

The following Appendix summarises objections / adverse comments relating to the scheme in principle, the introduction and alteration of dedicated footway, segregated cycle track and shared use cycle track, the introduction of mandatory and contraflow cycle lanes, one-way restrictions, no entry restrictions, prohibition of waiting, loading and unloading, priority crossings, bus stop clearways and refuge islands.

A total of 42 consultees responded, 32 of which objected. 10 consultees expressed their support including Lancashire Police, Sustrans (walking and cycling charity) and Lytham St Annes Cycle Group.

Consultation Responses:

There's no business case or evidence to justify the scheme including cycleway and one-way proposals or subsequently the allocation of funds. There are no serious accidents or significant cycle numbers. The scheme is a waste of taxpayers' money and existing cycle lanes are already in place on Clifton Drive North. (12 responses)

The scheme has been assessed using Department for Transport Analysis Guidance including the Active Mode Appraisal Toolkit. This has been reviewed by Active Travel England who have undertaken a Route Check Assessment to inform the award of funds.

The need for the one-way proposal is to facilitate a safe crossing where the risk of collisions from a two-way option is too high under existing traffic flows, requiring vehicles entering the road to check for gaps in traffic in addition to pedestrians and cycles. There have been five cycle collisions and one pedestrian collision between Kilgrimol Gardens South and Beach Road since 25/07/2018 on Clifton Drive North and North Promenade. Three of the cycle collisions were serious. There has also been a further 8 collisions over the same length in this period that involve motor vehicles only.

Existing advisory cycle lanes do not meet guidance document LTN 1/20, where the lack of segregation against heavy traffic flows may exclude most potential users.

The proposals are a waste of Lancashire County Council funds and would be better spent repairing local potholes and pavements or providing town centre parking. (9 responses)

The scheme is mainly funded by Active Travel England, up to £1,047,895.01 in combined Capital and Revenue funding. The scheme also has a Section 106 contribution of £35,732 from private developers which Fylde Borough Council has allocated for the installation of refuge islands. Lancashire County Councils Capital Road Safety budget has also contributed £65,000. None of the funds contributing to the scheme are permissible to spend on maintenance items such as repairing potholes.

Near misses and accidents between cyclists or scooters occur with vehicles exiting driveways between North Beach Car Park and the Coast Guard Access. Formalising this route will increase the likelihood of an accident occurring. Cyclists travel at high speeds in the cycleway, are failing to dismount at the end of the route, clip pedestrians when passing, do not keep within the cycleway

section, and conflict with pedestrians accessing the footway from the Beachcomber Café. (7 responses)

There are no recorded accidents along this length of this nature. Cycle and pedestrian symbols will be included in line with each double drive access along this length and offset away from the driveways to encourage cyclists to cycle away from the boundary walls, whilst also reinforcing compliance. Additionally, solid line road markings will be included on approach to each driveway to taper cyclists away from the access and allow for increased intervisibility. There are noted compliance issues currently where cyclists do not dismount and cycle illegally in the footway due to the strong desire line to Todmorden Road. The current expectation that a cyclist will not be there, along with inadequate widths may contribute to any current conflict. The proposals would remove the need to dismount by continuing the route southbound in a widened facility complying with cycle and walking design guidance LTN1/20. It would also provide opportunity to cross at Highbury Road West via a signal-controlled cycle movement. Slow lettering would be included at significant conflict points, with corduroy paving included at shared use transitions. A minimum of 5m total is provided for cyclists and pedestrians to ensure there's enough space. Rumble devices are proposed where northbound cyclists ramp on to the facility north of Todmorden Road to slow approaching cyclists. After working with visually impaired groups and Active Travel England, four rows of mixed textured block paving have been proposed as a method of delineation between the footway / cycleway.

2022 cycle count data taken after the completion of the phase 1 scheme (and comparisons to previous data) is misleading because it was recorded on the weekend of Blackpool Air Show and in the general vicinity. (6 responses)

Whilst cycle and traffic count data has been taken on the weekend of Blackpool Air Show, which is likely to have seen increased volumes, this provides data closer to a worst-case scenario and aids to inform the design requirements of transport infrastructure to accommodate these volumes including future growth. There are several other events throughout the year that would see similar or higher cycling numbers along the route including 'Blackpool Ride the Lights', 'The Christie Manchester to Blackpool bike ride' and 'St Annes Triathlon', in addition to smaller local cycling events. Monitoring and Evaluation will be undertaken on completion of the scheme to compare pre and post cycling / pedestrian numbers. The Department for Transport also have publicly available manual counts and forecasts up to 2019 within the phase 1 extents.

