Buttle	<p>I am in favour of option 3. The road network is currently under considerable strain and option 3 aspires to move us forward from where we are now.</p> <p>Whilst I support the M6 / M55 / new link road approach for people wishing to access the motorways and Lancashire Enterprise Zone, I do have some reservations regarding how this will improve the situation for local commuters - many of whom will still be travelling South and East to Preston City Centre. The new link road will not improve the situation for them.</p> <p>I appreciate that local infrastructure improvements should come forward as planning applications are considered - but given the amount of development proposed - we also need a master plan for the new road network and any improvements at a local level.</p> <p>I welcome the addition of a Cottam Station, but feel the location is too isolated. People from NW Preston are unlikely to travel out of their way to the west - leave their car at a park and ride - and then get the train in to the City Centre when it would be easier and quicker for them to head east as they do now. I thought the Station was going to be located nearer the sports arena?</p> <p>I attach a plan of the NW Preston site allocations which clearly shows a park and ride located there. This would be a much better location as it is within walking distance of the NW housing development and also provides access to the proposed TESCO, marina, office and leisure opportunities at Cottam Brickworks.</p> <p>I am concerned regarding the location of the station and would be grateful if you could clarify the exact location.</p>
Councillor Bill Winlow	<p>I wish to strongly support option 3 (improving, extending and adding to the existing infrastructure) as it gives a clear sense of direction to LCCs thinking on Highways and future planning issues. What is more it will help us to convince central government that we are serious about the proposed City deal.</p> <p>Given the current rash of development proposals, particularly in north west Preston, it should allow the local authorities to take rational planning decisions against a background of a potential planned essential infrastructure provision, thus enabling development to be controlled such that no new building should take place until the infrastructure is in place to complement it.</p> <p>Welcome the proposed capacity improvements at the M55 junction 1 and</p>

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<b>Respondent</b>	<b>Comments Received</b>
	<p>also on the A6 at Broughton</p> <p>Welcome the proposals for a new junction on the M55 to the west of Preston, although I am sorry that there is no mention of improving the Half-Junction at 31A on the M6, to make it accessible both north and south</p> <p>Welcome the reference to this crossing as the Guild Bridge, but hope that does not mean no action will take place until 2032</p> <p>Welcome the proposed new rail station in Cottam,</p> <p>Welcome the proposed Public Realm works at Lane Ends and the proposed Bus Corridor improvements for Tag Lane</p> <p>Welcome the proposed Preston West Distributor (P32) – It follows that the timing given on page 30/31 effectively puts off any significant further development of housing in North West Preston until 2021/22, when that road will be open. Until the distributor is constructed, no further planning permissions should be given for housing developments in Preston NW, particularly in the Lea and Cottam area and other western and north western wards, otherwise there will be serious traffic congestion at peak times.</p>
Councillor Terry Brown	<p>Express concerns over the lack of schemes in the draft plan in the Chorley area.</p> <p>Support is given to option 3.</p> <p>The master plan fails to address highway matters and capacity concerns at key pinch points at the Hartwood roundabout A6/A674 and Balshaw Lane roundabout, the A49 Preston Rd/ A581 Balshaw Lane roundabout and links from A49 to Cuerden Strategic site.</p> <p>I would like to see reference to LCC supporting the infrastructure at employment sites and developments identified in the core Strategy Eg Botany/Great Knowley and provision of a new railway Station at Coppull with links to Wigan and Manchester/Liverpool.</p> <p>Could you clarify the reference for improved parking at Chorley Railway station as there is no land available.</p>
Councillor Peter Malpas	<p>I regularly attend Coppull Parish Council, and they have consistently lobbied for Coppull Railway Station on the West Coast Main line be re-opened.</p> <p>With the introduction of electrification on the Manchester to Liverpool routes, I feel that opportunities will exist for a full electric service through the village.</p> <p>I understand also that the HS2 northern spur to join the West Coast Main Line south of Wigan at Golborne could in twenty years time mean that capacity will change.</p> <p>In support of Coppull Parish Council's request, I would ask that a station for Coppull be considered for inclusion in the Plan. Network Rail will be the key funding partner. To that end at an appropriate stage, I recommend that a study be carried out to understand the depth of demand and destinations be assessed to justify a scheme.</p>
Councillor Cliff Hughes	<p>South Ribble Borough Council welcomes and supports the Central Lancashire Highways and Transport Masterplan. This is an important document to support the development proposals in the Central Lancashire Core Strategy and the South Ribble Site Allocations DPD.</p> <p>A report is being presented to the Councils Planning Committee meeting on 13 February 2013 to seek endorsement to the planning response to</p>

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	<p>the consultation. This will be forwarded to your Team after the meeting.</p> <p>The Council also wishes to provide a wider corporate response to the document. Unfortunately the next available meeting of Cabinet is scheduled for 20 March and the subsequent Council meeting at which a response could be ratified would be 17 April 2013. I would therefore like to request an extension of time to submit the Councils final response. I realise this may cause difficulties for you and would not fit in with your timetable, though we would make our draft comments available to you.</p> <p>The implementation of the proposals in the Masterplan must now be given priority so that the infrastructure required to facilitate the proposed development in South Ribble can take place at the earliest possible stage. It is also clearly important to ensure that developments the subject of current planning applications, and in advance of the CIL charge coming in to effect, make an appropriate financial contribution to ensure the delivery of these proposals.</p> <p>I am concerned that at the moment, the Highway Authority response to these current applications eg land north of Heatherleigh and south of Bannister Lane, Farington, are being delayed whilst the Highway Authority consider how and at what level such schemes should contribute. There is limited information about the detail of the schemes proposed as the detailed design has not been undertaken, in particular with regard the public realm proposals. It is difficult to grant planning permission for these major residential schemes when the solution to local problems eg at Tardy Gate, is still unknown. This lack of clarity and delay is unacceptable. The Borough Council needs to determine these applications in an appropriate timescale, firstly to contribute to the Councils five year supply of housing land and secondly to avoid appeals against non-determination.</p>
<p>Councillor Robert Finnamore</p>	<p>I am writing to request that Coppull train station be added to the Central Lancashire highways and transport masterplan. I am aware that a petition was sent in before the consultation phase began and seems to have been ignored, and if this consultation period really is to show a willingness to adapt to the demands and pleas from residents rather than a hoax for public appearance or a mere formality then there needs to be a very good reason as to why it was ignored. On top of that petition I have spoken to most residents in Coppull and in discussions with other councillors in Coppull, southern parishes and throughout Chorley it appear there is a near unanimous demand for Coppull railway station to be rebuilt.</p> <p>Rather than simply focusing on the popularity of the idea though Coppull has been and is planned to be subject to a great many new housing developments and is already the second largest populated area of Chorley borough and severely struggles with an irregular, overpriced and seemingly non-existent (in evenings and weekends) bus service. There are strong demands for some solution to the strain on parking, and many of the environmentally concerned or just people going through tough times may want to sell their car but they don't have alternatives. For people who already do not drive in the southern parishes and throughout Chorley, there is a need to get to Wigan and areas to the south that would not otherwise be connected or easily accessible.</p>

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	<p>There are so many ways a train station in Coppull would benefit residents and the borough and given the plans dependence on CIL money generated from developments in Chorley and the request for cooperation with Chorley borough council it seems only fair that something of significance for Chorley be added to the plan. I hope you give this some thought, and more importantly I hope you add Coppull train station to the plan.</p>
	<p><b>District Councils</b></p>
<p>Fylde Borough Council</p>	<p>Fylde Borough Council supports in principle the strategy for delivering highways and transport improvements set out in the Central Lancashire Highways and Transport Masterplan. However, in order to deliver an effective and integrated strategy, this Council would wish the following matters to be taken into consideration in progressing the plan.</p>
	<p>The plan describes very generally how Preston station will be improved. At present Preston Station does provide a very poor experience both in terms of access to platforms for the service to the Fylde Coast and also the timing of the service particularly for the south Fylde line. It would be helpful if the plan made a more specific statement about addressing these issues. This would also maximise the potential for improving the service at the proposed station at Cottam.</p>
	<p>The two matters mentioned above will assist in improving the public transport network in Fylde but only in specific areas. It is considered that there should be improvements to public transport links between the Central Lancashire area and the Fylde in order to ensure linkages between these areas. It is appreciated that a future masterplan will be produced in order to examine issues in Wyre and Fylde, but it is clearly essential that these documents are drawn up in a co-ordinated fashion.</p>
	<p>Although the Council supports in principle the Preston West Distributor road it is important that the scheme is completed by the provision of a bridge across the Ribble Estuary allowing access around the south west of Preston. Fylde Borough Council considers that Lancashire County Council should include the bridge in order to future proof the plan. It is considered that, if the bridge is not provided, the Preston West Distributor will result in congestion problems at its junction with the A583/A584 and on into Preston</p>
	<p>Fylde Borough Council supports the concept of a relief road around the western edge of Preston, the main purpose of the road being to relieve the congestion at Broughton. In order to ensure the free flow of traffic, the road should have minimal junctions and the detailed design should ensure that traffic is able to flow smoothly and efficiently without interruption. This Council would not wish to see the provision of a road that acts as a distributor road to serve additional development which would only serve to introduce more traffic and congestion and negate the improvements that are being sought through this project</p>
	<p>The provision of the Preston West Distributor will potentially result in people who live at the east end of Lytham heading east out of Lytham through Warton and Freckleton to access the M55 via the proposed distributor road via the new Junction 2. Residents of Warton will also tend to head east towards the Preston West Distributor rather than through Wrea Green as they do at present. The potential wider impacts on the strategic highway network, including those highways outside the defined masterplan area, need to be investigated as a matter of urgency. If wider</p>

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	<p>highway improvements are required as a result of the extra traffic they should be included as part of the Masterplan.</p> <p>The Masterplan has been drawn up to cope with development pressure in Central Lancashire in particular 22,000 new homes and 200 jobs in strategic employment sites and also potentially 6,000 jobs between the Enterprise Zones. However, it is also vital that it responds to wider development pressures on the Fylde Coast including both housing and employment. The three Fylde Coast Authorities all have substantial numbers of new homes and allocations of employment land in their emerging plans and the impacts of this on the proposals in the Central Lancashire Highway and Transport Masterplan should also be taken into account.</p>
Wyre Borough Council	<p>We continue to be supportive of the proposed Broughton Bypass and the M55 Junction 1 capacity improvements and continued investigatory work in relation to alleviating existing congestion at Junction 1 of the M55 and accommodating new growth. Ultimately, it is crucial that this work concludes with a deliverable solution which will reduce existing congestion in Broughton and the surrounding area and support for the increased demand on the network as a result of the developments proposed in the Ribble Valley, Preston and Wyre.</p> <p>Wyre Council consider it prudent for Ribble Valley, Preston and Wyre Councils to continue work together with Lancashire County Council and the Highways Agency to alleviate existing congestion and plan for effects from proposed development upon the highway network in the Broughton area</p>
Chorley Borough Council	<p>Chorley Council supports Option 3 but has concerns about the limited schemes identified for Chorley, the funding expectations through CIL and the omission of proposals from the masterplan. These are:</p> <p>The proposals for the Chorley area represent a short shopping list yet the document implies that Chorley Council is expected to give a significant contribution from the CIL for all the improvements in the Central Lancashire area. Clarification is required on how the CIL contribution has been calculated to support the programme and what proportion they expect from development in Chorley. Consideration also needs to be given to modifying the CIL figures further given the recent announcement by the Planning Minister Nick Boles on the development of a minimum of 15% of any CIL monies to be spent in local neighbourhoods, Parish and Town Councils up to 25% where Neighbourhood Plans exist.</p> <p>Consideration also needs to be given to the fact that the Central Lancashire authorities are still in the process of securing CIL adoption and whilst there is considerable reliance being placed on this funding stream, at the same time Lancashire County Council have currently lodged an objection to the CIL having concerns over whether the Councils in setting CIL rates have used appropriate available evidence and have struck the appropriate balance between the desirability of funding infrastructure from CIL and the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across the districts.</p> <p>If Chorley Council makes a decision to allocate CIL monies to the infrastructure improvements, Chorley Council would like the investment returned by Lancashire County Council as and when there is a return from the strategic developments and improvements in Preston and South</p>



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	<p>Ribble.</p> <p>There is no reference to broadband in the Masterplan proposals. Broadband is a key link to infrastructure and Chorley Council would want to spend CIL monies on this if there are gaps in the coverage of the Chorley area as the broadband programme is rolled out.</p> <p>The Masterplan does not address highway matters and capacity concerns at key pinch points within the highway network in Chorley. An increase in development will invariably add further pressure on key pinch points identified below:</p> <ul style="list-style-type: none"> <li>• The Hartwood roundabout A6/A674 and A6/B5252 Euxton Lane roundabout</li> <li>• The A49 Preston Road / A581 Balshaw Lane roundabout</li> <li>• The Hayrick junction – B5256/A49</li> <li>• Links from A49 to Cuerden Strategic site</li> </ul> <p>We would expect the revised plan to outline how congestion in these areas will be addressed.</p>
	<p>In relation to the two Chorley 'Public Transport Priority Corridor' routes has there been any analysis by the County Council to see if these corridors need upgrading based on usage/frequency, because in making these changes/improvements significant pressure will be put on these already busy roads and key pinch points in the Chorley area.</p> <p>The public transport priority corridors run through local centres and the County Council has indicated they will also make sure the measures put in place improve the public realm along these corridors, particularly the local centres. Figure 14 of the masterplan shows public realm improvements but none are shown in Chorley town or the authority's administrative area. Can the County Council clarify in the final document if there will be public realm improvements and if so what and where.</p> <p>The document states that by focusing on the eight priority corridors (two of which are in Chorley) you can significantly improve the quality and reliability of services using the corridors. Reference is made to providing dedicated transport facilities where possible such as bus lanes and junction improvements. However, clarification is also sought on what improvements if any are being suggested for the bus services. There are already good services operating between Chorley and Preston. However, there are deficiencies in bus services in other parts of the borough e.g Hoghton and Brindle have a connection to Leyland but not Chorley the service from Blackburn to Chorley through Abbey Village, Withnell and Wheelton is only hourly and services from the Western villages to Chorley are also limited.</p> <p>Clarification is sought on how improved parking at Chorley Railway Station is addressed. Is there an expectation that Chorley Council will make available part of Friday Street or Portland Street Car Park for additional parking?</p> <p>The draft document recognises under strengths and opportunities the importance of fostering economic growth including key strategic sites as a focus for development. Whilst specific reference is made to the Lancashire Enterprise Zone, Chorley would be looking for explicit</p>

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	<p>reference to LCC supporting the infrastructure at the other employment sites for sub-regionally significant developments identified in the Core Strategy eg Botany/Great Knowley in close proximity to junction 8 of the M61..</p> <p>The provision of a new railway station at Coppull in relation to links with Wigan and Manchester/Liverpool is omitted.</p>
<p>South Ribble Borough Council</p>	<p>The Council welcomes and supports the Masterplan. It will help to provide the necessary transport and highway infrastructure needed to support the planned future growth of Central Lancashire and in particular South Ribble to 2026 as outlined in the Local Development Framework</p> <p>The Borough Council agrees with the County Councils assessment and view that Option 3, 'improve and extend', is the most appropriate way forward.</p> <p>The proposal for the South Ribble Western Distributor Road including the completion of the Penwortham Bypass is supported. These routes will bring significant benefits to the Borough, providing the necessary infrastructure to facilitate the proposed residential and employment developments to the west of Leyland and south of Penwortham identified in the Site Allocations DPD.</p> <p>The proposed public transport priority networks, giving more road space to buses and further improvements to Leyland Station are supported.</p> <p>The proposed improvements to public realm facilitated by the proposed highway improvements, in particular at Tardy Gate and Penwortham are supported. Public realm improvements should be coordinated with schemes currently being put forward by the Borough Councils Community Works Team. The proposals for Leyland Town Centre could be moved forward to 2016/17 and Bamber Bridge to 2018/19.</p> <p>There is concern however over the anticipated timescales for the delivery of the proposals in the Masterplan eg the completion of Penwortham Bypass by 2022/2023 and the South Ribble Western Distributor a year later. There appears to be a mismatch between the proposed phasing of the major housing developments in the Council's Site Allocations DPD and the delivery of these key pieces of infrastructure. Such essential infrastructure needs to be in place as early as possible when development commences to facilitate the new development it will serve. It is unclear whether there would be any limit on the amount of new development that could come forward before the infrastructure is in place.</p> <p>The draft Masterplan does not mention the Cross Borough Link Road. The Council considers this to be a serious omission. The role, purpose and the contribution that the Link Road would have on the highway network to improve local access and enable development at the Lostock Hall Gasworks and at the former Penwortham Mills site (Vernon Carus) should be recognised. Improvements to the roundabout junction of Carrwood Road and London Way A6 are also required. This route should be supported and receive the commitment of the Highway Authority.</p> <p>The County Council will be aware of the five major sites for development proposed in the Site Allocations DPD. One of these is the Moss Side Test Track. The Masterplan makes no specific reference to this site though it is shown indicatively on the plans within the document. The implications of this allocation for the strategic road network, how it should contribute to any required improvements as part of the Masterplan are not clear. Figure 13 of the document concerns Public Transport Improvements to</p>

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	<p>2026 and indicates the possible extension to the bus network around Longmeanygate to the perimeter of the Test Track site. Public transport improvements to serve the Test Track site are essential for this development to proceed. Appropriate routes require further assessment and will also be considered in depth as part of the masterplanning for the Test Track site.</p> <p>The Council supports the re-opening of the Midge Hall Railway Station. This is important to increase the sustainability and transport options for the Moss Side Test Track development.</p> <p>The Borough Council considers that a firm commitment is needed for the Guild Bridge. The South Ribble Western Distributor as proposed will direct traffic to the A59 causing additional congestion on this route. The Guild Bridge proposal should be brought forward, not post 2026 as indicated in the document. The Bridge is needed if the Council is to successfully promote economic growth in the Borough and in Central Lancashire.</p> <p>It is noted that a public transport improvement corridor is proposed along the A59 to Samlesbury Enterprise Zone. It is unclear whether there is a need for other strategic highway improvements to facilitate the EZ.</p> <p>The Masterplan make reference to air quality issues and that this will deteriorate without the proposed infrastructure improvements. Whilst this is clearly the case, the document does not then go on to consider which areas of Central Lancashire are of most concern, how the proposed improvements can make an impact on these areas and to what degree.</p> <p>The delivery of the proposals in the Masterplan will require funding from a number of sources. The Masterplan should be flexible to enable a review of priorities and include contingency arrangements should the funding not be forthcoming when required</p> <p>It is essential that the proposals in the Masterplan are now firmed up. The detailed design work has not yet been undertaken resulting in uncertainty regarding what is actually proposed, how the objectives of the Masterplan will be achieved, what are the solutions to local problems e.g. Tardy Gate District Centre.</p> <p>As the County Council are aware, the Borough Council is dealing with a number of current planning applications for major residential developments which should contribute to the infrastructure proposals in the Masterplan. Lancashire County Council as Highway Authority should as a priority, develop an implementation strategy, to provide guidance on how and at what level, such schemes should contribute to the necessary infrastructure outlined in the Masterplan. This is a matter of priority as the Borough Council needs to determine these applications in an appropriate timescale to ensure the delivery of the Councils 5 year supply of housing land and to avoid appeals against non-determination.</p> <p>The above response relates to the planning aspects of the Masterplan. In a letter from Councillor C. Hughes, the Portfolio Holder for Strategic Planning and Housing to the Executive Director Jo Turton, dated 12 February 2013, the Council has requested an extension of time so that a fuller corporate response can be provided. This will follow as soon as possible subject to the timeframe for appropriate Council meetings.</p>
Further comments from South Ribble	The Council would like to stress the comments already submitted, in particular with regard the completion of the Penwortham Bypass and the Guild Bridge proposal. The completion of the Penwortham Bypass would

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Borough Council following Cabinet Workshop	<p>direct traffic to the A59 Liverpool Road. Without the completion of the Guild Bridge this could potentially have serious impacts for Penwortham, and for traffic movements in and out of Preston. The Council feels that further assessment is required to look at these implications and issues as a priority. County Councillor Ashton agreed that further consideration would be given to this.</p> <p>The Borough Council is supportive of the Masterplan and is keen to work with the County Council to achieve the infrastructure required to facilitate the development proposals in the LDF. This infrastructure needs to be in place at the earliest possible opportunity to mitigate the impact of development on the highway network. An Implementation Strategy for the Masterplan that is closely aligned with probable phasing of development is urgently required to achieve this.</p>
Preston City Council	<p>The recommended response is option 3 "improve and extend". This option provides the appropriate level of infrastructure to meet the future housing and employment needs of Preston, providing a suitable mix of highway and public transport based solutions and linking this to improved public realm improving the attractiveness of centres, gateways and transport corridors.</p> <p>Question 2 refers to proposed new road projects and asks in relation to that how strongly respondents agree or disagree with the provision of the Preston Western Distributor road, the A582 South Ribble Western Distributor and the Penwortham by-pass completion. Clearly the interests of Preston in terms of investment and development are well served by the provision of the Preston western Distributor but the others are also significant to the extent that they can contribute to the reduction of congestion within Preston contributing to its attractiveness as an area of growth. All of these are strongly supported.</p> <p>In addition support should be expressed for the early provision of a new bridge across the River Ribble to the west of Preston should early resources or opportunity present itself.</p> <p>In the short term additional modelling should be carried out specifically on the effect that provision of a bridge would have. Preston's continuing location at the lowest bridging point on the River Ribble means that traffic from the south and south west of Preston wishing to travel to the Fylde or vice versa has to come into Preston centre on the A59/Strand Road to cross the river. This has a knock on effect on capacity throughout the City Centre and other routes, which is particularly noticeable when the M6 is closed or restricted in which circumstances Preston centre can become congested. Page 9 of the master plan indicates that road movement south-west – north-west in and out of Preston is a main road movement.</p> <p>Overall the proposals for establishing priority road networks for public transport are supported.</p> <p>The view expressed in the Master Plan that improving Preston station in its role as a strategic gateway and public transport hub and taking full advantage of the electrification of the Blackpool – Manchester line will maximise the opportunities for rail commuting as well as long distance travel are supported.</p> <p>Proposals for a new 'parkway' rail station in the Cottam area in conjunction with development at North West Preston and the Preston Western Distributor Road has the potential to reduce road based</p>

