



# Fylde Coast

Highways and Transport Masterplan



## Fylde Coast Highways and Transport Masterplan Consultation Report - Draft Masterplan

June 2015

## **1. Introduction**

1.1 This report provides details of the consultation and engagement of the draft Fylde Coast Highways and Transport Masterplan. The draft Fylde Coast Highways and Transport Masterplan sets out the County Council's ideas for a future highways and transport strategy for the Fylde Coast.

## **2. Main Points Arising from the Consultation**

2.1 Across all consultation groups support was given to the Fylde Coast Highways and Transport Masterplan

2.2 Concern was expressed at the proposals not to progress the M55 to Norcross link ('Blue' route).

2.3 There were various suggestions made for new infrastructure, corrections and additional references to be included

2.4 There were various suggestions made for rail improvements including, the reopening of lines, increased services and additional stations

2.5 There was support for increased services and general improvements on the South Fylde line

2.6 The proposals to extend the tram line to Blackpool North station were welcomed

2.7 Support was given for Fylde Coastal Cycle network, but various route amendments were suggested as were additional routes.

2.8 Concern expressed at ongoing works at Windy Harbour and proposed bypass around little Singleton

2.9 There were calls for increased connectivity between different modes of transport and concerns were expressed in terms of cross border ticketing

2.10 A full list of all comments received as part of the consultation are included as appendix 1

## **3. Consultation and Engagement**

3.1 Consultation on the draft Fylde Coast Highways and Transport Masterplan was carried from 12<sup>th</sup> January until 20<sup>th</sup> February. Views were sought from District Councils, Members, Stakeholders, District and Parish Councils and members of the public.

3.2 Consultation and engagement was sought with a wide variety of stakeholders. Consultation events, with staff on hand to answer any queries

relating to the draft Fylde Coast Highways and Transport Masterplan were held at various locations throughout the Fylde Coast; these included: Garstang, Blackpool, Fleetwood, Poulton-le-Fylde, Kirkham and Lytham St Annes.

3.3 To publicise the masterplan a news release was issued and a series of briefings were held with the media. Two news releases were issued with details of the consultation period (10 December 2014) and one with details about the events (21 January 2015). The two press releases generated seven articles printed in the local media (see appendix 2). For each story we create a total score depending how positive or negative the story is and how widely the story appears. This total score can range from -8 to +8 for each story with any positive score representing a positive story. The average score for all Fylde Coast masterplan related articles is 4 (fairly positive).

3.4 Media relations activity has resulted in extensive media coverage. For more details see appendix 2.

## **4. Questionnaires**

4.1 A key consultation exercise was a questionnaire relating to the proposals outlined in the draft Fylde Coast Highways and Transport Masterplan. This identified key aspects and sought views on whether the masterplan captures the issues and challenges facing the Fylde Coast.

4.2 In total 113 responses were received. The key findings are as follows

- Nearly three-quarters of respondents (73%) agree with the proposal to work with the Highways Agency to improve the A585 corridor.
- Half of respondents (50%) disagree with the proposal not to pursue an M55 to Norcross link road.
- Over two-thirds of respondents (70%) agree that there should be a Blackpool North (Talbot Gateway) Interchange to improve links to onward travel such as buses and cycling.
- Over nine-tenths of respondents (91%) agree that the stations on the North Fylde railway line should be improved.
- Around four-fifths of respondents (81%) agree that the South Fylde railway line should be improved.
- Around two-thirds of respondents (64%) agree that the coach facilities in Blackpool should be improved.
- Nearly nine-tenths of respondents (90%) agree that buses in the Fylde Coast's urban areas should be more closely linked with rail travel, walking and cycling.
- Around four-fifths of respondents (85%) agree with the proposal to look at how the county council can support access to services in rural areas.

- Over four-fifths of respondents (83%) agree that the county council should promote local public transport, walking and cycling to try to encourage people to use these forms of transport more often.
- Around a quarter of respondents (75%) agree with the proposals for the Fylde Coastal Cycle Network.

