

THE LANCASHIRE COUNTY COUNCIL (BROUGHTON BYPASS CLASSIFIED ROAD) (SIDE ROADS) ORDER 2014

STATEMENT OF REASONS FOR MAKING THE SIDE ROADS ORDER

1. INTRODUCTION

- 1.1 This is the Statement of Reasons of Lancashire County Council (the "Council") for making the Lancashire County Council (Broughton Bypass Classified Road) (Side Roads) Order 2014 (the "Order").
- 1.2 In preparing this statement, the Council has endeavoured to provide sufficient information so that its reasons for making the Order can be properly understood.
- 1.3 This statement:
 - 1.3.1 identifies the powers under which the Order is made (Section 2);
 - 1.3.2 sets out the background to the Order (Section 3);
 - 1.3.3 describes the existing highway arrangements (Section 4)
 - 1.3.4 provides a general description of the Scheme and details of the works proposed (Sections 5 & 6)
 - 1.3.5 sets out the Council's reasons and justification for making the Order (Section 7);
 - 1.3.6 sets out the arrangements for the inspection of documents (Section 8); and
 - 1.3.7 sets out contact details for further information (Section 9).

2. POWERS UNDER WHICH THE ORDER IS MADE

- 2.1 The Order is made under sections 14 and 125 of the Highways Act 1980 ("the Act"). Section 14 of the Act authorises the Council in relation to a classified road:-
- 2.1.1 to stop up, divert, improve, raise, lower or otherwise alter a highway that crosses or enters the route of the road or is or will be otherwise affected by the construction or improvement of the road;
 - 2.1.2 to construct a new highway for purposes concerned with any such alteration as aforesaid or for any other purpose connected with the road or its construction and to close after such period as may be specified in the Order any new highway so constructed for temporary purposes.
- 2.2 Section 125 of the Act provides that any order made by the Council under section 14 may authorise the Council to stop up any private means of access to premises adjoining or adjacent to land comprised in the route of the classified road, or forming the site of any works authorised by the order and to provide a new means of access to any such premises.
- 2.3 The purpose of the Order is to enable the Council to stop up existing highways, stop up private means of access, carry out improvements to existing highways and construct new highways with respect to roads that cross or join the new Classified Road ("the Bypass") which is to be constructed between the junction of the A6 Garstang Road ("Northern Roundabout"), 484m north of Broughton crossroads, and Junction 1 of the M55 motorway. The land required for the construction of the Classified Road and related works will be the subject of a compulsory purchase order to be made shortly by the Council.

3. BACKGROUND TO THE ORDER

- 3.1 The Acquiring Authority is proposing to construct a new road ("the Bypass") which will commence at the existing A6/M55 roundabout ("Broughton Roundabout") to the north of Preston and will run to the east of the village of Broughton to cross the B5269 Whittingham Lane at a point 370 metres to the east of Broughton crossroads ("Whittingham Lane junction"). The Bypass will then continue northwards and then westwards to rejoin the A6 at a new roundabout to be constructed on the A6, 450 metres north of Broughton crossroads. A spur from the Bypass (the "D'Urton Lane Link") will be constructed linking the Bypass via a new roundabout ("the D'Urton Lane Junction ") with D'Urton Lane. The scheme is proposed as a solution to the

safety, environmental and congestion problems in and around the village of Broughton as a result of large volumes of through traffic and the traffic signalled junctions at the A6 Broughton crossroads and the M55 Junction 1.

The objectives of the Scheme are:

- To improve the environment, particularly that of the bypassed community;
- To provide better conditions for public transportation, cyclists and pedestrians, which facilitates and encourages the increased use of transport options other than private vehicles;
- To enhance road safety;
- To assist economic growth through an efficient and sustainable transport system and maintenance of accessibility to the trunk network for the efficient transport of goods;
- To bring additional capacity to the network and improve accessibility and journey times into and out of Preston and better connectivity to the wider strategic road network, with additional benefit to the delivery of new development and economic growth in the area.

3.2 The proposed Bypass will be 1.95 kilometres in length. The northern section of the bypass between Whittingham Lane and the A6 has been designed as a two lane all purpose single carriageway road. The southern section will be a dual two lane all purpose carriageway from the B5269 Whittingham Lane to the A6/M55 Junction 1 roundabout. The D'Urton Lane Link will be a two lane single carriageway.

4. THE EXISTING HIGHWAY ARRANGEMENTS

4.1 The A6 north of Preston through to the south of Lancaster runs generally northwards, to the west of and approximately parallel to the M6 and takes in the villages and small towns of Broughton, Barton, Bilsborrow and Garstang. Commuters use this section of the A6 extensively, mainly by car, travelling to and from Preston. It is also used by locally generated longer distance traffic accessing the motorway network.

