

From: [REDACTED]
To: [A585 Windy Harbour to Skippool](#)
Subject: Re: Submission from J Bailie / Poulton-le-Fylde
Date: 17 May 2019 13:55:05

With reference to my submission, whilst the complex layout of the three junctions is available, the positioning and quantity of the actual traffic signals is not. I understand that this will only be available on the Highways England submission, due today.

Kind regards

J Bailie

> On 15 May 2019, at 19:26, John Bailie [REDACTED] wrote:
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>
> Please see attached pdf for my submission which refers to Highways England recommendations and drawings, in particular the complex and multiple traffic signal controlled junctions at Skippool, Skippool Bridge and Poulton.
>
> Kind regards
>
> J Bailie
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> <A585 Windy Harbour to Skippool Improvement Scheme FINAL-FINAL.pdf>
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A585 Windy Harbour to Skippool Improvement Scheme



As a concerned local resident, I wish to draw the attention of the Planning Inspectorate to the following observations and concerns, which consolidate and complement those submitted by myself on 9 April 2019, in the light of obtaining further information. These views are shared by a number of local residents.

Introduction

It is recognised that congestion occurs on the A585 Garstang Road at Little Singleton traffic lights, along Mains Lane and at the junction with Shard Road (A588). This congestion is generated mainly at peak times.

At first glance, a road which by-passes these areas would appear to be the solution. However, through detailed analysis and looking at the broader picture of the effects of that analysis, I would urge the Planning Inspectorate to consider the following in the preparation of their submission to the Secretary of State for Transport:

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Overview

i) The distance from M55 junction 3 to Fleetwood is 19km (11.87 miles). The proposed dual carriageway is 4.85km (3 miles) in length, around only 25% of the total route.

ii) This proposed dual carriageway is fundamentally compromised by the fact that at each end it connects with existing relatively narrow 2-lane roads, each with a length of approx. 4 miles. These are the sections of the A585 from Fleetwood to Skippool Junction and from Windy Harbour via Esprick and Greenhalgh to M55 junction 3 (Fig 1). These sections will remain unmodified.



Fig.1

iii) Two existing traffic signal-controlled junctions (at Little Singleton and Shard Road / Mains Lane junction) will be by-passed. However, these will be replaced by three new and more complex junctions, each with many more traffic signals, which will be introduced within the length of the new road. This will result in a "stop-start" experience for motorists that is likely to generate more frustration, congestion and pollution than the scheme aims to alleviate.

iv) The section of the A585 stretching eastwards from Little Singleton to Windy Harbour will no longer exist if this scheme goes ahead. This will necessitate a circuitous zig zag route for residents of the Little Singleton and Over Wyre areas wishing to access the new road.

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Skippool Junction and Skippool Bridge Junction

The complex Skippool Junction will replace the existing roundabout (Fig 2) at one of the principle gateways to the town of Poulton-le-Fylde. This new traffic signal-controlled junction is intended to improve traffic flow and reduce congestion. However, delays and congestion will in fact increase as there are several points of conflict that will interrupt the flow of traffic.



Fig.2

Located alongside the eastbound carriageway, between the two junctions (themselves less than a quarter of a mile apart) a recreational field is utilised several times a year for gymkhanas and other events. United Utilities also have a facility at this point and a new office block development (Fig 3) has recently been constructed close by, which will attract a number of personnel and their vehicles who will need to access these premises on a daily basis.

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Fig. 3

Therefore, traffic travelling in a westward direction (towards Fleetwood) that requires to access these facilities will have to make a U-turn at the Skippool Junction.

Provision has been made for this but in order to provide adequate sweep for turning commercial vehicles, HGVs (including articulated vehicles up to 16.5 metres in length) etc as well as private vehicles, this traffic will be required to turn across the signal controlled approaching traffic and turn back on itself around traffic islands (Fig 4) thereby interrupting traffic flow approaching from Thornton (B5412); an extremely awkward and potentially dangerous manoeuvre.

