



CITY DEAL

Preston, South Ribble & Lancashire

# CONSULTATION REPORT

A582 Road Widening

May 2015

## Contents

Executive Summary .....	3
1. Introduction .....	5
2. Engagement and Events .....	7
3. Key Findings and Responses .....	9
Issue 1: Air and Noise Pollution .....	9
Issue 2: Compensation .....	10
Issue 3: Construction Impacts.....	11
Issue 4: Cycleways/Footways .....	12
Issue 5: Design/Alignment.....	14
Issue 6: Development Sites .....	16
Issue 7: Disability Concerns .....	17
Issue 8: Economic and Employment .....	18
Issue 9: Environmental Impacts.....	19
Issue 10: Golden Way Related .....	20
Issue 11: Junction Improvements .....	21
Issue 12: Local Network Impacts .....	22
Issue 13: Local Centre Improvements .....	23
Issue 14: Penwortham Bypass Related .....	24
Issue 15: Perceived Increased Congestion .....	25
Issue 16: Public Transport .....	26

Issue 17: Safety ..... 27

Issue 18: Speed ..... 29

4. Questionnaire Analysis..... 30

Appendix A – Consultation questionnaire..... 34

Appendix B – Postcode distribution of all responses..... 36

Appendix C – Postcode distribution of supportive responses..... 37

Appendix D – Postcode distribution of unsupportive responses ..... 38

## Executive Summary

### **The Preston, South Ribble and Lancashire City Deal sets out ambitious plans for highways and transport across Preston and South Ribble to support new development and economic growth across the area.**

This report, and the two months of consultation on which it is chiefly based, is the latest chapter in Lancashire County Council's continuing and evolving dialogue with the public, and demonstrates our commitment to engaging with the diverse communities that we are elected and appointed to serve.

The need to convert the existing A582 single carriageway into a dual carriageway was identified in the Central Lancashire Highways and Transport Masterplan, published in March 2013. By complementing the capacity improvements along the A582 Golden Way and Penwortham New Bridge linking to Ringway and completion of Penwortham Bypass, the completed dualling will provide congestion relief to Lostock Hall and Tardy Gate, and deliver meaningful improvements along existing public transport corridors and local centres, and support economic development through travel reliability. The dualling will also improve access from the A582 to the motorway network and the major employment site at Cuerden.

Upgrading the A582 to a dual carriageway along its full length between Cuerden and Preston city centre and the B5253 south to Longmeanygate will significantly increase road capacity. Improvements will include alterations to, and closures at, existing junctions along the route. It will also support the completion of the Penwortham Bypass and, looking further ahead, the linking of the two Western Distributor Roads in Preston and South Ribble with the construction of a new crossing of the River Ribble.

Increasing road capacity will:

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

This proposal was consulted on between February and March 2015. Over 4000 letters were sent out to the homes closest to the scheme and exhibitions were held in four locations; Lostock Hall, Farington Moss, Leyland and Kingsfold. We invited people to complete questionnaires to determine their views on the proposal and a total of 407 responses were received.

Chapter three examines the findings from the questionnaires, highlights the most important issues for the public and details our responses. A total of 18 issues were identified across the consultation.

The most frequently raised issues identified included:

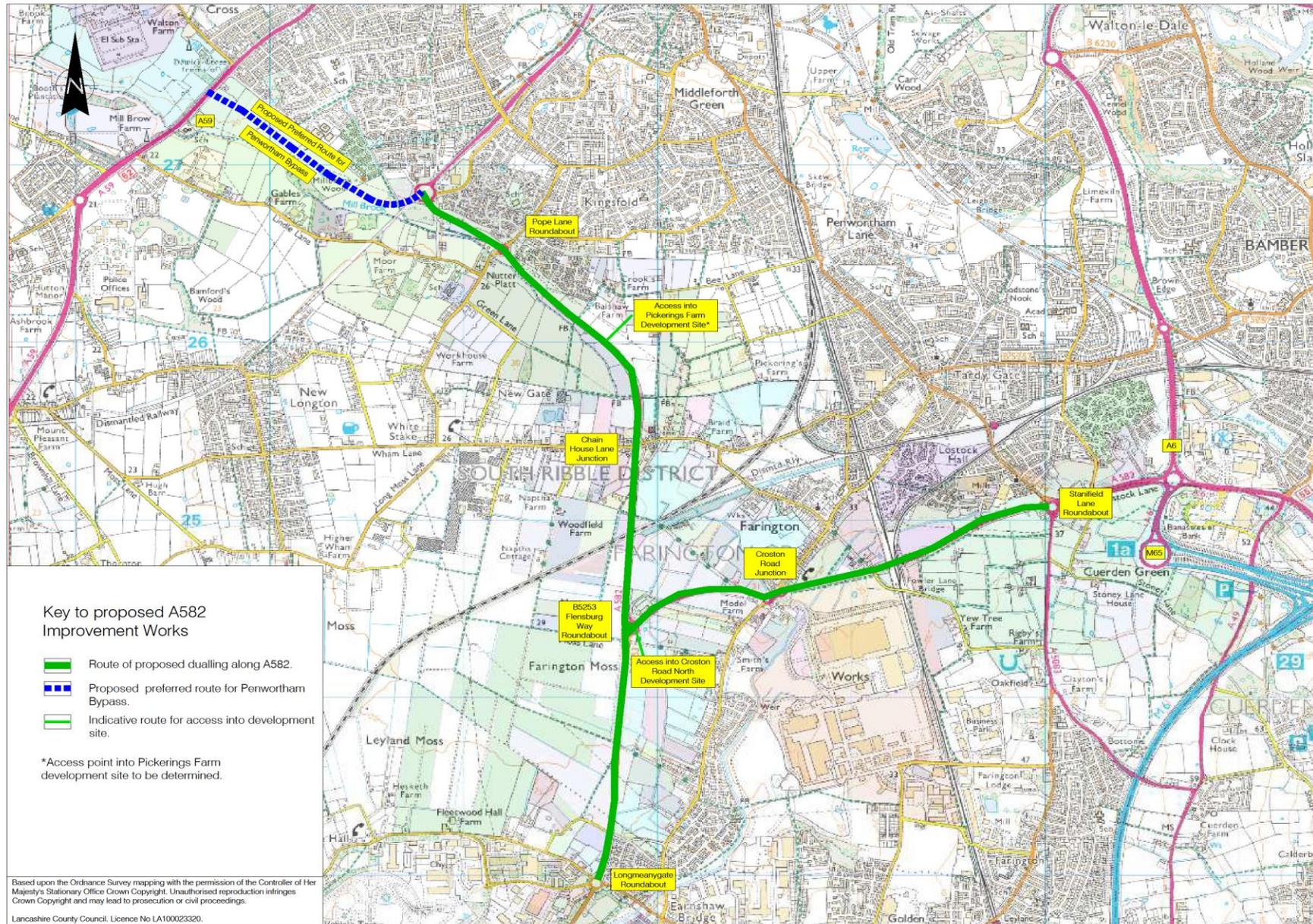
- Air and noise pollution concerns
- Design and alignment of the proposals
- Perceived Increased Congestion
- Provision of cycleways and footways

Additional questions contained in the questionnaire sought to establish if the respondent was a local resident or responding on behalf of an organisation and the modal use patterns of those who responded. Also each respondent's postcode was requested thereby enabling geographical analysis of those who engaged with the consultation process.

## 1. Introduction

- 1.1.0 In March 2013 Lancashire County Council approved the Central Lancashire Highways and Transport Masterplan (CLHTM) which presented a programme for investment in transport infrastructure in the Central Lancashire area.
- 1.1.1 Included in the Masterplan is the corridor in which the completion of the dualling of the A582 is proposed.
- 1.1.2 In September 2013 the Preston, South Ribble and Lancashire City Deal was signed providing the funding mechanism to implement the highway infrastructure included in the CLHTM that will assist in the generation of more than 20,000 new jobs and over 17,000 new homes. The road schemes will be complemented by measures to improve public transport, cycling and walking on the existing highway network.
- 1.1.3 The aims of this consultation is to seek views on the proposed alignment. The comments will be used in considering the next step of approval and adoption by the County Council of these routes, as an important preparatory stage to designing these roads and in order to protect them from the prospect of other development.
- 1.1.6 This is the first step towards making the planning application in early 2017. In preparing the detailed planning application there will be a further public consultation inviting comments and representations on the detail prior to submission.

# A582 Widening Consultation Route Plan



## 2. Engagement and Events

### Consultation and Engagement

- 2.1.0 Consultation on the proposed dualling of the A582 was carried out from 2<sup>nd</sup> February to 15<sup>th</sup> March 2015.
- 2.1.1 A plan of the proposed route of the road and a questionnaire were the focus of the consultation. A letter advertising the consultation and including an information leaflet and questionnaire was sent to over 4000 residents and other occupiers in the area and briefings were held with several landowners, relevant Councillors, MPs, District Councils, Parish Councils and local residents' groups.
- 2.1.2 A series of four public consultation events were held to enable people to ask questions and share their views. The consultation was also publicised in the local press and on the LCC website and through social media.

