

A585

Windy Harbour to Skippool scheme

Public consultation

Share your views



Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more reliable, durable and, most importantly, safe.

That's why we're delivering £15 billion of investment on our network – the largest investment in a generation.

The A585 Windy Harbour to Skippool scheme is a critical part of this investment. The A585 is the main transport link to the northern part of the Fylde peninsula and it plays a huge part in supporting the local economy.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain planning permission to construct the scheme. For more information on this process, please visit: www.highways.gov.uk/a585windyharbour-skipool

Following a public consultation in 2016, the preferred route for the scheme was announced on 24 October 2017. In this brochure we explain how our proposals have changed and developed since this preferred route announcement. Our consultation response form is included – your responses will help us further shape the scheme before we submit our planning application. We also give details of how you can give us your feedback during our public consultation.

How to respond

We're now holding a public consultation on our proposals. We'd like to hear what you think, so please share any concerns, ideas or local knowledge that you may have. The consultation will run for 7 weeks, from **21 March to 8 May 2018** and there are lots of ways you can tell us what you think. Why not come along to one of our public consultation exhibitions? Alternatively, you can view all the consultation materials on our webpage www.highways.gov.uk/a585windyharbour-skipool. Please remember to submit the response form in this brochure using the instructions provided or complete the form online by 8 May 2018 using one of the following methods:

- **Online:** complete the response form online by following the links at www.highways.gov.uk/a585windyharbour-skipool
- Complete the **consultation response form in this brochure** and return it using the freepost address provided below
- **Email:** send your response to: A585WindyHarbourToSkipool@highwaysengland.co.uk
- **Post:** write to us at **Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME**

All responses should be returned by **8 May 2018**

Public consultation exhibitions

One of the best ways to find out more about the proposals and have your say is to come to one of our public consultation exhibitions. Here you'll be able to speak to members of the project team who will be happy to present the proposals to you and answer any questions you may have.

- **Singleton Village Hall,**
Station Road, Singleton, FY6 8LL
Friday 23 March 2018, 2pm-8pm
- **Singleton Village Hall,**
Station Road, Singleton, FY6 8LL
Saturday 7 April 2018, 10am-4pm
- **Wyre Civic Centre,**
Breck Road, Poulton-le-Fylde, FY6 7PU
Tuesday 10 April 2018, 3pm-8pm
- **Fleetwood Nautical Campus,**
Broadwater, Fleetwood, FY7 8JZ
Wednesday 11 April 2018, 1pm-7pm

Where to get the brochure

Our consultation brochure and response form will also be available from 21 March until 8 May 2018 at the following locations (opening times of each venue vary so please check):

- **Poulton Library,**
Blackpool Old Road, Poulton-le-Fylde,
FY6 7DH
- **Singleton Village Hall,**
Station Road, Singleton, FY6 8LL
- **Wyre Civic Centre,**
Breck Road, Poulton-le-Fylde, FY6 7PU
- **Blackpool Central Library,**
Queen Street, Blackpool, FY1 1PX
- **Thornton Library,**
Victoria Road East,
Thornton Cleveleys, FY5 3SZ
- **Fleetwood Library,**
North Albert Street, Fleetwood, FY7 6AJ
- **The Koi Pool Water Gardens,**
Mains Lane, Little Singleton, FY6 7LJ



Why is the scheme needed?

The A585 is the main road in and out of Fleetwood and surrounding areas. It is heavily congested between Windy Harbour and Skippool and drivers currently suffer from significant delays during peak periods. The road also has 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. A high number of accidents are reported at these junctions and the volume of traffic is also a concern for local people, pedestrians, equestrians and cyclists.

If we don't make improvements to this three-mile stretch of road, it is likely there will be a rise in traffic levels and the potential for the number of accidents, and delays to journey times, to increase.

