



PUBLIC CONSULTATION

A59 BANK HALL DIVERSION

The Department of Transport is proposing to construct a diversion of the A59 at Bank Hall, Tarleton. This brochure gives information about the proposal and invites you to an exhibition where you will be able to talk to those involved in the planning and design of the new road. Further information, including large scale drawings of the proposals, will be on display at the exhibition.

An **Exhibition** will be held at
Tarleton Bowling Club, Sutton Lane on:-

Monday, 14th June 1993, 2-8 p.m.
Tuesday, 15th June 1993, 10 a.m. - 8 p.m.

WHY A NEW ROAD IS NEEDED

The alignment of the A59 Trunk Road at the canal and river bridges at Bank Hall is very poor, with a sharp right angle bend immediately east of the bridges. Visibility eastwards to this bend is limited by the road layout across the bridges and the bend obscures the bridges from the A59 to the north. Across the bridges the road narrows with bridge parapets close to the road edge. These factors combine to create a major hazard to safe driving which is indicated by the presence of extensive traffic warning signs on the bridges and their approaches. Local accesses at the western end of the canal bridge add to safety problems. Despite the extensive traffic warning signs the accident rate for this length of the A59 is higher than the national average for rural 'A' roads.

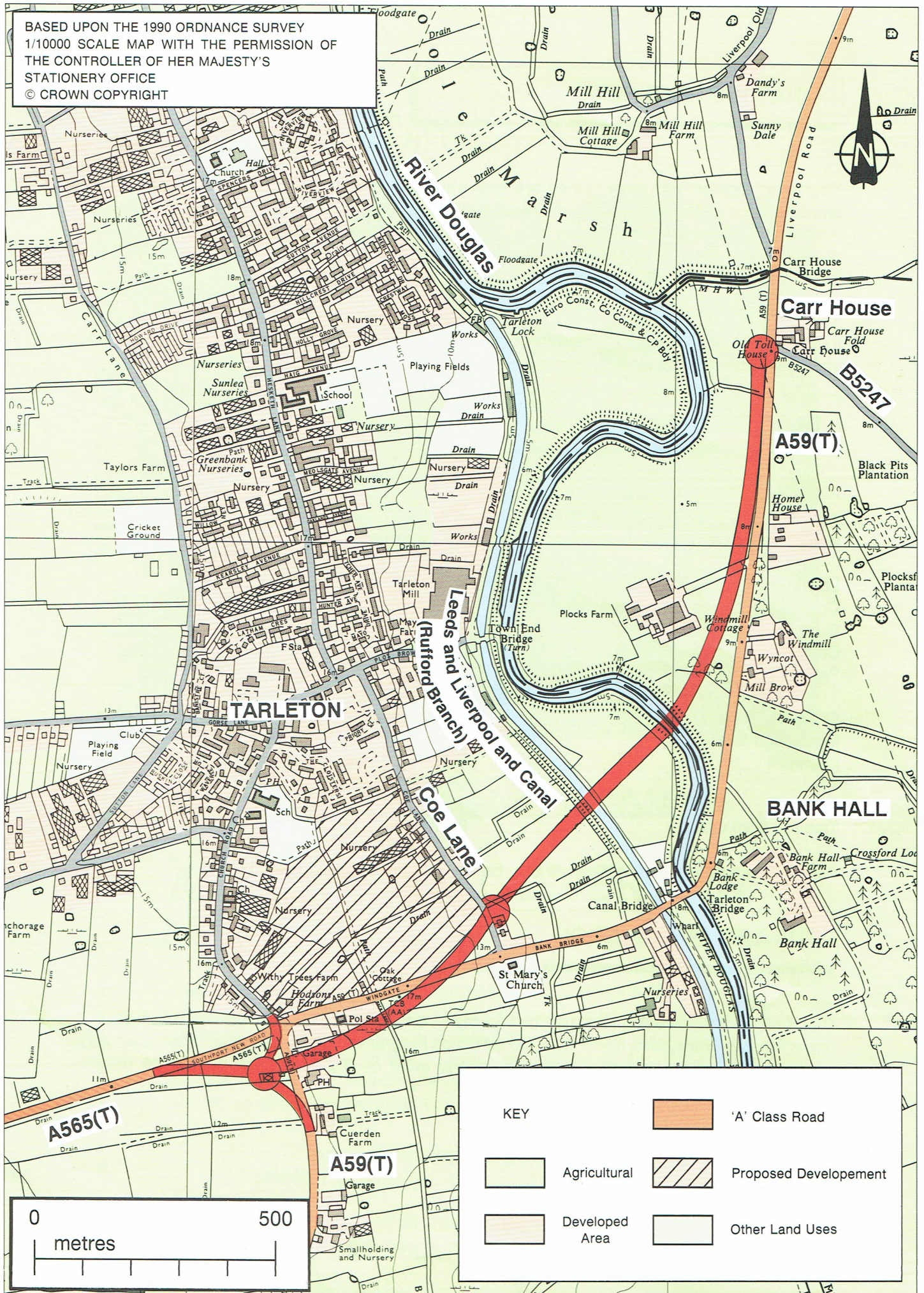


ENVIRONMENTAL CONSIDERATIONS

The following environmental considerations are factors affecting route selection and design.