### Consultation Events

- 2.1.3 The consultation events were held at Farington Moss, Leyland, Lostock Hall and Penwortham on 2<sup>nd</sup>, 5<sup>th</sup>, 9<sup>th</sup> and 11<sup>th</sup> February 2015. These were attended by staff from the City Deal Delivery Team and Estates Management to answer any queries. Poster boards were provided to show the proposed road alignment and supporting information on the scheme design and timescales. Leaflets and questionnaires were available at all events. 186 people attended the events in total.
- 2.1.4 In response to the letters to residents, exhibitions, press articles and social media, 407 responses were received. Respondents included local residents, parish councils, developers and other statutory service providers.

## Consultation Responses

- 2.2.0 We received 406 responses, the vast majority of which were in the form of paper and online questionnaires. We received a small number of letters and emails which were included in the considerations.
- 2.2.1 The formal consultation period ended on 15<sup>th</sup> March 2015.
- 2.2.2 Having collated all the responses we were able to identify a number of common themes and issues raised in the public response to the consultation.
- 2.2.3 The majority of responses came from those who will be most directly impacted by the schemes.
- 2.2.4 This was a consequence of the approach to concentrate on the areas immediate to our proposals. We held the four exhibitions in areas close to the currently protected route and the preferred choice of route under this consultation. The letter distribution was centred on the line of the roads. This ensured the concerns regarding the possible impacts of the scheme would be most prevalent.
- 2.2.5 We could have extended the consultation to include residents living in areas further from the line of the proposed roads, who might

benefit from better connectivity, reduced congestion and the wider economic gains that will come from improving transport links to support new development and economic growth.

- 2.2.6 That was not the purpose of our consultation. Our aim was to engage and listen to the residents, landowners, businesses and others likely to be most affected by the choice of route.
- 2.2.7 It should also be noted that separate consultation events were held in relation to the Central Lancashire Highways and Transport Masterplan.
- 2.2.8 The issues most commented on were as follows. The remainder of this report deals with each issue in turn and concludes with a questionnaire analysis.

## Most Frequently Raised Issues

- Air & Noise Pollution
- Compensation
- Construction Impacts
- Cycleways/Footways
- Design/Alignment
- Development Sites
- Disability Access Concerns
- Economic & Employment
- Environmental Impact
- Golden Way related
- Junction Improvements
- Local Network Impacts
- Local Centre Improvements
- Penwortham Bypass Related
- Perceived Increased Congestion
- Public Transport
- Speed

### 3. Key Findings and Responses

#### Issue 1: Air and Noise Pollution

##### What the consultation had to say

- |   |   |  |
|---|---|--|
| <p>3.1.0 A number of responses were received in relation to concerns over increased air and noise pollution as a result of the road widening.</p>   | <p>3.1.5 Comments were received regarding compensation for residents affected by the scheme due to increased noise levels:</p> <p><i>"My question is will we get a grant towards putting better double glazing in to help deaden the increased noise? The noise from the road is channelled between two rows of houses and right into our house".</i></p> | <p>3.1.9 An Environmental Impact Assessment (EIA) will be submitted with the Planning Application. The EIA is a detailed analysis of how the widening of the A582 could benefit or adversely affect the local area including the impact on air quality and noise levels,</p>         |
| <p>3.1.1 A number of residents who live in close proximity to the A582 were worried about existing noise levels and felt that the scheme would exacerbate this.</p>   | <p>3.1.6 A few people had concerns over increased light pollution as a result of the widening.</p>  | <p>3.1.10 The planning application will include a detailed scheme design which will include measures to mitigate for the impacts identified in the EIA.</p>  |
| <p>3.1.2 Some people made reference to the trees which have been cut back along Golden Way near the electricity pylons and that this had increased noise levels.</p>  | <p><u>Our response</u></p> <p>3.1.7 We are undertaking junction improvement works along the A582 to support the dualling of the road. We are mindful of the impact this has on local residents and care has been taken to keep noise levels to a minimum where possible.</p>  | <p>3.1.11 There are statutory requirements to take action and introduce mitigation measures in relation to increased noise levels. The calculations determining whether action needs to be taken will be carried out prior to the Planning Application and included in the same.</p> |
| <p>3.1.3 A number of respondents mentioned concerns over the increased noise levels during construction – particularly at night. Others mentioned the noise of the generators being used for the A582 improvement works at Stanifield Lane.</p> | <p>3.1.8 The trees that have been cut down along Golden Way are not works completed by the County Council but by Electricity North West to ensure vegetation is the minimum statutory clearance from the overhead power lines.</p>  | <p>3.1.12 In specific circumstances, a compensation claim can be made in relation to increased noise levels under the Land Compensation Act 1973. More information is provided on this under the 'Compensation' heading of this report.</p>  |
| <p>3.1.4 Several people suggested noise reduction measures were required as part of the scheme including replanting of trees, quiet</p>   |   | <p>3.1.13 The A582 will be lit along its full length. However street lighting will utilise modern equipment which produces minimal light spill outside the carriageway and footways and thereby avoid light pollution.</p>   |

Issue 2: CompensationWhat the consultation had to say

3.2.0 A number of respondents felt the A582 dualling would reduce house prices for residents in close proximity to the scheme.

3.2.1 One business (Greenbelt Group Ltd) expressed concern that the road would reduce their land holding and affect long term revenue. Other respondents raised concern over the loss of privacy and security caused by the scheme and wanted to know how they would be compensated.

3.2.2 We heard views from residents who were worried about potential structural damage to their property resulting from the road scheme:

*"My house is so close I doubt the road can be brought any closer but even if the road is widened on the other side I would like to know what insurance is in place to deal with any damage caused as a result of all the very close building work i.e. Cracks!!!! Will there be any surveys done on my property before and after the work is completed to highlight this???"*

Our response

3.2.3 In the first instance and where possible we will do our utmost to mitigate against and limit the impact of the new highway on local residents and landowners.

3.2.4 Those entitled to compensation fall into two categories:

3.2.5 Firstly, there are landowners and/or occupiers who will be directly affected by the scheme. This is where the County Council will be acquiring land or taking a right over land in their ownership/occupation. Whether this is by compulsory purchase or by agreement, established procedures exist to establish fair and equitable compensation.

3.2.6 Secondly, compensation, under the Land Compensation Act 1973, may be due to owners of property where no land or right will be acquired by the County Council but where there is a possible diminution in value due to specific 'physical factors' attributable to the use of the road namely:

- Noise
- Vibration
- Smell
- Fumes
- Smoke
- Artificial Light

- Discharge onto the land of any solid or liquid substances

3.2.8 Such owners can submit a claim for compensation from 1 year after the completion of the scheme and up to 6 years from then . Advice is available in publications provided by the Government Department for Communities and Local Government.

3.2.9 As part of the statutory planning process, we will produce an Environmental Impact Assessment which will consider a number of factors including the scheme's impact on private and community assets. We will also be producing an Agricultural Assessment based on farm surveys/interviews with landowners and an Agricultural Land Survey to determine the impact on affected farm holdings.

Issue 3: Construction ImpactsOur responseWhat the consultation had to say

- 3.3.0 Disruption caused by road works and site traffic was a concern raised by local residents in relation to the road widening. In particular there were concerns over the potential increase in journey time, noise and congestion during works.
- 3.3.1 We also received queries regarding whether roads would be diverted or closed during the works and whether weight limits or restrictions on construction vehicles would be used.
- 3.3.2 One respondent expressed concern over increased volumes of traffic using Croston Road whilst the widening of the A582 takes place. We also received comments regarding the phasing of the dualling works:  
*"Not against the principle but ideally complete one section before starting another as my journey to Preston is a nightmare!"*
- 3.3.3 We received a response in relation to concerns over potential pollution spillage risks and flooding caused by the works.

- 3.3.4 We acknowledge that there will be some disruption to the local road network during construction. Contractual conditions will be applied to construction traffic and we will make every effort possible to limit potential disruption through scheduling of works and effective traffic management.
- 3.3.5 The A582 will remain open during construction but some short term diversions and lane closures will be necessary to enable safe construction of the scheme. Every effort will be made to avoid disruptions during peak traffic hours.
- 3.3.6 The phasing order of the widening works is still to be decided. However care will be taken in programming the construction works to keep disruption to road users and residents to a minimum.
- 3.3.7 The site management will be undertaken in accordance with Environment Agency Pollution Prevention Guidelines. In addition, Site Environmental Rules will be established through a Construction Environmental Management Plan (CEMP) and followed at all times throughout the contract. Appropriate control measures will be in place for construction site runoff and sedimentation.