The scheme's objectives

Making improvements to this section of the A585 will lead to a number of benefits, such as:

- **Reliability:** by reducing congestion especially around Little Singleton, Shard Road and Skippool junctions, which will improve journey times
- **Socio-economic:** by supporting the economic growth potential in both Wyre and Fylde and supporting planned residential developments in the local area
- **Safety:** by improving the safety of pedestrians, equestrians and cyclists around the existing A585

Our proposed design

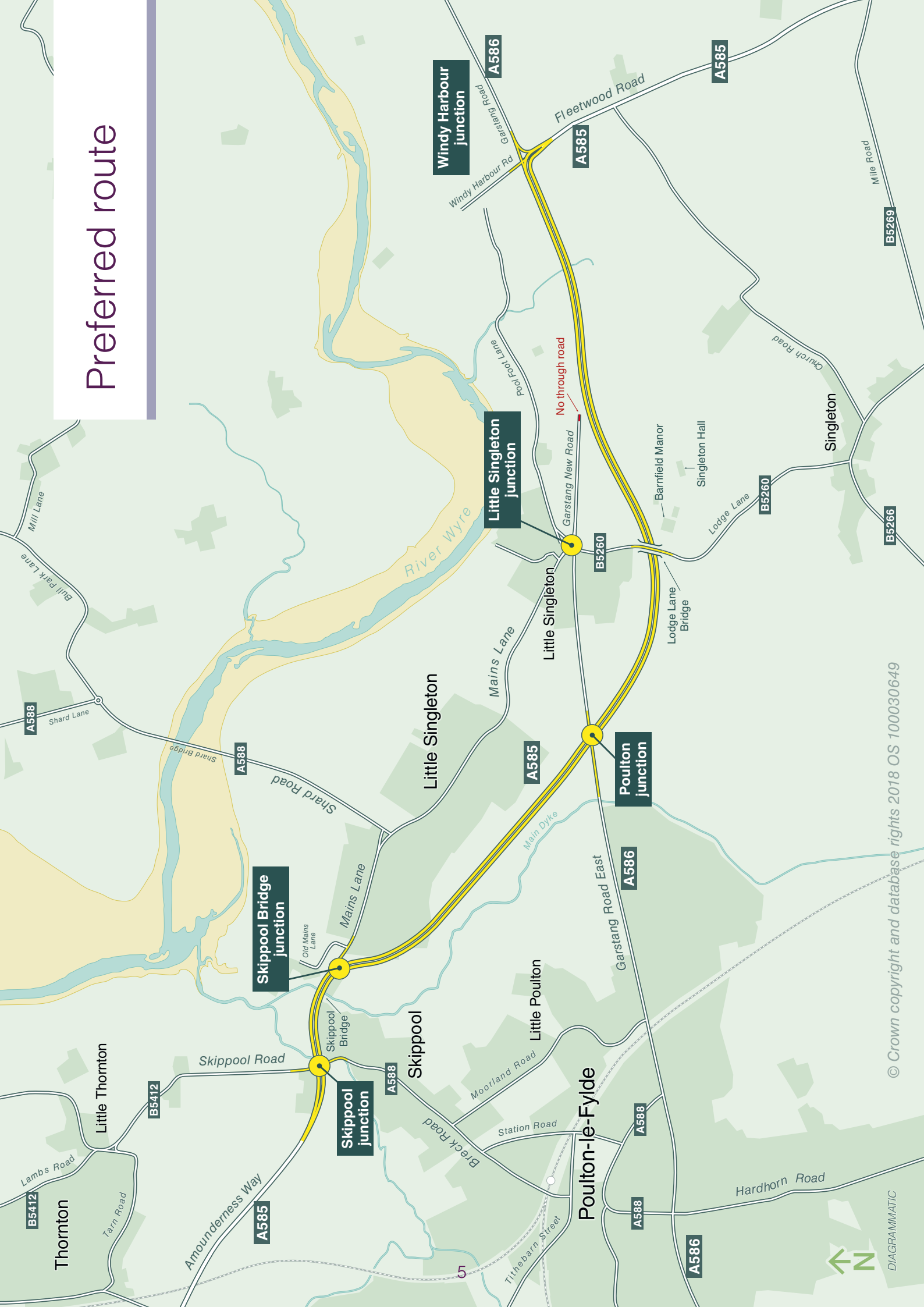
Since our previous consultation we have developed the design further. You can find out more about the results of this consultation in our consultation report on our web page at: <http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skipool/>. We selected Option 1, the southern bypass, for improving the A585 between Windy Harbour and Skippool.