The original scheme (phase 1) has left Clifton Drive North with congestion problems, more pollution and left nowhere for visitors to park, making them reconsider returning or contributing to the local economy. Traffic queues behind stopped cars and buses. The current proposals will exacerbate this and should not be implemented. (5 responses)

The phase 1 scheme has widened the western footway into the carriageway by several metres. However, the number of traffic lanes has not been reduced, a 2m hatching strip has been maintained between opposing traffic lanes, and the southbound advisory cycle lane has been maintained, where cars can enter this when it is safe to

do so. Overall, there is approximately 9m minimum of remaining carriageway space. There should be adequate room to pass stopped vehicles and the scheme should not impact traffic flows. Phase 2 works would carry out improvements to Highbury Road West junction with new signals equipment including software that would continually optimise timings and performance based on live traffic conditions. Providing active travel infrastructure can lead to users making less journeys by car and help to reduce pollution and congestion.

The proposals will cause traffic chaos. Narrowing the northbound carriageway on Clifton Drive North will cause right turning traffic at Highbury Road West junction to block straight ahead traffic, with room for only one-two vehicles after the traffic island, also impacting on emergency service vehicles. The congestion caused will disperse traffic on to local roads. (5 responses)

The proposals should not negatively impact on traffic and the number of traffic lanes will remain the same. The signalised junction on Highbury Road West is currently running on old, outdated equipment and would be optimised using software to continually alter signals timings according to live traffic conditions. Whilst crossing phases that don't currently exist would be added to the signal's timings, traffic modelling has been undertaken, showing the junction to run within capacity.

Currently there is a traffic island in place on this approach and no separate right turn sequence from opposing traffic, leaving 5m of carriageway space. The proposals would remove this island and include a second lane for right turn stacking on approach with a total carriageway width of 5.5 to 6m. Prior to the right turn lane entry, there is also a 2m strip of broken hatching in the centre that may be entered when safe to do so.

The introduction of a one-way restriction will increase the distance for residents and emergency services to access properties, increasing emergency response times and vehicle emissions. (4 responses)

The additional distance is up to 570m for up to 36 properties. No objections have been received by the emergency services, where Lancashire Police have expressed their support. Whilst there is a small increase in journey times, this is offset on balance by the benefits of the scheme by increasing walking and cycling. The one-way restriction is required to allow cyclists to safely cross Todmorden Road and transition back into the carriageway. To maintain two-way traffic is likely to result in collisions with cyclists / pedestrians, where drivers turning right in to Todmorden Road would need to observe gaps in oncoming traffic whilst also watching to see if pedestrians and cyclists are approaching the crossing both north and southbound. To not provide priority for pedestrians and cyclists in this location would fail to comply with guidance document LTN 1/20.

Alternative routes via the sand dunes, North Beach Car Park, and the path to the west of Summerfields would take cyclists away from conflict with traffic. (3 responses)

Alternative routes have been explored including that described, however there are several issues that make routing along the sand dunes an unviable option within the

scope and funding conditions of the scheme. This is because the sand dunes are a 'Site of Significant Scientific Interest', protected by Natural England, or Biological Heritage Sites dependant on location. Sand Lizards are also present on the dunes, where the Wildlife and Countryside Act protects both them and their habitat from being intentionally disturbed. North Beach car park is not traffic free, where there would potentially be a greater interface with traffic outside of the control of the Highway-Authority (Fylde BC owned car park), with possible visibility issues when cycling around parked vehicles. The path leading from the car park to the west of Summerfields is also outside of the adopted highway and there are significant maintenance issues here (and along the dunes) due to the extreme sand build up, which present a safety issue to users.

