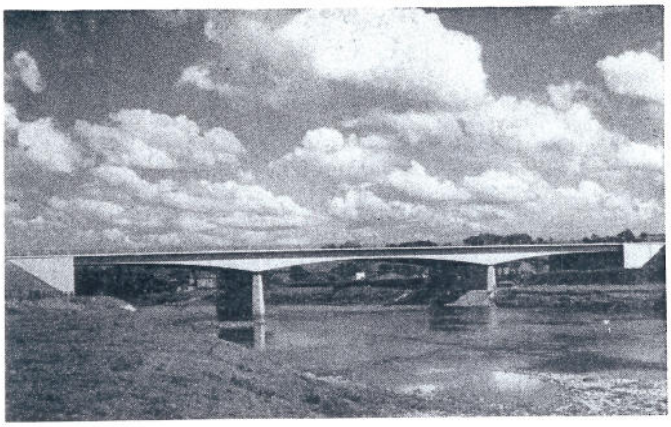
LANCASHIRE ROADS

SITUATION REPORT 1960

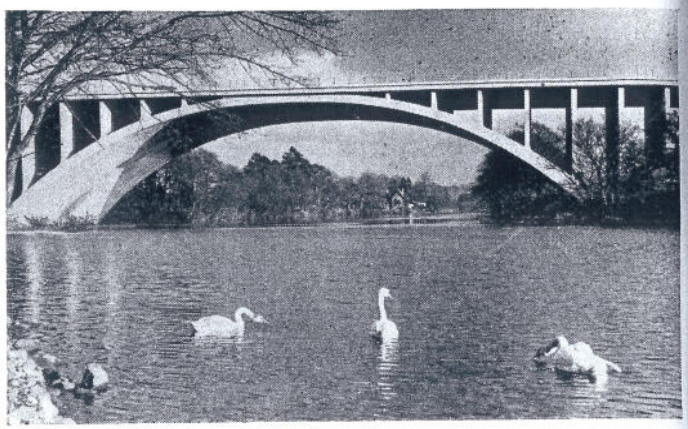
JAMES DRAKE B.Sc. M.I.C.E. M.I. MUN. E. F.I.H.E.
COUNTY SURVEYOR AND BRIDGEMASTER

SEPTEMBER, 1960.

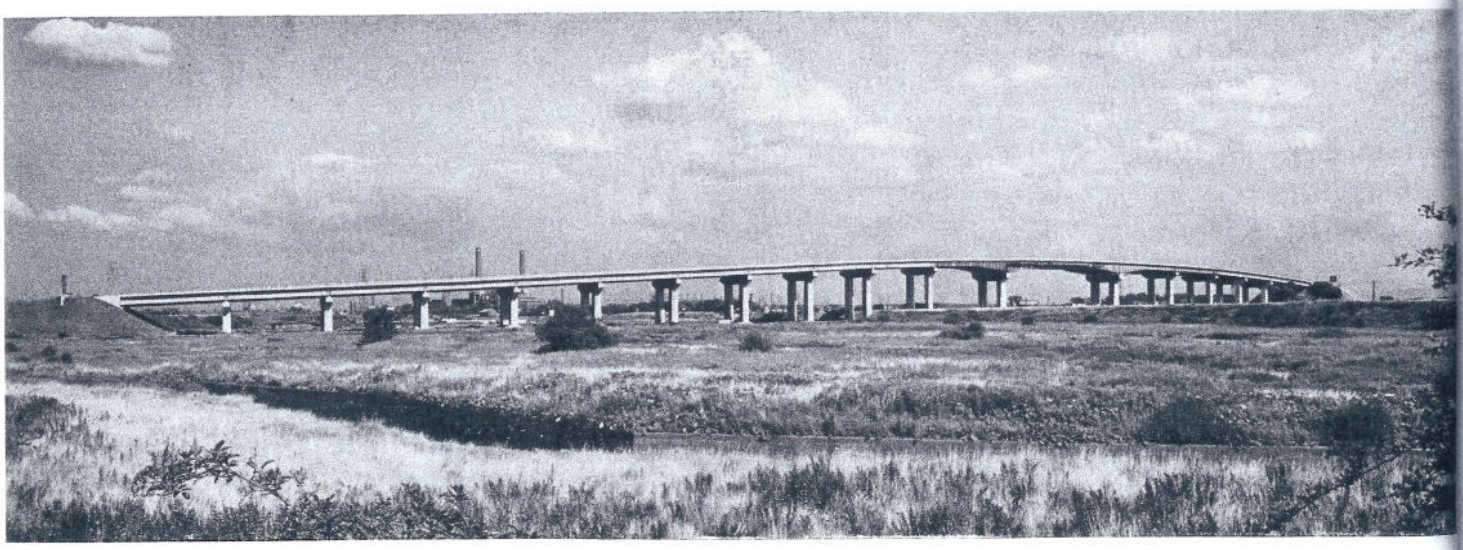
EXAMPLES OF RECENTLY COMPLETED MOTORWAY BRIDGES IN LANCASHIRE



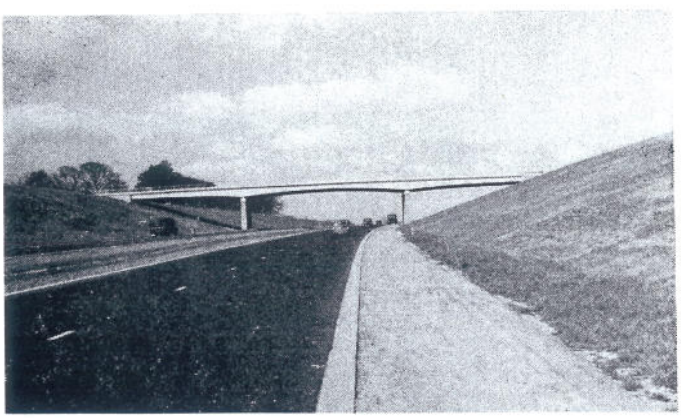
Samlesbury Bridge.—Preston By-Pass M6.

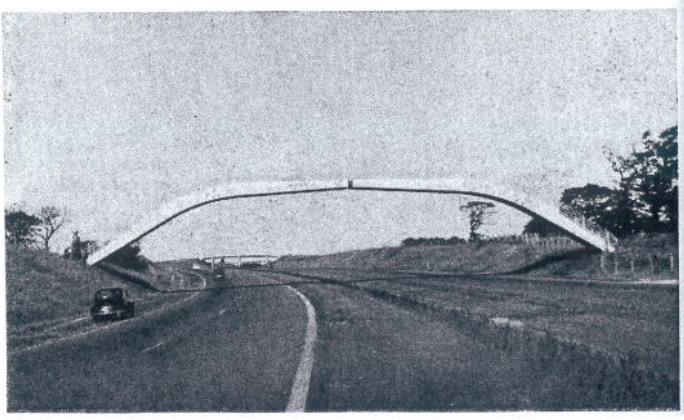


River Lune Bridge.—Lancaster By-Pass M6.



Barton High Level Bridge.—Stretford–Eccles By-Pass M62.





LANCASHIRE ROADS

SITUATION REPORT, 1960

To the Chairman and Members of the Highways and Bridges Committee.

The County Surveyor, in accordance with instructions received at the Meeting of the Committee held on the 13th July, 1960, now submits the following report on the road position in Lancashire.

The report describes the progress made in the implementation of the " Road Plan for Lancashire, 1949," and it is of interest to repeat the first paragraph of the Road Plan which is as follows :—

> *" It has been said that the road system of a County might be termed adequate when it permits all its users to move economically, at a generally acceptable speed and under conditions of the maximum safety which can be afforded, between their various points of departure and arrival."*

Since the advent of the internal combustion engine at the beginning of the century, road traffic has increased by leaps and bounds until to-day, when the number and speeds of vehicles has far exceeded earlier expectations and the annual toll on the roads has reached alarming proportions. A journey by road can now frequently be regarded as an unpleasant, tedious and dangerous adventure and, unless drastic action is taken to minimise accidents and ensure free flow of traffic, the position will soon get out of hand, as in fact it has already done in many large towns, particularly at peak periods.

The state of the traffic on the roads in Great Britain is a matter vitally affecting the everyday lives of more and more people and it is not surprising that the outlook of the general public is changing and people are showing the greatest interest in the roads. Ownership of motor vehicles is increasing at a phenomenal rate and there is every prospect that this will continue until there is at least more than twice the volume of traffic on the roads than there is at present. The only question appears to be whether this state will be achieved in 10, 15 or 20 years.

Road Safety propaganda and Press publicity have made the public more conscious of the road problem and it is now realised that something must be done to reduce the appalling toll of life which is taken on the roads every year and at the same time reduce the present excessive cost of road transport by building and improving the highway system so that traffic can flow easily and freely from place to place. When one looks at the extensive schemes which have been carried out abroad since the end of World War II, one realises that the efforts made in Britain are paltry in comparison and fall pathetically short of requirements.

The economy of the country is greatly influenced by the efficiency of its transport system and unless a big improvement is made immediately the strangulation which has set in will soon be complete.

Conditions which apply to the country as a whole apply equally, if not more so, to Lancashire where the inadequate road system has a more serious effect because of the large population and the heavily industrialised nature of the County. One can go further and say that the road system in Lancashire requires special consideration, both in the light of past and present circumstances. The reason for this is that until the 1930's little effort was made to prevent building development on the main routes and as a result in large areas of the County major traffic routes run through built-up areas. Such routes contain the elements most prejudicial to road safety and traffic flow, widths are restricted and congestion and danger are inevitable. These conditions are aggravated by parked or waiting vehicles and turning traffic at intersections, added to which is the chaos and danger which is created by the intermingling of mechanically propelled vehicles, pedestrians and cyclists.

Roadworks carried out or envisaged in the Administrative County are designed to serve National and County Borough needs as well as those of the County itself. So far as the Administrative County is concerned, it faces a very serious accident problem as revealed by the following figures :—

Year.	Fatalities.	Total Injuries.
1957	243	8,988
1958	264	9,671
1959	339	11,031

These figures are in fact twice those which were occurring when the Road Plan for Lancashire was published in 1949 and they clearly indicate that as traffic continues to increase the figures will rise still further.

As the Committee are aware the " Road Plan for Lancashire " was a very comprehensive document, which set out in detail the inadequacies of the road system in the County and made specific proposals for bringing the system up to the required standard over a 30-year period.

Only two important amendments have been made to the Plan in the 11 years since it was published, namely :—

1.—In lieu of the then estimated doubling of traffic over the 1938 figures present ideas are that the extent of future traffic should be based on 2½ times the present traffic. This revised estimate is 150 per cent. higher than that used in 1949.

2.—Included in the 1949 Road Plan were definite recommendations for 111·2 miles of motorways but the increase in traffic has been so great in the meantime that it is now obvious that at least a further 50·8 miles should be built to motorway standards.

PRINCIPAL RECOMMENDATIONS MADE IN THE ROAD PLAN AND THE PROGRESS MADE WITH THEM

MAJOR ROADS

The proposals to make the road system of the County adequate within a period of 30 years, namely by 1979, visualised :—

1.—The provision of 217 miles of **1st Group** routes designed to provide roads of high standard, including motorways, to meet the requirements of (*a*) long distance traffic moving through the County, and (*b*) traffic moving from the main industrial centres to destinations outside the County (and *vice versa*). This group of 12 roads which included the North–South Motorway and the Stretford–Eccles Motorway were all proposed to be of dual carriageway construction, of which 94 miles were to be Motorways. Of the 217 miles, some 2·5 miles were already up to standard in 1949, and since 1949 the following schemes, totalling 30·6 miles, have either been completed or are in process of construction :—

Preston By-Pass	8·26 miles.
Lancaster By-Pass	11·62 miles.
Stretford–Eccles By-Pass	5·95 miles.
Thelwall Viaduct (excluding Cheshire section—0·6 mile)	0·65 mile.
Gathurst Viaduct	0·13 mile.
Longton By-Pass	1·99 miles.
Old Roan, Aintree Improvement	0·63 mile.
Runcorn–Widnes Bridge and Approaches to Ditton Road (Lancashire only) ...	0·94 mile.
Chester Road, Stretford	0·28 mile.
Alt Garage, Maghull	0·15 mile.

2.—The provision of 408·6 miles of **2nd Group** routes—their function being (*a*) connecting large towns to a 1st Group route or to each other or (*b*) serving as important links to 1st Group routes and/or 2nd Group routes (as defined in (*a*)). These cover 78 main routes and include as motorways the Blackpool Link, the Morecambe Link and several short links to the North–South Motorway and other short connecting links. Of the total mileage of improved routes in this stage 190·7 miles were to be of dual carriageway construction. Some 17·2 miles were to be motorways. Of the 408 miles some 43 miles were already up to standard in 1949 and since 1949 only a further 6·4 miles have been completed or are in process of construction.

3.—The provision of 281·9 miles of **3rd Group** routes—their function being (*a*) serving as connections from smaller towns to 1st and 2nd Group routes or to larger towns ; (*b*) linking main routes with less importance than 2nd Group category (*b*) defined previously. Of the total length of 3rd Group routes 18·2 miles were to be of dual carriageway construction. Of the 281 miles some 45·6 miles were up to standard in 1949, and, since then, a further 8·5 miles have been completed or are in process of construction.

Included in the three groups are 907·5 miles of road, of which 91·3 miles were already up to standard in 1949. Of the remaining 816·2 miles only 45·5 miles have been constructed or are in process of construction since 1949 and Plate 1 clearly illustrates the little progress made in this direction in the 11 years since the Plan was published. It also shows that there can be little in the often repeated statement that Lancashire has had its full share of road improvement schemes.

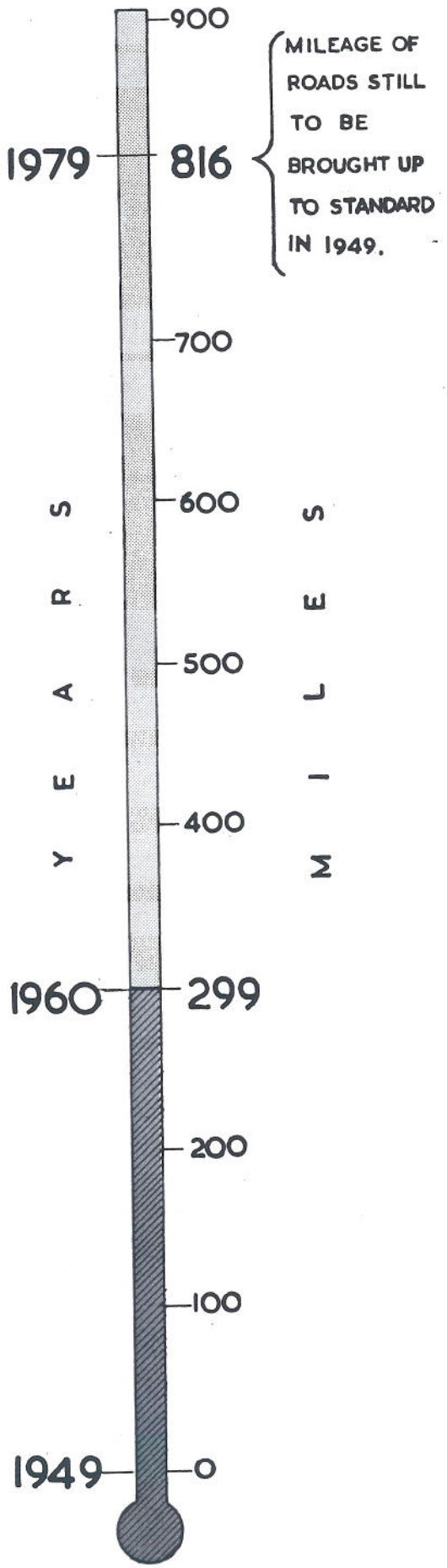
IMPROVEMENT TO OTHER ROADS TOGETHER WITH MINOR IMPROVEMENTS TO MAJOR ROADS (OTHER THAN TRUNK ROADS)

The County Council are financially responsible for approximately 3,096 miles of roads and it is the present policy of the Ministry of Transport to allocate a certain sum of money annually for improvement schemes costing less than £10,000 each and also to notify the County Council of schemes which they will approve for grant in the following categories :—

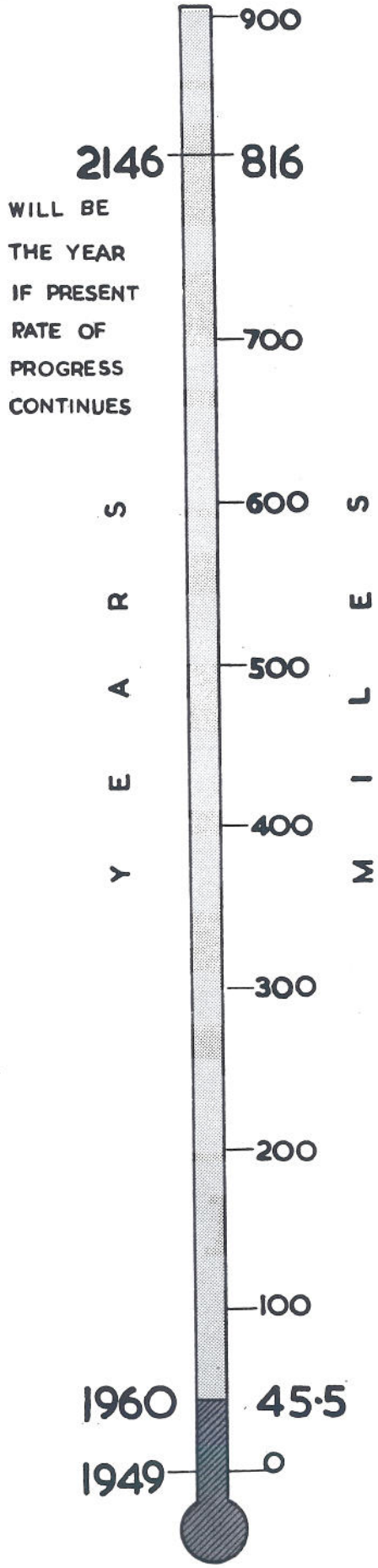
1.—Schemes costing between £10,000 and £25,000.

2.—Schemes costing over £25,000.

PROGRAMME



ACHIEVEMENT



IMPROVEMENT SCHEMES COSTING LESS THAN £10,000 EACH

In the three years 1958–59, 1959–60 and 1960–61 the Ministry have allocated total grants of £37,457, £28,718 and £25,000 respectively.

Due to the very small amount of money available it has been necessary to give preference to the smaller schemes in order to spread the work as widely as possible between the 109 County Districts. By this means it is hoped to carry out 13 schemes this year, but if the average cost of each scheme were taken as £5,000 then this year's Ministry's allocation of £25,000, together with the County Council's contribution of £15,000, would only allow for eight schemes. *As there are* 109 *County Districts within the Administrative County it averages one small scheme for each County District every* 14 *years* !

IMPROVEMENT SCHEMES COSTING BETWEEN £10,000 AND £25,000 EACH

In 1958–59 the Ministry authorised eight schemes, in 1959–60 three schemes, and in the present year the County Council have been informed that five schemes might be approved, *that is one scheme for each County District every* 22 *years.*

IMPROVEMENT SCHEMES COSTING OVER £25,000

In 1958–59 the Ministry authorised four schemes, in 1959–60 four schemes, and in the present year the County Council have been informed that seven schemes might be approved.

It will be seen from the foregoing facts that the allocation of grant money, permitting as it does a pathetically small number of schemes to be carried out annually, is hopelessly inadequate to meet even present requirements without having regard to the future increase in traffic.

ROAD MAINTENANCE

The position in relation to road maintenance grants is better but it still requires improvement.

The Road Plan set out the policy recommended in dealing with the surfacing of roads and one of these recommendations, *viz.*, the laying of surfaces by surface finishing machines wherever practicable, has been fully carried out.

Another recommendation referred to the advisability of surfacing the sett-paved roads which were shown to have poor riding qualities and to be skiddy in wet weather. When the Plan was published in 1949 the County had 206 miles of sett-paved roads and this figure has been reduced to 14 miles, of which 13 miles are on Class III and Unclassified Roads.

A further recommendation was that consideration should be be given to the use of cheaper surfacing materials if an alteration of layout was expected within a period of 12 years and, if the altered layout would be required within seven years, then resurfacing on a large scale would not be justified.

Unfortunately the little money for road improvements and the impossibility of foretelling when major improvements will be carried out has largely nullified this worthwhile recommendation.

It was also recommended that timed programmes should be prepared for all roads but, due to maintenance grants being less than expected, these timed programmes have fallen well behind schedule.