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	<p>commuting from these areas into the City Centre are supported.</p> <p>Public realm improvements are strongly supported but similar improvements should be introduced in key gateways complementing the establishment of Public Transport Priority Networks.</p>
<p>Additional comment from Mike Molyneux, Planning Manager, Preston City Council</p>	<p>South Ribble's Cross Borough Link Road connecting Leyland Road to London Road, ie providing a direct link between Penwortham and Walton-le-Dale. Currently this traffic has to come through the city centre so it has significant implications for us and our aspirations for Ringway etc. Most of the link is already in place (ie Carrwood Road/The Cawsey) and just needs the middle section completing. It would form a significant part of the strategic network around central Preston</p>
<p>Ribble Valley Borough Council</p>	<p>Note and welcome the programmed improvements within the master plan</p> <p>Noted that the assessment of options 1 and 2 show that by 2026 the existing transport network cannot cope as it is</p> <p>Understood that South Ribble will be included in the East Lancashire master plan</p>
<b>Members of Parliament</b>	
<p>Ben Wallace MP</p>	<p>I appreciate that the Master Plan is, in part, the County's response to the Central Lancashire Local Development Framework. My opposition to Preston City Council's assessment of future housing need is already well documented: I do not believe that 8,400 new homes will be required in Preston within the next 15 years.</p> <p>I also object to Preston City Council's decision to site the vast majority of this future residential development to the north of Preston (in Cottam and Higher Bartle), on green field sites which currently have a rural identity. Such development would fundamentally alter the nature of these areas. I would not, therefore, want to see improved transport infrastructure in the area being used to justify or prompt further large scale building projects in these areas.</p> <p>I do, however, acknowledge that if the sites allocated for development by Preston City Council are built upon, there would be significant traffic complications associated with them as the narrow country roads are unable to cope with current traffic levels and the areas are inadequately served by public transport.</p> <p>I wholeheartedly support the other objectives of the Master Plan: improving public transport; more effective management of the highway network; improving the attractiveness of the area; and ensuring that the success of the Enterprise Zones at Samlesbury and Warton is not hindered by a lack of appropriate infrastructure.</p> <p>Additionally, I applaud the local authorities involved in this Master Plan for working together to ensure that the proposals take into account local planning priorities and hope this will bring about integrated transport networks, rather than the piecemeal development of the past.</p> <p>I am a supporter of High Speed 2 and believe this will be of benefit to residents of central Lancashire as it this will reduce journey times. The opening of the first part of the line (even before the line is extended further north), from London to Birmingham will reduce journey times between Preston and London by 30% from 2 hours 8 minutes to 1 hour 24 minutes. I think this is a great thing for Preston and the surrounding area.</p> <p>I also welcome the electrification of the railway between Blackpool North and Preston which is scheduled for completion in December 2016. I</p>

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	<p>hope very much that train operators will consider increasing the number of services which stop at Poulton-le-Fylde. Such a move would be of significant benefit to Wyre and also reduce the number of car journeys made from the area into Preston. I note that the consultation states that between 2,000 and 4,000 daily commuter journeys are made from Wyre into central Lancashire.</p>
	<p>The improvements to the station outlined in the Master Plan consultation document are well overdue. The station is often the first impression visitors receive of the city and so this is important for bringing in investment.</p>
	<p>I support the construction of a new bus station and the greater integration of bus and rail services.</p>
	<p>Public opinion in Cottam appears to support the proposed creation of a Cottam Parkway railway station. I would, however, like to see more information about the exact location. Local residents have suggested that commuters from North West Preston are unlikely to travel to the west to catch the train into Preston city centre when they could drive into the city centre just as quickly. I would also ask the County to conduct further modelling to assess the extent to which the new station would act as a honey pot, increasing congestion in and around Cottam as the station becomes a focal point.</p>
	<p>The traffic issues in Broughton are of great concern to me, the residents of Broughton as well as those who travel through it. The current level of congestion is unacceptable and requires urgent attention. For far too long a by-pass has been cited as the answer to all Broughton's traffic and pollution issues, but the scheme has no funding. Residents of Broughton have been frustrated by this for decades. The by-pass again been included in the County's Master Plan as a solution to ease the congestion of the A6 and again no clear funding source has been identified. When will the County give the traffic congestion in Broughton the serious consideration it deserves and the funding to match, rather than dangling the prospect of a solution which is unlikely to ever come about?</p> <p>Broughton has also been declared an Air Quality Management Air because of the high levels of nitrogen dioxide. These dangerous levels of nitrogen dioxide are the result of standing traffic which has been caught up in the congestion. Responsibility for air quality lies with Preston City Council. I have sympathy for the City Council as it can do little to address the cause of the problem and must depend on the County to improve the road infrastructure serving Broughton.</p>
	<p>I would also encourage the County to give consideration to the potential impact feeder lanes at the A6/B5269 cross roads at Broughton could have on reducing congestion and thus nitrogen dioxide levels.</p>
	<p>I am anxious about the impact the proposed park and ride scheme in Broughton will have on the village itself. I can see how this would be of benefit to Preston city centre, as the park and ride would reduce the number of cars in the city. However, I would like to know more about what this would mean for Broughton. The scheme may attract drivers to Broughton and so have a negative impact on congestion in the village.</p>
	<p>The Department of Transport's announcement in October 2012 which outlined £7.2million worth of funding for improvements to junction 32 of the M6 junction and junction 1 of the M55 was welcome news. I believe the widening the M6 south of the junction and providing three lanes within</p>

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	<p>the junction will reduce congestion in the area. The signalling improvements to the M55 junction 1 roundabout and the widening of the southbound approach should provide a limited increase in capacity, which will be a welcome, although not long-term, solution.</p> <p>The prospect of public realm improvements in Broughton would also be supported by local residents, yet I note that no specific details have been provided in the consultation document, making it difficult to comment.</p> <p>I would like to see further details of the specific route for the link road between the M55 near Bartle and the A583/A584 at Clifton. In principle such a road could reduce congestion at Broughton as traffic would be able to access the motorway network without using junction 1 of the M55. However, I have reservations about the location of the junction with the M55 and the potential implications for my constituents in Bartle. If this did go ahead I would hope the scheme would be sympathetic to the landscape and existing settlements.</p> <p>The report recognises the high car dependency in Central Lancashire and correctly assesses that this is responsible for much of the congestion on our roads. The only way of reducing car travel is to improve the availability, reliability and frequency of public transport services. The focus on creating major public transport corridors may facilitate such a system, reduce car use and lead to improvements in the condition of the roads. However, I am disappointed that the consultation does not suggest an improvement in more localised bus services such as in Goosnargh, Whittingham and the most northern area included in the scope of the master plan. Congestion on these roads is set to rise as planning permission has already been granted for large residential schemes in this area.</p> <p>I would call on the County to continue to invest in the local road network to ensure that these are well maintained, adequate signage is in place and the County works with the Police to ensure that speed limits are appropriate and enforced. Much of the investment outlined in the Master Plan will be of significant benefit to those travelling through the area and it is the local roads which may be used mostly by local residents.</p> <p>I note the cost of delivery of the proposed schemes by 2026 will be £275million. Much emphasis is placed on Chorley Borough Council paying for work outside its area. I would be interested to know whether this investment from Chorley is confirmed. I have also expressed my concerns about the inclusion of the Broughton by-pass scheme in the Master Plan when funding may not have been secured for this project.</p> <p>I am delighted that Preston has been awarded the City Deal and the additional funding this will bring to the area.</p> <p>I support Option 3, as put forward in the consultation document, as this will create greater capacity on the highway and be used to improve public transport and sustainable transport. I would, however, ask that the concerns and issues I have set out above are taken into account.</p> <p>I hope that Lancashire County Council will also consider bringing forward a Highways and Transport Master Plan for the northern part the County as there are a number of transport concerns in Wyre which I would like to see addressed.</p>
	<b>Town and Parish and Neighbourhood Councils</b>
Anderton Parish Council	Anderton lies at the southern edge of Chorley Borough and Lancashire County and it is disappointing to see that this area appears to have been

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	<p>neglected within this plan. We understand the argument that the improvements are focused on the main area of potential economic growth but feel that at least some attention should be given to other outlying areas.</p> <p>In respect of public transport we believe that there has been a reduction of provision within our area over the past decade with the loss of direct rail services to Manchester airport and the withdrawal of the Preston-Manchester express bus service. It is pointless proposing infrastructure improvements for public transport if services cannot be sustained.</p> <p>There is need for improvement to our local rail station (Adlington) to encourage more distributed use of public transport rather than focusing on three main hub stations. Improvement need not be extensive nor on the scale proposed for other stations.</p> <p>We are also seeing in our area increasing problems related to road traffic and whilst the problems are not on the scale of the problems and congestion seen around Preston it is felt that some mention ought to be made in the plan of more minor works that could alleviate future problems in more outlying areas. This is particularly important when considering future housing development within this area</p> <p>The Plan also makes reference to improvements to public realm facilities that encourage walking and cycling. We would agree with this but these should not just be linked to the major schemes outlined in the Plan. Again our area could benefit from some lesser schemes that would nevertheless improve transport integration and encourage less dependency on car journeys.</p>
Adlington Town Council	Request for the Central Lancashire Transport and Highways master plan to be discussed at next three tier forum
Penwortham Town Council	<p>Regarding Penwortham By-Pass the Town Council re-affirm its unequivocal support for the Blue Route and urge in the strongest terms that this option be pursued as speedily as possible; Option 3 is supported with the following recommendations</p> <p>The change in choice of route for the Penwortham Bypass from the Blue Route to the Brown Route, according to the South Ribble Local Plan Proof of Evidence in 1996, would provide the same relief in traffic to the local community along the A59 in Penwortham.</p> <p>Support strongly the Blue Route and press for its urgent completion. The expansion of the existing bridge, improving the rail network and other infrastructure measures were important but should not weaken the focus on the need for the construction of the Blue Route as soon as possible.</p> <p>Support the proposed improvements to public realm facilitated by the suggested highway improvements, in particular on Liverpool Road through the town</p> <p>The timescales cause great concern and the sooner the work is done (especially the completion of the Blue Route) the better to reassure the people of Penwortham that the intolerable traffic situation is to be alleviated.</p> <p>The timing of the building of a new crossing over the River Ribble was of enormous concern to the Town Council. As much progress as possible should be made with regard to a new river crossing but the urgent priority was the completion of the Blue Route.</p> <p>Strong dissatisfaction with regard to the manner in which consultation on the Master Plan had been undertaken and to the documentation itself,</p>



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	<p>which was vague and unhelpful.</p> <p>The Master Plan fails to mention the cross-borough link road and the proposed new bridge through The Cawsey or the new Sainsbury's store on Liverpool Road</p> <p>The route from Hutton to Preston City Centre via Liverpool Road in Penwortham should be considered in the first round of six priority routes</p> <p>Cop Lane/Liverpool Road junction area should be given special consideration with regard to air pollution</p>
Whittingham Parish Council	<p>Whittingham Parish Council believes strongly in the principle that before any new major development, especially housing development, is commenced, the infrastructure to support that development should already be in place.</p> <p>This Parish Council supports in principle The Central Lancashire Highways and Transport Masterplan and the need for Option 3 of the plan to be enacted, in order for adequate transport infrastructure to be in place to support the planned development identified in the Central Lancashire Core Strategy.</p> <p>The Parish Council however wishes to make the following statement in the strongest possible terms –</p> <p>Until the road traffic infrastructure is actually constructed and in particular the Broughton By-pass, the response from Lancashire County Council Highways Authority to any planning consultation from Preston City Council concerning any housing development in which road traffic would impact upon Broughton, is to recommend refusal to the City Council of the Planning Application on the grounds of inadequate highway capacity.</p>
Bretherton Parish Council	<p>Bretherton Parish Council believes that the plan should also include;</p> <p>An improvement to the bus service to the village, which currently consists of one bus on one day of the week</p> <p>Provision of a passing place on the railway line a Croston so that the train service can be increased.</p> <p>The reopening of Midge Hall Station</p>
Ingol and Tanterton Neighbourhood Council	<p>Very annoyed at the lack of forward thinking with the planning of the infrastructure of the proposed developments.</p> <p>Lancashire County Council have been negligent - subversive in fact - due to the lack of information put out to the general public.</p> <p>With the full details on view it is painfully obvious that our highways even with the suggested links will not be sufficient for the planned regeneration.</p> <p>The NW is the next Boom area and in order to achieve these objectives the First Phase should include the 3rd Bridge over the river Ribble as Proposed in 1971 - LCC have had more than enough time to finance this proposal but have dithered to long. I am given to understand that the development has to be agreed before finance can be funded from various available sources.</p> <p>At present the 3rd bridge is a proposed part of phase 3, this is not good enough, it's been a proposal for 40 years.</p> <p>The 3rd bridge is fundament and must be a part of Phase 1 to ensure your commitment.</p>
Ingol and	Ingol and Tanterton Neighbourhood Council would respond as follows to

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<p>Tanterton Neighbourhood Council (updated response)</p>	<p>the consultation draft of the Highways and Transport Masterplan. The Neighbourhood Council welcome the document as it gives direction and clarity to the transport and highways infrastructure required of the development proposals outlined in the Adopted Central Lancashire Core Strategy document. Given the current rash of development proposals, particularly in North West Preston, it should allow the local authorities to make rational planning decisions against the knowledge of a potential planned necessary infrastructure provision. This should enable development to be controlled such that no new building should take place until the infrastructure is in place to complement it.</p>
	<p>Ingol and Tanterton Neighbourhood Council support Option 3; improving, extending and adding to the existing infrastructure. Without the improvements and new additions the envisaged development in north west Preston is not considered by us to be reasonably possible. Such development might not even be considered acceptable to the existing communities. Indeed, the text of the consultation draft on 'Delivering the Local Development Framework' makes it clear that without improvements and additions to the existing infrastructure, the Central Lancashire's Core Strategy itself could well be found as 'unsound'. The Neighbourhood Council are concerned that, although the draft document describes itself as a 'Masterplan', the reality is that it is little more than an outline strategy document, all be it programmed and costed; an outline of the direction transport planning might take over the next fifteen years and beyond. The Neighbourhood Council believe that much more detail and certainly is, and will be, required before any major planning permissions are given. This is considered particularly so in respect of certainly of funding of the draft proposals.</p>
	<p>Typically, in respect of development in north west Preston, there is no integration or connection shown with the existing non motorway highway network; Sidgreaves Lane, Hoyles Lane, Lightfoot Lane or Tom Benson Way. This is seen as an important omission. The attached drawing, taken from Appendix BGH37 of the Transport Assessment prepared by consultant Bryan G Hall to support a Planning Application by the Commercial Estates Group (CEG); Planning Application no. 06/2012/0598 to Preston City Council, refers. This clearly shows a new link road passing through various proposed new developments in north west Preston, some still subject to consultation, let alone a bona fide planning application. This shows a proposed link passing through the first team pitches of two prominent local sporting organisations, hardly an acceptable solution. It also shows a tentative crossing of the West Coast Main Line (WCML). Such a link is hardly a minor undertaking; it would be on the scale of the existing Tom Benson Way. The planning of any such link road and its integration with the existing network should be in the remit of the local highway authority and as such, form part of the proposals contained in this draft consultation document.</p>
	<p>We welcome the proposed improvements at junction 1 of M55 and also to the A6 at Broughton. We particularly welcome the proposals for a new junction of the M55 to the west of Preston, although recognising that the implementation of this proposal is in the remit of the Highways Agency rather than Lancashire County Council and thus subject to central government policy. The latter is also true of any proposal to improve the existing junction 31A on the M6, to provide it with north facing slip roads.</p>

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	<p>This is seen by us as a notable omission given the proposals for business and commercial development in the east of Preston as outlined in the Core Strategy document. With regard to the proposed M55 junction, it is essential that a route is reserved by the County Council at an early stage in order to enable a future west crossing of the River Ribble. Delivery of such a crossing should and could be brought forward from the apparently intended date of 2032. Much will depend upon cost and any requirement by then for a fully navigable high level crossing of the Ribble.</p> <p>We also welcome the proposal for a new rail station to serve north west Preston. However, the Neighbourhood Council note that the proposed location is further west than had been shown in previous Local Plans, principally that plan produced by the Central Lancashire Development Corporation. The proposed new location and a failure to implement the location adjacent to the UCLAN sports facility, readily accessible from Tom Benson Way in Ingol and adjacent to a significant retail and leisure development, is considered a lost opportunity to further invest in Ingol. The original location on Tom Benson Way should be reinstated.</p> <p>We are also supportive of the proposed bus corridor improvements for Tag Lane. However, these appear to be linked to the further development of Cottam. Any such improvement to the bus corridor must not be to a detriment of the current existing services, typically no. 35 and 44, which serve a significant deprived population in Ingol and Tanterton and who rely heavily on public transport. The proposed bus corridor should be seen as an opportunity to improve the level of service of the existing no. 44 service and also the no. 88 service; this later already serves the Cottam area via Ingol. However, better public transport is not something that either Lancashire County or Preston City Council can in themselves deliver. The bus operators must be considered as key stakeholders in order to secure their commitment to the Masterplan.</p> <p>There is one significant omission in the Transport Masterplan. There is no mention of the proposed high speed rail line HS2 nor any proposed HS2 specific station or interchange at Preston. The current proposal for HS2 terminates at Birmingham, with proposals imminent to extend further to termini in Manchester and Leeds. One intended ultimate destination is Glasgow; the Scottish Government is understood to be actively lobbying to promote this west coast route. Any such high speed rail route would bring Preston within one and a half hours of London. This is considered as key to even further economic prosperity for the area. One only has to look at the development that has taken place in Leeds and York following full electrification (of the much easier east coast route) placing them within two hours of London. The County Council should be actively lobbying, through the Masterplan, for a station or interchange, on the extended HS2 route north. Manchester and Liverpool are already doing this. HS2 is intended to be delivered during the life of this Masterplan, hence its total relevance.</p> <p>Figure 9 in the consultation draft seeks to show the limits placed upon growth in the Central Lancashire area. We strongly endorse the statement on page 16 that 'development cannot happen just anywhere'. However, given the extent of the recent 'Examination in Public Core Strategy' and the Inspector's Report, we were surprised to see the failure in the map and text to acknowledge the new categories which were</p>

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	<p>introduced into the Core Strategy at that time, namely 'Areas of Separation' and 'Major Open Spaces', more particularly given their potential impact on Ingol and Tanterton and north west Preston. These categories are deliberately intended to protect the nominated specific areas from development. We hope that this omission will be remedied in the next (final?) version of the Masterplan.</p> <p>The Appendices contain programmed, costed delivery proposals in outline. However, in our considering the delivery timetable and milestones it is essential to repeat the statement made in the Masterplan that 'the Preston West Distributor is there to support delivery of the North West Preston strategic housing location'. It follows that the timings given in the appendices on page 30/31 effectively put off any significant further development of housing in the north west of Preston until 2021/22 at the very earliest, when that road is intended to be open. The alternative is that delivery of the Preston West Distributor is brought forward by some five years; technically feasible but probably at the expense of other schemes and heavily dependant upon the agreement to funding. Indeed, we see the agreement by the development community to adequately fund the Masterplan proposals as key to any implementation. We accept that there is much to do in respect of the Preston West Distributor road, the line has yet to be agreed, nor has approval been given by the Highways Agency to the proposed junction, but a clear statement now needs to be given to developers to put their plans on hold until that date, and a statement to that effect needs to be given to the concerned current residents of Ingol, Tanterton and the communities in the western areas of Preston.</p>
Whittle-le-Woods Parish Council	This was considered at last night's Parish Council meeting. The Parish Council did not wish to register any comments.
Lea and Cottam Parish Council	<p>The plan is generally welcomed by the Council despite there is a lack of details which is needed before any planning applications for NW Preston are granted. This is in line with this Council's previous comments regarding a strategic road infrastructure plan being in place as a pre-condition to permissions being granted and is supported in the plan itself whereby the Preston West Distributor proposals are introduced to support the delivery of NWP strategic housing locations thereby effectively putting off any significant further development in this area until 2021/2022 when the road is planned to open.</p> <p>The preferred option of this Council is for Option 3 of the proposals.</p> <p>It is disappointing that there are no proposals for improvement to junction 31A of M6 to make it accessible from both north and south which would then ease traffic flow. This Council believes consideration should be given to this omission</p> <p>The vision for a Guild Bridge crossing of the Ribble is welcomed however this needs be done sooner rather than later and brought forward into the current plan as a necessary development to ease traffic congestion through the city itself. It is believed that this is imperative to delivering a sound workable transport plan.</p> <p>The Preston West Distributor timing included to support the delivery of NWP strategic housing location as set out on page 30/31 would as already mentioned effectively put off any significant development in NWP until 2021/2022 when the road is scheduled to be open and therefore</p>

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	<p>developers should be advised to put on hold any plans until such time as the infrastructure is in place and residents should be assured that any significant applications would be resisted until that time.</p> <p>It is also felt that there is a need to include a spine road through potential new housing development areas in NWP on an east to west basis to connect to the new proposed Preston West Distributor so as to ensure that existing roads are not subject to increased traffic flow as a result of poor access to the proposed main through road. Suitable proposals should be incorporated into the final adopted plan.</p>
Brindle and Hoghton Parish Councils	Brindle and Hoghton Parish Councils welcome the draft proposals and would remind the County Council of the issues for rural communities relating to the provision of public transport
Woodplumton Parish Council	<p>It was acknowledged that additional housing would be built eventually and new roads will be needed. If a coherent plan is not in place applications will come forward for piecemeal development and may progress through stealth by being granted on appeal.</p> <p>It was also stated that we don't want a situation where the developers build half the houses then walk away without completing the infrastructure.</p> <p>Members expressed a desire to be actively involved in the master plan in order to influence any developments. scheme.</p> <p>It was resolved to respond favourably to the consultation whilst posing the question whether more options would be available rather than choosing from just the one</p>
	<b>Stakeholders</b>
Natural England	<p>Early consideration of environmental impacts during the CLMP scheme business planning and sifting phase is recommended in addition to meeting the requirements of the Environmental Impact Assessment (EIA) regulations at the later stages of scheme development. Environmental (as well as economic and social) impacts can be identified for each option using the Government's webtag appraisal process</p> <p>We note this Master Plan consultation does not include consultation on a Habitats Regulations Assessment (HRA) or Strategic Environmental Assessment (SEA). It is recommended that Lancashire County Council consider the iteration between the master plans and the LTP, updating the LTP's SEA if necessary, and also considering whether the master plans themselves require SEA or HRA by screening them against the criteria in the relevant legislation (<i>The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 No.1633, and the Conservation of Habitats and Species Regulations 2010</i> ).</p> <p>The accompanying Environmental report dated November 2010 is now several years old and may not include more recent environmental changes or additional information that may be available.</p>
Armistead Barnett (representing owners of land to the north of Lightfoot Lane,	<p>Our clients firmly believe that this is the only way to proceed for the following reasons</p> <p>The exec summary of the Central Lancashire master plan states, 'the continued effect of operation of both the strategic and local transport networks is essential if Central Lancashire and indeed Lancashire as a whole is to remain competitive'. Option 3 would be able to deliver the</p>

