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Sent: 07 October 2019 10:12
To: A585 Windy Harbour to Skippool <A585WindyHarbourtoSkippool@planninginspectorate.gov.uk>
Subject: Your ref: TR010035

A585 Windy Harbour to Skippool Improvement Scheme

As a concerned local resident, I write once again in respect of the above scheme...

I live in Poulton-le-Fylde and am in liaison and discussion with local residents, friends and associates etc on a regular basis. Through those encounters it is abundantly clear that the vast majority are either completely unaware of this mammoth scheme, or are certainly not aware of its details and the ultimate negative impact it will have on the area. Only yesterday I spoke to a person who assumed that it must connect directly with the M55 at junction 3. They were shocked when I informed them that this was not the case...this is by no means an isolated incident.

Highways England may well have complied with legislative requirements to stage a few consultation meetings etc but, as I have previously stated, these are nowhere near enough to inform the public on a broad basis. (I registered a complaint regarding the fact that part of HE's responsibility was to display consultation material in various public places; at Poulton Library, a key location, they merely dumped a pile of brochures on a low table hidden at the back of the building). It was noted also that the Examining Officer considered that there was no need for a further Open Floor Hearing, although no detailed reason for this was provided.

Whilst there has been a considerable amount of technical and jargon-ridden correspondence from various parties, I respectfully request that these proposals are considered from a broad perspective...

The aim of this scheme appears to focus on the bypassing of two junctions: Singleton Junction (traffic lights) and the traffic signals at the Shard Lane / Mains Lane junction. However, three far more complex junctions will be introduced: Poulton Junction, Skippool Bridge and Skippool (River Wyre roundabout).

Mains Lane will be by-passed by means of a 4.85km (3 miles) 2-lane dual carriageway stretching from Windy Harbour junction at the easterly end and the River Wyre / Skippool junctions to the west.

However, a fundamental compromise of this scheme is the fact that at each end the new road merely connects with lengthy stretches of existing 2-lane single carriageway roads that will not receive the benefit of modification. Indeed the 4-mile stretch from the M55 to Windy Harbour is in fact narrower than Mains Lane (which will be rendered redundant to through traffic). The same scenario applies at the Skippool end, where the new road will once again connect with several miles of unmodified, single carriageway road all the way to Fleetwood.

(The distance from M55 junction 3 (near Kirkham) to Fleetwood is 19km (11.87 miles). The new road will therefore result in improvements to around only 25% of the total route).

The beautiful landscape close to the historic Singleton Hall will be devastated to enable many thousands of cubic metres of earth to be removed in order to generate a cutting to take the mini-motorway under Lodge Lane.

At Skippool Bridge a horrifyingly complicated junction will be constructed. This necessitates the removal of trees, the demolition of a bungalow and the re-engineering of the bridge itself. A few hundred yards further on the current attractive roundabout that forms a landmark gateway into the town of Poulton-le-Fylde will be destroyed and replaced by a similarly complex junction, an ocean of anonymous tarmac and a forest of over 40 traffic signals. Furthermore, both these junctions will permit U-turns by all classifications of vehicles, necessitating vehicles that do so having to traverse approaching traffic, surely a safety hazard. (I have observed that the usual case at similar junctions nationwide is for U-turns to be banned).

Between the two junctions the proposed dual carriageway will be squeezed desperately close to a recently constructed office block. (Access to this by office staff, goods vehicles and service vehicles will necessitate the U-turn facility described above...traffic approaching from the east and requiring access will have to U-turn at the new Skippool junction. Traffic leaving the office development and requiring to travel westwards towards Fleetwood will have to travel eastwards to the complex Skippool Bridge junction and then execute a U-turn in order to continue their journey. All this generates inconvenience, potential hazard, more pollution.

Furthermore, traffic from Over Wyre will need to negotiate a zig-zag course from Shard Bridge and Shard Lane in order to access the new road.

The same effect will apply to residents living on Mains Lane (some of whom, if wishing to travel to Great Eccleston and Garstang, will have no choice but to suffer the inconvenience of having to travel eastwards to the current Singleton junction, then double back westwards to the new Poulton Junction (the link of existing road from Singleton traffic lights to Windy Harbour will become redundant), before gaining access there onto the new road to progress eastwards once more on their journey to Windy Harbour and onwards). All of these scenarios will surely result in most erratic traffic flows.

Highways England themselves have stated that journey saving times will be negligible. They have also stated that traffic volume will actually increase along Garstang Road towards Poulton-le-Fylde. In particular, they have also stated that traffic volumes will increase along Lodge Lane and through Singleton village to the hazardous T-junction at Thistleton. (This later example will certainly be the preferred option for residents living near the existing Singleton traffic lights junction who will have to otherwise embark on an inconvenient and circuitous route as described above).l

It is recognised that congestion develops at peak times but traffic is relatively light for the vast majority of the day. The new scheme will indeed create more problems, potential congestion and frustration than it aims to resolve. A more effective and straightforward solution must be found.

This is a fundamentally compromised scheme and, with a budget of at least £150million, a colossal waste of money and with limited benefit.

Furthermore it will necessitate the destruction of swathes of green fields to the detriment of birds, wild life and the very environment that we are continually being encouraged to preserve; it will also cause considerable inconvenience and upheaval during its construction. Indeed, delays will be created throughout its construction that will be impossible to recover after its completion.

I would therefore respectfully request that the Planning Inspectorate, and ultimately the Secretary of State, consider all these factors from the broad perspectives stated and reject this scheme.

Kind regards

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