There is now a growing tendency of the Ministry to utilise maintenance funds to subsidise major improvement works. There is no doubt that this policy is beneficial in those parts of the country where the roads are in good condition but, in Lancashire, where we have still a big leeway to make good, taking money from the maintenance side only increases the leeway. It is felt that if the annual allocation for maintenance were to be increased by about 13 per cent. and if the County Council could rely on this amount of work being carried out annually for several years, then the arrears of maintenance would gradually be reduced and the maintenance programme could be better planned and more economically carried out.

PRESENT POSITION REGARDING SCHEMES NOT ALREADY COMMENCED AND COSTING MORE THAN £25,000 EACH

So far the report has outlined the progress made—if it can be called such—in carrying out the recommendations in the " Road Plan for Lancashire, 1949 " and, in the case of maintenance, has suggested a small increase in the annual allocation.

With regard to improvements, these must be subdivided into three sections, the first being in connection with Trunk Roads, for which the Minister of Transport is the Highway Authority and pays the full cost, the second Classified Roads, for which the Ministry make grants of 75 per cent. for Class I Roads, 60 per cent. for Class II Roads and 50 per cent. for Class III Roads, andthe third section Unclassified Roads in Rural Districts, for which the County Council receive no grant from the Ministry. It is not proposed to include the third section in this report.

In general Trunk Roads carry the heaviest traffic : therefore the Ministry are concentrating the majority of the improvement money on Trunk Roads and examples of such schemes recently carried out or in the course of construction are, of course, Preston By-Pass, Lancaster By-Pass, Thelwall Viaduct, Gathurst Viaduct and Longton By-Pass.

As the Committee are aware the formal procedure in connection with the construction of new Trunk Roads takes several years and therefore it is most important that the preparatory work should be commenced as early as possible on all priority Trunk Road Schemes.

The Ministry prepare timed programmes for Trunk Roads for some years ahead with a view to bringing them up the contract letting stage. The last programme of this nature was reported to the Committee at their meeting held in December, 1957. This followed a statement in Parliament by the Minister on the 22nd July, 1957, concerning the financial extent of his four-year road programme—1958–59 to 1961–62. The Ministry selected the following six schemes, each estimated to cost over £100,000, and asked the County Council to prepare them up to the contract stage :—

Route No.	Scheme.	Contract Documents to be completed by
A49	Warrington County Borough boundary to A573 in Winwick, widening ...	22nd September, 1958.
A590	Backbarrow Diversion	1st June, 1960.
A57	Sankey Canal Lift Bridge Diversion	1st February, 1961.
A59	Bank Hall Diversion, Tarleton	1st February, 1961.
A6	Wingates Diversion	1st March, 1961.
A56	Edenfield Diversion	1st March, 1961.

The Ministry stated that the Minister attached great importance to the maintenance of the time-table and if the County Council had any doubts as to their ability to comply with the time-table the Ministry were to be informed so that consideration could be given to the employment of Consultants.

Subsequently the Ministry added the Broughton–Hampson Green Special Road to the list without giving a date for the Contract Documents.

The progress made in the preparation of these schemes is as follows :—

A49.—Warrington County Borough Boundary to A573 in Winwick, widening.

Works completed.

Levens Bridge–Barrow Trunk Road A590.—Backbarrow Diversion.

Order data was required by February, 1958, land plans by June, 1959, and contract documents by June, 1960. Order data was forwarded to the Ministry of Transport in January, 1958, and it was later decided to extend the scheme to by-pass the school. New Order data was duly forwarded to the Ministry in June, 1959, and, in December, 1959, the Minister's intention to make an Order was advertised. The objections received are with the Ministry.

Warrington–Liverpool Trunk Road A57—Sankey Canal Lift Bridge Diversion.

Land plans and contract documents were originally requested for submission by January, 1960, and February, 1961, respectively. The Minister made the appropriate Order for the scheme on the 21st March, 1960, and a formal request for the preparation of the scheme is now awaited, together with a revised date for the submission of land plans and contract documents.

Bank Hall Diversion, Tarleton.

An Order under the Trunk Roads Act, 1936, was made in February, 1939. The County Council were asked to prepare a scheme for an all-purpose road and the necessary survey was carried out. The war then intervened and, in May, 1958, the County Council was again asked to prepare a scheme and land plans were required by June, 1959. Subsequently it was decided that the road should be re-designed to motorway standards on a new alignment so that it could ultimately be linked up to both the Longton and Ormskirk and Burscough By-passes. A tentative scheme on a different alignment than that covered by the Order has been accepted in principle by the Ministry but, so far, they have given no indication as to when the scheme will be brought to the Order stage or when land plans will be required.

Wingates Diversion.

In the Road Plan for Lancashire it was proposed to form a dual carriageway on the existing Trunk Road A6, from the west end of Worsley By-Pass to the south end of Blackrod By-Pass, except for a short length at Wingates where a diversion one mile long was to be built. It is considered that this scheme would not now satisfy modern traffic requirements and it has been

abandoned. The Ministry of Transport have asked the County Council to investigate a line for a Motorway to the north-east of the existing A6 as a continuation of the Worsley By-Pass from Middle Hulton to Scot Lane End at the start of the Blackrod By-Pass, with a view to the scheme being included in the County Development Plan.

The line of the motorway has been approved in principle and detail investigations are proceeding. The Ministry have given no indication as to when the scheme is to be brought to Order stage.

Burnley–Manchester Trunk Road A56.—Edenfield Diversion.

Order plans were requested by March, 1958, land plans by September, 1959, and contract documents by March, 1961. Order plans were accordingly forwarded to the Ministry in February, 1958, but it was decided subsequently to adopt a combined diversion to by-pass both the level crossing at Rawtenstall and also Edenfield. Order data for the extended scheme is now in course of preparation in anticipation of formal request from the Ministry. No starting date has been indicated.

Broughton–Hampson Green Special Road.

Scheme plans were requested by February, 1959, Supplementary Order and Land Plans by February, 1960. Both requests were complied with ahead of time-table.

The Minister has now made the scheme, operative from the 23rd August, 1960, but the Ministry have so far given no indication as to when the contract documents should be ready.

In addition to the above schemes in the four-year programme the following Trunk Road Schemes are in various stages of preparation :—

Preston–Birmingham Road.—Preston By-Pass to Thelwall Viaduct.

This scheme was timed for construction to commence in the current year. As the Committee are aware there has been an unfortunate postponement of the commencement of the works but it is hoped to start the work within the next few months.

Preston Southern By-pass.

The Ministry of Transport have not programmed any stage in the preparation of this scheme, but the line and level of the motorway have been considered and a great deal of preliminary work has been carried out at the request of the Ministry of Transport which will greatly minimise the amount of work which will be necessary in the preparation of the scheme when an invitation is received from the Ministry. An Order has been made for the Belmont Link Section determining the route.

Chorley–Adlington By-pass.

The original proposals consisted of separate by-passes of Chorley and Adlington and, at the request of the Ministry, considerable preliminary work has been carried out to establish the route for the combined by-passes in keeping with modern traffic requirements. Also at the request of the Ministry investigation work has proceeded with a view to the extension of the by-pass northwards as a motorway to connect with the North–South route.

Stretford–Eccles By-Pass Extension.—Junction with East Lancashire Road A580 to Rochdale and Yorkshire.

The preparatory work required to bring the plans up to the " scheme " and Order stages has been substantially completed. Some of the land was acquired in 1937 but, so far, the Ministry of Transport have not asked the County Council to furnish the necessary details for the statutory procedure.

Liverpool–Warrington Trunk Road A57.—Laburnum Lane to Bold Heath.

The Ministry of Transport asked the County Council in June, 1959, to prepare a scheme for the widening of the carriageway to 33 feet over a length of approximately 1½ miles.

This scheme has now been submitted to the Ministry for the purpose of obtaining authority to proceed.

Liverpool–Preston Trunk Road A59.—Maghull By-Pass.

The County Council was requested to prepare a scheme in December, 1959, for dual carriageways between Liverpool Road South and the junction with the Aughton–Swan By-Pass. An alternative scheme for a by-pass was submitted to the Ministry in March, 1960, with a request that this should be carried out in lieu of the dual carriageway scheme. The Ministry feel, however, that it will be several years before the by-pass can be constructed and that, therefore, the dualling of the existing road should be carried out as soon as possible and have requested the land plans by January, 1961.

Liverpool–Preston Trunk Road A59.—Improvement north of Aughton.

The County Council were asked to prepare a scheme in October, 1959, for a short extension of the dual carriageways near the Ormskirk boundary together with a short length of widening of the existing carriageway to 33 feet.

This scheme has now been submitted to the Ministry for the purpose of obtaining authority to proceed.

Liverpool–Preston Trunk Road A59.—Ormskirk–Burscough By-Pass.

The Admiralty have recently intimated their intention to close the Burscough Aerodrome and this has made possible a revision of the line originally laid down for this By-pass, which will have the effect of reducing the overall length and possibly moving the line on to better ground.

On the Ministry's instructions a tentative line has been selected and approval is at present awaited. In the meantime work is proceeding on the side road proposals.

No indication has been given as to when the scheme will be brought to Order stage. The revised scheme allows for an extension to join up with the proposed Bank Hall diversion, but it would be possible to construct either scheme independently of the other.

Liverpool–Preston–Leeds Trunk Road A59.—Improvement from Preston By-Pass at Samlesbury to Five Barred Gate.

In September, 1959, the Ministry of Transport requested the County Council to prepare a scheme for inclusion in the 1961–62 Programme. It is doubtful whether there will be sufficient monies to finance the scheme in that year.

Liverpool–Preston Trunk Road A59.—Provision of dual carriageways from Penwortham Triangle to Cop Lane.

In August, 1958, the Ministry invited the County Council to prepare a scheme for the provision of dual carriageways and, in May, 1959, the County Council received a formal invitation to carry out the works. The Ministry ultimately decided to make a Compulsory Purchase Order and the County Council are awaiting permission to enter the land, negotiations for which are being undertaken by the Ministry.

Liverpool–Southport Trunk Road A565.—Ince Blundell.

The County Council were asked by the Ministry of Transport in October, 1959, to prepare a scheme for the extension of the dual carriageways recently constructed at the southern end of the Formby By-Pass to improve conditions at the junction at Ince Blundell. The scheme has been submitted and the Ministry's approval is expected shortly.

Levens Bridge Barrow Trunk Road A590.—Ulverston Diversion.

In December, 1957, the Ministry invited the County Council to prepare Order data for the central section of Ulverston Diversion and details were forwarded to the Ministry in June, 1958. On the 16th February, 1959, the Minister advertised his intention of making an Order under which objections could be made up to the 20th May, 1959. The Minister held an Inquiry on the 15th December, 1959, and has now made the Order.

Summary.

It will be seen from the foregoing that although there are many schemes being investigated, the position in relation to actually starting the schemes is far from satisfactory. In the case of Motorways, apart from the Preston–Warrington Section of the North South Route there is no specific indication of when any further schemes will be carried out. So far as all-purpose Trunk Roads are concerned, with the exception of the scheme on A59—Penwortham Triangle to Cop Lane—a similar state of affairs exists.

(B) CLASSIFIED ROADS

The preliminaries required for the construction of new all-purpose classified roads are much simpler than for Motorways or new all-purpose Trunk Roads. Regarding programmes of work, the Ministry asked the County Council to submit a five-year programme in January, 1955, covering schemes which could be begun in the years 1955–56 to 1959–60. This was approved by the Committee at their meeting on the 23rd March, 1955, and was duly forwarded to the Ministry. The programme comprised the following :—

	Total Estimated Cost.
	£
13 No. schemes costing over £100,000	2,224,000
126 No. schemes costing between £5,000 to £100,000	2,785,000
	£5,009,000

Of the schemes included in the programme only 1 *in the over* £100,000 *category and* 38 *in the* £5,000 *to* £100,000 *category had been completed or started within the five years.*

The next and latest programme to be asked for by the Ministry was in 1959 to cover the years 1962–63 to 1965–66 and the Committee at their meeting on the 11th November, 1959, were informed that the Ministry of Transport had requested the County Council to supply as soon as possible schedules of Major Improvement Schemes with priorities, estimates and the financial year in which, given fair notice, the County Council would be ready to start construction works. The Committee decided that the Ministry of Transport should be informed that the County Council would be prepared to meet any timed programme suggested by the Ministry.

The four-year programme submitted to the Ministry for 1962–66 comprised the following :—

	Total Estimated Cost. £
8 No. schemes estimated to cost over £500,000	6,620,000
24 No. schemes estimated to cost between £100,000 and £500,000 ...	5,590,000
45 No. schemes estimated to cost between £25,000 and £100,000	2,455,000
	£14,665,000

The two years 1960–61 and 1961–62 were not covered by either of the foregoing programmes, but in June, 1958, the Ministry informed the County Council that they were prepared to consider the following schemes for grant during that period :—

1959–60 ... Northern approach to Runcorn–Widnes Bridge.

1960–61 ... Penwortham–Lostock Hall Road A582.—Lostock Hall Diversion.

The first of these schemes is now in course of construction, but in the case of the Penwortham–Lostock Hall Road, it is now evident that a higher standard will be required and the Ministry have stated that it is likely to be some years before this scheme can be approved for grant.

In addition to the above, authorisation was received for two small schemes on the Padiham–Barrowford Road, also the improvement of the Lancaster–Kirkby Lonsdale Road from Lancaster By-Pass to the City Boundary including the reconstruction of Bulk Canal Bridge. The last mentioned scheme is now in progress.

The Ministry have recently intimated approval for construction in 1960–61 of the following further schemes :—

Burnley–Bacup Road, A671.—Easden Clough.

Morecambe and Heysham Borough, Trumacar Lane and Rothesay Road.—Potential Class I.

Colne Borough A6068.—Improvement east of Monkroyd.

Padiham–Barrowford Road, B6247.—Bends east of Padiham.

Thornton-Cleveleys Urban District B5412.—Ramper Gate to Victoria Square.

Chadderton Urban District, B6195.—Haigh Lane to Burnley Lane.

Class III Road No. 802, Kirkby.—Diversion from Delph Lane to South Boundary Road with roundabout at junction with Moorgate Road.

Extension of Speke–Boulevard (Ford Factory site).

Summary.

The position on Classified Roads is even worse than on Trunk Roads. The blunt truth is that so far the preparation of detailed programmes, such as the first five-year programme referred to earlier, has been largely a waste of time and it became quite evident after a year or two had elapsed that only a very limited number of schemes included would be carried out in the allotted time.

Although it is an encouraging sign that the Ministry are attempting once again to plan for a few years ahead, it remains to be seen whether this latest programme will at long last produce adequate results or whether, due to lack of funds, it will founder as others have done in the past.

PRIORITY SCHEMES COSTING MORE THAN £500,000 EACH

The Committee in July last decided that of the schemes estimated to cost more than £500,000 top priority should be given to the following which are dealt with individually in detail in the Appendix to this report.

Trunk Road Schemes.

North–South Motorway.—Broughton–Hampson Green Section.
Blackpool Motorway Link.
Preston Southern By-Pass.
Chorley and Adlington By-Pass.
Rawtensall–Edenfield By-Pass.
Ormskirk–Burscough–Bank Hall By-Pass.

Trunk and Classified Road Scheme.

Stretford–Eccles By-Pass extension to Rochdale.

Classified Road Schemes.

Morecambe Motorway Link.
Speke–Widnes Road
Kirkham–Fleetwood Road A585.—Thornton–Cleveleys By-Pass (Section 1).
Padiham–Barrowford Road B6247.—Realignment and improvement.

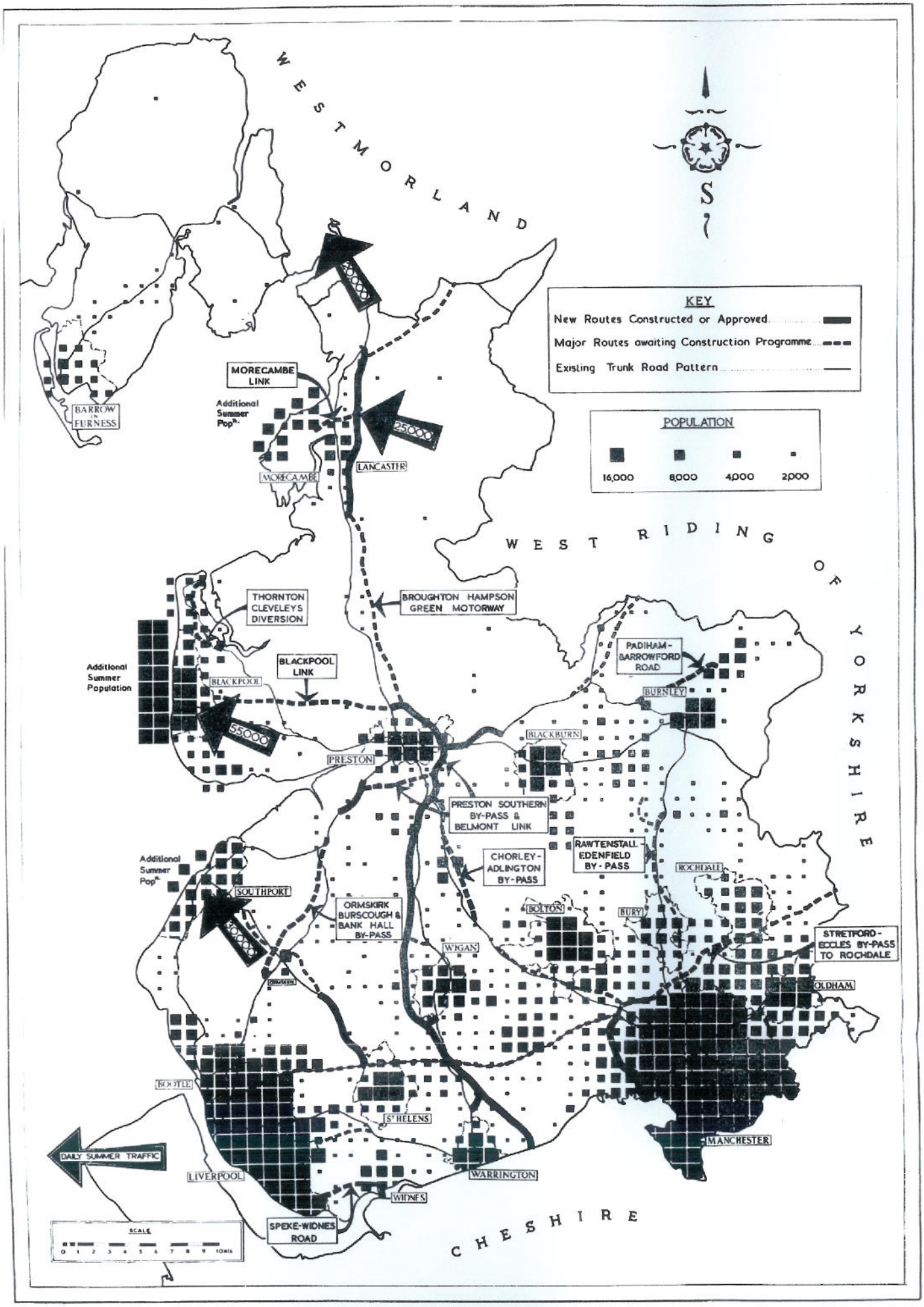

WESTMORLAND
S
KEY
New Routes Constructed or Approved
Major Routes awaiting Construction Programme
Existing Trunk Road Pattern
POPULATION
16,000
8,000
4,000
2,000
MORECAMBE LINK
Additional Summer Popn.
25000
BARROW IN FURNESS
MORECAMBE
LANCASTER
WEST RIDING OF YORKSHIRE
THORNTON CLEVELEYS DIVERSION
BROUGHTON HAMPSON GREEN MOTORWAY
PADIHAM - BARROWFORD ROAD
Additional Summer Population
BLACKPOOL LINK
BLACKPOOL
55000
BURNLEY
BLACKBURN
PRESTON
PRESTON SOUTHERN BY-PASS & BELMONT LINK
RAWTENSTALL EDENFIELD BY-PASS
CHORLEY - ADLINGTON BY-PASS
ROCHDALE
Additional Summer Popn.
SOUTHPORT
50000
ORMSKIRK BURSCOUGH & BANK HALL BY-PASS
BOLTON
BURY
WIGAN
STRETFORD - ECCLES BY-PASS TO ROCHDALE
OLDHAM
BOOTLE
ST HELENS
MANCHESTER
DAILY SUMMER TRAFFIC
LIVERPOOL
WARRINGTON
WIDNES
SCALE
SPEKE-WIDNES ROAD
CHESHIRE

PLATE 2.

CONCLUSION

It is regretted that the report paints such a black picture regarding the road position, on the other hand it is only right that the true facts should be shown and it is abundantly clear that the present unsatisfactory position will deteriorate quickly unless a very much increased road improvement programme is approved by Parliament.