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Fullwood, Preston)	necessary scale and quality of improvement for this statement to be backed up
	Our client feels that the initiatives within the plan including proposals for a new link road linking the M55 with the A583/A584 is certainly something that points to Central Lancashire region as being 'open for business'
	Public transport does need improving in our clients opinion. This therefore requires alterations to the road network and option 3 would in our opinion substantially improve public transportation options
	Support the Preston western distributor road, but feel that planning needs to be sought far earlier. The target date of 16/17 gives nothing to add certainty and therefore id developers, businesses and the City of Preston for example are to succeed certainty is needed as soon as possible due to the issues that the area faces from a transport perspective
	There are substantial levels of public funding that the plan suggests would be required to part from the road. It is key that this follows through because if the envisaged public sector funding where to fall through this would place an even greater emphasis of developer contributions via community infrastructure levy. We think it is important that the public funding is sought not and that definition is given to the community infrastructure levy contribution so that Preston, Central Lancashire and indeed Lancashire overall continue to be open for business.
Croft Transport Solutions on behalf of Taylor Wimpey UK Ltd (TWUK)	TWUK supports the preparation of the CLHTM as a means of securing the infrastructure necessary to secure the delivery of the development proposals set out in the adopted Central Lancashire Core Strategy and the emerging land allocation documents of the constituent authorities. However, in accordance with the Framework [§158] it is important that the CLHTM is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area and takes full account of relevant market and economic signals (i.e. the implications for development viability).
	The Central Lancashire Core Strategy was adopted in July 2012. The Core Strategy allocated four strategic sites and three Strategic Locations in Policy 1 'Locating Growth'. Of particular interest to TWUK are their existing landholdings at Pickering's Farm in the South of Penwortham/North of Farington Strategic Housing Location and at Cottam in the North West Preston Strategic Housing Location.
	The Core Strategy highlights that the Strategic Locations of South of Penwortham / North of Farington Strategic Location could contribute between 1,200 and 2,000 dwellings [§5.50] and that North West Preston could contribute up to 2,500 dwellings over the plan period [§ 5.48].
	The South Ribble Site Allocations and Development Management Policies DPD is at an advanced stage of preparation with Examination Hearing Sessions timetabled to take place in March of this year. Representations have been submitted to the Site Allocations DPD consultations by HOW Planning on behalf of TWUK. The Draft Site Allocations DPD Publication Version allocates Pickering's Farm for residential led mixed use development under Policies C1 and D1. Policy D1 allocates Pickering's Farm (reference EE) for 1,350 new homes to be delivered within the plan period (2010 – 2026).
	It is noted on page 18 of the CLHTM document that 'The Penwortham - Lostock Hall - Farington area could see the development of up to 1,200

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	<p>new homes at Pickering's Farm'. This figure is lower than the 1,350 number contained within Policy D1 of the emerging South Ribble Site Allocation's DPD. The 1,350 units at Pickering's Farm should be reflected in the CLHTM.</p> <p>The Preston Site Allocations and Development Management Policies DPD is at an early stage in its preparation with the Council's Preferred Options subject to consultation last year. Representations on the Preferred Options were submitted by Nathaniel Lichfield &amp; Partners on behalf of TWUK. In these comments TWUK highlighted concerns over the provision of infrastructure to deliver the North West Strategic Location which is fundamental to its allocation. The formulation of appropriate policy wording is necessary to guide its implementation and for the consideration of the forthcoming applications on the site.</p> <p>As a consequence, for the infrastructure delivery policies to be sound they need to:</p> <ol style="list-style-type: none"> <li>1 Robustly justify the infrastructure delivery strategy based on evidence of the need for the provision and the costs of delivery;</li> <li>2 Be based on effective working partnerships; and,</li> <li>3 Facilitate the delivery of sustainable and economically viable developments.</li> </ol> <p>This work remains outstanding, although TWUK broadly supports the preparation of the CLHTM as a way of securing the delivery of the appropriate infrastructure need to facilitate the development of these sites. However, this infrastructure cannot be solely reliant on contributions from developers.</p> <p>TWUK is concerned that the CLHTM is not based on adequate, up-to-date and relevant evidence and does not take full account of the implications for development viability. In addition, the Framework [§182] indicates that plans should represent the most appropriate strategy when considered against reasonable alternatives, based on the evidence. In this case TWUK has concerns that the CLHTM does not consider alternative options for the individual elements of infrastructure improvement or provide a clear justification for the option chosen based on robust evidence. As a consequence, TWUK cannot support the proposed schemes set out in the CLHTM and would urge the Council to undertake a robust option appraisal of the infrastructure proposals (if this has not already been done) and publish the results so that interested parties can consider the options and choices set out in the CLHTM. At present no such information is available to know that the solutions set out in the plan are fully and effectively justified.</p> <p>TWUK consider that the strategic Option 3 'Improve and extend' is likely to be the most appropriate</p> <p>In TWUK's view, this strategy is likely to allow the existing transport network to operate more efficiently than it does, at present, and provide opportunity to assist the new residential developments in the area, in particular the wider North West Preston allocation and Pickering's Farm at Penwortham. However, the individual schemes which are proposed, as a consequence of this strategic option, have not been adequately tested in terms of cost and deliverability. In addition, the alternatives for the various improvements have not been properly explored and justified.</p> <p>In this context it is important to stress that it has been agreed that the Haydock Grange development (which forms part of the North West</p>

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	<p>Preston allocation) can progress in advance of these wider improvements. Indeed the proposed strategy builds on the extensive package of works agreed as part of the Whittingham Hospital, Haydock Grange and Cottam developments funded by TWUK and the HCA, including the M55 Junction 1, the Broughton bypass and the improvements to bus infrastructure within Preston.</p> <p><b>Specific Scheme Proposals</b></p> <p>A number of major transport schemes are outlined within the CLHTM. These include the Preston Western Distributor (PWD) and the A582 South Ribble Western Distributor (SRWD). The implementation of improvements of this type are broadly supported by TWUK but, as noted above, there is insufficient justification that these are the best options or that they are the most cost effective for delivering the highway capacity required</p> <p>The PWD has been described in the CLHTM as follows: <i>'Construction of a new dual carriageway road between the M55 near Bartle and the A583/A584 near Lea Gate to support delivery of the North West Preston strategic housing location and improve access to the Strategic Road Network from the Enterprise Zone at Warton. The road will include a new full junction on the M55.'</i></p> <p>The indicative cost of this scheme is £90m with CiL/S106 developer funding totalling £23m of the total. Clearly this route supports the delivery of a number of areas of housing and employment and the CiL/S106 contributions should be shared between the various potential development sites in a suitable and appropriate manner based on transport impact. However, it is vital that the Council undertakes a detailed viability assessment to ensure that the contributions will not affect the deliverability of development as this would be contrary to the guidance in the Framework [§173].</p> <p>At this stage TWUK is particularly concerned that the detailed benefits and impacts of the scheme are not included within the CLHTM document and the modelling that supports this particular scheme and the costings of the scheme should be made available. Clearly the requirement for CiL/S106 contributions should negate the requirement for the full scheme to be in place before the completed residential developments at Cottam are fully occupied.</p> <p>The SRWD has been described in the CLHTM as follows: <i>'Capacity improvements on the existing roads between Cuerden and Penwortham Triangle to support delivery of the South of Penwortham/North of Farington strategic housing location. Further work required to determine the exact scale of the scheme but likely to include on-line widening to dual carriageway and associated junction improvements.'</i></p> <p>The indicative cost of this scheme is £45m with CiL/S106 developer funding totalling £40.5m. Clearly this route supports the delivery of a number of areas of housing, not just at Pickering's Farm, and the CiL/S106 contributions will be shared between a number of potential development sites in a suitable and appropriate manner based on transport impact. However, it is vital that the Council undertakes a detailed viability assessment to ensure that the contributions will not</p>



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	<p>affect the deliverability of development as this would be contrary to the guidance in the Framework [§173].</p> <p>Once again TWUK is particularly concerned that the detailed benefits and impacts of the scheme are not included within the CLHTM document and that the modelling that supports this particular scheme and the costings of the scheme should be made available. Clearly the requirement for CiL/S106 contributions should negate the requirement for the full scheme to be in place before the completed residential developments at Pickering's Farm are fully occupied.</p> <p>Both schemes require further work to justify the cost and design and TWUK would welcome the opportunity to work with Lancashire County Council on the progress of both of these major highways schemes.</p> <p>In summary, TWUK supports the preparation of the CLHTM as a means of securing the infrastructure necessary to secure the delivery of the development proposals set out in the adopted Central Lancashire Core Strategy. However, TWUK has serious concerns that the CLHTM is not based on adequate, up-to-date and relevant evidence and does not take full account of the implications for development viability.</p> <p>Whilst TWUK supports strategic improvement of the type outlined in the CLHTM further information is required to demonstrate that appropriate alternative options have been considered based on robust and up to date evidence, as required by the Framework.</p>
<p>Regional Chair for the British Motorcyclists Federation</p>	<p>The British Motorcyclists Federation (BMF) would like to be included in any future consultations on the plan.</p> <p>The creation of new, or upgrading of existing, traffic routes should take into consideration the guidance contained within the IHE Motorcycle Guidelines .</p> <p>Priority Public Transport routes should include access for motorcycles.</p> <p>Improved and new Railway Stations, Interchanges and Park and Rides should incorporate secure and well signed parking for motorcycles.</p>
<p>Indigo Planning Limited representing Commercial Estates Group (CEG)</p>	<p>CEG are supportive of the Transport and Highways Masterplan in principle, subject to the following key comments:</p> <p>CEG support the creation of the masterplan as a framework to deliver infrastructure and provide a mechanism for funding. The first bullet point in the second column on Page 4 however, needs to be revised to make clear that the strategy must take account of the Adopted Core Strategy and allow for significant development to come forward before 2026.</p> <p>We do not agree with the statement contained within the fifth paragraph of Page 5, which states that '<i>If infrastructure is NOT developed, then the Core Strategy would be considered unsound</i>'. This should be revised to make reference to the need for the masterplan to accord with the adopted Core Strategy, in setting short, medium and long term objectives for the delivery of transport infrastructure</p> <p>Housing growth in the North West Preston Strategic Location is essential to help deliver the Core Strategy, with its Section 106/CIL contributions and on site infrastructure provision, an important enabler to the wider highways masterplan. The plan should categorically state that development must make best use of the existing transport network and secured commitments, such as Bus Rapid Transit as part of the Cottam Hall development, in the short term in accordance with NPPF policy promoting sustainable transport and that new infrastructure is not a pre-requisite to the delivery of the North West Preston Strategic Location.</p>

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	<p>This section needs to confirm that the overall approach to the Highways and Transport Masterplan must be to look at short term measures that are deliverable, and cost effectively manage and mitigate development, whilst also allowing for the delivery of the longer term highways and transport infrastructure. In the short term, substantial transport infrastructure has already been secured as part of the Haydock Grange and Cottam Hall developments in addition to 'Pinch Point' funding for capacity improvements at M55 Junction 1.</p>
	<p>The Framework should make best use of these secured improvements. The masterplan is a medium to long term strategy to deliver significant infrastructure at a significant cost, with complex procurement, delivery and authorisation processes. It will follow its own trajectory that can run in parallel with the delivery of the development of housing and employment set out in the Core Strategy. It must not be an impediment to delivery of growth and development in the short to medium term.</p>
	<p>The Core Strategy must deliver significant housing growth in the next five years, and then between five and ten years, in order to be sound. It must also deliver economic growth and job creation. The Highways and Transport Masterplan must acknowledge and take into account this point in order to be sound in itself. To achieve this will require some development to come forward before the Highways and Transport Masterplan has been fully implemented. This is crucial as development will be required in order to help subsidise the costs of delivering the masterplan. Indeed, £23 million is sought for the Western Distributor Road from developer funding through CIL or S106 Agreements. This early release of funding can only be secured by bringing forward some development in the short term.</p>
	<p>This section of the strategy therefore needs to clearly set out that the first stage will be to manage the existing transport system to facilitate growth. To this effect we support the identification of the A6 Congestion Relief at Broughton intersection and reference to the committed works proposed at M55 junction 1. We fully support the schemes coming forward in the short term.</p>
	<p><b>Future Plans and Priorities – What are the Challenges</b> This section rightly sets out that by 2021 there will be an additional 22,000 houses within the Central Lancashire Core Strategy area as well as significant jobs created by the Local Enterprise Partnership and Enterprise Zone. The masterplan should emphasise that these will be in place prior to delivery of the complete masterplan proposals, and are indeed an essential requirement in providing the private sector funding to help procure and deliver the masterplan.</p>
	<p>In the section on threats, it should state that lack of delivery of the Strategic Locations is a significant threat to funding and delivery of the highway masterplan. This should be linked to the point about uncertainty amongst private investors, given that there needs to be the certainty of planning consents granted in the short term in the Strategic Location in order to provide the certainty to developers/land owners to commit to the appropriate levels of CIL/S106 funding to contribute towards the delivery of the masterplan.</p>
	<p>With respect to the section on North West Preston on Page 18, we would question on what basis the Council concludes that the network in the area is already reaching a critical point in terms of the level of additional traffic</p>

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	<p>that could be accommodated. Further, we consider that technical evidence should be made available through the consultation period to substantiate this statement. Furthermore the already-secured transport improvements noted above and referenced to in the Consultation Draft will bring a material improvement to the operation of the existing network.</p> <p>CEG's application at Hoyles Lane has been submitted with a full Transport Assessment with an up to date comprehensive evidence base which demonstrates that the development can be satisfactorily accommodated within the existing highway network, subject to improvements within the highway boundary and taking into account already-committed highway improvements noted earlier. These are deliverable in the short term and cost effective as part of the proposals, and do not prejudice the delivery of the wider masterplan aspirations.</p> <p>The short term mitigation measures will compliment other short term proposals in the masterplan such as the Broughton Bypass, M55 Junction 1 improvements and LSTF schemes for Preston. Indeed, they allow for the improvement and management of the current network in the short to medium term, whilst allowing development to come forward and make its contribution financially and in kind towards delivery of the wider masterplan in the medium to long term. This point needs to be emphasised on page 18. The paragraph should also state that through works to Junction 1 M55 and through other highway improvement associated with the Cottam Hall and Haydock Grange developments, that an appropriate highway environment can be created in the short to medium term in order to deliver the necessary development to meet with the Core Strategy objectives.</p> <p><b>Future Plans and Priorities – Developing our Transport Vision</b> Option 1 Business as Usual CEG consider Option 1 is not a viable long term option. In order for the Preston and the Central Lancashire sub-region to deliver the necessary housing and jobs it requires, it must have a longer term phased strategy to build additional infrastructure capacity in highways and public transport. Small scale improvements will not be sufficient in the long term in order to accommodate all the necessary growth. We agree that this will pose a threat to the delivery of future housing and economic growth to the sub-region.</p> <p>Whilst the CEG Transport Assessment demonstrates that the application for 350 homes on Hoyles Lane can be appropriately developed, utilising the existing and committed highway infrastructure with further improvements, there are clearly wider benefits from implementing the proposed highways masterplan to improve accessibility and delivery of future housing and jobs.</p> <p>Option 2 Improve What we Have CEG support this option in part as a short term measure to deliver housing now and over the next five to ten years to meet the Core Strategy requirement. It is essential and it should be made a priority in the framework masterplan that better use is made of the existing highway and public transport networks. We consider that the statement in the 3rd paragraph at page 20 regarding a 5% reduction in car trips is a conservative estimate based upon emerging evidence and that a major programme of sustainable transport improvements could deliver a higher percentage reduction.</p> <p>CEG's Transport Assessment demonstrates that such works can be undertaken to mitigate appropriately the impact of development on</p>

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	<p>transport for the delivery of a reasonably significant number of dwellings within the North West Preston Strategic Location. There are also improvements that can be made to walking, cycling and public transport in order to further encourage sustainable travel and reduce single occupancy car trips. These improvements will deliver high benefit cost ratios in the short term.</p>
	<p>Such works are important in delivering short term growth, but should be provided in such a way so as they do not prejudice delivery of the emerging and evolving Highways and Transport Masterplan. Furthermore the short term deliverable improvements to the transport infrastructure will compliment and assist the masterplan coming forward in a timely manner in parallel with delivery of the Core Strategy.</p>
	<p>The CEG application has been prepared on the basis of allowing for a new link road through the site which would link to the Western Distributor Road and facilitate further connections with other sites in the North West Preston Strategic Location, and therefore integrate the development with the new highway and transport infrastructure (see enclosed plan). However, in the short term, the works proposed within the highway boundary will provide sufficient transport mitigation in order for development to come forward in the short to medium term. Such works are not abortive and would inform their part of the overall improvement of highway and public transport links in North West Preston.</p>
	<p>Option 3 Improve and Extend CEG support the principles of this option as it builds on Option 2 and provides a longer term coherent framework for improving travel, and an appropriate mechanism for the collection of S106/CIL contributions. This will assist in delivering growth in the long term within the current Core Strategy, but also future growth under subsequent Core Strategies. By having a wider masterplan, it will help encourage developer and business confidence in the area, and provide a long term sustainable transport strategy for everyone.</p>
	<p>This section on page 21, however, should emphasise that option 3 is a medium to long term solution, and that it does require the implementation of part of Option 2 to provide for the short term mitigation of development traffic from development such as that within the North West Preston Strategic Location. Therefore, given that we support Option 2 for its short to medium term objectives, and Option 3 for its medium to long term solutions, we would suggest that the table provided on Page 30/31 be amended to identify specifically those projects that fall within Option 2 and those that fall within Option 3.</p>
	<p>It is important to state that the short-medium term improvements proposed under Option 2, such as improvements to M55 Junction 1 and the North West Rail Electrification, will be sufficient in allowing the objectives of the Core Strategy to be delivered, thus endorsing its soundness.</p>
	<p><b>An Integrated Transport Vision</b> CEG support the Integrated Transport Vision Approach the masterplan aims to deliver, and also improved public transport and public realm. However, CEG contest the statement on page 22 in the penultimate paragraph, as CEG firmly believe that development can take place in the short to medium term ahead of delivery of significant new road capacity and infrastructure, and that this can be done through the improvement and modification of the existing highway network, whilst also providing</p>

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	<p>and contributing towards delivery of longer term new highway capacity.</p> <p>With respect to the detailed proposals, CEG broadly supports the provision of the Preston Western Distributor Road to link the M55 near Bartle with the A583/A584 at Clifton. We would emphasise however, that until further detailed technical work is made publically available we reserve our position to comment further in relation to this level of support. We must also stress that this scheme will support delivery of the North West Preston Strategic Location, but is not a pre-requisite to its development.</p> <p>We would also emphasise that the CEG land at Hoyles Lane, given its location at the western end of the Strategic Location, will provide an important early phase in linking the Preston Western Distributor Road through the Strategic Location to link with the A6 and M55, Junction 1. The CEG outline application makes provision for a transport corridor through the site, and as such should be a priority for early delivery of development in order to assist in delivery of the Highways and Transport Masterplan proposals. To make best use of a Western Distributor Road coming forward, the CEG proposals must have a degree of certainty in terms of coming forward in the early phases of development as this site is key to linking the other NW Strategic Sites to the Western Distributor Road infrastructure and hence delivering the benefits of such major investment.</p> <p>CEG also support the provision of a new parkway rail station in the Cottam area. This will enhance sustainable accessibility to the site and the rest of the Strategic Location. Again, early release of development will generate demand at the new rail station to make it sustainable from the day of opening. However, it is not a pre-requisite to delivery of that area.</p> <p>Likewise, CEG support the proposed improvements to the North West Preston/Cottam – Ingol – Preston City Centre transport corridor as set out on page 24. This is something that might be enhanced through improved linkages and contributions at an earlier stage in delivery of the Highways and Transport Masterplan. This is something which may be achieved as an early win as part of the consents at the Cottam Hall Strategic Site and the North West Preston Strategic Location.</p> <p><b>Next Steps</b></p> <p>The strategy is clear that it is a first step towards improved infrastructure delivery in Central Lancashire over the next 13 years and beyond. This exceeds the timeframe of the current Core Strategy which seeks significant housing delivery in the next five years, and then five to ten years.</p> <p>This section needs to state categorically that the highways masterplan will follow its own trajectory in time terms and can run in parallel with the delivery of the Core Strategy, but delivery of infrastructure will follow the granting of consent for developments across the Preston area and in particular, the North West Preston Strategic Location. This lag is necessary in order for the developments to contribute towards provision of the infrastructure, and to take account of their phasing.</p> <p>The document sets out at page 29 that over the next 12 months (2013/14) funding will be secured and that Community Infrastructure Levy monies will be an essential element.</p> <p>The timeline at page 30/31 clearly sets out that the M55, junction 1 roundabout works which are committed, will be completed in 2013/14,</p>