#### Issue 4: Cycleways/Footways

##### What the consultation had to say

3.4.0 Many people welcomed the proposals for a cycle route along the full length of the A582:

*"Our family were really pleased to read about the three metre wide cycle and footpath. As keen cyclists and runner this will open up trips to Leyland by bike"*

3.4.1 We received a number of comments on how the shared cycleway/footway should be designed and operate. One resident suggested a two metre cycleway was sufficient and a footway was not needed. Others felt there should be separate lanes for both users to avoid the risk of collisions. Another said that the shared use path should be separated from the road by crash barriers.

3.4.2 A number of residents expressed concern at crossing the dual carriageway during peak hours and whether crossings, pedestrian walkways or traffic lights will be in place to help with this. Areas specifically mentioned include the Broad Oak (Booths) roundabout including between Millbrook Way and Broad Oak Lane, Stanifield Lane roundabout, Croston Road dual roundabout junctions,

Flensburg Way 'Tank' roundabout, the Longmeanygate roundabout and crossing at Lostock Lane / Todd Lane South.

3.4.3 We received a response from **Lostock View Neighbourhood Watch** and several residents requesting a footpath between the end of Sherdley Road and the Stanifield Lane roundabout on the North side of the A582. The current scheme proposes a shared use path on the South side. The respondents felt this will not serve local residents (who do not feel safe using the ginnel from Sherdley Road to Ward Street) and will endanger pedestrians attempting to cross the road – in particularly elderly people.

3.4.4 **Ulnes Walton Bridleways Association** gave a response requesting the creation of a 'multi-use path including bridleway' alongside the A582 to provide a link for riders to access the 'Tramway' from Bamber Bridge near Sainsburys and give connecting access to Walton Park, Preston and the proposed South Ribble 'Central Park'.

3.4.5 A number of people made comments and suggestions to improve the cycle route or crossings including:

- Make sure that any road crossings for the cycleway are suitable for bikes towing trailers - as on some crossings with a zig zag central reservation, the mid-point is too narrow to safely manoeuvre a bike and trailer.
- The cycle route between Croston Road and Flensburg Way 'Tank' roundabout should be on the south side (rather than the proposed route on the north) to reduce potential conflict with traffic using the Farington Waste Recycling Centre (FWRC) entrance, to ensure better safety and less crossings for cyclists/pedestrians.
- Request that the FWRC exit onto the A582 Penwortham Way just north of the 'Tank' roundabout be closed as dualling will make this exit more dangerous due to the obscured view of southbound traffic.
- Cycle route should carry on further from Stanifield Lane roundabout and connect up to Todd Lane South and finally link up to Preston Junction Nature Reserve.
- Retain a public right of way from Lodge Lane across the A582 to Brook Lane –either via a

diverted footpath or via a walkway provided as part of the new Ormskirk railway bridge.

- Improvements are required to improve existing cycle lanes around the district.
- Cycling groups should be consulted as part of the scheme.

3.4.6 We received a response from a resident who was concerned that as a result of the scheme, they would have a shared cycle/footway at back of their property and concern that this would require tree/vegetation removal that will increase noise levels and be visually intrusive.

3.4.7 We also received comments from one respondent who felt that the recent works to improve Chainhouse Lane (Whitestake) junction and the Ribble Flyover Roundabout have taken little or no consideration of cyclists.

*"The Whitestake Junction funnels cyclists onto the pavement, where they have to negotiate traffic light islands before being spat back onto the carriageway at the pinch point where the 2 lanes merge into 1 and the road narrows significantly"*

#### Our response

3.4.8 We welcome the comments received as part of this consultation. This has given us significant insight into the concerns of local residents in relation to the crossing points throughout the scheme and the proposed shared cycleway/footway.

3.4.9 Safety is of paramount importance. Once we are able to protect the route, detailed designs will be developed taking into consideration the comments provided as part of this consultation.

3.4.10 The County Council is making a number of junction improvements along the A582 prior to the dualling of the route in order to more effectively control traffic flow, as well as improve pedestrian and cyclist safety whilst crossing the road.

3.4.11 We are mindful of the impact that the shared use cycleway/footway will have on local residents in close proximity to the scheme. Any vegetation or landscaping that requires removal as part of the scheme will be replanted to protect resident's privacy and security.

3.4.12 A series of corridor improvement schemes are included in the Central Lancashire Highways and Transport Masterplan and through the Preston, South Ribble and Lancashire City Deal. These schemes will focus on several key corridors into Preston and provide sustainable infrastructure improvements. Proposals for the Leyland ~Cuerden ~ Lostock Hall ~ Lower Penwortham ~ Preston City Centre Corridor plans are in development and will be consulted on in 2016.

3.4.13 The recent junction improvements to the A582 are in anticipation of the dualling works. As such they are an interim measure prior to the full length shared use cycle/footway being put into place.

Issue 5: Design/AlignmentWhat the consultation had to say

- 3.5.0 The detailed design of the A582 dualling generated a substantial number of responses during the consultation period.
- 3.5.1 We received comments requesting more detailed plans. Several respondents wanted more detail on the junctions and which would have traffic lights and crossings for pedestrians and cyclists. One respondent asked whether there would be a central island at the Hugh Lane crossing on the B5253 Flensburg Way.
- 3.5.2 A number of residents expressed concern in relation to access and pulling out of their driveway both during construction and operation and impacts on other activities such as bin collections.
- 3.5.3 We received several responses in relation to the current difficulties in accessing the A582 from Lostock View and Sherdley Road. A number of people were concerned that the scheme will exacerbate this and wanted to know what traffic control measures would be in place as mitigation. Several respondents also wanted a new footpath on the north side of the A582 between the end of Sherdley Road and Stanifield Lane roundabout.
- 3.5.4 We received a large number of comments in relation to the potential severance of Croston Road (just south of the dual roundabouts). All the comments received did not support the stopping up of this road. Respondents felt this would create lengthy diversions for commuters, school runs and bus services; that it would increase local congestion; have a detrimental impact on local businesses and exacerbate rat running.
- 3.5.5 A number of people made comments on the alignment and layout of the Croston Road junction. A haulage company based on Fiddler Lane expressed concerns over how their vehicles would enter the dual carriageway.
- 3.5.6 A resident requested that access from Lodge Lane needed to be maintained to provide a passing point for large vehicles / articulated trailers and requested a right turn lane for traffic entering Lodge Lane. One respondent wanted to know whether the existing road and layby at the junction will still be in use for the residents of the properties situated there.
- 3.5.7 Several respondents asked us how the railway bridge over the West Coast Main Line Farington Link will be widened.
- 3.5.8 Some respondents thought that the dualling of the B5253 Flensburg Way was not necessary and would impact on minor roads.
- 3.5.9 We were asked what improvements would be made to the 'Tiger' junction in Leyland (Croston Road/Golden Hill Lane) and whether these would be coordinated with the planned A582 dualling works. We received a query on whether the dualling would be finished before the link road to the Heatherleigh/Moss Lane development sites is constructed to avoid use of Bannister Lane.
- 3.5.10 We received queries on when the A582 dualling would be completed. One respondent also asked why there was no mention of the Ribble Bridge and what the timescales were for this project.
- 3.5.11 We received suggestions to improve some of the surrounding roads around the A582. One requested that Stanifield Lane should be widened with a review of speed limits. Another asked for Croston Road to be resurfaced near to the junction of Church Lane / School Lane.

3.5.12 We received a request that the Cross Borough Link Road should be built from The Cawsey to Carrwood Road.

Our response

3.5.13 Detailed design works will be undertaken subject to the protection of the route and following consideration of the comments received during this consultation.

3.5.14 The junctions at Broad Oak (near Booths supermarket), A582 / B5253 Flensburg Way and at Stanifield Lane/ Lostock Lane will be fully signalised roundabouts. This will ensure that traffic movements are handled as efficiently as possible providing maximum capacity.

3.5.15 It is not envisaged that the other roundabout junctions will require signalisation. This will be kept under review under normal network management arrangement and signalisation could be added in the future if the need arises.

3.5.16 We are mindful of the impact the short term works will have on residents and businesses in proximity to the scheme. We'll try and minimise disruption and will make land owners aware of changes to access arrangements in plenty of time.

3.5.17 We will be reviewing the suggestions put forward by local groups and residents in relation to accesses onto the A582 from adjacent roads. Currently there are no plans to sever Croston Road as a part of this scheme.

3.5.18 A new bridge will be built to the south of the existing structure over the Farington Link West Coast Main Line (WCML). Works will be completed during night hours so the WCML can stay open and to minimise travel disruption.

3.5.19 The dualling of the B5253 is part of the proposal included within the Central Lancashire Highways and Transport Masterplan which was adopted by the County Council in 2013. We believe this is a necessary part of the dualling to meet future network demand and will also be necessary infrastructure for the development site at Moss Side Test Track allocated by the South Ribble Local Plan.

3.5.20 Improvements to the 'Tiger' junction in Leyland are due to be completed as part of the developer funding provided by the house builders of the Heatherleigh/ Moss Side development sites as part of their Section 106 agreements.