When one compares the schemes being carried out in Great Britain with those in the United States, one is often faced with the remark that the two countries are so very different, as the United States have far more land. This is, of course, correct, but it does not account for the fact that one scheme alone in New York, whose area is only one fifth of Lancashire, is costing far more than the recently increased annual programme for road improvements in Great Britain, or that California, with a population of only three times that of Lancashire and already with 2,147 miles of dual carriageways, can embark on a 20-year programme to add a further 12,400 miles of motorways.

The Highway Engineer to the State of California in the first paragraph of his 1959 Annual Report writes as follows :—

> " Californians have built a thriving economy and a bountiful way of living on a foundation of mobility—freedom of movement afforded by millions of cars and trucks."

Plate 2 facing page 10 clearly illustrates the distribution of population throughout Lancashire and indicates the positions of the big priority schemes dealt with in this report in relation to centres of population and the road system as a whole. It is evident that in a county where such large and densely populated areas are so widespread an adequate road system is essential. The burden of existing and ever-growing traffic on an out-of-date road system which, in the main, runs through these areas is rapidly becoming unbearable both on the grounds of safety and economy.

The Preston and Lancaster By-Passes have already shown that motorways can materially reduce accidents. In the case of the Preston By-Pass, at the date this report is being written, there have been no fatal accidents, in spite of the fact that since its opening traffic on it has covered 27 million vehicle miles or equivalent to more than 1,000 times round the Equator.

It is also felt that, together with motorways in other parts of the country, they have completely answered the accusations that they will damage the amenities of the countryside through which they pass and it is to be hoped that these inspired criticisms causing such a waste of technical staff time will now subside.

Finally, it should be stated that the average speed of road traffic in Lancashire is probably far less than in any other part of Great Britain apart from London itself. This alone is a great handicap to this highly industrialised and important County.

APPENDIX

TRUNK ROAD SCHEMES

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NORTH–SOUTH MOTORWAY
BROUGHTON TO HAMPSON GREEN SECTION

Description of Route.

This section of Motorway connecting the Preston and Lancaster By-Passes is included in the Ministry of Transport's National Plan for Motorways and is a section of M6 connecting the London–Birmingham Road M1, to the Penrith–Carlisle Road A6. M1 and M6 together will become the best route between London and Glasgow.

Motorists familiar with Preston By-Pass will be aware that near its northerly end there is a temporary sharp curve towards the west. This curve will be incorporated in the future flyover junction. The existing route to the west of this junction will remain as a connection to A6 at Broughton and will also form part of the Blackpool Link.

The Broughton–Hampson Green Motorway runs approximately northwards from this proposed flyover junction following a route east of both the existing Trunk Road and the railway. It involves the demolition of only one building and has the "free flowing" alignment which is a feature of modern motorway construction.—Plate 3.

At Hampson Green the motorway joins Lancaster By-Pass : the curve near the southerly end of the By-Pass will be incorporated in the two-level junction to be constructed to retain connection with A6.

The Broughton–Hampson Green Motorway has a length of approximately 13·4 miles and is expected to cost in the neighbourhood of £7 million.

Traffic Volumes and Capacity.

By the time the Motorway between Preston and the M1 is completed, it is anticipated that traffic on the existing A6 between the Preston and Lancaster By-Passes will vary between 28,000 and 35,000 passenger car units (p.c.u.'s) per day. The capacity of the existing road according to Ministry of Transport standards is nowhere higher than 11,000 p.c.u.'s and over a considerable portion is only 6,000 p.c.u's.—Plate 4. The maximum overloading of the route will be 480 per cent. and the average 300 per cent. by 1963. The present average daily traffic on the existing A6 immediately north of Preston By-Pass is 18,000 vehicles per day or 27,000 p.c.u's. In view of the fact that there are few calling points between the Preston and Lancaster By-Passes, it is anticipated that a very high proportion of this traffic would use the Motorway when it is provided. In fact it will carry more traffic than the Preston and Lancaster By-Passes already constructed which have average traffic figures of 13,000 vehicles per day during August and peak flows of over 20,000. The ultimate traffic on the Motorway is estimated at between 40,000 and 50,000 vehicles per day.

Benefits of the New Route

The average frequency of injury accidents, on the length of A6 which will be superseded, during the years 1952 to 1959, is 92 per annum. By 1963 it is estimated this figure will increase to 135 per annum. It is estimated that the effect of safer running on the Motorway will save up to 85 injury accidents per year.

It has been possible to plan the Motorway so that its length is shorter than the existing winding road by 0·7 miles. When allowance is made for the extra distances involved at present in getting from the By-passes to the existing route A6 and back again it means that a vehicle going from Preston By-pass to the Lancaster By-pass would save a distance of $1\frac{3}{4}$ miles. Consequently if the Motorway were constructed it would show a net saving of seven million miles of travelling during 1963. Saving in costs will arise due to the shorter distances travelled, in operating labour costs due to shorter time taken on journey and in the value of accidents. The total monetary value of such savings is approximately three-quarter million pounds per year excluding non-working time or one and three-quarter millions charging non-working time at the same as working time. As traffic is still likely to be increasing at about seven per cent. per annum by 1963, then the benefits will increase at about twice this figure, *i.e.*, 14 per cent. per annum.

Traffic Congestion and Delays.—Chief Constable's Report.

A particular pinch point on the route occurs in Broughton Village on which the Chief Constable of Lancashire reported as follows :—

> "It is a regular occurrence in the spring and summer to have vehicles standing back as far as two miles in each direction from the Broughton intersection. Five officers are required to keep vehicles moving and to regulate cross traffic.
>
> ". . . a large proportion of the traffic is commercial which cannot be separated from the main flow. If traffic increases by $7\frac{1}{2}$ per cent. per annum, which I think it will, and the other portions of the motorway are added, I can only think that the traffic position will be chaotic. Instead of two miles of standing vehicles with a two hour clearing period, it is expected there will be anything up to six miles of congestion on each side, which will only be relieved when darkness descends. This, in itself, will reduce the usefulness of the new Motorway."

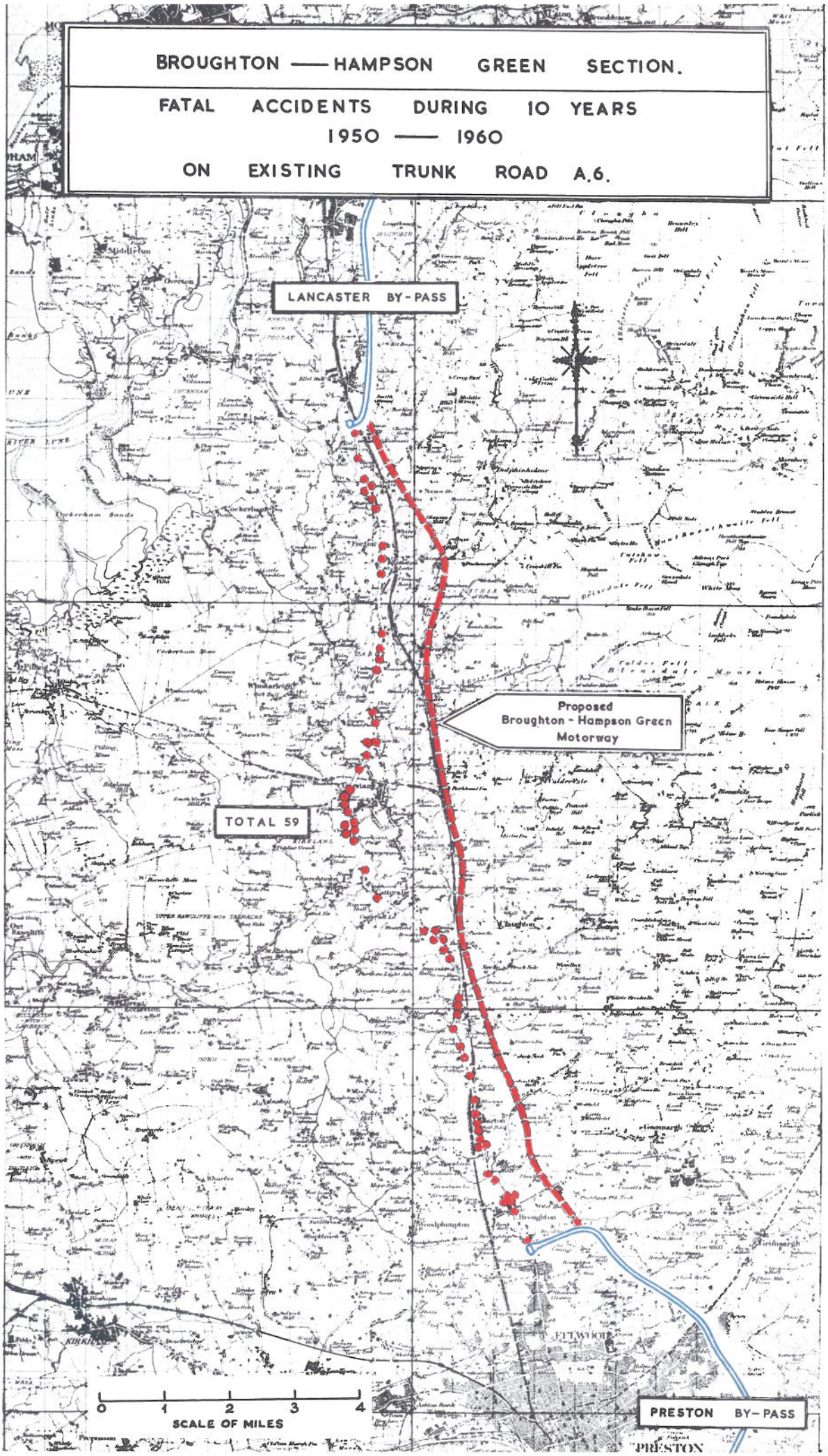
BROUGHTON —— HAMPSON GREEN SECTION.
FATAL ACCIDENTS DURING 10 YEARS
1950 —— 1960
ON EXISTING TRUNK ROAD A.6.
LANCASTER BY-PASS
Proposed
Broughton - Hampson Green
Motorway
TOTAL 59
PRESTON BY-PASS
0 1 2 3 4
SCALE OF MILES

PLATE 3.

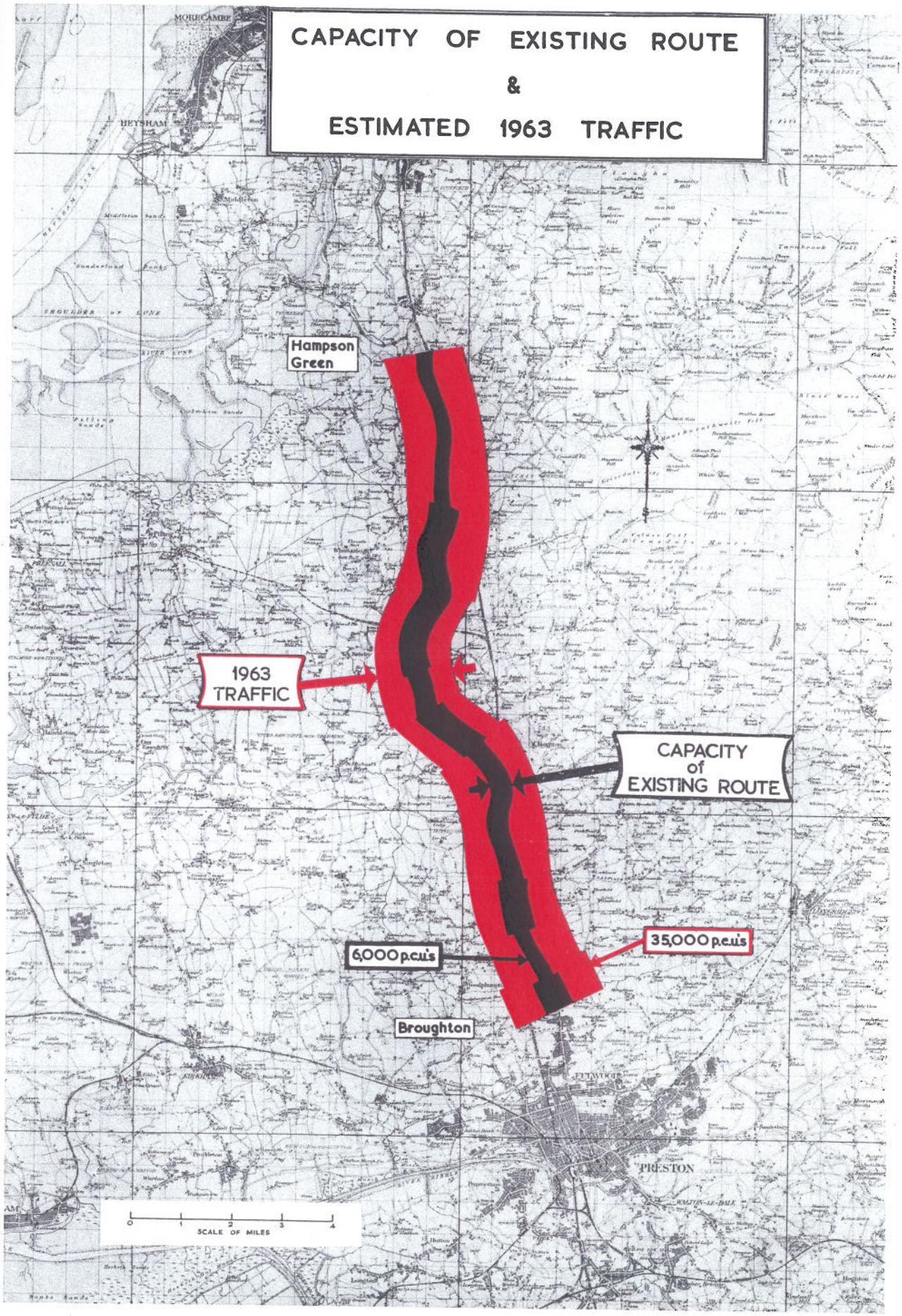
CAPACITY OF EXISTING ROUTE
&
ESTIMATED 1963 TRAFFIC
Hampson Green
1963 TRAFFIC
CAPACITY of EXISTING ROUTE
6,000 p.c.u's
35,000 p.c.u's
Broughton
PRESTON
SCALE OF MILES

PLATE 4.

Subsequent developments have confirmed the views of the Chief Constable whilst, in addition, other sections of the road have now begun to reveal the effects of overloading. For instance the intersection with the Garstang–Blackpool Road A586 is regularly congested and there was recently a three mile long line of vehicles from this junction.

A particularly disturbing feature is the congestion which occurred last Easter at Hampson Green. This was referred to in the Chief Constable's report on Easter Traffic Conditions. The congestion was caused by the convergence of Motorway traffic and that from Morecambe and Lancaster at Hampson Green roundabout. Traffic on the Lancaster By-pass was brought to a standstill and queues of stationary vehicles formed for three miles or more on the Motorway.—Plate 5. A queue three miles long also formed on A6 north of Hampson Green. This has been repeated, although to a lesser degree, on a number of occasions since Easter.

PLATE 5.—M6.—Lancaster By-Pass.—Traffic at a standstill on the motorway near the southern junction with A6 at Hampson Green. (*Photograph by courtesy of* Lancashire Evening Post.)

The A6 at Broughton had to be closed periodically to northbound traffic and the blockage was not cleared until after dark. Vehicles were backing up on the Preston By-pass frequently owing to the general congestion.

Such conditions are likely to occur with greater frequency and the Chief Constable finds it necessary to provide Police control regularly at both By-pass terminals to keep traffic moving.

Summary.

The physical manifestations of the deficiences of the existing route, including the Chief Constable's Report on congestion and delays to traffic, clearly indicate the urgent need for the linking of the Preston and Lancaster By-passes. If present conditions are allowed to continue and the increase in traffic is maintained, the position will arise where drivers will seek other less commodious routes to avoid the Motorways : in fact, this is already occurring in the case of the Preston By-pass where traffic is being directed *via* narrow country roads through Longridge.

BLACKPOOL MOTORWAY LINK

Blackpool and the Fylde.

Blackpool needs no introduction. It is known the world over as Britain's leading holiday resort. It makes every effort to provide attractions for millions of people in search of health, relaxation and amusement not only in summer but all the year round. In addition to all the normal activities, the Blackpool Illuminations attract visitors from all over the country and this superimposes an additional and unique traffic problem in the north-west and particularly in the Preston area.

Whilst Blackpool is looked upon as the premier holiday resort, there are other important holiday resorts immediately adjacent to Blackpool, *viz.*, Fleetwood, Lytham St. Annes and Thornton Cleveleys. Altogether, with Blackpool, Poulton-le-Fylde, Fylde Rural District and Kirkham, there is a resident population of over 250,000 whilst the total summer population considerably exceeds 500,000. In addition there are large numbers of daily visitors to this area, the majority travelling by road.

The geographical situation of Blackpool and the Fylde Coast towns is such that the only suitable route available to and from heavily populated industrial Lancashire and most of the country is the Preston–Blackpool Trunk Road A583.

The Proposed New Route.

This comprises a new motorway commencing at the north end of Preston By-pass already designed for this purpose and traversing the Fylde to terminate within the boundary of Blackpool County Borough.—Plate 7. A connection will be made to A585 north of Kirkham for the convenience of traffic to the Thornton-Cleveleys and Fleetwood area and this connection will also be used extensively for traffic to South Blackpool and St. Annes when the proposed Kirkham Westerly By-pass and Stanley Road Extension are constructed. The scheme can be carried out with little demolition of property. It is 11½ miles long and the estimated cost is about £6,000,000 excluding those works within Blackpool County Borough.

PLATE 6.—Blackpool Road A583 Ashton–Preston.—Traffic congestion near Pedders Lane junction.
(*Photograph by courtesy of* Lancashire Evening Post).

Traffic.

The volumes of traffic on the Preston-Blackpool Road A583 are consistently high through the year but during the summer excessively high volumes regularly occur. For the last two years when a census has been taken these have shown over 65,000 vehicles using the road during the Saturday and Sunday. These flows give rise to traffic congestion which occurs with monotonous regularity in and around Preston and is only too well known to all drivers passing through the County Borough. It is commonplace to see queues of vehicles extending up to six or seven miles in length on eastern, western

LINK

tain's leading holiday resort.
rch of health, relaxation and
all the normal activities, the
s superimposes an additional
on area.

are other important holiday
nes and Thornton Cleveleys.
Kirkham, there is a resident
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Lane junction.
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he last two years when a
during the Saturday and
tonous regularity in and
County Borough. It is
ngth on eastern, western

PROPOSED BLACKPOOL LINK
&
PRESTON SOUTHERN BY-PASS

Fatal Accidents on Main Routes in Preston & South Fylde Areas since January. 1959 shown

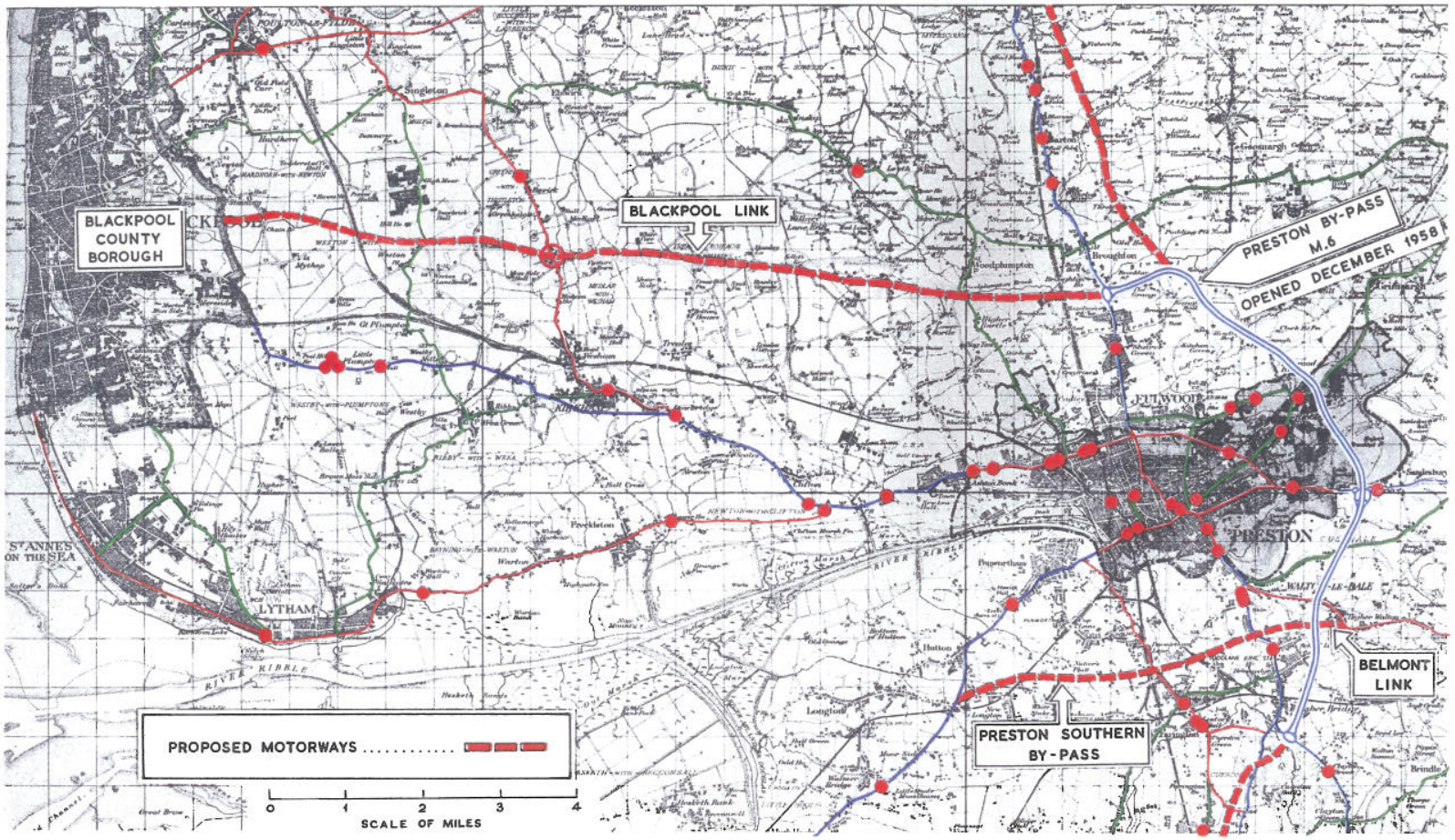


PLATE 7.

and southern approaches to the town.—Plate 6. The provision of the Blackpool Link would eliminate this congestion and remove traffic from the suburban approaches and centre of Preston and also from the dangerous four-lane undivided highway A583. At present levels of traffic the number of vehicles likely to use the Motorway would amount to 20,000 per day. In practice when the Blackpool Link is provided and linked up with the Preston By-Pass it would mean that the heavy volumes of traffic entering from Warrington–Wigan–Preston Trunk Road A49 and Manchester–Chorley–Preston Trunk Road A6 would join the Motorway at Bamber Bridge, pass around the outskirts of Preston and travel right to the Blackpool boundary or, if necessary, leave the road in the vicinity of Kirkham for the Fleetwood area.—Plate 8 (facing page 18).