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	<p>and that the A6 Broughton Congestion Relief bypass will be progressed from 2013 and opened in 2016/17. Indeed the 'Pinch Point' funding was awarded to the M55 Junction 1 improvement scheme on the basis it was deliverable in the short term to facilitate growth in housing numbers and jobs in the context of the Core Strategy. These provide two key pieces of infrastructure improvement which will facilitate early development at the North West Preston Strategic Location. Their delivery and approval of schemes in the North West Preston Strategic Location will importantly, therefore, allow the commitment of funds to progress the longer term proposals for the Preston Western Distributor route, public transport initiatives and Cottam Parkway Rail Station. These are identified for progression from 2013 with delivery towards 2021.</p> <p>Appendix 1 sets out the programming and delivery and notes that the Preston Western Distributor road will cost £90m and require £23m of CIL/S106 developer funding. Plainly, in order for this money to be secured early on in the process to ensure longer term delivery, it will require the granting of planning permissions in the North West Preston Strategic Location in the short term. Delivery of housing within the area can then be phased over a period of time, given the scale of housing proposed and the market dynamics. The phased delivery of housing and provision of short term deliverable transport improvements will mitigate the impact of these developments on the transport network coming forward in the short term</p> <p>With respect to how it will be funded, in the year 2013/14 the Council will need £500,000 to progress the Preston Western Distributor road, with a further £1.5m required in 2014/15 to progress its design and procurement. Granting consents at the North West Preston Strategic Location will provide and secure essential funding to help deliver the proposals. It is noted that on page 34, the Community Infrastructure Levy will deliver £2m from developers during 2013/14. Significant housing development will need to be granted in order to yield such a contribution in the next 12 months.</p> <p><b>Summary</b> CEG are supportive of the Transport and Highways Masterplan in principle, subject to the following key comments</p> <p>The highways masterplan must follow its own trajectory given it will deliver highway and other transport infrastructure improvements in the medium to long term</p> <p>It is not, and should not be, a precursor to delivery of housing and other necessary growth required to meet the Core Strategy and development needs of Preston in the short to medium term</p> <p>Development consents must be granted in the short term in order to provide for funding assurance to help deliver the strategic masterplan in the timeframes outlined.</p>
Gladman Developments Ltd and its associate company Fox Strategic Land & Property Ltd	The CL HTM sets out that there may be 3500 new homes delivered in North Preston between now and 2026. AHA is aware of at least two planning consents for substantial residential developments at Cottam Hall and Whittingham Hospital in North Preston. Combined, these two consented schemes will deliver 1750 homes. It is not clear if these units are included in the CL HTM estimate of 3500 homes. If not, then this may mean up to 5250 homes come forward in North Preston and this will

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(Represented by AHA)	place a significant burden on the road and public transport systems in the area.
	A review of the technical documents submitted with the Cottam Hall and Whittingham Hospital planning applications leads to the conclusion that around half of the traffic generated by future residential schemes in North Preston will travel through M55 J1. Additionally, the CL HTM sets out that around 60% of existing residents in Preston commute to work by car. If this holds true for new residents in North Preston then the road network will face the greatest burden, particularly strategic routes such as the A6 and M55 J1.
	The CL HTM sets out in the Executive Summary that County Council has identified three Options (referred to as 1, 2 and 3) for the future of Central Lancashire's highways and transport networks. The CL HTM identifies 14no highways and transport projects for Central Lancashire. The highway schemes of most relevance to North Preston are:  (i) M55 Junction 1 Roundabout (ii) M6 Junction 32 (iii) A6 Broughton Congestion Relief (potential full bypass) (iv) Preston Western Distributor.
	Gladman fully supports the implementation of Option 1 projects. The prosperity of North Preston is very reliant on its connection to the strategic road network, particularly the motorway network.
	The M55 J1 and Broughton Congestion Relief improvement schemes are reliant on CIL/S106 contributions collected from development schemes. Given this, it must logically follow that development schemes, particularly residential schemes in North Preston, will need to be granted consent if highway improvements are to come forward. It is likely that CIL/S106 contributions are required from a number of developments and Preston City Council/Lancashire County Council will need to accept that there may be a worsening of the transport network in the short term if the long terms transport solutions are to be achieved.
	The case for Option 2 is unclear. While public transport enhancements will improve travel choice, the CL HTM recognises that these alone will not reduce traffic levels enough to support the growth of Central Lancashire. The CL HTM predicts only a 5% reduction in traffic if Option 2 projects are implemented. Option 2 projects may simply off-set about 5 years of background traffic growth.
	Support is given to Option 3 projects. However, Appendix 1 of the CL HTM sets out that the three major Option 3 highway improvements schemes (ie Preston Western Distributor, South Ribble Western Distributor and Penwortham Bypass) are predicted to cost £150million. This represents over half of the total £275million cost to implement the entire CL HTM. It is also relevant to note that some £63.5million, out of the £150million cost for the Option 3 major highway schemes, is expected to be collected through CIL/S106 developer funding. Consequently, while Gladman supports the implementation of Option 3 projects, there are concerns about their viability and delivery. If Option 3 schemes are not deliverable then this places even more importance on delivering the Option 1 schemes, particularly M55 J1 and Broughton Congestion Relief.
	The CL HTM identifies the M55 J1 and Broughton Crossroads as experiencing heavy congestion in both the AM and PM peak periods.

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	<p>There is clear evidence to show that queues regularly form at: (i) M55 J1 and extend back to Broughton Crossroads, and (ii) Broughton Crossroads and extend back to M55 J1.</p> <p>AHA concurs with the CL HTM and considers that highway improvements are necessary at M55 J1 and Broughton Crossroads if additional housing is to come forward in North Preston. It is also clear that there is interaction between M55 J1 and Broughton Crossroads. This leads to the conclusion that an improvement to one junction without the other will not deliver the optimal benefits. For example, if M55 J1 is improved alone, queues will continue to extend back from Broughton Crossroads to M55 J1 and the benefits of the M55 J1 improvement scheme will not be fully realised.</p> <p>The Preston Western Distributor links the A583 with the M55 motorway at Bartle. If constructed, the new road would provide residents of North-West Preston (including new homes) an alternative route to the M55 motorway that would avoid M55 J1. This would have the effect of 'balancing the load' between the two M55 motorway junctions and should deliver a reduction in traffic at M55 J1. Gladman support the construction of the Preston Western Distributor.</p> <p>The Preston Western Distributor has a high implementation cost (£90million) of which about 25% is to be met by developer contributions. Consequently, Gladman consider the delivery of the Preston Western Distributor to be less than certain. If the Preston Western Distributor is not delivered or takes a long to deliver (ie beyond 2026) then housing in North Preston (both existing and new) must, of necessity, continue to use M55 J1 to access the M55 and M6 motorway routes. Given this, Gladman consider it essential that highway improvement schemes at M55 J1 and Broughton are delivered.</p>
Bellway Homes Ltd	<p>Clarification sought as to status of the Masterplan: Is it part of the Evidence base for the statutory development plan? If so, it has arrived after that plan has been adopted, so it's purpose, status and weight need clarification as it has not informed the adopted plan. Furthermore, if it is not listed within the Local Development Scheme it will not form part of the Local Development Framework for Central Lancashire. Some clarity on this is therefore urgently required and should be stated in the document to avoid confusion.</p> <p>When is the Masterplan a material consideration to planning applications? This needs clarification in the document.</p> <p>How is it proposed to fund the works suggested in the Masterplan? If it is via the CIL, this has to accord with CIL Regulations and be consulted on that basis in order to be transparent and robust. The Central Lancashire CIL process is ongoing with a number of ongoing comments and objections yet to be resolved. Until these have been addressed, the Masterplan must make clear when and how funding is proposed to be secured for the investment projects identified</p> <p>The cost burden to developers/development needs to be made clear, be consistent with CIL Regulations, be consulted upon, be transparent and robust at all times. Appendix 1 of the Masterplan identifies indicative project costs (the details of which are not provided) and Appendix 2 identifies year on year indicative costs by project but the Masterplan needs to cross refer to funding delivery and make clear likely funding streams, and these details should be consulted on accordingly.</p>



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<p>JMP Consultants Limited on behalf of our client, the Brookhouse Group Limited</p>	<p>This note constitutes a formal response to the consultation exercise undertaken by Lancashire County Council [LCC] regarding the content of their draft Central Lancashire Highways and Transport Masterplan [the Masterplan]. JMP Consultants has prepared the note on behalf of our client, Brookhouse Group who have interests affected. It is understood that the Masterplan sets out the vision of LCC up to and beyond 2026 and is complemented by a strategy describing how the vision will be achieved.</p> <p>It is clear that the purpose of the Masterplan is to begin to address the concerns raised by the Planning Inspector regarding the deliverability of the land allocations proposed in the Local Development Framework for Central Lancashire.</p> <p>The Masterplan highlights the Planning Inspector's report comments that the support of LCC (in their role as Local Highway Authority) for the Local Plan's proposals was based on the proviso that the scale of development will necessitate major additions to the existing transport infrastructure. JMP note that there appears to be significant concern that without significant investment in infrastructure the allocations, and hence the LDF as a whole, will be considered unsound.</p> <p>The Inspector's Report goes on to state that the funding that will be raised through the Community Infrastructure Levy (CIL) will be crucial in the delivery of the schemes that directly support Central Lancashire's development aspirations. It also stresses that the infrastructure required to support development across the three districts within the Central Lancashire area requires an integrated solution. The following provides further commentary on the content of the Masterplan; firstly some general observations and comments regarding the Masterplan as a whole followed by some more specific comments regarding individual proposals</p> <p>At this stage, the document provides a strategic framework detailing the additional highway and transport infrastructure that LCC consider is necessary to deliver the development aspirations of the Central Lancashire City Region alongside a more general need to invest significantly in improvements to the existing infrastructure in the area. This is generally supported and it is recognised that LCC has identified that it has a role in delivering such infrastructure. At face value, the approach taken in developing the Masterplan appears systematic and logical. However the "sequential logic" that backs up the major "strategic schemes" (namely proposed improvements to local distributor roads) lacks transparency. No technical appendices have been included with the document to provide the evidence to support the assessment of the suitability of the three options tested and therefore it is not possible to come to a fully informed position regarding the validity of the conclusions provided. JMP has formally requested supporting information to this end however this has not been provided. However a response was received which makes it clear that whilst such information exists, LCC is unwilling to release background information and technical evidence at this stage.</p> <p>Without details of the technical assumptions and assessments that underpin the technical work it not possible to verify that the options provided represent the best solution to address the infrastructure requirements of the City Region. In order to make more informed comment on the appropriateness of the infrastructure interventions</p>

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	<p>proposed, all supporting information should be provided so that it can be independently verified.</p> <p>Given that the infrastructure improvements being suggested consist of a number of highways schemes which are likely to require significant investment to deliver, it is questioned as to whether LCC consider it realistic to envisage that the level of CIL payments required will be sufficient to raise the funding required without affecting the economic viability of more marginal site contained within the allocations. On the basis of the above JMP cannot see how the consultation exercise can be a true and proper consultation exercise into the Masterplan. JMP therefore formally requests that consultation is carried out on the Masterplan with technical evidence so that stakeholders can fully understand the proposals and provide representations that consider all the information that should be available.</p> <p>Notwithstanding the above comments regarding transparency and availability of supporting information the Masterplan appears to have been systematically developed with a sound background of the three boroughs which comprise Central Lancashire provided. It is clearly demonstrated that the City Region is the most economically productive area of Lancashire and is the main growth area in the County and highlights the areas potential – a view which Brookhouse shares.</p> <p>There is a clear focus on the implications of the Masterplan with regards the joint Enterprise Zone at Salmesbury and Warton and whilst this is to be expected to a certain extent, it is considered that the plan does not provide sufficient consideration of other Strategic Sites, such as that at Cuerden. Furthermore the two sites are located at the periphery of the City Region and therefore infrastructure required to support development at these sites may not be relevant to sites closer to the core.</p> <p>The importance placed upon the M6, M61 and M65 – in particular their interchanges – is recognised along with the advantages this brings to facilitating development and economic growth, particularly in South Ribble.</p> <p>The Masterplan highlights the potential for busy roads to become barriers to local movements and indicates that people are less likely to walk or cycle and also indicates the impact on communities when roads are too busy to cross. This is acknowledged by Brookhouse however the plan fails to acknowledge the potential impacts of the proposed improvements to the A582.</p> <p>It is acknowledged that at the time of writing, travel to work data is only available from the 2001 Census data. Whilst the use of this data is valid and provides a useful indication of likely travel patterns a commitment to revisit the travel to work characteristics of the area following publication of 2011 Census data would be welcomed.</p> <p>The 'Future Plans &amp; Priorities' section presents SWOT analyses for the three options LCC have considered. However, this is presented at a very 'broad-level' with the commentary that accompanies this section referencing "independent technical assessment" of the options by the transport consultants. The Masterplan provides no details about how the options have been tested, although JMP are aware of the Central Lancashire Strategic Transport Model, there is no specific reference to this being the 'tool' that has been used, and no details of the outputs are provided. From the email attached, it is clear that this model has been</p>

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	<p>used and technical reports exist.</p> <p>The Masterplan gives limited recognition to the significance of the Cuerden Strategic Site beyond acknowledging potential to create jobs in the next 5 years. There is limited commentary about the relevance of this and how this needs to be accommodated which could be considered to be 'underselling' the Cuerden site. Brookhouse has undertaken extensive work examining the barriers to the Cuerden site coming forwards and likely infrastructure required to deliver the site along with views raised by a consultation exercise undertaken in late 2012. Indeed, the 'Better Public Realm' section reflects a lot of the 'best-practice' type approach that has been presented within the Brookhouse vision for Cuerden.</p> <p>With regards the options for interventions being proposed Option 1 and Option 2 appear to be very similar and the level of detail about what specific measures and infrastructure improvements are included is limited in the presentation of the information. Although, from the information available the limited benefits of these options is relatively understandable.</p> <p>Option 3: accepts that additions to the existing highway infrastructure will be needed to support the development of the aspirations of Central Lancashire. This is likely to be a sound assertion, however, the Masterplan then provides limited context as to why the two major road schemes that are proposed are the 'right' road schemes / additional infrastructure required to meet the requirements of the study area. On this basis, the information underpinning these decisions should be provided so that the rationale as to how these particular schemes are the right schemes to support development and also support significant improvements to sustainable transport provision can be better understood.</p> <p>The proposed A582 South Ribble Western Distributor is of particular relevance to the Cuerden site, with reference made to it providing "significantly better access to Cuerden Green (sic) from the west". It is interesting to note that the commentary in the text only refers to the upgrading of the A582 from its junction with the A5083 Stanifield Lane to its junction with the A59 at Penwortham Triangle. This implies that there would be no further improvement to Lostock Lane or the construction of a new link across the Cuerden site although the diagrams provided are not clear enough to confirm this.</p> <p>The identification of Chorley – Cuerden – Bamber Bridge – Preston City centre as part of the Public transport priority network is welcomed, together the Moss Side – Leyland – Cuerden – Lostock Hall – Lower Penwortham – Preston city centre. However the Masterplan goes on to indicate that the opening of the two proposed distributor roads will give the opportunity to improve public transport corridors, allowing LCC to examine the provision of a Park &amp; Ride scheme at Cuerden. There is an indication that the distributor roads would potentially allow the provision of dedicated bus lanes connecting it to Preston. Clearly a full feasibility study would have to be undertaken to demonstrate the viability of a Park and ride site at Cuerden and as no mention is given to such an exercise then it must be concluded that this work has not been carried out. As such, the possibility of a Park and ride being opened at Cuerden jeopardises the ability of the site to come forwards and provide the 2,000 jobs suggested in the Masterplan as the overall quantum of development would not be able to be finalised until the feasibility work has been carried</p>

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	<p>out. Therefore the proposals for a Park and Ride site at Cuerden are objected to on the grounds of compromising the immediate viability of a site which can provide lasting economic growth and job creation, through development that can arise in the short-term.</p> <p>The potential provision of the Guild Bridge is linked to the completion of the two distributor roads promoted earlier in the document. The cost and deliverability of these proposals, even in the long term seem very doubtful at this stage, and would potentially add a significant burden to all development in this area and thus limiting the potential for economic growth in the area.</p> <p>The next steps of the Masterplan talks about the importance of the consultation exercise and the need for commitment and efforts from a wide variety of providers, together with the support of private business and house builders. It also acknowledges that to support the infrastructure proposed will require funding from a wide variety of sources. Appendix 1 suggests that the Preston Western Distributor and the A582 South Ribble Western Distributor could require indicative CIL / S106 contributions of about £64m, (£23m and £40.5m respectively) – the overall funding being made up from other sources such as local major scheme funding (DfT) and LCC – giving the scale of the funding requirements, the ‘affordability / deliverability’ would appear very challenging.</p> <p>The recent announcement that the government has agree to grant Preston “City Deal “ status, should be recognised and given due consideration in any funding delivery mechanisms that will set-up in the future, particularly in relation to the delivery of infrastructure requirements.</p> <p>Details of the technical evidence base used to develop the Masterplan should be made available to stakeholders and the public;</p> <p>The Brookhouse Group disagree with proposals for a Park and Ride facility at Cuerden, it is considered that this proposal does not accord with the policy aspirations set out by South Ribble Council for this important strategic site</p> <p>It should be acknowledged that whilst the economic benefits associated with Cuerden site are significant, the investment costs required will also be significant, and should be closely linked to delivering the site and its environs. This will be a matter that will be adjudicated by the Local Planning Authority</p>
United Utilities	<p>At this stage we have no comments to make on your Highways and Transportation Masterplan Framework for Central Lancashire, but wish to be included in further consultations and where necessary, the development of the Highways and Transportation Masterplan Framework for Central Lancashire to ensure your preferred option is taken into consideration when we develop our future operational and investment plans for the area..</p> <p>We would like to highlight that the historical consultation responses to the Central Lancashire Councils’ Local Development Framework consultations; planning applications and pre developer enquiries are still valid and should be taken into consideration when developing your highway and transport plans and their supporting policies.</p>
Environment Agency	<p>No objection in principle to any of the projects identified, although further assessment will be required to identify the environmental impacts of</p>

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	<p>some of the schemes identified.</p> <p>We would be happy to provide any further guidance we can to support the delivery of the Councils preferred option and contribute to sustainable economic growth within the Central Lancashire City region and surrounding areas.</p>
Sainsburys	<p>Support given to policy Option 3 (subject to how it will be funded), which consists of considerable sustainable transport and highway infrastructure which will result in a fully integrated transport network which can not only serve existing businesses in the area but can attract further investment.</p> <p>Support the provision of additional highway infrastructure to the south and west of Preston along with the introduction of bus corridors and Park and Ride sites at key locations. However, with reference to Appendix 1 it is clear that there is significant uncertainty in relation to how this option would be funded, with over £80 million of funding noted as coming from CIL/S106 sources. Therefore, Sainsbury's support Option 3 on the basis of there being a suitable and sensible mechanism put in place which ensures that the funding of this infrastructure does not prejudice development and growth.</p> <p>In conclusion, Sainsbury's cannot support a highways and transportation policy which is going to impact negatively upon the operation of the highway network, to the detriment of their business. Therefore, Sainsbury's support Option 3, which is an integrated strategy that provides both additional highway capacity as well as sustainable transport benefits, subject to there being a realistic and practical funding mechanism for gaining third party funding</p>
Peter Brett Associates (PBA) writing on behalf of , David Wilson Homes (DWH),	<p>DWH has a particular interest in the delivery of this Masterplan as it submitted a full planning application<sup>1</sup> to Preston City Council (PCC) in May 2012 to build 81 new dwellings on land to the south of Whittingham Road, Whittingham (the scheme has since been revised to 78 dwellings).</p> <p>The application was supported by a Transport Assessment (TA), which included a range of Travel.</p> <p>Plan measures to help minimise the traffic impacts of the scheme. Significant pre-application scoping work was done with PCC and Lancashire County Council (LCC) in relation to the likely transport implications of the development, with strategic traffic impacts never raised as a matter of significant concern.</p> <p>However, on 8 August 2012, an appeal decision was issued in relation to the application by Fox Strategic Land and Property Ltd for a mixed-use scheme on neighbouring land (appeal reference: APP/N2345/A/12/2169598). That appeal decision significantly changed the focus of PBA's discussions with the local authorities and has required the submission of additional evidence in relation to the traffic impacts of the proposed scheme, particularly at Broughton Crossroads.</p> <p>Despite being generally positive about the sustainability and wider benefits of the proposed development, the Inspector dismissed the Fox appeal on the basis of the perceived traffic impacts on the "already extreme conditions" at Broughton Crossroads until a by-pass of</p>

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	<p>Broughton is delivered (para.35). The Inspector formed the opinion that the residual cumulative traffic impacts of the development are “severe” and he therefore concluded that there are reasonable grounds for refusal, in line with paragraph 32 of the National Planning Policy Framework3 (NPPF).</p>
	<p>DWH has since proposed a comprehensive personalised travel planning scheme, covering Longridge, Whittingham and Goosnargh, to support the application and to offset any very minor traffic impacts on Broughton Crossroads. Nevertheless, DWH supports the delivery of longer-term transport and highways proposals which will benefit economic and housing growth in the Central Lancashire area.</p>
	<p>DWH welcomes the development of a comprehensive Highways and Transport Masterplan for the area. Achieving Central Lancashire’s LDF core strategy growth aspirations relies on the delivery of a transport and highways masterplan and indeed, the Planning Inspectorate’s report on the core strategy suggested that without major additions to existing transport infrastructure, the strategy could be considered unsound.</p>
	<p>On p.14 of the consultation document, the Masterplan refers to a Congestion Relief Scheme on the A6 at Broughton, highlighting the Broughton Bypass as a potential solution, to support delivery of housing and employment sites to the north-east of Preston. The estimated cost of this is stated as £19m, and a road opening date of 2016/17 is quoted. In addition, proposals to improve capacity at M55 Junction 1 are cited, with works to include full signalisation and associated widening and provision of a dedicated left turn lane for vehicles travelling from the A6 north of the roundabout onto the M55/M6. Given the weight that the Fox scheme inspector gave to peak hour capacity issues at Broughton, it is clear that implementing a workable solution at this junction is critical to the delivery of Central Lancashire’s core strategy.</p>
	<p>The wording of the masterplan suggests that the Broughton Crossroads and M55 schemes are committed and programmed respectively. Appendix 2 also suggests that they are fully funded. However, this seems to contradict our understanding of the latest status of the projects, and indeed, the position set out in Appendix A of the Lancashire Local Transport Plan 3 Implementation Plan for 2012/13 – 14/15 (LTP3). This states that the existing planning consent for the Broughton Bypass scheme expires in July 2013 and that the County Council is not presently in possession of all the land needed to implement the bypass.</p>
	<p>The bypass scheme is also heavily reliant on a financial contribution from Taylor Wimpey agreed as part of the planning permission for the Whittingham Hospital redevelopment - this commits a 70.5% contribution to the total cost of the Broughton Bypass. Given that Taylor Wimpey is now seeking to re-negotiate this to a fixed cost contribution, rather than a percentage-based agreement, and that the contribution will only be delivered after the completion of the 351st dwelling, there appears to be a major risk to delivery of the bypass scheme unless an alternative funding solution can be secured. The delivery timetable set out in LTP3 and the consultation draft Masterplan therefore seems highly optimistic. We would hope that the final version of the masterplan contains more detail on the solutions being recommended for these junctions and on the likely funding mechanisms and delivery timetable.</p>
	<p>Welcomes the proposed delivery of a comprehensive network of bus</p>