The information below explains what has changed since the previous consultation.

Feedback received at the previous consultation stated that people would like to see a link from Skippool Bridge to Shard Road incorporated into the scheme. Following a review of this additional link we decided not to progress the Shard Road link due to the negative impacts on the biodiversity of the area and associated costs. It would also increase noise in the area and have a negative impact on the landscape and existing properties.

We also presented a proposal within Option 1 to include a junction with Garstang New Road east of Little Singleton. We are no longer considering this, as the junction could encourage motorists to use the existing route through Little Singleton as a rat run. Further to the potential rat running issue, this would be an additional signalised junction along the route, meaning traffic on the bypass would suffer more delays.

Preferred route



Now the scheme has progressed, we'd like your views on the following elements of the scheme.

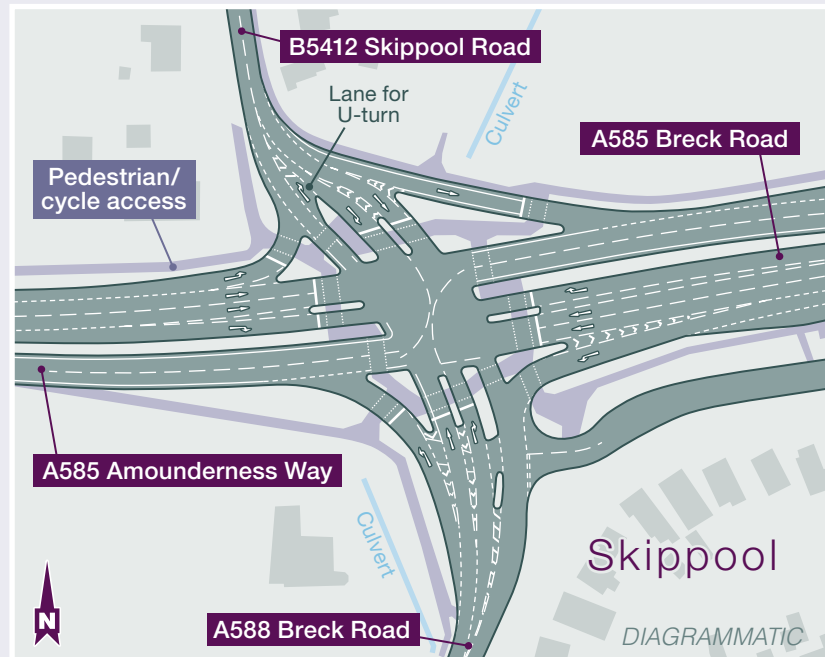
Skippool junction

We propose Skippool junction will be a traffic signal-controlled crossroads with additional lanes for the A585 and dedicated left and right turn lanes. Controlled crossing facilities will also be provided for pedestrians and cyclists.

Access to and from properties fronting the existing road would be retained.

Skippool Bridge

East of Skippool junction, a short section of the existing road would be converted to dual carriageway and a new bridge crossing Main Dyke would be built to replace the existing bridge. We are working with the Environment Agency on this proposal.

