

From: [REDACTED]
To: [A585 Windy Harbour to Skippool](#)
Subject: A585 Windy Harbour to Skippool Interested Party Written Submission
Date: 16 May 2019 20:07:05
Attachments: [Written Representation from S J Brown to Planning Inspectorate.docx](#)

My ref: WHSK-AFP115

Please find attached my written representation relating to the Application by Highways England for the A585 Windy Harbour to Skippool Improvement Scheme Project

Mrs S J Brown

Written representation from S J Brown relating to the Application by Highways England for Development Consent for the A585 Windy Harbour to Skippool Improvement Scheme Project
Interested party ref WHSK-AFP115

Highways England have recently produced a report – *'National Pinch Point Programme - One Year After Evaluation Meta-Analysis | Version 1.0 | November 22 2017 | 5150707 January 2019'*. The Executive Director's Foreword states "The evaluation has shown that across a 24-hour period we are not sustaining the journey time benefits we generate during peak periods, and predominantly this has been a consequence of 24-hour signalisation."

Commenting specifically on Journey Time Benefits on page 8, the report states "Reducing congestion during the busiest periods of the day, or on severely delayed routes, was a specific objective for the vast majority (88%) of schemes within the sample, and there is evidence of success in achieving this with schemes producing in total £5.1m of benefit during the AM and PM peak periods, as these were the periods of the week with highest flows, but they also produced net dis-benefits of over £5.6m in non-peak periods of the week... ..journey time benefits experienced by road users during peak times have been offset by slower journeys during off peak periods which in turn has reduced the net benefit of schemes over a 24 hour period across the sample. Predominantly, this was caused by schemes which introduced signalisation (44% of the total sample) and led to small scale journey time dis-benefits for a number of off-peak road users which, when aggregated across a 24 hour period, led to adverse impacts for journey times overall in the opening year."

The remit of Highways England's development proposal is to reduce the congestion between Windy Harbour and Skippool. The proposed dual carriageway might meet the objective of reducing journey time during peak times on the specific section of road covered by the planning application. However, insufficient consideration has been given to the capability of adjacent infrastructure to cope with the resulting increased traffic flow during peak periods and also the extent of delays caused to motorists using existing roads that link to the proposed new road throughout 24 hour periods. The effects of the proposed signal controlled junctions at Skippool are a particular concern.

Traffic lights currently cause congestion at Little Singleton and Shard Road at certain times of the day - bypassing these junctions would obviously remove traffic build-up at these specific locations. But the planning application includes two new complicated traffic signal controlled junctions at Skippool that are likely to cause delays in a more densely populated residential area. In the proposed scheme, westbound traffic leaving the fast moving dual carriageway at Skippool Bridge Junction will have to pass the two new sets of traffic lights before feeding into the three single carriageway roads beyond Skippool Junction.

These are:

- a) Breck Road (A588) towards Poulton town centre,
- b) Skippool Road/Lambs Road (B5412) towards Thornton, and
- c) Amounderness Way (A585) towards Norcross/Carleton/Cleveleys.

All three roads are extensively used by local and commuter traffic; lengthy traffic tailbacks occur during the morning and evening rush hours. New housing developments at St John's Walk (49 houses) off Moorland Road in Poulton and at Kingsley Manor (165 houses) off Lambs Road in Thornton will place further pressure on Breck Road and Skippool Road. At the other end of the proposed new dual carriageway, eastbound traffic heading for the M55 will be held up on the single carriageway Fleetwood Road (A585) beyond Windy Harbour. Highways England acknowledged public concerns about increased congestion on Amounderness Way and Fleetwood Road in the *A585 Windy Harbour to Skippool Improvement Scheme Consultation Report Application Document Ref: TR010035/APP/5.1 Oct 2018 Section 5.8.6* and responded that traffic problems beyond the proposed new road are being considered by other departments but are 'outside the scope of the scheme'. But there is no reference anywhere to the existing daily congestion at peak times on Breck Road and Skippool Road (see Figs 1, 2 and 3; photos of tailbacks in traffic accessing Poulton

in the morning and evening rush hours at various times of year). These narrow, busy roads struggle to cope with existing traffic levels and are not wide enough to accommodate an additional rapid influx of vehicles from the proposed dual carriageway; increased traffic tailbacks and associated higher pollution are inevitable.



Figure 1 Traffic on Breck Road leaving Skippool roundabout and heading towards Poulton; 13/12/18 at 15.36



Figure 2 Traffic on Breck Road leaving Skippool roundabout heading towards Poulton; 03/04/2019 at 8.55am – congestion occurs daily between 8.30 and 9.00am



Figure 3 Tailback of traffic on Breck Road approaching Skippool roundabout from Poulton; 13/05/2019 at 17.44. The queue of traffic regularly stretches back to Wyre Civic Centre and generally builds up between 16.00 and 18.00

In meeting the remit of speeding up traffic flow to and from Windy Harbour the needs of local residents, local businesses and schools in Thornton, Poulton and Over Wyre have been overlooked. Not all road users in the area are aiming to get to/from the M55 at high speed; shorter journeys made by local motorists throughout the day are going to be made slower and more difficult with the new road junction proposals. Traffic currently moves freely on the existing Skippool roundabout at Amounderness Way/Breck Road/Skipool Road for the majority of the day (see Fig 4).