4.3 Further detail and analysis from the questionnaires are included as appendix 3

## **5. MP's, Councillors and Political Parties**

5.1 A briefing for County Councillors was held on the draft Fylde Coast Transport and Highways Masterplan on 15<sup>th</sup> December 2014. For those councillors who were unable to attend, the event was webcast and documents were posted on the members' portal. A briefing was also given to Fylde Borough councillors on 17<sup>th</sup> December 2014. 2 Councillors made formal representations. Issues to emerge include:

- Concern at traffic levels in Poulton
- Concern at lack of measures within the Fleetwood area
- Opposed to the decision to drop protected status of Blue route
- A request for more detail regarding extra parking at railway stations
- Call to include the return of rail traffic to Fleetwood

5.2 Briefings were also offered on an individual basis to MPs representing the Fylde Coast area. 3 briefings were given and 1 formal representation was received. Issues to emerge included

- Concern at decision to drop protection of the Blue Route
- Concern that the masterplan failed to address the needs of the residents of Fleetwood
- Issue raised of cross ticketing problems
- A request to engage company with proposals to offer hovercraft service between the Fylde Coast, Southport and Liverpool

5.3 In addition to this, comments were received from one political party

## **6. District Councils**

6.1 Responses were received from 3 District Councils; Wyre Borough Council, Fylde Borough Council and Ribble Valley Borough Council. A response was also received the 3 tier forum. Issues raised included:

- Wyre Council request that the entire length of the Blue Route should remain safeguarded until the scale and distribution of development in Wyre and Fylde is established through the respective emerging Local Plans,
- Fylde Council strongly disagrees with “the proposal not to pursue an M55 to Norcross link road”. Removal of route protection, as suggested, for the northern and southern sections of the Blue Route is not supported.
- Support given to the proposed Windy Harbour to Skippool improvements, but not convinced that these incremental improvements will ensure the efficient movement of vehicles, including at peak times, along the A585.
- Both Fylde and Wyre Council's request that the Blue Route is safeguarded until such time as the A585(T) Route Study is finalised and a full range of route options have been explored.
- Various public transport, walking and cycling measures proposed
- 3 tier forum request that the Blue Route continues to be preserved as it is considered a most important route and that Improvements are made to the Thistleton Junction/A585

## 7. Town and Parish Councils

7.1 Town and Parish councils within and adjacent to the Fylde Coast were consulted. 6 Town and Parish councils responded to the consultation. Issues raised included

- Concern at the decision to drop the Blue route
- Disappointed expressed that the area of congestion on the A585 from Ribby Roundabout to M55 has not been considered for improvement.
- Request that work on the Moss Link Road work starts on this straight away. Additional housing plans once completed will create considerable additional car journeys especially since the developments (Queensway in particular) are on the edge of the town.
- Request to see an emphasis in accommodating electric cars through the provision of charging points in key car park locations (i.e. at station car parks) to encourage the use of sustainable transport links and facilities.
- Request to see LCC making a far stronger case for short and long-term improvements to the South Fylde line; to include low cost improvements to the line, a passing loop, additional rolling stock. Better timetabling and additional stations
- Support expressed for moves that encourage better interchange opportunities between public transport, car users and cyclists.
- Concern expressed at ongoing works at Windy Harbour and proposed bypass around little Singleton
- Calls to utilise the Northern Sovereign Wealth Fund if fracking goes ahead to fund elements of the Blue Route
- Calls for current levels of public transport provision in rural areas to be protected

## **8. National Stakeholders and Local Stakeholders**

8.1 Emails were sent to a wide range of stakeholders informing them of the consultation. Guidance from the Local Transport Plan 3 was used in terms of identifying recommended statutory and no statutory stakeholders.

