

A585

Windy Harbour to Skippool improvement scheme

Report on the
public consultation

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1 EXECUTIVE SUMMARY

- 1.1.1 The purpose of the A585 Windy Harbour to Skippool Scheme is to provide an improvement to approximately 4.5km of the existing single carriageway A585 trunk road between M55 Junction 3 and the Port of Fleetwood at the northern end of the Fylde Peninsula. The existing route falls within a rural section of straight single carriageway west of Windy Harbour junction and then passes through the ribbon development between Little Singleton and Skippool. This section of the route is a single carriageway with two signal controlled junctions and is subject to a 40mph speed limit.
- 1.1.2 The analysis of the responses and alternatives suggested will be used to inform a decision about the preferred route option that is currently expected to be announced later this year. This report describes the consultation arrangements, and presents a detailed analysis of the responses that were received.
- 1.1.3 Ten options had been developed during the initial scheme development stages of the project but, for technical, operational and cost reasons only three options were taken forward to the public consultation. These options were:
- Option 1A – a bypass to the west and south of Little Singleton and a junction west of Windy Harbour Junction with Garstang New Road
 - Option 1B – same as Option 1A but with no junction west of Windy Harbour Junction with Garstang New Road
 - Option 2 – improvements to the existing road corridor between Skippool and Windy Harbour Junction (no bypass)
- 1.1.4 A public consultation ran for six weeks from 5 September to 17 October 2016. Publicity for the consultation and exhibitions included:
- 2,300 consultation brochures with questionnaires distributed to deposit points, key stakeholders and properties closest to the scheme
 - 21,000 flyers distributed to properties within 500 metres of the A585 corridor from the M55 to Fleetwood and the other main local routes leading to the A585
 - notices published in 3 local newspapers
 - documents, fly-through video and questionnaires on the our website
- 1.1.5 Public exhibitions were held at two local venues on 16, 17 and 21 September 2016. Over 300 people attended the exhibitions, of which 145 also submitted questionnaires.
- 1.1.6 A total of 574 completed questionnaires and 37 written responses from members of the public and local residents were received. In summary the responses to the main questions were:
- 93% of responses agreed or strongly agreed that something needed to be done to improve the route
 - 78% indicated a preference for the bypass to be provided while 12% preferred improvements to the existing route
 - 49% indicated a preference for Option 1A, while 29% preferred Option 1B but within that question 17% indicated they did not want a bypass and 5% did not respond
- 1.1.7 Some alternative arrangements were suggested or requested by members of the public that had not been considered during the scheme development and these are described in Section 5 of this report.

2 INTRODUCTION

2.1 Purpose of this report

- 2.1.1 This report summarises the methodology of the public consultation for the A585 Windy Harbour to Skippool improvement scheme and the feedback received. The analysis contained in the report will be used to help inform the preferred option selection.
- 2.1.2 The method of consultation is described in detail in Section 3. The results of public and stakeholder responses are presented in Section 4 and summarised in Section 6.
- 2.1.3 Section 5 describes options suggested during the consultation period that are to be investigated and assessed in detail.

2.2 Background to the scheme

- 2.2.1 Government announced the improvement plans for the A585 in their Road Investment Strategy in 2014.
- 2.2.2 The A585 currently provides the only viable major transport link into the northern part of the Fylde/Wyre peninsula and connects with the motorway network at Junction 3 of M55. The route currently suffers from significant congestion during peak periods, leading to unreliable journey times and a poor safety record. Congestion is particularly severe at the junction with the A586 at Little Singleton and the signalised junction with the A588 at Shard Road.

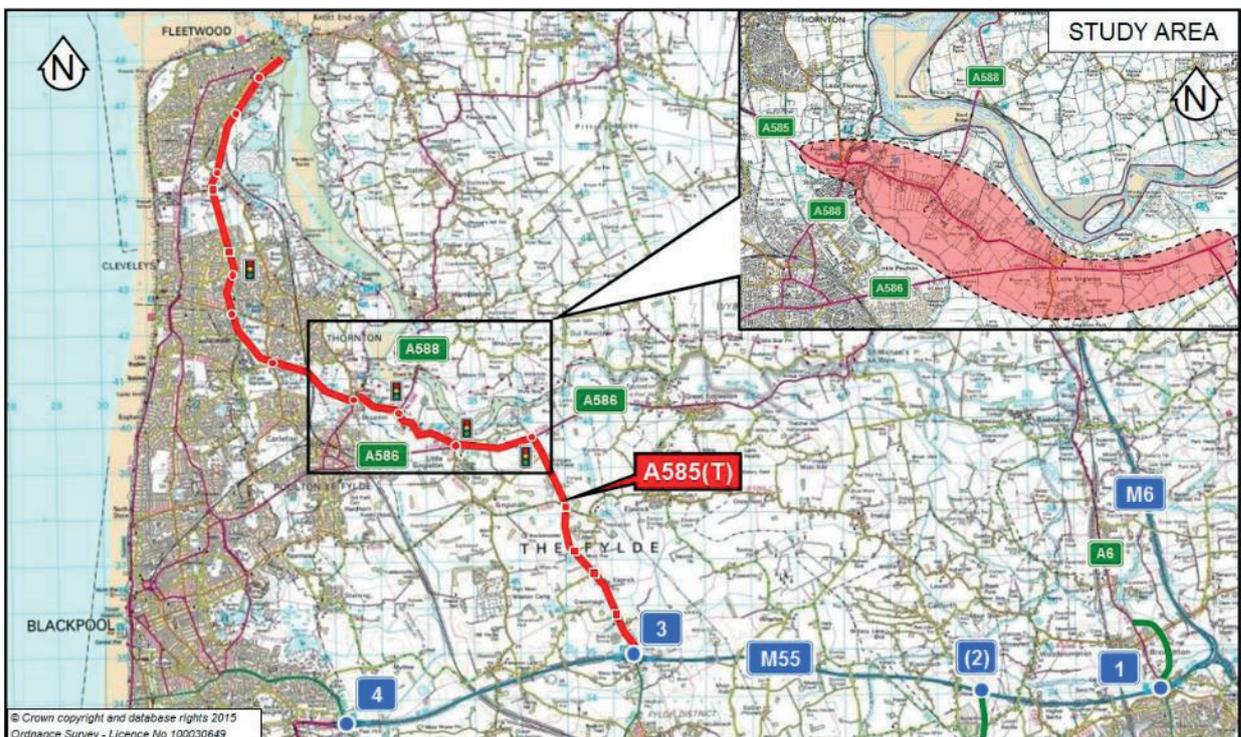


Figure 2-1: A585 study area

- 2.2.3 The existing section of the A585 between Windy Harbour and Skippool Roundabout is approximately 4.5km long and has 4 major junctions (signalised or roundabout) along with a number of side roads connecting onto the road. Around 14450 vehicles use the route on a daily basis in each direction. There are over 130 properties that have direct access onto the A585 Mains Lane, along with 3 caravan parks. This area is shown on Figure 2-2 below.

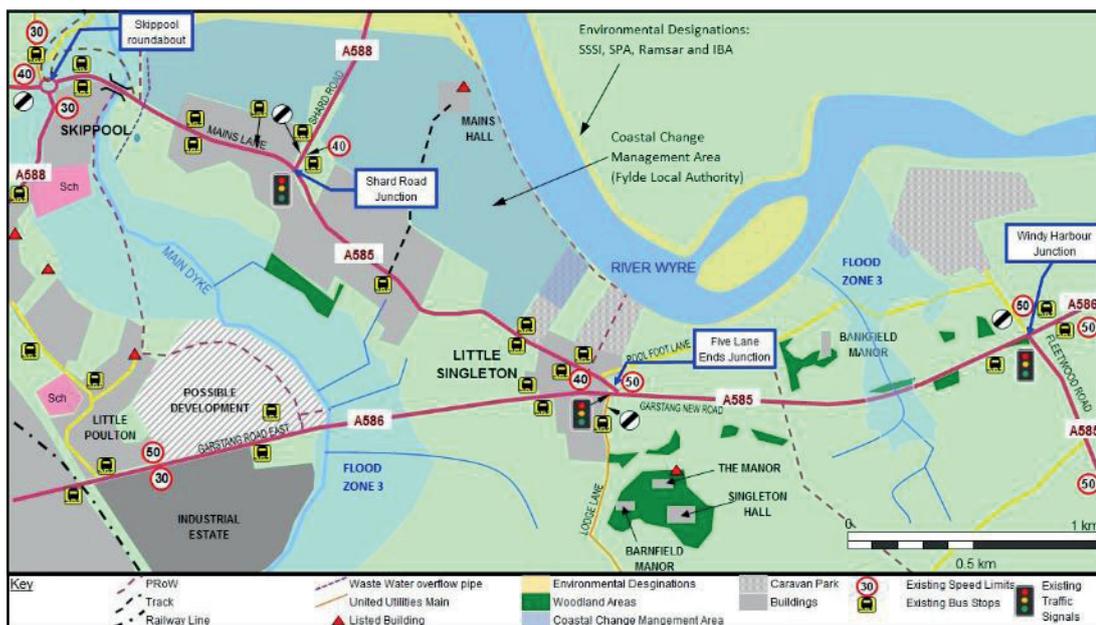


Figure 2-2: Existing road network

2.3 Scheme objectives

- 2.3.1 The A585 is the main road in and out of Fleetwood and the surrounding areas and it is heavily congested between Windy Harbour and Skippool, where drivers frequently experience significant delays, particularly during morning and evening rush hours. The volume of traffic is also a concern for local users, pedestrians and cyclists.
- 2.3.2 The scheme objectives are to:
- improve journey times on the A585 between Windy Harbour and Skippool junctions
 - improve safety for all road users
 - improve access for local users, pedestrians and cyclists
 - deliver capacity enhancements to support employment and residential/commercial development and growth opportunities

2.4 The purpose of the public consultation

- 2.4.1 The public consultation on options took place between the 5 September 2016 and 17 October 2016.
- 2.4.2 The purpose of the public consultation is to provide an opportunity for stakeholders, the general public, the road user and any other interested party to be informed of and provide their views on the options. Upon review of the feedback, any valid issues are taken into account. The design of the scheme may then need to be modified to accommodate the issues raised. This document summarises the responses provided.
- 2.4.3 The public consultation also provides valuable input from the public on any local issues that may or may not have been previously identified.

2.5 Consulted options

- 2.5.1 A range of possible options were identified and considered during the initial stages of the project as shown in Table 2-1 below:

Option	Description
S1	A dual carriageway from Skippool Junction would pass to the west and south of Little Singleton with 3 new at-grade junctions (Skippool Bridge, Poulton and Grange) and

Option	Description
(Taken to the consultation as Option 1A)	would connect with the west arm of Windy Harbour Junction. The layout would include a new dual carriageway bridge across Main Dyke and the bypass would be in cutting south of Little Singleton including a new bridge carrying Lodge Lane over the bypass.
S1A (Taken to the consultation as Option 1B)	As Option S1 but with no junction with Garstang New Road east of Little Singleton (Grange Junction) and the section of Garstang New Road east of Little Singleton would be decommissioned.
S2 Rejected	As Option S1 but with an at-grade T-Junction with Lodge Lane South of Little Singleton. The bypass would be in shallow cutting at Lodge Lane and the side road would be severed. Rejected as would have introduced an at-grade junction that could have encouraged traffic to use inappropriate local routes and the close spacing of the junctions
S3 Rejected	Single carriageway version of Option S1 Rejected as would not have had sufficient capacity to cope with predicted future traffic growth and would potentially be less safe than the dual carriageway option
S4 Rejected	Single carriageway version of Option S2 Rejected as would not have had sufficient capacity to cope with predicted future traffic growth and would potentially be less safe than the dual carriageway option
S5 Rejected	Version of Option S1 but with section of existing Garstang New Road removed east of Little Singleton with no provision of a junction on the proposed bypass east of Little Singleton. A new link road to the north-west of Little Singleton would be provided between the Poulton Junction and Mains Lane. Rejected as was similar to Option S1A but included the additional link to the north-west of Little Singleton.
N1 Rejected	Dual carriageway passing to the north of Mains Lane but re-joining the Option S1 route at Poulton junction with the bypass passing under Shard Road and an additional junction at Mains Lane to the north-west of Little Singleton Rejected as was longer than Option S1 and with an additional junction would have reduced benefits. Also the additional structure and cutting would have had increased environmental dis-benefits.
N2 Rejected	As Option N1 but with an at-grade junction with Shard Road Rejected as was longer than Option S1 and with two additional junctions would have reduced benefits. Also the additional junction would have had increased environmental dis-benefits.
O1 (Taken to the consultation as Option 2)	Route following and retaining the existing single carriageway between Skippool and Little Singleton with improved at-grade junctions at Shard Road. A one-way gyratory system would be provided around Little Singleton using parts of Garstang Road East and Mains Lane and a new northbound link road to the north-west of Little Singleton. Garstang New Road east of Little Singleton to Windy Harbour Junction would be converted to dual carriageway.
O2 Rejected	Variant of Option O1 with roundabouts on the one-way gyratory around Little Singleton. Rejected as was the gyratory arrangement with roundabouts was less efficient in dealing with traffic flows.

Table 2-1: Options considered

2.5.2 Following a review on these identified options, the three options which were considered to best meet the scheme's objectives were consulted on. These are:

- Option 1A – southern bypass including a junction with Garstang New Road east of Little Singleton
- Option 1B – southern bypass but not including a junction with Garstang New Road east of Little Singleton
- Option 2 – improvements to the existing A585 (no bypass)

2.5.3 The details of these options are presented in the following section in detail.

2.6 Option 1 – southern bypass

2.6.1 This option provides a dual carriageway from Windy Harbour Junction running westwards and passing through Little Singleton. It would pass under Lodge Lane with no junction before swinging northwards to a new junction with A586 Garstang Road East that we have called Poulton Junction. North of this junction the bypass would run to the south-west of the existing A585 along the Main Dyke valley to join a new junction connecting with the existing road immediately south-east of the bridge over Main Dyke (Skippool Bridge). The dual carriageway would then continue westwards over a new bridge spanning Main Dyke to connect with Skippool Junction. This option can be seen in Figure 2-3.

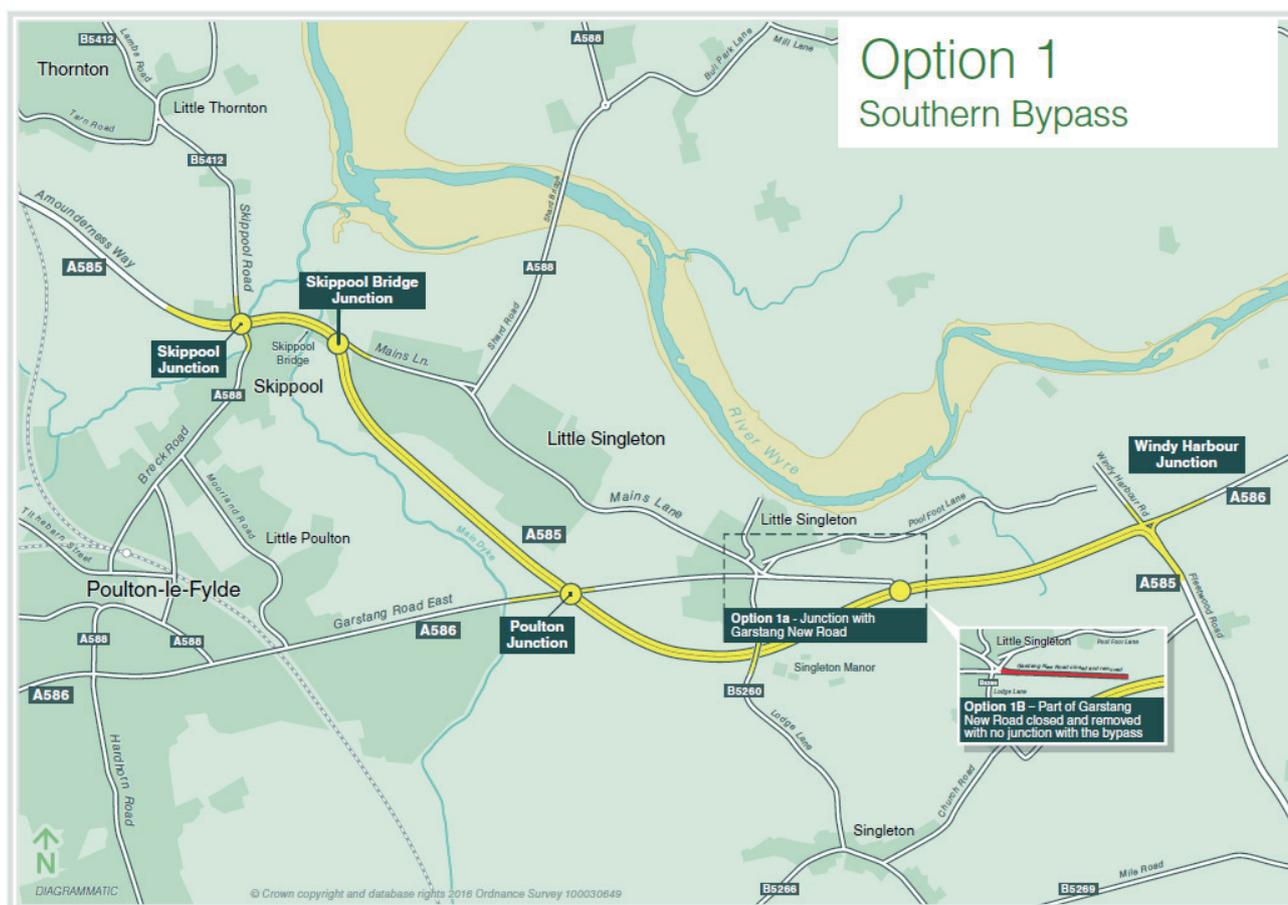


Figure 2-3: Option 1 - southern bypass route

2.6.2 We have considered two variants of the southern bypass:

- 1A with a junction a Garstang New Road
- 1B without a junction, which would enable a section of Garstang New Road to be closed and removed at the approach to Windy Harbour junction.

2.6.3 Option 1A with a junction would allow an eastern connection with Little Singleton, however would be less likely to remove through traffic along the existing route.

2.6.4 Option 1B with no junction would offer improved journey times along the existing route, but may require a footbridge at the public footpath east of Little Singleton to allow a safe crossing point across the bypass.

2.6.5 Option 1 was presented as our preferred option because it is considered to offer the best combination of benefits.

2.7 Option 2 – improvements to the existing A585 (no bypass)

2.7.1 This option would improve the existing road instead of building a bypass but would require a one way gyratory to be created within Little Singleton. This option can be seen in Figure 2-4.

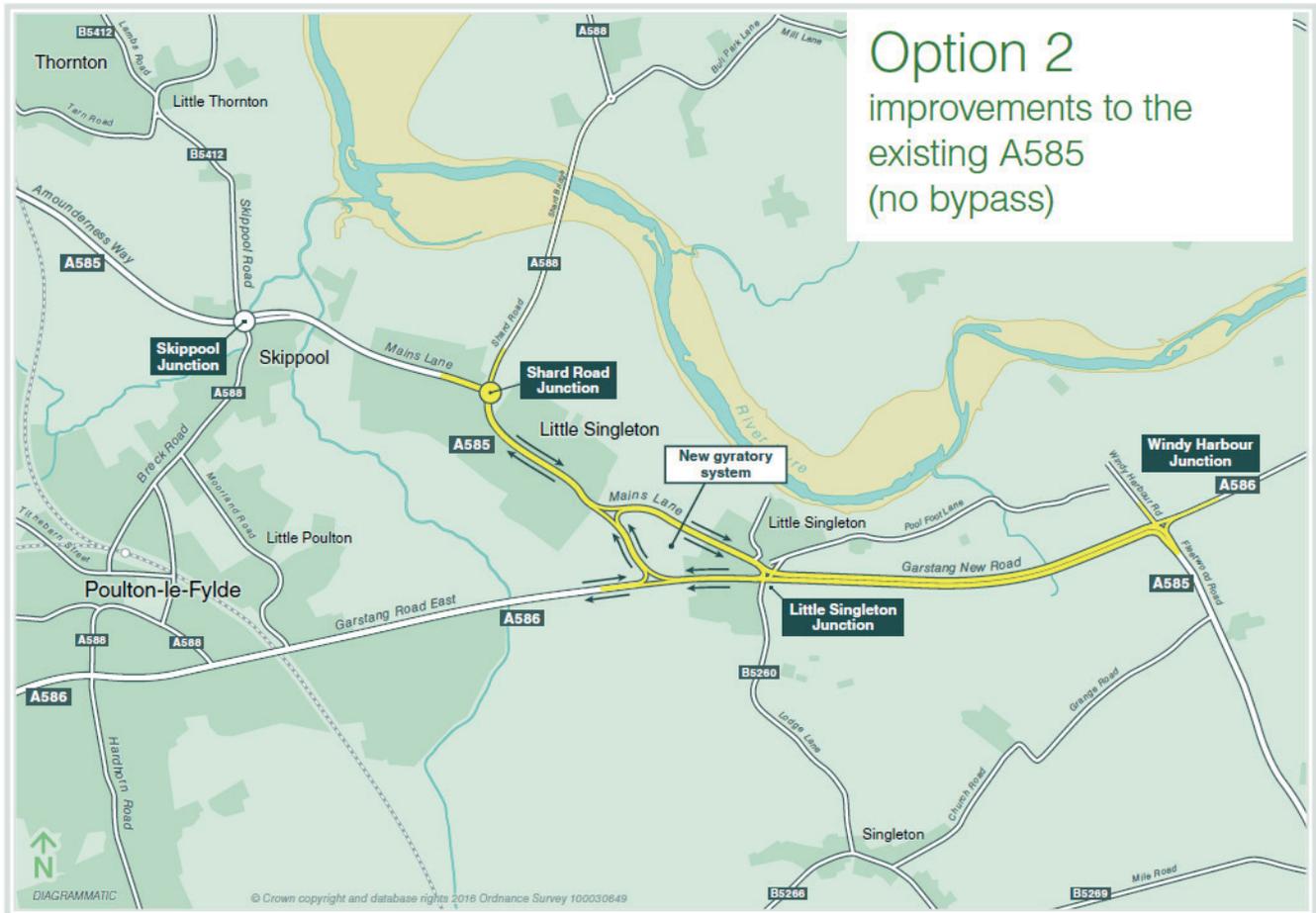


Figure 2-4: Option 2 – improvements to the existing A585

2.7.2 The improvements would include:

- making Garstang New Road from Windy Harbour to Little Singleton a dual carriageway
- creating a one-way two lane gyratory system within Little Singleton
- a new two lane northbound link within Little Singleton that would form part of the gyratory system and connect with Mains Lane
- replacing the existing traffic signals at Shard Road with a new junction located to the north-east of the existing junction

2.7.3 In comparison to the bypass, Option 2 (improvements to the existing A585) would:

- offer lower journey time improvements than the bypass
- not support growth and development as much as the bypass
- not reduce the impact of traffic on local communities as much as the bypass and would not address the issues affecting pedestrians and cyclists along the existing route

3 CONSULTATION ARRANGEMENTS

3.1 Timescale

3.1.1 The consultation ran for six weeks from 5 September to 17 October 2016.

3.2 Public exhibitions

3.2.1 Three public exhibition events were held during the consultation period:

- Friday 16 September, 2pm – 8pm Singleton Village Hall, Station Road, Singleton, FY6 8LL.
- Saturday 17 September, 10am – 4pm Singleton Village Hall, Station Road, Singleton, FY6 8LL.
- Wednesday 21 September, 4pm – 8pm Wyre Civic Centre, Breck Rd, Poulton-le-Fylde, FY6 7PU.

3.2.2 A preview presentation and exhibition was held for dignitaries at 1pm on Friday 16 September prior to the opening of the public event. Seven councillors attended this event representing Fylde Borough Council, Wyre Borough Council and Lancashire County Council.

3.2.3 Exhibition panels presenting the information were displayed at the consultation events (copies can be found in the appendices) and members of the project team were on hand to answer questions or provide more information. Paper copies of the consultation brochure and questionnaire were also available for visitors to complete.

3.2.4 Attendance at the exhibitions was recorded in the form of visitor's books that recorded:

- Friday 16 September – 128 visitors
- Saturday 17 September – 75 visitors
- Wednesday 21 September – 113 visitors

3.3 Consultation information and approach

3.3.1 The following information was produced for the consultation process in both hardcopy format and in downloadable format from the scheme website:

www.highways.gov.uk/a585windyharbour-skipool

- a brochure providing information about the proposed improvement scheme
- a questionnaire - the purpose of the questionnaire was to gather information and opinions about the proposed improvements
- flyers giving details of the consultation exhibition events and the scheme website
- a fly-through video of Option 1B available on the scheme website
- a plan of Option 1B overlain on aerial photography available on the scheme website

3.3.2 At the start of the consultation period 2,300 consultation brochures were delivered to the households in closest proximity to the scheme. All landowners affected by the scheme were sent a consultation brochure, including those that do not live nearby.

3.3.3 The flyers were distributed to a further 21,000 homes in key areas surrounding the scheme including Skippool, Little Singleton, Poulton-le-Fylde, Carleton, Thornton and Fleetwood. The distribution areas for the flyers and brochures can be seen in Figure 3-1. Copies of the brochures and flyers can be found in the Appendix A and B.

3.3.4 In addition, copies of the brochures were available at deposit points close to the scheme:

- The Koi Pool garden centre, Mains Lane, Little Singleton, FY6 7LJ
- Singleton Village Hall, Station Rd, Singleton, FY6 8LL
- Poulton Library, Blackpool Old Road, Poulton-le-Fylde, Lancashire, FY6 7DH
- Wyre Civic Centre, Breck Rd, Poulton-le-Fylde, FY6 7PU

- St. Annes Library, 254 Clifton Drive South, St Annes on Sea, FY8 1NR
- Blackpool Central Library, Queen St, Blackpool, FY1 1PX
- Thornton Library, Victoria Road East, Thornton Cleveleys, FY5 3SZ
- Fleetwood Library, North Albert St, Fleetwood, FY7 6AJ

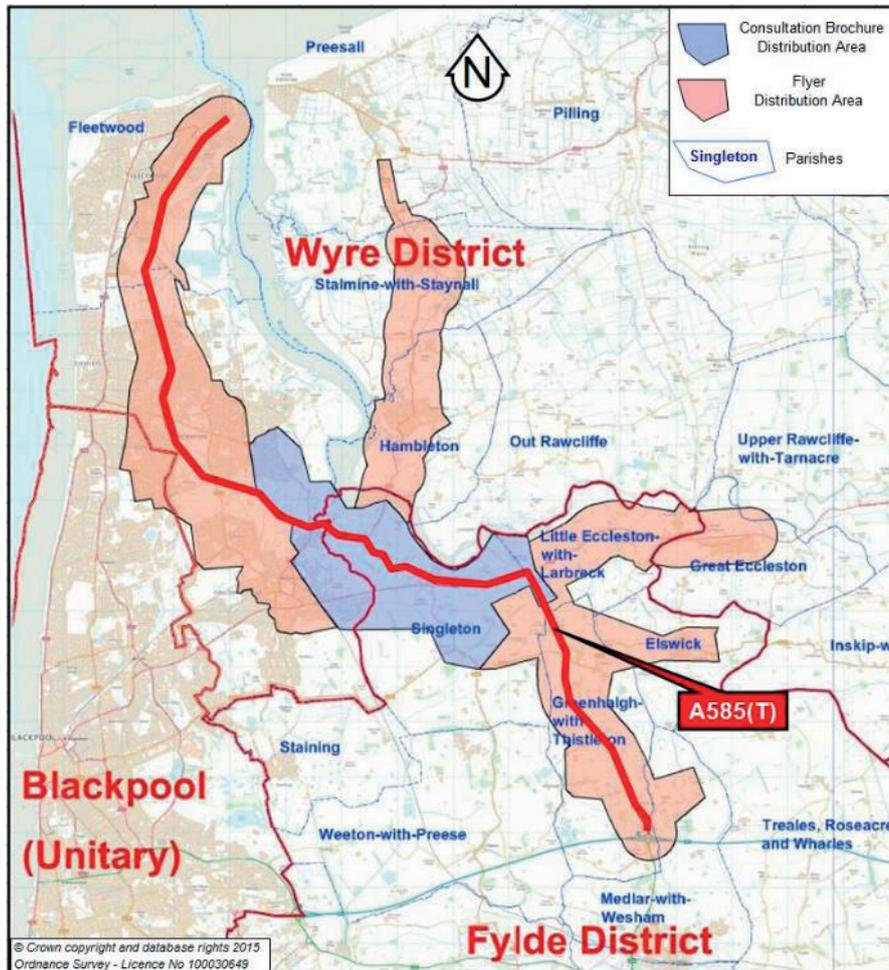


Figure 3-1: Brochure and flyer distribution areas

- 3.3.5 Further brochures were sent to local MP's, councillors and the main local authorities.
- 3.3.6 A press release describing the scheme, announcing the consultation and providing details of the information available was issued.
- 3.3.7 The public exhibitions were advertised, on 14 September 2016 in the following local newspapers:
- The Blackpool Gazette
 - Lancashire Evening News
 - Fleetwood News
- 3.3.8 The fly-through video and plan that were available to view on our website only showed the layout of Option 1B. This information indicated possible traffic signal junction layouts at Skippool Junction and Skippool Bridge Junction and a roundabout at Poulton Junction. However, these junction layouts have not been finalised at this stage and may change depending on the outcome of the traffic modelling and operational assessment.

3.4 Pre-consultation meetings

- 3.4.1 Meetings were held in advance of the formal consultation with:
- Councillors (from Fylde, Wyre and Lancashire County Council) on 6 July 2016
 - Paul Maynard MP for Blackpool North and Cleveleys on 7 July 2016
 - Mark Menzies MP for Fylde on 15 July 2016
 - Ben Wallace MP for Wyre and North Preston on 22 July 2016
 - Singleton Parish Council on 28 July 2016
 - Poulton and Carleton Resident's Association on 9 August 2016
- 3.4.2 In addition, a separate meeting was held with the A585 Windy Harbour to Skippool improvement scheme reference group (which includes representatives of local residents and businesses) on 4 October 2016.

