

From: [REDACTED]
To: [A585 Windy Harbour to Skippool](#)
Subject: Comment on Highways England Recent Documents.
Date: 08 June 2019 21:23:54
Attachments: [Comment on documents from Highways England.docx](#)

Hi

I attach a word document with comments on various new documents from Highways England published after Deadline 2.

I recognise that this is a little late for Deadline 3 but as a One man part time volunteer it proved totally impractical for me to monitor all the documents from HE and others posted after deadline 2 during the holiday period. I therefore ask you to allow this late submission of comments on three of those documents.

Regards

Matt Hodges

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**Re. Application Document Ref: TR010035/APP/ 7.10 – Rev 0
Responses to the Examining Authority's Written Questions**

In your Written Questions you asked:-

“How does the scheme fit into any planned improvements for the A585 corridor from the M55 to Fleetwood,

In their response (at page 45) Highways England referred to the junction improvements and the Cycle Routes: A585 – Fleetwood to West Drive; A585 – West Drive to Thornton Roundabout (Morrisons); A585 – Thornton to Skippool.

These routes are intended to form a continuous route from Fleetwood to Skippool junction for cyclists and pedestrians as a shared path on the east side of the A585. This is not only to provide a safe and convenient route for cyclists and pedestrians but also to aid motor traffic flow by reducing the delays caused by the difficulty of safely overtaking cyclists who currently ride on the carriageway. To encourage cyclists to use these shared paths rather than the carriageway it is important that they are of high and consistent quality beside the A585 and with convenient crossings of side roads and major junctions so they are not significantly slower than using the carriageway. Without this cyclists will use the main carriageway as many do now. It is for this reason that it is important that this new section of the A585 should have a cycle and pedestrian facility along the east side all the way from Skippool to Windy Harbour Junction. If cyclists are directed to deviate away from the main road via Mains Lane and the closed off old road (which will soon become a mess when used for agricultural access) most cyclists will ride on the carriageway as is their legal right.

Future schemes will need to provide a continuation of the shared path on the east side of the A585 south from Windy Harbour to Thistleton, Esprick and the M55 J3. Cyclists can then continue to Kirkham on the LCC managed section of the A585.

**Re Application Document Ref: TR010035/APP/8.2
Statement of Common Ground with Lancashire County Council**

On Page 32 I was appalled but not surprised to see "Lancashire County Council is satisfied that the proposed development is compatible with regional and local strategies to increase uptake and mode share for public transport, walking and cycling."

Living in a village from which Lancashire removed the bus service and cycling widely in Lancashire it is clear that Lancashire do not have a realistic strategy to increase uptake and mode share for public transport, walking and cycling. Outside town centres footways are totally neglected. Cycle facilities put in decades ago have been allowed to decay and many on road cycle lanes have been removed. But that is not an adequate reason to allow Highways England to fail to provide pedestrian and cycle facilities along their new main road.

The failure of the plans to provide footway cycleway along the new road with cyclists and pedestrians being directed up the old road (which will soon become a neglected grot spot) and the diversion of the Lancaster Garstang Blackpool bus so it no longer serves Little Singleton will both have a serious impact on the uptake and mode share

for public transport, walking and cycling. This is particularly important in view of the proposed major development in Great Eccleston which ought to result in more cycle commuting from there into Poulton, Amounderness and Blackpool. Cycle commuters will not use a route that is littered with muck from the agricultural access to the adjacent fields. Many women will not use a lonely route particularly in the dark winter evenings and will not want their children to use it.

It is vitally important that Highways England should construct and maintain a quality pedestrian and cycle facility along their new road preferably with a DDA compliant link up to Lodge Lane. Directing pedestrians and cyclists up the closed off old road is not satisfactory to comply with the government's CWIS or their duties for "Cycle Proofing" the strategic road network. Every new road that is not a motorway should be suitable for pedestrians and cyclists and on a busy road like this adjacent pedestrian and cycle facilities are essential.

Re. Application Document Ref: TR010035/APP/ 7.19 – Rev 0
Comments on Local Impact Reports

On page 12 at ref 16.8 it HE say:- "The provision of a dedicated bus turning land / bus gate at the Grange footbridge location was considered but discounted due to the impact on proposed journey time savings and safety of avoiding other motorists using the dedicated route. A meeting was held with Lancashire County Council (LCC), Stagecoach, Blackpool Transport Services Ltd and Lancashire Constabulary on 30/01/2018 where this was agreed. LCC has indicated that the Scheme will not result in a complete loss of public transport services to this area."

This response is totally incredible. There are three regular bus services that approach Little Singleton from Windy Harbour:

The 42 from Lancaster to Blackpool via Garstang with one bus an hour each way

The 76 Lytham to Blackpool with one bus every two hours

The 77 Preston to Blackpool with one bus an hour in the morning and early evening commuter times and every two hours between.

The only other services known to Google were two school specials each running one bus each way per day.

Eastbound busses would not need to stop the A585 traffic as they would enter via a slip lane. Westbound busses would need lights to stop the eastbound A585 traffic so this would amount to two interruptions per hour during the day plus one extra stop in the early evening. It is totally incredible that two short stops per hour of the eastbound A585 traffic would have any significant impact on the proposed journey time savings when the traffic will be stopped anyway at the nearby Windy Harbour lights every few minutes. It is quite clear that this is a facile excuse for not constructing a bus gate supported by Lancashire as they don't want to have to maintain the old road for busses. The loss of these services at Little Singleton will mean residents in that area including parts of Mains Lane will have no access to public transport for travel to Blackpool, Preston or Lancaster and villages between without a long walk along re-designated A586 Garstang Road East to beyond the Junction with the new road and this will also involve a four stage traffic controlled crossing of the new junction. This can be guaranteed to discourage the uptake of public transport.

Matt Hodges, Cycling UK Volunteer