3.5.21 Should the route be protected, the next statutory process will be a Planning Application. Consultation events will be held in advance of Planning Application submission presenting the detailed design with accompanying evidence, and information relating to the complementary measures associated with the scheme. We are working towards a planning application in autumn 2016.

3.5.22 Over the next 18 months we will be embarking on a feasibility/ route study for the potential crossing of the River Ribble. Our proposals are likely to be made available for consultation in 2017.

3.5.23 We will review whether any improvements are required to local roads that link into our scheme. General road maintenance however is not part of our remit for this consultation.

3.5.24 The Cross Borough Link Road is a scheme being taken forward by South Ribble Borough Council, and therefore is not part of this consultation exercise.

Issue 6: Development SitesWhat the consultation had to say

- 3.6.0 We received a number of queries in relation to the proposed development sites at Pickering's Farm and Heatherleigh / Moss Lane and the suitability of their access arrangements. One respondent suggested a better alternative access to the Heatherleigh / Moss Side site would be from the B5253 at Bannister Lane which could also provide a link to the Moss Side Test Track development site.
- 3.6.1 Several comments said they did not want to see new housing or industrial development. Some thought it would exacerbate the existing traffic situation and that existing Brownfield sites should be utilised.
- 3.6.2 We also received a response stating the A582 widening was only a short term solution to traffic congestion and the planned housing/business park developments. Another asked if the scheme had taken account of the proposed retail/business park at Cuerden.

Our response

- 3.6.3 The accesses onto the development sites at Pickering's Farm and Heatherleigh/ Moss Lane is being designed in liaison with the HCA and associated developers following careful consideration on the impacts on the local road network. These junctions are not part of the planning application for the A582 dualling.
- 3.6.4 The Central Lancashire Core Strategy (adopted in 2012) identifies South of Penwortham and North of Farington as a strategic location for future development. All local authorities are required to provide for a 5 year housing supply as well as suitable development sites over a 6-10 year and where possible a 11-15 year timeframe.
- 3.6.5 The policies and principles in the Core Strategy are supported by the South Ribble Local Plan. This document outlines where all new housing, employment, retail, leisure and open space will go over the next 15 years. While the Local Plan has not been formally adopted yet, it carries significant weight in the planning process.
- 3.6.6 Brownfield sites for housing are included within the South Ribble Local Plan. However there are not enough brownfield sites to meet future housing need in South Ribble to

cope with demand which is why further development on green field sites is required.

- 3.6.7 The A582 widening is a critical infrastructure requirement to support the strategic housing and development sites in South Ribble. A Masterplan for the Cuerden Employment Site was consulted on in winter 2014 which included plans for a series of transport measures to support the development. The main access into this site will be from the M65. However our proposed scheme will benefit all drivers using the A582 to travel to and from the Cuerden site.

Issue 7: Disability Access ConcernsWhat the consultation had to say

3.7.0 We received several comments in relation to the provision of crossing facilities that were suitable for people with disabilities.

*"I use a disabled scooter and would be grateful if road crossing facilities were made available for me to cross comfortably"*

3.7.1 One respondent mentioned that they are deaf and have to use a walking stick and would benefit from the use of pelican crossings on the scheme to improve their safety.

3.7.2 We also received comments from a registered blind person who said they found it difficult to cross the Longmeanygate roundabout:

*"With your proposal of a dual carriageway this doubles the difficulty unless you propose to provide pedestrian controlled crossings"*

Our response

3.7.3 We are mindful of the impact of the scheme on all road users and particularly those with disabilities. We will be putting controlled crossings in place as part of junction improvements to the A582 prior to the road widening to improve safety for all users.

3.7.4 The Longmeanygate roundabout will be fully signalised with controlled crossings for pedestrians. This proposal will be submitted as part of the planning application for the A582 dualling.

Issue 8: Economic and EmploymentWhat the consultation had to say

3.8.0 We received comments from some people who thought the money for the scheme would be better spent elsewhere. One thought it would be better spent on the M6.

3.8.1 There was some concern that the scheme would adversely impact the viability of local businesses and shops if Croston Road was severed.

3.8.2 The uncertainty of funding for the scheme was a concern:

*"NIMBY's (Not In My Back Yard) Environmental Protesters and change of Government post 2015 election could lead to funding being removed"*

Our response

3.8.3 The Preston, South Ribble and Central Lancashire City Deal will reap significant benefits for local people by creating up to 20,000 new jobs and growing the local economy by £1 billion.

3.8.4 We do not plan to sever the southern section of Croston Road as part of the scheme. We will produce a detailed Environmental Impact Assessment that will identify and address the impacts of the scheme on the economic viability of existing businesses and community facilities.

3.8.5 An Infrastructure Delivery Fund (IDF) has been established to ensure effective governance and financial control of the complex funding arrangements for the City Deal.

3.8.6 Lancashire County Council is the accountable body for the Lancashire Enterprise Partnership (LEP), and as such is also the accountable body for the City Deal. Detailed operational financial arrangements for the IDF have been agreed by the City Deal partners. The IDF is a pooled resource

and as such includes a mix of national and local resources from:

- **Central Government** – Long term secured transport funding from the Department for Transport, Highways Agency Funding for new and existing motorway junctions and retention of Homes and Communities Agency (HCA) proceeds from local land sales
- **Lancashire County Council** – Capital Grants, New Homes Bonus and Land Receipts
- **Preston City and South Ribble Borough Councils** – Business Rate Retention and New Homes Bonus
- **Private Sector** – Developer contributions

Issue 9: Environmental ImpactsWhat the consultation had to say

3.9.0 The majority of comments on this theme were in relation to the loss of green space and the impact on local wildlife.

*"I am very concerned about the number of trees and hedges being removed, and the effect this will have on wildlife. Can you outline measures that will be taken to minimise the impact? Are there plans to plant new trees and hedgerows later?"*

3.9.1 One person wanted more evergreen trees planting to make the road more attractive year round with flowering shrubs.

3.9.2 We received a number of responses expressing concern that removal of landscaping will have an adverse visual and noise impact on local residents. One resident requested that the existing screening remains in place on the south westerly side of the road between Pope Lane and Chainhouse Lane junctions.

3.9.3 We were asked on the reasons for dualling on Green Belt land and whether consideration was given to widening on the other side of the road.

Our response

3.9.4 A detailed Environmental Impact Assessment will be undertaken to consider all aspects of the proposed scheme including the impact of the development on all local matters including environment, landscaping, ecology, and cultural heritage assets.

3.9.5 We acknowledge that there are concerns on how the scheme will impact local green space and wildlife. The design of these roads will seek as a first principle to avoid damaging recognised habitats and settings of value. Where this is not practicable, suitable mitigation measures will be introduced to compensate or reduce impacts to acceptable levels.

3.9.6 A detailed landscaping plan for the scheme will be produced as part of the planning application. We will aim to replant any hedgerows/trees removed where possible with appropriate tree/ plant species, or undertake suitable mitigation measures to compensate or reduce impacts to acceptable levels. We will look to provide compensatory habitats across the City Deal schemes as a whole where possible.

3.9.7 The route of the A582 dualling has taken into account numerous factors including physical constraints, design standards, connectivity requirements and environmental considerations. We have presented our preferred route for the dualling, although this may be altered prior to the planning submission if there are significant reasons for changing this alignment.

Issue 10: Golden Way RelatedWhat the consultation had to say

- 3.10.0 We received a number of comments in relation to the widening of the A582 Golden Way between the A59 and Cop Lane.
- 3.10.1 A number of people expressed concern over the current merging of traffic from Liverpool Road onto the Ribble Flyover and said this had increased accidents. Suggestions were made to improve the signage and road markings to reduce lane switching. One person asked why there were no crash barriers on approach to the Flyover.
- 3.10.2 One person said they were concerned about crossing the northbound section of Golden Way as they stated there is no clean sight line of traffic travelling northwards.
- 3.10.3 Several people were very concerned that the vegetation clearance along Golden Way between the Broad Oak and Pope Lane roundabouts had had a serious impact on adjacent residential properties with an increase in noise levels and a reduction in privacy
- 3.10.4 We had comments in relation to the length of time it had taken to complete the Golden Way dualling:  
*"The time it has taken you to widen the bottom bit! If it takes 9 months to do one small part - it will take you years to do the whole road!!!"*
- 3.10.5 We received comments that the traffic lights on the A59 / Golden Way and Broad Oak roundabouts should be restricted to peak hours:  
*"Lights plus roundabout with perfect all round vision = unnecessary obstruction to progress. I suggest if we really do have to have lights here, then they be used for morning peak traffic only"*  
Our response
- 3.10.6 We expect there to be a settling in period as drivers adjust to the new road layout on the Liverpool Road slip road joining to the Ribble Flyover. We have made amendments to the signage and layout to improve this junction and are monitoring the situation. Crash barriers are in place along the majority of the length of the A582 and the approach to the Flyover.
- 3.10.7 As part of the A582 junction improvement works, we will be signalling the Broad Oak (Booths) roundabout on Golden Way and providing controlled crossings to enhance safety for pedestrians.
- 3.10.8 The trees that have been cut down along Golden Way are not works completed by the County Council but by Electricity North West to ensure the landscaping is the minimum statutory clearance in from the overhead power lines.
- 3.10.9 The dualling of the A582 will be completed in stages. A road construction of this scale will understandably take longer to complete than the Golden Way section alone. A detailed programme including the order of dualling will be drawn up prior to the planning submission.
- 3.10.10 We use traffic signal staging at the traffic lights on the Golden Way roundabouts to effectively manage traffic flow. We will monitor the signal staging and adapt as appropriate if required. Statistics show that part time signals have a higher incident level than full time signals