8.2 Responses from stakeholders were received by letter, email, and online questionnaire. Responses were received from both national bodies and local stakeholders. The responses varied depending on the type of organisation represented and often related to the interest the group represented; issues raised included:

- Requests made from specific stakeholder groups for their interests to be more widely represented within the masterplan
- Specific requests and recommendations relating to the road haulage sector, taxi operators
- Consideration to be given to the reinstatement of the Fleetwood to Poulton railway line
- Calls for support for a heritage railway operating between Poulton signal box and Jameson Rd Bridge (Fleetwood) with new platforms constructed at Poulton and Fleetwood south.
- Calls for cycle lanes along the A6, A583, A584, A585 and A586
- Requests for a new station at Garstang
- Calls for consideration to be given to the development of Blackpool Airport
- Calls to maintain current subsidised bus routes
- Reference to be made to the two potential Wyre barrage/tidal schemes
- Calls for consideration to be given to potential hovercraft services between Fylde, Southport and Liverpool
- Requests for better cross border ticketing arrangements

## **9. General Responses and Media Commentary**

9.1 A small number of general comments were received relating to the masterplan as well as one media commentary.

## **10 Members of the Public**

10.1 4 letters/emails were received and 88 comments came via printed and online questionnaires. Issues raised included:

- Specific requests for amendments and corrections
- Concern expressed for pupils travelling to school and requests for a pedestrian footbridge over the A585 near Anchorsholme Lane

- Specific requests relating to public transport
- Calls to open the railway line between Fleetwood and Poulton-le-Fylde
- Specific recommendations to solve congestion on the A585
- Requests for a bus station in Blackpool
- Requests for a park and ride to serve Blackpool
- Calls for improvements to the South Fylde line
- Calls for improved rail connectivity
- Calls for improved cycling infrastructure
- Calls to continue to protect the status of the Blue route

## **11. Conclusions**

11.1 Consultation has been undertaken to gain a wider understanding of the important travel and transport issues and challenges in the Fylde Coast. Consultation has taken place with a wide range of interested parties, including district councils, town and parish councils, stakeholders, and the general public.

11.2 Due to the wide geographic spread and strategic nature of the proposals outlined in the draft Fylde Coast Transport and Highways master plan many of the responses received are very detailed and not all points can be covered in this overarching report. Many of these comments provide important and valuable suggestions and local intelligence and will be considered and taken forward as the master plan progresses.

11.3 Appendix 1 to this report sets out in summary tables the main issues raised in the consultation by members, district councils, town and parish councils, stakeholders and members of the public.

11.4 Further consultation in relation to individual schemes will take place as the master plan process progresses and respondents to this consultation process will be informed.

## Appendix 1: List of comments received

MPs and Councillors	
Eric Ollerenshaw MP	<p>I am pleased to offer the following comments as my response to the consultation. May I firstly say how grateful I am for the time officers took when we met to discuss this issue, and to address the issues I raised. Hopefully you will also be able to take the following additional points into consideration.</p> <p>A general comment I would make is that there appears very little in the whole of the plan that will begin to deal effectively with the issues affecting Fleetwood specifically, sitting as it does at the end of the Fylde Peninsular. Although there will be knock-on effects, I do feel there needs to be a more direct acknowledgement of the particular transport problems affecting Fleetwood due its geographical position. Added to this there seems to be no account made of the impact of the new investment coming into Fleetwood that could add to the pressure on transport into and out of the Town.</p> <p>Specific issues</p> <ol style="list-style-type: none"> <li>1. Page 16 mentions the Blackpool Tram and its service link for residents of Fleetwood. No mention is made of the damage being done by the withdrawal of the NOW card for Fleetwood residents. As a result, no possible solution is suggested.</li> <li>2. There is also no consideration of a possible future extension of the Tram line around the Wyre side of Fleetwood and Thornton-Cleveleys, proposal which would give us a future circle line around the Fylde. It would bring into play the use of the old railway line land and might even involve consideration of a direct run through to the Preston line, once that is electrified. This option might also tie in with future work mentioned on page 40 looking at the original Sintropher tram train project. I realise this would be a major new scheme, but it has to start somewhere. If we are not engaging in some 'blue sky' thinking now, as part of this masterplan, then what chance do we have of finding long term solutions for Fleetwood and the whole future of Fylde?</li> <li>3. I welcome the fact there is a mention of the issue of the A585 on page 18, but I have some concern with the County's apparent withdrawal of support from the idea of a 'blue' route or a new dual carriageway from the M55 to the A585. One of the reasons given is the loss of the ferry route from Fleetwood, but no account is made for future expansion in fish processing and redevelopment of the docks that could again add to the need for a new route. The new work by the</li> </ol>



