

From: [REDACTED]
To: [A585 Windy Harbour to Skippool](#)
Subject: Your ref: TR010035
Date: 09 April 2019 20:10:20

For the attention of the Planning Inspectorate and Mr Gareth Symons, Chair of the Preliminary Meeting held today, Tuesday 9 April 2019, at Wyre Council Civic Centre.

I would like to request that I am updated with ongoing information following that meeting.

Please see below the document upon which my verbal statement was made at the meeting.

A585 Windy Harbour to Skippool Improvement Scheme

Observations prepared by Poulton-le-Fylde resident John Bailie, for submission and presentation to the Planning Inspectorate at the Preliminary Meeting at Wyre Council Civic Centre on Tuesday 9 April 2019

I wish to outline my observations and concerns with regard to this proposed scheme, as follows:

The aim of this scheme appears to focus on the bypassing of Singleton Junction (traffic lights) and Mains Lane by means of a 4.85km (3 miles) 2-lane dual carriageway stretching from Windy Harbour junction at the easterly end and the River Wyre / Skippool junctions to the west.

This will obviously alleviate congestion within that area but I would respectfully request that the Planning Inspectorate consider the broader view:

A fundamental compromise of this scheme is the fact that at each end the new road merely connects with lengthy stretches of existing 2-lane single carriageway roads that will not receive the benefit of modification. Indeed the stretch from the M55 to Windy Harbour is in fact narrower than Mains Lane (which will be rendered redundant to through traffic).

Furthermore, this section contains direct access at around 50 points to residential property and fields etc. It will therefore continue to generate congestion and pollution, and is a stretch of road that is in itself most in need of upgrading or bypassing.

The same scenario applies at the Skippool end, where the new road will once again connect with several miles of unmodified, single carriageway road all the way to Fleetwood.

(The distance from M55 junction 3 (near Kirkham) to Fleetwood is 19km (11.87 miles). The new road will therefore result in improvements to around only 25% of the total route).

Consider the scenario from the point of view of a motorist travelling from M55 junction 3 to Fleetwood:

Having negotiated several miles of the relatively narrow 2-lane A585 road from the motorway and through Esprick, they will encounter traffic signals at the Windy Harbour

junction. Any frustration they have experienced will presumably then be relieved when they embark upon the new “super highway”.

However, after just 2.4km (1.5 miles) on this road (which cuts across rapidly diminishing green fields and necessitates a tunnel-like underpass at Lodge Lane near the historic Singleton Hall) they will encounter further traffic signals where the new road crosses the current Garstang Road (A586).

After a further 1.5km (less than a mile) they will hit another forest of traffic signals at the complex Skippool Bridge junction, and then after a mere 0.4km (440 yards) yet another set of traffic signals at what is currently a roundabout near the River Wyre public house, then on to Fleetwood via the single carriageway, 2-lane, unimproved Amounderness Way.

All this will surely create a "stop-start" experience that is likely to generate frustration, increased congestion and pollution.

Furthermore, further inconvenience will be experienced by traffic from Over Wyre that will need to negotiate a zig-zag course from Shard Bridge and Shard Lane in order to access the new road.

The same effect will apply to residents living on Mains Lane (some of whom, if wishing to travel to Great Eccleston and Garstang, will have no choice but to suffer the inconvenience of having to travel eastwards to the current Singleton junction, then double back westwards to the new Poulton Junction before gaining access there onto the new road to progress eastwards once more on their journey to Windy Harbour and onwards). All of these scenarios will surely result in most erratic traffic flows.

The new scheme will indeed create more problems, potential congestion and frustration than it aims to resolve. Similar concerns to those stated above were also raised by a number of people during the consultation events that I attended.

In summary, I maintain that this is a fundamentally compromised scheme and, with a budget of at least £150million, a colossal waste of money and with limited benefit. (A potential journey time saving of just a few minutes has been stated by Highways England).

Furthermore it will necessitate the destruction of swathes of green fields to the detriment of birds, wild life and the very environment that we are continually being encouraged to preserve; it will also cause considerable inconvenience and upheaval during its construction.

I would therefore respectfully request that the Planning Inspectorate look closely at all these factors from the broad perspectives stated and seriously consider the rejection of this scheme and seek an alternative.

Many thanks for your time.

Kind regards

John Bailie

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