- Minimising visual impact on Tarleton and properties along existing A59(T).
- Keeping agricultural land take to a minimum.
- Avoiding the listed buildings and sites of archaeological interest clustered around St. Mary's Church and Tarleton Bridge. These constraints are shown on the Environmental Considerations Drawing which is on display at the exhibition.
- Minimising the impact on the open valley of the River Douglas.

BASED UPON THE 1990 ORDNANCE SURVEY
1/10000 SCALE MAP WITH THE PERMISSION OF
THE CONTROLLER OF HER MAJESTY'S
STATIONERY OFFICE
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PROPOSED ROUTE

The proposed A59 Bank Hall Diversion, shown in red on the plan, would be a dual two lane all purpose road approximately 1.9km in length.

The diversion would start at a new roundabout on the A59, just south of the existing A59/A565 junction. This roundabout would replace the existing traffic signal controlled junction. From this location the route would proceed eastward, severing the existing A59 and passing beneath Coe Lane where a junction would be provided for traffic to and from A59 north. It would cross over the Leeds and Liverpool Canal (Rufford Branch) and the River Douglas and would then swing north following the A59 to an improved roundabout with B5247 at Carr House.

It is expected that the route would be lit along its entire length.

Proposals are made for the retention or replacement of public rights of way but these may be subject to change as a result of the consultation. Proposals for access to farms and premises have not been fully developed at this stage.

MAIN FEATURES OF THE SCHEME

Length		1.9km
Proposed Standard		Dual 2 lane all purpose road
Estimated Cost		£9.5m
Area of Land Required	Grade 3	15.0 ha
No. of Residential properties to be Demolished		3
No. of properties within a given distance of proposed route:	0 – 50m	6
	50 – 100m	6
	100 – 200m	10
	200 – 300m	23
No. of residential properties fronting existing A59:		16
Accident Reduction over 30 Years	Fatal	About 7
	Others	Over 250

ENVIRONMENTAL / LANDSCAPE EFFECTS

- The proposed route for the diversion at Bank Hall will avoid all known environmentally sensitive areas and will create improved conditions around the existing bridge crossings of the canal and River Douglas.
- Both bridges are Grade II Listed Buildings. The Department of Transport would remove the signing and markings on the bridges once through traffic has been removed.
- Access into Tarleton via Coe Lane and Church Road will be improved by the provision of new local roads, and the new alignment for the A59(T) in cutting will minimise the visual impact on the south of Tarleton.
- In the broad, open valley of the River Douglas the route will be kept as low as possible to minimise visual intrusion and agricultural land take. The new bridges over the canal and the River Douglas will be designed to be in keeping with this sensitive location.

MITIGATION

To further reduce intrusion and to integrate the route into the landscape, the following mitigation measures are proposed.

- Many of the existing trees alongside the proposed route and the existing A59(T) will be retained and supplemented by additional planting.
- New belts of dense tree and shrub planting will be created either alongside the route, or in areas adjacent to it, and will help to screen traffic and eventually block views of the route.
- Most of the new planting would consist of species native to the area, which could benefit wildlife.
- Redundant or relieved areas of existing roads will be removed or made narrower and landscaped.

HOW YOU CAN HELP

The Department of Transport would welcome your comments and proposals. You are invited to the exhibitions where staff from the Department of Transport and its Consultants, Parkman Consulting Engineers, will be available to explain them. Should you wish to comment please use the enclosed prepaid sheet or write to the Department of Transport at the address on page 6. All comments should reach the Department by 30 July 1993.

WHAT HAPPENS NEXT

Your views together with those of the Local Authorities and other interested bodies will be considered and a decision on the proposals will be made by the Secretary of State for Transport. He will decide whether the proposed route, or any other route, should be protected for planning purposes and developed in greater detail. These more detailed proposals will then be published together with a full Environmental Statement.

You will have further opportunity to comment on these detailed proposals and there may be a Public Inquiry before an independent Inspector nominated by the Lord Chancellor. You will not prejudice your rights to comment later by giving your views now.

DEPOSITED PLANS

A set of large scale drawings of the proposed route will be available for inspection during normal working hours at the following locations until 30th July 1993:-

Lancashire County Council,
County Surveyor's Department,
Guild House,
Cross Street,
Preston

West Lancashire District Council,
District Council Offices,
52 Derby Street,
Ormskirk

Ormskirk Library,
Burscough Street,
Ormskirk

Chorley Borough Council,
Council Offices,
Gillibrand Street,
Chorley

Tarleton Post Office

Bretherton Post Office

Additional copies of this leaflet will also be available at these locations.

FURTHER INFORMATION

This road proposal is being designed by Parkman Consulting Engineers under the direction of the Department of Transport's North West Construction Programme Division. Further information about the proposals will be available at the exhibitions listed on the front page or may be obtained from:-

**Department of Transport,
North West Construction Programme Division,
Sunley Tower,
Piccadilly Plaza,
Manchester,
M1 4BE
Tel 061 832 9111 Ext: 3125**