Accidents.

The map shown on Plate 7 also illustrates the fatal accidents which have occurred on Main Routes in Preston and the South Fylde area since January, 1959. It will be noted that in this period no fatalities have occurred on the Preston By-pass, whereas during this period fatalities on all-purpose roads were widespread. Of these, 29 were on routes where the volumes of traffic would be appreciably affected by the construction of the Blackpool Link.

Summary.

Motoring habits are changing to such an extent that there is no doubt that in order to cope with the additional demand of traffic an extra route to the coast is required, and it should not be forgotten that improved road connections to the coast would benefit the large population living in the industrial areas of Lancashire. The construction of 11½ miles of new Motorway would provide Motorway facilities over a journey of 20 miles.

The Preston–Blackpool Road is often regarded as being mainly a " holiday route " whereas it is in fact Blackpool's main " lifeline " by road. The Blackpool link will provide safe and free flow for the very heavy volumes of traffic which create acute congestion on the existing road system, particularly in Preston.

PRESTON SOUTHERN BY-PASS

The Existing Routes.

The main function of the Preston By-pass at the present time is to serve north-south traffic and take it out of the built-up areas. Unfortunately until it is connected to the Longton By-pass it cannot serve two of its original purposes of taking the east–west traffic and traffic between Liverpool and the north from the town centre of Preston.

This traffic, much of which is of the heavy commercial type travels along A59 *via* the Longton By-pass and Penwortham. On reaching Preston it finds its way along a number of routes including Strand Road, Fishergate Hill and Fishergate, Corporation Street, Lancaster Road and New Hall Lane to Lancaster in the north, Blackburn, Accrington and Burnley in the east and Clitheroe and Skipton in the north-east.

It should be emphasised that all the streets named above are fully built up and are subject to the congestion associated with the central area of a large town accentuated by the incidence of through traffic which apart from the main north-south flow is still compelled to pass through Preston.

A similar problem exists in the case of traffic travelling to and from Bolton and south-east Lancashire *via* the Preston–Belmont–Bolton Road A675. Due to lack of connection between A675 and the Preston By-pass this traffic is still compelled to pass through the streets of the Walton-le-Dale Urban District and London Road, Park Road, Lancaster Road, Preston, all of which are liable to congestion and accident risks.

The Proposed New Routes.

It is proposed to construct a new motorway commencing at a point on Longton By-pass and running in an easterly direction, crossing the Penwortham–Lostock Hall Road A582 and Trunk Road A6 to join the Preston By-pass at Prospect Hill. It will then continue eastwards as the Belmont Link for about half-a-mile to terminate on the Preston–Belmont Road A675 at Higher Walton. The only intermediate connection on the route will be to the Preston By-pass. Parts of the route lie through semi-built-up areas.—Plate 7. The total length is 4·75 miles and the estimated cost about £2,750,000

The route would lead to the usage of 13 miles of motorway for the construction of 4·75 miles of motorway. Liverpool traffic from the north would save five miles traversing of built-up areas. The consequence is that journey speeds would be appreciably increased and chances of accident for a vehicle making the journey reduced to one-tenth.

The appropriate Order determining the line of the Belmont Link has already been made by the County Council and confirmed by the Minister of Transport and a considerable amount of preparatory work has been carried out for the Preston Southern By-pass which could be brought to the Scheme and Contract stages at an early date.

Summary.

The intermingling of local and through traffic is one of the main defects in many towns today. Preston is no exception, in fact it is renowned as a bottleneck. Delays to heavy commercial traffic are very costly in terms of time and money to transport undertakings and industry alike, and to reduce these costs, and at the same time reduce the risk of accidents, this type of traffic together with other through traffic must be kept clear of large towns.

The Preston Southern By-pass and the Belmont Link fulfil this function and at the same time make valuable additions to the Motorway system in Lancashire. For example commercial traffic travelling between North-East Lancashire and the docks at Liverpool is taking about two-and-a-half times as long to travel through Preston as it would if the Preston Southern By-pass were in operation.

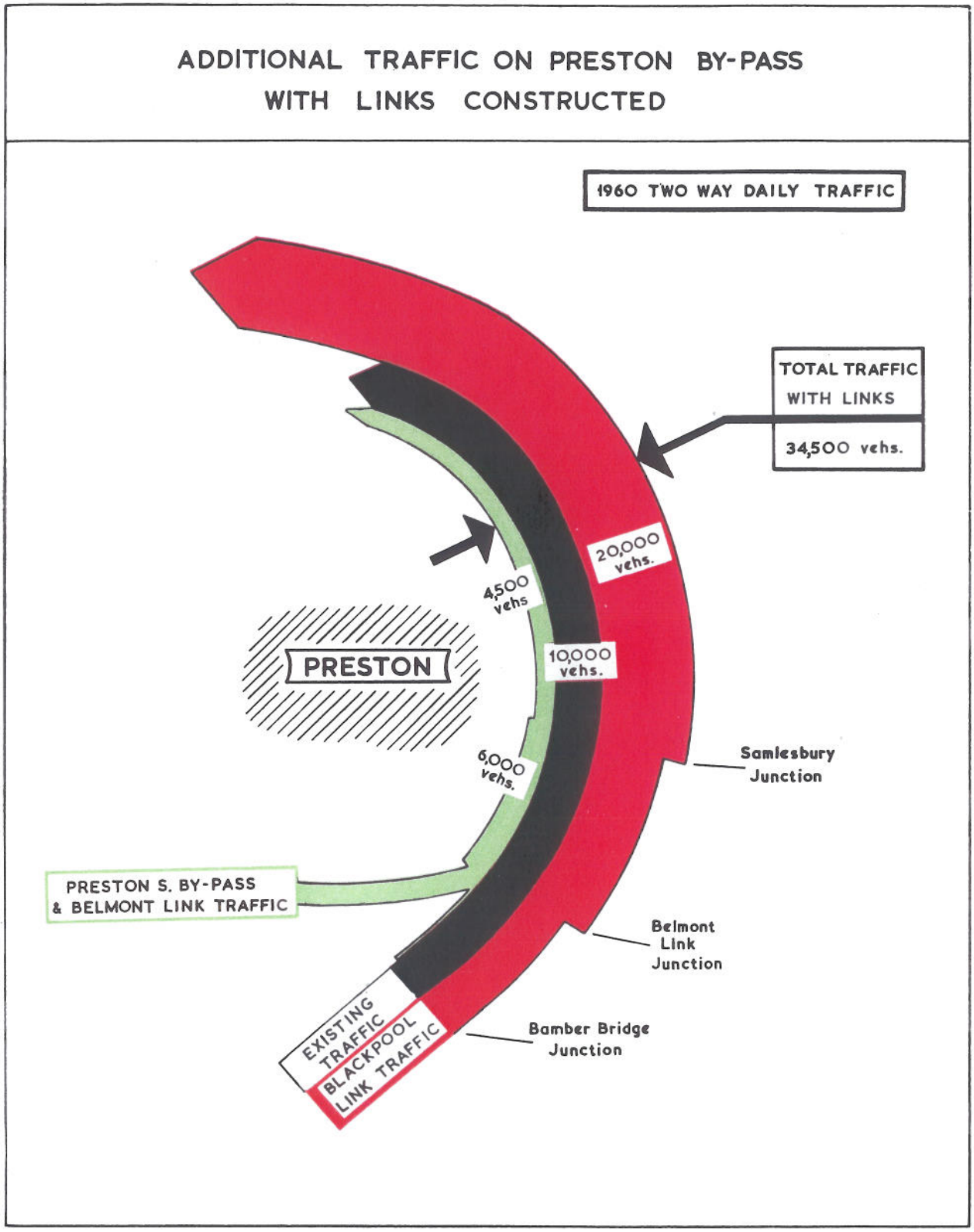

ADDITIONAL TRAFFIC ON PRESTON BY-PASS
WITH LINKS CONSTRUCTED
1960 TWO WAY DAILY TRAFFIC
TOTAL TRAFFIC
WITH LINKS
34,500 vehs.
20,000 vehs.
4,500 vehs
10,000 vehs.
6,000 vehs.
PRESTON
Samlesbury Junction
PRESTON S. BY-PASS & BELMONT LINK TRAFFIC
Belmont Link Junction
EXISTING TRAFFIC
BLACKPOOL LINK TRAFFIC
Bamber Bridge Junction

PLATE 8.

Chorley is a thriving town of 31,000 inhabitants situated on the London–Manchester–Carlisle–Glasgow–Inverness Trunk Road A6. The town has grown up through the years around this main route which now forms one of the principal shopping streets.

In common with all shopping streets the volume of pedestrian traffic along the pavements and crossing the road is very great, standing vehicles are frequent, buses load and unload large numbers of passengers, considerable volumes of vehicles turn at intersections—but additionally—through traffic is very heavy and of an extremely diverse nature frequently including heavy indivisible loads associated with the Trunk Route. The traffic is predominantly of a business and industrial nature but the peaks are accentuated by concentrated flows to and from the Lakes and the Coast.—Plate 9.

PLATE 9.—Trunk Road A6 in Chorley.—Traffic passing through busy shopping centre.

(*Photograph by courtesy of* Chorley Guardian Co., Ltd.)

On the southern approach to the town there is a confluence of routes all adding to traffic on the A6 in Chorley, the total volume amounting to 16,000 vehicles per day.

The combination of all these circumstances has necessitated the introduction of a comprehensive system of traffic signals and pedestrian crossings throughout the central town area. In discharging their functions, these facilities of necessity introduce considerable delays on the passage of through traffic. At busy periods queues of considerable length occur.

The Purpose of the By-Pass.

The object of the proposed by-pass is to provide a route for traffic over which it can flow freely and safely. It has been ascertained by Origin and Destination Census that 72 per cent. of the traffic on A6 is by-passable and there is, therefore, no doubt that considerable volumes of traffic will make use of the new facility when provided, with consequent saving in accidents and operating costs. During the 10-year period commencing in 1950 there were 554 injury accidents on the lengths of road by-passed. It is estimated that 320 of these would have been saved by the construction of the by-pass.—Plate 10.

The by-pass is not limited in scope to the by-passing of Chorley and Adlington, but is now regarded as a section of a proposed motorway extending south-eastwards to the Stretford–Eccles By-pass and its extension to Rochdale and Yorkshire, and northwards to the North–South Motorway M6 near Preston.

Description of the New Motorway By-pass.

The motorway which is approximately six miles long commences in the south at Blackrod By-pass on A6. About one mile north of this point a two-level intersection is made with A673 where heavy volumes of traffic will join the road from Bolton and the northern portion of the Manchester Conurbation.

The new route is to be continued northwards on the east side of the town and connect back to A6 near the northern boundary of Chorley. It is visualised that the main route will ultimately carry on northwards to link with the M6 motorway at Bamber Bridge.—Plate 11.

The cost of the scheme is in the neighbourhood of £3,000,000.

The proposals for A6 in the Chorley–Adlington area originally consisted of separate by-passes of the two towns. A combined by-pass, capable of construction as a motorway was obviously more suited to the present growth of traffic but the original alignments and location of the separate schemes was unsuitable and an almost entirely new location had to be sought.

Investigations to establish a new line have been in progress and discussions have taken place with the Ministry's Engineers, consequent upon which the basis of a new line has been found though it may be subject to some detailed adjustment. The Ministry have not yet programmed any formal stage in the production of a " Scheme " or of the detailed design so far as the County Council are aware.

Summary.

For a by-pass to be successful and worthwhile it is necessary that it possesses certain attributes. It is seldom that schemes have these attributes with the completeness that occurs in the case of the Chorley By-pass. They are as follows :—

1.—The existing route is congested and traffic suffers considerable delays frequently leading to long queues.

2.—Numerous accidents occur on the existing route.

3.—The route is heavily trafficked so that benefits will be widespread.

4.—The by-pass will attract high volumes of traffic.

5.—The by-pass can be constructed without undue difficulty.

6.—It fits in to an ultimate pattern.

7.—Its length is no greater than the existing road.

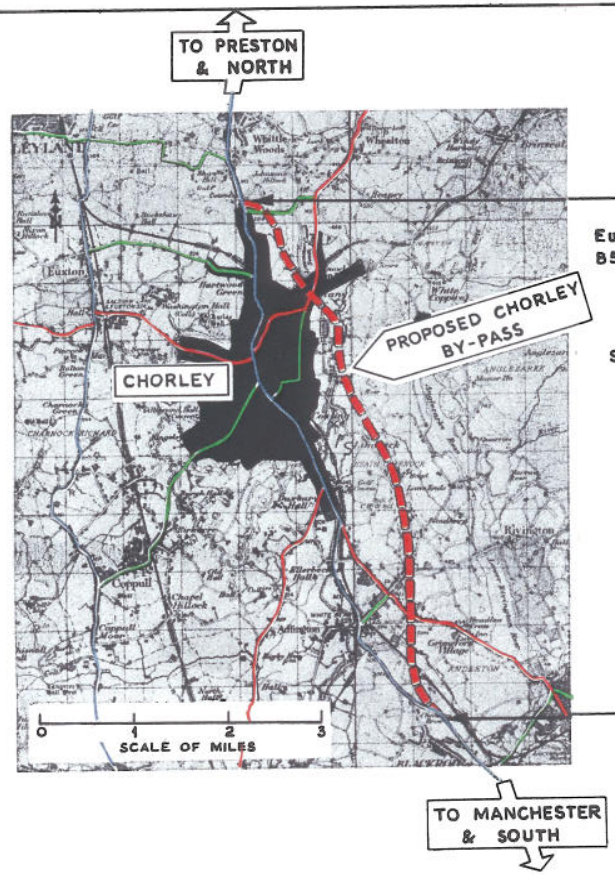
8.—Access to the by-pass is restricted and there is no cross traffic.

9.—No deterioration is likely in the standards of the by-pass—being a motorway it cannot be affected by adjacent development, etc.

This scheme, therefore, merits high priority in any National Road Programme.

CHORLEY BY-PASS

PLAN



ACCIDENTS ON EXISTING ROUTE IN 10 YEARS 1950 - 1960

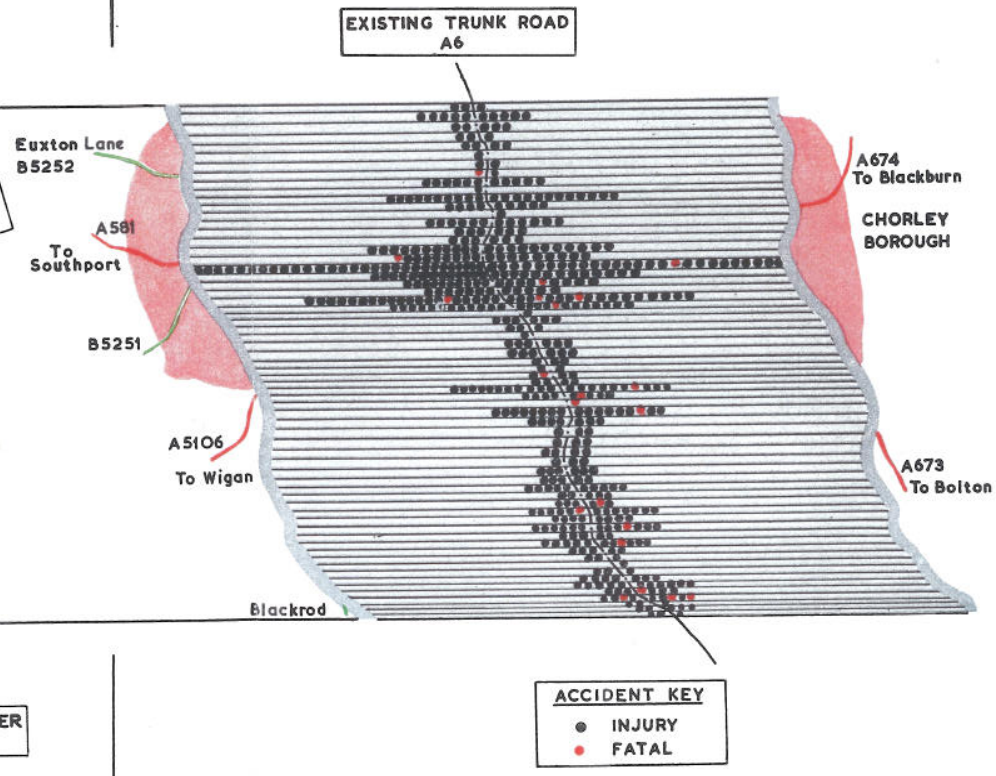
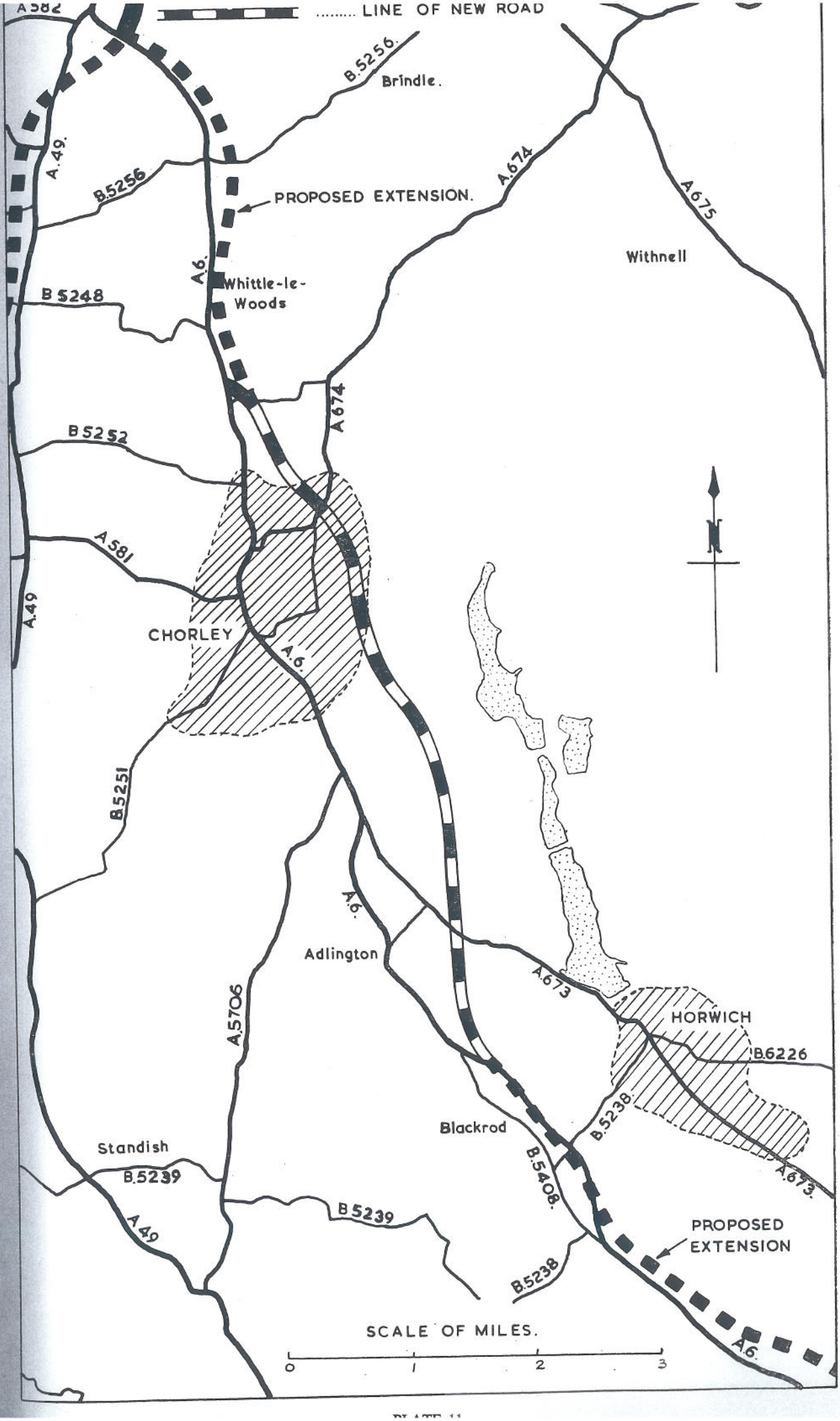


PLATE 10.


