

Original Comments	Response	Further comments	17/4/23 Response
<p>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?</p>	<p>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.</p>	<p><i>DA – sorry I as under the impression Darkinson Lane ran up to Quaker Bridge, but it appears to be Sidgreaves Lane north of the railway. The statement – 'This also provides a segregated footway and cycle track along the existing Sidgreaves Lane', was taken from the applicants submissions. If this is not the case and a segregated cycletrack is not provided along the full length of Sidgreaves Lane, then the misleading documents need to be amended.</i></p>	<p>No mixing of cyclists/ped and general traffic.</p> <p>But plan is not to segregate peds and cyclists.</p> <p>Darkinson still open to traffic, whereas Sidgreaves lane isn't.</p> <p>Darkinson Lane will be closed to through traffic through PWD.</p> <p>Sidgreaves Lane not fully segregated. It is segregated to the roundabout, beyond is not within red line boundary – documents to be amended.</p>
<p>The application does not appear to include details of the 'integration' with Sidgreaves Lane in terms of traffic management. Nor</p>	<p>Sidgreaves Lane will only be used by cyclist and pedestrians with no vehicle access.</p>	<p>DA Noted</p>	

<p>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</p>	<p>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.</p> <p>The secondary means of escape is a track that will be used in an emergency there is no further detail on this.</p>	<p>DA - Yes there further information for the Lea Road junction on drawing CLM07-LCC-DEV-0000-002 – Sheet 6, but this is small, scale and impossible to check details. Is there a drawing that shows detail of just the Lea Road junction.</p> <p>DA Why is there no further detail for this, this is part of the application proposing a new junction on Lea Road? Isn't it also part of the pedestrian access route?</p>	<p>Updated drawing to be provided.</p> <p>SME doesn't provide access to the station. Simply an emergency means of escape.</p>
<p>The provision of the proposed signalised crossing facility would not fully mitigate for the increased pedestrian use of Lea Road</p>	<p>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.</p>	<p>DA – As stated previously this is a long detour for pedestrians ie using Cottam Link Road and Sidgreaves Lane, and the developer needs to look at improving footways on Lea Lane. There is scope for changes to Lea road with carriageway narrowing to provide with of footway. Or third party lands, see below</p>	<p>Lea Road is narrow already, min width in some places.</p> <p>Active Travel Strategy – has been looked at. Considering reducing traffic.</p> <p>Upgrading crossings at Cottam Way / Lea Road roundabout. Asked to upgrade as part of the current work to crossings. (controlled crossings)</p> <p>No scope. Story homes won't give land.</p>

	<p>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</p> <p>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.</p>	<p>Yes this would be expected in any scheme, but if it is not on the desire line from the station to the north east (Cottam Hall) area.</p> <p>DA – Sorry, but how does this address access to the wider area? As part of that application Highway Development Control have asked the developer to consider footway provision on Lea Road. Currently there is no agreement on this and this could be an option to provide improved footways – ie agree with the housing developer to use their land for new/widened footways.</p>	<p>The Active Travel Strategy indicated what is possible in the area in terms of ped/cycle access.</p> <p>Story homes development may provide a more viable/second route. Resulting in less of a detour.</p>
<p>The scheme and crossing should comply fully with cycle infrastructure design standards set out in LTN 1/20</p>	<p>The Scheme and crossing facilities do meet the design standards of LTN 1.20.</p>	<p>DA – I assume this is with reference to the new build parts of the scheme. Lea Road does not meet this standard.</p>	<p>Lea Road is not part of the scheme.</p> <p>Updated drawing is to be provided.</p>

<p>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.</p>	<p>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.</p>	<p>DA – As stated above can I have a drawing of the Lea Road junction. But there is still the issue of the poor footways/pedestrian facilities on Lea Road.</p>	<p>Drawing to be provided.</p> <p>Lea Road is not part of scheme, alternatives are provided.</p>
<p>The TA also indicates 'recommended' alternative cycle routes to the site via Darkinson Lane and</p>	<p>Sidgreaves Lane within the site will be lit see drawing CLM07-LCC-DR-1300-0001 Lighting. The canal towpath</p>	<p>DA - My comments remain the same re 'alternative cycle routes'. How can the developer recommend use of</p>	<p>The towpath is not considered a primary route to the station, it is considered to be an alternative. Cottam Way is considered the primary route here.</p>

<p>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?</p>	<p>will not be lit this is Biological Heritage Site and lighting would not be appropriate as it would affect many species in this area.</p> <p>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.</p> <p>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.</p>	<p>the Lancaster canal and NCN62.</p>	<p>Towpath can be a route, not an expectation that people will use it as a primary route – provided there is an alternative route which is sufficiently lit.</p> <p>The current proposals are LTN120 guidance compliant.</p>
<p>Further, It is acknowledged at Para 14.9.2 'The access road would intersect</p>	<p>The Site Plan see drawing CLM07-LCC-DEV-0000-002 Site Plan Rev A, this shows</p>	<p>DA – I Acknowledge that sheet 3 shows this crossing point – I note the zig zag lines</p>	<p>Crossing will not be a TOUCAN crossing. It is a 'cycle priority crossing', which is LTN20 compliant.</p>

<p>NCR62, requiring cyclist to cross. A cycle-prioritised crossing facility would be provided, however, there is no detail of the 'cycle-prioritised crossing facility</p>	<p>the crossing on new access road to Sidgreaves Lane.</p>	<p>on the access road and defined crossing lanes in the carriageway. I assume this will be a TOUCAN crossing, can the developer confirm this.</p>	
<p>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.</p>	<p>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.</p>	<p>DA – So are we saying that the full length of the access road from the Sidgreaves Roundabout to the Lea Road junction will be adopted highway. A drawing showing the extent of adoption would be useful for all parties. Will the lighting for the car park and station approach road have separate lighting to the highway system. With regard to the footway along the emergency access from Lea Road will this be private? Can the developer ensure it will have lighting and be permanently maintained.</p>	<p>Adoption plan to be provided.</p> <p>The lighting to the station and car park will be within the unadopted area and as such will be on a separate lighting system.</p>