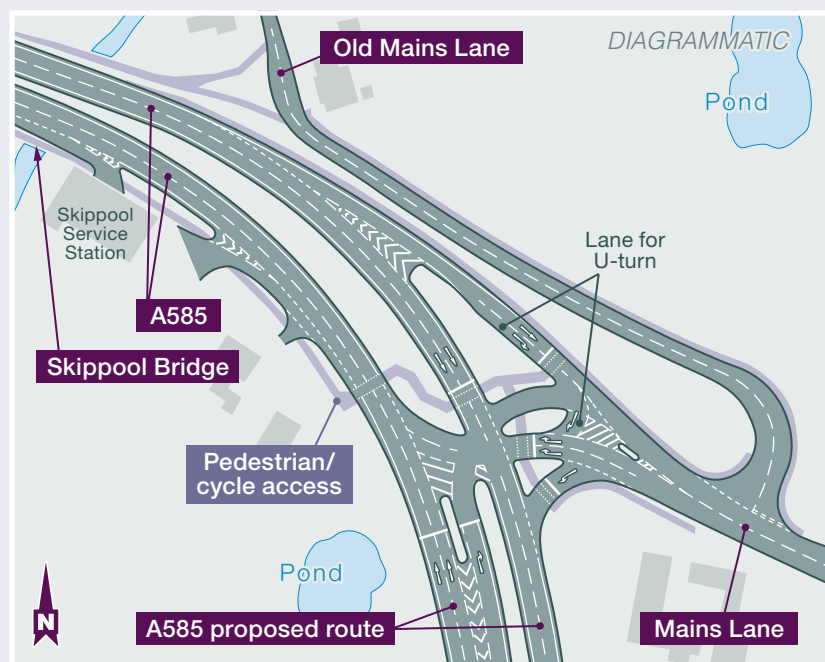


Skippool Bridge junction

A new junction will be provided where the bypass route leaves Mains Lane east of Main Dyke. The junction would provide a slip road retaining the connection between the new route and the existing Mains Lane and Old Mains Lane.

Westbound traffic on the bypass heading towards Shard Road would have a separate right turn lane.

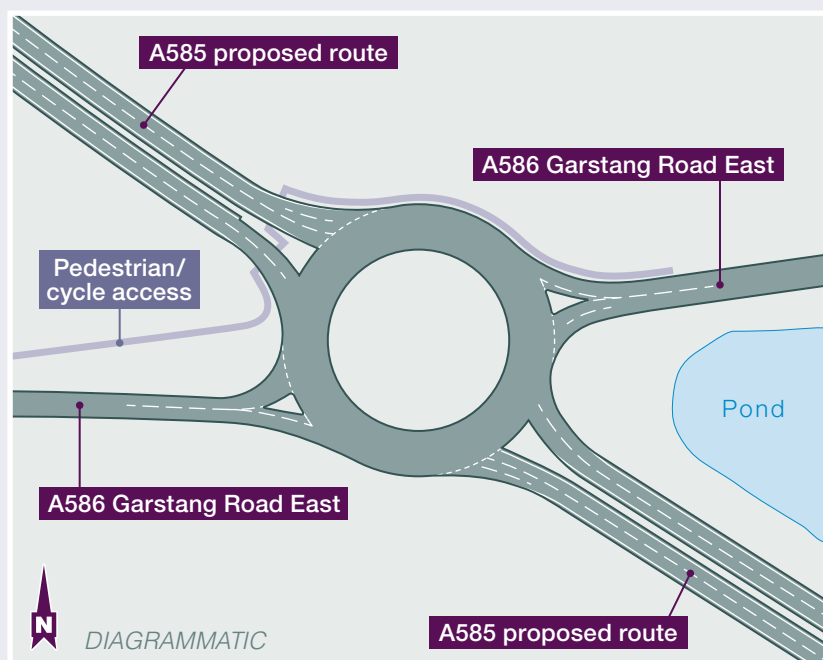
From Skippool Bridge junction the route swings southwards, and then gently eastwards as a dual two-lane bypass travelling southeast towards the A586. The route would be on an embankment to cross several ditches and the low-lying fields south of Mains Lane.



