



# WHY ARE WE BUILDING NEW ROADS?

The transport network serving Preston and the wider area is becoming increasingly congested, despite the introduction of a range of improvements and sustainable travel measures.

With more development planned to meet the area's housing and employment needs and to build on its strong economic performance, we cannot simply rely on making improvements to the existing network. Even with a much greater investment in public transport, cycling and walking, our current roads will not be able to cope.

The Central Lancashire Highways and Transport Masterplan, published in March 2013, explored the options available to us. It concluded that by building new road capacity, including a new western distributor for Preston, we can:

- support planned new development
- deliver meaningful improvements along our existing public transport corridors and in our local centres
- and realise economic opportunities across the wider area.

The Preston, South Ribble and Lancashire City Deal signed in 2013 provided the funding, which will enable the measures to be delivered as early as possible and provide the relief necessary.



## BENEFITS OF THE SCHEME

- Provide direct access to the strategic housing areas detailed in the North West Preston Masterplan and the adopted Central Lancashire Core Strategy
- Support delivery of a possible Cottam Parkway rail station to be created in the Cottam area
- Improved access and journey time to the motorway network from the Enterprise Zone at Warton
- Provide relief to peak hour congestion for east-west journeys using city centre routes
- Enable bus priority measures, public realm enhancements and improvements to prioritise and promote walking and cycling along the B5411 Tag Lane/ Woodplumpton Road and A583 Riversway corridors and in Lane Ends local centre.

## DESCRIPTION OF THE SCHEME

The **Preston Western Distributor** would be approximately 2.5 mile (4.3 kilometre) long and 30m wide four lane dual carriageway road. There will be a 70mph speed limit throughout its length and it will be lit only at its junctions. The road will have a separate shared use cycle track along its length between A583 and the connection to the East West Link Road at the junction of Sidgreaves Lane and Lea Lane close to the Saddle Inn public house. No cycle or footway provision will be made along the section which provides access to the M55 alone.

As part of the Preston Western Distributor a 0.4 mile (0.6 kilometre) single carriageway link road will be constructed to Cottam Way. There will be a 30 – 40mph speed limit and it will be lit along its length. It will have a separate shared use cycle track along its length.

There will be four new junctions on the Preston Western Distributor:

- at the northern end on the M55 forming Junction 2
- near the Saddle Public House to connect with the East West Link Road and the local road network
- with Cottam Link Road
- at its southern end on the A583.


The **East West Link Road (EWLR)** is approximately 2 mile (3 kilometre) in length and 7.3m wide two lane single carriageway road. There will be a 30 – 40mph speed limit and it will be lit along its length. The road will have a separate shared use cycle track along its length.

There will be three junctions associated with the East West Link Road:

- at Lightfoot Lane
- at Tabley Lane
- at Sandy Lane.

There will also be connections to the developments as they come forward to maximise the accessibility to the EWLR and avoid additional traffic on the existing roads.

### Keeping you updated

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