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	<p>rapid transit corridors set out on p.24 and p.33 of the draft Masterplan. We note with particular interest the proposals for Local Sustainable Transport Fund/Integrated Transport Block funded bus corridor improvements from Longridge to Preston city centre via Grimsargh and Ribbleton, and look forward to seeing more detailed proposals for these corridors as they emerge. Such improvements will provide additional support to DWH's proposed sustainable transport strategy for the Whittingham Road site, and will help to further encourage use of public transport, particularly for peak hour journeys to Preston.</p> <p>It is surprising, given that Lancashire County Council has delivered a number of innovative travel behaviour change projects, that there is not greater emphasis on managing travel demand and encouraging modal shift away from the car, beyond the focus on delivering public transport, walking and cycling capital infrastructure improvements. In recent years, there has been a significant emphasis in both national and local policy documents, and transport best practice guidance on the need to make best use of existing infrastructure through demand management and behaviour change measures and we would have expected this to play a more significant role in the Masterplan delivery programme as part of an integrated package of measures.</p> <p>Appendix 2 sets out the proposed funding programme for the Masterplan but the presentation of the table does not make it easy to understand how individual projects will be funded. If there is any uncertainty about the ability of different funding streams to deliver particular projects (e.g. where developer/CIL funding is not guaranteed), that should be made more transparent to give developers and local communities a greater level of certainty over infrastructure delivery.</p> <p>Welcomes the preparation of a Highways and Transport Masterplan for Central Lancashire and believes it is essential to support ongoing economic growth in the subregion, but it is critical that the final version provides more detail and certainty on the funding and delivery of the proposed programme.</p>
<p>Preston Grasshoppers Rugby Football Club (PGRFC)</p>	<p>PGRFC is of the view that Option 3 is the best option</p> <p>PGRFC is also encouraged to see that the DCLHTM includes initiatives that support the NWPSL including proposals for a new link road linking the M55 with the A583/A584 (the Preston Western Distributor).</p> <p>The DCLHTM also notes the importance of improving public transport around the area which would benefit NWPSL. There is also an emphasis on developing Preston Railway Station as a fit-for-purpose strategic gateway through modification and electrification and the aspiration and understanding that improvements to Preston's City Centre should be complemented by a modern, efficient transport network, all of which would benefit NWPSL and PGRFC.</p> <p>While PGRFC endorses Option 3, it has some concerns relating to 'key milestones' and 'programme of funding' as outlined in DCLHTM (pages 30 and 34), especially with regard to the 'Preston Western Distributor.' PGRFC supports this new route/road given its potential to assist in facilitating NWLSL, but feels there are benefits in seeking planning permission for the new road much earlier than the suggested target date of 2016/17. This is so as to create more certainty.</p> <p>With regard to the high levels of public funding which the DCLHTM suggests will be required to part fund the road, PGRFC has concerns that</p>

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	<p>if envisaged public sector funding were to fall short of its budget expectation this would place even greater emphasis on developer contributions via CIL. The current level of contributions expected through CIL, which is estimated to be in the order of £23m, is perceived to be excessively high by PGRFC, especially if the bulk of this is expected to come from future development in NWPSL. Accordingly, further clarification on the timing of this scheme and how it will be funded, including contingency plans, is considered necessary.</p>
<p>Cottam Village Action Group</p>	<p>Whilst, as I am sure you can understand, none of us want to lose our green fields, we realise that this is an inevitable result of Preston's expansion plans as detailed in Preston's Core Strategy and Site Allocation documents. Residents have many objections to the scheme, but the primary concern is the impact on the local road network and the strategic junctions of the wider network.</p> <p>Lancashire County Council (LCC) Highways, in collaboration with the Highways Agency, has already made it clear that no further major developments should be approved in North Preston without significant improvements to the highway infrastructure. Reference extract from your response to Haydock Grange:</p> <p><i>"LCC consider that we are reaching a critical point in the level of additional traffic that could be accommodated on the existing highway network in this area and that there is very real risk that the economic benefits of supporting development are lost as a result of economy restricting congestion. There must come a point where additional traffic can no longer be accommodated without unacceptable impacts or the need for much wider strategic infrastructure improvements to support further development."</i></p> <p>We believe we have now reached that point.</p> <p>The Planning Inspector emphasises and re-iterates this LCC statement in his report on the Core Strategy to the Central Lancashire Authorities of June 2012, and adds the following:</p> <p><i>"A good deal of further work must be undertaken to devise highways and transport arrangements which will meet usual objectives including the safe, convenient and free flow of traffic and priority where appropriate for public transport, pedestrians and cyclists."</i> and: <i>".. the delivery of the scale and distribution of development now proposed will necessitate major additions to existing transport infrastructure to serve these Locations."</i></p> <p>Cottam Village Action Group supports this approach, and the following paragraphs elaborate our views.</p> <p>The local road network is already struggling to handle the traffic at peak times, even without the 1750 houses planned in NW Preston (this figure includes Cottam Hall, Haydock Grange, and Cottam brickworks). Further developments without supporting highway infrastructure, can only make matters worse, and will be detrimental to Preston's future prosperity. Each development being planned at the moment has been conditional on the developers funding improvements to local roads and strategic access points to major highways, for instance M55 junction on A6. The LCC</p>



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	<p>Highways response to Haydock Grange application indicates that the agreed improvements will not provide sufficient relief for further developments. These mitigating measures can only provide temporary relief to the traffic flow problems that are currently being experienced. Once these planned 1750 homes have been built, the situation will be worse than it is today. Even the Transport Assessment associated with this application admits that by 2021, all these strategic junctions will be exceeding their capacity. Preston's Core Strategy and Site Allocation documents have made provision for over 5000 houses, all located within close proximity in the North West of Preston. Therefore a wider strategic highway infrastructure is essential before any further planning applications are approved in the area that could potentially jeopardise the creation of new highways.</p>
	<p>New and Improved highway options available to LCC may already be compromised if the current planning application off Lightfoot Green is approved (Ref: 06/2012/0094). A new road running parallel to M55 to serve Preston West would not be possible, and widening of the restrictive railway bridge on Lightfoot Lane would be difficult, if not impossible.</p>
	<p>Other major developments in Preston over the last 30 years have either been associated with new roads introduced at the start, or have had direct access onto Preston's arterial roads. More recently Cottam Hall is well serviced by Cottam Way and Tom Benson Way. This proposed development site does not have this benefit of good access roads.</p>
	<p>The figures quoted by CEG in their Transport Assessment suggest that only 159 outgoing vehicle trips would be made during the morning peak period. We maintain this is in no way realistic, and leads to gross under-estimation of the effects on the local network. We accept the figure of potentially 800 vehicles associated with these 350 homes, but we would expect there to be 500 to 600 vehicle outgoing trips during the morning peak period. Consider the profile of the families likely to buy these houses. The location will attract those who commute to other towns and cities such as Manchester, Liverpool, or Lancaster, or to the newly formed enterprise zones at Warton or Samesbury, as well as Preston's own employment areas. There will be single parent families, young couples, families with children, and perhaps a few retired people. Consequently, at least one car from each household could be commuting. Then there are the schoolchildren. These days most children are driven to school – just look at the congestion at Lea Endowed Primary school just round the corner. In many households, both partners will go out to work. Therefore the suggestion that there will only be 159 trips is totally unrealistic.</p>
	<p>These figures may be derived from standard benchmarks, but this site is quite unique. It is not in, or close to, a town or city centre, nor are there any shopping centres nearby, and there is certainly no significant employment in the immediate vicinity. Therefore it is most likely that working residents will use their cars for virtually all their journeys for convenience. Time (or lack of it) is now a key factor in a busy working family's life. The only residents, who will make the most use of the greener options of cycling or walking, or taking the bus, are likely to be either the unemployed or the retired. It should be noted that the bus service along Hoyles Lane and Sidgreaves Lane, the No 80 between Preston and Fleetwood, runs only once every 2 hours. We understand</p>

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	<p>and applaud the attempt to encourage people to use alternative, greener means of transport, but we are now very much a car-dependent society, especially here on the fringes of Preston.</p> <p>Recent LCC Highways comments on proposed developments in the area have shown concern over the assumptions used to derive the trip generation figures. The LCC acknowledge that there is an associated element of risk and uncertainty with these assumptions, especially if the greener options are not taken up by the residents. This has also been implied by the Planning Inspector in his June report on the Core Strategy, which pointed out:</p> <p><i>"It would appear that a programme of sustainable transport measures including for bus priority, park and ride, walking and cycling would result in no more than a mere 5% reduction in vehicle trips."</i></p> <p>This substantiates the risk that the necessary uptake of greener, sustainable transport will not meet the levels needed by the Transport Assessment. Whilst the impact of this risk may not be so significant for one development considered in isolation, the consequential severity is greatly enhanced when all developments are considered collectively, resulting in a potentially much greater detrimental impact on the local highway network and wider strategic junctions. We maintain that this cumulative effect must be taken into account in this, and subsequent planning applications, in the NW Preston.</p> <p>Preston's Core Strategy and Site Allocation Plans propose to develop NW Preston starting in the East and progressing Westerly. On this basis, the proposed site would be one of the last to be developed, and that may well be after 2026. The highway infrastructure already exists to the East, whereas the access roads for this development are relatively poor and unsafe. Preston's proposed phasing therefore seems very sensible, as it allows sufficient time for LCC Highways to create and then implement the key components of its forthcoming Highways Masterplan. Therefore approval of this development at this juncture would seem premature</p> <p>Hoyles Lane and Bartle Lane are already busy at peak times with through traffic, many exceeding the speed limit. Both roads are relatively narrow, and whilst Hoyles Lane does have a footpath, it is very narrow and mostly immediately adjacent to the road, particularly towards the West. Bartle Lane does not have a continuous footpath. Residents are already concerned about the risk from this traffic to pedestrians, cyclists and horse riders, and particularly children, and certainly do not wish to see any increase. Another safety aspect to consider is that many driveways along Hoyles Lane and Bartle Lane do not have good visibility along the carriageway, again increasing the risk of an accident. These were once quiet rural lanes and certainly not designed to support even the current volume of traffic, which incidentally still includes HGVs that ignore the weight restriction.</p> <p>With the sole residential vehicular site access from Sidgreaves Lane, most car journeys are likely to be southwards to Cottam Way roundabout via Lea Endowed School. This school must already be considered a danger zone. At the start and end of each school day, many cars are parked on both sides of Lea Road, and Darkinson Lane, with many trying to turn round at the junction. In other words it is chaos! The significant</p>

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	<p>extra traffic, including construction vehicles, passing the school from this proposed development can only increase the risk of a serious accident, possibly involving a child. Prevention of accidents is surely essential. This danger needs to be alleviated, not compounded by approval of this development.</p> <p>We want to see a supporting highway infrastructure that minimises the impact on local residents, and helps to safely integrate the site with the wider highway system, including the motorways, without exacerbating current traffic congestion. This supporting Infrastructure needs to be developed in a timely manner to support these and future development schemes as indicated by your own comments. We therefore ask that, after due consideration, you recommend refusal of this application.</p>
<p>Lytham St Annes Cycle Group</p>	<p>It seems to us that the purpose of this new road is to facilitate an increased volume of traffic to/from the proposed Warton enterprise zone (in addition to which there will be an incentive for vehicles travelling between Lytham, Warton, Freckleton and the M55 to use this route).</p> <p>We believe that this will worsen the travelling experience for those cyclists who already use the A584 route (in either direction) and provide a disincentive for those would -be cyclists who might otherwise be prepared to attempt cycling this route</p> <p>It is our view that this road proposal should incorporate a segregated cycle path along the A584 between Freckleton and the A583/A584 junction (for the safety of existing and would be cyclists using this route</p>
<p>English Heritage</p>	<p>The master plan has the potential to impact both positively and negatively on the historic environment and it will be important to also consult the county Historic Environment Record and the relevant local authority conservation officer. In particular</p> <p>It will be important to consult the county archaeologist for information in relation to the routes of the two road proposals. For example the Preston Western Distributor will cross the Lancaster Canal so impact on the listed bridges and their setting will an issue to consider.</p> <p>We welcome improvements to Preston Railway Station and this must be designed to acknowledge its Grade II listed status.</p> <p>We welcome the enhancement of the public realm however any proposed works should relate well to locally distinctive historic townscape, local materials and address the setting of heritage assets if needed. The masterplan could highlight the needed for these special considerations when planning highway and transport works and infrastructure in conservation areas, within the setting of heritage assets or in other historically sensitive locations.</p>
<p>The Coal Authority</p>	<p>The Coal Authority does not comment directly on LTPs, focussing instead on Development Plans. It is noted however that you are proposing one new road scheme and the completion of an existing Bypass in the LTP and you are advised to assess the proposed routes for potential mining legacy. Lancashire County Council have the relevant GIS data which illustrates where mining legacy exists across the County.</p>
<p>Redrow Homes (Turley Associates)</p>	<p>Agrees with the overall analysis and conclusion that option 3 is the best option.</p>
	<p>Agrees that there is a need for transport improvements to be integrated with development growth. However, the company does not agree that it is necessary to create new capacity 'up-front' and before new housing</p>

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	<p>development can go ahead as:</p> <ul style="list-style-type: none"> <li>• New housing development is urgently needed now to meet the growth objectives of the Core Strategy and national policy</li> <li>• There is some capacity within the transport network; and</li> </ul> <p>Delivery of the transport improvements will need to be funded, at least in part, by new development</p> <p>The supply of housing sites in Preston is significantly below the minimum 5 year target required by government and there is an urgent need to bring forward new sites for development ; there are few alternatives but to develop in the NW Preston strategic location. Failing to deliver sufficient new housing would not only severely put at risk achievement of the economic growth objectives of the Core Strategy, but would also be in conflict with national policy</p> <p>It is recognised that the committed works will not provide sufficient highways capacity to meet the demands of all the proposed developments in the NW Preston Strategic Location. However, evidence of the Highways Agency and highway authority is that they will provide sufficient capacity for the C2400 dwellings that are already committed (with consent or a resolution to grant consent) in the general area. Cumulatively, those developments will take at least 10 years to build out within which time there will be some surplus capacity within the highway network and scope to deliver further transport improvements to extend that capacity</p> <p>It is clear that significant costs will be incurred and that developer funding is expected to make a major contribution</p> <p>Whilst support the PWD in principle, Redrow would like to highlight that developer contributions towards funding the road will only be provided through the grant of planning permissions. The highway authority cannot, therefore, implement a strategy of resisting further housing development in NW Preston until such time as there is certainty over the deliverability of the road. Such approach is unsustainable and would not only jeopardise the delivery of the Core Strategy but would also fail to secure the necessary funding for the road</p> <p>Redrow supports LCC's integrated transport vision which acknowledges the need to provide new highway capacity as the same time as improving public transport and the public realm.</p> <p>However, for the reasons set out above, the company also advocates that the integrated approach should be extended to include support for the grant of planning permission for developments in the NW Preston Strategic Housing Location and the pooling of developer contributions to deliver the necessary infrastructure. Whilst such approach may result in some short term congestion, it will put in place measures to encourage sustainable travel while providing the funding to deliver tangible increases in highways capacity in the medium term to support the economic growth strategy. The Masterplan should be amended to reflect this pragmatic response to the issues facing Central Lancashire and Preston in particular.</p>
Highways Agency	<p>We would wish to work with the County and local planning authorities to ensure that CIL is targeted at road infrastructure, where needed.</p> <p>The HA would wish to be involved with the Local Transport Body as an observer, or advisor, to support collaborative working.</p> <p>The HA has noted the requirement for a new junction on the M55 to the</p>

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	<p>west of J1. The HA understands that the junction, and link, will be critical elements of the masterplan to support delivery of the NW Preston strategic housing location, improve connectivity between the Enterprise Zone at Warton and the strategic road network, relieve congestion on Preston's road network and reduce the use of inappropriate narrow country lanes.</p> <p>The HA envisages that the M6 corridor the east of Preston, from J30 to J32, could be a candidate for a future managed motorway scheme beyond 2020, if modelling shows that it can be deployed to good effect</p> <p>The masterplan will need to take account of the evolving status of the Cuerden Strategic Employment Site to ensure that any proposals in this area are compatible and appropriate.</p> <p>The HA is due to roll out a programme of 'road based strategies' to be completed by March 2015. It is likely that the SRN will be split into 40-45 corridors nationally. However, the exact prioritisation is currently unknown . These strategies, particularly those that relate to the M6/M61/M55 and M65 will help inform future thinking for the SRN in and around Central Lancashire. The proposed masterplan will obviously impact upon and influence our road based strategies and we will therefore seek to share ideas and information with the County as the strategies develop.</p>
Network Rail	<p>Where growth areas or significant housing allocations are identified close to existing rail infrastructure it is essential that the potential impacts of this are assessed. Many stations and routes are already operating close to capacity and a significant increase in patronage may create the need for upgrades to the existing infrastructure including improved signalling, passing loops, car parking, improved access arrangements or platform extensions. As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions or CIL contributions to fund such railway improvements; it would also be appropriate to require contributions towards rail infrastructure where they are directly required as a result of the proposed development and where the acceptability of the development depends on access to the rail network.</p> <p>The National Planning Policy Framework states that councils should, <i>“work with...transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development...or transport investment necessary to support strategies for the growth of ...other major generators of travel demand in their areas.”</i> Also, <i>“encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plan, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.”</i></p> <p>The likely impact and level of improvements required will be specific to each station and each development meaning standard charges and formulae may not be appropriate. Therefore in order to fully assess the potential impacts, and the level of developer contribution required, it is essential that where a Transport Assessment is submitted in support of a planning application that this quantifies in</p>

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	detail the likely impacts on the rail network.
	A requirement for developer contributions to deliver improvements to the rail network, including any development that occurs as a consequence of the Central Lancashire Highways and Transport Master Plan.
	A requirement for Transport Assessments to take cognisance of impacts to existing rail infrastructure to allow any necessary developer contributions towards rail to be calculated.
	A commitment to consult Network Rail where development may impact on the rail network and may require rail infrastructure improvements. In order to be reasonable these improvements would be restricted to a local level and would be necessary to make the development acceptable. We would not seek contributions towards major enhancement projects which are already programmed as part of Network Rail's remit.
	Improvements to rail transport contribute to the public good and railway developments should not be expected to support other public projects. Our infrastructure projects and station developments and improvements support regeneration, increase the attractiveness of settlements and benefit communities.
	<p>The Central Lancashire Highways and Transport Master Plan is being developed to ensure that new homes, jobs and services are developed with supporting transportation infrastructure, yet the policy does not mention the potential impact upon these level crossings by developments (e.g. new dwellings or businesses) as a result of the Local Plan. Councils are urged to take the view that level crossings can be impacted in a variety of ways by planning proposals:</p> <ul style="list-style-type: none"> <li>• By a proposal being directly next to a level crossing</li> <li>• By the cumulative effect of developments added over time</li> <li>• By the type of level crossing involved e.g. where pedestrians only are allowed to use the level crossing, but a proposal involves allowing cyclists to use the route</li> <li>• By the construction of large developments (commercial and residential) where road access to and from the site includes a level crossing or the level / type of use of a level crossing increases as a result of diverted traffic or of a new highway</li> <li>• By developments that might impede pedestrians ability to hear approaching trains at a level crossing, e.g. new airports or new runways / highways / roads</li> <li>• By proposals that may interfere with pedestrian and vehicle users' ability to see level crossing warning signs</li> <li>• By any developments for schools, colleges or nurseries where minors in numbers may be using the level crossing</li> </ul> <p>As a result of increased patronage over crossings, Network Rail could be forced to reduce train line speed in direct correlation to the increase in vehicular and pedestrian traffic using a crossing. This would have severe consequences for the timetabling of trains and would also effectively frustrate any future train service improvements. In addition, safety issues can arise as increased numbers of pedestrians and vehicles use the crossings.</p>

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	<p>By integrating the Network Rail level crossing policy into the Central Lancashire Highways and Transport Master Plan – the areas of concern for the council (safety and security of the transport network, safety for all road users, safer routes to school) can be addressed where a future development may include within its boundary a level crossing or impact upon a level crossing outside its red line boundary, and this in turn may affect the areas of concern leading to a potential reduction in the safety of road users, or increasing the risk of children walking to school over a level crossing (e.g. should a residential proposal include building increased numbers of dwellings on one side of a level crossing whilst the schools are on the other side).</p> <p>In this regard, we request that the potential impacts from development effecting Network Rail's level crossings are specifically addressed through the Central Lancashire Highways and Transport Master Plan. There have been instances whereby Network Rail has not been consulted as a statutory undertaker where a proposal has impacted on a level crossing.</p>
	<p>We would draw the attention of Central Lancashire Council to a recent appeal decision where a proposal at Princes Risborough (Wycombe Council area) included an increase in the material and volume of traffic going over a level crossing. The inspector and Secretary of State acknowledged that no further planning applications should be considered unless it included the closure of the crossings. I include a copy of the appeal decision for the council's attention.</p> <p><a href="http://www.networkrail.co.uk/level-crossings/">http://www.networkrail.co.uk/level-crossings/</a>  <a href="http://www.networkrail.co.uk/level-crossings/types-of-level-crossing/">http://www.networkrail.co.uk/level-crossings/types-of-level-crossing/</a></p> <p>I include above a weblink to the Network Rail website section dealing with level crossings. This not only includes general information on level crossings but will also covers the various different types of level crossings - as all too often level crossings are frequently seen as having full barriers, warning lights, clearly marked approach road and an adjoining signal box – whereas this is not always the case.</p> <p>It may be advantageous to Central Lancashire Council if in the first instance they make contact with Network Rail to discuss the specific areas of development and to determine in greater detail the potential impact of the proposals on the level crossings in the district / Central Lancashire Council area.</p>
<p>De Pol Associates Ltd on behalf of the owners of land north of D'Urton Lane, Preston.</p>	<p>De Pol Associates is retained by the owners of land north of D'Urton Lane, Preston to respond to the Lancashire County Council's consultation draft of the Central Lancashire Highways and Transport Masterplan. The representations are framed with particular reference to the impact on the potential development of land north of D'Urton Lane, which forms part of the North West Preston Strategic Location within the adopted Core Strategy and is identified as part of site HS1.3 (Land at Boyes's Farm and Eastway) within Preston City Council's Preferred Options Paper, Site Allocations and Development Management Policies Development Plan Document (DPD). Transport and Associated Technical Issues</p>
	<p>On behalf of the landowners, TTHC have provided initial advice on the</p>