	<p>Highways Agency on widening parts of the A585 might perhaps give us a better picture of future need once we can measure its impact and I would suggest that no final decision be taken yet on whether to maintain the possibility of a new 'blue' route until we can assess these new developments.</p> <p>4. I mentioned at our meeting that I have been approached by a group looking at possible hovercraft services to connect the Fylde not only southwards to Southport and Liverpool, but also north to Heysham and Barrow. This is something I think is worth exploring, to establish an additional specialised transport service around the whole of the Fylde. I would be grateful if this group could at least meet with officers to allow consideration of the feasibility of their proposals.</p> <p>Thank you again for the original meeting and hopefully when the consultation is complete we will have a further opportunity to discuss the plan</p>
<p>County Cllr Alf Clempson</p>	<p>I am writing in my capacity as the County Councillor for Poulton-le Fylde, in response to the Fylde Coast Highways and Transport Masterplan draft dated Dec 2014.</p> <p>I aim to consider points which I believe are relevant to Poulton-le-Fylde and are of concern to residents of the Division.</p> <p>I believe that at present the A585 has problems at the Singleton crossroads. I welcome the present works which will ease this situation but, I am convinced that if other problem areas are not identified and dealt with, the benefits of the works at Singleton could be lost. I know that money has been identified for a Relief Road from Windy Harbour to the Wyre roundabout and this is mentioned in the Masterplan. I welcome this but feel that this will dramatically increase traffic in the area and will result in Poulton continuing to suffer from being used as a ratrun and shortcut. As I have said many times before, the road structure in Poulton was never meant for the volume of traffic which it now takes and a better network surrounding the Town is needed, especially if the current rate of retail and housing development continues.</p> <p>Again, as I have said before, I believe that the area of Poulton and Thornton have unique challenges in relation to traffic. The A585 and A586 are already extremely busy through roads which serve the Fylde coast. The amount of traffic generated by business, day trippers, long term holiday makers and workers in the tourism industry, in addition to the normal high volume of traffic generated by residents on a daily basis, concerns me. I am surprised that these issues</p>

and the fact that commuters use Poulton as a shortcut from the M55/Fairfield Road has not been mentioned in the Masterplan.

I was disappointed to read that it is not proposed to maintain route protection of the Southern section of the M55 to Norcross link road. Although some of the advantages are listed, it is not thought to be cost effective. I must oppose this decision in the strongest terms, this is short sighted and brings up many questions in relation to where LCC's priorities lie. I request that I am contacted and given more detail on this decision and that I am given the opportunity to discuss this issue further with Officers.

I was pleased to read the commitment to the redevelopment of the Teanlowe Centre and the opportunity it has provided to address congestion issues and therefore improve the local environment. I look forward to seeing this develop and learning more detail. No one knows the impact that the new Booths store will have on the Town. I am particularly concerned about the additional traffic which will be generated by the new store and the fact that there will be two hours of free parking. I would like these issues to be monitored with a view to reacting promptly to any problems as they arise.

A point which I believe has been overlooked in the Masterplan is the impact the railway station has on the already congested roads of the Town. I was surprised to read that more parking near the station can be found. Despite several letters to the railway authorities and indeed LCC, I have not had these assurances. Please could I have more detail on this encouraging claim. As I have stated on many occasions in the past, residents parking schemes are essential for Poulton and must be implemented as soon as possible. I am also concerned about the frequency and standard of trains which serve Poulton-le-Fylde.