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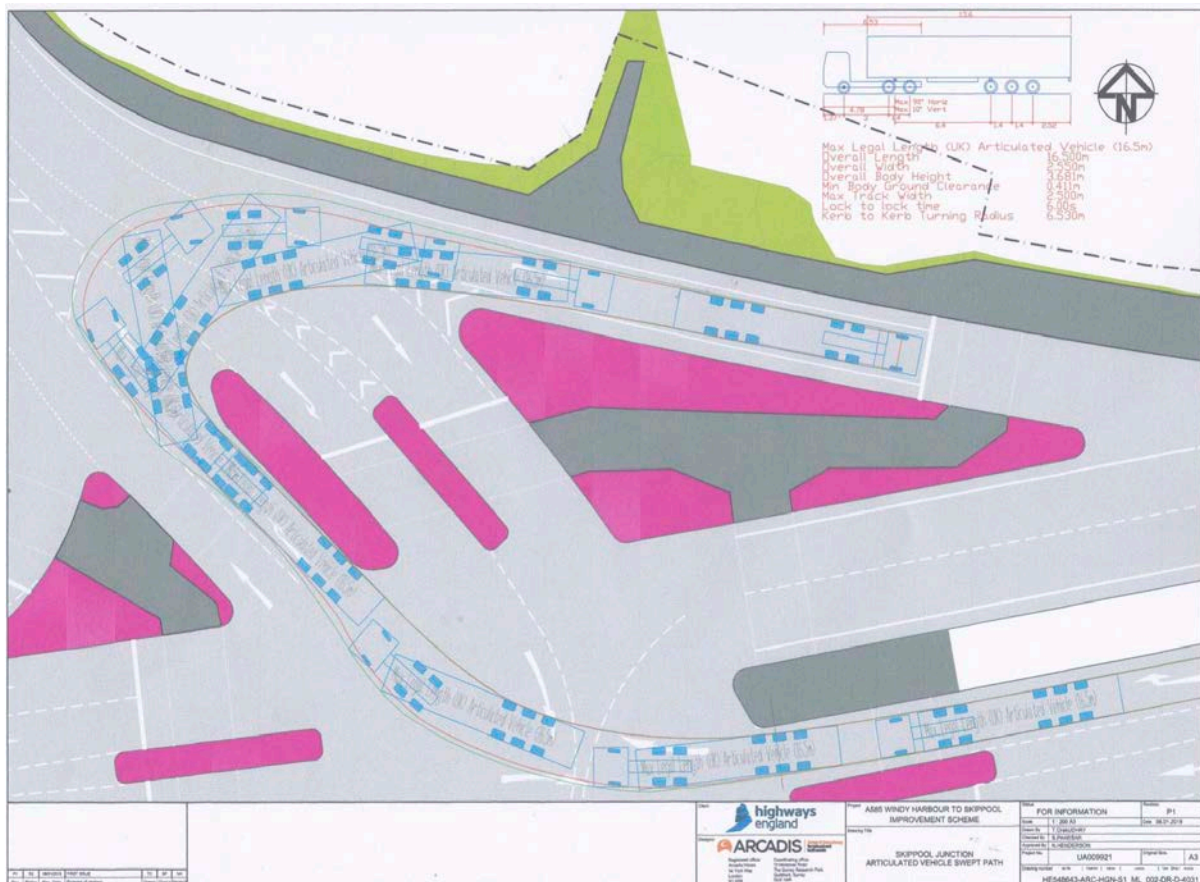


Fig. 4

This and other factors will inevitably create more delays and congestion currently exists and will interrupt the phasing of the signals. (Currently traffic wishing to access these areas merely has to go around the existing roundabout, a smooth traffic flow).

Similarly, traffic exiting these locations can only do so in an eastward direction and if wishing to return westwards towards Fleetwood will have to negotiate a similarly complex and potentially hazardous U-turn across several traffic lanes at the Skippool Bridge Junction.

The existing slip road to the River Wyre Hotel, which allows access to traffic in a westward direction, will be closed off (Fig 5). If the scheme goes ahead all traffic both entering and exiting this establishment will have to do so from a point very close to the traffic signals on Breck Road. Highways England have described traffic flow from the River Wyre Hotel as “occasional”. However, this is an extremely busy hostelry with a number of vehicle movements in and out that could hardly be described as occasional.

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Fig. 5

Access to and from the re-routed Old Mains Lane and its residents will require traffic (without traffic signals) to negotiate a hazardous “touch-and-go” manoeuvre across several lanes of traffic very close to the complex signal-controlled multi-lane Skippool Bridge Junction; another potentially hazardous manoeuvre.