A582
..... LINE OF NEW ROAD
B.5256.
Brindle.
A.49.
B.5256
PROPOSED EXTENSION.
A.674
A675
Withnell
A.6.
Whittle-le-Woods
B 5248
A674
B 5252
A581
A.49
CHORLEY
A.6
B.5251
A.6.
Adlington
A5706
A673
HORWICH
B.6226
B.5238
Blackrod
B.5408.
A673.
Standish
B.5239
A.49
B 5239
PROPOSED EXTENSION
B.5238
SCALE OF MILES.
0
1
2
3
A.6.

RAWTENSTALL–EDENFIELD BY-PASS

Deficiencies of the existing route.

Industrial interests in the North East Lancashire area have long considered that they are severely handicapped by the inadequacy of road communications with other centres of population and with ports. It has been felt too that this inadequacy has tended to deter new industries from being developed in North East Lancashire.

A few years ago the North East Lancashire Development Committee circulated questionnaires to a large variety of industrial enterprises in and around Burnley with the object of ascertaining which other area was of the greatest interest to North East Lancashire from an industrial point of view, and thereby ascertaining which particular line of communication should be dealt with as the highest priority.

These enquiries indicated that Manchester was the most important area so far as industry generally was concerned and since that time there has been concentration of effort to improve communications between North East Lancashire and Manchester. So far as road traffic is concerned, these efforts have been concentrated upon obtaining substantial improvement of the Burnley–Manchester Trunk Road A56 which is the normal direct route from Burnley, Nelson, Colne, etc., to Manchester.

PLATE 12.—Burnley–Manchester Trunk Road A56.—Traffic hold-up at Rawtenstall level crossing.

At the present time the Burnley–Manchester Trunk Road cannot under any circumstances be regarded as adequate for the important function which it endeavours to fulfil. This is amply illustrated when it is realised that 26 of the 35 miles from Colne to Manchester are subject to a 30 m.p.h. speed limit, and at many points the total width of the road including footways is 36 feet or less—a width no greater than that of many private streets. Apart from the limiting of speed and narrowness of the road, there is also a level crossing situated in the centre of Rawtenstall.—Plate 12. In 1956 Rawtenstall Corporation carried out an investigateion of traffic delays at this point and ascertained that during each week-day the crossing gates were closed 65 times and these closures represented a total daily time of 170 minutes during which the Trunk Road traffic was halted.

The proposed new route.

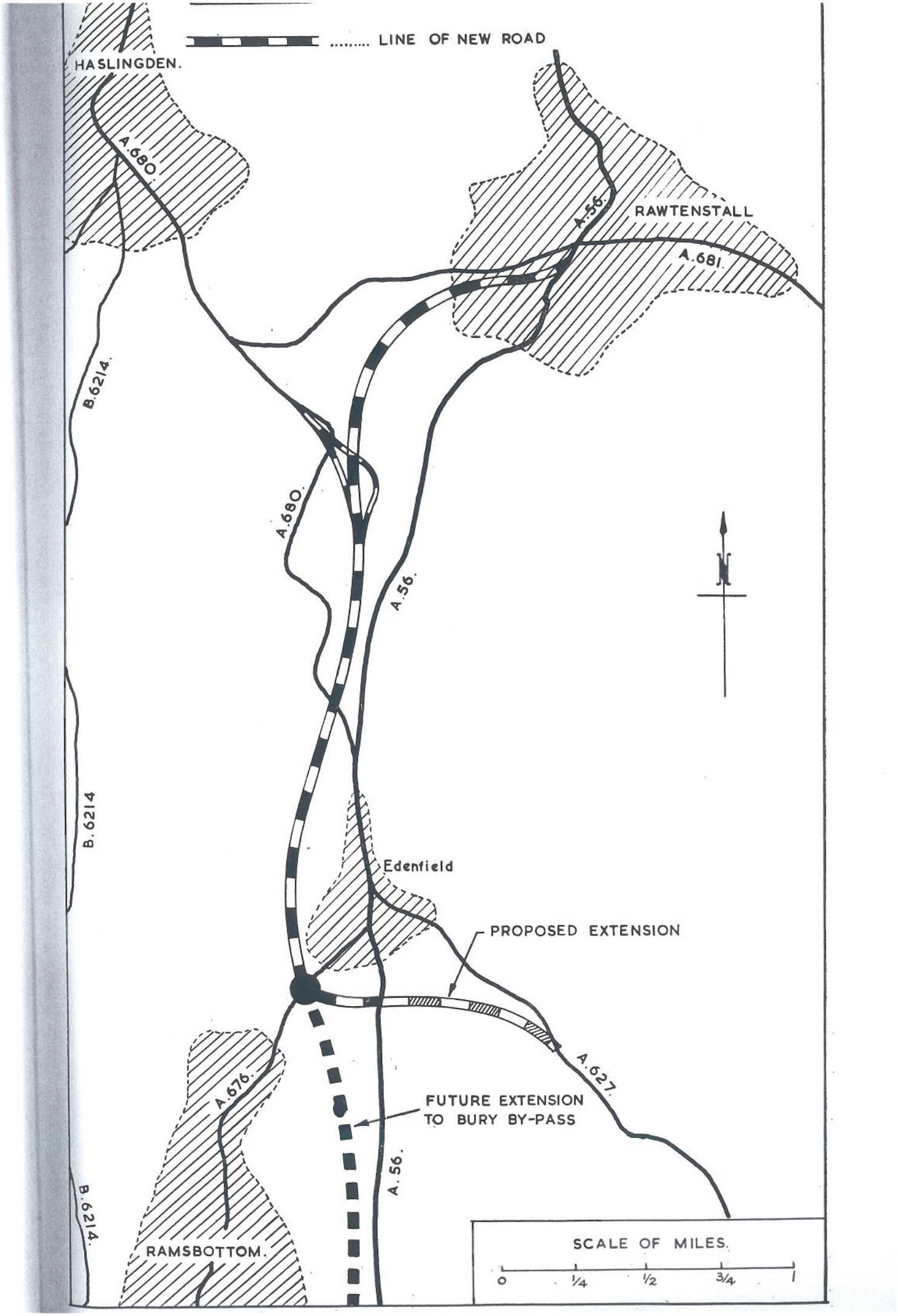
The principal future proposals for the Burnley–Manchester Trunk Road as a whole consist of the following schemes :—

(*a*) A short by-pass in the central area of Rawtenstall ; a scheme which would be the responsibility of Rawtenstall Corporation under a direct agency from the Ministry of Transport.

(*b*) The Rawtenstall–Edenfield By-pass situated partly within the Borough but being prepared by the County Council in agreement with the Ministry of Transport and Rawtenstall Corporation.

(*c*) A connection between Rawtenstall–Edenfield By-pass and Bury By–pass.

(*d*) Bury By-pass ; a scheme situated largely in the County Borough but investigated by the County Council by arrangement with the Ministry of Transport and Bury Corporation.


LINE OF NEW ROAD
HASLINGDEN.
A.680.
A.56.
RAWTENSTALL
A.681.
B.6214.
A.680.
A.56.
B.6214
Edenfield
PROPOSED EXTENSION
A.627.
A.676.
FUTURE EXTENSION
TO BURY BY-PASS
A.56.
B.6214.
RAMSBOTTOM.
SCALE OF MILES.
0
1/4
1/2
3/4
1

Bury By-pass will eventually be connected with the route to Yorkshire and Manchester Outer Ring Road at its southerly end, enabling traffic from the re-developed Burnley–Manchester Trunk Road to reach most parts of the Manchester area without difficulty.—Plate 13 (facing page 22).

In considering the complete proposals for the future of the Burnley–Manchester Trunk Road it was decided to concentrate first on one particular scheme, *viz.*, the Rawtenstall–Edenfield By-pass. This avoids the level crossing previously referred to and also the built-up length of the existing road through Edenfield. Moreover it is capable of construction as an independent diversion which is not the case with certain of the other proposals on the same route, *e.g.*, Bury By-pass is dependent upon the construction of at least part of the route to Yorkshire. The present traffic on the Trunk Road through Edenfield is over 10,000 vehicles per day and on these values alone the advantages of the by-pass would be very great, the value to future increased traffic being correspondingly greater.

The Rawtenstall–Edenfield By-pass has a length of a little less than 3¼ miles and its total estimated cost can be expected to be in the neighbourhood of £1,500,000 having regard to the physical features of the area which tend to add to the cost of new road construction.

It is expected that from Rawtenstall to the route to Yorkshire the proposals will be of such a nature that the road will be constructed to motorway standards. The Rawtenstall–Edenfield By-pass itself commences at the north at Queens Square in the centre of Rawtenstall and for a little over a mile follows the westerly bank of the River Irwell. It then crosses the River and the railway climbing the hillside on the east of the River and thereafter following a route on higher ground west of the existing Trunk Road by-passing Edenfield on the west. Connections are intended with A680 for Accrington and Haslingden traffic and with A676 for Ramsbottom and Bolton traffic.

Pending the extension of the by-pass to connect with Bury By-pass a link will be constructed between the southerly end of the Rawtenstall–Edenfield By-pass and the existing Trunk Road and this link will later be extended to A627 to take the Rochdale traffic.

Summary.

The provision of adequate communications is considered to be an essential pre-requisite for the development of industry in any area. In the case of North-East Lancashire the existing road system needs to be improved in order to meet this requirement. The present proposals allow for this and, being to motorway standards, are likely to be an added incentive, particularly to such types of light industry as rely upon the flexibility of road transport for their efficiency.

One of the most important traffic arteries in South West Lancashire is the section of the Liverpool–Preston–Leeds Trunk Road A59 between Liverpool and Preston. It serves as the principal northerly route to and from the South-West Lancashire conurbation including the ports of Liverpool, Birkenhead and Bootle. A substantial proportion of the traffic using this route is of the heavy commercial type. Over the length to be superseded by the proposed by-pass the route conditions fall far short of the required standards for a highway carrying some 10,000 vehicles per day. The lack of capacity causes single line traffic to predominate and overtaking of long lines of slow-moving heavy goods vehicles is particularly difficult.

Pinch Points and Hazards.

(*a*) Through Ormskirk the road separates a large area of population from the Town Centre and on the section extending for 1·32 miles from the Townend roundabout there have been 85 accidents involving personal injury during the last 10 years.

(*b*) The intersection with the Southport–St. Helens Trunk Road A570 is controlled by traffic signals and at busy periods this is the scene of major traffic congestion with long queues extending for anything up to four miles on A570 and up to ½ mile on A59, notwithstanding intensive Police control.

(*c*) Fom the north of Ormskirk Town for a distance of 4·35 miles the road is narrow and tortuous, allowing for two-lane traffic only.

(*d*) The length through the township of Burscough is particularly congested and hazardous, the minimum width of carriageway being 25 feet 6 inches. There are two humped-backed bridges with poor visibility.—Plate 14. Within the main shopping centre, lane reduction occurs due to parked vehicles which causes delays to traffic and crossing by pedestrians is difficult and dangerous.

(*e*) The road through the village of Rufford is very narrow and winding and the bend at the northern end of the village has been the scene of many accidents.—Plate 15 (page 26).

(*f*) The junction of A59 and the Liverpool–Southport–Preston Trunk Road A565 at Tarleton is controlled by traffic signals. Half-a-mile eastwards along A59 Bank Bridge is crossed. This is a narrow and dangerous bridge with a minimum carriageway width of 20 feet 9 inches and a sharp bend on the eastern approach.

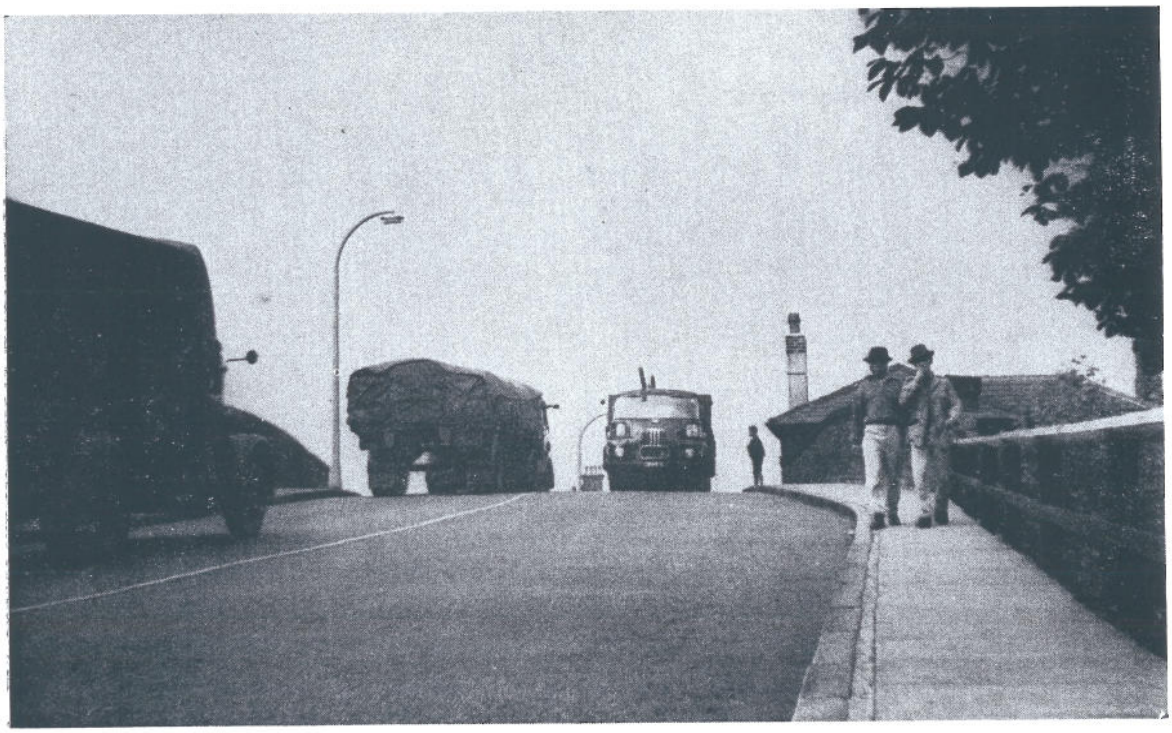


PLATE 14.—Liverpool–Preston Trunk Road A59.—Hump backed bridge in Burscough, Ormskirk.

Description of the proposed new route.

The By-Pass commences at the northern end of the dual carriageways of Aughton By-Pass on A59 and lies generally to the west of the existing road. It crosses the Southport–St. Helens Trunk Road A570 where a two-level system is provided. There will also be two-level connections, with A59 at Sollom to serve traffic between the Chorley area (*via* A581) and Liverpool, and near the northern terminal at Bank Hall which permits free flow without cross traffic at the junction with the existing road, giving access between Southport (*via* Trunk Road A565) and Preston.

Since the original line was selected the Admiralty have intimated their intention to close Burscough Airfield and the Ministry of Transport have requested the County Council to investigate the possibility of a shorter route across the airfield where better subsoil conditions are anticipated and which would result in a saving of length of 1⅓ miles on the journey by the existing road.

The new motorway is 10·08 miles long and is expected to cost in the region of £4,500,000.

PLATE 15.—Liverpool–Preston Trunk Road A59.—Accident black spot at north end of Rufford.

Summary.

The construction of the motorway by-pass provides a practical method of alleviating traffic difficulties on this overloaded trunk route. The alternative of improvement along the existing road would entail long lengths of extensive demolition whilst the reconstructed highway would still pass through the built-up areas.

Traffic on the road is largely by-passable and can, therefore, take full advantage of the new motorway, including low operating costs, increased speed and the saving of distance which will amount to 2½ million miles of travel per year at current traffic densities.

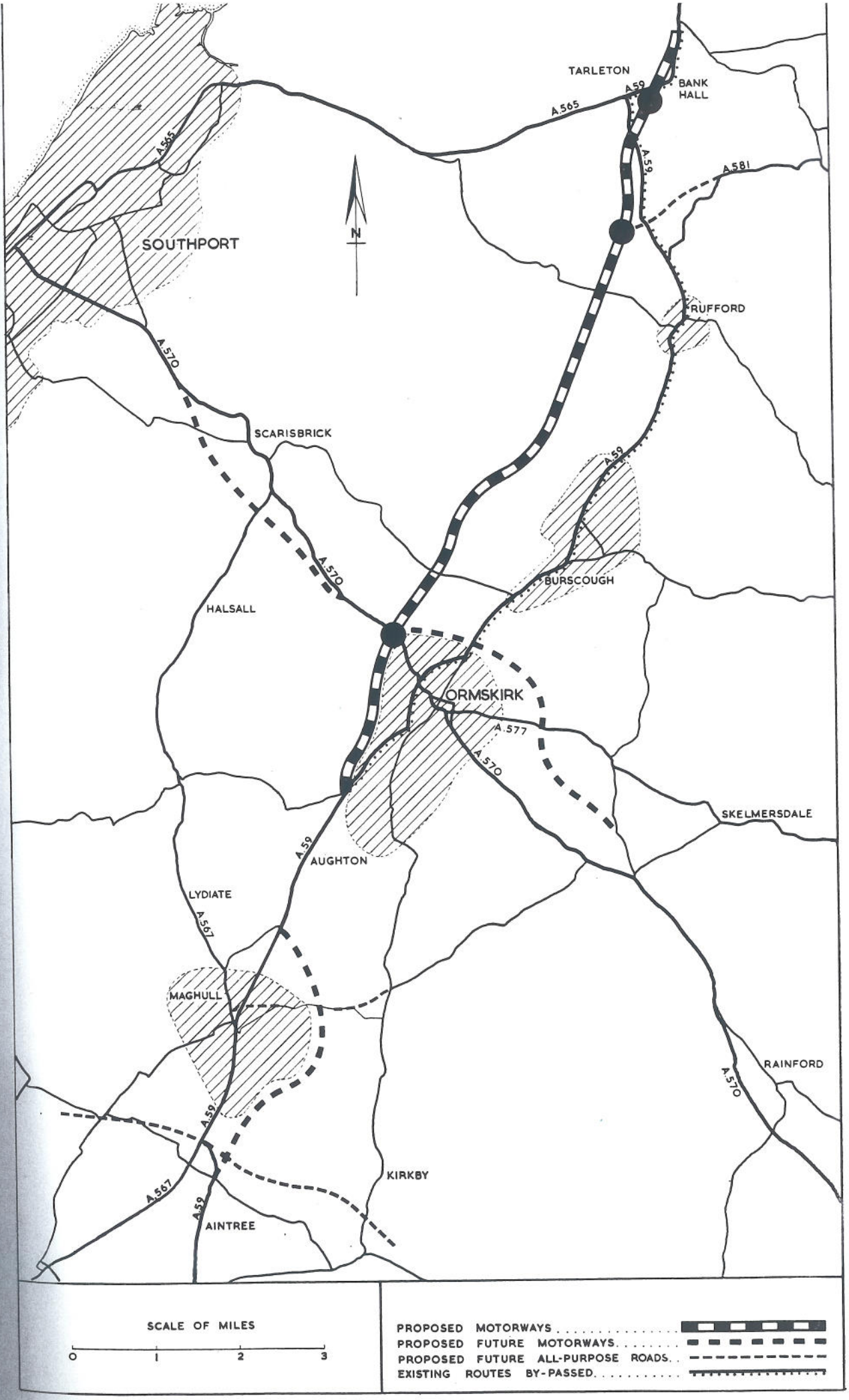

TARLETON
BANK HALL
A59
A565
A581
SOUTHPORT
N
RUFFORD
A570
SCARISBRICK
BURSCOUGH
HALSALL
ORMSKIRK
A577
SKELMERSDALE
AUGHTON
LYDIATE
A567
MAGHULL
RAINFORD
KIRKBY
AINTREE
SCALE OF MILES
0 1 2 3
PROPOSED MOTORWAYS
PROPOSED FUTURE MOTORWAYS
PROPOSED FUTURE ALL-PURPOSE ROADS
EXISTING ROUTES BY-PASSED

PLATE 16.