4.2 In particular, traffic originating in the large rural area to the east and west of the M6 to the north of Preston and travelling to and from M6 (south) use this section of the A6 to join the motorway network at M55 Junction 1 (Broughton roundabout), which is located some 1.1km south of Broughton village centre and some 1.4km west of M6 Junction 32.

4.3 In addition, when the 21km section of the M6 between Junctions 32 and 33 is temporarily blocked or under repair the nearby parallel section of the A6, which is some 22km in length, is the only alternative route for the diverted

motorway traffic. Furthermore, this section of the A6 is also a designated "Route for Heavy and High Abnormal Loads".

- 4.4 Traffic travelling to and from Preston, from the northern hinterland and the M55 Junction 1 has little alternative other than to travel through Broughton. The environmental impacts and associated issues of congestion, safety, and air pollution are compounded as the A6 road corridor which runs through Broughton, (known as Garstang Road) is narrow.
- 4.5 The limited width of Garstang Road through the middle of the village, combined with the compactness of the junction with its traffic lanes being narrower than standard, properties abutting the back of very narrow footways and an offset in the alignment of the B5269 to the east and west of the A6, all contribute to a limiting of the practical traffic capacity of the crossroads.
- 4.6 Congestion and capacity issues at the crossroads have prevented the addition of pedestrian and cycle facilities to improve these movements within the village.
- 4.7 The recently completed signalisation of the M55 Junction 1 roundabout has improved traffic flows at this location but this has not relieved the capacity and congestion problems encountered at the Broughton crossroads.

5. GENERAL DESCRIPTION OF THE SCHEME

- 5.1 The Bypass will replace the part urban/part rural classified single carriageway road currently passing through Broughton with a classified road in a predominantly rural setting and, as far as possible, one that maintains the local features of the rural A6 corridor. It will bypass the village of Broughton, and specifically avoid through traffic passing through the crossroads of Whittingham Lane, Woodplumpton Road (B5269) and Garstang Road.
- 5.2 The Scheme can be described as comprising the Bypass and D'Urton Lane Link together with their various new junctions such as the Northern Roundabout and Whittingham Lane Junction. The Bypass may be described as falling in two sections; a northern section from the new Northern Roundabout located on the A6, 450 metres to the north of the crossroads, running south east of the village to a new roundabout on Whittingham Lane, 370 metres east of Broughton crossroads, and a southern section which runs south of Whittingham Lane B5269 to Broughton Roundabout (M55 Junction 1). The proposed development will be financed and constructed as a single scheme.
- 5.3 In addition from the D'Urton Lane roundabout, a new two lane carriageway link road will join with the existing D'Urton Lane ("D'Urton Lane Link").

- 5.4 The proposed Scheme will create an all purpose vehicular highway, 1.95 km in length. The route will have general vehicular access limited to its three roundabout junctions and a limited "left-in left-out" junction formed with the existing A6 at its southern end, before it meets the Broughton Roundabout (M55 Junction 1).
- 5.5 The northern section of the Scheme will run from the A6 Garstang Road, north of Broughton, to the B5269 Whittingham Lane, and will consist of a 10 metre wide two-lane single carriageway. From the new roundabout to the north of the crossroads on the A6, Garstang Road, (Northern Roundabout) the road will run along a right hand curve, close to existing ground level, south eastwards across the pasture fields situated to the north east of Broughton village, with soft landscaping (planting belt) along its south west side separating the route from residential properties in Pinewood, Willow Tree Avenue and along the northern side of Whittingham Lane. As the route approaches Whittingham Lane from the north it runs southwards, crossing a public footpath FP25 (Barton) and passing through the line of residential properties along the northern side of Whittingham Lane. It then crosses Whittingham Lane before reaching a new roundabout junction (Whittingham Lane Junction). Two semi- detached properties (no's 35 and 37 Whittingham Lane) will need to be demolished to allow the northern section of the Scheme to be constructed. Land will also need to be acquired from numbers 27, 33 and 39 Whittingham Lane.
- 5.6 The new roundabout (Whittingham Lane Junction) will be located in the pasture fields, south of Whittingham Lane close to existing ground level, and will connect local diversions of Whittingham Lane, east and west of the route, with the Bypass. A junction on the north side of each diversion of Whittingham Lane will provide access to the short sections of the existing lane that would be isolated immediately east and west of the route by the Bypass, and which will be retained so as to provide access to the remaining properties.
- 5.7 There is one footpath (FP25 Barton), which follows a route from Bridleway 26 Barton (BW26 Barton) to the north of the unnamed tributary of Dean Brook, and crosses this tributary to Whittingham Lane. The proposed road will sever the southern section of this footpath (FP25 Barton). As part of the Scheme, this footpath will be diverted along the eastern side of the Bypass. Once the Bypass is constructed the pedestrians will follow this line along a new length of footway. This will then join the existing footway on the diverted section of Whittingham Lane. On the diverted section of Whittingham Lane there will also be a shared use cycle track (with a right of way on foot). A signal controlled crossing, using a Toucan crossing, will be provided for the shared use cycle track on the diverted section of Whittingham Lane. There will also be an open non-signalised crossing for a shared use cycle track on the southern side of the 'new' section of Whittingham Lane. This crossing will

utilise a 'splitter island' on the Bypass to the south of the roundabout at Whittingham Lane junction, in order for pedestrians and cyclists to cross the dual – two lane carriageway.