## Issue 11: Junction Improvements

### What the consultation had to say

- 3.11.0 This consultation is concerned with the widening of the links between junctions along the A582. The proposed widening will follow a series of improvement works to increase capacity at each junction in anticipation of road widening. During the consultation, a number of people expressed interest in the ongoing junction works and sought information regarding future work such as the Croston Road and Stanifield Lane junctions.
- 3.11.1 We were asked why the widening of the A582 wasn't undertaken at the same time as the junction improvements at Chain House Lane.
- 3.11.2 We were asked about the design and signal arrangement of the new Chain House Lane junction;
- *"Why have you provided two straight ahead lanes followed by an immediate merge into one lane on both sides of the junction?"*
  - *"Why have you replaced the two left turn give way filters on Penwortham Way with traffic lights?"*

- 3.11.3 Some people asked what junction arrangement would be proposed for ingress and egress to/from Sherdley Road/Lostock View, a cul-de-sac which serves business and residential properties, off Farrington Road.
- 3.11.4 Similar questions were asked about the Lodge Lane junction on Flensburg Way.
- 3.11.5 Some people asked if Croston Road would be 'blocked off' at the roundabout as part of proposals.

### Our response

- 3.11.6 Junctions improvements within the highway boundary at each junction along the A582 and the B5253 Flensburg Way / Longmeanygate junction are early exercises to increase capacity at these junctions and relieve congestion in peak periods.
- 3.11.7 Subject to planning and land acquisition, these junction improvements will support the proposed road widening along the A582 and Flensburg Way.
- 3.11.8 The Chain House Lane junction has been designed with the potential road widening scheme in mind. If we are able to provide additional lanes along the A582, the need

for northbound and southbound merge lane will be removed and the junction will tie-in to dualling.

- 3.11.9 Redesign of the Chain House Lane junction includes toucan crossing facilities across all four arms facilitating both pedestrian and cyclist movements. To ensure maximum safety when catering for non-motorised road users, it was necessary to design a fully signalised junction and remove the left turn give way arrangement.
- 3.11.10 Works are currently ongoing at the Stanfield Lane junction and Golden Way South (near to the Brown Hare) with completion provisionally scheduled for late summer 2015 and late winter 2015 respectively.
- 3.11.11 Detailed design work of the link proposed for widening between each of the junctions has not yet been undertaken. Treatment at side roads such as Sherdley Road and Lodge Lane is therefore undetermined at present however it is likely that these junctions will operate with left turn only ingress and egress.
- 3.11.12 A decision regarding severance of Croston Road south of its junction with the A582 is yet to be determined. Any proposals will be made clear following the detailed design stage.

Issue 12: Local Network ImpactsWhat the consultation had to say

- 3.12.0 We received comments regarding highway maintenance in side roads such as Todd Lane and Watkin Lane with pot holes a concern. Road surfacing issues on Croston Road were raised, particularly near to the junction of Church Lane/School Lane.
- 3.12.1 It was felt that the widening would lead to an increased number of HGV's which will increase the damage to roads that are already seen as in a poor state of repair.
- 3.12.2 The design of the bridge on Todd Lane South was a concern with calls for it to be narrowed;
- "The hump back bridge on Tadd Lane South needs to be single fine with priority given to traffic coming off the A582 as it's dangerous for cars and people"*
- 3.12.3 **Farington Moss St. Paul's Church of England Primary School** asked to be kept informed of any road closures which may affect children and parents between 08:30 – 09:10 and 15:00 – 15:30. The school also asked for a sign directing the public to 'Farington Moss St. Pauls C. E. Primary School' on Croston Road.

Our response

- 3.12.4 Lancashire County Council seeks to maintain a high standard of highway network. Comments regarding highway maintenance will be pass on to the Local Network Management Team to be dealt with accordingly.
- 3.12.5 It is anticipated that widening the A582 and creating a great capacity along the route will facilitate any increases in HGV traffic levels, subsequently reducing the impact on local roads.
- 3.12.6 All local network management concerns highlighted during the consultation, including those regarding the bridge on Todd Lane South, will be considered by the County Council.
- 3.12.7 Full consideration is be given to strategic and local level signing during the design stages of each junction; signage for Farrington Moss St. Paul's C of E Primary School will be considered for inclusion in the Croston Road junction scheme.
- 3.12.8 Advanced notification of all proposed road closures will be provided once determined.

Issue 13: Local Centre ImprovementsOur responseWhat the consultation had to say

3.13.0 Congestion in Lostock Hall was mentioned throughout the consultation.

*"I frequently queue at the Stanifield roundabout because traffic is that gridlocked in the centre of Lostock Hall it backs up to the roundabout."*

3.13.1 The need to encourage traffic to use the A582 in place of travelling through Lostock Hall was a key concern of some local residents. Bus priority measures on the 111 route through Leyland Road were recommended.

3.13.2 It was suggested that joining Carrwood Road and 'The Cawsey' would help to relieve congestion in Lostock Hall.

3.13.3 As part the wider City Deal Project we will be delivering improvements in a number of key Local Centres in Preston and South Ribble, including Lostock Hall.

3.13.4 By providing increased capacity on the A582 and subsequently reconfiguring the highway in the centre of Lostock Hall (Tardy Gate), we will be able to reduce traffic volumes through Lostock Hall and prioritize Public Transport movements.

3.13.5 A signal optimization scheme for Tardy Gate is proposed as a short term solution to congestion in the area.

3.13.6 The proposed 'Cross Borough Link Road' scheme is would involve providing a connection between Carrwood Road and 'The Cawsey'. The new link road and road bridge would be designed with a 30 mph speed limit, which is consistent with the existing speed limit on The Cawsey and Carrwood Road. A 7.3m road width is proposed with 3m width shared as a footway and cycleways on both sides of the carriageway and links to the National Cycle Route 55 cycleway.

Issue 14: Penwortham Bypass RelatedWhat the consultation had to say

3.14.0 A separate consultation was carried out from 8<sup>th</sup> September to 26<sup>th</sup> October 2014 regarding the completion of Penwortham Bypass; 1250 responses were received. The findings of this consultation have now been published with the report available online.

3.14.1 The following points were raised during the A582 consultation, all of which have been considered in detail in the Penwortham Bypass consultation report;

- Penwortham Bypass will increase congestion on the A582
- The (blue) route originally proposed will divert more traffic away from Penwortham than the new (brown) route
- Proximity to existing properties; noise and visual impact
- Weight restrictions on Linde Lane required to prevent rat running

3.14.2 We also received positive comments in favour of the proposed bypass and encouraging it to be 'built soon'.

Our response

3.14.3 It is anticipated that the Penwortham Bypass will lead to an increase in the number of vehicles on the A582 as we reduce traffic flows along the A59 through Penwortham. Widening the A582 would provide increased capacity to handle demand.

3.14.4 The brown route is now protected and protection of the blue route has been rescinded. Providing the brown route will mean that we can make improvements to Penwortham Local Centre and create a public transport priority corridor along the section of the A59 from Howick Cross to Cop Lane that will encourage traffic to use the new bypass.

3.14.5 We are sensitive to the impact our activities will have upon both existing residents and others in the area, particularly the neighbouring schools.

3.14.6 As part of the statutory planning process an Environmental Impact Assessment (EIA) containing detailed analysis of how the new roads could benefit or adversely affect the local area – its air quality and noise level, as

well as visual amenity and land use, will be submitted in with the Planning Application.

3.14.7 The planning application will include a detailed scheme design which will include measures to mitigate for the impacts identified in EIA.

3.14.8 We are yet to determine the requirement for additional traffic mitigating measures on the local network.

Issue 15: Perceived Increased CongestionWhat the consultation had to say

- 3.15.0 We received a number of responses expressing concern that the widening will lead to increased congestion and creating bottlenecks towards Preston and Leyland.
- 3.15.1 Some local residents asked why Schleswig Way (south of Flensburg Way) wasn't included in the widening plans. It was felt that proposed future developments will lead to congestion on this part of the network.
- "What happens to the traffic when the dual carriageway finishes at Longmeanygate? Will it cause a bottleneck at that point?"*
- "It will be a waste of money.... we need projects investing in walking /cycling and public transport"*
- 3.15.2 Concerns with increased traffic levels on Croston Road resulting from the A582 widening were raised. It was suggested that traffic calming measure should be provided.
- 3.15.3 It was also felt by some that rat running along quieter roads would still be a problem.
- 3.15.4 We were asked how the proposals will aid the flow of traffic coming from the Dock Road, Tulketh Brow and Strand Road.

