



CITY DEAL

Preston, South Ribble & Lancashire

AIR QUALITY

Road traffic is the dominant source of pollution and traffic modelling which predicts how many vehicles will use each road has been undertaken with the introduction of the scheme. This assessment is considering the impact of the scheme upon residents which are in areas with poor air quality and therefore particularly susceptible to any changes. There are 3 Air Quality Management Areas (AQMAs) declared for poor air quality in the area:

1. **South Ribble Borough Council AQMA No.2** An area encompassing the A6/A675 Victoria Road in Walton-le-Dale between the Bridge Inn/Ribble Crescent to the north and the Yew Tree Inn to the south.
2. **Preston City Council AQMA No.2** An area encompassing a number of properties in the vicinity of the junction of the A5085 Blackpool Road and Plungington Road.
3. **Preston City Council AQMA No.3** Incorporating part of Garstang Road, Broughton, Preston.

The assessment has indicated that the forecasted change in traffic should improve air quality within these AQMAs. The significance of the impacts from the scheme are being assessed using prescribed methodologies. Preliminary results have indicated that the scheme would cause a positive effect on air quality by the best travel route diverting traffic away from areas with poor air quality.

NOISE AND VIBRATION

The assessment has considered the existing road traffic noise levels and predicted future noise levels in the year of opening with and without the scheme in place.

The scheme will result in a reduction in road traffic and consequently noise for a large proportion of houses currently located close to the main link roads through Preston and to the west of Preston. The noise assessment indicates that there are small areas where road traffic noise increases as a result of the scheme. The assessment has identified areas where it would be beneficial to provide noise mitigation to protect the amenity of residents and other sensitive land users.

EFFECTS ON ALL TRAVELLERS

Pedestrians, Cyclists and Equestrians

Overall, the effect on non-motorised units (NMUs) would be beneficial. The presence of the scheme and their interaction with the public rights of way (PRoW) and cycle network is mitigated by the provision of suitable crossing facilities and diversion routes.

NMUs will benefit from the development of a new unbroken cyclist and pedestrian route along almost the entire length of the scheme, together with links to existing NMU routes in the study area such as National Cycle Route 62, the Northern Loop and the Guild Wheel. Darkinson Lane and Sandyforth Lane would no longer permit vehicular through movements significantly enhancing the respective NMU routes.



Driver Stress

There will be a beneficial impact on driver stress. The PWD would lower driver stress levels on the M55 and drivers using the PWD would experience low to moderate levels of driver stress along the route.

Driver stress level on the EWLR would be high, in keeping with the stress levels on rural roads in the area. However the EWLR is considered to have a neutral impact on the network in terms of driver stress.

Keeping you updated

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