Poulton junction

A new roundabout (Poulton junction) is proposed with the A586 Garstang Road East. The junction will be situated east of the Garstang Industrial Estate.

The route then continues eastwards to bypass Little Singleton to the south. Here, the bypass will run into a deep cutting (approximately nine metres) to pass under a new bridge carrying the B5260 Lodge Lane. The route will continue 'in cutting' to the north of Singleton Hall, The Manor and Barnfield Manor.



Lodge Lane land bridge option

At this location, a new bridge will be provided to carry the existing B5260 Lodge Lane over the new bypass. We are currently exploring the option of this bridge taking the form of a 'land bridge'. We are still looking into this option, subject to environmental assessments, maintenance and ownership arrangements being agreed. The land bridge would extend for about 80 metres east of Lodge Lane and would allow the existing access road, some of the pasture and hedgerows to be replaced on top of this bridge, improving the environmental connectivity across the bypass.



Artist's impression of the view looking south east over the proposed land bridge towards Barnfield Manor.

Grange Footbridge

The bypass continues eastwards to merge with the existing Garstang New Road where a new footbridge would be provided (Grange footbridge). Garstang New Road would become a dual carriageway as it approaches the recently-constructed Windy Harbour junction.



Artist's impression of the view looking south over Garstang New Road at the proposed Grange Footbridge.

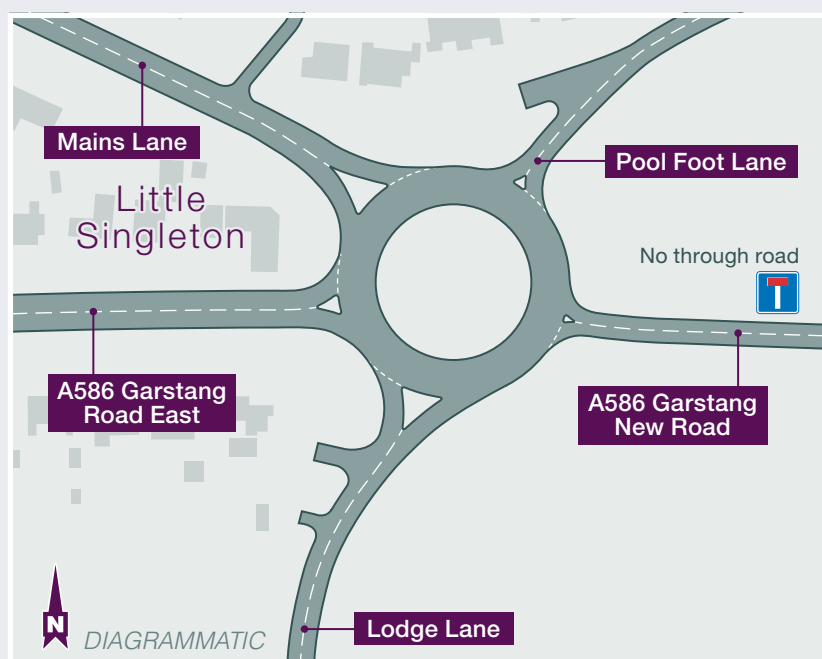
Improvements to existing Mains Lane and Garstang New Road

A number of improvements are being considered for the sections of the existing route that would be bypassed. This section includes Mains Lane from the proposed Skippool Bridge junction to Little Singleton and Garstang New Road east of Little Singleton. We are in discussions with Lancashire County Council to agree future maintenance arrangements for these improvements, which may include:

- 30mph speed limit
- Traffic calming measures
- Local junction improvements
- Changes to traffic signal priorities
- Additional crossing facilities
- Cycle routes
- Alterations to street lighting

A new roundabout would replace the existing Little Singleton junction to better manage future traffic movements. This roundabout would be constructed after traffic had been diverted onto the bypass.