3.15.5 Additional traffic resulting from the proposed Cuerden Strategic development site was a concern, we were asked is the widening proposals would accommodate the increased volume.

Our response

- 3.15.6 The extents of the scheme were identified within the Central Lancashire Highways and Transport Masterplan (CLHTM). The CLHTM considered the strategic need of each proposed scheme in relation to strategic development sites in Preston and South Ribble.
- 3.15.7 Using the recently developed Central Lancashire Traffic Model an assessment of potential impacts on all routes around the City Deal proposals will be undertaken. The assessment will identify whether measures will be required to deal with any unwanted effects on the highway network.
- 3.15.8 In the immediate future there will be limited benefits resulting from this scheme in the Tulketh Brow / Strand Road area. Longer term however, by providing widening of the A582 along with a Penwortham Bypass and a new Ribble Crossing bridge, we would expect to see traffic flows in this area reduce significantly.

3.15.9 Proposals to widen the A582 will provide sufficient capacity to handle traffic from all proposed development sites including the Cuerden Strategic development site.

Issue 16: Public TransportWhat the consultation had to say

3.16.0 Some people felt that Public Transport needs and improvements had been overlooked. We were asked to improve railways and buses and to provide park & ride facilities.

*"I am astounded that you are hell bent in pumping money into new roads and encouraging car drivers"*

3.16.1 We were asked about the provision of additional bus routes;

*"Have extra bus routes been planned (to replace / compliment the current once-per-hour 115 service to Preston) to utilise the new route?"*

3.16.2 We received some comments relating to the regularity of rail service and the standard of rolling stock (carriages) with Lostock Hall to Preston a particular concern.

3.16.3 The desire to see Midge Hall station reopened was expressed during the consultation.

Our response

3.16.4 Lancashire County Council is committed to working with bus and rail operators to provide better public transport throughout the County.

3.16.5 Across Central Lancashire, 7 Priority Public Transport Corridors have been identified as outlined in the Central Lancashire Highway and Transport Masterplan (CLHTM). By increasing road capacity on the A582, we will reliving congestion elsewhere on the network, enabling us to provide bus priority measures along key routes.

3.16.6 The CLHTM includes provision for Local Railway Station Viability Study considering the reopening of Midge Hall station. A study will be undertaken should it be required.

Issue 17: SafetyWhat the consultation had to say

- 3.17.0 Safety concerns were raised with regards to pedestrian and cycle crossings at the junctions on the route, particularly the Booths Roundabout (Broadoak Lane/Millbrook Way) and the Stanifield Lane Roundabout.
- 3.17.1 **Farrington Moss St. Pauls CE Church** expressed concern for pedestrians crossing the proposed dual carriageway as some of their parishioners, many elderly or with young children, walk to the church and will have to cross the road. The Church would like to see a safe place for people to cross.
- 3.17.2 The crossing of a public footpath north of the Ormskirk – Preston Railway Bridge at Lodge Lane (7-4-FP 11) is already considered a safety concern. It was felt that widening the A582 will make it more dangerous to cross.
- 3.17.3 Crossing the A582 between Todd Lane South and Old School Lane was raised as an issues. A controlled crossing at this point was requested.
- 3.17.4 We were asked if the current road width at the entrance to Lodge Lane will be retained.

It was felt that reducing this area would provide a major traffic hazard.

*"The wide are of road currently provided at the entrance to Lodge Lane is necessary to avoid blocking back with large vehicles / articulated trailers and also provides a passion point for such vehicles."*

- 3.17.5 There were safety concerns resulting from increased rat running. A local resident stated that Lowther Drive is a particular issues with child safety the primary concern.
- 3.17.6 The shared footway and cycleway will be dangerous for pedestrians as cyclists will be travelling at 20mph or more and there is a risk of collision.
- 3.17.7 We received a number of responses expressing concerns about the safety of the new arrangement at the A59 slip road on to Golden Way.
- "At the moment traffic merging sometimes doesn't give way and this could be a potential hazard that could prove fatal!"*

Our response

- 3.17.8 Detailed design of each junction on the A582 will include safe crossing provisions for cyclists and pedestrians.
- 3.17.9 As part of the statutory planning process an Environmental Impact Assessment (EIA) containing detailed analysis of how the widening scheme will affect all travellers including non-motorised users will be produced.
- 3.17.10 Where the A582 intersects existing Public Rights of Way, suitable mitigation will be provided as determined within the EIA.
- 3.17.11 Proposals for a controlled crossing between Todd Lane South and Old School Lane will be considered subject to developer contributions in line with the Cuerden Strategic Investment Site.
- 3.17.12 Any required alterations to side roads adjoining the A582 will be determined at the detailed design stage.
- 3.17.13 Concerns regarding potential rat running through Lowther Drive will be noted and taken forward for further consideration.
- 3.17.14 As per Department for Transport standards, a 3m wide unsegregated shared use footway and cycleway satisfies the minimum

effective width requirements providing safe passing opportunities for pedestrians and cyclists.

3.17.15 Alterations to the A59 slip road on Golden Way have been successful in reducing congestion on the A582 however not all drivers adapted well to the change of priorities at the junction with Penwortham Hill. An alternative system is currently being trialled and the Council Council will continue to monitor the situation.

Issue 18: SpeedOur responseWhat the consultation had to say

- 3.18.0 Throughout the consultation a number of people expressed concern with regards to traffic speeds on the route. It was felt that the A582 currently experiences issues with vehicles exceeding the speed limit and dualling the route will only add to this.
- 3.18.1 Some of those who responded felt that speed limits are not adhered to and speed cameras erected.
- 3.18.2 A number of people asked for a 50mph speed limit should be put in place.
- 3.18.3 Concern about the speed of vehicles leaving the A582 entering Pope Lane; it was felt that dualling will worsen this.

- 3.18.4 The design speed of the A582 will be 50mph. At this stage there are no plans to erect speed camera.
- 3.18.5 Consideration will be given to alignment of junctions during the design stage ensuing maximum safety.

#### 4. Questionnaire Analysis

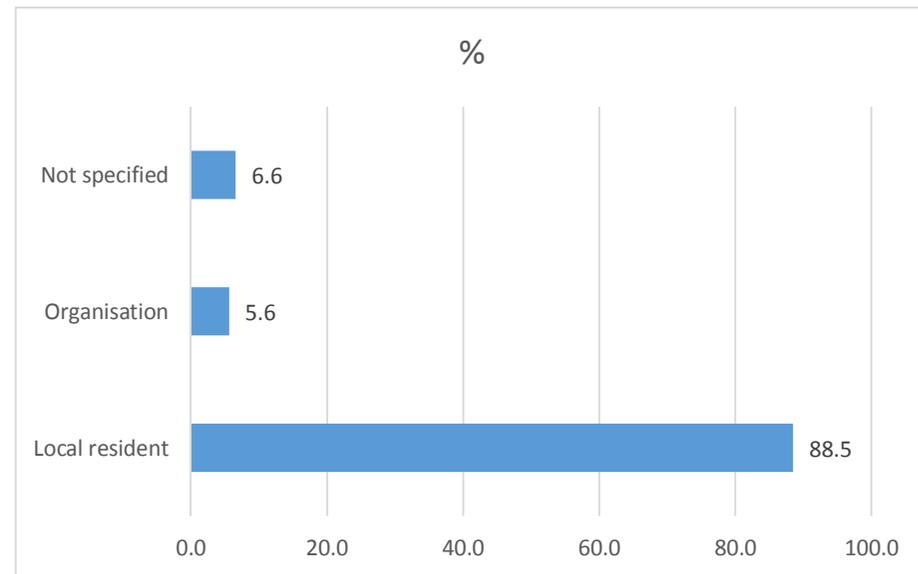
A questionnaire was available online and at all public consultation events to enable people to comment on the proposed widening of the A582. A total of 510 questionnaires were returned. A copy of the questionnaire form is reproduced at Appendix A. A summary of the responses and key issues highlighted is provided below.

**Q1: Please tell us about any issues that you think may affect our proposed widening of the A582.**

Answers summarised in the main text of the report above.