Another point I would like to make is the fact that Poulton has a very high percentage of older people compared to other Towns and the added need for road safety measures in relation to this. This fact is not mentioned in the Masterplan surprises me considering the number of issues I have personally raised in relation to this.

It is stated that this part of Wyre has high employment and the preferred means of transport is the motor vehicle. When these two facts are put together, one of the major issues which affects the town is highlighted. This is of course the fact that the working population of Poulton is mobile and in many cases travel great distances to employment. This must be taken into consideration when considering all future development in the area.

	<p>In summary, while I welcome the Fylde Coast Masterplan and what it is working towards, I am extremely disappointed that many of the issues which I have consistently highlighted to Officers and the political leadership are either not mentioned or are not mentioned in sufficient detail. I believe this document overlooks many of the challenges which face the Fylde Coast and in particular the Town of Poulton-le-Fylde. I believe that the reference to the LEP has very little impact on Wyre and in fact only effects Warton in Fylde. I am extremely disappointed that the challenges which face Poulton have just not been referred to and I question who had input into this document, because, in my opinion, who ever did has very little up to date knowledge about the area. I have many more concerns about the future of Transport in and around the Town and would welcome the opportunity to give my input at later stages of this Plan.</p>
<p>Cllr Jack D. Harrison.</p>	<p>I'd like to state my agreement with much of your Transport Master Plan. But I feel you have left out an important element.</p> <p>As a Founding Member and Secretary to Rail Link-84, the original Campaign Committee to return rail traffic to Fleetwood, I would like to press strongly for a return of Fleetwood's Rail Link as a matter of County Priority.</p> <p>From formation during March-1984, we identified traffic potential for both Passenger and Freight traffic; and the then British Railways were sympathetic to our cause. We were successful in other key objectives also:-</p> <ol style="list-style-type: none"> <li>1. Wyre Borough Council agreed to protect the rail corridor from Poulton-le-Fylde to Fleetwood.</li> <li>2. The Amounderness Way extension route was amended eight metres to the West, to further protect the corridor.</li> <li>3. Former Sea Ferry operators B &amp; I and Pandoro who originally said they had no use for a rail link were persuaded that with modern processes, they could indeed have used and benefited from using the Railway. As both companies have left Fleetwood, I am convinced that new opportunities for traffic could be found for rail traffic.</li> </ol> <p>Lancashire County Council had been very supportive of the return of Fleetwood's rail link as part of the national network. It is a pity the current County Authority no longer have the vision and political will, to see the benefits of reconnecting Fleetwood.</p> <p>From 1984 to at least 1988, we had maintained regular high-level contacts with County by meetings, mail and telephone, always up-dating each other.</p> <p>As Secretary, I symbolically handed the campaign</p>

	<p>to the Poulton-based amateur preservation Group, in the belief that they would be involved in completing the return of rail traffic to Fleetwood. Sadly they have not done so.</p> <p>I call upon Lancs County Council to include the Return of rail traffic to Fleetwood as one of its Master Plan objectives.</p>
Political Parties	
Wyre Labour Party	<p>1.1 Wyre Labour is made up of three Branches, Fleetwood, Poulton, and Thornton Cleveleys. Wyre Labour recognises that the production of a draft Fylde Coast Highways and Transport Masterplan is an important step in obtaining an integrated transport approach across the whole of the Fylde Coast. As this is intended to be a long term plan for the next 15 to 20 years it is crucial that the priorities are fully considered and that the transport infrastructure that is put in place is effective for residents, tourists, and business, and that it has a positive impact on the current problems. Given the major cuts in funding to Local Authorities it is also vital that the revised transport network is cost efficient.</p> <p>1.2 Wyre Labour applaud the fact that consideration is being given to produce a joined up approach across the Fylde Coast, rather than separate approaches being taken across the three neighbouring Boroughs of Wyre, Blackpool, and Fylde. Transport problems across the three Boroughs are inevitably connected, so it is essential that problems are resolved collectively in order that we make the most efficient use of combined resources and importantly that residents are treated fairly and consistently.</p> <p>1.3 From a Wyre perspective the revitalised tram network between Blackpool, Cleveleys and Fleetwood, is having a positive effect on the lives of residents, and one would anticipate that the electrification of the main rail network to Blackpool North will have a similar effect.</p> <p>1.4 The Fleetwood to Knott End Ferry provides an excellent link between the rural Wyre and the Wyre's West Coast. The ferry is seen as essential for The Lancashire Way and cycling routes.</p> <p>1.5 The Port of Fleetwood is a vital asset to our local economy. As such we reiterate our commitment to it</p>