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	<p>technical content of the 'masterplan' and their initial comments are appended to this brief representation. TTHC have raised a number of issues, largely associated with the apparent lack of availability of the technical assessment which underpins the three options that have been reviewed as part of the masterplan exercise. It seems clear that there is a need for this information to be made publicly available if there is to be a proper technical assessment of the masterplan's assumptions and conclusions.</p>
	<p>The intended planning status of the masterplan is unclear and this is not identified within the document itself. It seems that it is most likely to fall into the category of part of the evidence base to support the statutory development plan and in particular the site allocations documents of the joint authorities, however this needs to be clarified within the document and the document itself needs to reflect the statutory development plan documents from which it draws its status. If on the other hand the document represents the vision of the highway authority over the period of the Core Strategy then this needs to be made more clear such that its status can be deduced, particularly in respect of the determination of planning applications.</p>
	<p>In particular a highways and transport master plan exercise is referenced at paragraph of the adopted Core Strategy, however this is stated to be a document which will  <i>"complement master planning for development through the Core Strategy and will further inform and support the selection and delivery of sites through the Site Allocations DPDs for Preston and South Ribble."</i> This intention is somewhat different to the emphasis placed upon the masterplan by the County Council at page 5 of the draft document, wherein efforts are made by the Council to elevate the status of the masterplan to a "pre-requisite" to other plan preparation and to assert that the lack of such a masterplan and any infrastructure referred to within the document could amount to an issue of soundness in the development plan documents. The masterplan states that <i>"if that infrastructure is NOT developed, then the Core Strategy would be considered unsound"</i>. The Core Strategy has already been found to be sound without a decision having been made on the nature and extent of infrastructure required to support the development. Moreover the nature and extent of infrastructure improvements is a matter for debate, as indeed is recognised in the draft masterplan through the inclusion of three separate options. It is therefore inappropriate for the masterplan to claim that non-compliance with its aspirations or requirements would render the Core Strategy unsound. Relationship of the Masterplan to the CIL charging regime and Regulation 123 list of infrastructure.</p>
	<p>The document needs to indicate more explicitly how the projects identified are to be funded with reference to the newly published CIL charging regime as well as the Regulation 123 document. It is unclear whether the expected CIL contributions have been agreed with the individual CIL collection authorities and hence to what extent these contributions might be subject to other priorities drawing on the available resource. The impact of any shortfall in funding is not clearly explained. Dealing with necessary development in advance of the planned improvements envisaged in the masterplan.</p>



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	<p>Correctly, the masterplan does not seek to place any restriction on when development can be brought forward relative to the provision of infrastructure. Of course this is the role of the statutory development plan and in particular the Site Allocations documents of the joint authorities and it would be incorrect of the masterplan to seek to undermine the adopted policies and the delivery of the new development clearly required by the Core Strategy.</p>
	<p>It would however seem appropriate for the document to outline the manner in which the highway authority will deal with responses to planning applications received in advance of any significant increased road capacity being made available. It cannot be acceptable to simply object to all such development regardless of the need to provide such development. Indeed the Preston Site Allocations DPD Policy MD2 identifies site HS1.3 as an area which can be assessed separately from the remainder of the sites within the strategic location and one which can be brought forward in advance of the wider transport infrastructure master-plan. Such differentiation / phasing needs to be factored into the masterplan so that the document is consistent with the emerging Site Allocations documents.</p>
Trampower	<p>Trampower welcomes the opportunity to consult on the Central Lancashire Transport Masterplan, and would be very willing to participate in future discussions on better public transport provision for Central Lancashire</p> <p>We would strongly support the Option 3.” Improve and extend “ due to the predicted increase in population of Central Lancashire. Our plan for better public transport by way of a tramway network could make a significant contribution to nearly all of the “ Strengths” listed on Page 21 of your Consultation Draft. All of the listed “Opportunities” on Page 21 could be delivered by an appropriately designed tramway network. Most of the “Weaknesses” listed could be mitigated by use of the Trampower technology. The “Threats” list can be addressed by</p> <ul style="list-style-type: none"> <li>a) experience from tramways which have been proven to stimulate the local economy,</li> <li>b) the network being substantially funded by private investment ( as proposed for the initial Guild Line)</li> <li>c) vast experience of tramways enabling modal shift from car travel.</li> <li>d) some of the planned tramway routes could obviate the need for new road construction.</li> </ul> <p>The County Council has been foresighted in creating Park and Ride facilities at Strand Road ,Preston and at the Capital Centre, Walton –le-Dale, which are well used by car travellers to Preston City Centre. Also the Bluebell Way P&amp; R site at M6 –Jct 31a is ideally located for use with our Guild Line Tramway service. Your Consultation Draft on Pages 24 and 25 proposes further Park and Ride sites at Hutton, Broughton and Cuerden. Trampower has identified suitable and available sites at each of these locations, with connecting tram routes to the planned network.</p> <p>In addition to the Park and Ride provision outlined above we plan for convenient interchange from tram services at many of the rail and bus stations in Central Lancashire.</p> <p>Having studied the Consultation Draft document , the considered view of Trampower Ltd, is that the privately funded tramway network proposed for Central Lancashire can be entirely compatible with and complimentary</p>

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	<b>Members of Public (written Representation)</b>
John Pratt	<p>Support the proposals outlined in the Transport Masterplan, particularly option 3, but, in my view, the Plan does not go far enough.</p> <p>The new Western Distributor will have minimal impact on relieving key pressure points, such as by Lea Endowed School. Unless this new road is linked directly with Cottam Way and the new developments, there will be minimal advantage gained, just an improved access route between M55 and Blackpool Rd that would perhaps relieve some congestion around inner Preston or Broughton roundabout. What we need desperately in addition is a spine corridor road running parallel to M55 linking Eastway directly to this Western Distributor road. Such a road should be of at least the standard of Cottam Way with wide verges, good visibility and without direct drive access from the houses. The thousands of new residents would surely make use of this spine road as the prime route having good connections at either end.</p> <p>I would therefore urgently request that you seriously consider adding this spine road to your plans before it is too late. CEG have submitted a similar proposal in Appendix 37 of their Transport Assessment for planning application 06/2012/0598 (north of Hoyles Lane). But this proposal would not provide a direct route as it seems to be just a connection through the house-packed developments with many junctions and drive accesses, and would therefore not be effective. This Spine Road Corridor needs to be designed, managed, and controlled at Lancashire County Council level in conjunction with Preston City Council to ensure proper take up by the developers. I therefore look to you to ensure that it forms part of your plans for the next 15-25 years.</p> <p>I would also like to question the proposal for the Western Distributor to be dual carriageway. Although it would certainly carry significant traffic, I am not convinced it would be any more than is currently handled by Eastway or Tom Benson Way. Whilst I understand the need for future proofing, I would rather see the extra money being spent now on the Spine Corridor Road mentioned above. Perhaps the land could be reserved for dual carriage way, with just a single carriageway built initially but with the ability to construct the second carriageway when the need arises with minimal disruption?</p> <p>If the bus station is to be resited, then why not place it close to the railway station? It would encourage more passengers if the bus station was sited close to the Railway station.</p> <p>Can see considerable advantage in completing the Western Bypass Route with the construction of a new river crossing, and I wonder if the recent City deal discussed in the press might perhaps facilitate this sooner rather than later</p>
Steven Saul	<p>Concerned that this plan makes no attempt whatsoever to alleviate the severe traffic congestion in Lostock Hall, particularly:</p> <ul style="list-style-type: none"> <li>- A582 Lostock Lane</li> <li>- B5257 Browndge Road</li> <li>- B5254 Watkin Lane</li> <li>- B5254 Leyland Road</li> <li>- A5083 Stanifield Lane</li> </ul> <p>Lancashire County Council have not considered the impact on these</p>

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	<p>roads and the impact it will have on residents lives.</p> <p>By making the A582 Penwortham Bypass dual carriage way you would funnel more traffic through Lostock Hall, this combined with the prospect of the huge unwanted development on the Cureden Strategic Site and proposed Ikea store would make the situation unbearable.</p> <p>Concerned that the South Ribble Cross Borough Bypass has been dropped from these plans. With housing development proposed at Pickerings Farm at Bee Lane off Leyland Road, and continued development near the Gasworks at The Cawsey traffic will again be bottlenecked and congested through Lostock Hall. This bypass that would connect Leyland Road, through Walton Park and to the A6 is crucial to making the situation easier. As I understand it, this road has been an ambition for a number of years, why has it been dropped?</p> <p>When there is an accident on the motorway M6, M61 or M65, Lostock Hall, Bamber Bridge and the A6 into Preston grids to a halt, the proposed development of the Cureden Strategic Site, while good for jobs, does not consider the impact traffic will have on local communities. Redesigning the M65 roundabout at junction 1 is not sufficient - Neither is relying on Lostock Lane, Stanifield Lane, Watkin Road to cope with thousands more cars. It's at breaking point at the moment.</p> <p>My own road of Todd Lane South would become somewhat of rat run and would urge you to consider making it Access Only.</p> <p>Disagree with plans to give more road space to buses. Bus lanes and guided bus ways don't work. I spent some time working in Leeds where they constructed guided bus ways, they were barely used and traffic was congested as road space was reduced for regular vehicles.</p> <p>Supportive of plans to improve railway stations - more parking is needed at Leyland and Chorley. Crucially the parking should be free for train users, it's unfair to ask passengers to pay when rail fares continue to rise at unaffordable rates.</p> <p>Feel there is a missed opportunity with Lostock Hall railway station. There is land between the 'double bridges' on Watkin Lane that could be used for a Park and Ride scheme. Councils should work with rail operators to encourage an improved frequency of service and to offer services to Leyland, Chorley and onwards to Manchester. This would seem more cost effective than building brand new railway stations. The infrastructure is almost already in place</p> <p>The decision you make now is critical to the way of life in Lostock Hall. Roads are at breaking point already, it shouldn't take nearly an hour to drive into Preston at peak time as it does now. The impact of future developments has been completely overlooked in this plan and would urge you to think again.</p>
Malcom Phillips	<p>Much in the plan that I approve of but there are one or two issues that I feel I should raise.</p> <p>Concerned regarding the time scale of the masterplan, bearing in mind that there are a considerable number of builders that are currently submitting plans to the city council for developments on the north side of Preston without due recognition of the need to ensure that their plans are in keeping with your proposals. Indeed my concern is that such developments will move forward in an ad hoc manner oblivious of the direction the masterplan wishes to take us and cause utter gridlock in the area years before road infrastructure changes are made. I feel it is</p>

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	<p>incumbant on LCC to ensure that any development plans in this area of Preston only take place after the required road infrastructure is in place in accordance with your masterplan</p> <p>I feel that your master plan does not go far enough in terms of the geographical footprint it covers. There was little or no reference to the 'legendary' Broughton bypass and more importantly it does not acknowledge the strain that the string of local housing developments either already approved or shortly to be discussed by the City Planning committee that cover that area of green belt east of Sidgreaves Lane, north of Hoyles Lane/Lightfoot Lane and south of the M55 will have on the local transport network. Proposals for housing in this area amount to in excess of 3000 dwellings. The lanes in this locality are not designed or fit for purpose to take the additional strain of traffic these developments will generate. Indeed this has been recognised in that Lightfoot Lane (part) has already been bypassed by Tom Benson Way. The masterplan in my view and many others should address this in such a way that traffic is diverted away from these historic lanes.</p>
Andrea Titterington	<p>I don't believe that the Transport Plan as written takes into account the regional picture insofar as traffic is concerned. According to Office for National Statistics information, between 2001 and 2011 the increase in traffic on major roads in the North West of England was higher (5.9%) than any other region. The North West is the third largest region in the country with the second highest population density and 87% of the population living in urban areas.</p> <p>A high proportion of people in the North West commute to jobs across the region by car. "Rush hour" is getting earlier and earlier on the region's motorways and Preston is at the hub of the M6, M61, M65, and M55. I have commuted by car to Manchester (2 years) and Liverpool (20 years) because the public transport options would have taken twice as long and cost twice as much. This is still the case despite the cost of fuel. The increase in lorry traffic is exponential and Preston is a "must-pass" place en route to Scotland from the Midlands and the South.</p> <p>It is crucial that the Local Transport Plan for the Preston area reflects the volume of road transport throughout the region. It should be co-ordinated with the Transport Plans for Greater Manchester, Merseyside and other areas of Lancashire, such as Blackburn with Darwen, Chorley and the Fylde. Although Preston, Chorley and South Ribble Councils work together as "Central Lancashire" insofar as housing development is concerned, there is no indication of such co-ordination for transport. Central Lancashire's desire for growth is, in fact, exacerbating the problems for the roads.</p> <p>The absence of any plan to create additional and upgraded M6 junctions is evidence of this lack of regional perspective. Junction 31a should be made into a full junction, able to take traffic off of the southbound carriageway and on from the northbound side. An additional junction is needed in the area of Barton Grange (North A6) to alleviate the traffic at Junction 1 of the M55 and the Broughton roundabout. The twenty-mile distance between Junctions 32 and 33 of the M6 does not serve Preston or the rest of Lancashire. It causes gridlock in the city whenever anything goes wrong on the motorways and creates too much traffic on the feeder roads.</p> <p>Lancashire County Council should be planning for additional and</p>

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	<p>upgraded junctions on the M6. Making Junction 31a a full junction would also mean that the £2million Bluebell Way Park and Ride facility would be viable.</p>
	<p>Since the designation of Central Lancashire New Town, Preston has been the centre of significant population growth and development of residential and commercial properties. I have lived in Fulwood for 26 years and my professional background is in housing and urban regeneration. I have watched project after project be built, particularly around East Way/Tom Benson Way in the North of the city. The original development plans for the New Town were made without sufficient capacity for future road traffic and the area is already suffering from this omission with excessive traffic using roads that are too small and pinch points that cause serious daily congestion.</p>
	<p>I have very serious concerns that the extant planning approvals for development in the North of Preston have not been taken fully into account in the Local Transport Plan. I live less than one mile from the Broughton roundabout. On Sunday mornings it takes less than 3 minutes to reach the M55 junction. On weekday mornings, Sunday afternoons and many other times the same journey can take 20 or 25 minutes! The Local Transport Plan makes suggestions about the Broughton roundabout, but they are not going to solve the problems because planners have already given planning approval to thousands more homes and a Tesco superstore in a confined area spilling yet more traffic onto Tom Benson Way/East Way and yet more offices and industrial units are being built in the North Preston Employment Area WITHOUT ANY INCREASE IN THE TRAFFIC INFRASTRUCTURE!</p>
	<p>All of the following developments are going to be built within the next few years.</p> <ul style="list-style-type: none"> <li>• Barton - 65 homes</li> <li>• Bartle - 330 homes</li> <li>• Lea - 350 homes</li> <li>• Whittingham - 280 homes (of 1000 with planning approval)</li> <li>• Lime Chase, Fulwood - 70 homes</li> <li>• Cottam - 1100 homes.</li> </ul> <p>This is a total of 2195 homes (with another 720 in the Whittingham pipeline). Each of these households is likely to have a minimum of 2 cars. So in the next few years there will be almost an additional 4,500 residents' cars on the roads in an area that is already gridlocked. AND THIS DOESN'T TAKE INTO ACCOUNT THE ADDITIONAL TRAFFIC FROM THE TESCO SUPERSTORE OR THE ADDITIONAL OFFICES/WAREHOUSES IN THE NORTH PRESTON EMPLOYMENT AREA.</p>
	<p>There is nothing in the Local Transport Plan that even begins to address the problem in the North of Preston. Making small adjustments to the Broughton roundabout will not help the situation. The proposed Broughton by-pass will not solve it either because the proposed route feeds traffic into the same pinch point at Broughton roundabout. (Additionally the by-pass is situated too close to an ancient church and the oldest primary schools in the country - founded in 1590.)</p>
	<p>Instead of spending years studying the feasibility of the Broughton by-</p>

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	<p>pass, (which at a cost of £23 million is not going to be affordable), move ahead with additional motorway junctions to take the traffic away from the area.</p> <p>Levy significant infrastructure charges on developers of new homes to be used for road improvements and subsidies for public transport.</p> <p>Make it cheaper to use public transport - in Preston, buses in particular - so that there is an incentive to use it. (Currently it costs less to drive into the city centre and park than to take the bus and the cost of train travel between Preston and Manchester/Preston and Liverpool is too high to make this attractive. Also the trains are overcrowded.) There has to be more emphasis upon a regional public transport network.</p> <p>The success of the Guild Way cycle route shows that many people would use their bikes to commute around and into Preston if it were safer. Direct, traffic-free cycle paths from the suburbs into the centre of Preston and into the new office areas would encourage people to use this form of transport.</p> <p>I feel strongly about this subject because I have seen the area where I live become a notorious traffic blackspot in the past few years. I am seriously worried that with the plans to build so many more homes without any recognition of the chaos that is going to be caused is deeply troubling. Standing traffic is polluting the atmosphere in this area of Preston and will have significantly detrimental effects on the health of the population.</p>
	<p>People living in Fulwood, Cottam, Ingol, and Broughton haven't had any success in getting development stopped where there are no road infrastructure improvements. I hope that this consultation is not just a box-ticking exercise where we are ignored again.</p>
Michael Connah	<p>In regards to the proposed traffic alterations on the Penwortham bypass/A59/Penwortham Bridge. I use the route everyday travelling to Uclan at a variety of times, but usually between 0745 and 0845 depending on classroom commitments. First of all I think it is important to realise that even without any holdups the traffic movement will be slow at some point. We are entering a city, at rush hour, over a river. We cannot have 40 to 50 mph all the way. The present situation with numerous slip roads from the Booths roundabout to the bridge, the subsequent two into one lane on the bridge, and the switch over of traffic on the bridge was ill thought out.</p> <p>However, we are stuck with it and as you pointed out, the obvious answer of another bridge is out of the financial question. From my daily observations the back-up on the bypass is caused mainly due to traffic from Leyland Road entering the roundabout at the bottom of the bypass, not the bridge. However, this problem is usually overcome by drivers being sensible and allowing bypass traffic to integrate one to one.</p> <p>Once you are on the bridge the traffic is in constant movement, albeit slow. You have of course, the problem of cars switching lanes; to Strand Road/Docks and into the City Centre. It has been my experience for the last 7 years that most drivers are considerate of this problem, and traffic usually merges without too much problem. There will always be the selfish driver who considers the road his/hers, but in the main drivers usually sort this problem out integrating one to one. As mentioned above, it is slow (second gear), but it is moving and is only for a couple of hundred yards to the Strand road slipway. There are of course the</p>

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	<p>occasional bumps and accidents and this in itself obviously causes hold-ups on the bridge, but it has been my experience that these are few and far between and the traffic keeps moving.</p> <p>I understand that whatever you do, will possibly only move one problem to another area. There is no easy answer to this problem. However, I feel that moving traffic from the A59 route to the bypass will only compound the bypass problem, in that traffic may move speedier over the bridge, but the queues on the bypass will be longer. This will not increase travelling time for anyone. All Penwortham residents such as myself will do is simply move to the Leyland Road route, or join the bypass at the Cop Lane slip road if the bypass gets choked with traffic.</p> <p>My answer? Leave well alone. You are alleviating one problem and making another. In reiteration, I can assure you that once you are on the bridge from the bypass it is in the main constant movement of traffic, with drivers making the best of what was a badly designed route.</p>
David Cronshaw	<p>My comment concerns the status of a local application by SRBC for their cross-borough link relative to this LCC plan: it's SRBC 07/2013/0007/FUL. The LCC Masterplan makes a logical case for the dualling of the A582 from its junction with the A6 at Cuerden through to the Penwortham Triangle and refers to bus corridor improvements along the B5254 but, what I'm a little confused by is the lack of any reference (unless I've missed it!) to SRBC's intention to link the B5254 at Bee Lane to the A6 at Hennel Lane.</p> <p>Surely such a development would affect your network to quite a degree (eg traffic leaving Preston to Hennel Lane would have the much shorter option of the CBLR to Leyland Road or something like 7 roundabouts on a longer peripheral dual carriageway to get over to the west) and would also hamper your bus corridor improvements along what is already a fairly busy Leyland Road at peak times?</p> <p>Perhaps there needs to be at least a passing reference to the CBLR?</p>
Roger Cliffe	<p>The consultation paper is well-constructed and logically explains the reasoning and proposals.</p> <p>It is, however, almost entirely devoid of the single most important attribute in a high-level document such as this – VISION. Option 1 (do nothing) and Option 3 (the 'Rolls Royce' preference) are obvious enough, but Option 2 has not been subjected to sufficient visionary thinking</p> <p>On page 2 of the consultation paper, under the description of Option 3 in the Executive Summary, there is a paragraph which states: <i>"By creating extra capacity, we.....also allow us to make walking and cycling the modes of choice".</i></p> <p>In other words, if we build more roads then we can make walking and cycling irresistibly attractive at the same time. A politician would be proud of that one. Sound logic at a simplistic level but the problem is (1) initially people will not <i>want</i> to walk or cycle as the roads will be quick and easy and people are fundamentally lazy, and (2) the roads will just fill up again very quickly (well-established fact) and we will be left in the same position – the shiny new cycle and walking routes will be good in the area of the new roads, but the thing that puts people off this mode of transport is the frankly dangerous sections of road which exist now and they will still be there. Some vision – by 2030 we will be back to square one, except that we will have buried a bit more countryside under tarmac.</p> <p>The option you appear to have ignored or not thought of is to build the</p>