3.5 Liaison with potentially affected landowners

- 3.5.1 All of the landowners (20) who are likely to be directly affected by land take as a result of Option 1 were contacted on 10 August 2016. A letter was sent to the reputed landowners based on information obtained from the Land Registry or as had been obtained from previous contacts. The letter gave details of the scheme, information about the forthcoming consultation and contact details for the scheme project manager and public liaison officer. Following this, a number of stakeholders contacted the public liaison officer to request more information about the scheme or to arrange meetings to discuss the scheme in relation to their property. A number of plans were sent out which showed the proposed layout in relation to individual's land.
- 3.5.2 Face-to-face meetings were held with all of the landowners who requested a meeting.

3.6 Consultation response channels

- 3.6.1 Responses to the consultation were accepted through the following channels:
- online, using the online questionnaire, at: www.highways.gov.uk/a585windyharbour-skippool
 - at public consultation events by completing a paper copy of the questionnaire
 - by post using the freepost address printed on the paper questionnaire
 - by email to the dedicated scheme email address:
A585WindyHarbourToSkippool@highwaysengland.co.uk
 - by telephone, via a dedicated scheme telephone line on 0300 470 2700
- 3.6.2 All responses received by Monday 17 October 2016 were included in the consultation and postal returns were accepted until Monday 24 October 2016 to allow for any delays in the postal system.
- 3.6.3 The online questionnaire was closed on the day the consultation period ended.

3.7 Analysis and reporting

- 3.7.1 All responses were received and individually processed. Responses then underwent a coding process, whereby the comments were categorised by subject, to draw out the key themes. The coding was based on various likely issues that had been identified in a guide document prepared before the consultation exhibitions. This was then extended as a result of additional issues identified in the questionnaires and from other correspondence received. As this is based on the feedback received during the consultation period, the analysis is unique to the consultation. A copy of the code items can be found in Appendix E.

3.8 Limits of the information

- 3.8.1 This report is based on the responses received to the consultation, and therefore does not constitute a technical assessment of the proposed junction improvements. This report analyses the opinions stated by respondents, and as such is a self-selecting sample. Therefore the information in this report is not representative of the local communities or stakeholders. The value of the consultation is in identifying the issues and views of those who have responded.
- 3.8.2 The responses are taken as written, and while we have coded responses to draw together themes we have not interpreted the responses further than this.
- 3.8.3 Where separate correspondence has been received raising specific issues, responses have been prepared by technical teams, and sent directly to the respondent or elaborated in this report. This provides technical information to the best of our knowledge at this time.

3.9 Next steps

- 3.9.1 The results of the consultation will be considered in the selection of the preferred option for improvement, along with other factors such as value for money, safety and meeting the scheme's objectives.
- 3.9.2 An announcement of the preferred option is expected to be made later this year.
- 3.9.3 Due to the size of the scheme, it is expected that the A585 Windy Harbour to Skippool improvement scheme would require to be developed under the Development Consent Order planning process regime. It is expected that there will be a further consultation about the preferred option in spring 2018.

4 CONSULTATION RESPONSES

4.1 Introduction

- 4.1.1 A total of 574 completed responses to the consultation questionnaire were received. Of these, 307 were returned paper copies which were completed at the public consultation events or returned using the freepost address provided. The remaining 267 were completed online.
- 4.1.2 In addition to receiving feedback via the questionnaires a number of stakeholders and members of the public provided a written consultation response. These have also been considered and details of the topics highlighted are outlined later in this report along with a number of official responses which have been received from key stakeholders such as Lancashire County Council.
- 4.1.3 One of the main aims of the consultation was to gain an understanding of the views of the local residents and stakeholders to enable a more effective solution to be developed. This section of the report presents, and analyses, the consultation responses to summarise the views on the proposed options.
- 4.1.4 Respondents submitting questionnaires were asked to provide names and addresses or just a postcode. Ninety-three of the responses were anonymous but only 9 did not provide a full postcode. Thirty-three of the questionnaires were from the same address of which 7 were from the same person. The other 26 were from other people at the same address.

4.2 Questionnaire responses

Collation of responses

- 4.2.1 All of the 574 completed questionnaire responses (including the duplicates) were analysed both in terms of the responses and the postcode information provided by the respondents.

Postcode analysis

- 4.2.2 The postcode analysis allowed the responses to be split into zones but the full result of that analysis is shown in Figure 4-1. The size of the circles indicates the number of responses from a particular postcode unit.

Zone	Total
1-Scheme area	112
2-Poulton	121
3-Thornton Cleveleys	208
4-Fleetwood	43
5-Over Wyre	38
6-South of the scheme	18
7-Blackpool	11
8-East of the scheme	15

Table 4-1: Total questionnaire responses by zone

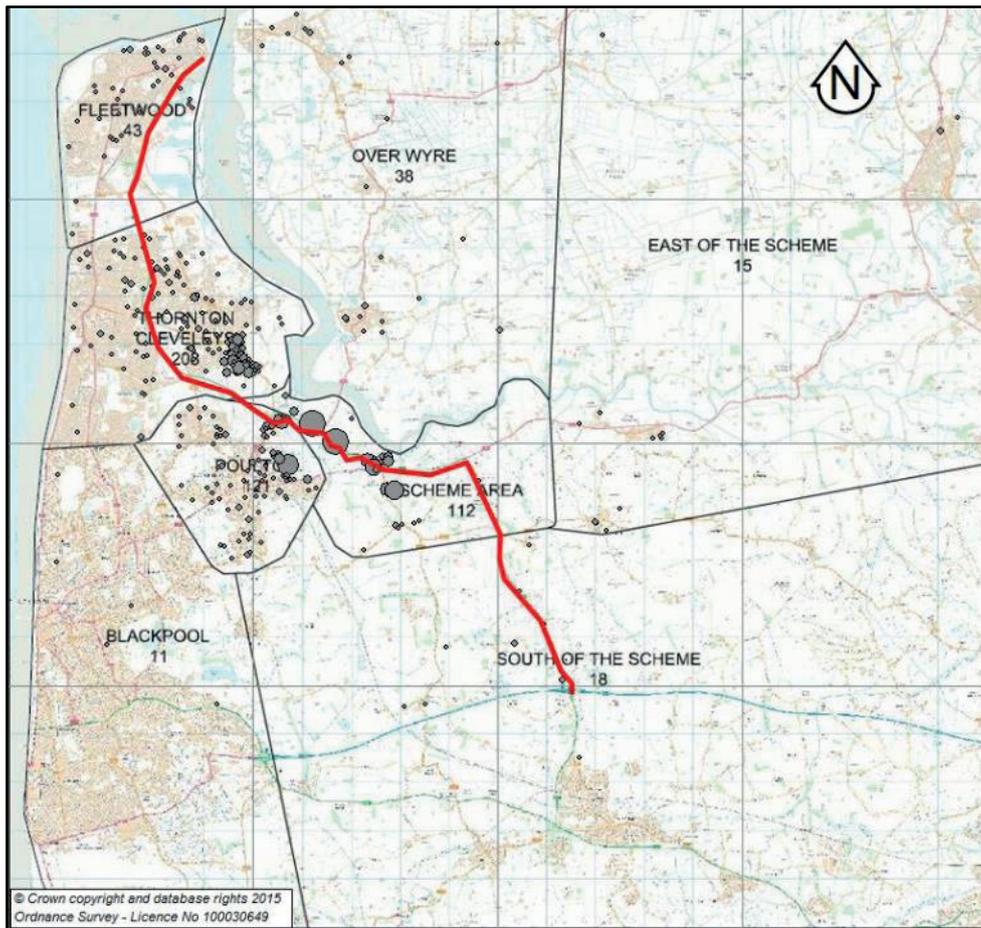


Figure 4-1: Questionnaire responses shown by postcode

4.2.3 The scheme area zone is shown by the red outline in Figure 4-2 and the size of the circles indicate the number of questionnaire responses by postcode. A total of 112 questionnaires were received from within the scheme area zone of which 2 were duplicates and 13 were from the same address. Analysis of address data indicates that, excluding the mobile homes in holiday parks, there are about 490 properties within this zone indicating that responses were received from 20% of the properties within this zone.

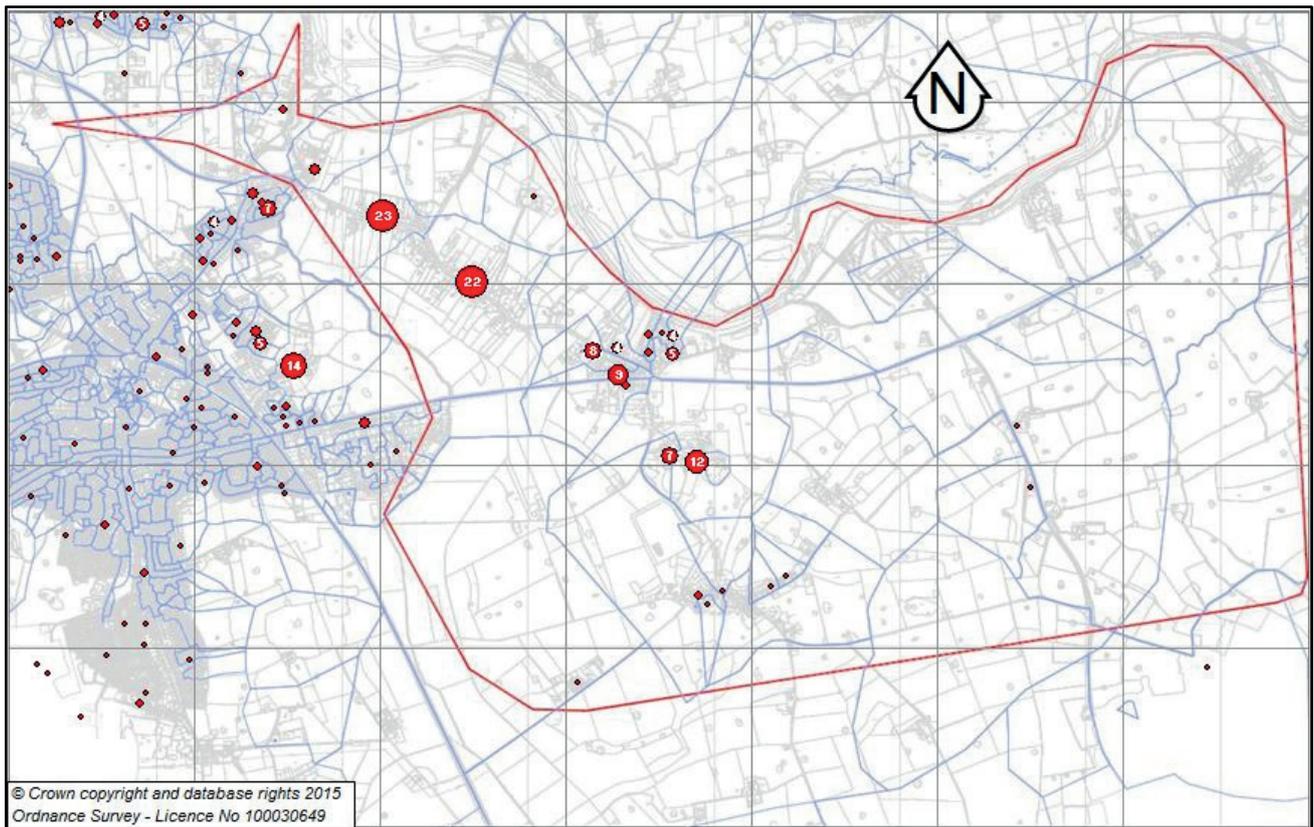


Figure 4-2: Scheme area zone questionnaire responses shown by postcode

Questionnaire analysis

- 4.2.4 The responses to the closed questions were analysed using the spreadsheet. It was not compulsory to answer all of the questions and respondents were free to complete as much or as little as they wanted.
- 4.2.5 The free text responses contained information on the respondents' opinions on which option was preferable including the variations within Option 1 (1A or 1B). It also includes opinions on how the bypassed section of the A585 could be improved if Option 1 went ahead. The written comments were individually reviewed and a list of the points raised was produced which reflected the number of occasions each point had been made.

Demographics

- 4.2.6 The consultation questionnaire included a demographic section to help with our analysis. The data collated from this section is presented below.
- 4.2.7 The information from the questionnaires indicated that the gender of the respondents who answered this question was 65% male and 29% female with a further 6% who preferred not to say or left the entry blank.
- 4.2.8 The information from the questionnaires indicated that the ages of the respondents who answered this question were:

16-24: 1%, 25-34: 32%, 35-44: 10%, 45-54: 14%, 55-64: 24%, over 65: 38% and preferred not to say 5%

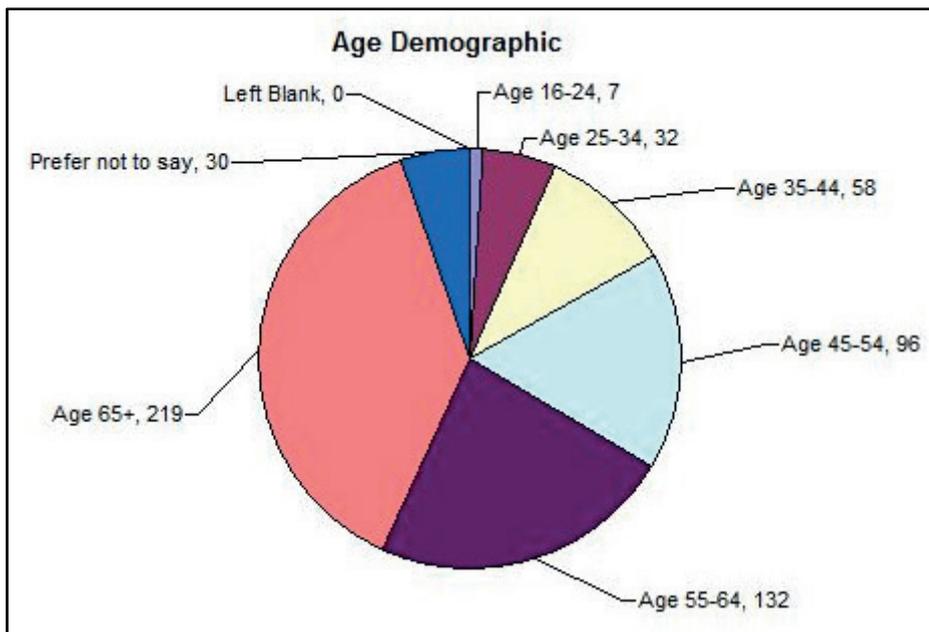


Figure 4-3: Questionnaire age demographic

4.2.9 In comparison the age demographic for the scheme area zone indicates that a higher proportion (49%) of the respondents were in the 65+ grouping as shown in Figure 4-4.

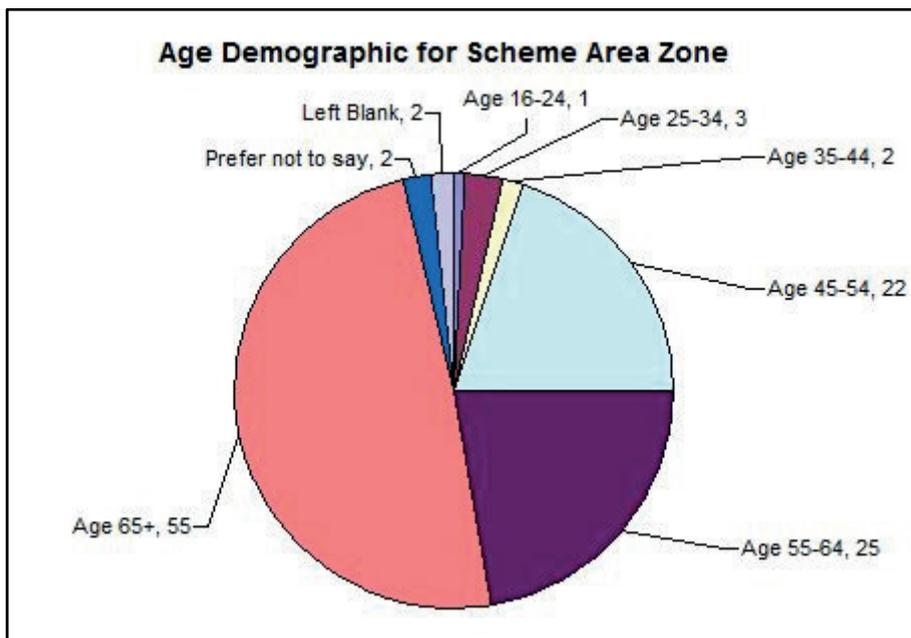


Figure 4-4: Questionnaire age demographic for scheme area zone

4.2.10 The majority of people (88%) who responded to this questionnaire did not consider themselves to have a disability while 8% of respondents indicated themselves to have a disability and 4% preferred not to say.

Attendance at consultation events

4.2.11 The respondents were asked whether they had attended one of the consultation events for the scheme. Of the people who answered this question 405 had not attended an event compared to 146 who had.

4.3 Question 1. Why do you use this route?

4.3.1 Question 1 sought information on why the respondents use the existing A585 route. The responses received to this question can be seen in Figure 4-5. For this question the participants were asked to tick

all the responses which apply to them. The most common uses stated were Leisure and Residential which received 418 and 387 responses respectively. A number of people stated uses which had not been listed. Of these the most frequently recorded response was visiting family and other responses included travelling to church, for volunteer work and for the school run.

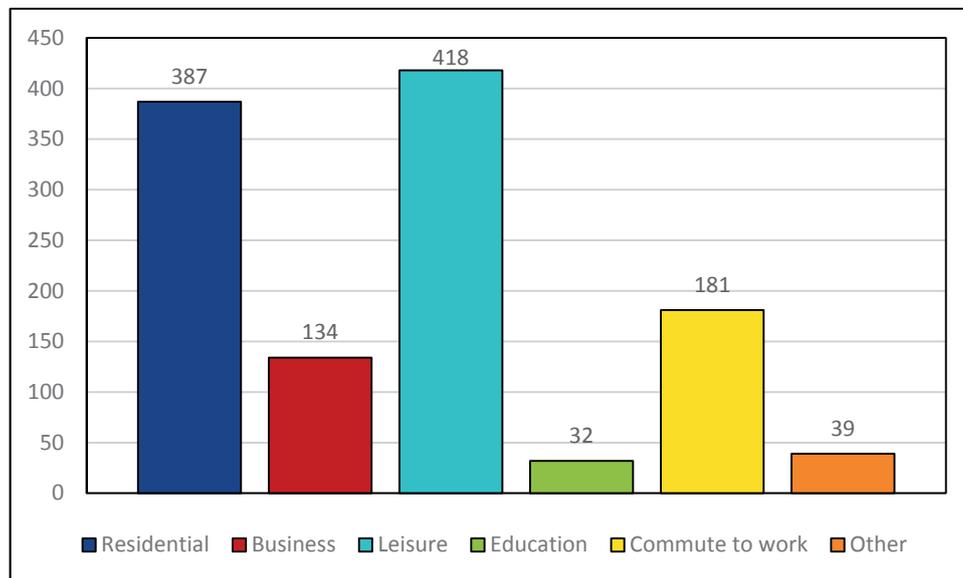


Figure 4-5: Question 1 responses

4.4 Question 2. How do you travel on this route?

4.4.1 Question 2 sought to investigate which modes of transport were most commonly used by the respondents. Participants were asked to select all the responses which were applicable to them. The results of the responses received are shown in Figure 4-6. The most commonly used mode of transport was car, receiving 566 responses. A number of respondents stated that they use another mode of transport to those stated. The most commonly recorded response here was motorbike and others included taxi, tractor and running.

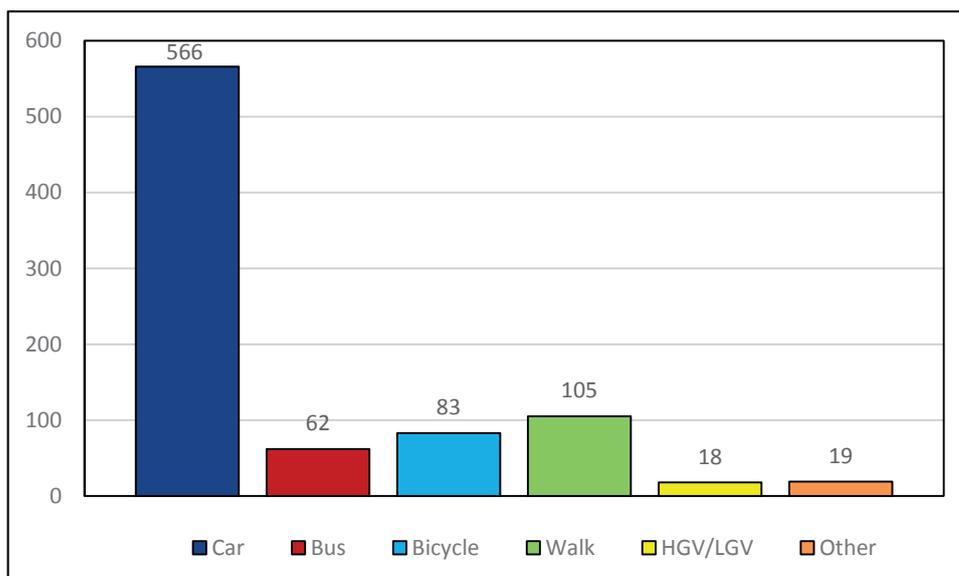


Figure 4-6: Question 2 responses

4.5 Question 3. What is the main way you travel on this route?

4.5.1 Question 3 was intended to gauge the participants’ primary mode of transport when travelling on this route. The results, shown in Figure 4-7, indicate that the majority of people who answered this question travel on this route by car.

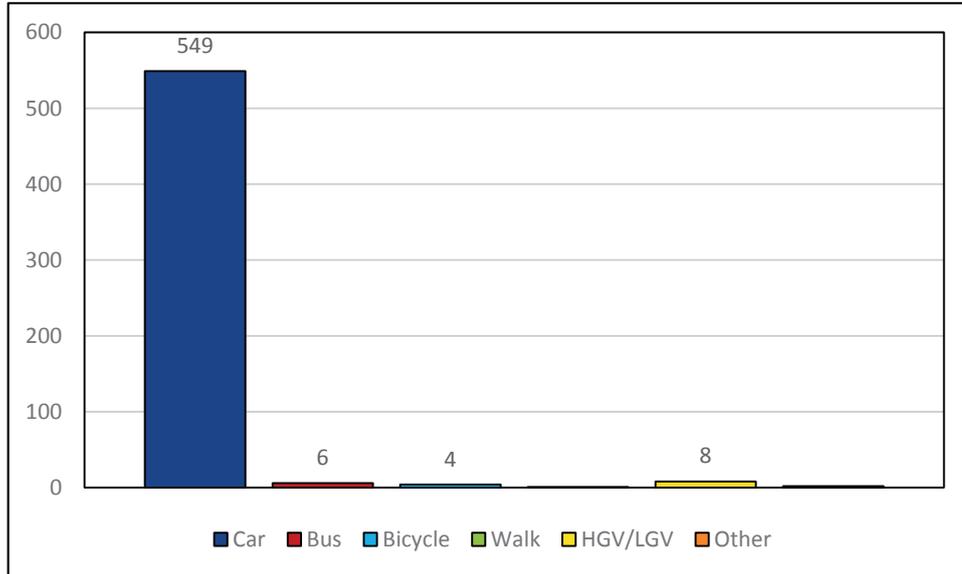


Figure 4-7: Question 3 responses

4.6 Question 4. How often do you use this route?

4.6.1 Question 4 looked into how frequently the respondents use the Windy Harbour to Skippool route. The results are shown in Figure 4-8. The results indicate that the most frequently selected response was daily, with 275 participants selecting this answer. Only 17 of the respondents use the route monthly or less frequently.

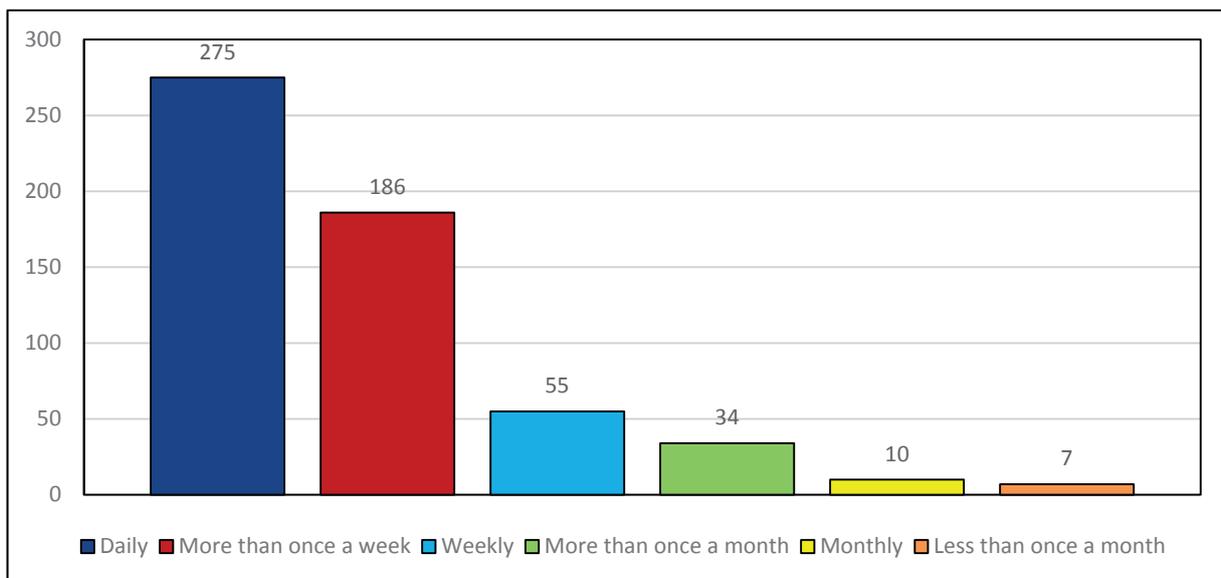


Figure 4-8: Question 4 responses

4.7 Question 5. Something must be done to improve congestion on the A585 between Windy Harbour and Skippool Junction.

4.7.1 Questions 5 to 9 asked participants to state how strongly they agree or disagree with a number of statements. The first of this series of questions asked whether the respondent thought something must be done to improve the congestion between Windy Harbour and Skippool. The results are shown in Figure 4-9. It can be seen from this data that the majority of people strongly agree that something must be done to improve congestion.

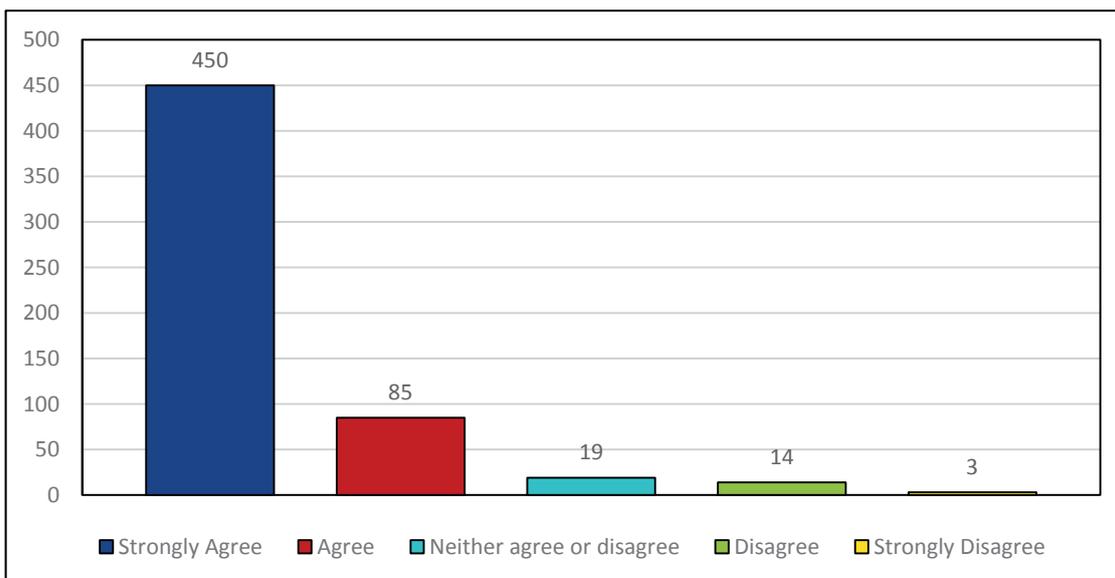


Figure 4-9: Question 5 responses

4.8 Question 6. I understand the different options being considered.

4.8.1 Question 6 was intended to gauge whether the respondents understood the options which were being consulted on. The results shown in Figure 4-10 illustrate that the vast majority of people do understand the options which are being considered.

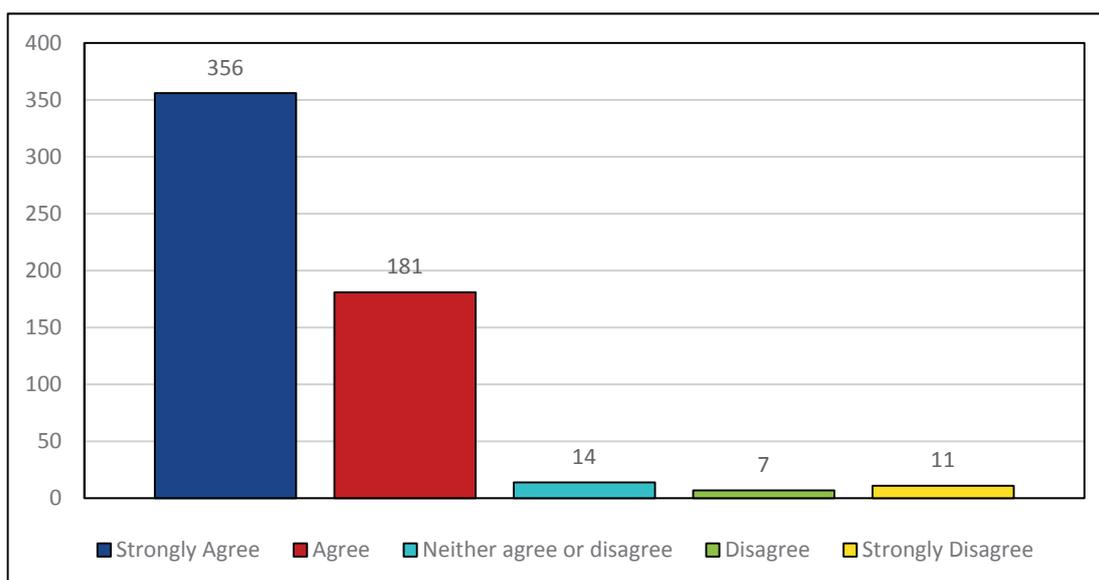


Figure 4-10: Question 6 responses

4.9 Question 7. The preferred option (option 1) of a bypass will improve the journey times on this route.

4.9.1 Question 7 looked into the respondent’s perceptions for Option 1 improving the journey times on this route. The results are shown in Figure 4-11. Four hundred and twenty seven people either agree or strongly agree that Option 1 will improve journey time and 86 either disagree or strongly disagree with this statement.