retaining port status.

1.6 In line with the comments of Councillor Fillis, we see this as the start of “a conversation” and as such, we would like the opportunity to further review the post consultation version of the masterplan when the comments of others will have been incorporated.

2. Current problems from a Wyre Labour perspective

From a Wyre perspective there are a number of current problems which the draft masterplan does not seem to accurately reflect. These problems need resolving not only for transport reasons but also in terms of the knock on effect to jobs and tourism. It is hoped the post consultation version of the masterplan will more accurately reflect these problems and importantly, include solutions to deal with them:-

a. Increasing road congestion across the Fylde, and especially the A585

The Fylde Coast Strategic Housing Market Assessment recognises that Wyre is an exporter of labour, with a surplus of workers over jobs. Only 54% of Wyre residents work within the authority, although around 83% of residents work within the Fylde Coast. So a huge 46% of Wyre workers are commuting out of the area on a daily basis and adding to the congestion issues.

Improving the access routes to and from North Fylde would relieve the pressure on roads and encourage job creation within Wyre at the same time. This commute issue is particularly serious given that an A585 bypass is not expected until 2020 and in the meantime new housing is seemingly given the go ahead with little regard to increasing traffic congestion.

The most influential and detrimental impact on our transport network is congestion on the A585 and this is limiting the economic and social development of our Borough.

b. No rail / tram link between Fleetwood, Thornton and Poulton

Poor access to the North Fylde is seen as a major

reason for the lack of jobs within Wyre (46% of workers have to commute out). Reinstating the link would improve the employment situation in Wyre and help to reduce this very high commute figure of 46%. Not only that, the option to travel by train / tram would then help to reduce road congestion.

c. The loss of Blackpool Airport in terms of international flights

The draft plan seems to underplay the importance of Blackpool Airport. It should be recognised that the airport is an important asset for the whole of the Fylde Coast and surrounding areas and its loss is another reason for the increasing road congestion.

d. The continued threat to currently subsidised bus services linking rural areas of the Fylde Coast with the main towns of Fleetwood, Thornton Cleveleys, Poulton, Blackpool, St Anne's, and Lytham.

The removal of bus services due to the Coalition Government's austerity cuts would leave many residents cut off during large parts of the day. Buses are a vital lifeline for those in rural areas and so we need to avoid isolating these people.

3. Wyre Labour Aims

Wyre Labour see this as an opportunity for the creation of a Fylde Coast wide integrated transport plan that results in :-

- a Fylde transport system that is fit for the 21st Century
- an effectively managed transport system run with full co-operation between the 3 Councils
- a more efficient transport system that makes more effective use of taxpayer's money
- improved transport links to all areas of the Fylde
- a guarantee that the Fleetwood to Poulton rail route and the required land to link it with the tramway will be protected from any development that would otherwise prevent its reinstatement.
- improved cycle routes and greater participation
- a Fylde Coast that can make more of its history and heritage with increasing numbers at visitor

attractions

- increased employment across the Fylde Coast
- reduced congestion on Fylde Coast roads
- reduced use of cars thereby helping to reduce carbon emissions
- reduced travel times thereby helping to reduce carbon emissions