- 5.8 At the new A6 Garstang Road roundabout junction the existing cycle lanes will be crossed by the Bypass at the northern end of this section. A new shared use cycle track will be included around the western and eastern sides of the roundabout junction, which will connect to the existing cycle lanes to the north of the junction along Garstang Road. This new shared use cycle track around the junction will also connect to a new section of shared use cycle track to the south, along Garstang Road through Broughton Village. There will also be a new section of footway around the western and eastern sides of the roundabout junction that will connect to the existing footways to the north (east side only) and south of the junction. A new open non-signalised crossing will be located to the east of the junction, to allow both cyclists and pedestrians to cross the new road, in order to join the new section of shared use cycle track.
- 5.9 The proposed southern section of the Bypass will run between the Whittingham Lane Junction and a new roundabout (the "D'Urton Lane Junction") and the Bypass on this section will comprise a dual two lane carriageway. From the Whittingham Lane Junction the bypass will run south-eastwards across the pasture fields east of Broughton village along a series of right hand curves, initially close to existing ground level, then in a deeper cutting through the top of the north escarpment of the Blundel Brook Valley. Curving southwards, the route will then obliquely cross the valley on an embankment either side of Brooklands (Blundel Brook) Bridge, which will carry the Bypass on a new bridge over the brook, before approaching the D'Urton Lane Junction in a shallow cutting.
- 5.10 There is currently one footpath (FP4 Broughton), which is located in this section of the route. This follows a route from the east, passing through fields, crosses Blundel Brook and then follows the alignment of the southern bank of Blundel Brook to Garstang Road. This footpath will be severed by the Bypass. Therefore, this footpath will be diverted and when the Bypass is constructed pedestrians will follow this line via a widened central reserve across the Bypass and along the western side of the Bypass, to rejoin the existing footpath, before being diverted again to a safe crossing point in line with its eastern alignment north of Blundel Brook.
- 5.11 The D'Urton Lane Roundabout will be located to the east of Broughton Parish Church close to the bottom of the south escarpment of the Blundel Brook Valley, with the east side of the roundabout in a shallow cutting and the west side on a low embankment. On the south east side of the roundabout, the link

road connecting to D'Urton Lane ("D'Urton Lane Link") will climb out of the valley on a low embankment along a left hand curve to join D'Urton Lane.

- 5.12 The Bypass, D'Urton Lane Roundabout and D'Urton Lane link road will serve existing residential properties on D'Urton Lane and, importantly, large scale residential and employment development consented or planned in the area. This includes 300 dwellings and 2.1 ha employment land which has been approved subject to a S106 agreement at Eastway/D'Urton Lane (Planning Ref: 06/2013/0349).
- 5.13 Between D'Urton Lane Roundabout and Broughton Roundabout (M55 Junction 1) the Bypass will be a dual, two lane carriageway. widening to four lanes for southbound traffic before the roundabout with two of those lanes joining the M55 east slip road. The Bypass will extend south westwards from the roundabout along the Blundel Brook Valley south of the brook, at close to ground level. Curving south westwards along a left hand curve, the route will cross land - which is currently used by Broughton in Amounderness Church of England Primary School and the Church for car parking - and D'Urton Lane, close to its western end, to a new 'left-in left-out only' junction with the existing A6 running north, and then to the Broughton Roundabout (M55 Junction 1).
- 5.14 For the southern part of the Bypass, where it joins the Broughton Roundabout, the Bypass will pass through four properties located on D'Urton Lane, namely "Church Farm", "The Fold", "Kyne" and "Bonabri". "Church Farm" has been demolished and the other properties will also need to be demolished.
- 5.15 It is proposed to construct a new car park for use by the Primary School and Parish Church, which will be located north of the Bypass alongside Blundel Brook with an access taken from Garstang Road near Broughton Bridge.
- 5.16 The southern section of the Bypass will sever a second footpath (FP5 Broughton), which connects D'Urton Lane and Church Lane, via a footbridge over Blundel Brook and through the Parish Church graveyard. It will also sever the "Guild Wheel" cycle route, which follows the existing A6 and D'Urton Lane.
- 5.17 The existing footway for the A6 Garstang Road East will also be severed by the Bypass, at the point where the Bypass joins the Broughton Roundabout. On construction of the Bypass a new footway will be constructed for a distance of approximately 40 metres alongside the north western side of the carriageway from where pedestrians can join the existing alignment of FP5 Broughton and the proposed new cycletrack to the A6 Garstang Road. There will also be a toucan crossing, in order to join and provide a safe crossing point for pedestrians and cyclists, to the western end of D'Urton Lane."