The one-way restriction on Todmorden Road will force traffic accessing the area on to Bentinck Road. Despite the no entry proposal on Bentinck Road, traffic needing to stop at the give way line will cause traffic to back up to Clifton Drive North and the additional traffic will make the road less safe. (2 responses)

Traffic approaching or stopping at the give way line should only be stationary for a very short duration. This is because only those accessing the limited properties north of Bentinck Road would need to wait for gaps to turn right. Most traffic would be waiting to turn left on to North Promenade and would have a very small number of traffic approaching from north of Bentinck Road due to the one-way restriction, in turn creating very large gap times for traffic to exit Bentinck Road. The no-entry restriction would allow traffic to exit on to North Promenade unopposed by traffic entering, and the double yellow line proposals would provide more space to turn out against north bound traffic by restricting parking opposite the junction. Time limited no parking restrictions are currently in place on Bentinck Road between 9am-10pm. Whilst additional traffic is anticipated along the road, any impacts are offset on balance by the benefits of the schemes proposals and the mitigations described.

The scheme is not justified by adequate research data. Traffic surveys should have covered 24 hours a day over a week, ideally for four weeks over different periods of the year, and undertaken on other affected roads such as Todmorden Road, Bentinck Road and North Promenade. Revised surveys should be carried out because the proposals have changed because of public engagement and identified design risks. (2 responses)

Department for Transport traffic counts are available publicly online. Local traffic surveys were carried out between the hours of 07:00-: 19:00 to cover peak times, and taken over three days (Thursdays, Saturdays, and Sundays), in mid-August 2021 and 2022. Count locations included Clifton Drive North near Kilgrimol Gardens and Fletcher Road, Highbury Road West junction with Clifton Drive North, and the junction of Todmorden Road with Clifton Drive North. The surveys were taken in the summer (due to the high tourist area) and fall over the Blackpool Air show weekend in 2022, providing a possible worst-case scenario that informs the level of infrastructure design to comply with appropriate guidance. Using the turning counts at Todmorden Road, reasonable assumptions can be made with regards to the maximum levels of traffic dispersal on to Bentinck Road (or others) due to the proposed restrictions and has

aided to inform appropriate design mitigations. There is no requirement in design and transport planning guidance to obtain the level of data referenced (24 hour counts for 4 weeks). The scheme has been assessed using the Department for Transport's Active Mode Appraisal Toolkit and reviewed by Active Travel England who have also carried out their own route assessment check. Active travel infrastructure planning is not solely based on the number of existing users on a route. A propensity to cycle and existing safety issues on a route help inform where active travel infrastructure can be improved due to existing high traffic flows or a lack of segregation; issues that are present within the scheme extents. Active Mode Appraisal also considers other factors than safety including economic, health and environmental benefits. There have also been multiple collisions on the route between vehicles and pedestrians or cyclists.

No survey has been conducted to see how many cyclists are continuing on the National Cycle Route by turning on to Todmorden Road (1 response)

Traffic, cycle, and pedestrian counts have been undertaken at the junction of Todmorden Road with Clifton Drive North. This was taken between 07:00-19:00 on 11/08/22, 13/08/22 and 14/08/22 overlapping with the Blackpool Air Show weekend. Reviewing southbound cyclists in the carriageway, 37% of 237 cyclists turned in to Todmorden Rd on 11/08/22, 49% of 358 cyclists on 13/08/22 and 43% of 435 cyclists on 14/08/22.

One Way traffic towards the promenade will encourage more drivers towards the centre of St Annes where there is less room to manoeuvre (1 response)

The one-way restriction would prevent drivers from accessing the promenade via Todmorden Road. The promenade area is often an end point destination due to various amenities and residential properties, and therefore this restriction is unlikely to increase traffic levels through the centre of St Annes that runs parallel to this route. Traffic wishing to access the Promenade is most likely to disperse on to other side roads, namely Bentinck Road, and Coaches towards Beach Road. Major side roads within the town centre are also signalised and can therefore control turning movements more safely.

The One-Way proposal will make it less safe as vehicles accessing Todmorden Road will need to cross three lanes of traffic instead of one. (1 response)

Whilst those accessing Todmorden Road would be required to cross a total of three lanes (in two movements) instead of one, only 36 properties would have a requirement to do this. The two additional lanes crossed are also on North Promenade where traffic levels are lower. The southbound lane of which is again limited to those 36 properties and only those who choose to exit via North Promenade rather than Clifton Drive North. No Entry and No Waiting restrictions also help mitigate this. Any residual disadvantage is outweighed on balance by the overall benefits of the scheme.

