

Appendix A. Shortlisted and discounted Mitigation Options

Area	Type	Name	Description	Local Cycling and Walking Infrastructure Plan	Bus Service Improvement Plan	Central and West Lancashire Rail Study	Transforming Cities Fund	Preston City Transport Plan	Cost Range
Preston City Transport Plan / Transforming Cities Fund									
Preston	Rail	Preston Station Transformation	Upgrade of Preston station in terms of capacity, station facilities, passenger circulation and external public realm. Tie in with Preston Station Quarter Regeneration Framework masterplan work undertaken by Preston City Council, Lancashire County Council, Avanti West Coast and Network Rail. Development group set up. Delivery tied in with WCML North upgrades Crewe - Carlisle (TRILINK).					✓	£25-50m
Preston	Rail	Cottam Park Train Station	Local community amenities such as café and small supermarket, as well as a Park and Ride to be built around Cottam Park train station within Phase A of the Mixed-Use Allocation site (Land West of Cottam – SS5, 19P031). Park and Ride service could cater to both train and bus users if nearby bus routes linked to the train station once built. Mobility hub and public transport interchange to be provided at Cottam Park station, with improvements to signage and bus shelters to make the interchange attractive to use. Site specific to Mixed-Use Allocation site – Land West of Cottam, Phase A – have to provide / safeguard land.			✓	✓	✓	£50-100m
Preston / South Ribble	Bus	PCTP Bus Priority Corridor 1	Bus priority improvements as per TCF ST09 designs (latest revision)				ST09	✓	£1-5m
Preston	Public Transport	PCTP Bus Priority Corridor 2 STRAT 4 - Broughton to Preston	Bus Priority along A6 Garstang Rd and Moor Lane from the Preston Northern Bypass North of Preston to the city centre. The existing bus route goes through Fulwood and is utilised by 16 bus services, with a frequency of 6+ per hour. Bus priority will comprise of bus signal priority and bus lane on approach to junctions, if feasible		✓		✓	✓	£1-5m
Preston / South Ribble	Bus	PCTP Bus Priority Corridor 4	Bus priority improvements on Fishergate hill				ST01	✓	£1-5m
Preston / South Ribble	Bus	PCTP Bus Priority Corridor 6 (to Leyland)	Complete B5254 Sustainable transport corridor to Cuerden, Leyland and Moss Side - signalise Lydiate lane / Stanifield Ln with bus priority				ST05	✓	£1-5m
Preston	Bus + Highway	PCTP Bus Priority Corridor 5	Junction improvements along Ribbleton Lane B6243 and A59 Newhall Lane, with bus priority signals / junction upgrades.		✓		ST08	✓	£1-5m
Preston / South Ribble	Bus	PCTP Bus Priority Corridor 7 (to Warton)	Bus priority improvements as per TCF ST06 designs (latest revision)				ST06	✓	£1-5m
Preston	Bus + Highway	PCTP Bus Priority Corridor 7 (To Samlesbury)	Junction improvements along A59 Newhall Lane, with bus priority signals / junction upgrades. See TCF ST07		✓		ST07	✓	<£1m
Central and West Lancashire Rail Study									
South Ribble	Train	Extend Merseyrail from Ormskirk to Preston	Extension of Merseyrail Electric services from Ormskirk to Preston to increase to 2 services/hr between Ormskirk and Preston (including any necessary upgrades to Ormskirk Line)			✓			£25-50m
South Ribble	Public Transport	Midge Hall Rail Station	New rail station in Midge Hall, near the Test Track at Moss Side. A feasibility study has been completed which confirms the reinstatement would be feasible with minimal impact on rail operations. The rail station could provide a park and ride service for the wider South Ribble area.			✓		✓	£25-50m
Preston & South Ribble	Public Transport	Lancashire Service Uplifts Blackpool North to West Yorkshire Option 1	Increase service frequency Blackpool to Halifax. Increase to 2tph serving Blackburn / Bamber Bridge / Lostock Hall / Preston			✓		✓	£1-5m
LCWIP									