- 5.18 In addition, the 'Guild Wheel' cycle route will also be severed by the Bypass. A connection between the cycle route on the A6 Garstang Road and D'Urton Lane will be provided through the provision of the same toucan crossing described above in paragraph 5.17 and a new section of shared cycle track. The eastern end of D'Urton Lane will be restricted for through traffic, which will reduce the flows of traffic along the cycle route. As described above, a new link road will form the new access to D'Urton Lane.

6. DETAILS OF THE WORKS PROPOSED

6.1 New Highways to be provided

- 6.1.1 New footpath from the northern boundary of the B5269 Whittingham Lane from a point 379 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road in a north-westerly direction for a distance of 180 metres. This is to replace the existing footpath, the stopping up of which is necessitated by the Classified Road severing a length of the exiting Public Footpath No.25 Barton.
- 6.1.2 New footpath from a point north-east of the Marriott Hotel on existing Public Footpath No.4 Broughton and 25m south-west of centreline of the classified road for a distance of 98 metres north-north-west and 48m north-east to connect to existing Public Footpath No.4 Broughton. This is to replace the existing footpath, the stopping up of which is necessitated by the Classified Road severing a length of the exiting public footpath.
- 6.1.3 New footpath from a point on existing Public Footpath No.4 Broughton, north-east of Broughton-In-Amounderness CE Primary School and 17m south-west of the centreline of the classified road, north-north-west for 23m to link to existing Public Footpath No.4 Broughton. This is to replace the existing footpath, the stopping up of which is necessitated by the Classified Road severing a length of the exiting public footpath.

6.2 Highways to be improved

- 6.2.1 A6 Garstang Road from a point 484 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Whittingham Lane in a north-westerly direction for a distance of 66 metres. This is the northern realignment of the highway necessitated by the construction of the northern roundabout.

- 6.2.2 A6 Garstang Road from a point 359 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Whittingham Lane in a north-westerly direction for a distance of 59 metres. This is the southern realignment of the highway necessitated by the construction of the northern roundabout.
- 6.2.3 B5269 Whittingham Lane from a point 217 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road in a north-easterly direction for a distance of 143 metres. The work to the western side of Whittingham Lane is necessary as the traffic flow will be diverted on to the new alignments joining the new Whittingham Lane roundabout. The highway changes will maintain pedestrian, cyclist and relevant movements.
- 6.2.4 B5269 Whittingham Lane from a point 385 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road in a north-easterly direction for a distance of 162 metres. The work to the eastern side of Whittingham Lane is necessary as the traffic flow will be diverted on to the new alignments joining the new Whittingham Lane roundabout. The highway changes will maintain pedestrian, cyclist and relevant movements.
- 6.2.5 Highway (D'Urton Lane Link Road) from the boundary of the classified road at the proposed roundabout at D'Urton Lane Junction in a south-easterly direction for a distance of 229 metres to meet the existing D'Urton Lane at the M55 motorway bridge. This is required to improve the width and the alignment of D'Urton lane over this length and to provide an off road shared pedestrian Cycleway facility over this stretch which forms part of the Preston Guild Wheel cycle route.
- 6.2.6 A6 Garstang Road from a point 31 metres northwest of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane, in a south-easterly direction for a distance of some 102 metres. This is the realignment of the highway necessitated by the construction of the southern roundabout.
- 6.2.7 Turning head added to D'Urton Lane from a point 129 metres east of the intersection of the centrelines of the A6 Garstang Road and the C349 D'Urton Lane for a distance of 28 metres

southwards. This is required to provide a facility to allow vehicles to turn around at the end of the severed D'Urton Lane.

- 6.2.8 C349 D'Urton Lane from a point 73 metres east of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane in an easterly direction for a distance of 30 metres. This is to be made footway / cycleway only by narrowing the carriageway and widening the verge to maintain access for cyclist and pedestrians along Guild Wheel via a toucan crossing, across the classified road.