STRETFORD–ECCLES BY-PASS TO ROCHDALE

Functions of the proposed New Route.

This route is part of the Ministry of Transport's National Plan for Motorways. Most of the other roads in this National Plan are at a more advanced stage.

The route passes through large conurbations providing economies in motor transportation and at the same time is of strategic value—see Plate 17. The whole route when completed will serve, yet by-pass, towns and cities such as Manchester, Salford, Bury, Rochdale, Oldham, Huddersfield, Halifax, Dewsbury, Wakefield and Leeds. It connects in the west *via* the Liverpool–East Lancashire Road to the Port of Liverpool and will extend eastwards to the Port of Hull.

Within the County of Lancashire the most important part of this route is between Worsley and Rochdale. The extension of the Stretford–Eccles By-pass to link up with this East–West route is essential so that continuity of route can be obtained for traffic from Trafford Park and the South over the new Barton High Level Bridge to destinations such as Bury, Rochdale and Yorkshire.

Description of Existing Routes.

The motorway when constructed will serve traffic which at present traverses many diverse routes through the Manchester Conurbation, all of which suffer from the inherent deficiencies of this congested and dangerous area. The routes are ill-defined, frequently tortuous, invariably built-up, with many intersections of which those of a minor nature create dangers for turning and crossing traffic and those with major roads additionally suffer traffic delays and congestion. Parked vehicles interfere with free flow and numerous cyclists and pedestrians are exposed to constant danger.

The two routes most frequently used at present by traffic which would be attracted to the motorway are indicated by dots on the plan. (Plate 18.)

The northernmost route, which carries traffic from Liverpool and south-west Lancashire or from Trafford Park and the south to Bury, Rochdale, Yorkshire, etc., intersects all the main radials from the northern side of Salford and Manchester at busy and congested points. In traversing this route to Rochdale, for example, no fewer than six different Trunk and Classified Roads are used, all with different route numbers. The entire length of this route is the subject of a 30 miles per hour speed limit. The route is built up to such an extent that it would be very difficult and costly to improve. Widening of the existing roads would involve expensive demolition and the improvement of many bends and the elimination of steep gradients can be considered as being practically impossible. To improve traffic flow and reduce accidents at the many junctions the only remedy would be to segregate the traffic by means of multi-level interchanges.

The existing alternative to the foregoing route commences at Peel Green, to the west of Eccles, where a two-level intersection is provided on the Stretford–Eccles By-pass. It will carry traffic coming *via* the new Barton High Level Bridge and traffic already using the existing route A57 from Warrington and Liverpool. In proceeding eastwards, the route passes through the centre of Eccles and intensely developed areas of Salford and Manchester before joining the northernmost route near the northern boundary of Manchester. Although in this case the journey is mainly by one route, *viz.*, A576, in common with the alternative route it intersects main radials from the north side of Manchester, but being nearer to the heart of the conurbation, the intersections are even more congested than those on the alternative route.

Any traffic which can be removed from these routes must considerably improve conditions along them with consequent reduction in accident risk.

Description of the proposed New Route.

The new route, which will be a motorway, commences at the existing roundabout at Worsley Court House at the north end of the Stretford–Eccles By-pass. The first section between Worsley Court House and the East Lancashire Road A580 will have Class I status. Beyond this, the route becomes part of the National East–West Motorway with Trunk Road status. Two-level interchanges are provided at frequent intervals to serve the needs of traffic wishing to utilise the motorway when travelling to and from the intensely developed area of the North Manchester Conurbation.

Provision is also made for future connections to the proposed new motorway from Worsley to Preston, the Bury By-pass and the Middleton Link.

The junction with A664 in Rochdale will allow for the future extension of the motorway into Yorkshire.

The motorway between Worsley Court House and the East Lancashire Road A580 is one mile in length and is expected to cost something in the region of £1,000,000. The relatively high cost of this scheme is accounted for by the intensive amount of bridge construction required, comprising about half the total cost.

The Trunk Road section linking the East Lancashire Road A580 and Rochdale is 10·2 miles in length and is expected to cost something of the order of £6,000,000.

Summary.

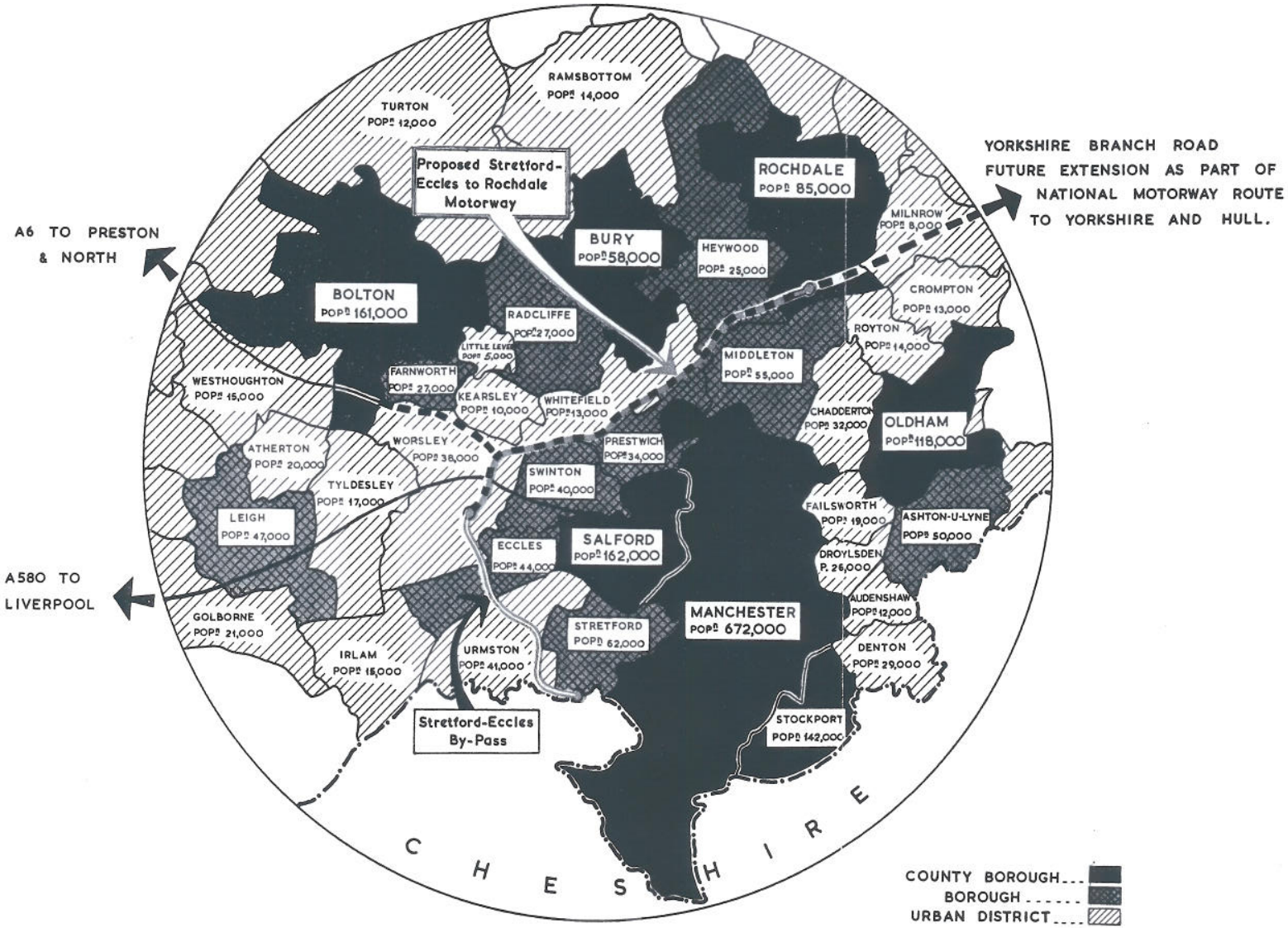
The construction of this motorway will constitute one of the most valuable contributions to the road system in Lancashire. The scheme is a really practical proposition which will afford much needed relief to the large number of extremely congested and heavily trafficked routes in this area.

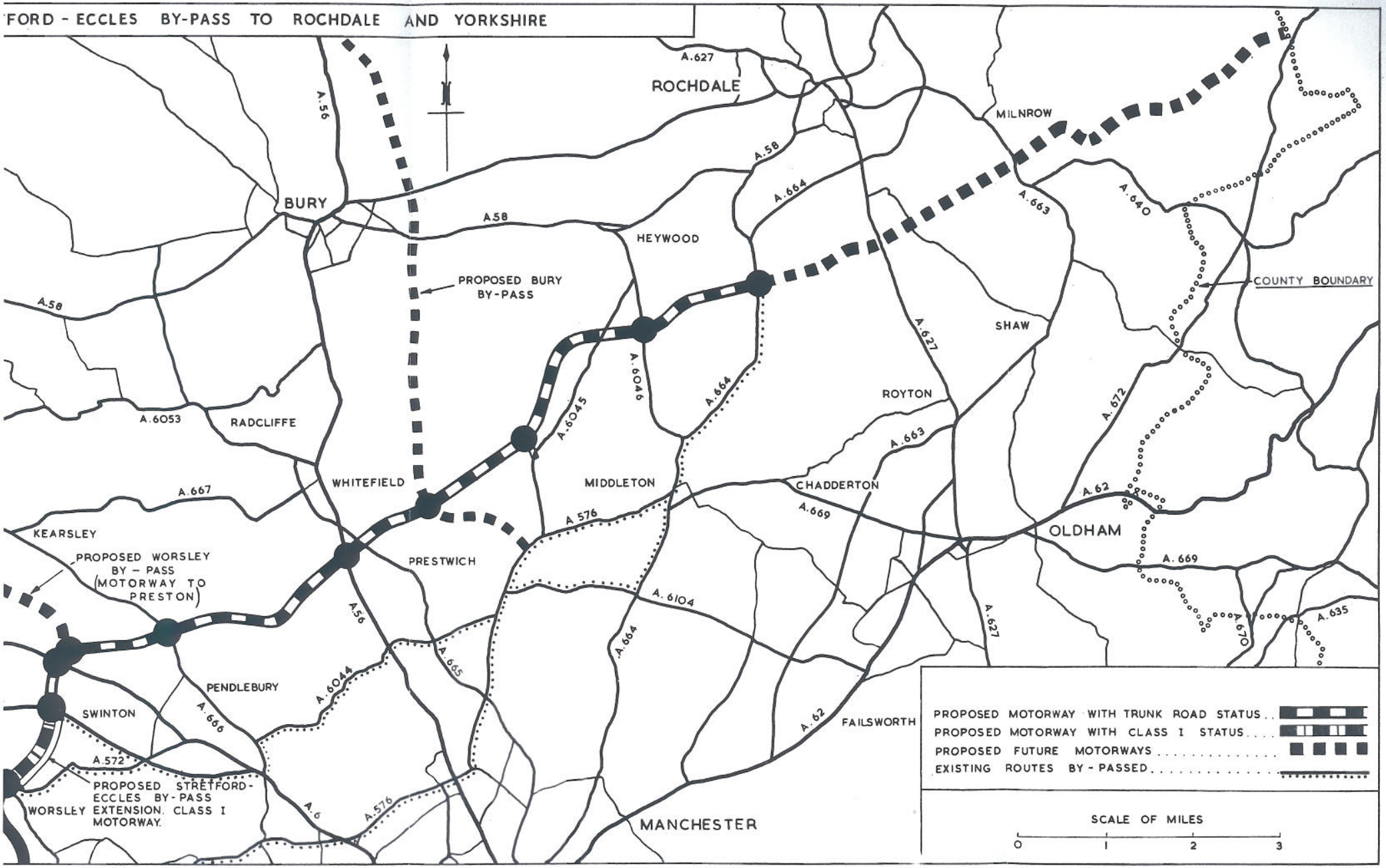
When the route is extended into Yorkshire, it could have a far-reaching effect on the industrial future of the North.

The line of the route has been preserved and on the Classified Road Section an Order covering the line has been made. On the Trunk Road section, certain areas of land have already been purchased and very little property demolition is involved.

SOUTH EAST LANCASHIRE

PROPOSED MOTORWAY FROM STRETFORD-ECCLES BY-PASS TO ROCHDALE




FORD - ECCLES BY-PASS TO ROCHDALE AND YORKSHIRE
ROCHDALE
A.627
A.56
BURY
A.58
A.664
A.663
A.640
MILNROW
HEYWOOD
PROPOSED BURY BY-PASS
COUNTY BOUNDARY
SHAW
A.627
A.6046
A.6045
A.664
ROYTON
A.672
A.6053
RADCLIFFE
A.663
WHITEFIELD
MIDDLETON
CHADDERTON
A.62
A.667
A.576
A.669
KEARSLEY
OLDHAM
PROPOSED WORSLEY BY-PASS (MOTORWAY TO PRESTON)
PRESTWICH
A.669
A.6104
A.56
A.627
A.635
A.670
A.665
A.664
A.6044
PENDLEBURY
SWINTON
A.666
A.62
FAILSWORTH
A.572
PROPOSED STRETFORD-ECCLES BY-PASS WORSLEY EXTENSION. CLASS I MOTORWAY.
A.6
A.576
MANCHESTER
PROPOSED MOTORWAY WITH TRUNK ROAD STATUS
PROPOSED MOTORWAY WITH CLASS I STATUS
PROPOSED FUTURE MOTORWAYS
EXISTING ROUTES BY-PASSED
SCALE OF MILES
0
1
2
3

Morecambe and Heysham and its Approaches.

Morecambe is second only to Blackpool as the most popular holiday resort in the north-west. It attracts large numbers of visitors from all parts of the country and in addition to the normal activities a season of illuminations is arranged each year which adds to the existing traffic problem. Its position north of the Lune Estuary prevents access from the south except along the present Lancaster–Morecambe Road A589 and across Skerton Bridge, Lancaster—Plate 19. Traffic from the north obtains access to Morecambe *via* the existing A6 and passes through Carnforth, Bolton-le-Sands and Hest Bank, before taking the coastal road A5105 into the town.

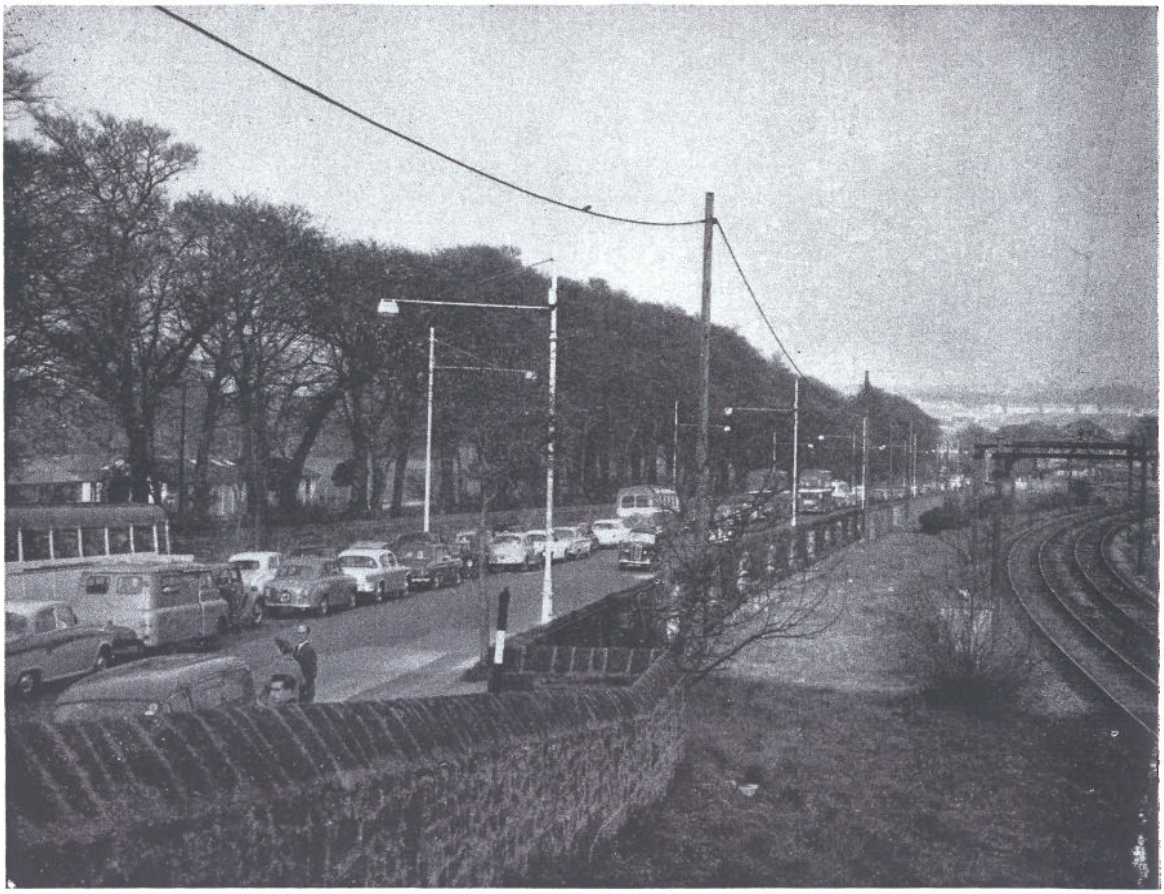


PLATE 19.—Lancaster–Morecambe Road A589.—Queues of traffic approaching Lancaster from Morecambe.
(*Photograph by courtesy of* Morecambe Visitor).

The southern approach is subject to all the difficulties and dangers arising from passage through a built-up area, whilst the northern approach is on roads which are partly built-up and predominantly very narrow and winding. Neither of these approaches is capable of improvement to a sufficient degree without great difficulty and extensive demolition of property. The traffic flow to and from Morecambe is 25,000 vehicles per day.

The proposed Motorway Link.

It is proposed to provide a link from a point on the Lancaster By-pass north of the Lune Crossing to a point on the Morecambe-Lancaster Road A589, about half-a-mile south-east of the existing Torrisholme roundabout, from which access can be obtained by a number of routes to all parts of the town.—Plate 21.

The new road will be a motorway 2·8 miles in length and is likely to cost about £1,250,000. Little demolition of property is involved.

Traffic.

The removal of the Morecambe traffic from the existing road system to the Motorway and Morecambe Link will considerably relieve conditions for the local town traffic which remains. The volume of traffic likely to use the Morecambe Link at present-day level is approximately 9,000 vehicles per day and of these 5,000 approach from the south through the streets of Lancaster.—Plate 20. Travel on the Motorway is much safer than through such streets and a considerable saving in accidents can be expected. The connection of the Morecambe Link with the Lancaster By-pass will induce more vehicles to travel on the latter road instead of on existing roads.

It should be noted that notwithstanding the relief which has been given in Lancaster by the opening of Lancaster By-pass, the Police still find it necessary from time to time to impose one-way traffic over Skerton Bridge to cope with the heavy flow of traffic travelling to and from Morecambe.

Summary.

The construction of the Morecambe Link will relieve congestion in Lancaster and the roads radiating therefrom and enable the investment made in the Lancaster By-pass to be realised to the full. By constructing 2·8 miles of motorway, traffic is saved journeys of eight miles on existing roads.