Preston	Active Travel	P1 - Northern Preston East to West	Improvements to existing Guild Wheel route (Crossings and junction improvements). It provides an additional East-West route across the North of Preston, primarily in Fulwood area. This will act as a distributor across the north of the city, connecting local residential areas, in addition to linking to the Preston North Eastern employment site and Broughton Business Park to the east. Cottam Link Road will link into route at Lightfoot Lane, near Aldeburgh Drive	✓					£1-5m
Preston	Active Travel	P2 - Blackpool Road	East - west link across Preston, connecting number of proposed primary routes (STRAT3, P3, STRAT1 and STRAT2). In the west, the route ends near to the proposed Preston Weston Distributor Road. The route passes Moor Park, Deepdale Stadium and Deepdale Retail Park. Segregated cycle lane with some junction improvements	✓					£1-5m
Preston	Active Travel	P3 - Cottam to Blackpool Road	Route links residential area of Cottam, Ingol and substantial Preston north western housing growth sites to city centre. This route will complement the Preston Weston Distributor and Cottam Link Road proposals. This will improve route through Haslam Park. On carriageway cycling suggested through residential areas including roads such as Whitby Avenue and Miller Lane	✓					£1-5m
Preston	Active Travel	P4 - Fulwood East-West	East to west link across Preston between Haslam Park to the south west of the route, to Broughton Business Park in north east. This route would connect various residential areas within Fulwood area.	✓					£1-5m
Chorley & South Ribble	Active Travel	LCWIP route P8	East to West link in Chorley and South Ribble between Clayton Green / Leyland / Moss Side / Wymott / M6 underpass. M6 causing severance to amenity access (east to west). Underpass along Moss Lane requires signing and lighting improvements	✓					<£1m
Chorley	Active Travel	LCWIP route S28	New and improved walking and cycling access along the canal with connectors across the canal. Residential development sites (HS2.10, 19C393a) and (HS2.11, 19C243x) and employment site (EC2.1, 19C245x) which are severed by M61 from amenities. Residential site would have to provide route near canal and crossing and upgrade the rest of canal path into Chorley.	✓					<£1m
Preston	Active Travel	S1 - Broughton to Bilbarrow S2 - E to W Greenway Link S3 - Moor Park to Popes Lane S4 - Haslam Park to Fishwick S5 - Preston to Samlesbury S6 - Preston to Blackburn Quiet Route S12 - Potential Riverside extension link S13 - Lea to Preston Canal S14 - Link to Cottam Parkway Station S15 - Ashton Park LUF routes S16 - Pedders Lane	LCWIP Secondary Routes in Preston, likely a mix of segregated and soft-segregated facilities, crossing improvements and quiet roads with modal filters/traffic calming	✓					£1-5m
South Ribble	Active Travel	STRAT5 - Bamber Bridge to Preston	Route runs across Preston/South Ribble district border connecting Preston to Bamber Bridge. Suggested interventions include improvements to existing greenway on the former tram line between Preston and Bamber Bridge, benefitting from the proposed Ribble Bridge crossing. On carriageway cycle improvements and separated cycle lanes towards Bamber Bridge Town Centre are proposed	✓					£1-5m
South Ribble	Active Travel	STRAT6 - Penwortham to Preston	Route connects Preston to a number of key settlements in South Ribble and further afield including Lostock Hall, Penwortham, Longton and Tarleton in West Lancashire. Provision of a direct, segregated cycle route would encourage modal shift to sustainable travel	✓					£1-5m
South Ribble	Active Travel	P9 - Leyland to Preston	Cycle connection, comprising multiple route variations, ultimately connecting Leyland to Lostock Hall. This route would interface with the A582 dualling scheme. The route links several key housing and employment areas within the district with the eastern route, in particular travelling through new development at Cureden. The eastern route passes through a large area of development land to be used for employment. This route would be used for commuter trips to significant employment areas including the Cuerden strategic site, as well as possible trips between Leyland, Lostock Hall and Preston	✓					£1-5m