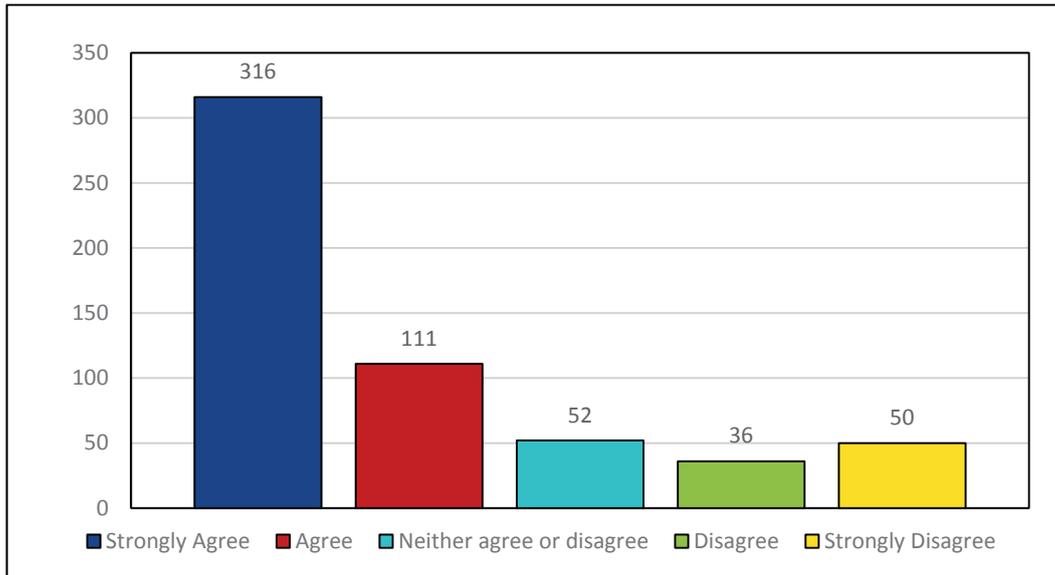


Figure 4-11: Question 7 responses

4.10 Question 8. The preferred option of a bypass will improve safety on this route.

4.10.1 Question 8 looked at the topic of safety and whether the participant felt that option 1 would improve safety on this route. The results in Figure 4-12 show that most of the participant did think that option 1 would improve safety.

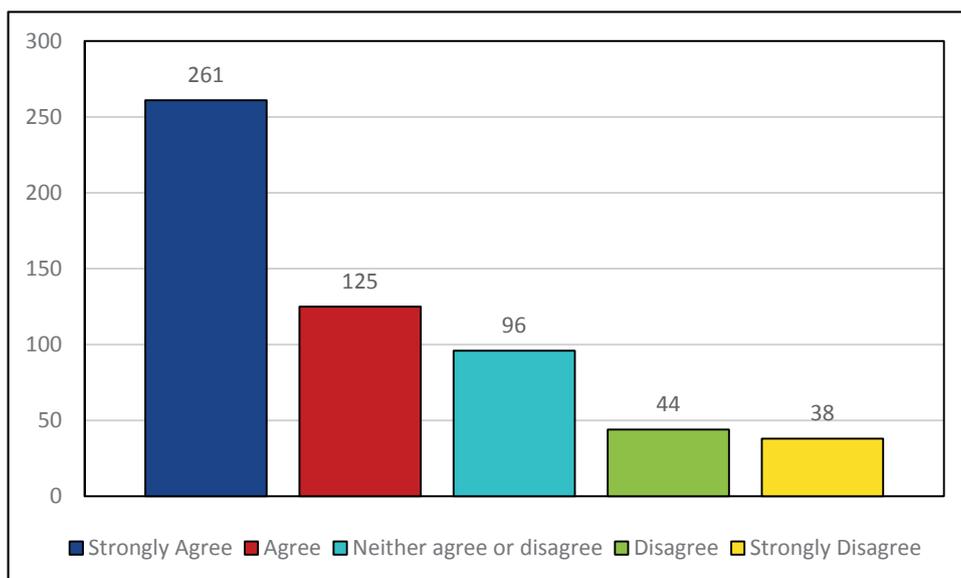


Figure 4-12: Question 8 responses

4.11 Question 9. The preferred option of a bypass will improve access for cyclists and pedestrians on this route.

4.11.1 One of the objectives for the scheme was to improve conditions for cyclist and pedestrians. Question 9 sought opinions on whether the bypass will offer these improvements. The results are shown in Figure 4-13. The data indicates that the majority of people think that the bypass will improve access for cyclist and pedestrians.

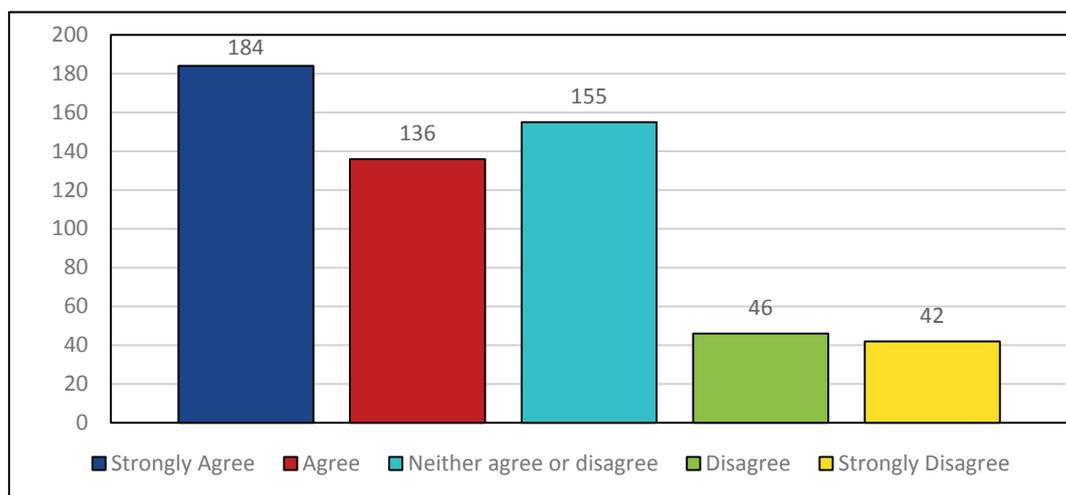


Figure 4-13: Question 9 responses

4.12 Question 10. Which option do you prefer?

4.12.1 In Question 10 the participants were asked whether they prefer Option 1, Option 2 or have no preference. The responses we received to this question are shown in Figure 4-14. Of the participants who responded to this question, the majority stated a preference for Option 1. The areas can be identified on Figure 4-1 and drawings that are contained in Appendix F.

4.12.2 Overall 444 questionnaire responses (78%) favoured Option 1 (bypass). 68 (12%) favoured Option 2 (improvements to existing A585). 22 (4%) had no preference and 37 (6%) did not answer the question.

4.12.3 Poulton and the scheme area returned 83 (69%) and 73 (65%) support for Option 1 respectively. However, there was also more support for Option 2 in these areas with 25 (20%) at Poulton and 21 (19%) in the scheme area compared with the support for Option 2 in the other areas.

4.12.4 As can be seen from the number of responses in Table 4-2 below the zones closest to the scheme (1-Scheme area and 2-Poulton) indicated a lower proportion supporting Option 1 (66%) and a higher proportion supporting Option 2 (20%) compared with the overall response.

ZONE	Option 1	Option 2	Neither	No preference	Not Answered	Grand Total
1-Scheme area	73	21		8	10	112
2-Poulton	83	25		8	5	121
3-Thornton Cleveleys	185	9		12	2	208
4-Fleetwood	40	1	1	1		43
5-Over Wyre	30	5		3		38
6-South of the scheme	8	3		5	2	18
7-Blackpool	9	2				11
8-East of the scheme	13				2	15
9-Anonymous	3	2			1	6
Grand Total	444	68	1	37	22	572
	78%	12%	0%	6%	4%	

Table 4-2: Question 10 responses by area

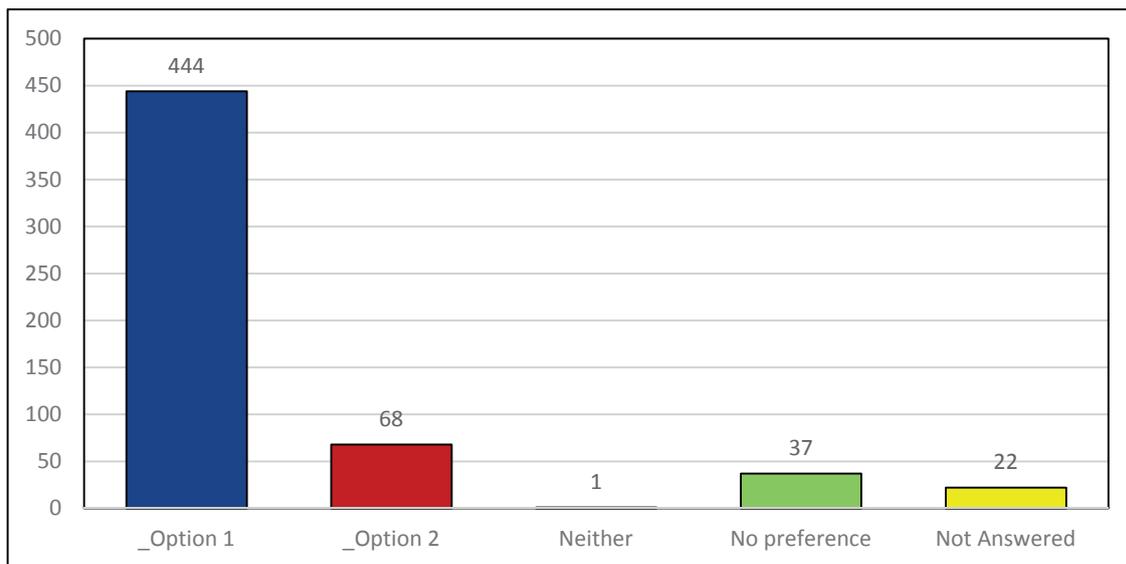


Figure 4-14: Question 10 responses

4.12.5 Although most respondents favoured Option 1 (bypass option) many people expressed doubts that this would provide a comprehensive solution to the congestion currently suffered by residents in spite of improved journey times along the scheme.

4.13 Question 11. Which of the bypass options do you prefer?

4.13.1 Question 11 sought to gain an understanding of whether the respondents had a preference for either Option 1A or 1B. As can be seen in Table 4.3 below, the results show that 49% of the responses stated a preference for Option 1A, 29% preferred Option 1B and 17% responded to say they don't want a bypass.

ZONE	1A	1B	Don't Want Bypass	Either 1A or 1B	Not Answered	Grand Total
1-Scheme area	38	33	36	2	3	112
2-Poulton	59	27	30	1	4	121
3-Thornton Cleveleys	123	65	13		7	208
4-Fleetwood	19	21	2		1	43
5-Over Wyre	24	6	6		2	38
6-South of the scheme	5	4	7		2	18
7-Blackpool	4	6			1	11
8-East of the scheme	7	5	2		1	15
9-Anonymous	2	1	2		1	6
Grand Total	281	168	98	3	22	574
	49%	29%	17%	1%	4%	

Table 4-3: Question 11 responses by area

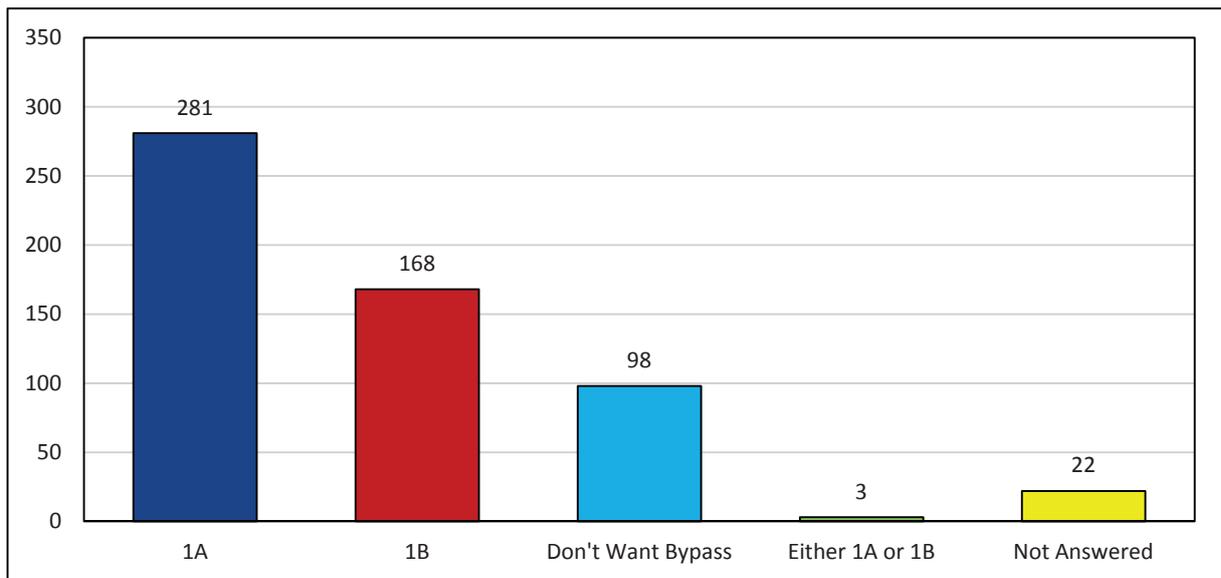


Figure 4-15: Question 11 responses

- 4.13.2 Analysis of the free-text responses to question 11 demonstrate Option 1A was the most popular option as it provides easier access to Mains Lane, Little Singleton and local housing but could be used as a short cut between Poulton Junction and Grange Junction. Its availability as a convenient access route in the case of an accident or other major holdup on the bypass was also highlighted. This option is also viewed as a safer route for both cyclists and pedestrians avoiding the bypass. It is seen by some as essential for those wishing to access Over-Wyre to the north-east and other destinations such as Blackpool.
- 4.13.3 Option 1B, however, is seen as a cheaper and less complicated alternative which would improve journey times by having one less junction with its inherent holdups. It is also viewed as a more environmentally friendly option with less air pollution and noise perceived by some residents.
- 4.13.4 A smaller proportion of people would prefer no bypass at all (presumably favouring Option 2 – but this did not correlate to the response to question). This is seen as less expensive and would not need additional land take. Some respondents expressed a view that the scheme is a waste of money which would be better spent on the original “Blue Route” or an equivalent new road.

4.14 Question 12. I agree with the preferred option (Option 1) proposals at:

- 4.14.1 Question 12 was split into five parts and looked into whether participants agreed with the bypass proposals at the following specific locations:
- Windy Harbour to Lodge Lane
 - Lodge Lane to Poulton Junction
 - Poulton Junction to Skippool Bridge Junction
 - Skippool Bridge Junction to Skippool Junction
 - New Lodge Lane Bridge
- 4.14.2 Participants were asked to state whether they agreed or disagreed with each section of the proposed bypass. This question was intended to highlight if there were any areas within the proposed route which were particularly favourable or unfavourable. The results can be seen in Figure 4-16.
- 4.14.3 For each of the sections the majority of people (typically more than 70%) who responded either agreed or strongly agreed with the option proposals. Less than 20% of respondents stated that they disagreed or strongly disagreed with any section of the preferred route.

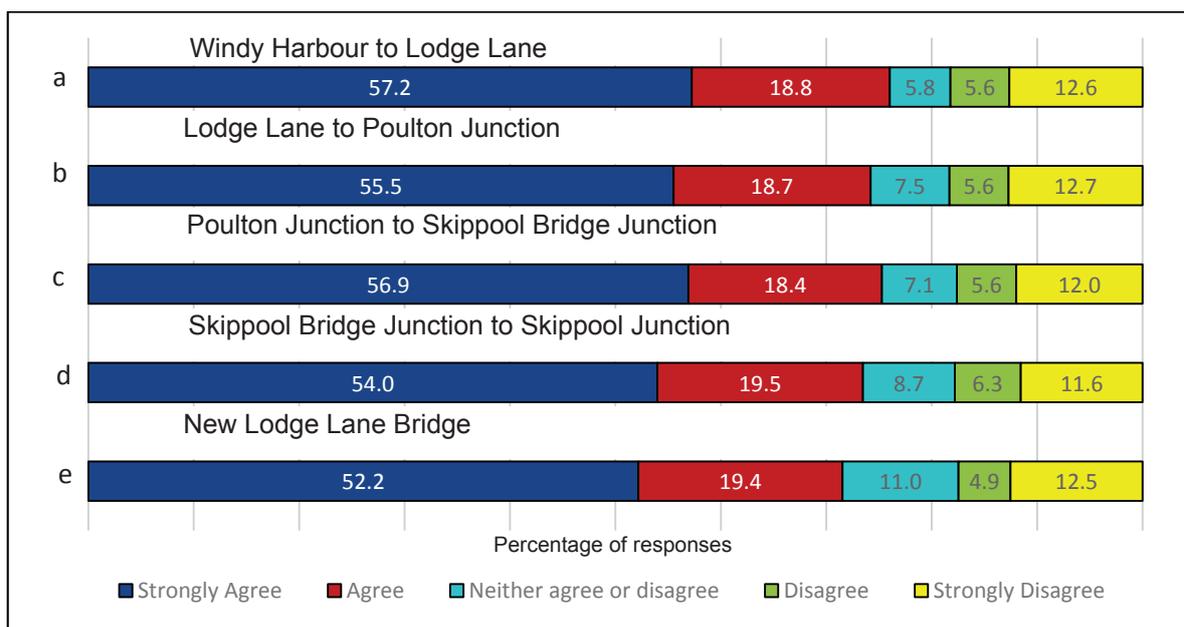


Figure 4-16: Question 12 responses

4.15 Free text analysis

- 4.15.1 Free text input was available for responses to questions 10, 11, 12, 13 and 16. A copy of the full questionnaire can be found in Appendix C.
- 4.15.2 These specific responses were analysed for all questionnaires and any issues raised were assigned to various categories that had been developed for the purpose of evaluation. Various other issues were raised by members of the public and these were added to the list of issues.
- 4.15.3 In Table 4-4 below, the issues identified in 5 or more questionnaires are listed below presented by subject and in descending order:

Ref	Subject	Number of responses
1	OVERVIEW	
1.1	Why is A585 Amounderness Way not being upgraded to dual carriageway?	85
1.2	Why is work not being done upgrade the A585 through Thistleton / Greenhalgh / Medlar / Esprick to M55 Junction 3?	61
1.3	Why is the “blue route” to the M55 not being developed?	53
1.4	When will works start?	6
2	TRAFFIC	
2.1	Have the various developments that are proposed been taken into account for the traffic flows using the bypass?	31
2.2	Will the scheme reduce congestion in Poulton-le-Fylde?	25
2.3	Will congestion at Singleton traffic lights be reduced?	9
2.4	Will the scheme reduce the rat-run traffic along Breck Road / Moorland Road in NE Poulton?	7
3	OPTION 1 (SOUTHERN BYPASS) LAYOUT	
3.1	How will the scheme cater for the cycle routes?	127
3.2	How will the scheme cater for the pedestrian routes?	66
3.3	Can extra pedestrian crossings be included on existing road between Shard Bridge junction and Singleton lights?	23
3.4	How will the existing Petrol Station be catered for at the new Skippool Junction layout	7

Ref	Subject	Number of responses
3.5	Why not use roundabouts at all junctions rather than delay traffic at traffic lights?	7
3.6	How will Skippool Junction operate?	6
3.7	What is being done about flooding problems?	5
3.8	What would happen to the existing Garstang New Road for Option 1b?	5
3.9	Will it improve access to local residences?	5
4	OPTION 2 (ON-LINE LAYOUT)	
4.1	How much construction disruption will there be?	13
5	ENVIRONMENT	
5.1	Will noise screening be provided?	15
5.2	Will I be able to hear traffic on the bypass / how noisy will it be?	11
5.3	Has consideration of green Belt & Conservation area been considered?	11
5.4	What effect will the scheme have on air quality? What would you do about any worsening of air quality?	9
5.5	Will there be any replacement planting? If so where?	9
5.6	Will I be able to see the bypass?	5

Table 4-4: Questionnaire text analysis

- 4.15.4 A number of comments (146) [Ref 1.1 and 1.2 in Table 4-4] related to the need for widening or improvement of the A585 routes at either end of the scheme. An improved access to Fleetwood in the north and the M55 to the south were considered essential if it was to avoid merely moving the congestion to another location.

At present, there are no significant capacity or safety issues along the rural section of Amounderness Way. We are considering improvements to the Norcross Roundabout junction.

The remit of the scheme was to address the safety and congestion problems between Windy Harbour and Skippool particularly the problems at the Mains Lane junctions with Shard Road and at Little Singleton. Potential for improvements at these locations may be considered at a future date.

- 4.15.5 A considerable amount of comments expressed the preference of the original blue route (53) [Ref 1.3 in Table 4-4] or an alternative direct access to the M55 as previously suggested.

The blue route – the preferred option of the Norcross to M55 scheme was being promoted by Lancashire County Council and did not receive funding.

The blue route would have used part of the Option 1 (southern route) between Skippool and Poulton Junctions but extended down to a new junction on the M55 running parallel to Main Dyke and the railway. From Poulton Junction to the new junction with the M55, the blue route would be about 6km long compared with 2.5km between Poulton and Windy Harbour Junctions. The cost of the blue route would be at least double the cost of Option 1. Our remit for this scheme is to provide a deliverable solution to the day to day congestion problems suffered in the area, within the funding available in the Road Investment Strategy.

It is important to note that the budget for the A585 Windy Harbour to Skippool improvement cannot be transferred to fund the blue route. Major improvements to the Strategic Road Network are funded through the Department for Transport's Road Investment Strategy. Should this particular scheme not proceed, its budget would be returned to the RIS fund and lost to Lancashire.

- 4.15.6 Questions were raised whether the scheme would cater for future residential and business developments.

We have been in discussion with Wyre and Fylde Borough Councils to understand the expectations for business and residential developments that might create additional traffic in the area. We are updating our computer traffic model data to enable us to get the best prediction of that additional traffic for all options being considered.

- 4.15.7 Will the scheme reduce congestion in Poulton-le-Fylde?

Bypassing Mains Lane and Little Singleton would remove the congestion at Shard Road and Five Lanes End junctions that, in turn, would reduce the rat-run traffic currently using A588 Breck Road/Station Road or Moorland Road. It would also relieve A586 Garstang Road East traffic currently passing through Little Singleton.

- 4.15.8 For Option 1 (bypass) various questions were raised about the cycle and pedestrian provision along the bypass and on the existing road network.

It is not intended to specifically cater for cyclists along the bypass route but they would not be banned from using the bypass. However, the existing shared pedestrian cycle route at Skippool Junction running eastwards along Mains Lane would be retained with special consideration for the provision of safe crossing points.

It is not intended that pedestrians will be catered for along the bypass route. At the proposed junctions the pedestrian routes along the existing roads would be maintained but the form of these would depend on whether the junction was a roundabout or signal controlled.

If the bypass were to be constructed then further improvements to the existing Mains Lane and Garstang New Road would be considered to help pedestrians, cyclists and residents in liaison with Lancashire County Council.

- 4.15.9 In general, Option 2, although viewed upon as a cheaper option, was felt to be far more disruptive to the area during construction affecting access to local housing. Also increased noise and lower air quality would contribute to the disruption. Many people felt that the gyratory suggested would either be too confusing or would not have the desired effect. In addition, Option 2 was perceived by many as not being able to adequately address the growth in traffic particularly in light of the additional housing being proposed for the area. However, this option was felt to be less disruptive to the local environment in terms of farmland, flora and fauna.

Effect of option 1 on Garstang New Road

- 4.15.10 Those in favour of 1A commented specifically on the benefits of retaining the connection of Garstang New Road with the bypass:

- Seventy respondents indicated that it would provide easier access for Little Singleton / Mains Lane residents
- Forty respondents indicated that this option would improve access from Over Wyre via Shard Road – traffic that would otherwise have to use either Skippool Bridge or Poulton Junctions
- Twenty-eight respondents indicated that this option would allow the existing road to be available should the bypass have to be closed for an incident
- Several other comments were made about wasting the existing road if Garstang New Road were closed and also concerns about fly-tipping on the closed road

- 4.15.11 There was also a view from some who expressed no option preference that either nothing needed to be done apart from improving signals, removing traffic lights and replacing signalised junctions with free-running roundabouts or that both solutions were a waste of money as nothing would improve the current situation.

4.16 Responses from members of the public

- 4.16.1 Written consultation responses were received from 37 members of the public during the consultation period. The comments were generally similar to those raised in the questionnaires but added more detail. The comments received have been analysed and a summary of the common topics raised within these letters is provided in Table 4-5 below that is presented by the number of comments.

Ref	Subject	Number of responses
1	Proposals won't solve the traffic problems / traffic problem is elsewhere – particularly between Fleetwood and Skippool and between Windy Harbour Junction and the M55 Junction 3.	17

Ref	Subject	Number of responses
2	Concerns expressed about environmental issues (including noise, air quality, visual intrusion, ecology/wildlife) and detrimental effect on quality of life. Queries regarding mitigation.	15
3	Creation / move bottlenecks to either end of the scheme/ not solve the problem of bottlenecks (See also Ref 1 above)	14
4	Scheme needs to be bigger/cover a larger area / this is only part of a larger scheme (See also Ref 1 above)	9
5	Why is the “blue route” to the M55 not being developed? / Why does the route not extend to the M55? / “blue route” would solve problems / propose alternative route very similar to “blue route”	8
6	Alternative options not considered / not enough info on alternative options	8
7	How can the budget be justified when the problem aren't resolved.(Also related to Ref 1 above)	8
8	Formally states objection to Option 1 - bypass	5
9	Why wasn't I contacted prior to the consultation	5
10	Cost of 'full scheme' / more money will need to be spent later to extend current works.	5
11	State preference for Option 2	4
12	States objection to scheme (does not specify option)	4
13	Not enough information available / lack of clarity	4
14	No details available about junctions	4
15	Alternative route proposed	4
16	If bypass is built more houses will be built and traffic will get worse / is scheme driven by proposed new homes.	4
17	Has multimodal transport been considered	3
18	Expressed concerns about safety	3
19	Why is full scheme not being consulted on / where is plan of 'full scheme'.	3
20	Queries for the District Valuer.	3
21	Option 1 will have negative impacts for people living in proximity to it	2
22	Work needs to be done in this area	2
23	Comments / Concern about access to land being maintained.	2
24	Proposals need to be reassessed	2
25	How much closer will the new road be to my property / concern expressed that road will be much closer	2

Table 4-5: Issues raised from public written responses

4.16.2 As can be seen from Table 4-5 above [items Ref 1, 3, 4 & 7] the main issues raised in written correspondence relate to the perception that the scheme will not deal with issues between Fleetwood and Skippool and Windy Harbour Junction and the M55 Junction 3. (See response at section 4.15.4 above).

4.17 Responses from key stakeholders

4.17.1 A number of written responses to the consultation have been received during the consultation period. The main points raised in these responses are outlined below.

4.17.2 At the start of the consultation period letters and the consultation brochure were sent to a number of statutory and non-statutory consultees. The letter outlined the objectives of the scheme, details of the public events, details of the channels through which communications could be received. The letter also requested views on the options. The list of stakeholders contacted along with the letters can be seen in Appendix D.

4.17.3 The majority of responses from the key stakeholders indicate support for the scheme and where a route preference has been provided this has been for Option 1.