6.3 Highways to be stopped up

- 6.3.1 A6 Garstang Road from a point 418 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane in a north-westerly direction for a distance of 66 metres. This length of road will be stopped up as the Classified Road roundabout will be sited at this location.
- 6.3.2 Public Footpath No.25 Barton from its junction with the B5269 Whittingham Lane in north-westerly direction for a distance of 180 metres. This length of footpath will be stopped up as the Classified Road will sever it. A diversion of the footpath is provided across a signalised toucan crossing and a new footpath on the eastern side of the Classified Road before joining up with the existing footpath.
- 6.3.3 B5269 Whittingham Lane from a point 360 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road in a north-easterly direction for a distance of 25 metres. This length of road will be stopped up as the Classified Road crosses at this location.
- 6.3.4 Public Footpath No.4 Broughton, north-east of the the Marriott Hotel from a point 26m south-west of its intersection with the centreline of the Classified Road, for a distance of 76m in a north-easterly direction. This is the section of the footpath severed by the Classified Road.
- 6.3.5 Public Footpath No.4 Broughton, north-east of Broughton-In – Amounderness CE Primary School , from a point 17m south-west of the centreline of the Classified Road, for a distance of

16m north-east and 21m north-west. This is the section of the footpath severed by the Classified Road.

- 6.3.6 C349 D'Urton Lane from a point 36metres east of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane in an easterly direction for a distance of 37 metres. This length of road will be stopped up due to the Classified Road crossing it at this location.
- 6.3.7 Public Footpath No.5 Broughton from its junction with the C349 D'Urton Lane in a north-westerly direction for a distance of 45 metres. This is the section of the footpath severed by the Classified Road.
- 6.3.8 A6 Garstang Road from its intersection with Broughton Roundabout (M55 Junction 1) in a north-westerly direction for a distance of some 81metres. This length of road will be stopped up due to the Classified Road crossing it at this location.

6.4 New private means of access

- 6.4.1 New access from the roundabout on the classified road to fields north-east of roundabout at its junction with Garstang Road, at a position 470m north and 20m east of the centreline junction of A6 Garstang Rd /B5269 Woodplumpton Lane. This is to replace an existing access that will be lost as a consequence of the construction of the new Classified Road.
- 6.4.2 New access from the A6 Garstang Road to fields to the east of A6 Garstang Road from a point 358 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane. This is to replace an existing access that will be lost as a consequence of the construction of the new Classified Road.
- 6.4.3 New access to field 268 metres east from centreline of junction of A6 Garstang Rd with the Classified Road. This is to provide access to fields severed by the new Classified Road.
- 6.4.4 New access to fields north of Classified Road at position 531m east of centreline of junction of the Classified Road with the A6 Garstang Road. This is to provide access to fields severed by the new Classified Road.

- 6.4.5 New access from the improved B5269 Whittingham Lane to fields to its south, from a point 302 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and A6 Garstang. This is to replace an existing access that will be lost as a consequence of the construction of the new Classified Road.
- 6.4.6 New access from the roundabout at Whittingham Lane on the Classified Road to field to the south of the roundabout at a point 361 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and A6 Garstang Rd. This is to replace an existing access that will be removed as a consequence of the construction of the new Classified Road.
- 6.4.7 New private access to fields to north-east of new highway between the classified road and improved section of C349 D'Urton Lane, 70 metres south-east of its junction with the classified road. This is to provide access to fields severed by the new Classified Road.
- 6.4.8 New private access from western improved section of D'Urton Lane to fields south of D'Urton Lane, from south end of turning head opposite Gray's Cottage. This is to replace an existing access that will be removed as a consequence of the construction of the new Classified Road.
- 6.4.9 New private access, 2 metres in an easterly direction from the new car park to the existing Public Footpath No.5 Broughton. This is to connect the new car park to Public Footpath No.5 Broughton
- 6.4.10 Access from the A6 Garstang Road in a north-easterly direction to the replacement Car Park of Broughton in Amounderness C of E Primary School and St John the Baptist's Church, at a point 25 metres north of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane. This is to provide access to the replacement car park that will be lost as a consequence of the construction of the new Classified Road.

6.5 Private means of access to be stopped up

- 6.5.1 Access from the A6 Garstang Road to fields to the east of the A6 Garstang Road from a point 488 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane. This is to be stopped up as a consequence of the construction of the new Classified Road
- 6.5.2 Access from the A6 Garstang Road to fields to the west of the A6 Garstang Road from a point 487 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane. This is to be stopped up as a consequence of the construction of the new Classified Road
- 6.5.3 Access from the A6 Garstang Road to fields to the west of the A6 Garstang Road from a point 429 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane. This is to be stopped up as a consequence of the construction of the new Classified Road
- 6.5.4 Access from the A6 Garstang Road to fields to the east of the A6 Garstang Road from a point 411 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane. This is to be stopped up as a consequence of the construction of the new Classified Road
- 6.5.5 Access from the B5269 Whittingham Lane to No. 37 Whittingham Lane from a point 382 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road (This property is due to be demolished as part of the construction of the new classified road). This is to be stopped up as a consequence of the construction of the new classified road.
- 6.5.6 Access from the B5269 Whittingham Lane to No. 35 Whittingham Lane from a point 367 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road (This property is due to be demolished as part of the construction of the new Classified Road). This is to be stopped up as a consequence of the construction of the new classified road.
- 6.5.7 Access from the existing B5269 Whittingham Lane to fields to the south of the B5269 Whittingham Lane from a point 310 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang. This is to be stopped

up as a consequence of the construction of the new Classified Road.