A better compromise as an alternative to the one-way proposal would be to restrict parking along the whole of Todmorden Road. (1 response)

Parking restrictions alone would not provide a safe manner for the cycle route to terminate or for cyclists to safely transition back into the carriageway. As the one-

way restriction facilitates a safe crossing point, there would otherwise be unsuitable crossing provision, and cyclists would need to turn almost 180 degrees to check for traffic approaching behind them, which is generally a difficult practice with lower compliance that can result in higher collisions.

Large numbers of cyclists pass through the route several times a year during cycling events and ride unsafely, often several abreast. (1 response)

Current cycling infrastructure over the phase 2 length is inadequate for the inclusion of all users and for the volume of cycling numbers during large events. The proposals would provide improved cycling infrastructure to better facilitate large cycling numbers.

Some cyclists misuse the existing facility and cycle in the footway. This makes crossing the road difficult and better signage and enforcement is needed. (1 response)

Refuge islands have been included at regular intervals along the route length, allowing pedestrians to observe gaps and cross less highway elements in one. Previously pedestrians would have had to check that the now removed advisory cycle lane (northbound) was clear, and parking issues made observing the footway difficult, where a significant number of cyclists were riding in the footway due to the same parked cars. Waiting and Loading restrictions have been included in phase 1 and proposed on phase 2 to mitigate this issue. Cycle / pedestrian symbols will be included at regular intervals to reinforce positioning. A cycle map sign will be included at Highbury Road West to help cyclists navigate either through the junction or to Todmorden Road. Enforcement of cycling in a footway is a duty of the Police where the County Council do not have enforcement powers to address this.

No refuge island has been proposed at St Leonards Road, which carries more traffic due to the linking bridge over the railway line. (1 response)

The siting of refuge islands has been based on locations where pedestrian / cycle collisions are recorded in proximity, or where they support the cycleway proposals within the main scheme extents and provide traffic calming (such as by Todmorden Road). There are no recorded pedestrian / cycle collisions in proximity to the junction with St Leonards Road in the last 5 years. It is noted that there could be benefit from siting an additional refuge island close to the junction with St Leonards Road due to the linkage over the railway where the next closest points are Highbury Road West and St Annes Road West. However, Section 106 funding for refuge islands is insufficient to add an additional refuge island in this location.

Far more traffic will travel south bound down Clifton Drive North due to the Todmorden Road one-way restriction. The no-entry proposal at Bentinck Road will cause more drivers to exit via other side roads at major junctions with Clifton Drive North. This in combination with additional traffic will make it more difficult and dangerous to exit side roads. (1 response)

It is anticipated that most traffic unable to turn into Todmorden Road from Clifton Drive will instead access Bentinck Road due to it being the next linking side road, 200m to the south. The no entry proposal at Bentinck Road is highly unlikely to significantly

impact traffic because most northbound traffic on North Promenade that reaches this point would exit via Todmorden Road and could continue to do so without contending with traffic turning in due to the one-way proposal.

The inclusion of a pedestrian crossing in the area would be more beneficial. (1 response)

The proposals include 4 uncontrolled pedestrian crossings with refuge islands between Todmorden Road and Beach Road. Additionally, there are 2 priority crossing proposed over Todmorden Road and North Beach Car Park, close to their junctions with Clifton Drive North. Highbury Road West will also have signalised pedestrian crossings included over each arm.

No measures are included on Sandgate to mitigate additional vehicular and coach traffic dispersal from the Todmorden Road one-way restriction. Motorists will turn in to Sandgate because Bentinck Road is in too close proximity to Todmorden Road. (1 response)

It is anticipated that most traffic will disperse into Bentinck Road as it is the next closest side road to Todmorden Road. The 200m distance between the two roads within a 30mph speed limit gives drivers ample time to observe the side road on approach and local traffic is likely to be aware of this. Whilst some traffic may disperse on to Sandgate, this road is 8.5-9m wide, compared to Bentinck Road at 6-6.5m wide. Sandgate also has existing 'No Waiting At Any Time' restrictions on the north side of the carriageway, and on both sides on approach to its junction with North Promenade. Signage is included to direct coaches through Beach Road.