#### 4. Wyre Labour Proposals

Wyre Labour would specifically like to see the following incorporated into the masterplan:-

##### 4.1 Blackpool Airport

- a. We would like to see the airport treated as a serious and viable alternative to Manchester Airport for short haul flights
- b. We would like to see the airport treated as an airport that is an asset not just for Blackpool or even the Fylde coast, but for the whole of West Lancashire and South Cumbria.
- c. We would like the airport to make full use of the history as Squires Gate airport (eg. it being the location of the UK's first official public Flying Meeting).
- d. We would like to ensure land at Squires Gate is protected for use and expansion by the airport, including a specific tram / train station that allows integration with the rail / tram system as soon as is practically possible. The loss of Pontins should be seen as an opportunity to re-shape and re-plan Blackpool Airport.

##### 4.2 Restoration of the rail link between Fleetwood, Thornton and Poulton

The report rightly recognises the aspirations of the Poulton and Wyre Railway Society to restore this link. However, the report fails to mention the study undertaken by Halcrow Group Limited in 2006 which concluded that there is a case for reopening the line.

Wyre Labour appreciate that funding will be tight in the short term, and that as such, the inclination will be to concentrate on the development of the A585 bypass.

However, even if we don't progress with the reintroduction of the rail line for another 10 years, what we must do is ensure its presence is considered when assessing A585 bypass plans as well as any development plans along the rail route that might otherwise jeopardise the re-instatement of the rail line or it's linking up with the tramline in Fleetwood.

We note that consideration is being given to connect the South Fylde Line to the new tramway, so similarly we would like to ensure that we maintain the ability to link the old Fleetwood to Poulton rail line with the Fleetwood tramline.

We also note that the masterplan suggests that the electrification of the main railway line through Poulton may make Poulton Station unusable for the reconnection with Thornton and Fleetwood. However, Network Rail's summary of evidence to WBC's Transport Infrastructure Task Group Final Report suggests that "The new signalling and track designs will allow for up to 100mph running and will be designed to allow reinstatement of the branch connection should it be required and receive funding". It's clear that for the people of Thornton and Fleetwood, the convenient place to join the main line is at Poulton and not Blackpool, so having an interchange at Poulton Station is essential. As such the masterplan needs to confirm that the Fleetwood to Poulton line can be re-connected to the main line

#### 4.3 A585 Bypass

The focus must be on finding and implementing a strategic and effective approach, rather than the current piecemeal proposals, which will instead address this and deliver a road fit for the 21st century and beyond.

Although we accept that due to funding issues it might not be possible to develop the A585 bypass and re-instate the rail line in the same timescales, we recognise the need to assess the various bypass routes with an assumption that there is a rail link in place, and also with an assumption that there isn't a rail link in place. By undertaking this analysis we can determine the best route in both the short and long term. The two methods of transport need to be considered together, even if they aren't developed at the same time.