4.17.4 The official responses from key stakeholders to this letter are summarised in Table 4-6.

Stakeholder	Comments
Lancashire County Council (LCC)	<p>In general the Council supports the bypass option with a preference for Option 1B considering it to provide the best solution to the problems on this length of the A585.</p> <p>LCC has received representations about this consultation related to environmental impact of the scheme and how it can resolve existing problems on the A585 route.</p> <p>LCC continues to protect the “blue route” but does not believe it is deliverable in the foreseeable future and supports Highways England in committing to make improvements to remaining pinch points on the A585 route.</p>
Fylde Borough Council	<p>The Fylde Local Plan to 2032 supports, in principle, the delivery of the bypass option for scheme and Fylde Council is committed to working with Highways England in development of the scheme to ensure an environmentally sensitive design, mitigation and habitat restoration.</p> <p>The Local Plan also safeguards the “blue route” and the part between Skippool and Garstang Road East coincides with this safeguarding.</p> <p>Fylde Council trusts that the scheme development will consider landscape, visual impacts and biodiversity particularly with respect to the Singleton Hall parkland including opportunities for enhanced mitigation planting as the route affects a number of tree preservation orders and the Grade II listed Singleton Hall Ice House..</p>
Wyre Borough Council	<p>Wyre Council supports the bypass option for the scheme as it would support future economic growth and housing development within the borough that is currently constrained by the capacity of the road network and the bypass option limits impact on local residents, businesses, and the current roads.</p> <p>The Council request that the scheme consider improvements at current A585/A588 Shard Road junction as this is a major pinch point which also constrains growth Over Wyre.</p> <p>If Option 2 was selected, improvements would need to include Skippool roundabout which is also a pinch point constraining growth.</p>
Councillor from Lancashire County Council	<p>Believes one of the major aims of the scheme should be to reduce the levels of traffic in the centre of Poulton which could be achieved by locating the Poulton Junction Roundabout to the west of the Main Dyke and as close to Poulton as possible as this would alleviate traffic congestion and safety issues in Poulton. Development in the Poulton area will continue to increase and will compound the situation (refer to section 5.9 for consideration of this alternative).</p>
Cycling UK	<p>Cycling UK prefer the Option 1A bypass and consider Option 2 to be potentially dangerous to cyclists. However, they have expressed concern for cyclists using the complex junction layouts proposed for the bypass.</p> <p>They would want to see the scheme provide high quality segregated cycle provision along the bypass route including appropriate signage linking to that provision being provided between Fleetwood and Skippool.</p>
Freight Transport Association (FTA)	<p>FTA support the proposed bypass south of the A585 as this would limit disruption during construction.</p>
Health and Safety Executive for NSIPs	<p>HSE is a statutory consultee under Section 42 of the Planning Act 2008 having been prescribed as such by regulations made under that section for ‘all cases’ but have made no comment on the options.</p>
Canal and River Trust	<p>No comment as are unaffected by the proposals</p>
Joint Nature Conservation Committee	<p>No comment as are unaffected by the proposals</p>

Table 4-6: Summary of consultation responses from key stakeholders

5 ALTERNATIVE SUGGESTIONS

5.1 Overview

- 5.1.1 Various alternative suggestions were proposed by a number of respondents and these are described below and shown in Figure 5-1 below
- A. Alternative southern bypass – route passing further south of Little Singleton to avoid properties close to the current Option 1 route that is close to properties on Lodge Lane
 - B. Putting the section of Option 1 passing under Lodge Lane in tunnel extending beyond the woodland to the north of Singleton Hall
 - C. A shorter version of the tunnel (a land bridge) for Option 1 that would extend about 110m to the east of Lodge Lane that would reduce the severance of the access to Singleton Hall and allow existing pasture land east of Lodge Lane to be reinstated
 - D. Provision of a link road between the Skippool Bridge Junction and Shard Road
 - E. Grade separation of Poulton Junction with other modifications to various side road connections
 - F. Alternative form of junctions related to Options 2 at Skippool Junction, Shard Road / Mains Lane Junction and at Little Singleton (Five Lane Ends)
 - G. Composite layout with bypass from Skippool Bridge Junction to Poulton Junction but with a link from Shard Road to this bypass. Then use existing Garstang Road East through Little Singleton but making changes at Little Singleton Junction providing a roundabout east of the existing junction
 - H. Relocate Poulton Junction west of Main Dyke to allow bypass to relieve traffic in Little Poulton

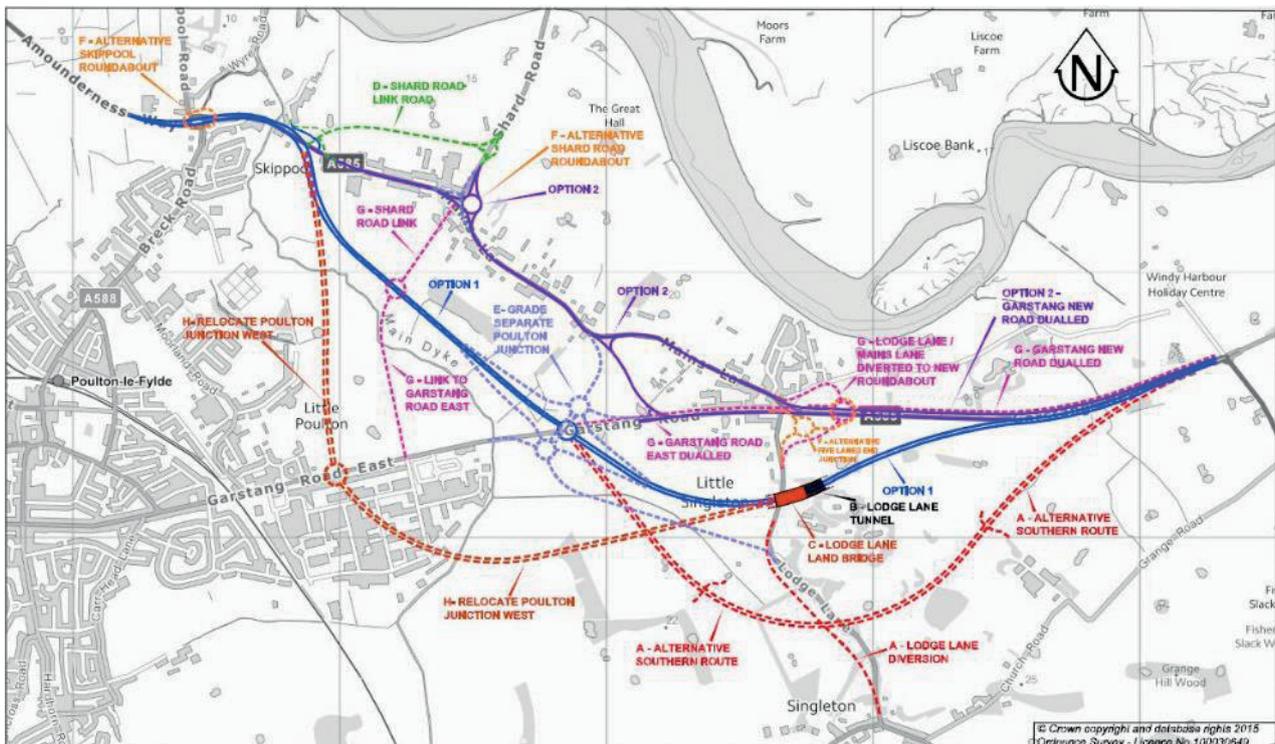


Figure 5-1: Suggested alternative options

5.2 Alternative southern bypass route

- 5.2.1 The suggestion to reroute the bypass in the Lodge Lane area was first made at a meeting with stakeholders. The point was raised that Option 1 crosses Lodge Lane in the area which is most significantly populated and that if the route was moved further south fewer people would be affected. Two written consultation responses also raised this point about relocating the bypass in the Lodge Lane area. The proposed route is outlined in red on Figure 5-2.

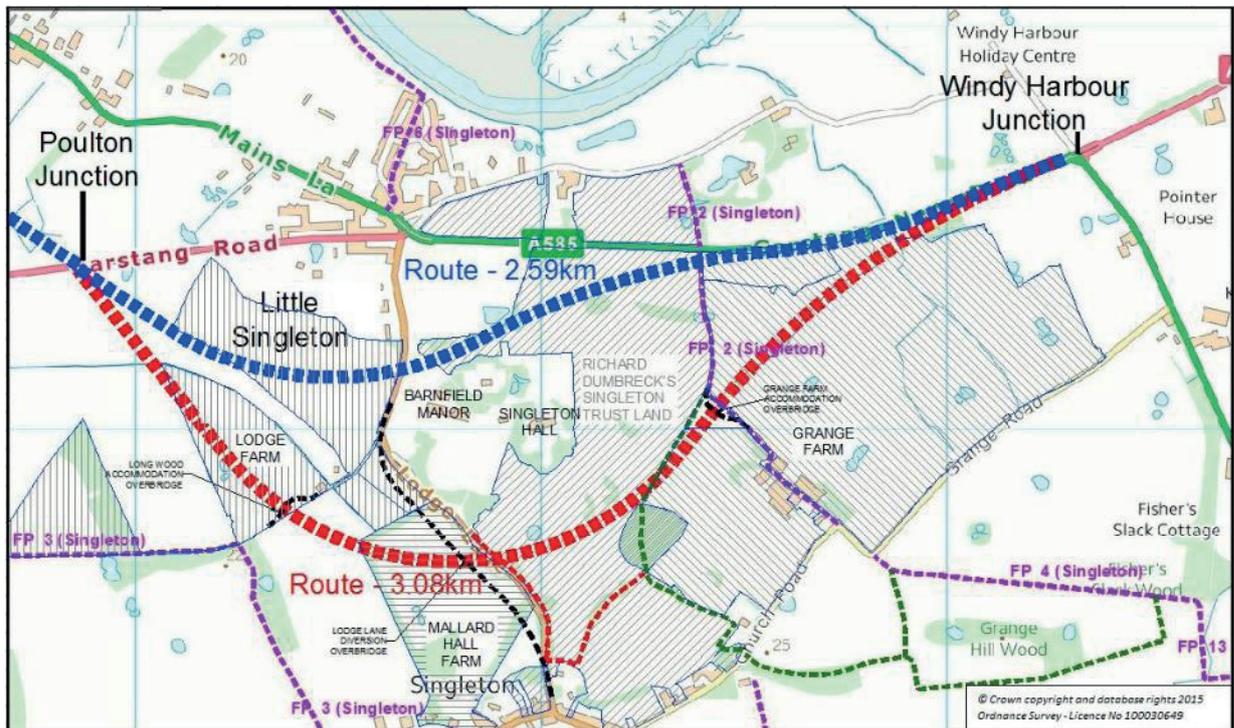


Figure 5-2: Alternative southern bypass route

- 5.2.2 No specific route was identified by the respondents so a suitable alignment that was feasible to construct and complied with design standards was developed by the scheme team.
- 5.2.3 A route passing to the south of the properties on Lodge Lane would be approximately 0.5km longer and would therefore be more expensive to construct and would have lower travel benefits. In addition, it would provide greater severance to the Richard Dumbreck's Singleton Trust Land passing across the middle of Singleton Park as well as severing Grange Farm land more than the proposed southern route would and would require two additional bridges to be constructed.
- 5.2.4 From Poulton Junction the route would be on shallow embankment to the tributary of Main Dyke, at this point the route would then pass into shallow cutting along the ditch valley. The route would intersect the farm access track for Lodge Farm, requiring a new bridge to be constructed over the bypass. The route would then pass on shallow embankment on a left hand curve and would intersect the existing Lodge Lane. The existing Lodge Lane would be diverted to the west of the existing road to avoid the existing woodland. The route would then continue on a shallow embankment routed to minimise the impact on Caudle Wood. The alignment would then reverse to a right hand curve. The route would intersect the Grange Farm track, which also serves as the Singleton Public Footpath No. 2. An accommodation overbridge would be required to maintain access to either side of the mainline. The route would then tie into the existing A585 Garstang New Road to the west of Windy Harbour Junction.
- 5.2.5 The greatest benefits for the alignment are that the scheme would be running more than 350m from Barnfield Manor and Singleton Hall in the existing valley between Singleton and Little Singleton, significantly reducing the impact on the local residents, and there would be less disruption to Lodge Lane due to the diverted alignment.

5.3 Lodge Lane tunnel

- 5.3.1 Local residents expressed concern that the proposed bypass (Option 1) running to the south of Little Singleton was very close to neighbouring properties and requested consideration of the provision of a tunnel on the link between Grange Junction and Poulton Junction.
- 5.3.2 No specific layout for the tunnel was identified by the respondents so a suitable alignment that was feasible to construct and complied with design standards was developed by the scheme team.
- 5.3.3 A tunnel, classified as any structure longer than 150m, would be feasible but such a structure would significantly increase the cost of the scheme in the order of £25 million. The alignment of the tunnel would be deeper than for the current Option 1 and there a possible safety implications due to morning

and evening glare affecting drivers leaving the tunnel.

- 5.3.4 The main benefit would be to reduce the visual impact of the scheme on neighbouring properties, severance between Little Singleton and Singleton and would allow the land north of Barnfield Manor and Singleton Hall, to be returned to pasture.

5.4 Lodge Lane land bridge

- 5.4.1 A possible alternative to the provision of a tunnel is the provision of a land bridge at Lodge Lane, refer to Figure 5-3 below.
- 5.4.2 This alternative was not directly suggested by respondents but was proposed by the scheme team as an alternative to the Lodge Lane tunnel suggestion. This was then developed based on the aim of allowing the field immediately east of Lodge Lane to be reinstated along with the existing route of the access to Singleton Hall and Singleton Manor.
- 5.4.3 The advantages of providing the land bridge are Lodge Lane could be constructed on existing alignment and access road to The Manor and Singleton Hall could be reinstated on the existing alignment. The length of the structure would be approximately 110m which falls outside the requirements for road tunnels, and could accommodate the reinstatement of the paddock on top of the tunnel (subject to legal agreements). The structural design of the high section of retaining wall would be simplified through using the land bridge deck as a prop. The perceived severance would be reduced between Singleton and Little Singleton.
- 5.4.4 The dis-benefits include increased cost of construction compared to the existing Option 1 proposal, temporary land would be required from the paddock during the construction phases, land would still be required temporarily to the west side of Lodge Lane to allow temporary diversion of the road.

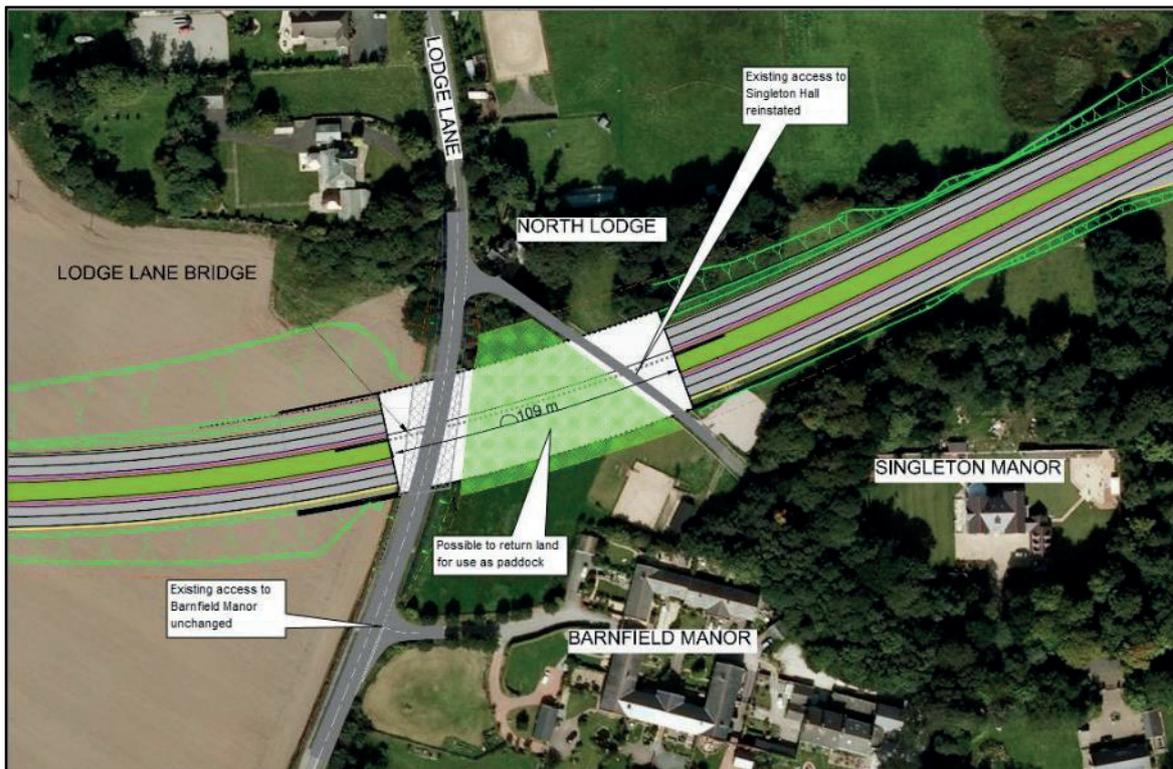


Figure 5-3 - Lodge Lane land bridge alternative

5.5 Skippool Bridge Junction to Shard Road link road

- 5.5.1 Wyre Council indicated that the junction of Shard Road and Mains Lane was a bottleneck that needed to be improved and the residential layout along Mains Lane east of Skippool would be enhanced if a new connection were to be provided from the Skippool Bridge area to Shard Road. This suggestion was also made by several local residents as they were concerned that, particularly with Option 1B, all flows from Shard Road would be passing along the link between Shard Road and Skippool Bridge Junction,

which is likely to worsen the current situation for the residents along this length. Feedback received during the events identified a number of options that could be provided, a majority of which are unlikely to be achievable due to the level of Compulsory Purchase Order required or on cost grounds.

- 5.5.2 The link road would form part of Option 1 running between the Skippool Bridge Junction and Shard Road approximately 250m north-east of the existing junction between Shard Road and Mains Lane and immediately adjacent to Shard Bridge Farm.
- 5.5.3 The single carriageway link road would run approximately 40m north of the gardens of properties on the north side of Mains Lane and would pass through predominantly agricultural land. See Figure 5-4 below for more details. The greatest complexity with the introduction of this link relates to how Skippool Bridge Junction could operate.
- 5.5.4 The design of the Shard Road link road has been connected to the traffic signal layout of Skippool Bridge Junction for Option 1 although a similar arrangement would be provided should Skippool Bridge Junction be a roundabout.
- 5.5.5 The link road would climb from Skippool Bridge Junction for about 150m where the Link Road would be on embankment up to 2.5m high. Throughout that area, the Link Road would be on a right hand curve travelling eastwards to a high point. From the high point, the link road would be straight and would descend with a constant gradient towards the Shard Road Junction and would be either on shallow embankment or in shallow cutting.
- 5.5.6 The Shard Road Junction has been designed as a three-arm roundabout although other forms of junction could be considered.
- 5.5.7 Connections would be provided with Mains Lane and Old Mains Lane north-east of Skippool Bridge Junction as a staggered Tee junction layout. However, the arrangement of the link road would have to have right turn lanes into Mains Lane and Old Mains Lane to ensure that turning traffic did not block through traffic on the Link Road. Provision would be made for a central island within the tee-junction to allow a two-stage crossing for pedestrians and cyclists. Farm access connections would be provided off Old Mains Lane and the new Shard Road roundabout.

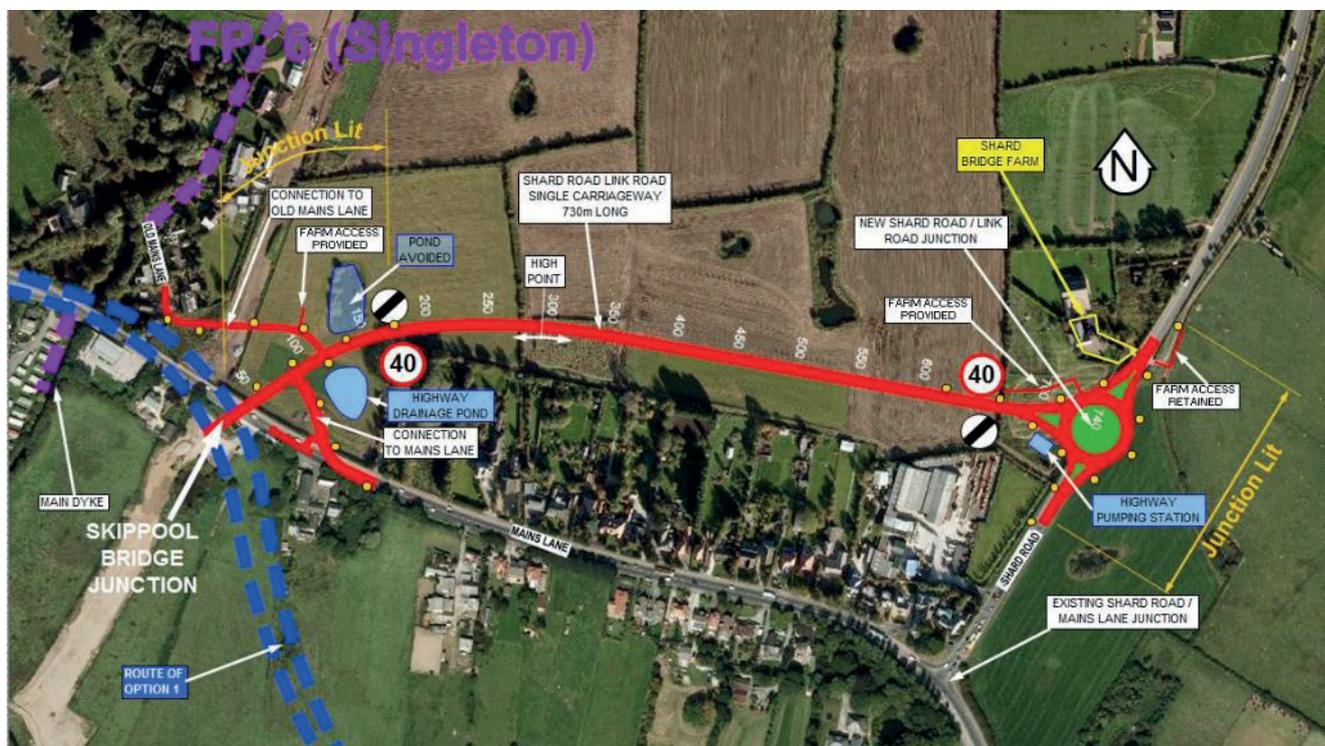


Figure 5-4 – Provision of Shard link road

5.6 Grade separated junction at Poulton Junction and road closures

- 5.6.1 One suggestion was made to make Poulton Junction a grade separated junction and various road closures which would allow uninterrupted traffic flow along the bypass. The stakeholder provided a

hand-drawn sketch and brief description of his proposals indicating that he perceived this would have the following advantages:

- better journey times along the A585
- traffic from A588 for Blackpool/Poulton removed from existing Skippool Island. Reducing delays for A585 and B5412/Brook Road
- less traffic along Breck and Poulton centre – reducing pollution and congestion
- most construction in open area adjacent to Garstang Road, less disturbance during construction compared with Skippool Creek which is a very difficult and compact site
- safer cycle/pedestrian route along existing routes rather than bypass

5.6.2 The sketch was redrawn as shown on Figure 5-5 and has been considered by the project team. A grade separated junction at Garstang Road East (Poulton Junction) would improve flows on the bypass but this form of junction is more expensive than a roundabout or traffic signal junction. In addition, the layout with a pair of 5 arm dumb-bell roundabouts would have to be large to operate effectively and link over the bypass. As such, these roundabouts on embankments up to 10m high would encroach into the Main Dyke flood plain. Also, the westward link road connecting to Garstang Road East would have to extend beyond the bridge over Main Dyke that would require a replacement bridge over that watercourse. Consequently this suggestion is not considered to be viable.

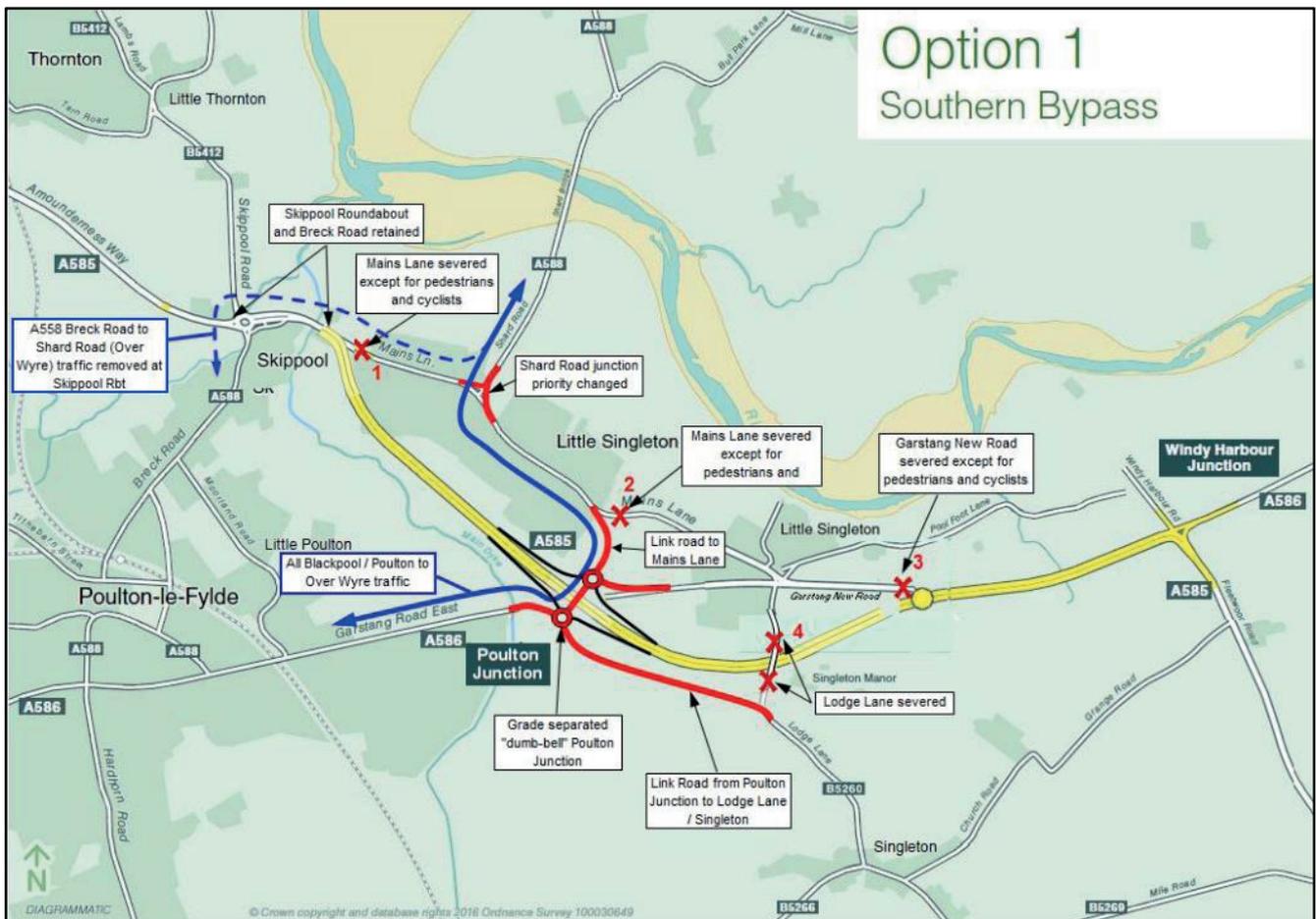


Figure 5-5: Grade separated Poulton Junction alternative

5.6.3 The stakeholder also suggested that Skippool Roundabout and Breck Road/Mains Lane would be kept as existing to the west of Main Dyke but could benefit from closing access to Mains Lane east of where the bypass would start (where we have indicated Skippool Bridge Junction). As a result of that, traffic from Breck Road, Poulton to Over Wyre via Shard Road would have to use Garstang Road East, Poulton Junction, and the new link road to Mains Lane to Shard Road junction.

5.6.4 From surveys of the traffic turning movements at Skippool Roundabout is it anticipated that while

removing turning traffic would provide some relief to congestion at the roundabout it is believed this would not be sufficient to help the roundabout to cope with future traffic flows along and across the A585 route.

- 5.6.5 The dual carriageway bypass would merge to a single carriageway east of the bridge over Main Dyke to avoid needing to carry out major works at the bridge site. This merge for westbound traffic from two lanes to one could cause safety and operational issues particularly as this would occur on the bend from the bypass route to pass over the Main Dyke bridge.
- 5.6.6 In addition, it was suggested that there would be road closures to vehicles (but not pedestrians and cyclists) at the following locations as shown by red crosses on Figure 5-5 above:
1. Mains Lane east of Main Dyke – where the bypass would start
 2. Mains Lane to the north-west of Little Singleton – where your Poulton Junction to Mains Lane link road would join Mains Lane
 3. At Garstang New Road east of Little Singleton (as our Option 1B)
 4. Lodge Lane – where it would be crossed by the bypass
- 5.6.7 These suggestions have been considered. There are concerns that these closures would leave the west end of Mains Lane and Little Singleton very isolated and may cause problems for the emergency services and bus operators. However, as a result of the proposed closures the residents would probably benefit from removal of through traffic and these routes should be safer for pedestrians and cyclists.

5.7 Alternative on-line junction layouts

- 5.7.1 Alternative junction layouts for Skippool Traffic Island, Mains Lane and Shard Road Junction and Singleton Crossroads and Service Station have been proposed by a stakeholder. They suggest that these changes would remove the main bottlenecks between Windy Harbour and Skippool at a much lower cost than Option 1. It has been suggested that this would maintain the present connectivity between local communities and the petrol service station at Little Singleton would become more accessible.
- 5.7.2 Figure 5-6 below shows the plan for the stakeholders' proposal for Skippool Traffic Island. The stakeholder suggests that Skippool Bridge Junction, which is part of Highways England's Option 1, would create long tailbacks extending back to Breck Road, Amounderness Way and Skippool Road. They perceive that as a result of Skippool Bridge Junction the queues that previously formed at Singleton Cross Roads and Shard Road would combine into one large tailback at this junction.

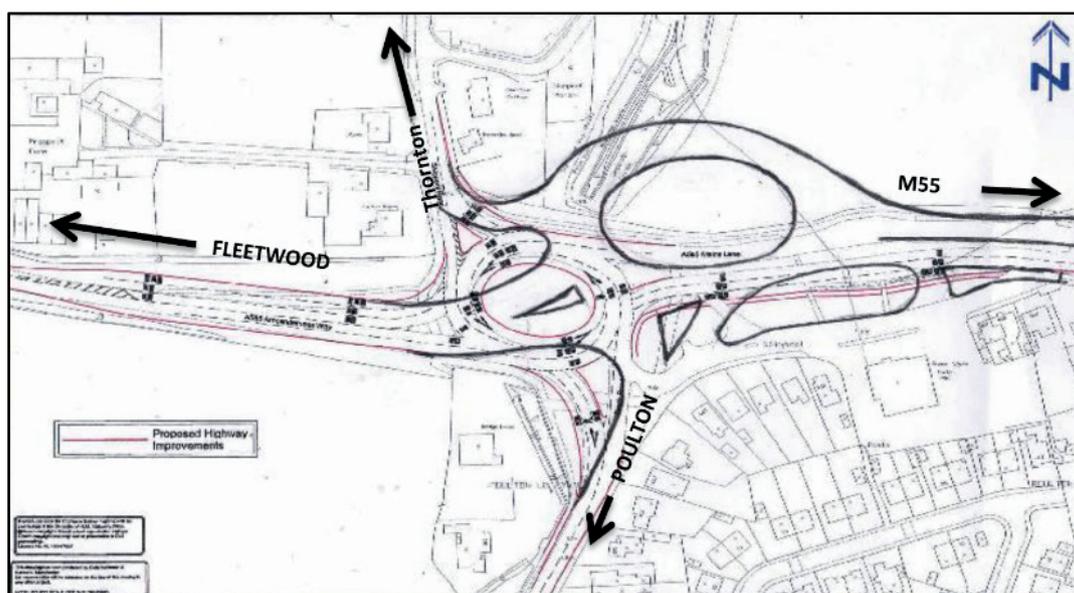


Figure 5-6: Proposed layout for Skippool traffic island

- 5.7.3 The stakeholder perceives that the present junction at Shard Road is one of the main causes of congestion on Mains Lane. They suggest that their proposed layout, shown in Figure 5-7, which consists of a large roundabout, would improve traffic flow in all directions.