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	roads and cycle ways but make them for buses and cycles ONLY. In other words make walking, cycling and public transport the best and obvious way to get around by improving that at the expense of car routes. It would be less costly and the savings can be ploughed into improving the existing infrastructure. Radical and unpopular to the car lobby it may be, but if you do what you always did then you'll get what you always got
	<b>Additional comments included as part of online and written questionnaires</b>
1	<p>Worried about congestion on Blackpool Road.</p> <p>New rail station should be at Brick Works near Tesco and new bus stops to be of use to current residents, not sure people would use a park and ride in the area, changing mid journey is not popular.</p> <p>Please, no shared surfaces, impossible for blind people, and put crossings right by all bus stops on main roads or no use to many potential bus users, or even better make sure all estates are well connected like Savick currently is</p>
2	<p>Timing for both the M55 spur and the Cottam railway station needs to be brought forward significantly so as to improve the infrastructure prior to the start of the proposed increase in housing in north west Preston</p> <p>Transport link required and new road layout required to alleviate future increase of traffic on the current orbital road of Tom Benson Way/Lightfoot Lane with the proposed housing developments in the north west of Preston</p> <p>The roundabout at the A6/M55 junction 1 requires improving immediately in light of the number of planning applications approved and the number of applications pending</p> <p>Why is the consultation at Cottam only on until 5.45pm?</p> <p>How are the vast majority of employed people who live in the area supposed to attend and comment on the proposals when the event will close before they get home? If you want people to comment, then you have to make the consultations available to them.</p>
3	It would be beneficial to traffic movement in the North of Preston if the junction 31a could be accessed northbound
4	There has been a terrible mismatch with the planning approvals already given to housing in Fulwood, Cottam and Whittingham prior to any improvement in capacity on the road network in this area and roads leading to the Broughton Roundabout/A6/M55/M6. Every new home built is likely to have a minimum of 2 cars and the roads are already at gridlock at peak times. Traffic lights at the Broughton Roundabout are just going to make matters worse, except for the exits from the motorway. The current suggested route for the Broughton By-pass is totally unacceptable and will not assist the situation. Firstly, it channels the traffic to the same congested location - Broughton Roundabout. Secondly, it is too close to an ancient church (the oldest building in continuous use in Preston) and the oldest primary school in the country. Thirdly, it is too expensive and the cost is not going to be met by the developers who are profiting from the house building. There are better routes for any by-pass and the £19-£23 million cost of this road will not solve the congestion problems. It is far more important to plan for additional motorway exits to prevent the congestion at the Broughton Roundabout: at Bartle, as suggested in the Transport Plan; between Junctions 32 and 33 on the M6 - space exists near Barton Grange; and completion of the Junction 31a so that it is a full



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	<p>clover leaf.</p> <p>In addition, there should be plans for additional stops for the trains along the corridor to Blackpool and Lancaster</p> <p>More has to be done to give people the opportunity to leave their cars at home. Currently it is cheaper to use the car - despite the price of fuel - than to use public transport, especially the trains. Driving to Manchester and Liverpool, for example, (not uncommon for people living in Preston), takes less time and is cheaper than taking the train.</p> <p>As a country we are not going to reduce our CO2 emissions if we do not do something about the pricing of public transport. Lancashire County Council along with the local authorities in Manchester and Merseyside should be looking at a comprehensive transport strategy for the region.</p> <p>Congratulations are in order for the wonderful Guild Wheel, but it is still too dangerous to cycle to work in Preston City Centre or on East Way due to narrow carriageways and traffic. Cycle lanes should be a major part of any long term strategy.</p>
5	<p>Congestion in and around Broughton is at breaking point and terrible. The Broughton by-pass I note is at 'programmed' phase and funding is to be provided from developers given planning permission to develop new housing in the area. However these projects have yet to commence and I believe have not committed to a commencement date for works. Nor do these developers have to commit to funding until a designated number of properties are built, which is madness with the roads already heavily congested. When will LCC committ to a commencement date for this urgently required by-pass to be built.</p> <p>The surveys clearly show the A6 through Broughton has a traffic flow of between 20-30,000 vehicles a day and that air quality is extremely poor. The residents of Broughton need this road and they have lost all faith in this road every being built. Come on LCC sort this mess out, and commit to a commencement date before all these houses are built and the roads around Fulwood and Broughton become a permanent parking lot!!!! (Which is something that already happens all too often)</p>
6	<p>Strategic considerations should not be allowed to be over-ridden by partisan interest groups and individuals.</p>
7	<p>You've proposed improving lots of things but as a cyclist who cycles from Penwortham to the University every day, you haven't mentioned cycle routes? The only designated cycle route to my work place takes me on detours. I am forced to go over the old bridge over the Ribble rather than the faster new one by the dangers of the traffic. You have identified these dangers as a risk but unless you put a cycle route over the new bridge you are missing an absolutely HUGE opportunity to get the many thousands of people who live in Penwortham cycling to work at North Preston, the Hospital, the University and a number of other major employers</p> <p>I take my life in my hands every day going over that bridge. It's about time you FORCED motorists to realise that THEY are the second class citizens in the vision for the future. Those who use sustainable transport and public transport should be given priority. It's the cars that should be forced to take a long way round, not cyclists. When you provide DIRECT cycle routes, you'll be amazed how many people (the casual cyclists who will only do it if TEMPTED into it by ease and financial reward) will take up cycling to work.</p>

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8	As a cyclist and motorcyclist the current road system is in a poor condition and potentially dangerous in places for safe riding. Road surfaces are have variable grip, are uneven and breaking up. Efforts must be made to repair and improve the existing infrastructure before considering any new programmes.
9	<p>You state in your document: "Even without extra development, the growth in traffic that is likely to occur...will mean that the levels of congestion that we currently see in the morning rush hour will have become common for more of the working day" - this is already happening around the M55/A6 roundabouts and adjacent junctions.</p> <p>You also state: "Give access to the motorway network without using M55 Junction 1 at Broughton, which will still be very busy." Any house expansion plans north of Eastway, Tom Benson Way and Lightfoot Lane should not be approved before the road structure has been improved. This will at least steady the congestion problem in the shorter term. Lets see some joined up thinking and common sense between planning and transport departments - PLEASE.</p>
10	The proposed Penwortham by-pass is totally unnecessary and a complete waste of money. Also it will take passing trade away from businesses on Liverpool Road. Existing roads are badly maintained and full of potholes, use the money to fix them!
11	How can you find money to spend on a new M55 roundabout and link road, when Preston City Council is considering demolition of the bus-station & Guildhall because of funding shortages?
12	The new full motorway junction on the M55 will serve the increased traffic flow from Cottam to the A6 and thence North and South. The proposed plan helps Preston Warton flow also. However the housing off Wychnor is still poorly served by buses and although I would like to be a public transport user it would be impossible. There is no transport in the evenings from Preston from 7.20 till the last bus.
13	<p>I agree in principle with the idea of giving priority to public transport and providing extra road space for public transport; however for drivers to accept this I think more needs to be done to attract people away from cars and on to public transport.</p> <p>Connectivity around Preston is a particular issue- for someone travelling from South Ribble to North Preston, often there is little connectivity available leading to long journey times with extended waits at Preston Bus Station (therefore making driving a no-brainer).</p> <p>Would it be possible to establish a Passenger Transport Executive for Lancashire to coordinate services centrally? Or if not, could LCC play a greater part in encouraging operators to improve their service levels?</p>
14	Preston city centre has been losing employment for several years, a trend that is likely to continue without a concerted effort to ensure that highways infrastructure/public transport investments outwith that city centre are not allowed to result in a further 'hollowing out'. The proposed 'City Deal', therefore, needs to balance the viability of additional development on the outskirts of Preston/former CLNT with a corresponding enablement of economic growth within the centre/core.
15	We would strongly support and encourage the Railway Station at Cottam called Cottam Parkway to be brought forward in the plans. The Park & Ride at Broughton we support and wish to stress that when implemented must pass through the University Campus.

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16	whilst it is beneficial that improved parking provision is to be added at some point to chorley train station, the recent platform improvements are totally inadequate, with little or no thought given to sufficient seating, particularly on the chorley to manchester side, the only platform seating at the top of stairs is not sufficiently protected from the weather, and whilst one passenger shelter has been added, this is a poor reflection to the facilities now available at blackrod station---suggest those responsible pay a visit there and compare this excellent project--- with the pathetic attempt of a largely failed rework at chorley.
17	Cottam Hall needs a railway station, to save money could I suggest that it is based on the design of Scale Hall railway station in Lancaster.
18	<p>The North of the city does not appear to have any green belt, no grade 1&amp;2 Agricultural land, although we have quite a lot of farms in this area and there are no areas of nature conservation value I know quite a bit of the land was classed as 'brown' site without another motorway connection or Broughton bypass or train at Cottam the infrastructure will be very weak. there are already quite a bit of extra housing developments that have been done, one on the way to the Broughton roundabout and another is being built at the Broughton crossroads as we speak all this adds to more congestion i think before more housing is done or approved you need to put in the roads</p> <p>.The school behind ASDA has never been built although the houses have and once the 'newts' have all been collected we can expect more housing and a tesco at Cottam brickworks, all of which have been planned but don't seem to be accounted for in the literature.</p> <p>I don't mind development but feel the city centre and the markets should be more of a priority so that we have a city centre we can be proud of and a centre that is equivalent to Liverpool and Liverpool One</p> <p>As a council tax payer I would be pleased if something like the Tithebarn project was taken into consideration and the city had a major makeover in the centre. Instead what you are suggesting means I will spend more time in travelling stuck in traffic than I already do now, yes I do use a car and travel over the Northwest, but it can take me 20 minutes in a morning to get to the motorway at Broughton roundabout when I live in Ingol less than 2 miles away, I would like that reduced not increased and the markets are lovely Victorian architecture and need SORTING, a paint job is the minimum.</p>
19	<p>The cottam link and completion of Penwortham by-pass would only work if they were joined with a new bridge over the Ribble.</p> <p>Penwortham by-pass as it stands cannot take much more traffic at busy periods. The only time the traffic eases is around school holidays. The link proposed from the Broad Oak Farm roundabout should be moved up to the Pope lane roundabout where the dual carriageway could start to Cuerden.</p> <p>If a new bridge is not considered then all will happen is a big bottle neck just outside Preston. With the new housing planned between Penwortham and Farrington obviously something will need upgrading with the road network.</p>
20	Proposed road from missing junction 2 M55 near Woodplumpton to A583 is important to relieve traffic travelling to and from Fylde (particularly Lytham St Annes/Warton) as at present this has to either go a long way up the A585 to junction 3 M55 or through Preston (or A582 round Lostock

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	<p>Hall). The new road would reduce through traffic drastically through Preton including the A5082 Blackpool Road, freeing up junctions such as next to the Deepdale Retail Park.</p> <p>The new road should start at a new junction just east of Lea where the A583 and A5082 meet allowing traffic from the M55 to enter Preston via the Docklands route, maximising the potential for industry/retail there. The A583 between this new junction and the Three Nooks junction nearby (A583/A584) should be made dual carriageway for safety reasons (from the existing S4 road).</p> <p>The Guild Wheel cycle way should have a all purpose extension running from the road bridge A583 to Freckleton using the verge along the A584, lots of cyclists use this to access BAE Warton.</p>
21	<p>the only comment I would like to make is about " The Electronic Information Boards " in Bus Stations in Lancashire. Its alright these plan for "Bus Lanes" &amp; Railway Stations" but Just think for one minute it's all well &amp; good but if Locals &amp; Tourist come to these town where is the information for them?? apart looking on the bus stands or looking around to ask for details. Out of all the "Thousands of pounds being spent it would seem a small cost for INFORMATION for our Transport network.</p>
22	<p>Where the new by-pass from Broad Oak round-a-bout meets the A59 at Howick Cross, will you expect the traffic to turn right from the A59 onto the new by-pass? This will incur extra miles &amp; time for the traveller, so they may opt to carry straight on the existing A59 through Howick Cross then Penwortham to reach the only river crossing that gives access to Preston, Blackpool and the North.</p>
23	<p>If the new Guild bridge is some way in the future the existing A59 from the new Howick round-a-bout to the flyover at Penwortham Hill MUST be downgraded from an "A" trunk road and some form of traffic calming system put in place and the new Howick by-pass given the Trunk road status. This still leaves a major problem in that the only way to cross the river is via the flyover or the bridge at the foot of Penwortham Hill. I feel that to complete this as a Central Lancashire Transport Plan the Guild bridge and the associated roads should be brought forward as part of the current scheme and not post 2026.</p>
24	<p>A station in Coppull is needed,I have lived here for 65 years and remember how busy our station was. Coppull has expanded over the years and proposals for more building is on the cards but we don't seem to get any consideration as like Buckshaw Hall did and their new station. Euxton Adlington Buckshaw hall has one why can't Coppull we always seem to get the mucky end of the stick. It is much needed.</p>
25	<p>It seems crazy to have a consultation without detailed maps of where the proposed routes will go. I live in the Howick end of Penwortham so am alarmed by the proposal of a link at Howick Cross. There is a primary school on the A 59 and Huttton grammar - the children will presumably have to negotiate a big roundabout to make their journey to school. Dangerous. Traffic congestion is mainly early morning and in school term time. Most traffic will be heading to Preston - not the motorway network which most access at Walmer bridge. As a matter of urgency please be open and allow us to see detailed maps of these proposals.</p>
26	<p>First could you please use an upto date plan when you are describing your various routes ie the Penwortham Bye Pass OS doc. The plan does not show housing built at the Booths Roundabout in Penwortham, but the</p>

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	<p>plan shows a blue route from Lindle lane through an existing housing site which has been up for at least 18 years. This I feel shows either an intolerance to detail or a lack off competence by the person or persons who drew and agreed the plan to go out in a public forum for consultation.</p> <p>The Blue route has already been passed; we should go with that route. The Brown route has not had any budget costing made from the utilities. From my knowledge working for a national Gas company, these costs can have a big impact on highway schemes and I would have thought, before putting forward a scheme like the Brown Route that these costs would have been sought before going for public consultation</p> <p>The other objection I have with the Brown scheme is that it would still back the traffic up between Hutton roundabout and the intended roundabout at Howick, this part of Hutton Bye Pass suffers with big delays now! A bridge would need to be located close to Howick School with ramp access to allow wheel chairs to cross and access for people who are visually impaired, this cost would need to be taken into consideration.</p> <p>I would like you to consider another scheme located at the Docks. This would be to extend the existing railway along the river banks to Freckleton, build a park and ride at Freckleton to move people to Warton BAE and to park cars for people that work in Preston area. Also a station could be built in the land at Christian Road Post Office and further parking made available at this site for those working at Warton who live in the Preston area. The line can be used as well to ship in waste by rail to Freckleton tip which would comply with the green policies that LCC, promote by using less road haulage. The infrastructure is in place to cross Strand Road with trains and part of the line has already got Department of Transport approval for a passenger service. I would think that the preservation society would jump at the chance to run a revenue earning service, which they do at the moment with tar being delivered three times a week to Fina on the docks. This would put to good use an existing resource and show that some thought has been put into use of existing infrastructure.</p> <p>Another scheme would be to use the Old Tramway L&amp;Y route from Bamber Bridge, putting a Park and Ride by the Brownedge Roundabout with a station into Preston. This would be using the existing infrastructure, where the track bed and the bridge's are already in place</p> <p>Thank you for giving the local people the opportunity to air their views.</p>
27	<p>The priority for a Penwortham Bypass should actually be to build a new river crossing, linked to the A59 around Howick Cross. A significant amount of traffic that currently comes through Penwortham from Southport/Longton direction is heading for Warton/Blackpool, and has no need to go through Penwortham or the Strand Road/Water Lane area of Preston at all. Simply building a Penwortham Bypass using the blue or brown routes would alleviate part of the problem for Liverpool Road (A59) but would just add to the volume on the A582, and do nothing to alleviate the volume of traffic using the existing A582 river crossing (giving a poor return on investment). A new bridge would allow the Warton/Blackpool traffic to avoid Penwortham and Preston altogether - a genuine bypass solution.</p>
28	<p>Reintroduce the Realtime bus information system in Preston and extend it to neighbouring areas.</p>

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29	I think that we need to improve transport links from Coppull by relinking it to the rail network through the reopening of the railway station. Investment is also needed to improve the road network to reduce congestion at the two Hartwood roundabouts as this has become a real problem of late.
30	<p>If Preston needs to provide road networks to enable the building of houses they can do what Chorley had to do and get the developers to pay up. I've nothing against Preston but I don't recall them making a contribution to Chorley when we had the same challenges.</p> <p>The old Preston to Southport railway is part of the Penwortham bypass. Put the railine back. There are no direct trains to Southport from Preston. Might be an idea if you want to get people out of their cars.</p> <p>Also why are there so many trains between Blackpool and Manchester but hardly any - apart from the terrible Northern Rail service to Liverpool? A major city close to Preston</p>
31	<p>Preston needs to preserve as much of its green field and green belt areas as it can If some of the plans go ahead lots of good agricultural land will be lost along with open countryside which is needed for city dwellers to enjoy. North west Preston has some of the last green areas in Preston available to all without having to travel to far .A lot of the towns traffic congestion is a result of traffic mismanagement and haphazard additions to existing networks. These networks need improving of that there is no doubt Preston is slowly grinding to a halt which is inhibiting its ability to cope now and in the future. Many of the existing roads could be improved by removing bottle necks and adding small filter roads at major junctions.</p> <p>Traffic light systems are the cause of many problems and perhaps should be replaced with roundabouts</p> <p>As for Preston's housing problems I feel many of the run down Victorian terraces should be placed on a slum clearance order and replaced with modern energy and land efficient replacements which would benefit the people the environment and the city as a whole</p> <p>Anyone coming into Preston can see how run down the city is .Years of poor management in terms of highways and housing has now caught up with it. I feel lots of money has been spent in dribs and drabs over the last twenty years or so but has had little effect because it has not been used with any kind of master plan in mind.</p> <p>Preston must look to the future and improve its transport and housing infrastructure if it is to get its share of the jobs for our young people. In summary I would like to see Lancashire county council join up with Preston city council and other surrounding boroughs and come up with a plan that looks to the future making use of the best of what it has and renewing the worst that it has adding new additional infrastructure only where it cannot improve. The aim of this plan should be to improve peoples lives and preserve green land wherever possible. If you have bothered to read this thank you for listening,</p>
32	<p>As a retired Civil Engineer and Retired Member of the Institute of Highways and Transportation I am disappointed with the apparent lack of consideration given to these proposals and the lack of any information on which to make an informed judgement. No information on current congestion points and estimates of future traffic build up. No details on Better Public Realm.</p> <p>It would seem that all routes out of Preston are to be made Public</p>

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	<p>Transport Priority Corridors (not much thought needed there, just a felt tip pen). As a Chorley resident I am mainly interested in the proposals, promoted by LCC, that affect Chorley. There are two:- 1) Public Transport Priority Corridor Chorley- Bamber Bridge- Preston due in 2013/14 at an apparent estimated cost of £0.9; and 2) Public Transport Priority Corridor Chorley- Leyland due in 2018/19. Now according to the plan for these corridors:- "The County Council will work with bus operators to establish a comprehensive network of bus rapid transit corridors potentially linked to and supported by Park and Ride sites at locations where demand is most evident. Route Management Strategies will identify individual small-scale improvement schemes and supporting sustainable travel measures, in similar fashion to the County Council's successful Local Sustainable Transport Fund bid approach." There is no evidence that such consultations have taken place for a scheme due to go live in April this year. There is no evidence that LCC has carried out surveys to determine the congestion points, and more to the point the time of day that congestion occurs.</p> <p>In the Chorley area there are 4 obvious peak period congestion points:- 1) Hartwood Hall Traffic lights 2) M61 traffic lights 3) Sea view traffic lights 4) Union Street traffic lights. Each of these congestion points has been designed and installed by LCC in the past 5 years or so, each of these schemes causes traffic disruption not only in peak periods, but frustratingly in off peak periods as well. It is difficult to see how a Public Transport Priority corridor could eliminate these congestions. Indeed the £0.9k would be better spent in a review of how the traffic lights are managing traffic and eliminating redundant ones. It is sad to see such a poor professional approach to an aspect of life that affects all of us, and that we should be asked to approve a traffic management plan lacking in substance and detail.</p>
33	<p>re the Penwortham bypass; it's clear the option to link the A59 to Penwortham at Howick Cross has been selected despite those previous enquiries, and the alternative of connecting the Broad Oak roundabout along the old rail line to Chapel Lane has been rejected. This is a sad state of affairs.</p> <p>The Howick Cross link is second best. It is in the mould of taking the ring road through the centre of Preston, it adds another outrageous dog-leg to the road system and it will be rejected by road users</p> <p>There's clear evidence that footpaths evolve, they follow an intuitive route despite what is on the ground, roads are much the same. A driver will not appreciate the labyrinthine nature of this 'preferred' plan. Can we de-'prefer' it please.</p> <p>The prospect of another bridge over the River Ribble remains a pipe-dream, without that bridge the Howick Cross link makes no sense at all. If indeed there is a proposed date for the building of this bridge then I would like to be informed. Otherwise, please restore the original selection, the one that makes geographical sense, rather than this dopey option to Howick Cross.</p>
34	<p>Provide an additional extended filter lane for traffic coming off the motorways turning onto the A582 westbound AND reconfigure traffic flow from the South Rings roundabout into 2 lanes westbound on A582. This improves safety and traffic flow.</p> <p>If not already included in upgrade remove lights at Chain House Lane and</p>

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	<p>replace with roundabout to avoid congestion and delays at peak periods.</p> <p>No bus lanes whatsoever! Buses travel too fast in them in relation to the speed of adjacent traffic, so inherently unsafe AND bus lanes concentrate wear on the adjacent lane(s) requiring more maintenance and leading to more disruption to traffic when the maintenance is in progress</p> <p>Upgrade rail stations with more parking and more 'commuter' services. Transit centres and Smartcards for rail and buses is good. We often see integrated transport systems abroad and are easy to use. Consider including rail stations on 'Park and Ride' routes if parking space not sufficient at rail stations</p> <p>Restore Penwortham by pass to dual carriageway through to Preston.</p>
45	<p>That this Council support the Draft Plan Option 3 and that this Council request that the infrastructure contained within the draft plans should be completed as part of a strategic master plan before any planning permissions are granted</p> <p>The forward vision of an additional Guild Bridge crossing over the Ribble estuary should not be left until the next Preston Guild year but should be brought forward as part of the current proposals so as to alleviate traffic congestion into Preston for vehicles wishing the access the proposed Enterprise Zone in Warton</p>
46	<p>Is there going to be a - Highways and Transport Masterplan - The Consultation for West Lancs ? When ? Please reply.</p>
47	<p>Having attended LCC's consultation presentation at the Kingsfold Centre last week I found it somewhat amateurish, uninformed and unprepared. The leaflets describing the Blue and Brown routes including the maps were unavailable so all that a few members of the public received was a hastily photocopied part map showing the routes, but no information!</p> <p>The LCC representatives had no idea that Sainsbury's had been granted planning permission for a Superstore at the junction of the A59 and Cop Lane. This will, in effect, put a road block on the A59 as an estimated 9500 extra vehicle movements per day will use the new store entrance which will be controlled by a new set of traffic lights situated within a hundred yards of the existing ones.</p> <p>I have read the LCC's Master Plan and I agree, as do the many thousands of people that use the A59 corridor, together with the local residents, that congestion has for many years become unacceptable and improvements are long overdue, yet in LCC's FLAWED Traffic report on the Sainsbury's development, the congestion issue is played down with "no significant impact", as is the air quality aspect.</p> <p>Neil Steven has also implemented a major road scheme which involves ramp metering onto the Golden Way Bridge regardless of major opposition from residents and local councillors, also included in this scheme is the removal of cycle ways from the A59 at Cop Lane and diverting them onto the already overcrowded footpath, this measure is supported by Alasdair Simpson. Neil Stevens's traffic report is at odds with LCC Master Plan</p> <p>The residents of Penwortham deserve an explanation. The large map on public display also left a lot to be desired, lots of coloured squiggly lines and no points of reference, as are all the maps in the consultation document, is there a reason for this? A cynical observer could misconstrue them as keeping it vague to confuse the issues</p> <p>Everyone agrees that the A582 and B5255 need to be up rated to dual</p>