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South Ribble	Active Travel	S7 - Bamber Bridge to Samlesbury S8 - Bamber Bridge to Pleasington Greenway S11 - Lower Penwortham Quiet Route	LCWIP Secondary Routes in South Ribble, likely a mix of segregated and soft-segregated facilities, crossing improvements and quiet roads with modal filters/traffic calming	✓					£1-5m
Chorley	Active Travel	STRAT7 - Chorley to Preston	Route comprises two options connecting Chorley with Bamber Bridge and Lostock Hall via several growth sites. Route connects to the significant planned development at the Cuerden strategic site as well as to several key employment sites including Walton Summit	✓					£5-10m
Chorley	Active Travel	P5 - Chorley to Leyland	Route connects Chorley to Leyland via several route variations, incorporating a number of key settlements such as Euxton and Buckshaw Village.	✓					£1-5m
Chorley	Active Travel	P7 - Coppull to Chorley	Route provides north to south connection between Chorley Town Centre and Standish in Greater Manchester via Coppull. Route runs along the B5251	✓					£1-5m
Chorley	Active Travel	S9 - Bamber Bridge to Pleasington Greenway S9 - Abbey Village Greenway S10 - Chorley to Adlington Canal S17 - Eccleston to Chorley S18 - Horwich to Chorley S19 - Adlington to Red Rock NCN55 S20 Coppull to Charnock Richard	LCWIP Secondary Routes in Chorley, likely a mix of segregated and soft-segregated facilities, crossing improvements and quiet roads with modal filters/traffic calming	✓					£1-5m
BSIP									
Ribble Valley	Public Transport	Longridge town centre	Longridge and Grimsargh to Preston; access to Greater Lancashire Hospital; access to employment at Redscar Business Park		✓				<£1m
Preston	Public Transport	Grimsargh Bridge			✓				£1-5m
Preston	Public Transport	Parking review: Longridge Road B6243, Preston between M6 Motorway Bridge and Gamull Lane			✓				<£1m
Preston	Public Transport	Plungington to University corridor	Access to Royal Preston Hospital; UCLAN		✓				<£1m
Preston	Public Transport	London Road	Bolton and Chorley to Preston; access to Royal Preston and Choley & South Ribble Hospitals; access to employment at Walton Summit		✓				<£1m
South Ribble	Public Transport	Parking review: Walton Summit			✓				<£1m
South Ribble	Public Transport	Leyland Road from Studholme Crescent to The Cawsey	Wigan and Leyland to Preston; access to Wigan Hospital		✓				<£1m
Preston	Public Transport	Corporation Street bus gate	Blackpool, Kirkham, Lytham to Preston; access to Ashton Community Science College; UCLAN		✓				<£1m
Preston	Public Transport	Junction upgrade and signalised bus priority: Water Lane / Fylde Road / Aqueduct Street			✓				£1-5m
Preston	Public Transport	Tulketh Brow Parking improvements			✓				<£1m
Preston	Public Transport	Bus stop layout: Savick by Library, West Park Avenue	Access to UCLAN		✓				<£1m
Preston	Public Transport	New Hall Lane Inbound bus lane	Potential Inbound bus lane along New Hall Lane		✓				<£1m
Newly identified Sustainable Transport mitigation measures									
Preston	Policy	Sustainable Travel Incentive for developments	As part of the policy for new development sites, all housing should come with a sustainable travel incentive e.g., a 12-month free bus pass and should be valid from the day of occupation to encourage residents to utilise the surrounding bus services over the private car. This is to be secured through Travel Plan requirements and S106 agreement.						
Preston	Amenity	SS3 Bartle Garden Village policy to propose health hub	Preston City Council to propose a change of wording to the policy for SS3 Bartle Garden Village development site (SS3, PCC001) to propose a health hub to serve the residents within the Bartle area.						
Chorley	Amenity	Local centre proposal (east of M61)	New local centre, next to the canal at Southern end to be proposed as part of the Residential development sites (HS2.10, 19C393a) and (HS2.11, 19C243x) which are severed by M61 from amenities.						