No entry road signage is likely to be missed by tourist traffic, increasing the risk for accidents. (1 response)

Two no entry signs will be included at each no entry location. Signs will be sited and sized to comply with Department for Transport Regulations and will be illuminated.

The residents of Bentinck Road will have an increased distance (and emissions) to access their properties when travelling from North Promenade. (1 response)

The maximum additional distance that could be incurred to residents of Bentinck Road is 230m. There are 7 properties with driveway accesses on Bentinck Road, one property also has a driveway access on Clifton Drive North, and another on North Promenade. Clifton Drive North is a through route that passes the full extents on North, South and Inner Promenade, where journeys from the Promenade to Bentinck Road as an end destination are only likely (and necessary) when the starting location is also within the promenade area. Any remaining disadvantage is outweighed on balance by the benefits provided by the scheme.

Separate proposals to introduce no motorhome parking overnight on North Promenade are likely to increase overnight motorhome parking on Sandgate. This with additional traffic dispersal from Todmorden Road one way proposals will increase the risk of an accident. (1 response)

The impacts of prohibiting overnight motorhome parking in the area relate to a separate consultation and report. If an assumption is made that overnight motorhome parking were to increase on Sandgate, the amount of increased traffic dispersal would be negligible after PM peak hours, and it's anticipated that most traffic will disperse on to Bentinck Road where it is the next side road after Todmorden Road.

One-way proposals at Todmorden Road will increase traffic on Bentinck Road and Sandgate where Coaches are unable to turn out without mounting the footway. (1 response)

Coaches are more likely to gain access via Beach Road due to a wider carriageway width, and the first hotel being south of this point (where kerbside drop off is generally required). Proposals include signing coaches at Beach Road. No Waiting At Any Time restrictions have been included at Beach Road to reinforce and accommodate this, including on approach to the junction with North Promenade to allow coaches room to pull in unobstructed, and opposite the junction on North Promenade to ensure there is adequate room to pull out. St Annes Road West is also the next side road to the south, and whilst it may not be appropriate to access every hotel along the length, its junction with Clifton Drive is signal controlled, and the road itself is wide, always restricted to parking, and has wide kerb radii on to North Promenade.

Cyclists contribute nothing and have no insurance (1 response)

Whilst there is no legal requirement for cyclists to have insurance, this would be legislated on a national level and not locally by the County Council. Journeys made by cycle rather than car have less impact on pollution / the environment, road maintenance, and can reduce strain on other public services long term by providing improvements to health. The benefits of this are set out in transport planning guidance 'Gear Change - A bold vision for cycling and walking'.

Existing traffic signals at Highbury Road West junction are not required due to low traffic flows and make traffic worse on Clifton Drive North. The proposed introduction of two right turn filter lanes at this junction will kill this road and cause traffic chaos. Drivers will jump the lights and overtake to avoid increasing delay. Remove the lights, Highbury Road West traffic will use side roads to link into. (1 response)

The existing signalised junction of Highbury Road West and Clifton Drive North is required to facilitate safe crossing for pedestrians and cyclists. Traffic signals will be optimised with software that changes timings dependent on live traffic conditions. If there is no demand on Highbury Road West then traffic arms will continue to be extended, or other demand phases such as pedestrian crossings would commence in its place. There are no right turn filter lanes proposed as part of the junction. There is a right turn stacking box for traffic to wait before turning right into Highbury Road West, and a right turn lane on the same approach to the junction. This will operate as it currently does with Clifton Drive traffic running together and right turn traffic waiting for gaps or turning at the end of the stage. The proposed removal of splitter islands will provide more stacking room for right turning traffic within the junction.

Proposals include the partial demolition and reconstruction of a wall given 'Listed' status on Fylde Councils Local List of Heritage Assets (1 response)

Whilst the wall does have such status, it is not nationally listed by Heritage England. Fylde Council have confirmed that its local 'Listed' status means consideration must be given to its historical / architectural value in the assessment of any planning applications. Fylde Council also concur that Class A (b) of Part 9 of the General Permitted Development Order applies and therefore no planning application is required to reconstruct the wall in such a manner. The County Council would also reinstate the wall to match existing materials and features as far as practicable.

