

From: [REDACTED]
To: [A585 Windy Harbour to Skippool](#)
Subject: A585 Windy Harbour to Skippool Improvement Scheme - (TR010035)
Date: 31 May 2019 10:10:40
Attachments: [REDACTED]

Dear Sir

I have attached a response by Jeff Draper to the Written Representation by Matt Hodges regarding Mr Draper's Oral Representation at the Hearing at Wyre Civic Centre.

Yours sincerely

Edward Greenwood

Matt Hodges Comment on my Oral Representations at the Open Floor Hearing on 9 April 2019

I am also a cyclist and a walker and it is not necessary to stop traffic on all the roads at a junction on for the occasional person to cross the road. Pedestrian crossing traffic lights at busy junctions can be activated as and when required without imposing unnecessary delays on motorists 24/7.

I have copied below Highways England's view on the failed £317m scheme for using traffic lights.

8 Monday 8 April 2019 *The Daily Telegraph*

News

Motorway traffic lights scheme makes journey times worse than before

By Sophie Barnes

TRAFFIC lights introduced at motorway junctions to ease congestion have made journey times worse, despite Highways England spending £317million on the schemes, a government report has revealed.

The report by Highways England showed that a pinch-point programme to tackle particularly congested areas of road often made journeys quicker during rush hour, but slower at other times of the day.

That meant that overall journey times were slower than before. Highways England believes the slower overall journey times were mainly caused by the introduction of traffic lights, with 44 per cent of the schemes introducing the new signalling. The RAC described the findings as "very disappointing".

Some 119 congested areas of road received a share of the funding, announced in the 2011 Budget. The report looked at the first-year impact of 54 of the 119 schemes carried out on England's motorways and major A roads. Nearly half of the schemes that aimed to cut journey times failed to achieve that goal.

The report concluded that such schemes must consider their impact "across all 168 hours of the week, not just the 10-30 peak hours".

Future schemes must "better consider how to mitigate the downsides while maintaining the upsides", the document added.

The pinch-point programme was established in 2011 to relieve congestion, stimulate growth in local economies and improve safety, and was completed by March 2016.

Small-scale projects, generally costing up to £10million, were chosen, with work often involving changes to junctions, adding traffic lights, widening slip roads and putting up signage.

Nicholas Lyes, RAC's head of roads policy, said: "While congestion has been reduced at peak times of the day, unfortunately many schemes have seen increased traffic at off-peak periods, mostly due to traffic lights being introduced. Luckily, it seems as though there are some simple steps that can be taken to improve the worst of these new off-peak traffic flow issues, such as changing signals to work part-time instead of full-time.

"It is also important to realise that this work was not just about reducing congestion, and that many schemes have seen small reductions in the number of road casualties."

A spokesman for Highways England said: "This report shows that overall, these schemes ... were successful at tackling congestion at the busiest times and improving safety. This useful insight is helping us develop improved appraisal methods for small-scale schemes, which in turn help us deliver improved benefits to people using our motorways and major A roads.

"Meanwhile, we are considering a range of options to improve journeys by using traffic signals which respond to traffic flows."

David Wild was Highways England's adviser for the earlier plan to improve the A585 to Fleetwood and was involved with the bypass. In designing the bypass junctions the disruptive effect of traffic lights in above mentioned report by Highways England has not been taken into account.

The negative effect of traffic lights can be seen by comparing traffic movements at Shard Road and Skippool Junctions. At Skippool Island traffic flows freely onto Amounderness Way if it is relatively clear. On the other hand traffic in the opposite direction is grid-locked from Shard Road Junction back to Norcross due to the traffic lights.

A flood barrier would prevent flooding on both sides of the River Wyre including areas as far from the river as Pilling and it would take traffic off the busy A585 when a road across Pilling sands is built. From this point it is only a short distance to the M6 at Hampson Green. Can it be that as Matt Hodges lives in Scorton the congestion on the A585 is not a problem to him?

With modern techniques applied by the Dutch Engineers a Road across Pilling Sands would not entail the complication of building the bypass. It would cost less than the bypass and prevent flooding.

The journey time from Broughton on the M6 and along a suitable highway would be quicker than using the M55 and the A585 to reach the coast.

A tidal range power plant in the Flood Barrier across the River Wyre would generate enough reliable green energy to power electric cars for a billion miles per year. Far from contributing to global warming; the scheme would have the reverse effect. In addition it would prevent flooding, take traffic off the A585 to the coast where most of the commuters live; and be self-funding from sales of electricity.

All that is needed is a little imagination and political will to improve the environment for future generations

Jeff Draper

Fleetwood Renewable Energy Enterprise 2007