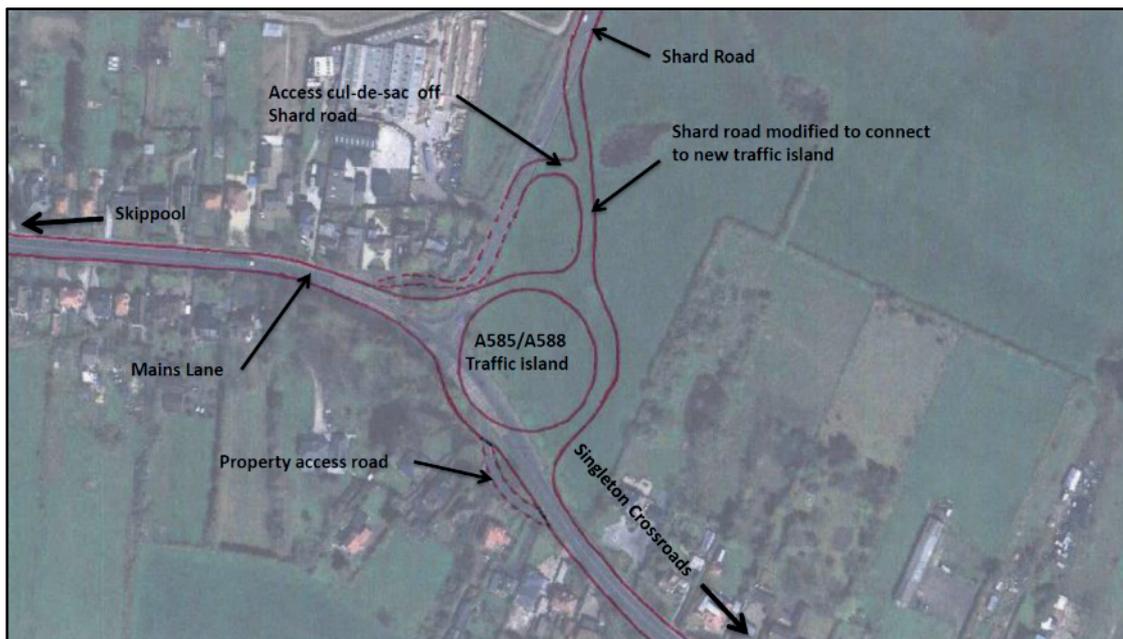


Figure 5-7: Proposed layout for Mains Lane and Shard Road Junction

- 5.7.4 The suggested roundabout layout for the Shard Road junction with Mains Lane has been considered as part of Option 2 (on-line option). An alternative enlarged traffic signal layout at this location has also been considered. It is likely that either of these layout would reduce congestion at this junction but would still not address the main issue of traffic using the existing Mains Lane that is not suited to large volumes of through traffic.
- 5.7.5 The layout in Figure 5-8 below is the stakeholders' suggestion for improvements at Singleton Crossroads. They propose that this layout would be less expensive than the proposed bypass and the money saved should be used to improve the highway north-west of Skippool with at present causes significant delays for the large numbers of people commuting from Fleetwood to Cleveleys.

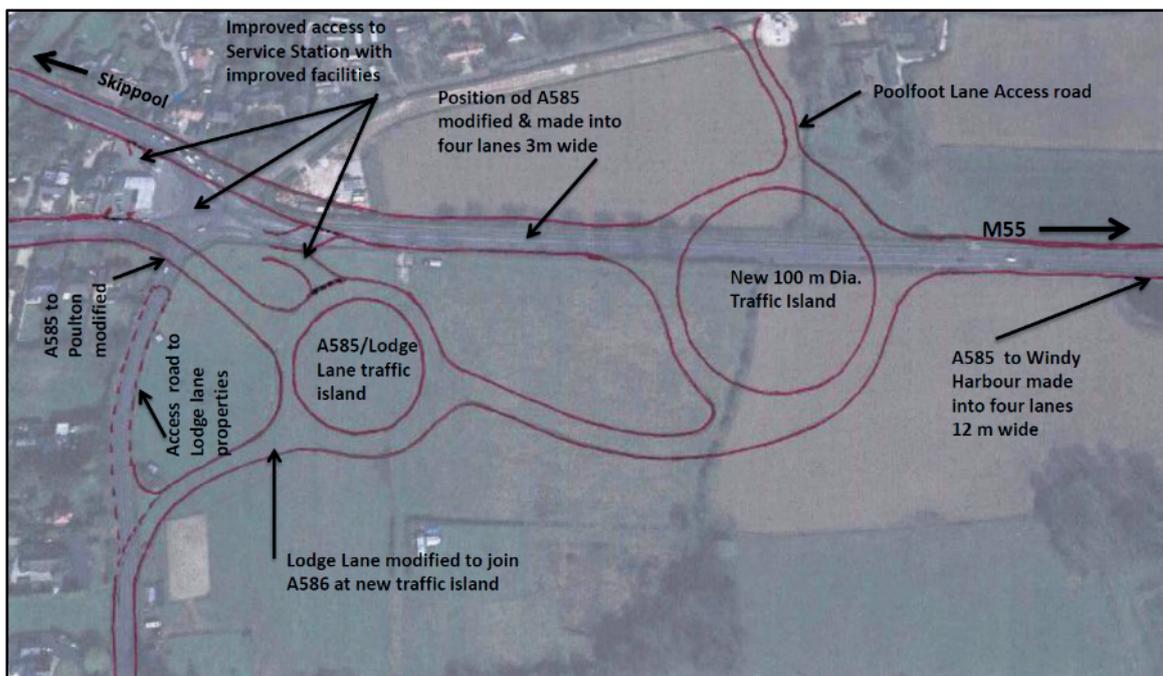


Figure 5-8: Proposed layout for Singleton crossroads and service station

- 5.7.6 All of these suggestions have been reviewed by the project engineers. The suggested large oval roundabout layout proposed for Skippool junction would not normally be considered acceptable to current design standards, however a larger roundabout would probably have increased capacity over

the existing layout. The form of the junctions for either the Option 1 or Option 2 have not been finalised and, subject to various constraints a larger roundabout could be tested following this suggestion to see whether it would provide the necessary improvements to capacity and safety.

- 5.7.7 For the proposed Little Singleton Junction, Option 2 proposed an improvement to the Little Singleton traffic signal junction in conjunction with a gyratory system around Little Singleton along with dualling Garstang New Road east towards Windy Harbour Junction. The large roundabout proposed by this stakeholder could be provided as an alternative to the traffic signals and would suit the eastward dualling towards Windy Harbour junction. However, although no traffic modelling and operational assessment has been carried out on this layout it is felt that traffic to/from Poulton and Lodge Lane would probably be disadvantaged compared to the traffic signals and gyratory arrangement proposed for Option 2. In addition, with all the existing traffic remaining on Mains Lane to the north-west, the suggested access and egress to the Shell petrol station would not be acceptable due to safety concerns. However, improved access of Garstang Road East could probably be provided.

5.8 Bypass to Mains Lane but retaining Garstang New Road through Little Singleton.

5.8.1 A further suggestion for an alternative layout was provided by one of the previous correspondents as shown at Figure 5-9: Alternative composite layout. This suggestion was received after the end of the consultation period having been received on 21 December 2016 in the form of the sketch shown below.

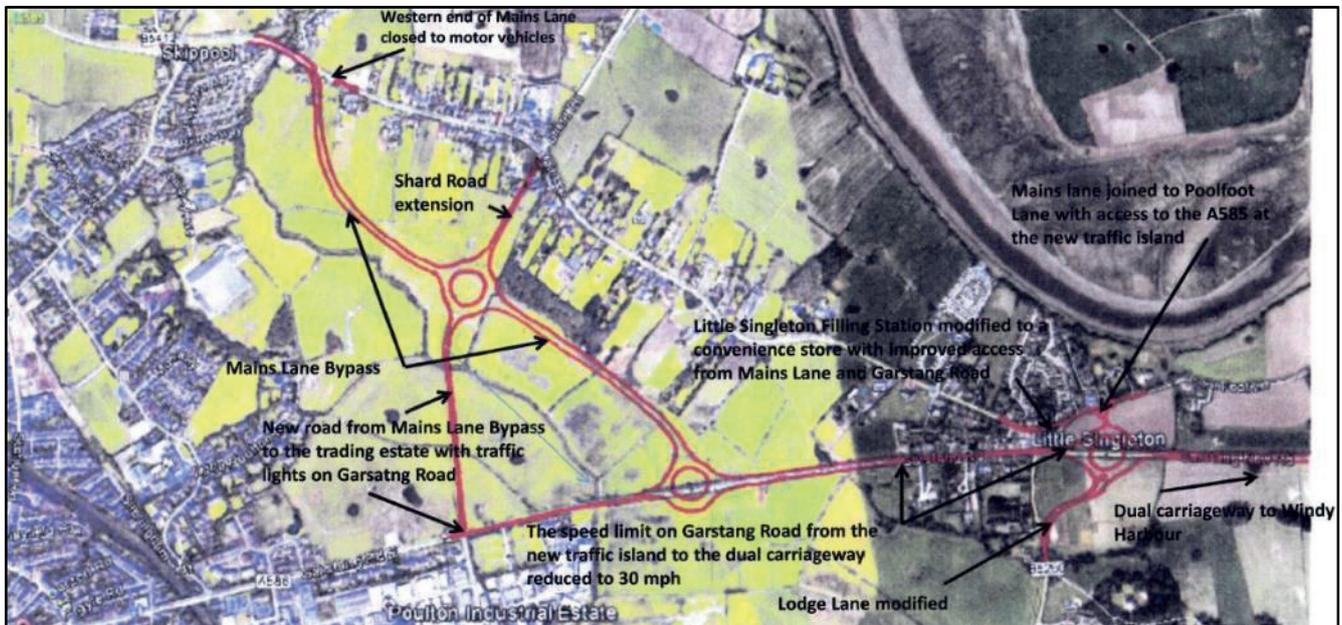


Figure 5-9: Alternative composite layout

5.8.2 The text accompanying this suggestion states:

There is a belief amongst Councillors and Officials that unless one of the options prepared by Highways England is accepted, improvements to the A585 will not take place. It follows that the consultation is a time wasting exercise unless all the rational options are given careful consideration.

The above plan gets round the disruptive and expensive Lodge Lane underpass in Option 1 and the Shard Road extension provides direct access to the new Mains Lane Bypass and Garstang Road. As a consequence the volume of traffic currently using the centre of Poulton would be significantly reduced. Under this arrangement traffic from Shard Road would not cause the excessive congestion Skippool roundabout that will arise if Option 1 is applied.

An alternative route could be made from Shard Road via Mains Lane to the bypass on agricultural land, but it would not have comparable traffic flow benefits. With the western end of Mains Lane closed to motor vehicles, traffic to and from the new roundabout at Little Singleton would be negligible. The plan would make a greater contribution to improving road access to the coast at a lower cost than any of the options under consideration.

5.8.3 This option was modelled to test how it would perform when compared with the existing road layout, Option 1 and Option 2. In summary, the layout performed better than the existing road layout and the on-line Option 2 proposal but worse than Option 1 even when traffic signals were provided at Skippool Junction. This was due to the requirement to dual Garstang Road East through Little Singleton, the additional roundabout between Skippool and the proposed Poulton Roundabout. In addition, the suggested link from Shard Road Junction to Garstang Road East at Poulton industrial estate would require demolition of several properties and would move traffic much closer to properties in Little Poulton.

5.9 Relocate Poulton Junction to the west of Main Dyke

5.9.1 A county councillor requested in writing that the proposed Poulton Junction (part of Option 1) be relocated to the west of Main Dyke to make that junction as close as possible to Poulton town centre as

that would relieve heavy traffic flows in the east of the town. We have interpreted to route suggested and this is shown in purple on Figure 5-10.

- 5.9.2 The route as shown avoids Poulton New Cemetery and, as suggested, the junction position is as close as reasonably possible to Poulton town centre. In this respect it could provide some relief by attracting some traffic from A588 Breck Road, Moorland Road and Station Road in east Poulton. .

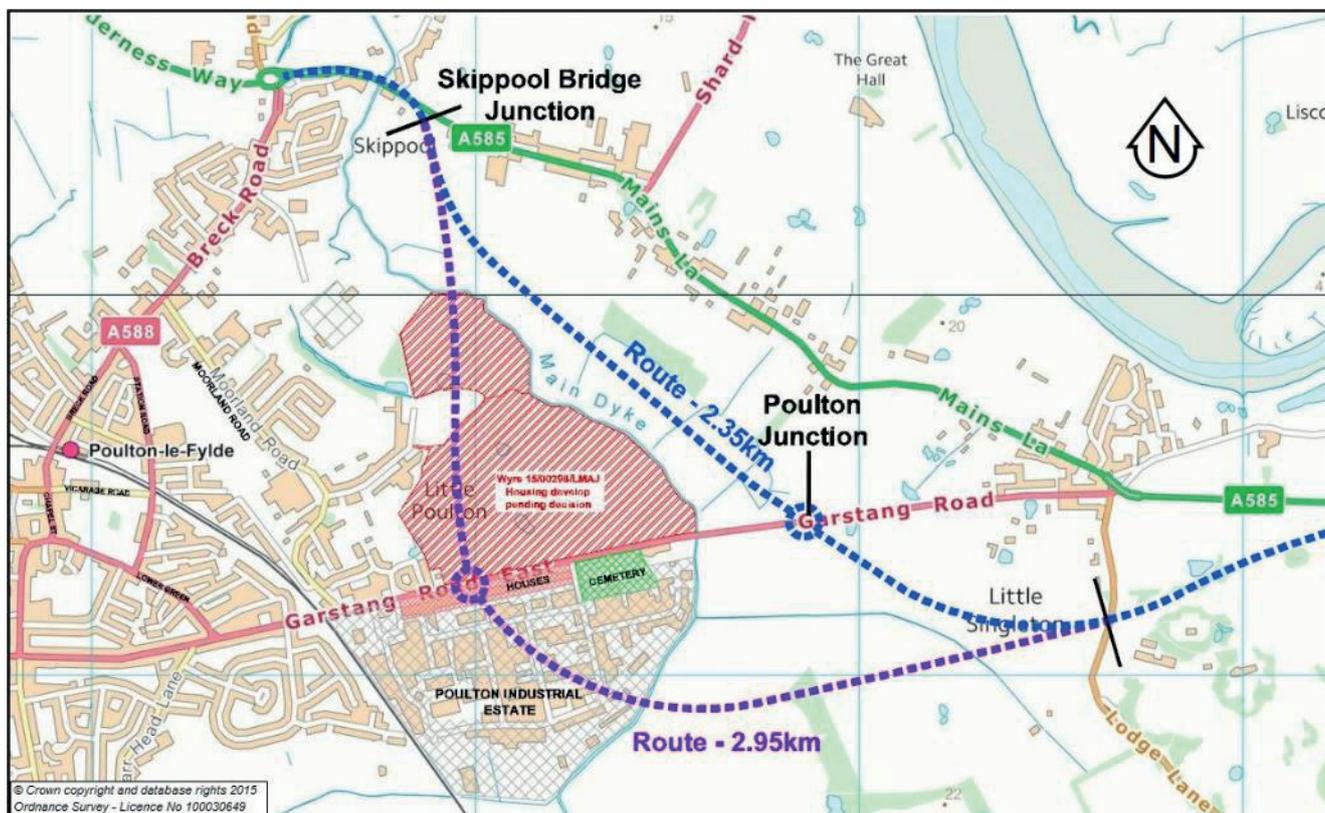


Figure 5-10: Route for Poulton Junction relocated west of Main Dyke

- 5.9.3 There are a number of issues with the suggested route being:
- It would require two additional crossings of Main Dyke and would intersect more of the Main Dyke flood plain.
 - It would pass through land that is currently the subject of a planning application (Wyre 15-00298) for the development of 525 houses. However, this planning application is still pending a decision.
 - It would require the demolition of a number of houses on the south side of Garstang Road East.
 - It would have a significant effect on the Poulton Industrial Estate requiring the demolition of at least a dozen industrial units and would disrupt the internal road network of the estate potentially resulting in significant adverse effects to the local economy.
 - Without providing a further junction south-east of the industrial estate, it would be difficult to allow for the aspirations of Fylde Borough Council to extend the industrial estate southwards.
 - The route would be much closer to houses in Little Poulton.
 - The route would be approximately 0.6km longer than that of Option 1 measured between Skippool Bridge Junction and Lodge Lane. This would typically add about 20 seconds to the journey time that would adversely affect the economic case for the scheme.

5.10 Keyworker Homes access

- 5.10.1 An office development (Wyre/14/00902/FUL) for Keyworker Homes off Breck Road immediately west of Main Dyke was given conditional approval in 2015. This included using the existing access off the A585 that leads to the United Utilities pumping station.

5.10.2 In November 2016 Highways England’s Operations Directorate approached the Major Projects team proposing that a longer term solution to any direct accesses from the Strategic Road Network would be through providing a service road parallel to the A585 served from the Skippool Junction.

5.10.3 An alternative access road to Keyworker Homes development site and United Utilities pumping station and the field immediately west of the site was considered. The route proposed is shown in Figure 5-11 below.

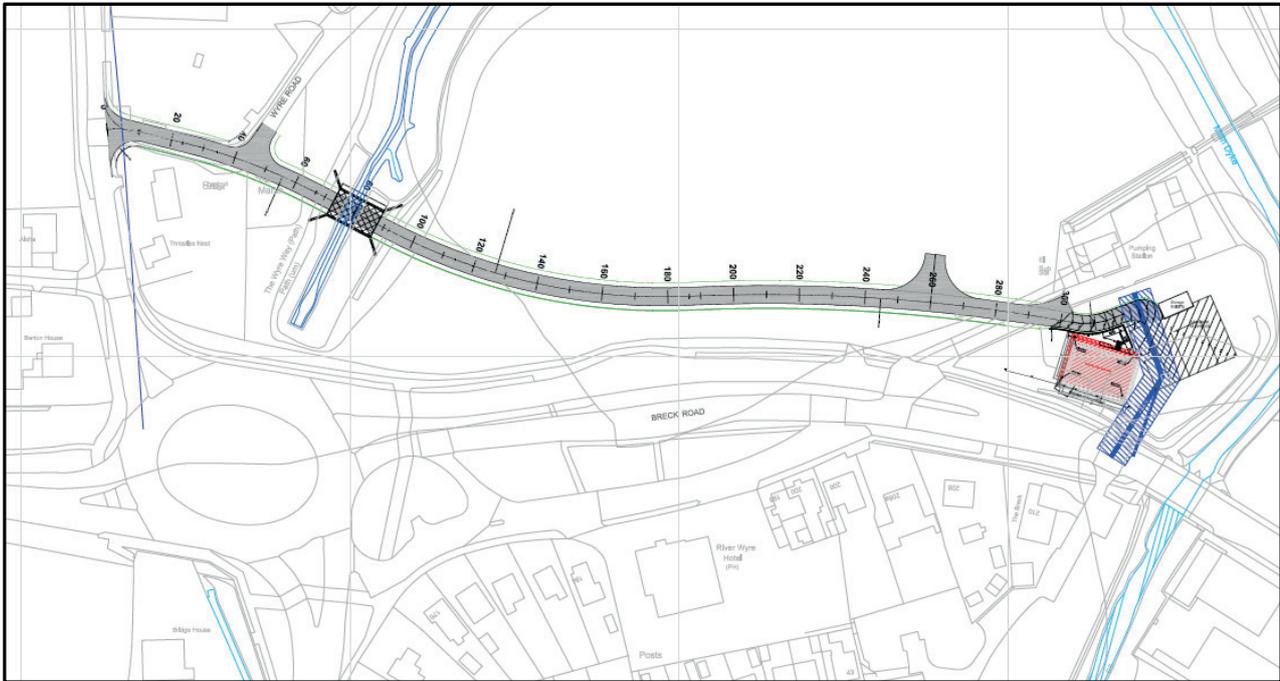


Figure 5-11 Keyworker Homes access

5.10.4 This option, although strictly not suggested by the public, has been assessed as Option I in Section 5.11 below.

5.11 Assessment of alternative options

5.11.1 We have carried out a technical, economic and environmental evaluation of the alternative arrangements proposed by respondents. A summary of the evaluation of each alternative option is shown in

Option	Description	Value for money score	Cost change	Final recommendation
A	Alternative Southern Bypass	2	Increase High	REJECTED Does not sufficiently address the Client Scheme Requirements, particularly when compared with Option 1A/ 1B.
B	Lodge Lane Tunnel	1	Increase Very High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to “Reduce accidents along scheme routes”, “Asset Management/ Collaborative relationships in Highways England” and “Value for Money”. Due to the substantial increase in cost both in capital expenditure as well as ongoing operational expenditure.
C	Lodge Lane Land Bridge	2.5	Increase Very High	CONSIDER FURTHER Will not have an impact on the Preferred Route Announcement as it falls within the boundaries of the red line boundary. This option should be considered further during the development stage to ensure best value for money is being obtained.

Option	Description	Value for money score	Cost change	Final recommendation
D	Skippool Bridge Junction to Shard Road Link Road	3	Increase high	CONSIDER FURTHER Enhances the traffic flows by separating strategic traffic (travelling along the SRN) and local traffic wishing to access Little Singleton/ Singleton etc. The team considers that this should be incorporated into the red line boundary for Preferred Route Announcement.
E	Grade separated junction at Poulton Junction + road closures	3	Increase high	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to “Reduce/minimise the impact on the wider environment, particularly AQ and Noise”, “No net loss of biodiversity” and “Reduce severance and improve access across the A585 between Singleton and Skippool Junctions”.
F	Alternative on-line junction layouts	2	Less than Option 1A	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to “Improve journey time reliability” and “Deliver capacity enhancements to support employment and residential/ commercial development and growth opportunities”
G	Bypass to Mains Lane but retaining Garstang New Road through Little Singleton	2.5	Increase High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to “Improve journey time reliability”, “Reduce/minimise the impact on the wider environment, particularly AQ and Noise” and “No net loss of biodiversity” as a result of the functionally linked land.
H	Relocate Poulton Junction to the west of Main Dyke	1	Increase Very High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to “Deliver capacity enhancements to support employment and residential/ commercial development and growth opportunities”, “Reduce/minimise the impact on the wider environment, particularly AQ and Noise” and “Asset Management/ Collaborative relationships in Highways England”
I	Keyworker Home Access	3	Increase Medium	CONSIDER FURTHER The additional cost cannot necessarily be justified without backing from Project Board due to the additional cost. This is something that will need to be agreed to ensure there is a strategic need for the alternative.

5.11.2 Table 5-1 below. The costs shown are over and above the estimated Option 1 baseline costs, and reflect the most-likely cost.

Option	Description	Value for money score	Cost change	Final recommendation
A	Alternative Southern Bypass	2	Increase High	REJECTED Does not sufficiently address the Client Scheme Requirements, particularly when compared with Option 1A/ 1B.
B	Lodge Lane Tunnel	1	Increase Very High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to “Reduce accidents along scheme routes”, “Asset Management/ Collaborative relationships in Highways England” and “Value for Money”. Due to the substantial increase in cost both in capital expenditure as well as ongoing operational expenditure.
C	Lodge Lane Land Bridge	2.5	Increase Very High	CONSIDER FURTHER Will not have an impact on the Preferred Route Announcement as it falls within the boundaries of the red line boundary. This option should be considered further during the development stage to ensure best value for money is being obtained.

Option	Description	Value for money score	Cost change	Final recommendation
D	Skippool Bridge Junction to Shard Road Link Road	3	Increase high	CONSIDER FURTHER Enhances the traffic flows by separating strategic traffic (travelling along the SRN) and local traffic wishing to access Little Singleton/ Singleton etc. The team considers that this should be incorporated into the red line boundary for Preferred Route Announcement.
E	Grade separated junction at Poulton Junction + road closures	3	Increase high	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to “Reduce/minimise the impact on the wider environment, particularly AQ and Noise”, “No net loss of biodiversity” and “Reduce severance and improve access across the A585 between Singleton and Skippool Junctions”.
F	Alternative on-line junction layouts	2	Less than Option 1A	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to “Improve journey time reliability” and “Deliver capacity enhancements to support employment and residential/ commercial development and growth opportunities”
G	Bypass to Mains Lane but retaining Garstang New Road through Little Singleton	2.5	Increase High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to “Improve journey time reliability”, “Reduce/minimise the impact on the wider environment, particularly AQ and Noise” and “No net loss of biodiversity” as a result of the functionally linked land.
H	Relocate Poulton Junction to the west of Main Dyke	1	Increase Very High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to “Deliver capacity enhancements to support employment and residential/ commercial development and growth opportunities”, “Reduce/minimise the impact on the wider environment, particularly AQ and Noise” and “Asset Management/ Collaborative relationships in Highways England”
I	Keyworker Home Access	3	Increase Medium	CONSIDER FURTHER The additional cost cannot necessarily be justified without backing from Project Board due to the additional cost. This is something that will need to be agreed to ensure there is a strategic need for the alternative.

Table 5-1 Prioritised option scoring summary

6 CONCLUSION

6.1.1 We are pleased that the public consultation exercise for the A585 Windy Harbour to Skippool scheme has reached a wide audience and has generated significant interest of those who live near the proposed scheme and others who use the road network.

6.1.2 More than 570 people submitted the questionnaire and some respondents offered suggestions for alternatives to the options presented for the consultation.

Generally the scheme has received positive feedback during the public consultation process with 93% of responses agreed or strongly agreed that something needed to be done to improve the route. Seventy-eight percent of the responses indicated a preference for the bypass to be provided while 12% preferred improvements to the existing route. Of the responses preferring the bypass option, 49% indicated a preference for Option 1A, while 29% preferred Option 1B but within that question 17% indicated they did not want a bypass and 5% did not respond.

6.1.3 Consideration of the alternative solutions suggested by the public to the route based on the feedback received to understand whether the alternatives are likely to be viable. Of these alternatives, 3 are being developed further before the Preferred Route Announcement will be made. These alternatives, described in Section 5 above are:

- C – Lodge Lane land bridge
- D – Skippool Bridge Junction to Shard Road Link Road
- I – Keyworker Homes access

6.2 Next steps

6.2.1 Further work is required to finalise the traffic modelling for the preferred scheme options and alternative solutions. This in turn will lead to an operational assessment of the options and their junction layouts to demonstrate which Option will provide the greatest benefits when assessed with the environmental and social considerations and (where appropriate) will help determine which form of junction should be provided.

6.2.2 It is expected that the preferred route announcement will be made later this year and a further public consultation will be held as part of the scheme's Development Consent Order application. This further consultation is likely to be in spring 2018.

Appendix A – Consultation brochure

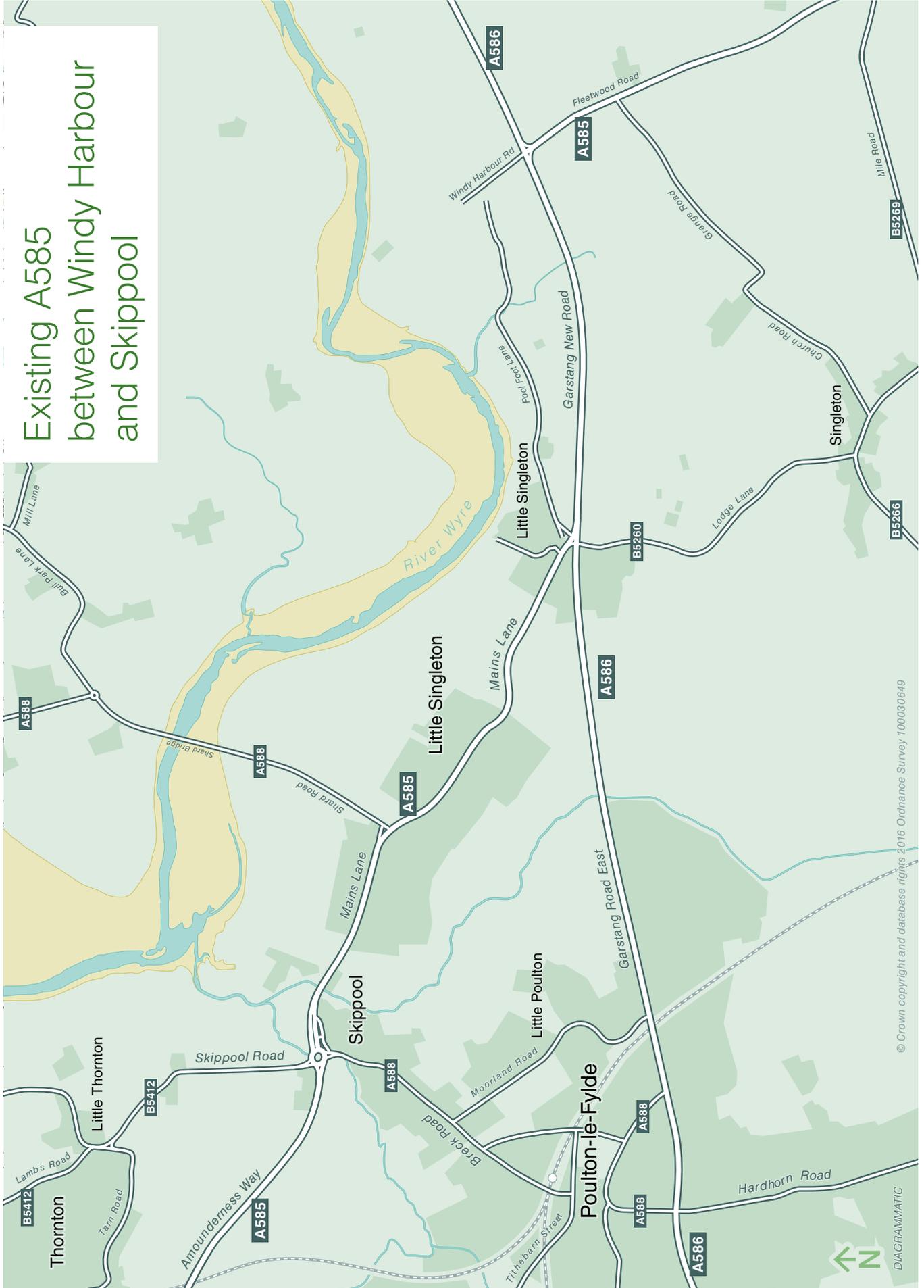
A585

Windy Harbour to Skippool improvements

Public consultation



Existing A585 between Windy Harbour and Skippool



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A585 Windy Harbour to Skippool improvements

About us

Highways England (formerly known as the Highways Agency) is the government company charged with operating, maintaining and improving England's motorways and major A roads.