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	<p>carriage ways, but my question is, why was it not done in the first place?</p> <p>Why are the cycle routes not separated from the carriageways on Golden Way, A528, and B5255 etc as they are so excellently done on the Longton by-pass, the first one in the country? Did the LCC learn nothing from this or just have a bout of amnesia?</p> <p>I'm a keen cyclist but would never venture onto these fast roads where the cycleway is part the carriageway. How is the LCC going to integrate safe cycling and walking routes in these areas? In fact it is impossible to walk these routes without walking on the carriageways; it's just like having pedestrians strolling on the motorway! Which "expert" was responsible for the road safety assessment on these roads? Or was saving money the only criteria regardless of public safety?</p> <p>Will the LCC ensure that on any future road schemes they will separate pedestrians and cyclists from the carriageway to give access to Leyland and surrounding districts with none of the usual penny pinching?</p> <p>Where did the Brown route come from? The Blue route has been on the map for over thirty years. I was aware of it twenty five years ago when I bought my property and understood it was in the area of Royalty Lane; why is it out of favour? Who decided on the Brown route? Is the Blue route out of favour because it runs in front of a prominent local politician's house?</p> <p>It's very clear that the public debate will be on; the Blue or Brown route; divide and confuse. It is immaterial which route is used, all that will happen is that the traffic jams will only be moved from one part of Penwortham to another, wasting public money and only creating expensive car parks.</p> <p>The real answer is the Guild Bridge over the Ribble with access roads interlinked, this was what most of the people attending the consultation mentioned and were in favour of, unfortunately it's not a question on the feedback document, in fact its only mentioned on page 30 of the draft document and will only be considered beyond 2026! A new bridge and link roads will solve many of the traffic problems in the Penwortham area, as now Fylde traffic must cross the Ribble into Preston and out again, the congestion will only get worse as Sainsbury's and the Warton Enterprise Zones come on stream. With a bridge the A59 could then become a local road in Penwortham and Sainsbury's on the A59/ Cop Lane could become an asset and not a detriment.</p> <p>It's not acceptable to tell the public there's no money for a bridge, the master plan sets out the problems and solutions, central government should be funding these projects, the whole country is fed up with all our money being spent within the M25 ring and other governmental vanity projects.</p> <p>We need sustained, intelligent lobbying by the LCC and our local MPs. Sitting back saying "there's nothing we can do, there's no money" is not an option. We need improved transport links which will increase employment opportunities and improve our living environment for all concerned</p> <p>Of course my comments only reflect the views of the many thousands of the more realistic, observant and concerned members of the public, who will be completely ignored as we not "experts." As laymen the public look at the "experts" poor efforts at road designs, the joke that is the Golden Way Bridge, traffic management, lack of joined up planning, and then</p>

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	<p>perhaps the public don't regard the "experts" as "expert" as they think they are! So please stop tinkering and bodging, do the job properly.</p> <p>Stop putting out restricted questionnaires to give skewed answers that you want</p> <p>Get money from Central Government. Have we to wait over fifty years between conception of a bridge and even asking for the money to build it?</p> <p>Hold meaningful, professionally conducted public meetings in each affected area, and LISTEN to the public!</p> <p>The pedestrianisation of Fishergate is not a bad idea, but putting a tramway down it must be the most ridiculous idea the planners have ever thought up. Have no lessons been learnt from the disastrous Edinburgh tram project and the catastrophic overspend and disruption? One man's tram fantasy should not be inflicted on Preston, remember the Ring Way!</p> <p>So far, pedestrianisation has not been a success, as four years ago tens of thousands have been spent hydraulic bollards and the PCC still haven't figured out how they work!</p> <p>As for the Bus Station, love it or hate it, the PCC tell us that they have no money to revamp it, yet in your transport document there's £8 million allocated for rebuilding it, but using PCCs own inflated figures it will only cost £3million to refurbish it, are we being misled again about the finances?</p> <p>The proposed new bus station in Manchester Road would not only increase bus journeys on most of the routes to it but also have buses fighting through heavy traffic to access it, it would be also be inconveniently out of the City centre, or have the LCC changed their mind on the location and not bothered to inform the taxpaying public?</p> <p>Do you remember the LEPs headlines "will the Tithebarn project be finished before the 2012 Preston Guild or will the festivities be disrupted?" The majority of the public stopped believing in the Tithebarn project years ago; this pipe dream has only been in the minds of the PCC &amp; LCC who have mismanaged the whole affair, whilst for twenty years they have tried to mislead the public into believing this fantasy!</p>
48	Difficult to see how encouraging more road traffic by expanding the capacity of the County road network will help achieve climate change targets.
49	You've already consulted on a Penwortham bypass. It was decided to go with the blue route as a result of that consultation. Why are you consulting again on the brown route?
50	The problem is the main road goes right through the town centre and this will still be the bottleneck. By making more or wider roads you are just funnelling more traffic into Preston and making bigger queues to get in to the City Centre.
51	<p>Public realm development is a serious concern for blind and partially sighted people , particularly the "shared space " concept which in principle is reliant on eye contact between a vehicle driver and pedestrian to negotiate an area.B/PS people are being designed out of accessing towns as they are not safe or lack the confidence to enter these areas. As such opportunities to engage in activities the wider community take for granted is removed.</p> <p>Clear and transparent consultation policy and process must be identified for pre, during and post phases of any development showing due regard</p>

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	<p>for section 20(4) of the Equality Act 2010 and public Sector Equality Duty.</p> <p>The council must initiate meaningful dialogue to find solutions and compromises which meets the whole communities needs but especially those who are vulnerable. As part of the prospect of an integrated transport system consideration should be given to the accessibility of the network for disabled and vulnerable users. This should include real time audio / visual information on buses and information at bus stops. The accessibility of train stations incorporating inclusive features and consultation on design with groups representing people with a disability and disabled people is a must and should be integrated with the ability to access the stations via the surrounding road network. please visit <a href="http://www.guidedogs.org.uk/supportus/campaigns/streets-ahead/information-for-street-designers-and-councils">http://www.guidedogs.org.uk/supportus/campaigns/streets-ahead/information-for-street-designers-and-councils</a> <a href="http://www.guidedogs.org.uk/supportus/campaigns/streets-ahead/information-for-street-designers-and-councils/">http://www.guidedogs.org.uk/supportus/campaigns/streets-ahead/information-for-street-designers-and-councils/</a></p>
52	<p>The revision of plans for the brown and blue routes for the Penwortham bypass from 1994 without update to housing built since then seems inappropriate.</p> <p>As a resident of the Broadoak farm development (built 1999), the Council's 'preferred' brown route is worrying: seeming to impact on noise, pollution and loss of green fields to the rear of the estate and the wildlife therein, currently an established rural environment.</p> <p>The Penwortham consultation event was unable to provide copies of plans - we eventually got these after 4 attempts via the council's website, to find that they were the 1994 versions!</p> <p>Many neighbours seem unaware of the consultation event at all - no notification having been sent to homeowners, but replying on local political party communication letters - not an open consultation event.</p> <p>It seems very unclear why the previously preferred blue route is now ditched in favour of the brown route (one assumes cost only?) The impact of the brown route on the proximity to Howick school and the sub-station are also unclear. All in all, a poor consultation process with very little information of value shared!</p>
53	<p>We moved into our house in 2000. It is worrying that the brown route extension to the Penwortham bypass is now being reconsidered as it would pass closely to the rear of our property - which we purchased due to the rural location, quiet and wildlife - all of which would be disturbed by the brown route. The maps I have obtained from the council are still the 1994 versions - not updated or seeming to consider property developments since then.</p> <p>I would be concerned about noise and fume pollution and the visual intrusion to our property in an area which is currently peaceful. The maps also do not show the proposed new bridging point over the ribble or how this would effectively divert traffic as planned. It all seems very vague and not an open consultation process.</p>
54	<p>It is clear that the projects already programmed are vital to 'kick start' the entire project and the improvements up to 2026. The specific schemes already set out in the current Local Transport Plan Implementation Plan including the A6 congestion relief at Broughton, with delivery of the Broughton Bypass as the solution and the M55 Junction 1 capacity improvements are essential now, not just in the future. The pollution levels are already illegal and will not improve without such schemes.</p>

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55	<p>I do not agree with the construction of the "Brown" route for the following reasons</p> <p>(i) use of the proposed link between the Broad Oak roundabout and Howick Cross in the morning "rush hour" period seems unlikely to materially improve traffic flow either through Penwortham along the A59, or towards Preston via the flyover across the Ribble. Both are currently very congested between ca 08.15 and 09.00 during school term times. Traffic going along the A59 to Penwortham is "nose to tail" from close to the junction with Lindle Lane to the traffic lights at Cop Lane. Traffic also "backs up" on the approach to the Penwortham roundabout from the Broad Oak roundabout though this moves more quickly than the stream through Penwortham along the A59.</p> <p>(ii) thus, it seems to follow from (i) that traffic approaching Preston from the Longton area and beyond, or from the Southport/liverpool direction may elect to use the proposed new link and thus alleviate the congestion through Penwortham. However, this would increase the congestion on the approach to the Penwortham roundabout.</p> <p>(iii) the proposed link would constitute a significant detracting of amenity. It would cut across existing green areas and impinge on school playing fields.</p> <p>(iv) the currently protected "blue" route is, in my view, still the preferable option. It is more direct and could make some use of the route previously used by the rail. It would have a lesser effect on general amenity.</p>
56	We think it is very important that Broughton By Pass is carried out.
57	Priority Public transport routes should also allow access for motorcycles. Improved Railway stations should include secure SIGNED parking for motorcycles.
58	<p>As long time Prestonians we are pleased to learn the County Councils medium and longer term Masterplan. We were also pleased to see in the L.E.P. this week that it appears that significant funding for the projects may well be emerging</p> <p>Our particular interest is in the Guild Bridge which would form part of the Preston Western Distributor. Our comments are as follows:- 1. We are pleased to note that the Masterplan Consultation document contains an illustration of Preston Marina as one of the many leisure attractions of the region</p> <p>We trust that the Guild Bridge will be constructed to give a clear height of at least 18.0 metres above High Water Spring Tides to enable our sailing vessels to continue to navigate the Marina approaches. Many european built vessels are designed to traverse the American Atlantic Intercoastal Waterway, the height restriction on which is 56 feet (17.06 metres).</p> <p>Preston Dock was, for more than 100 years, an important part of the national heavy load route network. Over the last three years the route has been re-established and two electrical distribution items of 170 tonnes and another two at 250 tonnes each have passed through the Preston facility to Hutton and Stannah substations</p> <p>Preston has a long, proud connection with the sea and this heritage would be irreversibly damaged should a low level bridge cause an obstruction to established navigation on this tidal waterway.</p>
59	As totally blind people, we certainly do not want any "shared space" schemes!
60	The plan is taking Chorley's money & giving it to Preston, its totally unfair.

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	<p>Putting a bus lane in will only cripple the motorway roundabout which is bad enough without reducing it to one lane. The buses are fine.</p> <p>Chorley also needs connecting to Wigan, why not rebuild Coppull Train Station and improve the bus route. It will make you tonnes of money.</p>
61	<p>We would like our railway station in Coppull re-opening. This would be such a boon to many of the people I have discussed it with. In my case, I am now disabled. I am a keen researcher and project co-ordinator for the Chorley branch of the Lancashire Family History &amp; Heraldry Society. I can no longer travel to the Lancashire Archives in Preston, nor the Wigan research centre. If we had a railway station again, I would be able to access both these places using my wheelchair.</p> <p>Members of my family &amp; friends like to travel to Wigan and/or Preston for shopping and find it time consuming trying to find parking spaces, again if we had a train service this would no longer be a problem.</p>
62	<p>We strongly disagree with the proposal to complete the Penwortham bypass between Broad Oak and Howick Cross. This option will not address the issue of morning congestion on the A59 between Hutton and Penwortham, in fact the new junction at Howick is likely to make it worse</p> <p>The much better option for the foreseeable future is to complete the bypass along the already identified blue route joining the A59 south of Saunders Lane. Any need to join up with a western link over the river could be addressed in future plans in decades to come.</p>
63	<p>After consulting the masterplan, the Parish Council feel that with regards to the Broughton by-pass, having a "spur" built into the land owned by the County Council would represent a start of the by-pass and would negate the need for a further planning application.</p> <p>With regards to the public transport links, we feel this needs to be looked at in more detail. On the actual consultation document, it would have been more helpful to have clearer diagrams with main routes clearly labelled for ease of reference</p> <p>We also feel the exhibition dates were poorly advertised with short notice periods.</p>
64	<p>The Guild Bridge is needed now. Without it, traffic cannot flow around Preston and congestion will have been moved from Broughton to the Leagate area by the Western Distributor Road. Once traffic can flow around Preston, journeys in and out of Preston will be easier</p> <p>. The fact that it is anticipated that the M6 will need to be a managed motorway by the mid 20`s means that not enough is being done now and what is proposed is inadequate. Any accident on such an overcrowded motorway will lead to gridlock on the roads of Preston with ever increasing frequency. If the bridge over the Ribble had been built following the 1991 consultation, then it would have paid for itself many times over by now</p>
65	<p>Do not open Midge Hall Station at its present location but move it south westerly to a new site near Moss Side so people can walk from Moss Side</p> <p>Provide a Tarleton - Leyland Bus Service via Bretherton calling at Croston station or the new Moss Side station to link up with Preston - Liverpool Rail links.</p> <p>Borscough curves re instated to link Southport to Preston and alternative route to Wigan / Manchester without walking or routing via Preston.</p>

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	<p>Utilize the dock railway and the branch from Ribbleton to Preston station</p> <p>Lightweight rail system from Eccleston to Croston (open countryside only B road crossings). Joining the old twin track-bed southwest of Croston.</p> <p>Re-align the heavy rail to use the west platform at Croston and the Lightrail to use the east (Croston village side) platform. Timetable to meet Preston / Liverpool services.</p> <p>Trans Pennine Express services and more Manchester Airport Services to stop at Leyland as the area served Leyland Station has a higher population than Chorley.</p> <p>Link road north of Broughton A6 to M6. Penwortham By pass complete asap.</p> <p>Western Ribble crossing to M55.</p>
66	<p>As a general comment, Moss Side Community Forum believes that essential infrastructure needs to be in place as early as possible when development commences to support the new development it will serve. Otherwise, there would be massive negative impacts upon the highways and transport network.</p> <p>We would support the South Ribble Western Distributor, but the road should be dualled as far as Leyland, to accommodate the traffic that will be created by the 3 developments at Moss Side Test Track, adjacent to Heatherleigh and off Leyland Lane.</p> <p>We would support the proposed improvements to the public realm, but this must include the Moss Side and Midge Hall areas.</p> <p>We would support the Guild Bridge, as it would reduce congestion in and out of Preston and assist direct travel for our residents not commuting to Preston</p> <p>We would support the proposed further improvements to Leyland Railway Station</p> <p>Turning specifically to the major development site of Moss Side Test Track, we are disappointed that The Masterplan makes no specific reference to this site. Figure 13 of the document concerns Public Transport Improvements to 2026 and indicates the possible extension to the bus network around Longmeanygate to the perimeter of the Test Track site. If the development on the Test Track will take place, it will be crucial that it is served by a regular bus route. However, whether it is appropriate for this to be along Longmeanygate will depend upon the access to the site. It must be stressed that Moss Side Community Forum does not support the access to the site which has previously been suggested (on maps) at the Development Brief stage. It is the view of the local community that two access points should be provided to facilitate the development. One should be a roundabout at the junction of Midge Hall Lane and Longmeanygate, linking to the test track site via the previous emergency access to the site. The other should be a new road north of and parallel to Dunkirk Lane, linking directly to Schleswig Way. This would have the benefit of avoiding extra traffic arising on the unsuitable Longmeanygate and the already busy Dunkirk Lane. These should be included within the Masterplan</p> <p>Moss Side Community Forum welcomes the commitment of Lancashire County Council to explore the feasibility and deliverability of providing a railway station at Midge Hall. We believe that the re-opening of Midge Hall Railway Station is essential if the development is to take place, to provide routes to Preston and Liverpool. This would help commuters and</p>

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	<p>reduce the number of extra cars generated by the development. There would be a requirement for safe walking/cycling routes to the station. Without the improvements listed above, Moss Side Community Forum believes that the development on the Test Track would be undeliverable and unsustainable.</p>
67	<p>Adlington Town Council was deeply disappointed that Adlington does not rate a mention despite the problems that have been identified regarding rail travel and the narrow rail bridge on Railway Road.</p> <p>The plan is self inverted with all improvements in the plan aimed at providing increased services to Preston.</p> <p>Whilst the plan acknowledges the increase in commuter journeys it fails to identify the problems that our residents have when travelling outside Lancashire for work. There is a general failure to recognise that the current policy creates increased traffic on our roads by failing to recognise that 3 miles along the track rail fares are nearly halved for travel into Manchester.</p> <p>There is also a failure to get to grips with the poor service and a failure on the part of the train operators to provide adequate rolling stock at peak travelling times. LCC should review the cost of commuting to our local community and I would like to see a discounted travel ticket from Adlington towards Manchester that would encourage our residents to leave their cars in the garage</p> <p>A discounted travel card would be one idea. LCC should review the timetable and destination points into Manchester and the Airport to ensure they meet the travelling public requirements from Adlington</p> <p>LCC should look at widening the railway bridge on the point of road safety for pedestrians and traffic. LCC should accept their responsibility for ensuring that the train operators provide adequate rolling stock at peak travel times, usually only two carriages between 08.00 and 09.00 hrs ensuring a sardine train journey. During the day many of the trains are 4 carriages long and empty</p> <p>The Town Council was disappointed that a printed copy of the Plan was not on open display in Adlington Library</p>
68	<p>I don't agree with you digging up greenfield land to create more roads. This won't encourage more people onto public transport, as you are just making it easier for car users. Put the money into subsidising bus fares, as they are too costly at the moment.</p>
69	<p>I fully support the proposals which are excellently set out in the consultation document</p> <p>I am a great advocate of making better use of public transport to reduce the number of short car journeys made thus reducing congestion at peak times and improving our environment. Routing "through traffic" around urban/residential areas via by-passes is also the answer. Page 17 of the consultation document sets out the challenges well. The biggest of these is peoples' reluctance to change travel behaviour (from car to bus/train). Affordable, &amp; effective public transport has to be developed in central Lancashire. At present to get from say Farington or Lostock Hall to Preston Hospital by public transport on has to get a bus into Preston and from there to the Hospital. Having spend most of my life in London (until 2004) I have "enjoyed" the transport system there. They have a passenger transport authority (PTA) - Transport for London - which owns the bus route and tenders for them to be operated. This ensures that the</p>

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	bus operators don't operate the route only if it is economical to them. And price are fixed across zones. Could I suggest consideration be given to a simpler form of PTA for central Lancashire.
70	<p>I support the strategic proposals contained in the Masterplan to improve the highways and public transport. Without these, the developments proposed within the Central Lancashire area could not be sustainable.</p> <p>I support the priority public transport corridors and improvements to public areas. I congratulate everyone involved in compiling the Masterplan.</p> <p>I am concerned that we need to ensure that any infrastructure improvements are phased as early as possible when developments commence, to avoid the transportation links grinding to a halt.</p> <p>The largest proposed development in my division is Moss Side Test Track, which strangely is not referred to directly in the Masterplan. There will be up to an additional 2000 properties built in my division (or just outside and impacting upon it). As such, I support the dualling of the A582, but believe that this should extend further towards the Longmeanygate/Schleswig Way roundabout to avoid congestion which might otherwise arise.</p> <p>I also believe that public transport will need to be improved to make the developments sustainable. In particular, there will be a need to re-open Midge Hall Railway Station together with safe cycling, walking and bus routes to it.</p> <p>Bus routes need to provide links between the residential and employment areas in my division. There is a reference to an extension of the bus route around Longmeanygate. This would be useful to link to the newly re-opened station, but not necessarily the Test Track development itself, as there are concerns regarding access to the development from Longmeanygate at points which have previously been indicated. Indeed, the access to Moss Side Test Track needs to be considered carefully and I believe there should be two NEW access routes, one linking to Midge Hall Lane with a roundabout and the other linking directly to Schleswig Way.</p> <p>Without the public transport improvements, the highways network will be unable to cope with the additional numbers of vehicles.</p> <p>The public realm improvements will be welcomed, but need to be throughout all the villages affected by developments - i.e. to include Moss Side and Midge Hall, as well as Leyland</p> <p>I hope that Lancashire County Council will be able to include the additional infrastructure referred to above, as otherwise I believe that the developments proposed by South Ribble Borough Council will be unsustainable. As such, their plan would be undeliverable.</p>
71	<p>Suggestions relating to Bus Corridors serving Chorley, Euxton and Buckshaw. Feels as though the proposed route would be problematic because Southport Rd, Balshaw Lane and the A49 to Bay Horse are heavily congested and on school routes</p> <p>A better route would be Chorley Town centre – A6 – Hartwood Roundabout – Left at Euxton Lane – junction with Central Avenue – Buckshaw Village. This route has more room and less congestion. For this route to be sustainable it must link to Buckshaw parkway</p>
72	The stand out feature for the future is to improve the western approach and envisage a bridge link – a Guild Bridge. This transport link would help ease traffic north and west in Preston and at times of M6/M55 difficulties,



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	<p>still offer a plausible alternative link to the southern networks.</p> <p>Concern has to be raised over the plan for 22000 new homes in the next 15 years. A strong long term infrastructure is essential.</p> <p>We cannot stand still and neither can we paper over cracks which will only get wider if not properly attended to, leading to over stretched resourcing and eventual gridlock on our roads. This gridlock is already prevalent on the A6 Garstang road and its feeders, when faced with a minor incident</p>
73	<p>I would like to register my objection to the proposed new route (brown route) which will be adjacent to Howick school. I feel the authority should adopt a longer term solution to the perceived congestion issues rather than building more road networks to accommodate peak periods in traffic movement</p>