- 6.5.8 Access from the B5269 Whittingham Lane to fields to the south of the existing B5269 Whittingham Lane from a point 287 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang. This is to be stopped up as a consequence of the construction of the new Classified Road.
- 6.5.9 Access from the C349 D'Urton Lane to car park to the north of the existing D'Urton Lane from a point 15metres east of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane. This is to be stopped up as a consequence of the construction of the new Classified Road.
- 6.5.10 Access from the D'Urton Lane to Church Farm and Bonabri to the south of the existing D'Urton Lane from a point 16metres east of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane. This is to be stopped up as a consequence of the construction of the new Classified Road.
- 6.5.11 Access from FP5, Broughton, north of the existing D'Urton Lane to existing car park. This is to be stopped up as a consequence of the construction of the new Classified Road and the relocation of the car park.

7. REASONS FOR MAKING THE ORDER

- 7.1 The City of Preston has grown considerably over the last forty years from the initial stimulus of the development of the Central Lancashire New Town from the mid -70s. This considerable expansion has been maintained over successive decades with a buoyant housing and employment market servicing a wide hinterland around Preston.
- 7.2 Due to Broughton's location north of Preston on the A6, between a wide rural hinterland and Junction 1 of the M55 motorway some 1.1km south, it experiences high levels of through traffic. For over 40 years Broughton has suffered with congestion and associated environmental impacts.
- 7.3 The A6 north of Preston runs generally northwards to the west of and approximately parallel to the M6 and takes in the villages and small towns of Broughton, Barton, Bilsborrow and Garstang. There are two traffic streams that use the route; car borne commuters travelling to and from Preston, and locally generated, longer distance traffic, accessing the motorway network.
- 7.4 In addition, when the 21km section of the M6 between Junction 32 and 33 is temporarily blocked or under repair the nearby parallel section of the A6, which is some 22km in length, is the main route for diverted motorway traffic. This section of the A6 is also a designated "Route for Heavy and High Abnormal Loads".
- 7.5 Traffic travelling to and from Preston from the northern hinterland and the M55 Junction 1 has little alternative other than to travel through Broughton.
- 7.6 The existing network carries substantial volumes of traffic which are forecast to increase in the future as a result of both permitted developments and as a result of the levels of planned development within the adopted Central Lancashire Core Strategy.
- 7.7 Developer contributions have been secured from consented developments that have been assessed to have an effect on traffic conditions at Broughton. Prior to the introduction of the Preston Community Infrastructure Levy (CIL) which came into effect from 30 September 2013, developer contributions have been secured towards provision of the Broughton Bypass from developments for 650 dwellings and 9000 sq metres of employment land on Whittingham Road (application number 06/2013/0779) and 65 dwellings at Forest Grove Barton (application number 06/2012/0823). Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended) restricts the use of planning obligations for infrastructure to ensure that there is no duplication between funding for infrastructure through a planning obligation and funding in whole or in part by the Community Infrastructure Levy. As "Broughton

Congestion Relief" highway improvements are included in the published infrastructure list for Preston, funding becomes due from CIL and not planning obligations for this scheme.

7.8 Improvements have recently been made to Junction 1 of the M55 to include;

- Carriageway widening to the central circulatory area to provide one extra lane;
- Carriageway widening to the A6 north and south entry points to provide one extra lane;
- Signalisation of all entry arms.
- Toucan crossing facilities on the west side of the roundabout;
- Additional cycle facilities, including advanced stop lines on the A6 southern approach, and a central cycle lane for the A6 north approach and joint use footways on the A6;
- Enhancements to the subway steps to help dismounted cyclists;
- New signing and lighting.

7.9 However, even with these improvements traffic levels are forecast to remain high with concomitant social, environmental and economic impacts.

7.10 Whilst, the recent roundabout improvement works have resulted in increased southbound capacity which has improved the operation of the traffic light controlled junction, the roundabout improvements have not reduced the volumes of traffic passing through Broughton on a daily basis, nor will they provide enough additional capacity to accommodate the additional traffic that would result from proposed development in the area.