Summary

We are looking at ways to improve the A585 between Windy Harbour and Skippool junctions. The government announced proposals to improve the A585 in their Road Investment Strategy, published in December 2014.

The A585 is the main road in and out of Fleetwood and surrounding areas and it is heavily congested. We want to improve journey times and make the road safer and more accessible for local users, walkers and cyclists.

We want to hear your views

We're carrying out a public consultation to obtain feedback on the two improvement options for the A585 and to explain how you can have your say about how we develop them.

This consultation runs from Monday 5 September to Monday 17 October 2016. All responses to the consultation will be considered and will inform, where appropriate, how the proposals are refined.

This is not the only opportunity you will have to give your view. We will consult with you again after the designs have been developed further.

For full details of the scheme and for further information, please visit our website at www.highways.gov.uk/a585windyharbour-skipool

Progress to date

In our first newsletter, which was circulated to those living near to the improvements and published on our website, we let you know that we planned to carry out surveys to collect information on the environment and regional and local traffic. The initial stages of this work have been completed and we've used it to develop the options that we'd now like to share with you.

The options

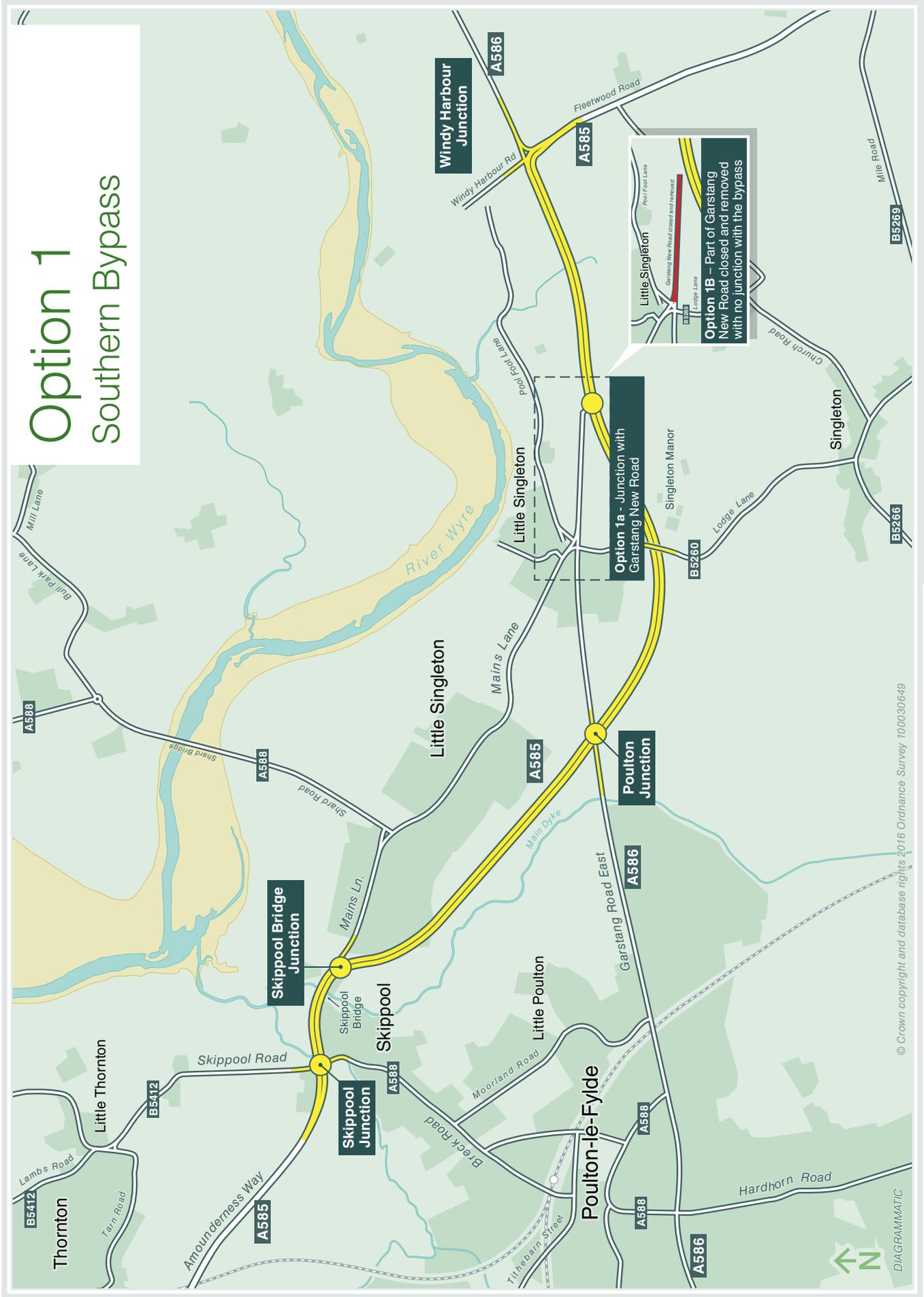
We are consulting on 2 options:

Option 1: a bypass to the south of the A585. There are a couple of variations within this option.

Option 2: improvements to the existing A585 (no bypass).

Our preferred solution is Option 1, a bypass to the south of the A585 because we consider it offers the best combination of benefits, but we want to hear your views.

In developing these options, we also considered a bypass to the north of the A585 but we rejected it as it offers no extra benefits over the southern option, but is considerably more expensive and is likely to have greater environmental impacts.



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DIAGRAMMATIC

Option 1: Southern Bypass

This option provides a dual carriageway from Windy Harbour Junction running westwards and passing to the south of Little Singleton. It passes under Lodge Lane with no junction before swinging northwards to a new junction with Garstang Road East that we have called Poulton Junction. North of this junction the bypass runs to the west of the existing A585 along the Main Dyke valley to join a new junction connecting with the existing road immediately south of the bridge over Main Dyke (Skippool Bridge). The dual carriageway then continues westwards over a new bridge spanning Main Dyke to connect with Skippool Junction.

We have considered two variants of the Southern Bypass:

1A with a junction at Garstang New Road

1B without a junction, which would enable a section of Garstang New Road to be closed and removed at the approach to Windy Harbour junction.

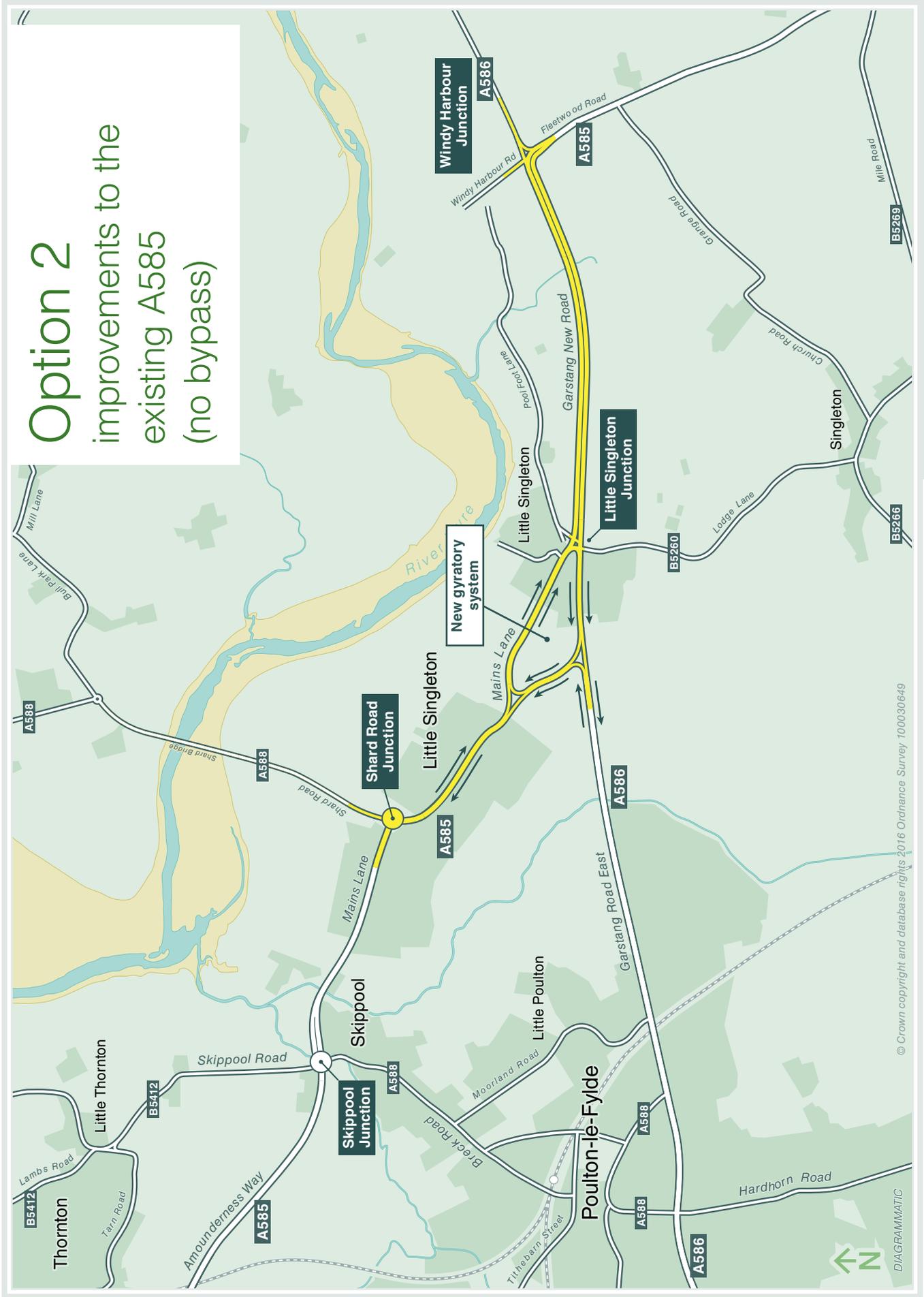
Option 1A with a junction would allow an eastern connection with Little Singleton, however it is less likely to remove through traffic along the existing route. Option 1B with no junction is likely to offer improved journey times along the bypass and remove more through traffic along the existing route, but may require a footbridge at the public footpath east of Little Singleton to allow a safe crossing point across the bypass. The two alternatives are shown in more detail on the map on page 2.

Previously considered but rejected - Northern Bypass

The Northern Bypass was rejected due to cost, environmental impact and because it offered no additional benefits to the Southern Option.



Option 2
 improving to the
 existing A585
 (no bypass)



Option 2: improvements to the existing A585 (no bypass)

This option improves the existing road instead of building a bypass which requires a one way gyratory to be created within Little Singleton. The improvements include:

- making Garstang New Road from Windy Harbour to Little Singleton a dual carriageway
- creating a one-way two lane gyratory system within Little Singleton
- a new two lane northbound link within Little Singleton that will form part of the gyratory system and connect with Mains Lane

- replacing the existing traffic signals at Shard Road with a new junction located to the north-east of the existing junction

The improvements to the existing A585 are presented as a non-preferred option as:

- they offer lower journey time improvements than the bypass
- they don't support growth and development as much as the bypass
- they don't reduce the impact of traffic on local communities as much as the bypass

The options compared:

The bypass will be less disruptive to traffic during construction and it would enable the existing Mains Lane (from Skippool Bridge Junction to Little Singleton) and Garstang New Road (to its junction with the bypass) to be 'de-trunked' (handing over responsibility of the road to the local council) although it is a more expensive option. This is likely to reduce traffic levels and may enable us to make improvements to assist pedestrians and cyclists. The information below will be refined as we develop our plans and carry out more assessments.

	Option 1	Option 2
	Southern Bypass	Improve existing A585
Improvement to journey times	✓✓✓	✓✓
Environmental impacts	See next section	See next section
Improvements for cyclists and pedestrians	✓✓	✓
Area of land take required	Significant	Moderate
Cost to construct	£££	£
Time to construct	Over 2 years	Over 18 months
Disruption during construction to residents and businesses	Slight	Substantial
Disruption during construction to traffic	Limited	Substantial

Our preference is for Option 1 because we consider it offers the best combination of benefits. However, we'd like to know what you think.

Environmental Impact

Both schemes would have positive and negative environmental impacts locally.

In developing options and designs, we pay particular attention to the environmental impact of both the construction work and finished scheme.

We consider:

- Noise and vibration
- Air quality
- Landscape and visual effects
- Cultural heritage
- Nature conservation
- Drainage and water environment
- People and communities
- Geology and soils

Initial studies indicate that Option 1 could offer improved air quality and improvements in access for walkers, cyclists and equestrians associated with “de-trunking” the bypassed section of the A585.

If Option 1 is selected, there would be reduced traffic noise along Mains Lane between the village of Little Singleton and Skippool. The new bypass may lead to increased noise at the rear of properties on the south side of Mains Lane and around Lodge Lane, south of Little Singleton. If Option 2 is selected a combination of noise increases and decreases would also occur in Little Singleton and Skippool, with increases notably relating to the new link road proposed as part of the one-way gyratory.

Part of Option 1 would be located nearer to Main Dyke. We take great care to protect the water environment and to ensure that whatever option is developed, it would not cause pollution or flooding.

We are very mindful of the potential impact on protected species including bird populations. Further survey work is currently underway to establish a detailed baseline for these. If we identify any threat to wildlife we will work with Natural England to mitigate the risk.

We have noted the presence of conservation areas at Singleton and Poulton-le-Fylde as well as Grade II listed buildings and a number of other known heritage assets in the area including the line of a Roman road west of Skippool. These are relevant to both options and any potential impact on cultural heritage will influence how we design the scheme. Where appropriate, we will use mitigation measures to minimise any impacts.

Option 1 would introduce a new bypass to the south of the existing A585 route. Option 2 would involve a number of changes to the existing A585 route including a new gyratory system and changes to junction layouts. We will look into potential landscaping and screening options.

Our environmental experts will be at the public information exhibitions and they will be available to answer your questions about the environmental aspects of the scheme.

Have your say

Meet staff from Highways England to learn about the options and have your say by attending one of our public information exhibitions:

- **Friday 16 September**
2pm to 8pm
Singleton Village Hall, Station Road,
Singleton, FY6 8LL
- **Saturday 17 September**
10am to 4pm
Singleton Village Hall, Station Road,
Singleton, FY6 8LL
- **Wednesday 21 September**
4pm to 8pm
Wyre Civic Centre, Breck Rd,
Poulton-le-Fylde, FY6 7PU

A copy of this brochure, including a scheme fly-through, can be found on our website at www.highways.gov.uk/a585windyharbour-skipool where you can also register for updates.

The best way to ensure that your views are registered and considered is by completing our questionnaire. You can do this on our website or by completing and returning the attached questionnaire.

You can also comment by emailing us at A585WindyHarbourToSkipool@highwaysengland.co.uk or by writing to us at: **A585 Windy Harbour to Skippool Project Team, Highways England, Piccadilly Gate, Store Street, Manchester, M1 2WD.**

If you have any questions about this consultation please call the project team on **0300 470 2700**.

Public viewing places

You can also find this brochure at the following places from 5 September 2016:

Poulton Library, Blackpool Old Road,
Poulton-le-Fylde, Lancashire, FY6 7DH

Singleton Village Hall,
Station Rd, Singleton, FY6 8LL

St. Annes Library, 254 Clifton Drive South,
St Annes on Sea, FY8 1NR

Wyre Civic Centre,
Breck Rd, Poulton-le-Fylde, FY6 7PU

Blackpool Central Library,
Queen St, Blackpool, FY1 1PX

Thornton Library, Victoria Road East,
Thornton Cleveleys, FY5 3SZ

Fleetwood Library,
North Albert St, Fleetwood, FY7 6AJ

The Koi Pool, Mains Lane, FY6 7LJ

The image shows a stack of questionnaires. The top one is titled "A585 Windy Harbour to Skippool improvements Public consultation questionnaire" and features the Highways England logo. The form includes a header with the project name and logo, a paragraph explaining the purpose of the questionnaire, and a submission deadline of 17 October 2016. The main body of the form contains several sections of questions, including:

- Section 1:** Why do you use this route? (tick all that apply) with options: Residential, Business, Leisure, Education, Commute to work, and Other (please state).
- Section 2:** How do you travel on this route (tick all that apply) with options: Car, Bus, Bicycle, Walk, HGV/LGV, and Other (please state).
- Section 3:** What is your main way of travel on this route (tick one only) with options: Car, Bus, Bicycle, Walk, HGV/LGV, and Other (please state).

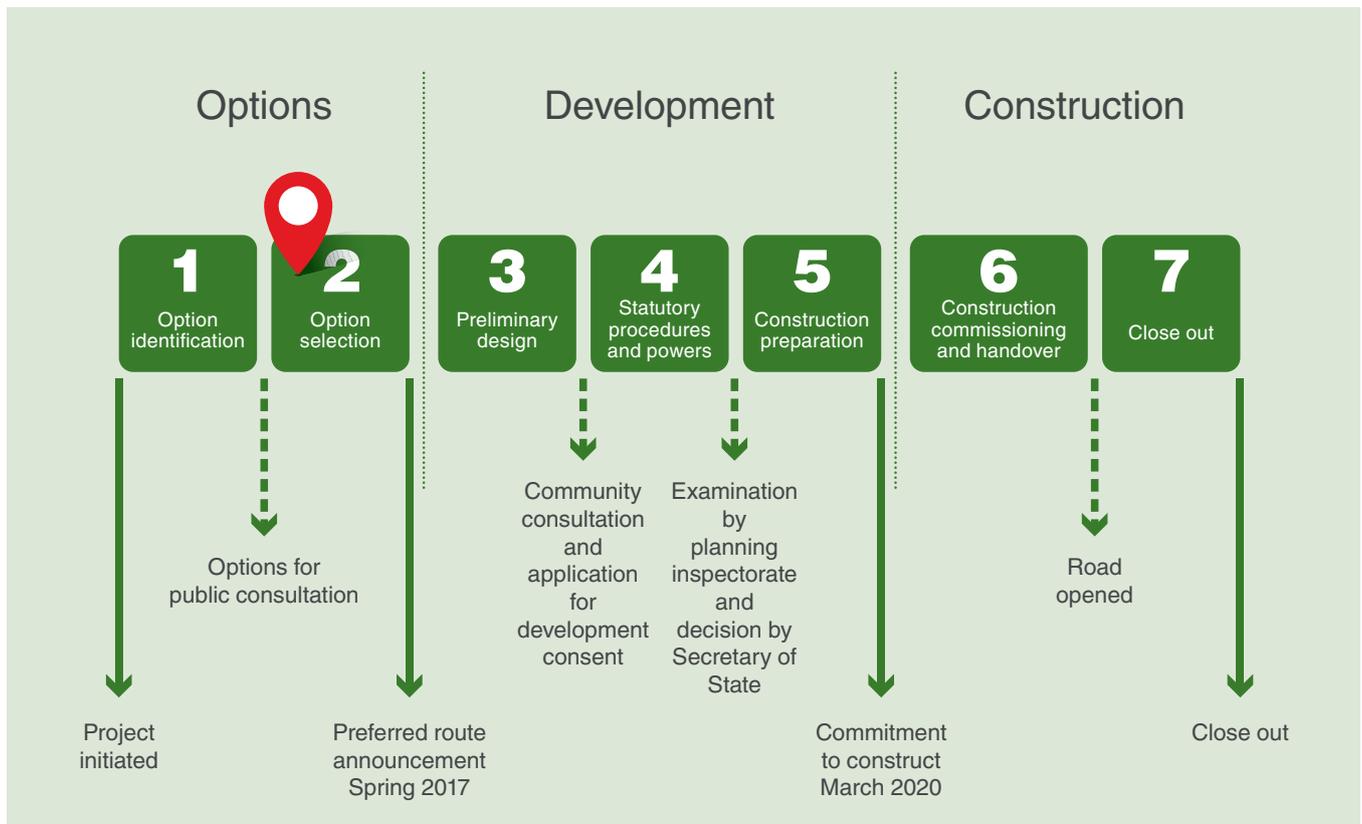
At the bottom, there is a section for providing contact details: Name, Address, and Postcode. The form is designed to be folded and returned in the post.

Next steps

The timeline below shows what will happen at each stage of the scheme. We are currently at Stage 2 - option selection. We will review the responses from this public consultation and report our findings to the Secretary of State. There will then be an announcement on the preferred route for the scheme.

Following this announcement we will carry out further surveys and investigations to inform the detailed design. We will consult again on the detailed proposals when you will have another opportunity to give us your views on the selected option and how we carry out the work.

We expect work to start by the end of March 2020.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR80/16**.

Highways England creative job number N160244

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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Highways England Company Limited registered in England and Wales number 09346363

Appendix B – Consultation exhibition boards

Welcome

A585 Windy Harbour to Skiptool improvements



Public consultation
September 2016

A585 Windy Harbour to Skippool improvements

About us

Highways England (formerly known as the Highways Agency) is the government company charged with operating, maintaining and improving England's motorways and major A roads.

The scheme

We are looking at ways to improve the A585 between Windy Harbour and Skippool junctions. The government announced proposals to improve the A585 in their Road Investment Strategy, published in December 2014.

The A585 is the main road in and out of Fleetwood and surrounding areas and it is heavily congested. We want to improve journey times and make the road safer and more accessible for local users, walkers and cyclists.

We want to hear your views

We're carrying out a public consultation to obtain feedback on the two improvement options for the A585 and to explain how you can have your say about how we develop them.

This consultation runs from Monday 5 September to Monday 17 October 2016. All responses to the consultation will be considered and will inform, where appropriate, how the proposals are refined.

This is not the only opportunity you will have to give your view. We will consult with you again after the designs have been developed further.

For full details of the scheme and for further information, please visit our website at www.highways.gov.uk/a585windyharbour-skipool

Progress to date

In our first newsletter, which was circulated to those living near to the improvements and published on our website, we let you know that we planned to carry out surveys to collect information on the environment and regional and local traffic. The initial stages of this work have been completed and we've used it to develop the options that we'd now like to share with you.

The options

We are consulting on 2 options:

- Option 1:** a bypass to the south of the A585. There are a couple of variations within this option.
- Option 2:** improvements to the existing A585 (no bypass).

Our preferred solution is Option 1, a bypass to the south of the A585 because we consider it offers the best combination of benefits, but we want to hear your views.

In developing these options, we also considered a bypass to the north of the A585 but we rejected it as it offers no extra benefits over the southern option, but is considerably more expensive and is likely to have greater environmental impacts.



Option 1 – Southern Bypass



This option provides a dual carriageway from Windy Harbour Junction running westwards and passing to the south of Little Singleton.

It passes under Lodge Lane with no junction before swinging northwards to a new junction with Garstang Road East that we have called Poulton Junction. North of this junction the bypass runs to the west of the existing A585 along the Main Dyke valley to join a new junction connecting with the existing road immediately south of the bridge over Main Dyke (Skippool Bridge). The dual carriageway then continues westwards over a new bridge spanning Main Dyke to connect with Skippool Junction.

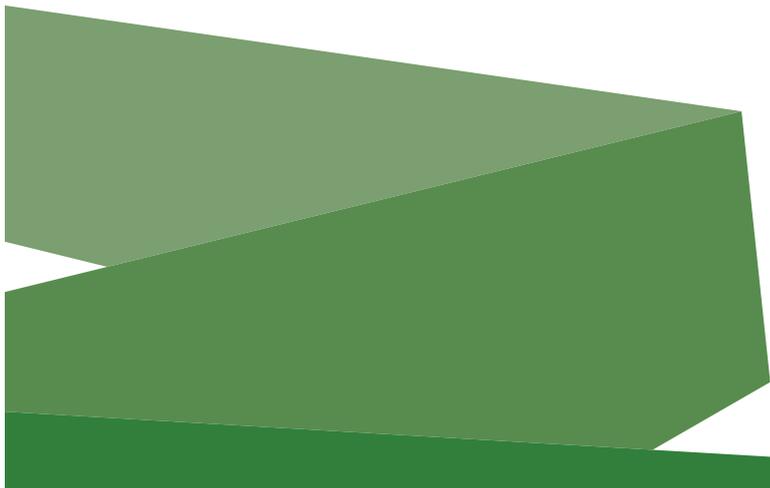
The junctions could either be signal controlled or roundabouts.

We have considered two variants of the Southern Bypass:

1a with a junction at Garstang New Road

1b without a junction, which would enable a section of Garstang New Road to be closed and removed at the approach to Windy Harbour junction.

Option 1a with a junction would allow an eastern connection with Little Singleton, however it is less likely to remove through traffic along the existing route. Option 1b with no junction is likely to offer improved journey times along the bypass and remove more through traffic along the existing route, but may require a footbridge at the public footpath east of Little Singleton to allow a safe crossing point across the bypass.



A585 Windy Harbour to Skippool improvements

Option 2 – Improvements to the existing A585 (no bypass)

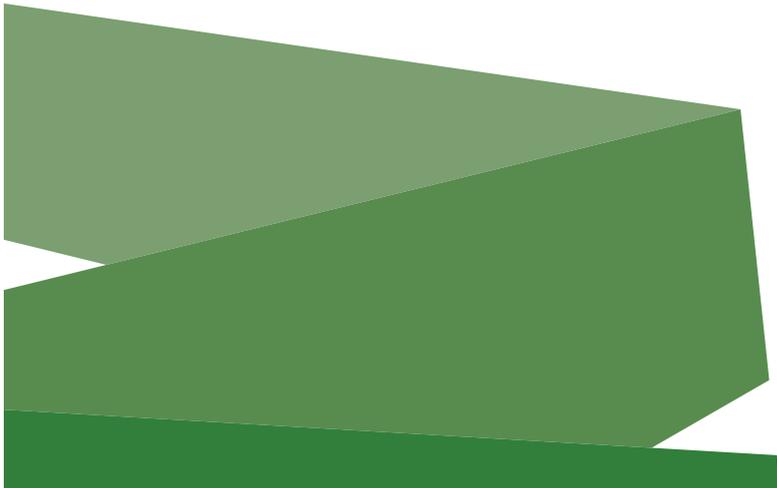
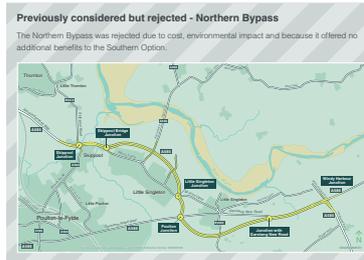


This option improves the existing road instead of building a bypass which requires a one way gyratory to be created within Little Singleton. The improvements include:

- making Garstang New Road from Windy Harbour to Little Singleton a dual carriageway
- creating a one-way two lane gyratory system within Little Singleton
- a new two lane northbound link within Little Singleton that will form part of the gyratory system and connect with Mains Lane replacing the existing traffic signals at
- Shard Road with a new junction located to the north-east of the existing junction

The improvements to the existing A585 are presented as a non-preferred option as:

- they offer lower journey time improvements than the bypass
- they don't support growth and development as much as the bypass
- they don't reduce the impact of traffic on local communities as much as the bypass



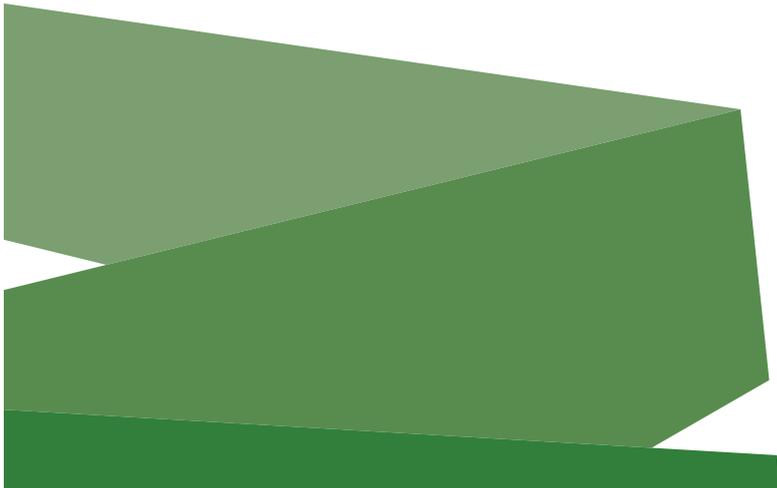
A585 Windy Harbour to Skippool improvements

The options compared

The bypass will be less disruptive to traffic during construction and it would enable the existing Mains Lane (from Skippool Bridge Junction to Little Singleton) and Garstang New Road (to its junction with the bypass) to be 'de-trunked' (handing over responsibility of the road to the local council) although it is a more expensive option. This is likely to reduce traffic levels and may enable us to make improvements to assist pedestrians and cyclists. The information below will be refined as we develop our plans and carry out more assessments.

	Option 1	Option 2
	Southern Bypass	Improve existing A585
Improvement to journey times	✓✓✓	✓✓
Environmental impacts	See next panel	See next panel
Improvements for cyclists and pedestrians	✓✓	✓
Area of land take required	Significant	Moderate
Cost to construct	£££	£
Time to construct	Over 2 years	Over 18 months
Disruption during construction to residents and businesses	Slight	Substantial
Disruption during construction to traffic	Limited	Substantial

Our preference is for Option 1 because we consider it offers the best combination of benefits. However, we'd like to know what you think.