Figure 4; Free flowing traffic on Skippool roundabout outside peak time; 15/05/2019 at 9.38am

- The planned 4-way traffic signal at Skippool junction will interrupt the flow of traffic and cause tailbacks throughout the day.
- Turning right at the junction in any direction will be a particular cause of delays with potential safety issues, even with motion sensitive traffic lights.
- Eastbound motorists will face an inconvenient manoeuvre at the proposed Skippool Bridge junction to access Skippool Service Station.
- Under the proposed scheme, all local traffic exiting or accessing Shard Road, whether heading to the M55 or Garstang Road east of Windy Harbour, will face a significant detour via Mains Lane and add to congestion and delays at Skippool Bridge junction. Using Lodge Lane (B5260) to get to the M55 from Shard Road is not a viable alternative route as turning right onto Fleetwood Road (A585) is always difficult because of traffic flow from the motorway.
- The proposed junctions will introduce hazards and delays where none exist at the moment.

Section 5.9 of the abovementioned *Consultation Report Document Ref: TR010035/APP/5.1 Oct 2018* states 'It is clear from this data that the majority of respondents disagree that the proposed traffic signals will address the traffic flow issues at Skippool Junction and Skippool Bridge' but goes on to say 'The responses raised ...are all areas which have already been considered during the design and development of the Scheme and consequently did not result in any changes'. Effectively, Highways England overruled concerns of local residents raised in the consultation process.

Environmental issues should also be given greater consideration. In 2016 EarthSense, an organisation specialising in accurate air quality monitoring, created a UK-wide map showing localised nitrogen dioxide pollution levels; this could be accessed from the BBC News website <https://www.bbc.co.uk/news/science-environment-42566393>. The results for the Skippool postcode (Fig 5) show NO₂ levels are already likely to exceed annual legal limits. Vehicles waiting at red lights throughout the day and night at the proposed signal controlled junctions will add to air pollution affecting pedestrians, cyclists and local residents.

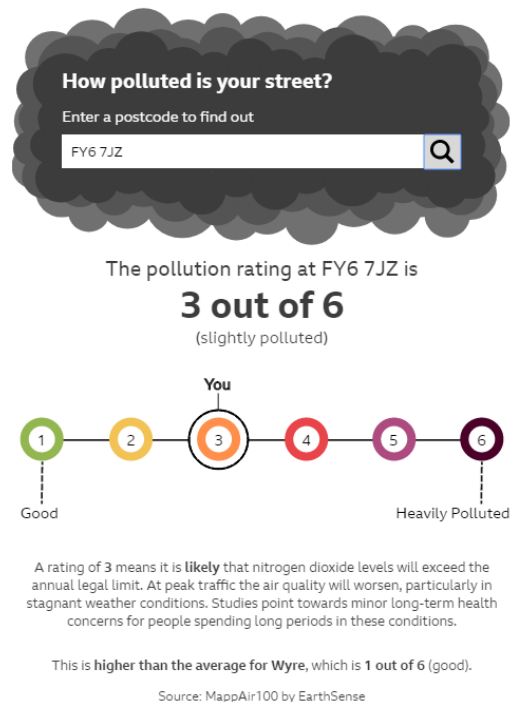


Figure 5 Screen shot showing levels of NO₂ in Skippool postcode

The new road junctions and additional traffic lanes at Skippool will require large areas which are currently turfed to be covered in tarmac. This will add to surface water run-off in a flood risk area where drainage and potential tidal flooding from the adjacent Wyre Estuary is already an issue. *Appendix A of Highways England Flood Risk Assessment TR010035 5.2 Part 1 (Oct 2018)* shows that the Skippool junctions are both in Flood Zone 3 with a high risk of tidal and river flooding. Properties in the Skippool area have received several flood warnings in recent years, most recently in March 2019 (Fig 6).

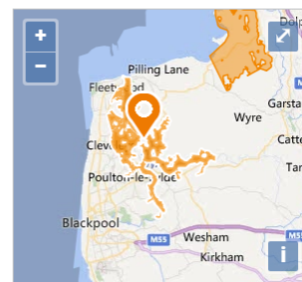


Flood alert in force now

Wyre estuary from Fleetwood and Knott End to Little Eccleston

Flooding is possible - be prepared

Waves are expected to affect the foreshore as a result of high spring tides and strong winds. Tides will be at their highest tomorrow 22/03/19 reaching 5.54m AOD at 12:00, and Saturday morning 23/03/19 reaching 5.16m AOD at 00:30. Flooding to properties/roads and farmland is possible at these times, however conditions may apply 2 to 4 hours either side of the high tide. Flooding is affecting low lying land, roads and coastal paths at Fleetwood Docks and Marina, Fleetwood Marsh Nature Park, Barnaby's Sands, Burn Naze, Sower Carr, Hambleton, Stannah, Trunnah, Thornton, Skippool and Little Eccleston. Hambleton is the area most at risk. Coastal conditions are expected to continue until after the high tide at 00:30 on 23/03/19 at Hambleton. We are closely monitoring the situation. Please be careful along beaches, promenades, coastal footpaths and roads as large waves and sea spray could be dangerous. This message will be updated tomorrow, 22/03/19, or as the situation changes.



[Hide other warnings and alerts](#)

Figure 6 Screen shot of Flood alert 22/03/2019

Local tide tables for Wyre estuary show that high tides regularly reach heights over 10m; at these times Skippool Creek, at the Horsebridge Dyke outflow adjacent to Skippool roundabout, overflows its banks (Figs 7 and 8)



Figure 7 Horsebridge Dyke outflow adjacent to Skippool roundabout; high tide 21/02/2019 at 12.04



Figure 8 Skippool Creek at Horsebridge Dyke outflow by Skippool roundabout; 21/02/2019 at 12.06

To summarise, any benefits produced by the scheme in reducing peak time traffic congestion specifically between Windy Harbour and Skippool will be offset by:

- delays to journey times elsewhere that affect local residents and local businesses,
- an increase in air pollution in residential areas from traffic held up at traffic lights,
- a potential increased flood risk from developing in an existing flood risk zone.

In drawing up this road proposal Highways England have taken insufficient account of the adverse effects that the development will generate.