7.11 The existing environmental impacts and associated unacceptable issues of congestion, safety, and air pollution are compounded as the A6 road corridor which runs through Broughton, (known as Garstang Road) is narrow. There is little opportunity to increase traffic flow at the crossroad at the A6 and B5269 through physical interventions as the footways and the traffic lanes are narrow and bounded by built developments.

7.12 This leads to long queues, severance of the village, safety issues and air pollution.

7.13 Noise pollution is an issue for the properties affected by the current high levels of local traffic. The proposed Bypass will result in over fifty properties experiencing a "major beneficial" or "moderate beneficial impact" whilst no residential properties are predicted to experience a "major adverse" impact, however, three properties are predicted to experience a "moderate adverse" impact.

7.14 In 2012 Preston City Council declared an Air Quality Management Area for Broughton village due to high annual mean levels of nitrogen dioxide (NO₂)

attributable to vehicle emissions. The proposed Bypass will remove a large volume of traffic from Broughton Village and result in a considerable improvement in air quality resulting in a substantial reduction in pollution levels such that the designation of the Air Quality Management Area will no longer be required. This would have positive impacts on the health of those living within the village and the pedestrians and cyclists who travel through it.

- 7.15 The traffic modelling demonstrates that the new Bypass including the new junctions would all operate satisfactorily in the design year of 2032 and that traffic levels on the A6 south of the existing cross roads would decrease by between 59 and 89% in 2032. These figures take into account the additional traffic that would arise from the development of the land allocations contained within the adopted Core Strategy
- 7.16 The Bypass would result in the opportunity to make improvements to the quality of the public realm, reduce severance in the village, reduce pollution levels to acceptable levels and provide for improved conditions for cycling, public transport and pedestrians.
- 7.17 This improvement of the environment for pedestrians and cyclists is a priority of Preston City Council and is set out in policy T9 of the Preston Local Plan. These potential improvements could not take place without the implementation of the Bypass. These public realm improvements to Broughton village have also been programmed within the Central Lancashire Highways and Transport Masterplan which was adopted by the Acquiring Authority in 2013. This is especially important given the fact that large numbers of school children walk and cycle to the two schools located within the village.
- 7.18 The proposed Bypass would provide the additional benefit of the delivery of new development and economic growth in the wider area, without which the levels of development proposed in the adopted Central Lancashire Core Strategy could not be delivered.
- 7.19 The Central Lancashire Highways and Transport Masterplan provides a strategic overview, with programmed infrastructure delivery to support Preston's growth, including reference to the importance of the Bypass. At the time of the publication of the Masterplan the ability to source the finance for the complete Bypass was uncertain so it was proposed to stagger the construction of the bypass with the development of the northern section first.
- 7.20 However, in September 2013, Central Government agreed a City Deal with Preston, South Ribble and Lancashire County Councils. This provides certainty for the finance of vital infrastructure including the construction of the Broughton Bypass. Consequently, the Acquiring Authority intends to construct the whole Bypass and D'Urton Lane link road as one Scheme. This would

provide the optimum solution to the problems experienced by the villagers of Broughton of noise and pollution associated with the traffic congestion. It would also facilitate the improvements to the public realm of Broughton which would have wider benefits including the ability to implement Preston City Council's long held objective of improving facilities for pedestrians and cyclists within the village.

7.21 Most recently in September 2013, as part of the City Deal Infrastructure Delivery Programme of £334 million, the importance of the Broughton Bypass has been recognised in providing critical relief to the A6, North East Preston and the M6, supporting the development of housing sites to create over 1400 homes as well as enabling the development of further employment sites. This sets out clearly the importance of the construction of the Bypass not only to the Acquiring Authority, Preston City Council but also, Central Government and provides assurance that funding would be forthcoming.

7.22 Consequently, there is a long standing requirement to construct the Scheme and a commitment to fund it to enable the objectives to be achieved;

- To improve the environment, particularly that of the bypassed community;
- To provide better conditions for public transportation, cyclists and pedestrians, which facilitates and encourages the increased use of transport options other than private vehicles;
- To enhance road safety;
- To assist economic growth through an efficient and sustainable transport system and maintenance of accessibility to the trunk network for the efficient transport of goods;
- To bring additional capacity to the network and improve accessibility and journey times into and out of Preston and better connectivity to the wider strategic road network, with additional benefit to the delivery of new development and economic growth in the area.

7.23 Alternatives to the Bypass

7.23.1 The Acquiring Authority has considered a variety of solutions, such as on-line improvements, park and ride facilities, a new junction on the M6 Motorway, and alternative bypass alignments to alleviate the traffic problems in Broughton. These have been rejected as being inferior to the bypass scheme proposed because they dealt less effectively with the range of issues and problems caused by the traffic travelling through Broughton.