Poulton Junction

Having negotiated the two complex junctions described above, motorists will embark on the new dual carriageway, each carriageway having two lanes.

The road will be built on a raised embankment to enable it to cross the flood plain and then cross the existing Garstang Road East (A586) at Poulton Junction. This involves yet another complex, traffic signal-controlled junction that will once more interrupt and potentially delay journeys.

The new dual carriageway then sweeps across open fields, through a new bridge (under Lodge Lane / B5260) and back to the current Windy Harbour Junction. Traffic then re-joins miles of unimproved, relatively narrow roads along A588 to M55 junction 3 or eastwards to Great Ecclestone and Garstang (A586).

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Additional observations

The revised road layout will necessitate several erratic and circuitous routes:

i) Traffic travelling from Shard Bridge / Shard Road wishing to access the new road will have to turn right at the Shard Road / Mains Lane junction and then turn left back on itself at the new Skippool Bridge Junction.

Unfortunately, a more convenient alternative would be to turn left at the Shard Road / Mains Lane junction and proceed to the “old” Little Singleton junction and then on to Lodge Lane (B5260) and through Singleton village, thereby increasing traffic volume through this township.

ii) Residents living near the Little Singleton junction or at the eastern end of Mains Lane also need to negotiate a zig-zag route to access the new road at Poulton Junction and may also be inclined to utilise the alternative route described above, through Singleton village. This may particularly apply to residents in the new housing development on Lodge Lane and traffic visiting Singleton Lodge Country House Hotel.

Conclusion

i) This proposed scheme will merely transfer and create more congestion and pollution than already exists.

ii) It is fundamentally compromised and will generate more frustration as it includes three new highly complex junctions with many more traffic signals and potential opportunities for traffic flow interruption, congestion and inconvenience than is currently encountered.

iii) It necessitates several conflicting and disjointed traffic flows, U-turns and hazardous access points.

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iv) It is an isolated scheme as it links at each end two-lane single carriageway roads (each approx. 4 miles in length), neither of which are to be modified. It will therefore do absolutely nothing to alleviate traffic density and congestion on these roads, one of which serves Fleetwood to the west.

v) At its easterly end the A585 from Windy Harbour to M55 junction 3 has at least 70 access points directly onto it from residential property, farm premises and fields.

vi) With a quoted budget of up to £150million, the potential journey time saving has been estimated to be around three minutes. The upheaval, inconvenience and delays that will be created during the scheme's two-year construction (much of it sacrificing swathes of green fields to the detriment of birds, wildlife and the very environment that we are continually encouraged to preserve) will completely negate this minimal journey time benefit.

I would request that the Planning Inspectorate consider all the above observations when preparing its submission.

John Bailie

[REDACTED]

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[REDACTED]

From: [REDACTED]
To: [A585 Windy Harbour to Skippool](#)
Subject: Your ref: TR010035 / Unavailable Information
Date: 12 May 2019 20:18:34

A585 Windy Harbour to Skippool Improvement Scheme

For the attention of the Planning Inspectorate / Mr Gareth Symons

I am writing to express my concern with regard to the unavailability of some specific information...

A fundamental element of this scheme is the three new traffic signal controlled junctions at Skippool, Skippool Bridge and Poulton Junction.

To improve my detailed understanding of the scheme, and to enable me to express my considered opinion in order to comply with the deadline of 17 May, I wished to examine drawings showing the location of all the traffic signal posts.

Having contacted Highways England I was informed that the General Arrangement Plans (TR010035/APP/2.5) would only be completed for the Planning Inspectorate's deadline of 17 May which would clearly make it impossible for myself to analyse that information in time for the deadline.

However, I was informed that a document ref: TR010035/APP/7.12 (Combined Modelling and Appraisal Report, Appendix F) which indicates these locations as used to determine traffic modelling, would be available on line and would provide a reasonable guide. The link to that document is however broken.

I was then directed to Wyre Civic Centre where it would be possible to view hard copies. Having visited Wyre Civic Centre it transpires that this is not the case.

It is unfortunate and unacceptable for a scheme of this scale not to have available to the public information relating to such a fundamental element.

Can I respectfully request that this matter is investigated as a matter of urgency, with a view to implementing an extension to the 17 May deadline.

Many thanks

Kind regards

John Bailie