A585 Windy Harbour to Skippool improvements

Environmental impact

Both schemes would have positive and negative environmental impacts locally.

In developing options and designs, we pay particular attention to the environmental impact of both the construction work and finished scheme. We consider:

- Noise and vibration
- Air quality
- Landscape and visual effects
- Cultural heritage
- Nature conservation
- Drainage and water environment
- People and communities
- Geology and soils

Initial studies indicate that Option 1 could offer improved air quality and improvements in access for walkers, cyclists and equestrians associated with 'de-trunking' the bypassed section of the A585.

If Option 1 is selected, there would be reduced traffic noise along Mains Lane between the village of Little Singleton and Skippool. The new bypass may lead to increased noise at the rear of properties on the south side of Mains Lane and around Lodge Lane, south of Little Singleton.

If Option 2 is selected a combination of noise increases and decreases would also occur in Little Singleton and Skippool, with increases notably relating to the new link road proposed as part of the one-way gyratory.

Part of Option 1 would be located nearer to Main Dyke. We take great care to protect the water environment and to ensure that whatever option is developed, it would not cause pollution or flooding.



We are very mindful of the potential impact on protected species including bird populations. Further survey work is currently underway to establish a detailed baseline for these. If we identify any threat to wildlife we will work with Natural England to mitigate the risk.

We have noted the presence of conservation areas at Singleton and Poulton-le-Fylde as well as Grade II listed buildings and a number of other known heritage assets in the area including the line of a Roman road west of Skippool. These are relevant to both options and any potential impact on cultural heritage will influence how we design the scheme. Where appropriate, we will use mitigation measures to minimise any impacts.

We will look into potential landscaping and screening opportunities throughout the scheme.

Our environmental experts are here today and will happily answer your questions about the environmental aspects of the scheme.

A585 Windy Harbour to Skippool improvements

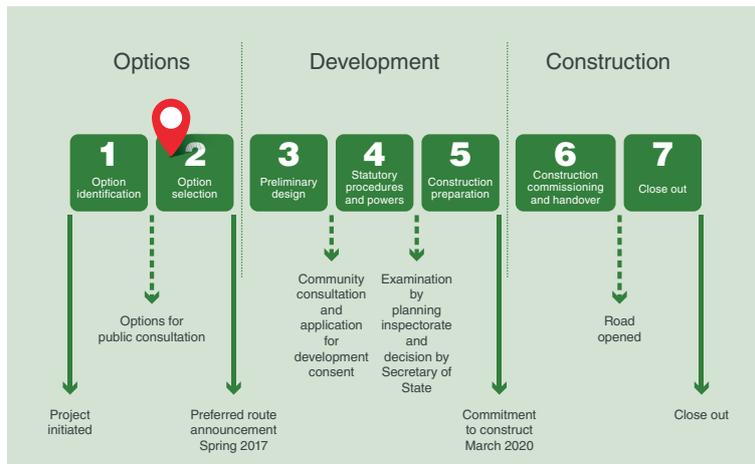
Next steps

The timeline below shows what will happen at each stage of the scheme. We are currently at Stage 2 - option selection. We will review the responses from this public consultation and report our findings to the Secretary of State. There will then be an announcement on the preferred route for the scheme.

Following this announcement we will carry out further surveys and investigations to inform the

detailed design. We will consult again on the detailed proposals when you will have another opportunity to give us your views on the selected option and how we carry out the work.

We expect work to start by the end of March 2020.



Have your say

You can use the following methods to contact us or respond to the public consultation:

- fill in the consultation questionnaire at the event today and give it back to a member of staff
- complete the consultation questionnaire online at www.highways.gov.uk/a585windyharbour-skipool
- email us at A585WindyHarbourToSkipool@highwaysengland.co.uk
- write to us at:
A585 Windy Harbour to Skippool Project Team,
Highways England, Piccadilly Gate, Store Street,
Manchester, M1 2WD

You can also register for updates, see a copy of the consultation brochure and watch a scheme fly-through video on our website.

Appendix C – Blank questionnaire

A585 Windy Harbour to Skippool improvements

Public consultation questionnaire

We want to understand your views about the two options for improvements for the A585.

Please tell us your views by completing this short questionnaire here or online at www.highways.gov.uk/a585windyharbour-skipool

If you're returning this to us by post, please follow the folding instructions on the back page of the questionnaire and pop it in the post.

Please submit your completed questionnaire by 17 October 2016.

Please provide us with your name and address. If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name:

Address:

..... Postcode:

1. Why do you use this route? (tick all that apply)?

Residential

Business

Leisure

Education

Commute to work

Other (please state):

.....

2. How do you travel on this route (tick all that apply)?

Car

Bus

Bicycle

Walk

HGV/LGV

Other (please state):

.....

3. What is your main way of travel on this route (tick one only)?

Car

Bus

Bicycle

Walk

HGV/LGV

Other (please state):

.....

4. How often do you use this route?

- Daily More than once a week Weekly
 More than once a month Monthly Less than once a month

For each of the questions below, please tick one of the boxes to say whether you agree with the following statements

5. Something must be done to improve congestion on the A585 between Windy Harbour and Skippool junctions.

- Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

6. I understand the different options being considered.

- Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

7. The preferred option (Option 1) of a bypass will improve journey times on this route.

- Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

8. The preferred option of a bypass will improve safety on this route.

- Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

9. The preferred option of a bypass will improve access for cyclists and pedestrians on this route.

- Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

10. Which option do you prefer:

- Option 1 (bypass) Option 2 (improvements to existing A585)
 No preference

Please give a reason for your answer:

.....
.....
.....

11. Which of the bypass options do you prefer?

- 1A with a junction at Garstang New Road 1B without a junction but with part of Garstang New Road removed I don't want a bypass

Please give a reason for your answer:

.....
.....

12. I agree with the preferred option (Option 1, a bypass) proposals at:

12a. Windy Harbour to Lodge Lane

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

12b. Lodge Lane to Poulton Junction

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

12c. Poulton Junction to Skippool Bridge Junction

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

12d. Skippool Bridge Junction to Skippool Junction

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

12e. New Lodge Lane bridge

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

If you would like to explain the reasons for your answers to any of the answers above, please do so here:

.....
.....
.....

13. If the preferred option of a bypass is accepted, please say if you have a view on how we could improve the bypassed section of the A585 (the existing road), for example pedestrian crossings or improved cycle facilities:

.....
.....
.....

This section is optional but we'd be grateful if you'd tell us a little about yourself so that we understand more about who thinks what. We won't share your personal information, contact you or use it for any other purpose.

14. Your gender? Male Female Prefer not to say

15. Your age? 16-24 25-34 35-44 45-54
 55-64 65+ Prefer not to say

16. Do you consider yourself to have a disability? Yes No Prefer not to say

17. Did you attend a consultation event? Yes No

18. Is there anything else you'd like to tell us? If so please say so here:

.....
.....
.....

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on Highways England.

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

Thank you for taking the time to complete this questionnaire.

Fold B



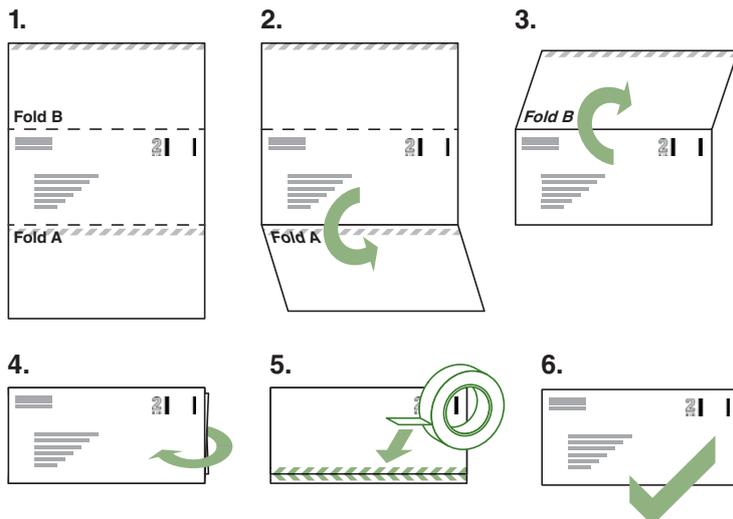
Freepost RTUK-RBLY-XUBT
 A585 Windy Harbour to Skippool improvement
 5 First Street
 Manchester
 M15 4GU

Fold A

Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



Appendix D - List of stakeholders and letter

Our ref:A585 Consultation letter
Your ref:

Via Email Only

Sophie Diver
Project Manager
Highways England
Piccadilly Gate
Store Street
Manchester M1 2WD

Tel: 0300 470 2700

5 September 2016

Dear Sir/Madam

A585 Windy Harbour to Skippool Improvement - Public Consultation

Monday 5 September 2016 – Monday 17 October 2016

The A585 is a strategic route within Lancashire linking the northern part of the Fylde peninsula with the M55 motorway and the rest of the UK. Currently the road experiences high levels of congestion between Windy Harbour and Skippool junctions, particularly at the junction with the A586 at Little Singleton and at the junction with the A588 at Shard Road.

Improvements to the A585 were outlined in the government's Road Investment Strategy in December 2014 and are part of Highways England's Regional Investment Programme. The project aims to improve the A585 either by bypassing the congested junctions between Windy Harbour and Skippool or by significant improvement of these junctions.

The objectives of the project are to:

- Improve journey times and journey time reliability
- Reduce congestion along the existing A585
- Reduce the impact of traffic on local communities, and create a safer environment for road users, pedestrians and local residents.

We are undertaking an early consultation stage on options for the scheme and are seeking your views on the proposals to help determine the preferred route. We are contacting you in advance of the statutory consultation (s42 Planning Act 2008 to be held in late 2017), as we want to gain an understanding of your views on these options and to establish your preferred method of contact.

It would be much appreciated if you could indicate to the team your preference of email or letter using the contact details below. Once we have announced a preferred route, consultees will be notified in accordance with s42 of the Planning Act 2008 in advance of submitting an application for a Development Consent Order.

We have enclosed a copy of the consultation brochure which provides further information. You can comment by emailing or writing to us using the contact details at the end of this letter, or by filling in the questionnaire enclosed within the brochure. The questionnaire is also available on our webpage.

As part of the consultation we have arranged a series of consultation events where you can discuss the proposals with the project team. Two of these consultation events will be held at **Singleton Village Hall, Station Road, Singleton, FY6 8LL** on the below dates:

- **Friday 16 September from 2pm to 8pm**
- **Saturday 17 September from 10am to 4pm**

The third consultation event will be held at **Wyre Civic Centre, Breck Rd, Poulton-le-Fylde, FY6 7PU on Wednesday 21 September from 4pm to 8pm.**

All of our consultation information, including a scheme flythrough is available to view on our webpage at www.highways.gov.uk/a585windyharbour-skippool

This includes an online version of the enclosed brochure and questionnaire and a scheme flythrough. All responses to the consultation will be considered and will inform, where appropriate, how the proposals are refined. We will consult again once the proposals are more developed and the enclosed brochure provides more information about this.

Our contact addresses for sending comments are:

- **Email:** A585WindyHarbourToSkipool@highwaysengland.co.uk
- **Post:** A585 Windy Harbour to Skipool Project Team, Highways England, Piccadilly Gate, Store Street, Manchester, M1 2WD

If you have any questions about the consultation the project team can be contacted on 0300 470 2700.

Please ensure your comments are returned by **Monday 17 October 2016** at the latest to enable them to be considered.

Yours faithfully

Sophie Diver

Project Manager

Enc. A585 Windy Harbour to Skipool Consultation Brochure

Organisation	Stakeholder	Statutory or Non-Statutory
Wyre (Councillor)	Val Wilson	Non-Statutory
Wyre (Councillor)	Lynn Walmsley	Non-Statutory
Wyre (Councillor)	Michael Vincent	Non-Statutory
Wyre (Councillor)	Matthew Vincent	Non-Statutory
Wyre (Councillor)	Alan Vincent	Non-Statutory
Wyre (Councillor)	Shaun Turner	Non-Statutory
Wyre (Councillor)	Ann Turner	Non-Statutory
Wyre (Councillor)	Vivien Taylor	Non-Statutory
Wyre (Councillor)	Ted Taylor	Non-Statutory
Wyre (Councillor)	Evelyn Stephenson	Non-Statutory
Wyre (Councillor)	Brian Stephenson	Non-Statutory
Wyre (Councillor)	Christine Smith	Non-Statutory
Wyre (Councillor)	Ron Shewan	Non-Statutory
Wyre (Councillor)	Julie Robinson	Non-Statutory
Wyre (Councillor)	Sue Pimbley	Non-Statutory
Wyre (Councillor)	Natalie Reeves	Non-Statutory
Wyre (Councillor)	Patsy Ormrod	Non-Statutory
Wyre (Councillor)	Phil Orme	Non-Statutory
Wyre (Councillor)	Peter Murphy	Non-Statutory
Wyre (Councillor)	Paul Moon	Non-Statutory
Wyre (Councillor)	Lesley McKay	Non-Statutory
Wyre (Councillor)	Terry Lees	Non-Statutory
Wyre (Councillor)	Andrea Kay	Non-Statutory
Wyre (Councillor)	Kerry Jones	Non-Statutory
Wyre (Councillor)	Tom Ingham	Non-Statutory
Wyre (Councillor)	John Ibison	Non-Statutory
Wyre (Councillor)	Graham Holden	Non-Statutory
Wyre (Councillor)	John Hodgkinson	Non-Statutory
Wyre (Councillor)	David Henderson	Non-Statutory
Wyre (Councillor)	Ron Greenhough	Non-Statutory
Wyre (Councillor)	Peter Gibson	Non-Statutory
Wyre (Councillor)	Rob Fail	Non-Statutory
Wyre (Councillor)	Ruth Duffy	Non-Statutory
Wyre (Councillor)	Ian Duffy	Non-Statutory
Wyre (Councillor)	Alice Collinson	Non-Statutory
Wyre (Councillor)	Sue Catterall	Non-Statutory
Wyre (Councillor)	Simon Bridge	Non-Statutory
Wyre (Councillor)	Lynne Bowen	Non-Statutory
Wyre (Councillor)	Colette Birch	Non-Statutory
Wyre (Councillor)	Barry Birch	Non-Statutory
Wyre (Councillor)	Roger Berry	Non-Statutory
Wyre (Councillor)	Lorraine Beavers	Non-Statutory
Wyre (Councillor)	Michael Barrowclough	Non-Statutory
Wyre (Councillor)	Tom Balmain	Non-Statutory
Wyre (Councillor)	Howard Ballard	Non-Statutory
Wyre (Councillor)	Dulcie Atkins	Non-Statutory
Wyre (Councillor)	Marge Anderton	Non-Statutory
Wyre (Councillor)	Emma Anderton	Non-Statutory
Wyre (Councillor)	Rita Amos	Non-Statutory

Organisation	Stakeholder	Statutory or Non-Statutory
Wyre (Councillor)	Ian Amos	Non-Statutory
Fylde (Councillor)	Maxine Chew	Non-Statutory
Fylde (Councillor)	Paul Hayhurst	Non-Statutory
Fylde (Councillor)	Andy Clayton	Non-Statutory
Fylde (Councillor)	Albert Pounder	Non-Statutory
Fylde (Councillor)	John Singleton	Non-Statutory
Fylde (Councillor)	Linda Nulty	Non-Statutory
Lancashire CC (Councillor)	Lorraine Beavers	Non-Statutory
Lancashire CC (Councillor)	Alf Clempson	Non-Statutory
Lancashire CC (Councillor)	Paul Hayhurst	Non-Statutory
Lancashire CC (Councillor)	Andrea Kay	Non-Statutory
Lancashire CC (Councillor)	Jim Lawrenson	Non-Statutory
Lancashire CC (Councillor)	Liz Oades	Non-Statutory
Lancashire CC (Councillor)	John Shedwick	Non-Statutory
Lancashire CC (Councillor)	Ron Shewan	Non-Statutory
Lancashire CC (Councillor)	Vivien Taylor	Non-Statutory
Local Highways Authorities. Lancashire CC	John Fillis	Non-Statutory
Lancashire County Council	Dave Colbert	Statutory
Wyre Council	Rea Psilidou	Statutory
Wyre Council	Sara Ordonez	Statutory
Fylde Council	Mark Sims	Statutory
Fleetwood Festival of Transport (Annual, in the summer)	Robert Brown, Festival Director	Non-Statutory
Poulton & Carleton Residents Association.	Lesley Middleton	Non-Statutory
Thornton Action Group	Peter Tarrant	Non-Statutory
Thornton Action Group	Audrey Jenkins - Secretary	Non-Statutory
Freight Transport Association	Malcolm Bingham, Operations Director at Stagecoach Cumbria & North Lancashire	Non-Statutory
Road Haulage Association	Steve Biddle, Director - Northern Region	Non-Statutory
Stagecoach (buses)	David Lee-Kong, Operations Director at Stagecoach Cumbria & North Lancashire	Non-Statutory
Network Rail	Spencer Gibbens, Route Enhancement Manager	Non-Statutory
Blackpool Airport	Glynn Wright, Finance Director	Non-Statutory
Transport for the North	Peter Molyneux, Strategic Road Network Director	Non-Statutory
Natural England	Claire Storey, Area Planning Lead	Statutory
Environment Agency	John Thompson, Planning & Environmental Assessment Manager	Statutory
United Utilities	Dave Sherratt, Local Development Framework Assessor.	Statutory
Joint Nature Conservation Committee	John Henson Webb	Statutory

Organisation	Stakeholder	Statutory or Non-Statutory
The Crown Estate	Charles Hardcastle, Lancashire (coastal)	Statutory
The Canal and River Trust	Chantelle Seaborn, North West Waterways	Statutory
Secretary of State for Transport	Rt Hon Chris Grayling MP, Secretary of State for Transport	Statutory
Age UK - Lancashire	Stephanie Tufft, Chief Officer	Non-Statutory
British Horse Society	Michael Helm, Lancashire Contact	Non-Statutory
The AA	Tony Gibbs, AA NW Contact.	Non-Statutory
RAC	Danny Knott, RAC NW contact.	Non-Statutory
Campaign to Protect Rural England (CPRE)	Lillian Burns	Non-Statutory
Royal Society for Protection of Birds (RSPB)	Jeremy Sutton, Conservation Officer North West	Non-Statutory
Lancashire Wildlife Trust	Anne Selby, Chief Executive	Non-Statutory
Ramblers Association - West Lancashire Group	Geoff Wright	Non-Statutory
Friends of the Earth	Helen Rimmer	Non-Statutory
Police	Lancashire Police	Statutory
Fire Service	Pete Ashby, Station Manager (closest station to works)	Statutory
Local Highways Authorities. Lancashire CC		Statutory
Singleton Parish Council		Statutory
Elswick Parish Council		Statutory
Greenhalgh-with-Thistleton Parish Council		Statutory
Little Ecclestone-with-Larbreck Parish Council		Statutory
Staining Parish Council		Statutory
Weeton-with-Preese Parish Council		Statutory
Hambleton Parish Council		Statutory
Great Ecclestone Parish Council		Statutory
Ribble Valley Borough Council	Planning Team	Statutory
Blackpool City Council	Planning Policy Team	Statutory
Lancaster City Council	Planning Advice Team	Statutory
Preston City Council	Planning Policy Team	Statutory
Visit Poulton		Non-Statutory
National Grid		Statutory
Health and Safety Executive	Health and Safety Executive, North West Head Office	Statutory
West Lancashire Clinical Commissioning Group		Statutory
Midlands and Lancashire Commissioning Support Unit		Statutory
Historic England (Historic Buildings and Monuments Commission for England)	NW Office	Statutory
Joint Nature Conservation Committee		Statutory
Maritime Management Organisation	Preston Office	Statutory

Organisation	Stakeholder	Statutory or Non-Statutory
The Canal and River Trust		Statutory
Civil Aviation Authority		Statutory
Cycling UK		Non-Statutory
British Motorcycle Federation		Non-Statutory

Appendix E – List of issues raised by consultation

1 OVERVIEW

1.1 Why is the “Blue Route” to the M55 not being developed?

The Blue route – the preferred option of the Norcross to M55 scheme was being promoted by Lancashire County Council not the Highways Agency – now Highways England and did not receive funding.

The Blue Route would have used part of the Option 1 (southern route) between Skippool and Poulton Junctions but extended down to a new junction on the M55 running parallel to Main Dyke and the railway. From Poulton Junction to the new junction with the M55, the Blue route would be about 6km long compared with 2.5km between Poulton and Windy Harbour Junctions. The cost of the Blue Route would be at least double the cost of Option 1. Highways England’s remit for this scheme is to provide a deliverable solution to the day to day congestion problems suffered in the area, within the funding envelope made available in the Road Investment Strategy.

It is important to note that the budget for the A585 Windy Harbour to Skippool improvement cannot be transferred to fund the blue route. Major improvements to the Strategic Road Network are funded through the Department for Transport’s Road Investment Strategy. Should this particular scheme not proceed, its budget would be returned to the RIS fund and lost to Lancashire. As a major local highway improvement, the blue route would need to compete for a significant contribution from the Department for Transport’s Large Local Major Transport Schemes fund.

1.1a How does this scheme compare to the blue route?

When estimated on the same principles, we consider that the blue route would cost significantly more than this scheme, potentially in excess of £300m. The £125m cost published in the Fylde Coast Highways and Transport Masterplan is an estimate of the cost of construction for the section between Garstang Road East and the M55 only; it does not include development costs and provisions for inflation, purchase of land and risk. Highways England has reviewed the full blue route estimate for Lancashire County Council, who are in agreement that when the two estimates are compared on a like for like basis, the blue route would be significantly in excess of the cost for the Highways England scheme.

The Fylde Coast Transport Masterplan states that Lancashire County Council’s position on the blue route is that:

“At the moment, there are a number of significant issues on the existing A585(T):

- Queuing at Five Lane Ends junction, Singleton*
- Queuing at Windy Harbour junction*
- Queuing at M55 Junction 3*
- Traffic turning at priority junctions*
- Traffic on minor roads avoiding the A585(T)*

“All of these issues relate to this southern section of the route and all would be solved by the ‘Blue’ route. However, the County Council believe that it would be difficult to put forward a strong enough case for change based on the traffic impacts of the scheme alone given the environmental impacts of the scheme and current public policy objectives with regard to economic growth and job creation.

“The County Council therefore do not believe that the scheme is deliverable in the foreseeable future, so we and our partners need to look for alternative solutions to what are very real day to day problems in the corridor and its nearby roads.”

The Masterplan goes on to state that:

“We will work with Highways England to carry forward a programme of cost effective, viable improvements to remove the last remaining pinch-points on the route.

“A major step towards this aim is the Roads Investment Strategy announced by central government in March 2015, which includes a commitment to A585(T) Windy Harbour to Skippool Improvements”

The Highways England scheme does not preclude the blue route being built in future, and indeed

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would construct the first section between Skippool and Garstang Road East.

It is important to note that the budget for the A585 Windy Harbour to Skippool improvement cannot be transferred to fund the blue route. Major improvements to the Strategic Road Network are funded through the Department for Transport's Road Investment Strategy. Should this particular scheme not proceed, its budget would be returned to the RIS fund and lost to Lancashire. As a major local highway improvement, the blue route would need to compete for a significant contribution from the Department for Transport's Large Local Major Transport Schemes fund.

1.2 Why is A585 Amounderness Way not being upgraded to dual carriageway?

At present, there are no significant capacity or safety issues along the rural section of Amounderness Way. Consideration is being given to improvements to the Norcross Roundabout junction.

1.3 Why is work not being done upgrade the A585 through Thistleton / Greenhalgh / Medlar / Esprick to M55 Junction 3?

The remit of the scheme was to develop a solution to the safety and congestion problems between Windy Harbour and Skippool particularly the problems at the Mains Lane junctions with Shard Road and at Little Singleton. Potential for improvements at these locations may be considered at a future date.

1.4 How much will the scheme cost?

Detailed cost estimates for the A585 scheme are being developed. Our initial estimates show that costs for a bypass scheme would be in excess of £100m. Alongside construction costs, this also includes development costs, and provisions for inflation, purchase of land and risk.

1.5 When will works start?

We currently plan that the works would start by March 2020 and should take about 2 years to complete.

1.6 How will this scheme aid local development?

The bypass option would remove the traffic bottle-necks at Skippool and Little Singleton and would provide extra capacity for any traffic that developments on the Fylde peninsula and in the Poulton / north Blackpool area may generate. Reduced journey times and improved reliability would encourage development potential.

1.7 How will the community benefit from the scheme compared to potential dis-benefits (particularly disruption during construction)?

The bypass option would remove most of the through traffic passing along Mains Lane and through Little Singleton and this improve the environment along the existing roads assisting residents to more easily access their homes and also improve conditions for pedestrians and cyclists.

2 TRAFFIC

2.1 Will the scheme reduce the rat-run traffic along Breck Road / Moorland Road in NE Poulton?

Bypassing Mains Lane and Little Singleton would remove the congestion at Shard Road and Five Lanes End junctions that, in turn, would reduce the rat-run traffic currently using A588 Breck Road + Station Road or Moorland Road. It would also relieve A586 Garstang Road East traffic currently passing through Little Singleton.

2.2 Will the scheme reduce congestion in Poulton-le-Fylde?

The scheme would provide improved access to the east by removing the bottleneck at Little Singleton junction and would reduce rat-run along A588 Breck Road /Moorland Road and NE Poulton.

2.3 Have the various developments that are proposed been taken into account for the traffic flows using the bypass?

Yes. We have been in discussion with Wyre and Fylde Borough Councils to understand the expectations for business and residential developments that might create additional traffic in the area. We are updating our computer traffic model data to enable us to get the best prediction of that additional traffic for all options being considered.

2.4 What will the speed limit be on the bypass?

It is assumed that the national (unrestricted) speed limit will apply for the bypass between Windy Harbour and Skippool Bridge junctions except at the Poulton Junction where a 50mph limit will be required. In addition, the short length of the scheme covering Skippool and Skippool Bridge junctions would be subject to a 40mph limit.

2.5 Will speed limit on Mains Lane (currently 40mph) be changed?

That would be a matter for Lancashire County Council to decide if the bypass were provided and Mains Lane was "de-trunked".

2.6 Will speed limits change on the other local roads?

No

3 OPTION 1 (SOUTHERN BYPASS) LAYOUT

3.1 Will any bus routes /stops be affected?

The existing bus routes in the Skippool area would be maintained and new laybys provided on the proposed dual carriageway east of Skippool Junction in a similar location to the existing laybys. These buses would continue to use Mains Lane and Shard Road as now.

The bus routes passing through Little Singleton would be affected if the connection between the bypass and Garstang New Road (east of Little Singleton) were not provided. Discussions will be held with the bus companies to understand the effects of these changes.

3.2 How will the scheme cater for the cycle routes?

It is not intended to specifically cater for cyclists along the bypass route but they would not be banned from using the bypass. However, the existing shared pedestrian cycle route at Skippool Junction running eastwards along Mains Lane would be retained with special consideration for the provision of safe crossing points.

3.3 How will the scheme cater for the pedestrian routes?

It is not intended that pedestrian will be catered for along the bypass route. At the proposed junctions the pedestrian routes along the existing roads would be maintained but the form of these would depend on whether the junction was a roundabout or signal controlled.

3.4 Will the bypass be lit?

The current assumption is that most of the bypass will not be lit as that is the current approach used for rural roads. On safety grounds, it is likely the junction layouts would include lighting for about

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150m either side of the junction. Similarly, lighting would be modified on the side road approaches to the proposed junctions

3.5 Will the lighting on Mains Lane / Garstang Road East remain?

Beyond where lighting is needed on the approach to the proposed junctions, decisions about retention or removal of lighting will be the responsibility of Lancashire County Council. On the bypassed section of Mains Lane, the existing lighting could either be transferred from Highways England to Lancashire County Council or (with their agreement) it could be removed.

3.6 What is being done about flooding problems?

We are aware that the Main Dyke valley is at risk from (mainly) tidal flooding but believe this risk has been reduced by the tidal barrier across Main Dyke recently constructed close to the River Wyre estuary by the Environment Agency. The design of the bypass is that the road would be on shallow embankment where it crosses the flood plains (Main Dyke valley west of Mains Lane and the valley about 0.5km west of Windy Harbour junction. This would ensure that the road would not be flooded.

Subject to discussions with the Environment Agency and a detailed Flood Risk Assessment (FRA), informed by modelling of local watercourses, their floodplains and the proposed Scheme, measures could be required alongside the bypass to compensate for any loss of available storage for floodwater that may occur due to the construction of the new bypass embankments.

The only area where these measures would be difficult would be the section of the scheme between Skippool and Skippool Bridge Junctions (Breck Road) as the Skippool Clough watercourse that passes under the existing roundabout is not protected by the tidal barrier and the existing road is below the highest predicted tide level. However, through preparing the detailed FRA, any required flood protection and mitigation measures will be identified and agreed with the Environment Agency.



3.7 Will Main Dyke be affected?

Main Dyke will not be altered by the proposals except at Skippool Bridge where a replacement of the 100 year old bridge is proposed. At that location, the existing bridge would be completely removed in stages and replaced by a new bridge with a longer span. As part of those works the flood gates attached to the existing bridge would be removed as we believe they are redundant following the recent construction of the Main Dyke flood barrier nearer the River Wyre Estuary. Discussions on

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the various issues affecting Main Dyke are to be held with the Environment Agency and will be assessed in a detailed Flood Risk Assessment.

3.8 Will CCTV cameras be provided to monitor the new junctions? How will you ensure that it does not affect the privacy of local residents?

No decision has been made at this time but it is possible that monitoring of the operation of the junction will be required. If cameras are installed they would normally be set-up to ensure that there would be no intrusion into the privacy of local residents.

3.9 Will I still be able to walk alongside the existing public footpaths?

There are two public footpaths affected by the works

FP1 runs along the west side of Main Dyke from Garstang Road East to Mains Lane. The route of that footpath would only be slightly affected by alterations to Skippool Bridge at Mains Lane. It may be necessary to have short-term closure of the Mains Lane end of the footpath for safety reasons when construction works affect Skippool Bridge.