Preston	Active Travel	Bartle Garden Village Route	New walking and cycling route through Bartle Garden Village (SS3, PCC001). This route would link up to an existing LCWIP Strategic and Secondary route on Lea Ln, south of the development site and provide residents with better access to nearby amenities, including primary and secondary schools and Cottam Park rail station. New walking and cycling route could potentially run through Northwest Preston development site and connect to the existing primary and secondary LCWIP routes along Harvester Drive or the existing LCWIP secondary route along Sandy Ln. Site specific consideration						<£1m
Preston	Active Travel	Walking and cycling route - Fulwood Barracks	New and improved walking and cycling route through the Fulwood Barracks development site (SS4, 19P005). This route could link up to the existing LCWIP strategic route along the B6241. Site specific consideration						<£1m
Preston	Bus	Bus service improvements along B5629 (Longridge to Broughton)	Improvements to the existing bus service along the B5629 between Longridge and Broughton. This route is currently utilised by 2 bus services with a frequency of 2 per hour. An increase in frequency would provide residents in Broughton and Longridge to access the new local centre in Cumeragh Village, where there will be a new primary school as part of the Former Whittingham Hospital development site (HS4.1, PCC002).						<£1m
Chorley & South Ribble	Bus	Bus route connecting Chorley and Leyland	New bus route connecting Chorley and Leyland. The route will run along the A6 out of Chorley and onto Buckshaw Avenue, Brookwood Way, A49 Wigan Road, and B5248 into Leyland. There are existing bus services around the area and partially along the route, however predominantly low frequency with 2 per hour.						<£1m
Chorley & South Ribble	Public Transport	Bus route connecting Whittle le Woods to Buckshaw and Leyland	New bus route connecting Whittle le Woods development sites (HS2.35 - 19C281x, HS2.36 - 19C401a, HS2.37 - 19C285, HS2.34 - 19C277x) to Buckshaw Village and Leyland amenities, including secondary schools which are lacking within the surrounding area of the sites. Bus route could run along Chorley Old Road, Shaw Brow, A6 and B5248 Dawson Ln. This would provide a more direct route east to west and provide a solution to severance caused by the A6. Residents within this area are likely to go to school in Leyland due to capacity allowance. Site Specific consideration due to capacity allowance.						£1-5m

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Chorley & South Ribble	Public Transport	Bus frequency improvements along A49 Wigan Road and B5256	Increase frequency of bus route along A49 Wigan Road and B5256 into Leyland next to the Clayton Le Woods development site (HS2.17, 19C416). This would provide residents with more bus services to access health and retail amenities in Leyland which are lacking in the Clayton Le Woods area.						£1-5m
Chorley	Public Transport	Bus route upgrade - A49 Preston Road and B5251	Upgrade bus route heading North through Coppell into Chorley. A49 Preston Road and B5251. Lancashire County Council currently working with TFGM to improve access.						£1-5m
South Ribble	Active Travel	Walking and Cycling route - Worden Park to Leyland	New walking and cycling route connecting Land off Emnie residential development site (HS3.1, 19S250) through Worden Park to amenities in Leyland. The new route should be lit and signed. Route could link up to the existing Leyland loop which runs through the park and LCWIP Primary/Secondary routes in the area						<£1m
Chorley & South Ribble	Active Travel	Lighting / Signage improvements to existing LCWIP route - Clayton-le-woods	Lighting and signage improvements to LCWIP strategic route within green open space next to Land to East of Wigan Road development site (HS2.16, 19C251x) in Clayton-le-woods. This route connects Chorley and Buckshaw village to Preston and Penwortham. Currently, the route is unlit and lacks a safe crossing route (not signalled or no zebra present).						<£1m
South Ribble	Public Transport	Bus route - Pickering's Farm	New bus route through Pickering's Farm with a bus gate at the southern end. If a bus and rail station are associated with Pickering's Farm site, this would be ideal for an interchange transport hub. The remaining development parcels are required to make a contribution towards funding.						£1-5m
South Ribble	Public Transport	Bus route upgrade - Penwortham to Preston	Improve access from the residential development site (HS3.6, 19S122) – Land at Liverpool Road to Longton village amenities by upgrading the Penwortham to Preston bus route to every 15 minutes. West to East route (along Chapel Lane and Pope Lane) between Longton Village towards Kingsfold and Penwortham could be upgraded to half hourly.						£1-5m
South Ribble	Public Transport	Bus route through Cuerden Strategic Site	New bus route through Mixed Use site (EC7.1, 19S052) – Cuerden Strategic Site once the through road has been built.						£1-5m