8 properties on the Summerfields estate have a financial interest as part of a land dedication agreement relating to the scheme. Any letters of support should be omitted from the this report (1 response)

Whilst there does not appear to be any letters of support from residents involved in the land dedication agreement, it cannot be known with certainty. Having obtained legal advice and in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, expressions of support should not be discounted from the report, but a disclaimer is to be included drawing attention to a potential conflict of interest from residents of those 8 properties.

A report by the Public Accounts Committee on Active Travel states that there had been no sustained increase in walking and cycling despite the government spending £2.3 billion. The proposals will have a negative impact on sustainability and pollution. (1 response)

The report referenced states that the effects of the £2.3 billion investment between 2016 and 2021 remains unclear where there is an incomplete picture from monitoring and evaluation requirements and the disproportionate cost for Local Authorities to carry this out. It also notes that Active Travel England is off to a good start. The government also estimates for every £1 invested in active travel, £4.30 is reaped in benefits for air quality and decarbonisation. The report goes on to look at other factors generally outside of Local Authority control. These proposals have been funded by Active Travel England rather than the Department for Transport, and there is a funding requirement to carry out sufficient monitoring and evaluation, with a revenue portion of funding attributed to this.

The southbound cycleway should be removed to encourage greater use of the shared use cycleway and provide more width for cars and buses. (1 response)

The southbound cycleway is advisory and therefore available as highway space, permissible to enter when safe to do so. It also provides more confident road cyclists with additional space when travelling southbound, reducing the interface / conflict with less confident cyclists or pedestrians.

The first phase of works is dangerous and entering driveways from the junction of Highbury Road West with Clifton Drive causes safety issues for all users. (1 response)

The first phase of works has introduced several traffic calming measures including regular refuge islands, reduced lane widths, central hatching, and a reduction in the speed limit to 30mph. The current proposals would provide controlled and separate signal phases for pedestrians, cycles, and general traffic, where there are currently no crossing facilities. Signalised phases would also be introduced on a demand basis for private accesses within the junction extents.

The proposed benefit to cyclists is simply to move the transition point back to the carriageway by several hundred yards, benefiting a relatively small number compared to the permanent disruption of a major traffic artery. (1 response)

Whilst cycles will need to transition back to the carriageway at the end of the route, they are able to do so at a point where the National Cycle Route turns to a road with lower traffic levels. The scheme also allows a signal-controlled movement to enter the southbound advisory cycle lane on Clifton Drive North and accommodates those exiting Highbury Road West wanting to join the facility. The scheme also provides other active travel improvements such as puffin crossings at Highbury Road West and priority crossings over North Beach Car Park and Todmorden Road entrances.

Highbury Road West is rarely used and does not warrant a dedicated cycle lane. (1 response)

The mandatory cycle lane on Highbury Road West supports the early release phase for cyclists (on a demand basis only), where the lane allows cyclists to pass stacked cars rather than miss the early release. The length matches existing double yellow lines and therefore does not negatively impact on parking.

The absence of cycle lanes on the Promenade makes it difficult for cyclists to navigate. The Council needs to decide whether to direct cyclists along the Promenade or Clifton Drive North. Without cycle lanes on the Promenade, the Todmorden road cycle lanes serve no purpose and may mislead cyclists. (1 response)

Cycle counts show similar demand for both routes and therefore the transition to both has been accommodated. Routes along the promenade can serve as an end destination and direct cyclists to traffic free routes, whereas Clifton Drive North is more direct and can be preferred by more confident cyclists. The on-carriageway cycle lanes on Todmorden Road provide protected spaces for a safer transition to and from the carriageway. Without a cycle lane on the south side, there would be no space to contraflow against the one way. Cycle map signage will be included at the relevant location so cyclists can select their route accordingly.

The bus stop north of Todmorden road should be relocated to the south to facilitate switching pedestrians and cyclists to opposite sides. Alternatively, clear end panels could be used to make pedestrians / cyclists visible through the shelter. (1 response)

Bus stop locations are sited based on appropriate distances between stops, and locations south of here are heavily constrained by regular drop kerbs for driveways. Clear end panels will be obscured when pedestrians wait for a bus. When a bus stops

to alight, conflict risk would be at its highest due to intervisibility issues between passing cyclists and pedestrians departing buses. Switching users over for an isolated length of the facility is also likely to cause compliance issues and increase conflict between users.