The existing section of Garstang New Road, immediately east of Little Singleton roundabout, which becomes a 'cul de sac' under our proposals, would be maintained for pedestrians and cyclists and would include access to nearby fields.



Traffic

We have analysed the existing traffic flows and delays in the area bounded by the edges of the Fylde Peninsula to the north, west and south, and by the M6 to the east to understand the congestion problem. We have used a number of computer-based traffic models to analyse the impact of our proposed scheme on the road network, vehicle movements and travel times.

This information is being used to understand the detailed requirements of the scheme as follows:

- **Highway design** – such as the number of lanes required and types of junctions

- **Environmental assessment** – such as the potential for noise and air quality impacts
- **Economic assessment** – to determine value for money

We have estimated traffic flows for 2022, the expected scheme opening year, and for 2037, 15 years after opening. The highway design is based on predicted 2037 traffic flows, to ensure our scheme is fit for the future.

Benefits and impacts of the proposed design

In assessing the benefits and effects of the proposed design, we looked at a variety of features including those listed below. This information is based on our findings from detailed surveys and assessments we have carried out. Environmental impacts are assessed based on national guidance.

Feature	Benefit / impact of the scheme
Journey times, traffic congestion and accidents	Journey times would be reduced and there would be fewer delays along the A585 route. Traffic and congestion would be removed from the existing route and we would expect a substantial reduction in accidents. For more information please see the Scheme Assessment Report at www.highways.gov.uk/a585windyharbour-skipool
Air quality	Assessments undertaken to date show that any changes in air quality as a result of the scheme are within the limits set out by the National Air Quality Strategy Objective. Assessments also indicate some locations along the route will experience improvements in air quality, whereas other locations will experience deterioration.
Noise	The scheme would result in a reduction in noise along the existing A585. However, some properties that back onto the scheme once constructed may experience an increase in noise at the rear. Appropriate noise mitigation will be used to reduce negative effects such as environmental mounds or acoustic barriers.
Cultural heritage	There is potential for the scheme to impact on Grade II-listed buildings and non-designated heritage assets including the Ribchester to Poulton-Le-Fylde Roman Road (at Amounderness Way, west of Skippool) and Singleton Park. A range of mitigation measures would be agreed with Historic England and Lancashire County Council to reduce these impacts. Mitigation may include landscape screening and routing construction traffic away from sensitive areas. This will be informed by further intrusive or non-intrusive archaeological investigation.

Feature	Benefit / impact of the scheme
Landscape	The scheme would impact on the character of the landscape. However, mitigation measures are currently being developed and incorporated into the scheme's design to reduce negative effects. Such measures include woodland and hedgerow planting and screen mounds.
Nature conservation	The scheme would cross through a number of habitats including; agricultural fields with hedgerows, woodland, buildings, ponds and watercourses. The loss or disturbance of these features may have a negative effect on protected habitats and protected species that depend on them (such as great crested newts, bats, birds, badgers and otters). However, where possible, effects would be avoided or mitigated. Also, new habitats would be created, including native landscape planting. This would result in more habitats, such as ponds, woodland and hedgerows in the local area.
Road drainage and the water environment	<p>The design of the new Skippool Bridge would reduce the risk of flooding along the Main Dyke watercourse in the Skippool area. This has been assessed using a computer flood model developed in liaison with the Environment Agency.</p> <p>Drainage systems would manage and treat rainfall run-off from the bypass to ensure no contamination or increased water flows would affect Main Dyke, Horsebridge Dyke and Pool Foot Creek.</p>
Contaminated land	We have recently undertaken ground investigations to find out whether the scheme would encounter any historic contamination. Any contamination would be removed safely as discussed with the Environment Agency and local authorities.
Road safety	The scheme design is developed to be as safe as possible and aims to provide benefits to all road users. This is in accordance with our long-term vision that no one should be harmed whilst travelling or working on our roads.
Construction duration and impacts	During construction there will be increased delays and congestion for all road users. We will minimise these wherever possible and work with local authorities to agree acceptable working arrangements and limits for construction impacts. We will also engage with landowners and tenants so that they are fully aware of the proposed construction works and any impacts specific to them. Temporary diversions will be put in place for pedestrians, cyclists, equestrians and walkers, where necessary. We provide further detail on impacts and timing of construction on page 11.
Pedestrians, cyclists, equestrians and walkers	We have identified new opportunities for improving connectivity and minimising potential conflicts for these groups following extensive CCTV surveys. We will ensure continuity of existing and proposed paths and improve these throughout the scheme. Adequate facilities are available at new junctions for everyone, including visually-impaired people and those who are less mobile. Main improvements will consist of signalised junctions at Skippool and Skippool Bridge, and a new footbridge where the new bypass connects with the existing A585 Garstang New Road.
Land take	In order to construct the scheme, we will need to acquire some land. The land required is mostly agricultural however some properties will also be required to be purchased and demolished to allow the scheme to be constructed.
Current cost estimate	Approximately £150 million – this figure is correct at the time of this brochure going to print, but is subject to further assessment.