7.23.2 The following rejected options were considered as alternatives to the Scheme;

- (i) Option 1: On-line Improvement to A6 Garstang Road

This option was rejected because it would irrevocably alter the appearance and character of the centre of Broughton and would retain the high traffic levels through the village. There would be no overall benefit to Broughton and its residents in terms of traffic and noise reduction, air quality improvements, amenity enhancement and severance.

(ii) Option 2: Park and Ride Facility in the Broughton Area

This option was rejected because it was assumed that a small number of users drawn from a limited source, i.e. from A6 Garstang Road only, would use it. Consequently such a park and ride facility would be lightly used and the traffic remaining on the A6 through the village would remain close to its present levels. There would be no perceptible overall benefit to Broughton and its residents in terms of traffic and noise reductions, air quality improvements, amenity enhancement and severance.

(iii) Option 3: New Junction on M6 in the Garstang/Brock Area

Historically, the option of a new junction on the M6 has been put forward as an option in order that the motorway could be used as a bypass for local traffic. However, this would not have been consistent with Department of Transport guidance and is contrary to the guidance set out in Department of Transport Circular 01/2013 which states in paragraph 39, *"Where appropriate, proposals for the creation of new junctions or direct means of access may be identified and developed at the Plan-making stage in circumstances where it can be established that such new infrastructure is essential for the delivery of strategic planned growth."*

"Where the strategic growth test cannot be met there will be no additional junctions with , or direct means of access to, motorways and other routes of near motorway standard other than for the provision of signed road facilities for road users (see Annex B) , maintenance compounds and, exceptionally, major transport interchanges."

(iv) Option 4: Bypass of Broughton to the West of Village

Two route options were considered to the West of the village. Both were rejected because of the visible impact of the elevated route close to the fringes of the village, the substantial impact of the route on embankment on the landscape and nature conservation interest of

Barton Brook and Blundel Brook. The junction configuration at its southern end with its inadequate connection for the Link to Eastway and the substantial extra cost required for the two bridge crossings of the railway and the extra length of both routes were additional reasons for their rejection.

(v) Option 5: Alternative Route for Bypass to the East of Village

The alternative alignment for the option of a bypass east of Broughton close to the village centre and utilising a widened section of the A6 corridor south of Keyfold Farm was rejected because of its impacts on the nearby south-eastern fringe of the village, on agriculture and on the Preston Marriott Hotel. This option would also adversely affect many trees protected by Tree Preservation Orders, the established rural appearance of Garstang Road where it would be widened, and access, particularly by pedestrians walking to and from Broughton-in-Amounderness Primary School and St John Baptist Church. The increased severance of these two establishments from the village by the route plus the substantial cost of service diversions and the inadequacy of the connection for the Link to Eastway also militate against this option.

- 7.24 These various alternative solutions were all rejected as being inferior to the Scheme proposed because they dealt less effectively with the range of issues and problems caused by the traffic travelling through Broughton. Furthermore, it was judged that these solutions would not achieve the proposed objectives for the Scheme.
- 7.25 Furthermore the Inspector at the Public Inquiry into the Preston Local Plan stated in his report in 1998 that the Link to Eastway from the bypass via D'Urton Lane is so closely associated with the bypass that the bypass cannot operate without it, and recommended the consolidation of the two routes into one policy. Therefore the various options considered, in particular the alternative routes for the bypass, would need to satisfy this additional requirement.
- 7.26 Importantly he stated, *"The construction of the Broughton Bypass is essential for the resolution of traffic problems at Broughton"*.

8. INSPECTION OF DOCUMENTS

- 8.1 The following documents are available for public inspection during normal office hours at:

- 8.1.1 Environment Directorate, County Hall. Pitt Street, Preston PR1 0LD;
 - 8.1.2 Preston City Council, Town Hall, Preston, PR1 2RL;
 - 8.1.3 Fulwood Library, 294 Garstang Road, Preston PR2 9RX
- 8.2 The documents are:
- 8.2.1 the Order and accompanying plans;
 - 8.2.2 this Statement of Reasons;
 - 8.2.3 forms associated with the Classification of Highway
- 8.3 The documents can also be viewed on the County Council's website: visit www.lancashire.gov.uk and search for 'Broughton Bypass'.

9. CONTACT DETAILS FOR FURTHER INFORMATION

- 9.1 Interested parties affected by the Order who wish to discuss matters with the Council should contact Martin Galloway by one of the following means:
- 9.1.1 by telephone on 01772 532096
 - 9.1.2 by e-mail to martin.galloway@lancashire.gov.uk;
 - 9.1.3 by post to Lancashire County Council, Environment Directorate, County Hall, Preston, PR1 0LD marked for the attention of Martin Galloway.