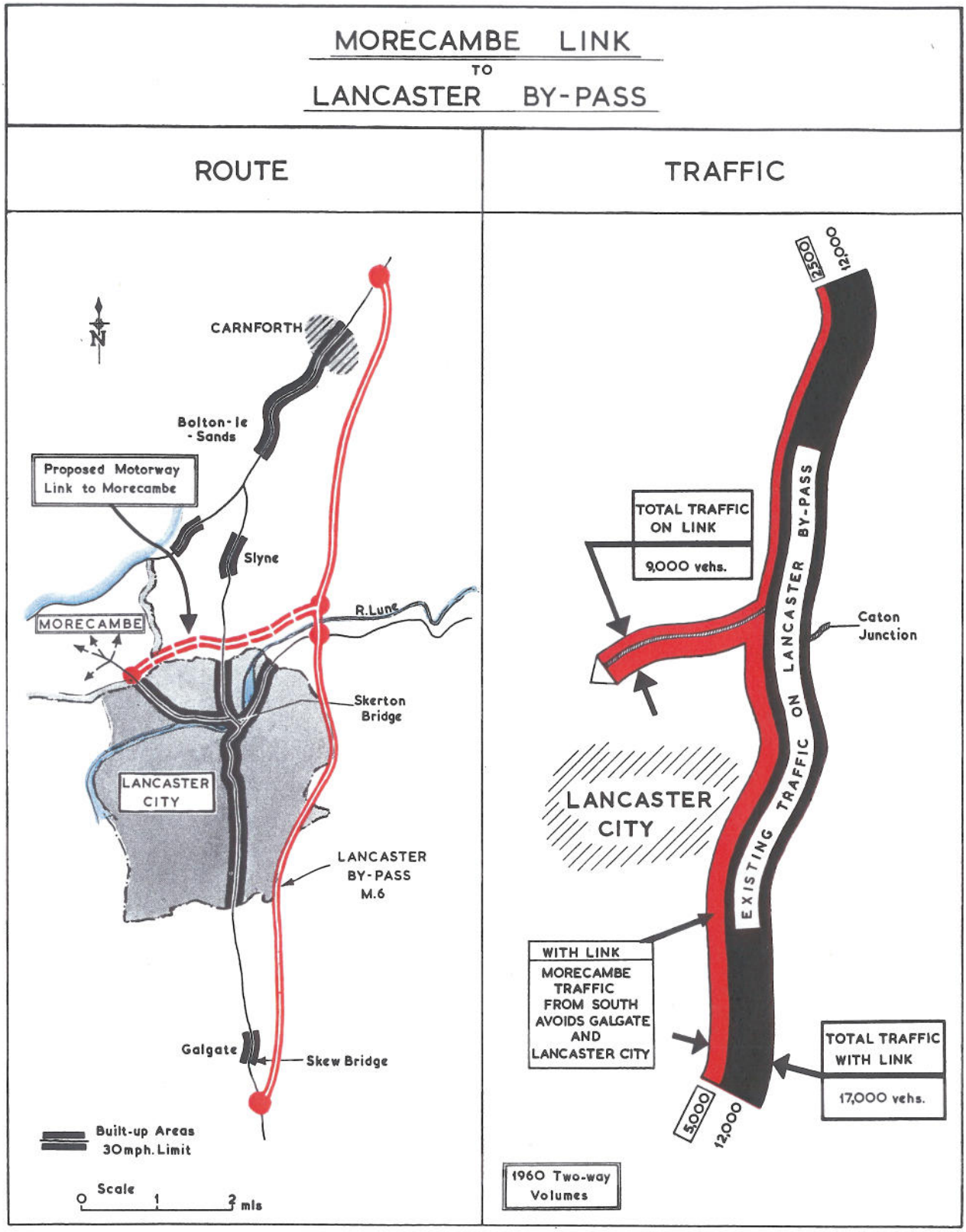
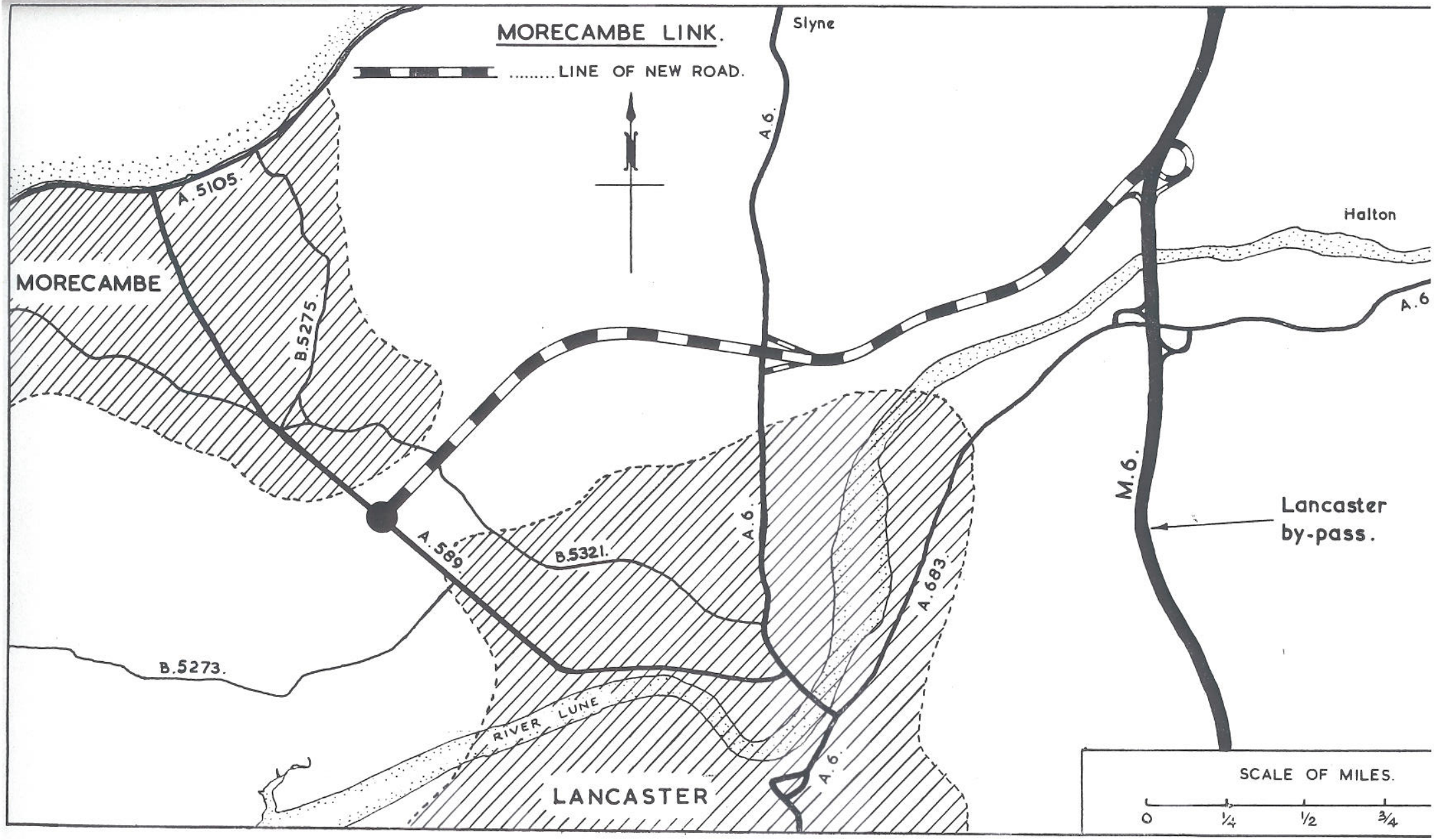

MORECAMBE LINK
TO
LANCASTER BY-PASS
ROUTE
TRAFFIC
N
CARNFORTH
Bolton-le-Sands
Proposed Motorway Link to Morecambe
Slyne
R. Lune
MORECAMBE
Skerton Bridge
LANCASTER CITY
LANCASTER BY-PASS M.6
Galgate
Skew Bridge
Built-up Areas 30mph. Limit
Scale
0
1
2 mls
12,000
2,500
TOTAL TRAFFIC ON LINK
9,000 vehs.
EXISTING TRAFFIC ON LANCASTER BY-PASS
Caton Junction
LANCASTER CITY
WITH LINK
MORECAMBE TRAFFIC FROM SOUTH AVOIDS GALGATE AND LANCASTER CITY
TOTAL TRAFFIC WITH LINK
17,000 vehs.
5,000
12,000
1960 Two-way Volumes

PLATE 20.


MORECAMBE LINK.
..... LINE OF NEW ROAD.
Slyne
A.6.
A.5105.
B.5275.
MORECAMBE
Halton
A.6
M.6.
Lancaster
by-pass.
A.589.
B.5321.
A.6.
A.683.
B.5273.
RIVER LUNE
LANCASTER
A.6.
SCALE OF MILES.
0
¼
½
¾

SPEKE–WIDNES ROAD

Road Communications between Liverpool and Widnes.

Road communications from the southern area of Liverpool towards the west and south are at present totally inadequate. This part of the City includes part of the docks and the Speke Industrial Estate and Airport. The establishment of further very large motor car factories in the Speke area and the opening of the new Runcorn–Widnes Bridge are important factors which will materially affect traffic in this area. The new factories comprise development by Messrs. Fords and Standard-Triumph and construction work has recently started. The former factory will ultimately employ up to 23,000 persons and by its nature will make extensive use of road transport. It is anticipated that the Runcorn–Widnes Bridge and its approaches will be opened to traffic within the next six months.

PLATE 22.—Liverpool–Widnes Road A562.—Eastbound traffic flow on A562, impeded by "Halt" sign at junction with B5170 at Hale Bank.

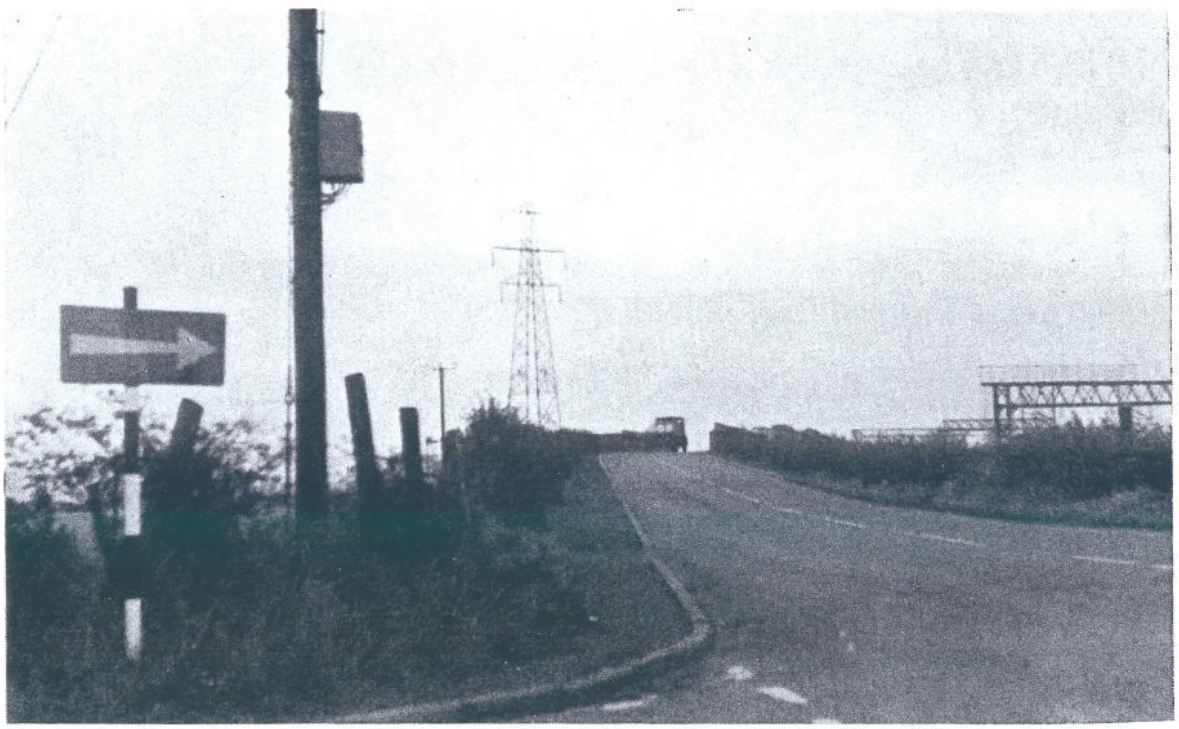


PLATE 23.—Liverpool–Widnes Road A562 view looking east towards Butchers Railway Bridge which has a 19 feet wide carriageway only and restricted visibility.

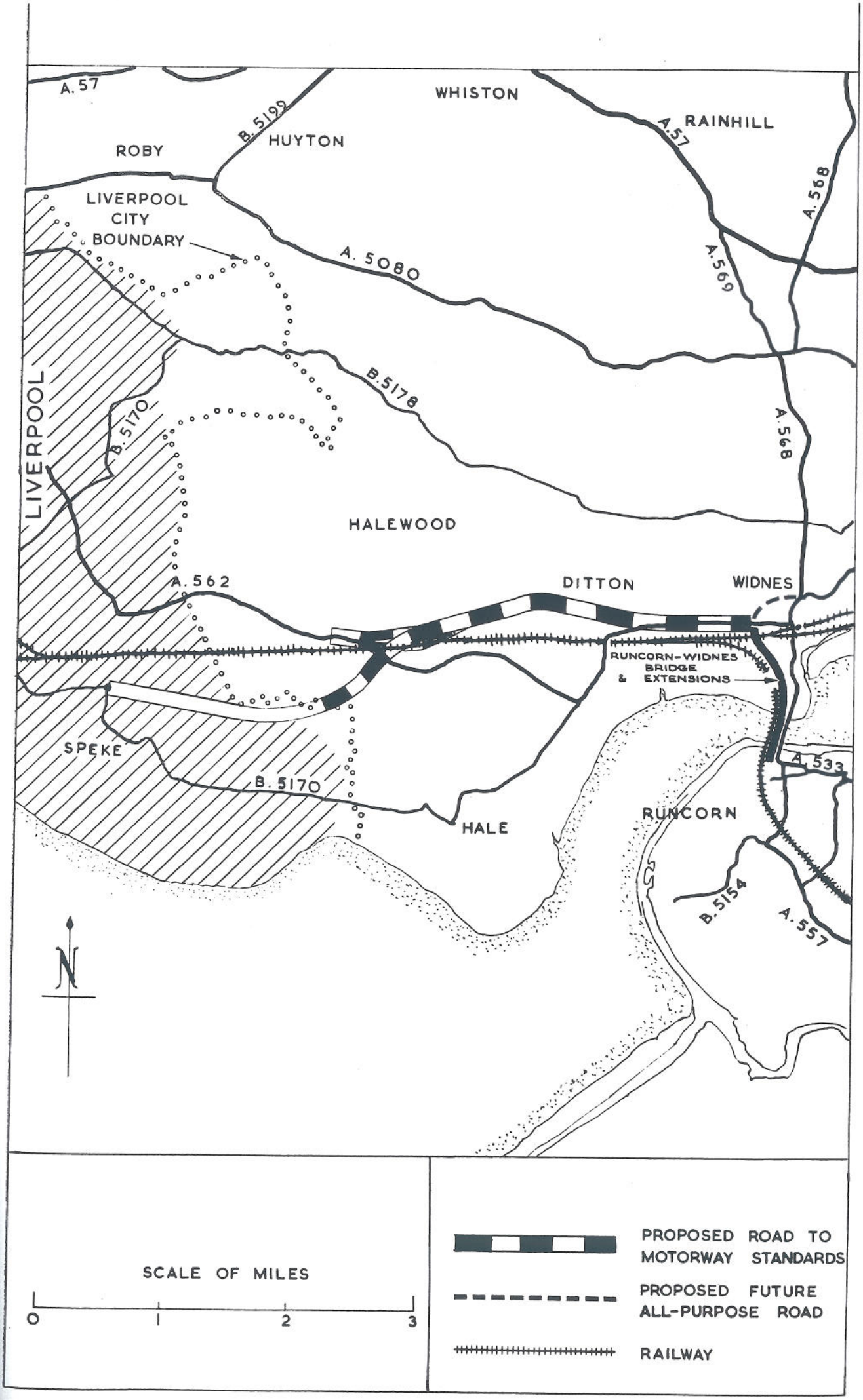

A. 57
B. 5199
WHISTON
RAINHILL
A. 57
ROBY
HUYTON
A. 568
LIVERPOOL
CITY
BOUNDARY
A. 5080
A. 569
B. 5178
LIVERPOOL
B. 5170
A. 568
HALEWOOD
A. 562
DITTON
WIDNES
RUNCORN-WIDNES
BRIDGE
& EXTENSIONS
SPEKE
A. 533
B. 5170
HALE
RUNCORN
B. 5154
A. 557
N
SCALE OF MILES
0
1
2
3
PROPOSED ROAD TO MOTORWAY STANDARDS
PROPOSED FUTURE ALL-PURPOSE ROAD
RAILWAY

PLATE 24.

Description of Existing Route.

The main road to the east from South Liverpool at present is A562 and throughout its length it is narrow and winding.—Plate 22. It crosses the Liverpool–Widnes railway twice and at both points the bridges are substandard in layout. At Butcher's Bridge the alignment of the road is bad and the carriageway is only 19 feet wide (Plate 23), whilst at Ditton Station the carriageway is also restricted in width, with steep winding approaches. In the vicinity of Ditton Village the road has an overall width of 33 feet and carriageway of only 22 feet, and in Widnes the road passes through heavy industrial development.

The Runcorn–Widnes Bridge.

The opening of this bridge will influence the pattern of traffic travelling north and south within a wide band along the west coast. It provides an alternative route to the Mersey Tunnel and consequently heavy volumes will approach it from the Liverpool area, particularly along the Liverpool–Widnes Road A562. The magnitude of this attraction, together with the additional traffic from the Speke area and the normal growth of traffic, will have the effect of grossly overloading the existing routes. The augmentation of the present road system is, therefore, imperative. (Plate 25.)

The proposed New Route.

It is proposed to construct a new route, generally to motorway standards, linking Speke Boulevard in Liverpool to the northern approach of the new Runcorn–Widnes Bridge.—Plate 24. A two-level connection will be made to the existing Liverpool–Widnes Road A562 at Halewood.

The western section of the new route will be to the south of the existing road. This section, adjacent to the new Ford factory, is to be constructed in the immediate future. The continuation of the new route to the east, a length of about three miles, lies on the north side of the existing road and connects with the roundabout at the north end of the new approach to the Runcorn–Widnes bridge.

The length of the new route north of the existing road is 3.34 miles and it is likely to cost in the region of £1,300,000. Very little demolition of property is involved.

Summary.

The scheme has the support of industry generally, including manufacturers who are building factories in this area and it is regarded as an essential factor in the economic success of their development.

The additional traffic which will use the new Runcorn–Widnes Bridge must be provided with a more adequate and safer route than exists at present.

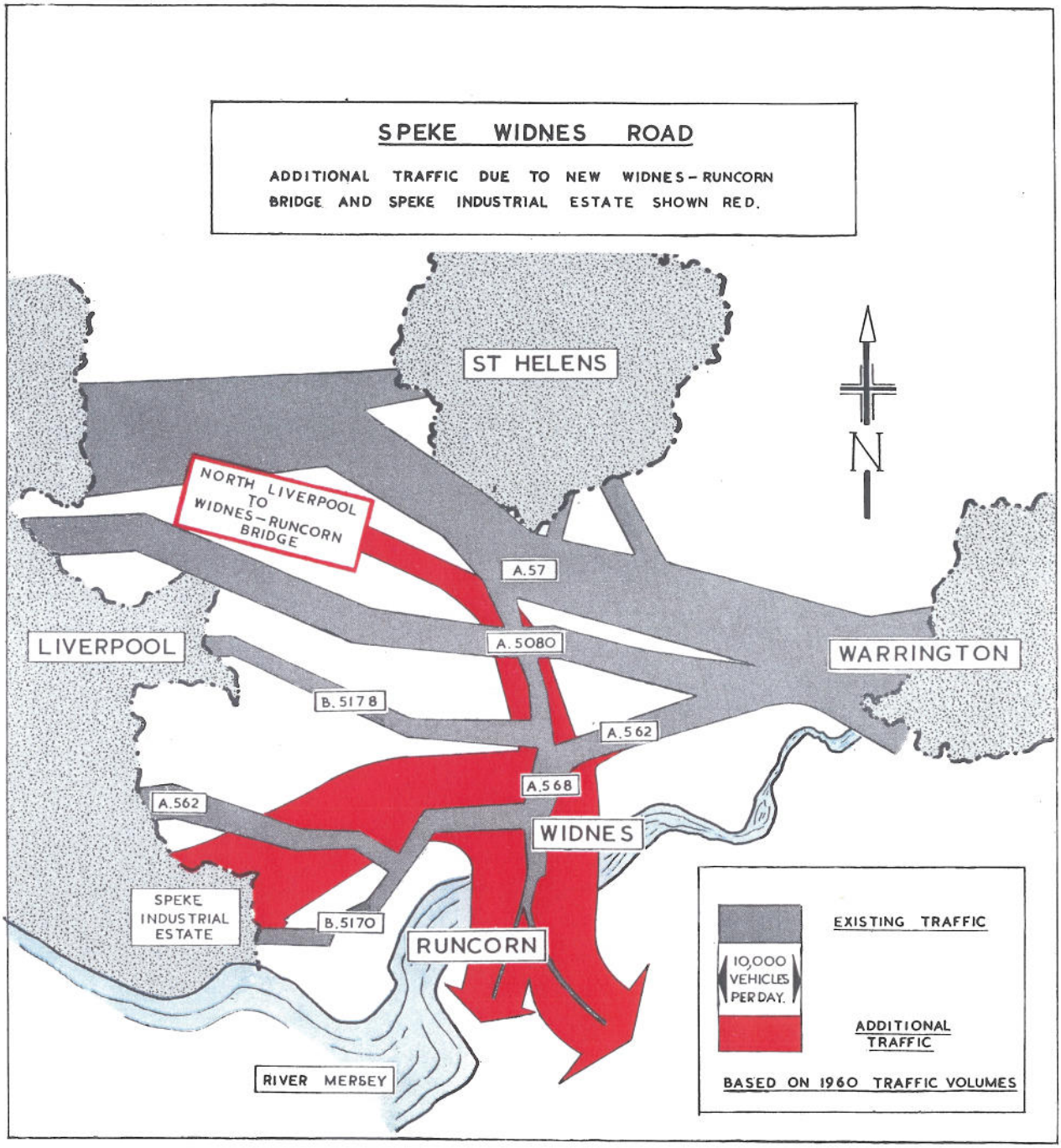

SPEKE WIDNES ROAD
ADDITIONAL TRAFFIC DUE TO NEW WIDNES – RUNCORN BRIDGE AND SPEKE INDUSTRIAL ESTATE SHOWN RED.
ST HELENS
N
NORTH LIVERPOOL TO WIDNES – RUNCORN BRIDGE
A.57
LIVERPOOL
A.5080
WARRINGTON
B.5178
A.562
A.568
A.562
WIDNES
SPEKE INDUSTRIAL ESTATE
B.5170
RUNCORN
RIVER MERSEY
EXISTING TRAFFIC
10,000 VEHICLES PER DAY.
ADDITIONAL TRAFFIC
BASED ON 1960 TRAFFIC VOLUMES

PLATE 25.