South Ribble	Active Travel	Walking and Cycling route - Pickering's Farm	New walking and cycling route through Pickering's Farm and along the A582 which can utilise and link up to the existing LCWIP routes at Coote Lane and Bee Lane. Pickering's Farm should be policy compliant delivering open space.						<£1m
Preston	Public Transport	Bus route along A582 Riversway and Edith Rigby Way	New bus route along A582 Riversway and Edith Rigby Way to connect employment site west of Preston centre (EC3.4, 19P178) – Riversway Phase B to Preston and Cottam Park train station.						£1-5m
Preston	Public Transport	Park and Ride frequency improvements	Increase frequency of bus routes around existing park and rides (Portway and Walton-Le-Dale) to encourage use. Utilisation of park and rides are low since Covid, with approximately 1 bus per half hour.						£1-5m
Preston	Public Transport	Bus priority - Ribbleton Avenue	Bus priority down B6243 Ribbleton Avenue						£1-5m
Committed Highway Improvements									
South Ribble	Highway	A582 Major Road Network improvement and Lancas	Delivery of the A582 Major Road Network Improvement scheme (as per preliminary designs as part of Outline Business Case submission to DfT), including upgrades to junctions along the A582 and sustainable travel corridor on the B5254 through Lostock Hall. Includes highway improvements to facilitate delivery of the Lancashire Central Strategic Employment Site as set out in planning conditions for the strategic employment site.	✓	✓		ST05	✓	£50-100m
South Ribble	Highway	Cross Borough Link Road (Pickering's Farm)	Completion of the cross-borough link through Pickering's Farm linking A582 to B5254 / The Cawsey. Includes elements to be directly delivered by permitted development on the north of Pickering's Farm, as well as connection of these links to create a complete through-route, and upgrade to the existing bridge over the East Coast Mainline at Bee Lane to provide a two-lane single carriageway road with separate footway and cyclepath.						£25-50m
South Ribble	Highway	Roman Farm mitigation scheme at M6 J31a	Highway improvements at M6 J31a. These improvements are being delivered with developer funding associated with the Roman Farm site						Developer-funded
South Ribble	Highway	Samlesbury LDO mitigation schemes	Improvements at M6 J31 to provide additional lane on the eastern A59 arm and the eastbound underpass, upgrades of the junction of the A59 and A677 to provide increased capacity, improved provision for active modes and improvements to access to the Samelesbury Enterprise Zone. To be funded by the Samesbury Enterprise Zone.						Developer-funded
Chorley	Highway	M61 Junction 8 and Hartwood Roundabout highway improvements	Highway improvements to Junction 8 and Hartwood Roundabout into Chorley, with signalised improvements already drawn out. These improvements are being delivered by developer funding.						Developer-funded
Potential Highway Mitigations									
Preston	Highway	M55 J2 junction capacity upgrade	Increase the northbound overpass of the M55 J2 overbridge and northern dumbell roundabout to two lanes, and add a slip road from A582 Edith Rigby Way to the M55 eastbound on-slip						£1-5m
Preston	Highway	Eastway / Lightfoot Lane Junction Upgrade	Close the lightfoot lane arm of the junction to general traffic (maintaining a right-in/left-out bus gate) to reduce rat-running on Lightfoot Lane and improve signal operation of the junction.						£1-5m
Preston	Highway	A6 Corridor Technology Improvement	Upgrade all junctions along the A6 to a linked UTC MOVA/SCOOT system						£1-5m
Preston	Highway	Eastway / A6 Slip Road upgrade	Widening the slip road from Eastway to the A6 northbound to two lanes on the approach to signals to improve capacity for traffic heading to the M55 J1						£5-10m
Preston	Highway	A6 / Oliver's Place Roundabout	Upgrade of the roundabout to improve swept paths and introduce signal controls to better manage demand on the roundabout						£1-5m
Preston	Highway	Central Preston demand management	Improvements to signals technology and signage in Central Preston around Ringway, Guild Way and Strand Road to improve distribution and management of traffic around the city centre						£1-5m
South Ribble	Highway	Clayton Brook Interchange (M61/M65)	Increasing the M65 EB off-slip to 3 lanes at the stop-line with the interchange gyratory and upgrading the signals technology						£1-5m
Chorley	Highway	M61 J8 further highway upgrades	Upgrade to the M61 J8 to accommodate additional traffic to/from A684 East arm from new allocations, potentially including increasing the SB off-slip to 3 lanes at the gyratory, extending the 3rd lane on the NB off-slip, and increasing the circulatory past the western arm to 3 lanes, with reconfiguration of lane markings and upgrades to signal technology.						£5-10m
Chorley	Highway	A6 Bolton Rd / Wigan Lane	Create a layby to prevent on-street parking impeding operation of the junction, and potentially either widen the A6 south arm to 2 lanes at stop line, or simplify the junction by banning right-turn from Wigan Lane to A6.						£1-5m
Chorley	Highway	Wigan Rd and M6 J28	Improvements to technology at the junctions including linked signal co-ordination						£1-5m