



Response to LCC Highways

**Planning Application LCC/2022/0049 Cottam
Parkway Railway Station**

The access road takes access from a roundabout junction at Cottam Link Road (vehicular and non-vehicular), with the access to the Lea Road to be restricted vehicular access for buses only, and pedestrians/cyclists. It is unclear if there will be any restrictions on the access link from Darkinson Road. The access road would provide a new alignment for Sidgreaves Lane and hence alterations to the existing road network are including for Sidgreaves Lane. This also provides a segregated footway and cycle track along the existing Sidgreaves Lane. I assume this is also on Darkinson Lane?

Darkinson Lane is no longer a through route with the introduction of the Preston Western Distributor Scheme, it is access only to those properties east of the Preston Western Distributor. As it is a quiet rural road a segregated cycletrack is not provided as it is not required.

The application does not appear to include details of the 'integration' with Sidgreaves Lane in terms of traffic management. Nor does there appear to be a detail drawing of the Lea Road junction and signal crossing, nor the secondary means of escape and access to it from Lea Road

Sidgreaves Lane will only be used by cyclist and pedestrians with no vehicle access. Vehicles will use the new access road. The Site Plan now shows road markings. see drawing CLM07-LCC-DEV-0000-002 Site Plan Rev A this shows the signal crossing on Lea Road and crossing on new access road to Sidgreaves Lane.

The secondary means of escape is a track that will be used in an emergency there is no further detail on this.

The provision of the proposed signalised crossing facility would not fully mitigate for the increased pedestrian use of Lea Road

Lea Road is restricted physically so unable to increase the width of pavements. We have provided a crossing facility. For those north of the Scheme a new footpath and cycletrack with the Cottam Link Road is under construction and will be completed next year which connects to Sidgreaves Lane providing a lit and wide pedestrian access.

We propose to improve crossing on Cottam Way Junction double roundabout with parallel crossings on the eastern roundabout to provide pedestrians /cyclist with improved connection to Cottam Link Road

A housing development planning application (06/2022/1101) connecting to Lea Road was submitted this will have two pedestrian access to the railway station if this application is approved this will be another alternative lit access to the Scheme.

The scheme and crossing should comply fully with cycle infrastructure design standards set out in LTN 1/20

The Scheme and crossing facilities do meet the design standards of LTN 1.20.

The TA acknowledges that this is less direct than the Lea Road alternative, and 'Pedestrians and cyclists travelling from the north eastern residential areas may still choose to travel along the more direct Lea Road route. The Scheme

would benefit these users through the addition of a signalised crossing facility at the Lea Road site access. This facilitates a safe crossing to the Scheme from the higher quality eastern footway on Lea Road for pedestrians, and would enable less confident cyclists to make the right turn into the Scheme without having to move out in front of traffic.' However, no details are provided of this signalised crossing facility.

The Site Plan now shows road markings. see drawing CLM07-LCC-DEV-0000-002 Site Plan Rev A this shows the signal crossing on Lea Road and crossing on new access road to Sidgreaves Lane.

The TA also indicates 'recommended' alternative cycle routes to the site via Darkinson Lane and Sidgreaves Lane and via Lancaster canal and NCN62, none of these routes has lighting and could not be classed as safe or suitable routes to satisfy the likely demand generated by the proposed development. Will these alternative routes be upgraded?

Sidgreaves Lane within the site will be lit see drawing CLM07-LCC-DR-1300-0001 Lighting. The canal towpath will not be lit this is Biological Heritage Site and lighting would not be appropriate as it would affect many species in this area.

With the introduction of Preston Western Distributor Darkinson Lane would become a commuting area for bats. Planting is established as part of that scheme to direct bats to Darkinson Lane to provide mitigation for bats (specifically brown long-eared bats) to dissuade them from crossing over the lit Preston Western Distributor.

The existing Darkinson Lane and NCN62 in this location are unlit. Darkinson Lane would change to traffic-free with access-only for residents (<10 properties) with the construction of Preston Western we have not proposed to light this section as part of this Scheme.

Further, It is acknowledged at Para 14.9.2 'The access road would intersect NCR62, requiring cyclist to cross. A cycle-prioritised crossing facility would be provided, however, there is no detail of the 'cycle-prioritised crossing facility

The Site Plan see drawing CLM07-LCC-DEV-0000-002 Site Plan Rev A, this shows the crossing on new access road to Sidgreaves Lane.

Would the applicant indicate which roads will be adopted and how those not forming adopted highway will be managed and maintained. I have particular concerns relating the bus gate off Lea Road, control of the emergency access from Lea Road, and any car park barrier control adjacent to public highway.

The access road will be adopted highway. This access road including the bus gate and bridge over the canal will be managed and maintained by Lancashire County Council. The car park, station building, and secondary means of escape will be managed and maintained by Network Rail and its operator.