

APPENDIX 3 - ROAD LINK ASSESSMENT

Sustainability assessment of link road

The table below sets out a broad assessment of the sustainability of the proposed road link through Burgh Heath to Asda and the A240. This assessment is based on the Sustainability Objectives proposed in the Interim Report (October 2004). The link road only effects a few of the objectives, as shown below. The assessment uses a simple scoring mechanism to rate how the proposal contributes to each objective. (Very positive (++), positive (+), neutral 0, negative (-) and very negative (--).

Key Themes	Design and Construction issues	Sustainability Objective	Contribution	Comments
Increasing Economic Output, Investment and Employment	Long-term investment	Improve the economic health of the area - by providing the opportunity for a more mixed and balanced community to develop and flourish through the development of private market housing within the Preston area, improving access to employment opportunities, transport, training and childcare	+	Link road will improve access to superstore (ASDA)
Supporting Education and Lifelong learning	Local Amenities	Consider capacity of schools and foster better links between the Preston community and the Beacon School	+	Link road will improve access to Beacon School
Improving Community health	Reducing effect of traffic	Address on street/verge parking/congestion and traffic speeds	-	Link road could encourage an increase in road/car usage and congestion
Reducing fear of Crime	Security	Reduce fear of crime by consulting with police in the design of the scheme, Security of green areas by design - 'designing out crime'	+	A well lit route with more surveillance from passing traffic would help to reduce fear of crime along the route
Improving Air Quality and Decreasing Road traffic	Road Traffic	Address issues of difficulty of access for amenity lorries and buses etc (narrow roads, parking etc) and impact of road traffic on air quality	-	There is likely to be a increase in road traffic with an associated increase in air pollution
	Decreasing car use	Improve public transport services and facilities for cyclists	++	Improvements in public transport links and cyclist/pedestrian links
	Surface run-off	Reduce water run-off from roof and hard-standing by implementing sustainable urban drainage systems, such as increasing the permeability of hard-standing and providing storage to attenuate storm water	-	There will be a slight increase in contaminated surface water run-off from a new road
Conserving & Enhancing Biodiversity & Optimising Land Use	Conservation	Conserve features of value to wildlife, provide for species protection, and for measures to offset loss or damage to landscape features which are of value to wildlife, such as trees, hedgerows and ponds.	--	There would be fragmentation of a valuable habitat in an area that is already bound by busy roads
		Protect, conserve and enhance tree cover on the site.	-	There would be some loss of trees and shrubs

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	Enhancement	Creation of wildlife corridors between designated sites	--	There would be fragmentation of a valuable habitat that would reduce the provision of wildlife corridors
		Retention of/add more trees surrounding the development site	-	There would be some loss of trees and shrubs

Summary

There are clearly some positive social and economic benefits of the proposed new road link such as creating a link to Asda and Beacon school. There would also be some improvement to the public transport links and a potential improvement in the safety along the route.

There are also significant negative impacts of the road; in particular, there would be fragmentation of a valuable habitat and the loss of trees and shrubs. A new road is likely to increase the dominance of the car and could potentially lead to more traffic, congestion and consequently more air pollution. There would also be a slight increase in surface water run-off from a new road.

On balance, the loss of habitat and the increase in the dominance of the car would appear to outweigh the benefits of the new link. Some of the benefits of improved linkages could be provided without the need for a new road by providing a new, safer pedestrian and cycle link with associated crossing and improving the existing bus links.