Construction impacts

Construction will inevitably have some impacts on the local community and businesses, the environment, and road users. We will work closely with our stakeholders, including local authorities, landowners and local communities, to identify the specific issues that are likely to occur and the measures that can be used to address them.

Typical impacts may include (but are not limited to):

- Construction noise and vibration
- Dust, odours and other air quality issues
- Light pollution and other temporary visual impact
- Road safety through roadworks and traffic management arrangements
- Delays and disruption to road users on the A585, A586 and A588

Construction impacts on the environment will be assessed and reported as part of our planning application. This will include, for example, how trees, hedgerows and other natural features would be retained, wherever possible. Also, how any construction access roads will be reinstated to their natural form as soon as possible after completion of the works.

Timing and phasing of construction works

If development consent for the proposed scheme is granted, we expect to start the main construction in 2020. It'll take around 2 years to complete and will open in 2022.

Site compounds and use of public roads

We would need working areas close to the proposed scheme to use as construction site compounds – for storage of materials and equipment. The location of site compounds will be shown in our planning application, along with suitable access arrangements.

We will also work closely with the local highway authorities to identify routes appropriate for our construction vehicles to use, ensuring impact on local communities is reduced.

Next steps

Once the consultation has closed on 8 May 2018, we will review all the suggestions and comments we have received. We will take time to analyse all responses. We will consider your feedback and, where appropriate, will use it to make further refinements to our proposed design and development of mitigation measures. We will set out a summary of the responses, and describe how our proposals have been informed by and influenced by them, in a consultation report. This will form part of our planning application and will also be available to the public following submission of the application. We expect to submit our planning application by October 2018 and, if approved, work will start in 2020.

In addition to this consultation process, we will continue to engage with anyone interested in, or impacted by, the scheme including the local authorities.

To help us shape the final design in preparation of our submission to the Planning Inspectorate, it is important you are involved now and submit your response by 8 May 2018.

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application in public hearings and will then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead.

The process for this is explained below.



Further information

For more information please visit our web page at www.highways.gov.uk/a585windyharbour-skippool where you can also sign up for email alerts whenever the webpage for this scheme is updated.

If you have any queries about this scheme please contact the project team directly by calling 0300 470 2700 or emailing A585WindyHarbourToSkippool@highwaysengland.co.uk

© Crown copyright 2018.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit www.nationalarchives.gov.uk/doc/open-government-licence/ write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email psi@nationalarchives.gsi.gov.uk.

© Crown copyright and database rights 2018 OS 100030649. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

This document is also available on our website at www.gov.uk/highways Highways England creative job number MCR18_0047

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 PR200/17.

*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.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ Highways England Company Limited registered in England and Wales number 09346363