**Q2: Are you responding to this consultation as a local resident or on behalf of an organisation?**

Respondent	%	Count
Local Resident	88.5	361
Organisation	5.6	23
Not specified	6.6	27



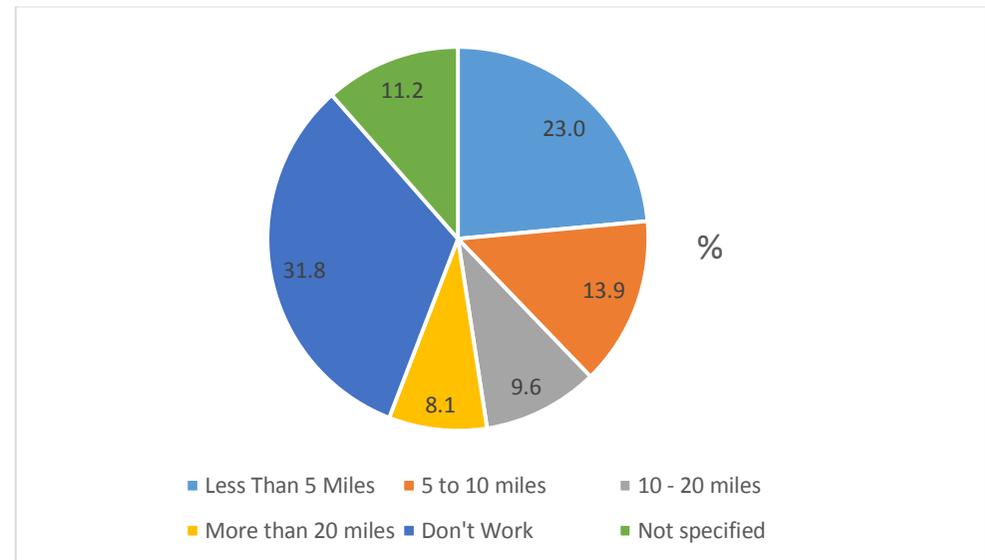
**Q3: What is the name of your organisation?**

The organisation who replied are listed below:

- BDP Print Services LTD
- Clearview Home Improvements LTD
- Cuerden Properties
- World Leisure UK LTD
- Lostock View Neighbourhood Watch
- Farrington Moss St Pauls CE Primary School
- Greenbelt Group LTD
- Ulnes Walton Bridleways Association

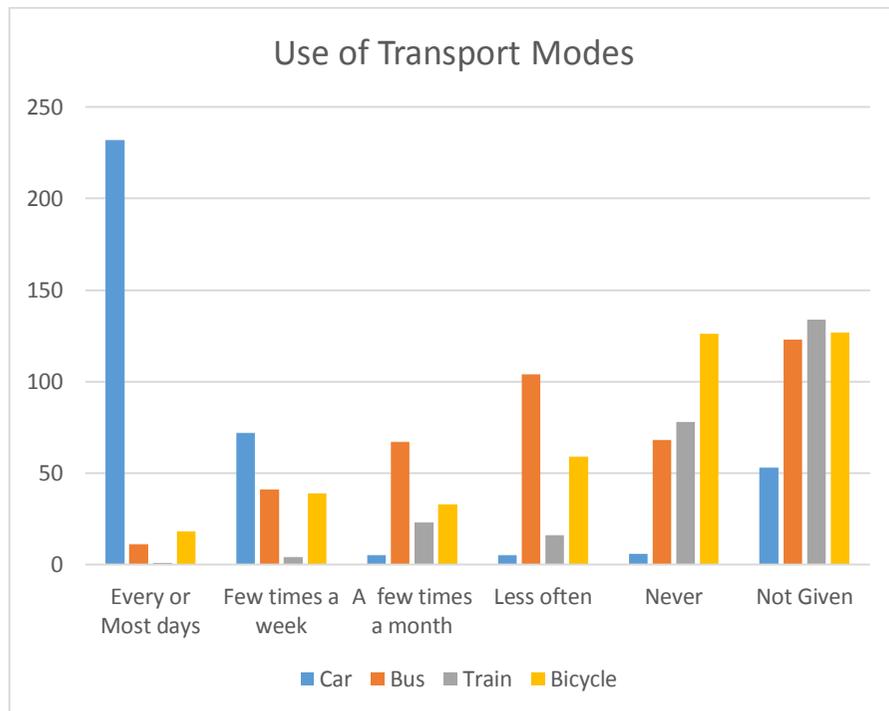
**Q4: How far do you travel to get to your usual place of work?**

Distance Travelling to work	%	Count
Less than 5 Miles	23	96
5-10 Miles	13.9	58
10-20 miles	9.6	40
More than 20 miles	8.1	34
Don't work	31.8	133
Not specified	11.2	47



**Q5: How often do you use the following type of transport?**

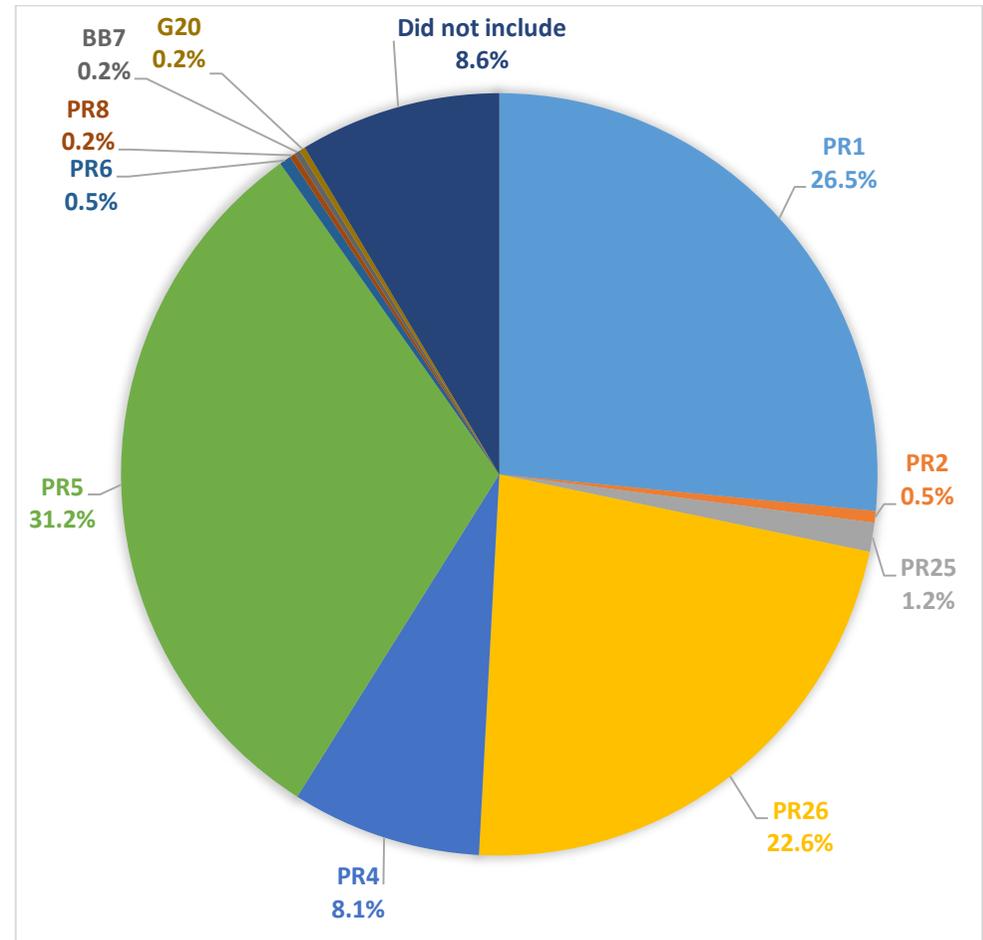
Mode	Every or Most days	A few times a week	A few times a month	Less often	Never	Not given
Car	232	72	5	5	6	53
Bus	11	41	67	104	68	123
Train	1	4	23	16	78	134
Bicycle	18	39	33	59	126	127



**: What is your home postcode?**

This was used to analyse the number of responses that raised common issues or concerns. The spatial distribution of respondents was organised into maps which are shown in the appendices B, C and D.

Postcode	%	Count
PR1	26.5	108
PR2	0.5	2
PR25	1.2	5
PR26	22.6	92
PR4	8.1	33
PR5	31.2	127
PR6	0.5	2
PR8	0.2	1
BB7	0.2	1
G20	0.2	1
Did not include	8.6	35



Appendix A – Consultation questionnaire



**A582 dualling consultation**

This questionnaire is to give you the chance to comment on the proposed widening of the A582, details of which are in the enclosed leaflet.

The consultation runs until **15 March 2015**.

The questionnaire is also available online. If you would prefer to fill in the online version, go to [www.lancashire.gov.uk/haveyoursay](http://www.lancashire.gov.uk/haveyoursay) and select 'A582 dualling consultation'. Please fill in only one version of the questionnaire.

Please read the enclosed leaflet and answer the following questions. Return the questionnaire to: A582 dualling consultation, FREEPOST RTKE-BXCZ-BBZL, Lancashire County Council, PO BOX 100, County Hall, Preston, PR1 0LD.