FP2 runs southwards from Pool Foot Lane east of Little Singleton across the existing A585 towards Grange Farm. If there is no junction between the bypass and Garstang New Road, it may be necessary to provide a footbridge across the bypass to safely connect the two parts of the footpath.

FP6 runs from the east end of Old Mains Lane along the south-western side of the River Wyre Estuary to Little Singleton would not be affected by the proposals.

3.10 Why cannot the route pass to the south of Barnfield Manor / Singleton Lodge / Singleton Hall rather than passing through the gap immediately south of North Lodge?

A route passing to the south of those properties would be approximately 0.4km longer and would therefore be more expensive to construct and would have lower travel benefits. In addition, it would provide greater severance to the Richard Dumbreck's Singleton Trust Land as well as severing Grange Farm land more than the proposed southern route would. For both routes, a bridge would need to be provided under Lodge Lane.

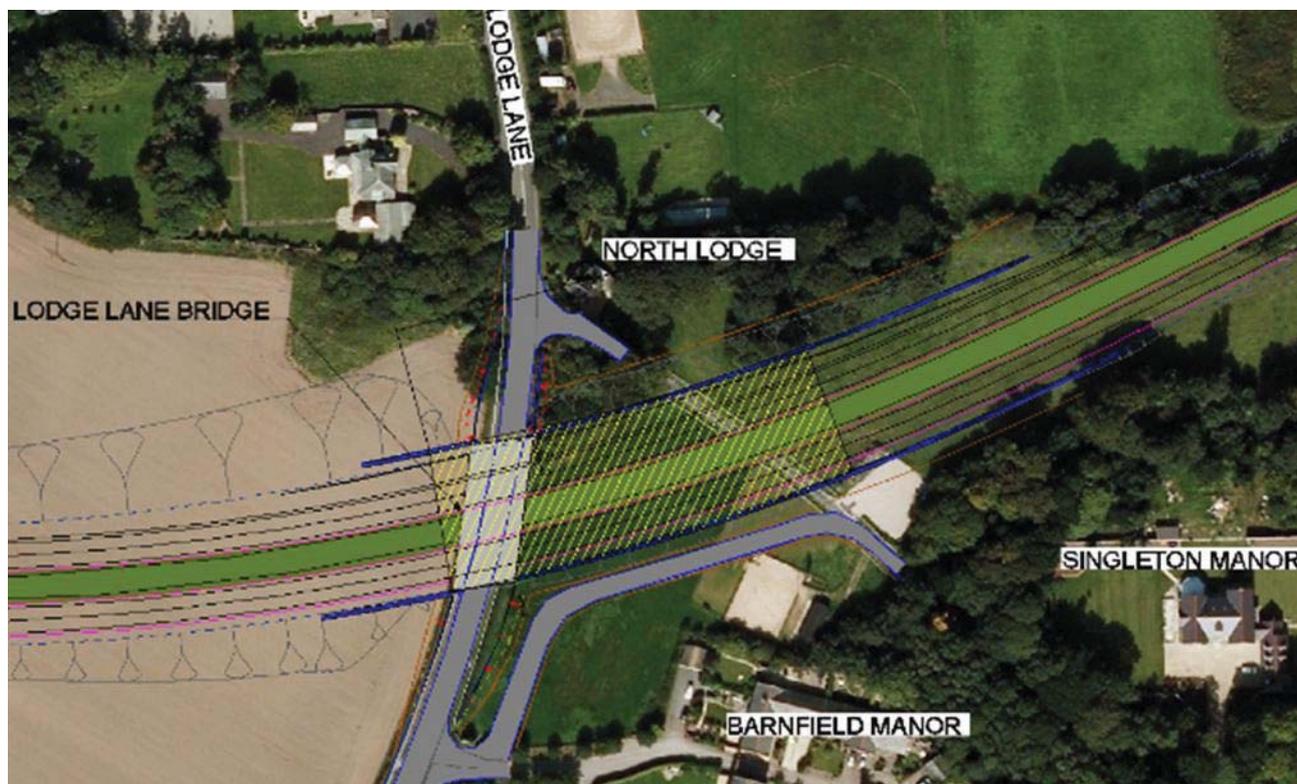


3.11 Can the Lodge Lane Bridge be made wider to limit severance within Singleton and reduce the impact of the bypass on nearby homes?

A wider bridge is feasible which could be extended to cover the area visible from Barnfield Manor. This could be in the form of a land (green) bridge as indicated below. That bridge, picking up the

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access road to Singleton Hall/Manor would be about 110m long and would cost a substantially more than a skew bridge. It would have the benefit of reducing the impact on the pastureland north of Barnfield Manor potentially allowing the existing field area to be returned to pasture. Further work would need to be carried out during preliminary design to understand if the solution would be viable, however, this is not currently in the scheme proposals and would add significantly to the cost of the scheme.



3.12 Could a tunnel not be constructed in the area adjacent to Lodge Lane to limit severance within Singleton and reduce the impact of the bypass on nearby homes?

A tunnel, classified as any structure longer than 150m, would be feasible. Such a structure would significantly increase the cost of the scheme, and there would be a large amount of regulation associated with the operation of the tunnel. It is expected that the vertical alignment would need to be lowered by 1.5 – 2m to accommodate the additional equipment and cover, the new levels are likely to directly conflict with the asbestos cement water main running to the east of the area. There is also a risk due to the east – west nature of the structure that low sun (generally at dawn and dusk) would be a safety concern with strong glare affecting drivers leaving the tunnel portals. It would have the benefit of reducing the impact on the pastureland north of Barnfield Manor and Singleton Hall and potentially allow the existing field area to be returned to pasture.

3.13 Rather than provide a new access road to Singleton Hall/Manor can a bridge be provided across the bypass on the line of the existing access?

This would be feasible but would add a significant cost to the scheme. It would avoid the need for a permanent diversion of the access road reducing the land take from the pastureland to the north of Barnfield Manor.

3.14 What would happen to the existing Garstang New Road for Option 1b?

Potentially, the road could be decommissioned and returned to agriculture but this would require existing services in the road to be diverted. In addition, a pedestrian/cycle route from Windy Harbour to Little Singleton is proposed as part of Option 1A and the ideal route would be to use the existing road. The likely arrangement would be to retain the existing road as a no-through-road and prevent unauthorised use by gating the Little Singleton end of it.

3.15 Would that not tempt fly-tipping and squatting on the remainder of Garstang New Road?

That is possible. Measures to prevent that would have to be discussed with the local authorities to whom the road would be passed as part of the “de-trunking” process.

3.16 Do you have to provide the footbridge?

The alternative to a footbridge would be crossing the bypass at ground level or using an underpass.

An underpass is likely to be unpopular and could be prone to flooding.

As this option does not include a junction the ground level would be a staggered crossing of the bypass carriageways where traffic speeds would not be limited. Crossing the bypass at ground level is obviously less safe than using a footbridge but would be considered in more detail and once a clear understanding of how many people use the public footpath (Singleton Footpath No 2).

3.17 Will you be providing any screening of the bypass?

The benefits of providing noise screening to residential properties will be developed when a firm proposal is being developed but will be dependent on the predicted traffic flows and national guidance for the provision of such fencing. Appropriate mitigation measures will be built into the design of the preferred option as the schemes develops – this may include low noise road surfacing, noise barriers in most appropriate locations etc.

In addition, it may be possible to provide environmental mounds between some properties and the bypass using surplus soil excavated for the bypass. This may be done on land outside that needed for the bypass with the agreement of the landowner but would not be possible in lower areas within the floodplains.

4 OPTION 2 (ON-LINE LAYOUT)

4.1 Will this option remove congestion in Little Singleton?

The provision of the gyratory arrangement and dualling Garstang New Road through to Windy Harbour Junction should reduce the congestion at and on the approaches to Five Lane End Junction but flows along Mains Lane are likely to increase over time and there is limited scope to provide extra capacity.

4.2 Will this on-line option be able to accommodate additional traffic from proposed developments?

There will be limited scope for the on-line option to deal with additional traffic.

4.3 For the on-line option, what are the proposals for the Shard Lane junction?

A roundabout or enlarged traffic signal controlled junction have been designed but until firm predicted traffic flows are established it will not be able to determine which would be the most effective. In both instances the junctions would need to take land from the field to the north-east of the existing junction.

4.4 How would the on-line option improve road user safety particularly in the area of the petrol station / Old Mains Lane?

It is realised that there are road safety problems at this location. Consideration could be given to providing localised widening to provide a right-turn lane into Old Mains Lane/Petrol Station but this would need land on the north side of the existing road. To make a safer junction the alignment of Old Mains Lane at its junction with Mains Lane would have to be moved eastwards (Note: West Wynds property on the NW of the Old Mains Lane junction has been acquired by Lancs CC under blight).

4.5 Would the road layout at Skippool Bridge be changed?

*This option, would not alter the existing bridge and would therefore retain the existing road layout at the bridge. However, if changes to the road layout resulting from the issue raised at **Error! Reference source not found.** above it would be necessary to review the condition of the existing bridge and its parapets to ensure they would be safe.*

4.6 Would Skippool Roundabout be retained with the on-line option?

A decision has not been made yet but it is known that the existing roundabout struggles to cope with

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peak traffic flows. A number of options could be considered including signalisation of the roundabout or its replacement with a full traffic signal controlled cross roads layout.

5 ENVIRONMENT

5.1 Will noise screening be provided?

The benefits of providing noise screening to residential properties will be developed when a firm proposal is being developed but will be dependent on the predicted traffic flows and national guidance for the provision of such fencing. Appropriate mitigation measures will be built into the design of the preferred option as the schemes develops – this may include low noise road surfacing, noise barriers in most appropriate locations etc.

5.2 What will be done to prevent pollution of watercourses?

Drainage for the preferred option would be designed in a way that would not lead to adverse effects on the water environment – drainage design would have to meet nationally acceptable standards. Suitable mitigation measures would also be incorporated into the schemes design to minimise impacts. Opportunities for sustainable drainage will be investigated where appropriate.

5.3 What effect will the scheme have on air quality? What would you do about any worsening of air quality?

Based on the currently available course traffic data initial analysis shows that the options are unlikely to lead to significant impacts on air quality. Option 1 is likely to have a greater benefit to air quality along Mains Lane than Option 2. Neither option is expected to result in exceedances of national standards in any location.

5.4 Are there any trees with a Tree Preservation Order that would be affected?

Where any TPOs are identified within the scheme footprint the design of the scheme will look to minimise any impact. Locations of TPOs will be discussed with the relevant Local Planning Authority at Stage 2 to inform the Environmental Appraisal Report.

5.5 Will there be any replacement planting? If so where?

There would be the opportunity to provide replacement planting as part of the scheme. No details have been developed at this stage. There will be opportunities to plant along the embankment of Option 1 where it would provide benefits – potentially northern and southern edges.

5.6 Will I be able to see the bypass?

Option 2 – The majority of the scheme is located on the existing road corridor and will result in minimal changes to the existing layout. Some changes will be visible at the junction with Shard Road from adjacent residential properties.

Option 1 – There are locations where the scheme will be clearly visible following construction e.g. from Little Poulton area (parts of Little Poulton Lane), some properties looking south from Mains Lane depending on extent of existing vegetation (so some filtered views), properties close to new bridge under Lodge Lane, some properties at Singleton Park and properties close to tie in at Skippool Bridge. Where possible, Highways England will look to minimise the visibility of the scheme through planting works which would mature over time reducing the schemes impact.

5.7 Will I be able to hear traffic on the bypass / how noisy will it be?

Option 2 – Initial assessments undertaken to date using coarse traffic data show that road traffic noise decreases would occur along Mains Lane within the village of Little Singleton, to the south of the proposed roundabout with Shard Road, Lodge Lane and at residential dwellings along Breck Road in Skippool. Small road traffic noise increases would occur along the rest of Mains Lane between Little Singleton and Skippool and along the proposed new road as part of the proposed gyratory.

Option 1 - Initial assessments undertaken to date using coarse traffic data show that noise decreases would occur along Garstang Road and Mains Lane between the village of Little Singleton and Skippool. Road traffic noise increases would occur at the rear of residential dwellings situated to the south of Mains Lane between Little Singleton and Skippool. There would also be increases at Singleton Park and properties on Lodge Lane near to the proposed bypass.

5.8 Will any protected species be affected?

The River Wyre and its associated environmental designations are of great significance. Neither option directly affects this but we are currently undertaking surveys to ensure we do not affect any potentially linked bird habitats. We are aware of various records of, for example, bats, great crested newts and badgers in the area. To date we have undertaken a Phase 1 habitat survey and great crested newt surveys. Following the selection of the preferred option further surveys would be undertaken for great crested newts, wintering birds, bats and badgers amongst others. Due to the rural nature of the scheme options it is likely that protected species will be affected, however these would be mitigated / compensated for.

6 LAND / COMPENSATION

6.1 Will you buy my property?

If your property is directly affected by the final proposals then your property would probably be included in the Development Consent Order for the scheme and your property would be purchased.

If only part of the property is affected then we would work with you to understand the best solution and how the proposed works would impact on the use of the property. Compensation would be payable for the part of the land/property that would be directly affected and also for depreciation in value to any retained land/property.

Where land/property is needed for part of a road scheme the value of the property can sometimes be blighted and homeowners may struggle to sell their properties at market value and they often have to sell at a much lower price. This is known as Statutory Blight and there is legislative powers to purchase blighted land, meaning that home and landowners can sell their property to us at market value.

If your property is close to the proposed scheme but is not directly affected different rules apply and we are not obliged to purchase properties that are off-line. You may be eligible for consideration of "Discretionary Purchase" if you are able to demonstrate you have an urgent need to move but cannot sell the property except at a significantly loss or you are unable to sell the property because of the effects of the scheme.

Highways England lands info booklets

<https://www.gov.uk/government/publications/your-property-and-highways-agency-road-proposals>

<https://www.gov.uk/government/publications/your-property-and-blight>

<https://www.gov.uk/government/publications/your-property-and-compulsory-purchase-by-the-highways-agency>

DCLG Information Suite

1. Compulsory Purchase and Compensation - Compulsory Purchase Procedure

<https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-1-procedure>

2. Compulsory Purchase and Compensation - Compensation to Business Owners & Occupiers

<https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-2-compensation-to-business-owners-and-occupiers>

3. Compulsory Purchase and Compensation - Compensation to Agricultural Owners & Occupiers

<https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-3-compensation-to-agricultural-owners-and-occupiers>

4. Compulsory Purchase and Compensation - Compensation to Residential Owners & Occupiers

<https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-4-compensation-to-residential-owners-and-occupiers>

5. Compulsory Purchase and Compensation - Reducing the Adverse Effects of Public Development Mitigation Works.

<https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-5-reducing-the-adverse-effects-of-public-development>

6.2 What will happen if there is damage caused to my property during construction?

Every effort will be made to ensure such circumstances are avoided; however should this situation arise please contact the scheme site offices or public liaison officer who would be pleased to meet with you.

7 CONSULTATION

7.1 Have local businesses been consulted?

They will be consulted as part of this consultation process. Those closest to the proposed junctions were issued with flyers to invite them to this exhibition, and a wider area has been contacted by making use of local authorities' business databases.

7.2 What is the view of the local authorities on the proposals?

We have had meetings with Fylde and Wyre borough councils and Lancashire County Council. In general, the councils are in favour of the bypass proposal – they will provide their detailed comments as part of this consultation process.

7.3 Have you been in contact with Environment Agency about flooding issues?

Initial contact has been made with the Environment Agency to obtain baseline information to inform the Flood Risk Assessment that is currently being prepared for the southern option. Following the completion of the Flood Risk Assessment the Environment Agency along with the lead local flood authority will be consulted on its contents.

8 CONSTRUCTION

8.1 How would Lodge Lane bridge be built?

The following possible construction sequence has been developed but may change:

- 1. Construct a temporary diversion of Lodge Lane to the west of the proposed bridge site between Lodge Lane and the Barnfield Manor entrance. This diversion may include a short temporary bridge to allow bypass construction traffic to pass under the diversion. The temporary road would include short-term diversions of underground service pipes and cables*
- 2. Carry out piling works for the bridge and adjacent retaining walls from ground level*
- 3. Excavate at the of the bridge site to construct the central bridge pier and abutments*
- 4. Install bridge beams using a mobile crane. Beams would be delivered to the site using a haul route along the line of the bypass.*
- 5. Complete the bridge deck on top of the beams and divert service pipes and cables through the deck*
- 6. Divert traffic onto the bridge, remove the temporary diversion and reinstate the farmland*

8.2 How would the New Skippool Bridge be built?

The following possible construction sequence has been developed but may change:

- 1. Initially, new bridge works would be on the north side of the existing bridge that would not (at this stage) be affected*
- 2. The works would commence on the north side of Mains Lane / Breck Road with piling works for the bridge foundations carried out from ground level on both sides of Main Dyke.*
- 3. Install bridge beams using a mobile crane. Beams would be delivered to the site and stored in an area on the north side of Mains Lane/Breck Road*
- 4. Complete the north half of the bridge deck and divert underground service pipes and cables*
- 5. Divert traffic onto the north half of the bridge.*
- 6. Demolish the existing bridge*
- 7. Carry out piling works for the southern half of the new bridge using the existing road as a compound*
- 8. Install bridge beams – beams stored on the existing road*
- 9. Complete the south half of the bridge deck*
- 10. Open the whole bridge to traffic*

8.3 Where would the works compound be located?

No decision has been made on the location of the construction compounds as this would depend on which option is developed.

The Delivery Partner has provided some indicative locations, but at this stage only possible locations on the plan should be indicated.

8.4 Where will any earth spoil be taken?

Attempts would be made to retain most of the earth spoil on site – for example to provide screening to adjacent properties.

8.5 How long is the construction period going to take?

It is possible it could take up to two years, however the length of time that diversions will be in place will be less than that, as a large portion of the works is offline/new.

9 ORDERS

9.1 How do we object to the scheme?

Comments can be provided in the questionnaire. Alternatively, send us an email and we will review your concerns and understand if these can be addressed. The feedback provided will help shape the consultation. There will be another chance to provide comments during the formal consultation stages. We will continue to work with local residents as the scheme progresses. If we are unable to resolve any concerns raised through the consultation process, there is an opportunity to formally make representations about the scheme as part of the Development Consent Order examination process where objections would be formally noted and reviewed by the independent Inspector appointed to decide if the scheme should be given consent to proceed.

9.2 Will compulsory purchase powers be used?

It is likely that compulsory purchase powers will be used where land take is unavoidable. Any potential impacts on property are currently being reviewed and one to one discussion with directly affected owners will take place before, during and after the formal consultation

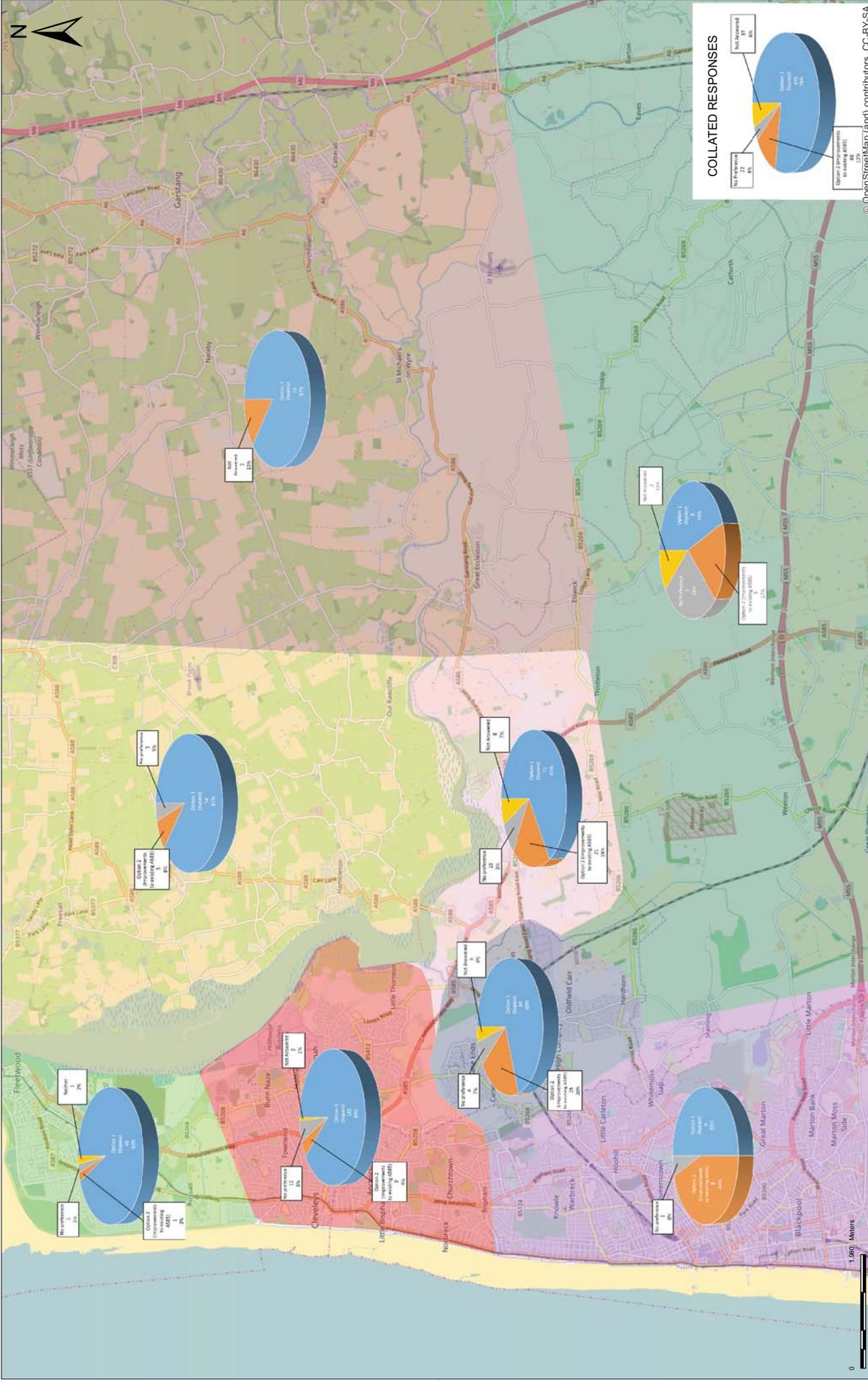
9.3 What is DCO?

Parliament has given powers to a number of bodies to purchase property, using powers of compulsion to allow them to carry out infrastructure developments in the public interest. The procedure deals with all legal aspects of constructing a new infrastructure project including compulsory purchase of land, alterations to road layouts etc.

9.4 What is NSIP?

Nationally Significant Infrastructure Projects is the term used for all major road, railway, power station etc. developments within England. These now use the DCO procedure during their development that provides a fast and fair development consent system for nationally significant infrastructure projects

Appendix F – Mapping of responses to questions 10 and 11



AS85 Response Areas and Totals for that Area

- Blispopod - 11 Questionnaire Responses
- East of the schemes - 15 Questionnaire Responses
- Flintwood - 43 Questionnaire Responses
- North of Morecombe Bay Estuary - 38 Questionnaire Responses
- Poulton - 121 Questionnaire Responses
- Schemes area (Windy Harbour to Skippool) - 112 Questionnaire Responses
- South of the schemes - 10 Questionnaire Responses
- Thornton Cleveleys - 208 Questionnaire Responses
- No Postcodes Given - 6 Questionnaire Responses

Notes
The size of the pie charts are based on the questionnaires feedback from the Non-Statutory Consultation and are not representative of the overall area in which the responses have been provided

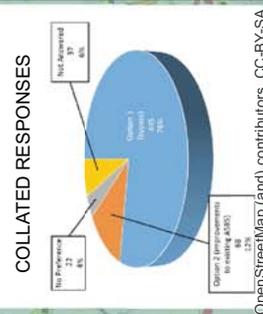
Rev	Status	Rev. Date	Purpose of revision	Drawn/Checked/Appr.
02	SZ	08/02/16	Updated Charts	TP PT NH
03	SZ	08/02/16	Esc Information	TP PT NH

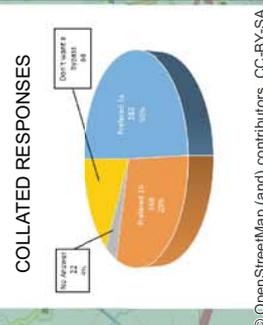
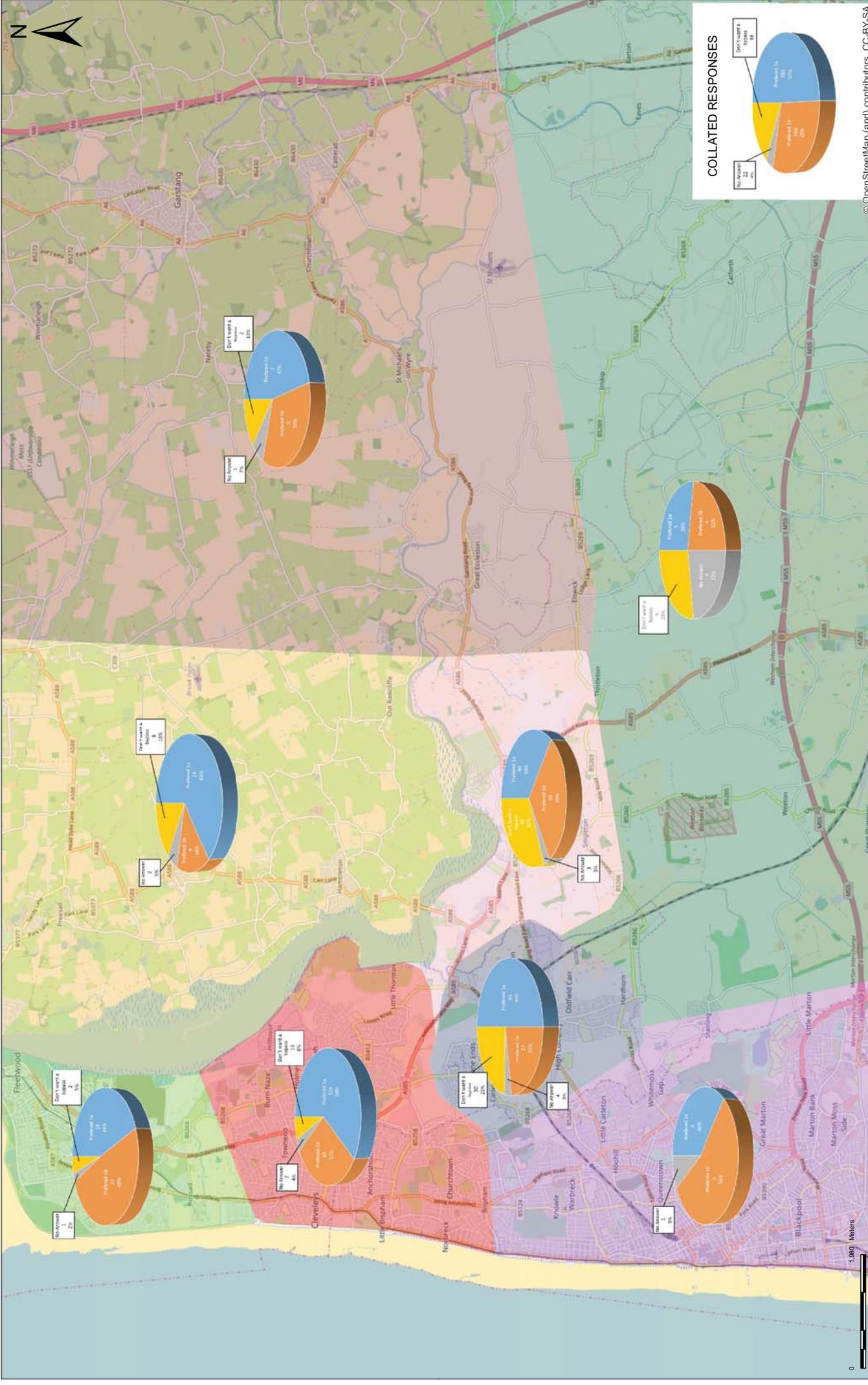
Scale: 1:5000
 Drawing title: AS85 WINDY HARBOUR JUNCTION TO SKIPPOOL IMPROVEMENT
 Project No: UA008849
 Project Name: AS85 WINDY HARBOUR JUNCTION TO SKIPPOOL IMPROVEMENT
 Status: FOR INFORMATION
 Revision: 02

Client: **highways england**
ARCADIS
 100, Brooklands Drive, Borehamwood, Herts, SG9 6ND
 Tel: 01438 744000
 www.arcadis.com

Responses to Questionnaires Identified by Postcode
 Q10. WHICH OPTION DO YOU PREFER?
 Drawing Number: HE548643-ARC-GEN-A585-DR-D-2176
 Original Size: A3

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Project	A585 WINDY HARBOUR JUNCTION TO SKIPPOOL IMPROVEMENT
Drawing title	RESPONSES TO QUESTIONNAIRES IDENTIFIED BY POSTCODE Q11. WHICH BYPASS OPTION DO YOU PREFER?
Scale	1:80,000
Drawn	JK
Approved	JK
Project No	UA008849
Drawing Number	HE548643-ARC-GEN-A585-DR-D-2180
Status	FOR INFORMATION
Revision	01
Original Size	A3

Client	highways england
Client Logo	ARCADIS

Notes	The size of the pie charts are based on the questionnaires feedback from the Non-Statutory Consultation and are not representative of the overall area in which the responses have been provided
A585 Response Areas and Totals for that Area	<ul style="list-style-type: none"> Skelton - 11 Questionnaire Responses East of schemes - 15 Questionnaire Responses Fleethood - 43 Questionnaire Responses North of Morcombe Bay - 38 Questionnaire Responses Poulsen - 121 Questionnaire Responses

Rev	01	SZ	08/12/16	For information
Rev	02	Rev Date	09/02/17	Purpose of revision
Rev	03	Rev Date	15/03/17	Purpose of revision

Scale	1:80,000
Drawn	JK
Approved	JK
Project No	UA008849
Drawing Number	HE548643-ARC-GEN-A585-DR-D-2180

Client	highways england
Client Logo	ARCADIS

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