

From: [REDACTED]
To: [A585 Windy Harbour to Skippool](#)
Subject: A585 Windy Harbour to Skippool - Comment on the further postings.
Date: 27 September 2019 21:56:32

Hi

In view of the many comments claiming roundabouts cause less delays than traffic lights and the objective of so many contributors to speed up and thereby encourage long distance car commuting with all its consequences for climate change I think it important to stress the Government's commitment to promoting active travel on foot and by bike. This has been largely ignored in the planning for this scheme and in most of the comments.

The Government are promoting their Cycling and Walking Investment Strategy (CWIS) and requiring local highway authorities to prepare Local Cycling and Walking Infrastructure Plans (LCWIP) and ministers have spoken frequently about "Cycleproofing" the strategic road network. The Highways Agency now Highways England were given funds (though not nearly enough) to address difficulties for pedestrians and cyclists along and across the trunk roads and at motorway accesses. These difficulties resulted from decades of car focussed development which ignored the needs of non-motorised users and the fact that the trunk road often played a vital part in linking local roads. The traffic levels on the busy trunk road made even short local journeys difficult or dangerous without a car. This scheme should not be allowed to continue that disastrous practice of causing more local disruption by not catering for non-motorised users.

To address this disruption plans were prepared for a cycling and walking shared path beside the A585 all the way from Fleetwood to Skippool where it would join up with the existing shared path on part of Mains Lane. A part of this plan has been implemented with a shared path from the Eros roundabout to Denham Way. The rest is waiting of further funding grants but will eventually provide a safe and convenient route for cyclists and walkers. This will have the added advantage of improving motor traffic flow on Amounderness Way as there will be less cyclists and even mobility scooters on the carriageway. It is important that the shared cycle path is continuous on the same side of the main road. It won't be used if cyclists have to swap on and off the carriageway particularly if it means crossing to the other side. The importance of such a route beside busy main roads cannot be overemphasised. The aim must be a shared path beside the A585 all the way from Fleetwood to the M55 J3 with good crossing of side roads. Few will ride the the whole length regularly but many will use it for several junctions: Fleetwood to Skippool, Norcross to Windy Harbour, Skippool to Thistleton. The important thing is a continuous shared cycle path stops this busy motorised highway being a no-go barrier that puts people off cycling.

The trouble is adding a cycle path after the main road is created is far more expensive than doing it while construction a new road. It is absurd not to be creating a cycleway beside the new road. Sending cyclists along the closed old road is no substitute. Experienced road cyclists won't use the old road once the farmers have covered it in cowshit they will use the new road. Potential cycle commuters will just continue using a car adding to congestion and global warming. Please ensure that Highways England do the sensible thing and include a shared path beside the new road from Windy Harbour to Skippool.

Regarding the roundabouts issue: Roundabouts give good results in light traffic but when traffic is heavy and mostly on one main route as it is with the A585 the continuous flow on the main route dominates the roundabout blocking entry from the side roads and blocking even more the pedestrians and any off road cyclists trying to cross that main route.

Ultimately this gets so bad that crashes are caused by drivers so desperate to get into the roundabout that they take risks or the roundabout has traffic lights added. Signalising a roundabout is an admission that the roundabout has failed. Far better to have a proper signalised junction as here. A signalised junction can also deal well with pedestrian and off road cycling across the junction.

Regards

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