THORNTON CLEVELEYS BY-PASS

(Section 1)

Description and Deficiencies in the Existing Routes.

The main access to Thornton-Cleveleys and Fleetwood from the north and east is obtained *via* the Lancaster-Shard Bridge Road A588 or the Garstang–Blackpool Road A586 and the Kirkham–Fleetwood Road A585.

Access from Preston and the south is *via* the Kirkham–Fleetwood Road A585.

Whichever of these routes is used all traffic to Cleveleys and Fleetwood, with the exception of that from Blackpool, uses the section of A585 from Skippool northwards. This road is narrow and tortuous, its width in places is as little as 18 feet 4 inches and over long lengths there is little or no accommodation for pedestrians.—Plates 26, 27 and 29. Conditions are aggravated by the incidence of a level crossing at Thornton on a busy railway line where traffic is held up for as many as 54 times within a period of 10 hours.—Plate 28.

The road has a bad accident record and if this is to be improved, as much traffic as possible must be diverted from the built-up areas through which it passes at the present time.

PLATE 26.—Kirkham–Fleetwood Road A585.—Skippool Bridge.

PLATE 27.—Kirkham–Fleetwood Road A585.—Typical sharp bend with restricted visibility.

PLATE 28.—Kirkham–Fleetwoood Road A585.—Traffic hold-up at Thornton level crossing.

The Urgent Need for a New Route.

The necessity for a new road to Thornton-Cleveleys and Fleetwood was realised as early as 1925, but a series of financial crises and the last war caused recurrent postponements of the scheme. Because of the enormous increase in traffic since that time the need has now become urgent. Fleetwood is the main Fishing Port in the north-west and in addition it is also a thriving holiday resort. Thornton-Cleveleys is also a very popular holiday resort. The population of Fleetwood is growing and that of Thornton-Cleveleys has quadrupled since the early 1920's. The I.C.I. have large works in this area and these are now being extended. Unemployment in the area is high and a new safe and direct route would assist existing industry and, at the same time, encourage new industries to come to the area.

As the Committee are aware, in June, 1960, a deputation from Thornton-Cleveleys Urban District Council, supported by the Hon. Richard Stanley, M.P., for North Fylde, and the County Council, was met by the Parliamentary Secretary to the Ministry of Transport. A letter has been received saying it is hoped to give approval in the four-year programme.

The proposed New Route.

The scheme now proposed comprises the construction of an entirely new road leaving the existing Kirkham–Fleetwood Road A585 at Skippool, which is about one mile south-east of Thornton to a point in Victoria Road B5412 about midway between Thornton and Cleveleys. The road is capable of being extended northwards to terminate in Fleetwood.—Plate 30.

The construction of the new road will avoid all the hazards of the existing road, free flow of traffic will be achieved with consequent reduction in the accident rate and travelling time. This will be an all-purpose, dual-carriageway road, 2·4 miles in length and is likely to cost something of the order of £600,000.

Summary.

The existing road from Skippool to Fleetwood can be classed as inadequate by any standards and it must in fact be one of the worst routes to any port or seaside resort in the country, and must be having a most serious effect on the prosperity of Fleetwood and Thornton-Cleveleys.

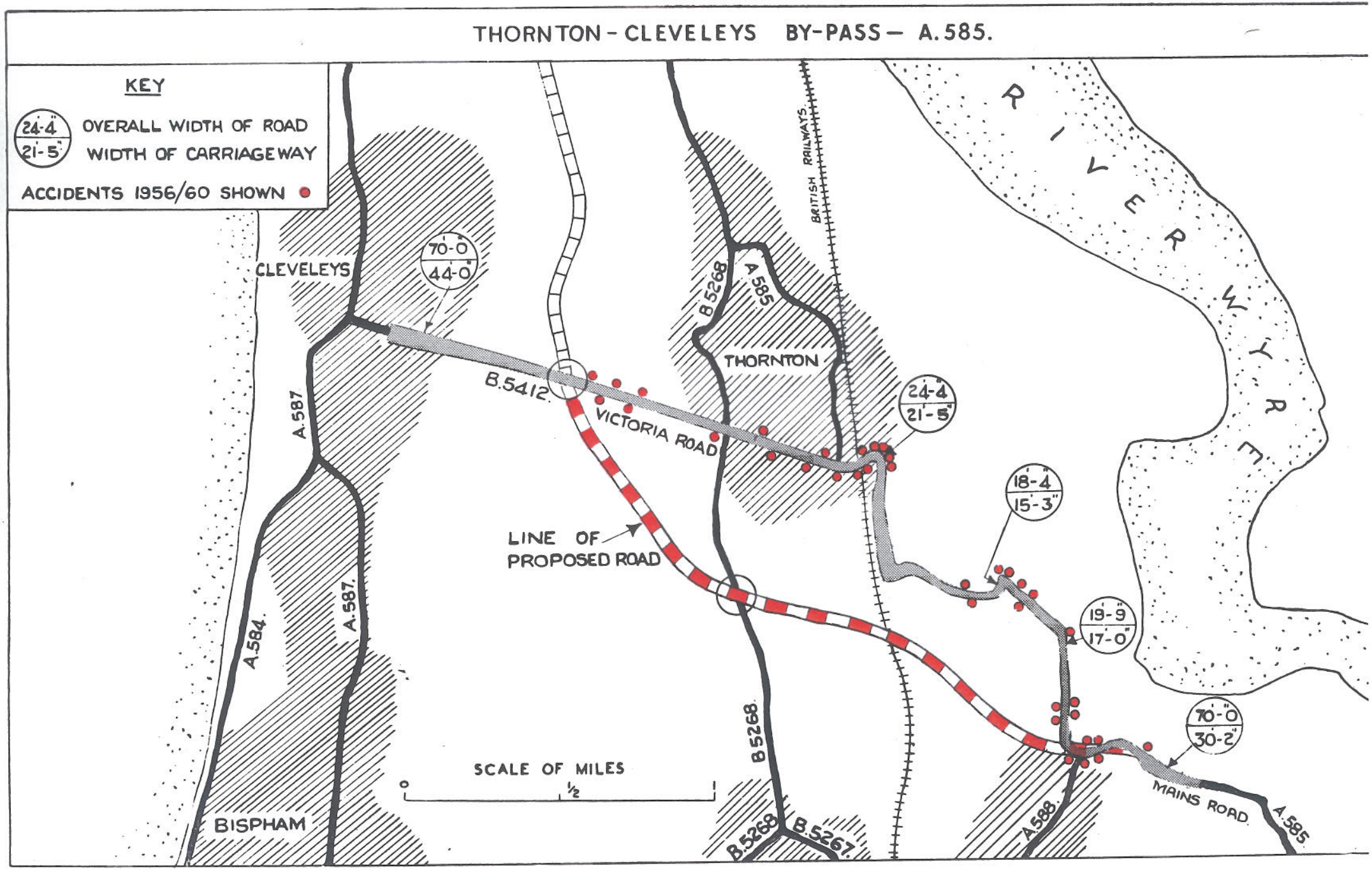
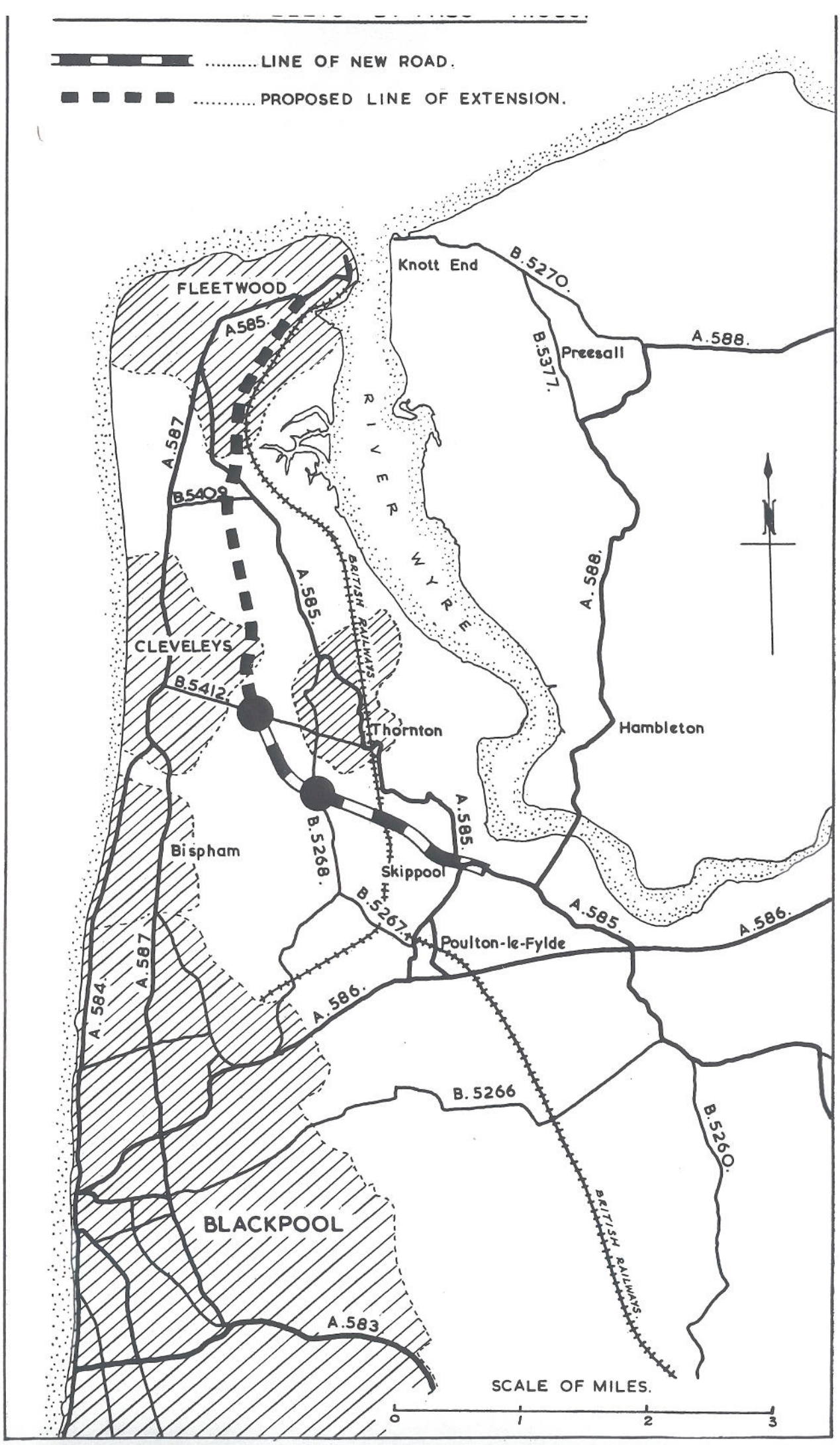

THORNTON - CLEVELEYS BY-PASS — A.585.
KEY
24-4 / 21-5 OVERALL WIDTH OF ROAD / WIDTH OF CARRIAGEWAY
ACCIDENTS 1956/60 SHOWN
CLEVELEYS
70-0 / 44-0
A.587
A.584
A.587
BISPHAM
B.5412
VICTORIA ROAD
B.5268
A.585
BRITISH RAILWAYS
THORNTON
RIVER WYRE
24-4 / 21-5
18-4 / 15-3
19-9 / 17-0
LINE OF PROPOSED ROAD
B.5268
B.5268
B.5267
A.588
70-0 / 30-2
MAINS ROAD
A.585
SCALE OF MILES
0
½

PLATE 29.


.....LINE OF NEW ROAD.
.....PROPOSED LINE OF EXTENSION.
FLEETWOOD
A585.
A.587
B5409
CLEVELEYS
B.5412.
A.585.
BRITISH RAILWAYS
RIVER WYRE
Knott End
B.5270.
B.5377.
Preesall
A.588.
A.588.
Thornton
Hambleton
A.585.
B.5268.
Bispham
Skippool
B.5267.
A.585.
A.586.
Poulton-le-Fylde
A.584.
A.587
A.586.
B.5266
B.5260.
BRITISH RAILWAYS
BLACKPOOL
A.583
SCALE OF MILES.
0
1
2
3

PADIHAM–BARROWFORD ROAD B6247

Existing Communications.

There are two existing routes available between Padiham and the Nelson–Colne area.—Plate 34.

The principal route *via* A671 and A56 passes through built-up areas for its entire length. The roads are heavily trafficked and sub-standard for the present-day volume of traffic, particularly as the route traverses the main shopping centres of Padiham, Burnley, Brierfield and Nelson with the attendant heavy pedestrian traffic and parking problems.

The entire length of the route through Burnley is subject to a 30 m.p.h. speed restriction and the motorist has to contend with 23 major junctions, five with traffic lights, 287 street openings, 12 uncontrolled pedestrian crossings and 70 bus stops. Such conditions inevitably lead to accidents and congestion.

The other route *via* A671, B6247 and B6249 is of a mainly rural nature passing through the villages of Higham, Fence and Wheatley Lane. The roads are greatly below standard in respect of width, sight distances, severity of bends and gradients all of which render them unsuitable for heavy industrial traffic.—Plates 31, 32 and 33.

PLATE 31.—Junction of A671 and Moor Lane B6247, Padiham.

PLATE 32.——Padiham–Barrowford Road B6247.—Bend with restricted visibility at Wheatley Lane.

PLATE 33.—Padiham–Barrowford Road B6247.—Narrow road with restricted visibility, Church Street, Barrowford.

The proposed New Route.

The purpose of the scheme is to improve the route through Higham, Fence and Wheatley Lane so as to attract through traffic thereby reducing the distance, time taken, and the risk of accident in the built-up areas. The scheme provides for a 24 feet wide carriageway initially (33 feet wide ultimately) at least one 6 feet wide surfaced footway, the overall layout being 50 feet or 60 feet wide according to requirements.

The proposals consist of the following sections, each of which is capable of being carried out independently :—

(*a*) Padiham North-Western By-Pass ... ... 1·08 miles—cost £120,000.

(*b*) Higham Diversion ... ... 0·75 mile—cost £85,000.

(*c*) Fence–Nelson Diversion. Remaining Sections Nos 2–4 ... 2·30 miles—cost £320,000.

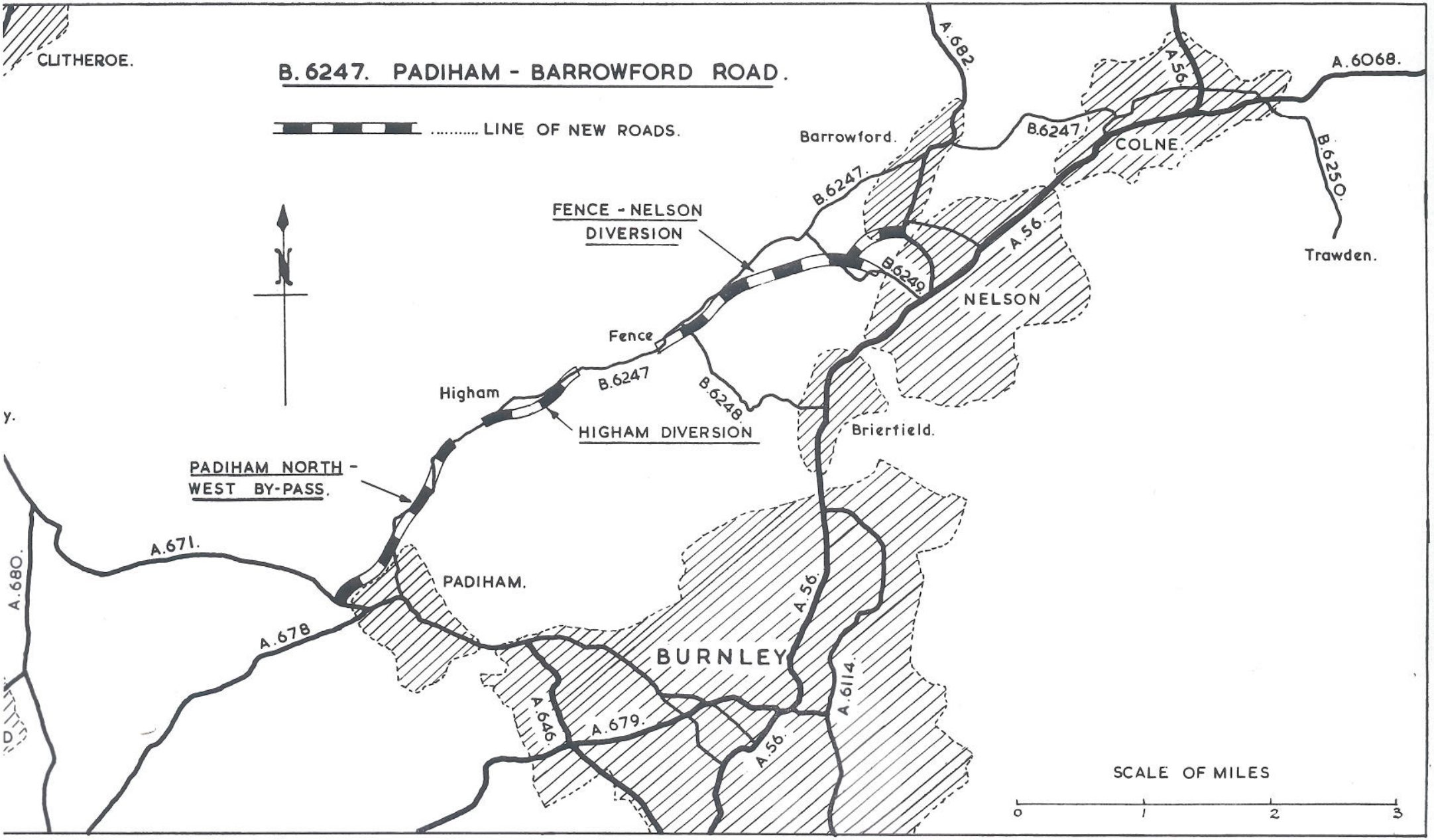
The total length of these improvements is 4·13 miles and the total estimated cost is £525,000.

The proposals will shorten the distance between Padiham and the Nelson–Colne area by up to 1½ miles with an estimated saving in time of over 15 minutes. This saving in time is much greater at peak-hour periods.

Summary.

The general improvement in the communications between the Nelson–Colne area and the westerly area of the county will be of considerable benefit to the existing industries and will assist in attracting new indutries to the area.

It is of interest to note that the whole of the scheme can be carried out without any property demolition.


B. 6247. PADIHAM - BARROWFORD ROAD.
..... LINE OF NEW ROADS.
CLITHEROE.
A.682.
A.56.
A.6068.
Barrowford.
B.6247.
COLNE.
B.6250.
Trawden.
FENCE - NELSON DIVERSION
B.6249.
NELSON
Fence
Higham
B.6247
B.6248.
HIGHAM DIVERSION
Briertield.
PADIHAM NORTH - WEST BY-PASS.
A.671.
A.680.
A.678
PADIHAM.
BURNLEY
A.646.
A.679.
A.6114.
SCALE OF MILES
0
1
2
3

ACKNOWLEDGMENT

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