**c1** Please tell us about any issues that you think may affect our proposed widening of the A582.

Please write in below and continue on additional sheets if you wish

**About you**

Please answer the following questions so we can analyse comments by group and location. Your responses to these questions will not be used to identify you individually.

**Q2** Are you responding to this consultation...?

Please tick ✓ one box only

As a local resident  (Go to Q4)  
 On behalf of an organisation

**Q3** What is the name of your organisation?

Please write in below

(Go to end)

**Q4** How far do you travel to get to your usual place of work?

Please tick ✓ one box only

Less than 5 miles       5 - 10 miles       10 - 20 miles       More than 20 miles       Don't work

**Q5** 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"/>				
Bus	<input type="checkbox"/>				
Train	<input type="checkbox"/>				
Bicycle	<input type="checkbox"/>				

**Q6** What is your home postcode?

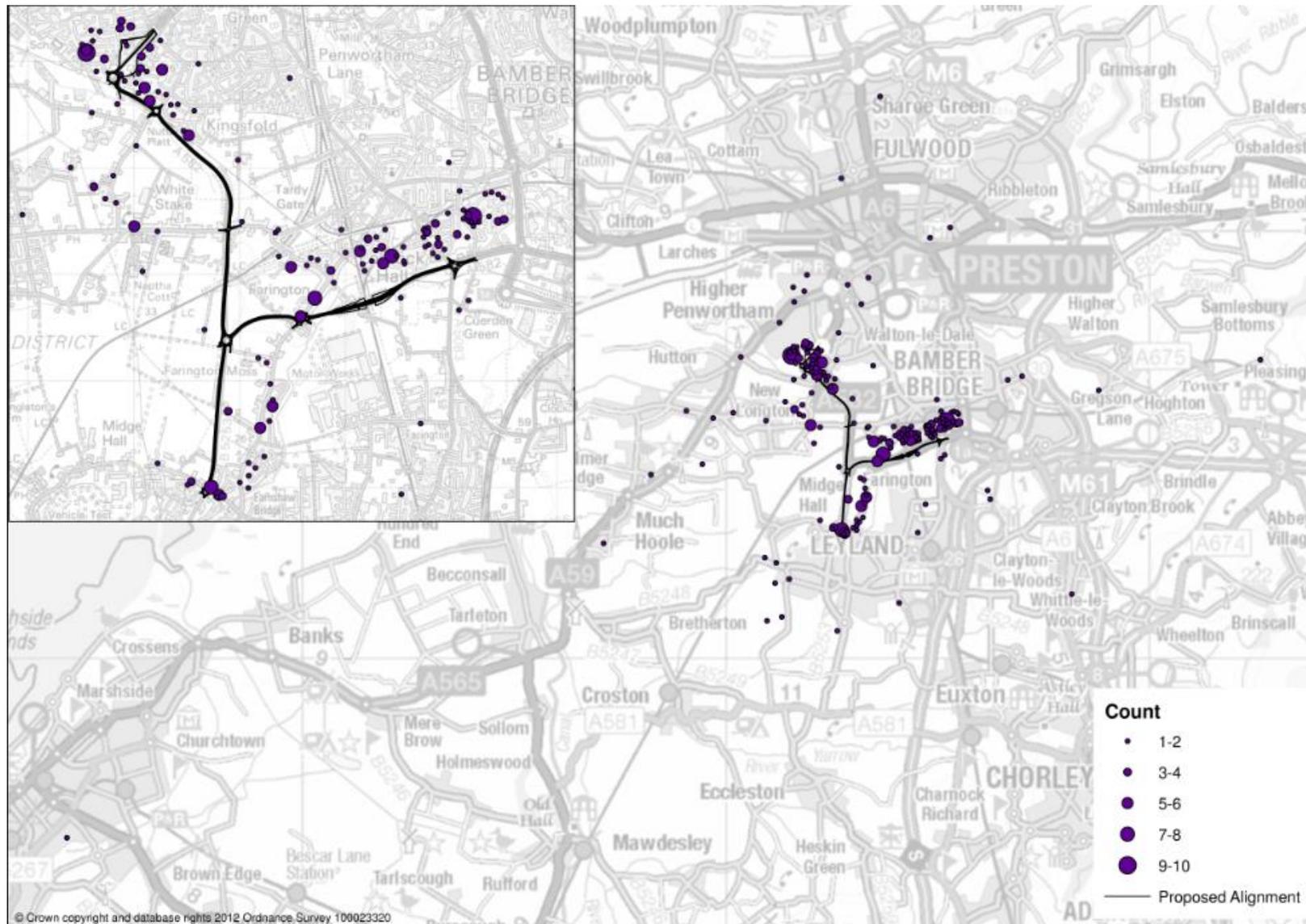
Please write in

If you would like to receive updates on the progress of the A582 dualling and other City Deal projects, please provide your email address. Please write in the box below

**Thank you very much for taking part in this consultation.**

Please return the questionnaire by Sunday 15 March 2015.

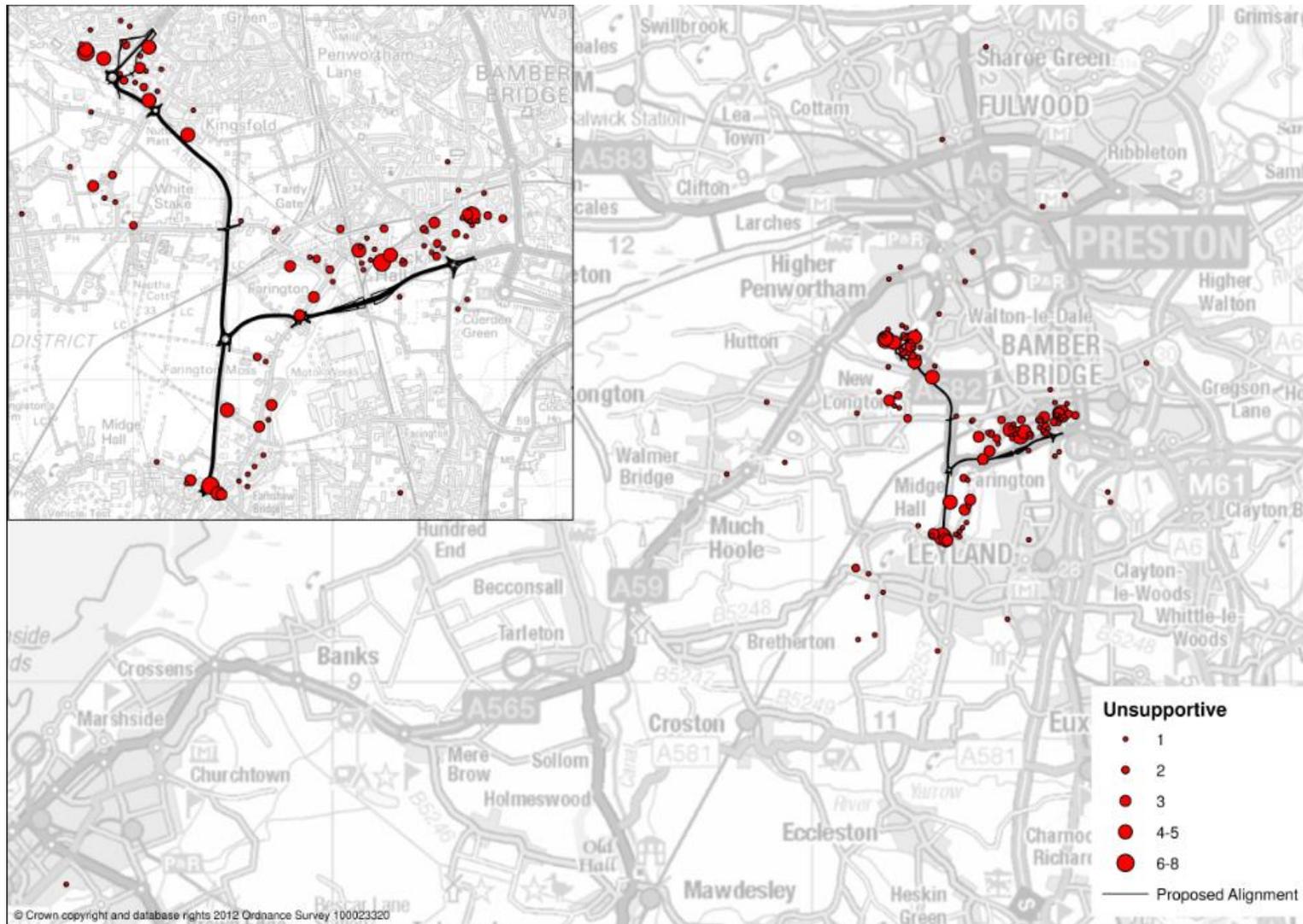
Appendix B – Postcode distribution of all responses



Appendix C – Postcode distribution of supportive responses



Appendix D – Postcode distribution of unsupportive responses





**CITY DEAL**  
Preston, South Ribble & Lancashire