#### 4.4 Combined Resources and Funding



	<p>The masterplan rightly recognises the need to produce a plan that involves the whole of the Fylde Coast, and in keeping with that, Wyre Labour would like to see a joined up approach to resources and funding in order that we create a more effective and efficient transport system. To that end, it is suggested that investigations are undertaken to determine whether or not Blackpool Transport could be reorganised into a Fylde Coast Transport that serves all three authorities.</p> <p>This would ensure the best possible deal for ALL residents in the Fylde, in terms of value for money and being treated fairly and consistently, eg. a consistent approach could be made to providing free or subsidised transport for those of pensionable age.</p> <p>Wyre Labour are aware of the vital importance of bus travel for rural areas – particularly for older residents, the unemployed, people on low incomes and those with mobility problems. It is hoped if a Fylde Coast Transport could be created, it would more effectively handle the currently subsidised bus services linking rural areas of the Fylde with the main towns of Fleetwood, Thornton Cleveleys, Poulton, Blackpool, St Anne’s, and Lytham. If this is not possible we would like to see a review set up to see how not-for-profit operators could be encouraged to improve services in Wyre.</p>
District Councils	
Wyre Borough Council	<p>Further to the meeting of 10th February between ourselves, Steve Browne and Michael Ryan I attach an Economy Portfolio Holders Report which forms Wyre Council’s response to the draft Fylde Coast Highways and Transport Masterplan consultation, the key matters of which I summarise below. We recognised the importance of the Transport Masterplan at our meeting and we agreed to better integrate the production of it with the emerging Wyre Local Plan through the formation of an officer working group comprising, but not exclusive to, two officers from the respective authorities; Dave Colbert and Emma Prideaux from the County and David Thow (Head of Planning Services) and Rea Psillidou (Planning Policy and Economic Development Manager) from Wyre Council. We await contact from Lancashire County Council with a view to an initial meeting of this group as soon as possible in order to identify the scope of work to be taken forward and timescales.</p> <p>With regards to the draft Masterplan, it acknowledges that additional work will need to be undertaken over the next two</p>

years in the form of new studies, identifying proposals in more detail and ultimately finalising the document. The officer group provides the appropriate mechanism to achieve this and to ensure that Wyre is able to achieve its potential growth through the emerging local plan. The local plan is at an early stage of formulation so the precise scale and exact location of future development in the borough is yet to be finalised.

It is important that, as a vehicle to bid for future government funding, the Masterplan does not exclude schemes that are needed but cannot be financed entirely through private development. It is vital that it better appreciates the link between economic growth and housing need as at present there is limited evidence to indicate how the Masterplan's Vision to enable growth will be realised in Wyre. It is likely that a number of specific projects will be required to enable economic and housing growth in Wyre including in relation to the strategically important A6 and A585(T) road corridors. Increased network capacity will be needed on the A6 so that future growth is not restricted in the east of Wyre Borough and so that the recommendations of the Wyre Employment Land and Commercial Leisure Study, which has been endorsed by Wyre's Cabinet, are able to be delivered. Presently, Wyre Council has concerns that planned highway improvements in Preston's administrative area will accommodate existing planned growth in Preston only, particularly at North West Preston, but would not accommodate any future additional planned growth on the A6 corridor in Wyre that would generate southbound trips.

The A585(T) is a vital highway corridor for Wyre and the wider Fylde Coast and for many years this road has experienced congestion at peak travel times. In order to ease congestion on the A585(T) in the future the "Blue Route" was safeguarded as the preferred route of a new dual carriageway road between a new junction on the M55 and the A585(T) at Norcross, with most of this safeguarding being within Fylde Borough. The Transport Masterplan proposes the removal of this route protection over the majority of the length to which Wyre Council strongly disagrees as this would be premature. The entire length of the Blue Route should remain safeguarded whilst the scale and distribution of development in Wyre and Fylde is established through the respective emerging Local Plans, the A585(T) M55-Skippool Route Study is completed, the nature of the Windy Harbour to Skippool Road Investment Strategy improvements are clarified and options to replace the Blue Route have been set out. Joint working between officers from Wyre, Fylde and Lancashire County Council, the Highways Agency and

	<p>elected members will be essential in order to establish suitable options for further consultation.</p> <p>Finally, Wyre Council currently have concerns that each Transport Masterplan appears to have been prepared as if the highway network ends at the boundary of the study area to which the particular Masterplan relates with little cross boundary consideration. The Central Lancashire Transport Masterplan considered the A6 corridor up to M55 junction 1 without recognising potential growth further north and impact on junction 1. These are matters that a revised document needs to address in order for the Fylde Coast Masterplan's Vision to be delivered.</p>
<p>Supplementary Comments from Wyre Borough Council to be read in conjunction with representation above</p>	<p>In relation to the "Looking to the Future" section of the document we are of the opinion that additional text should be included under the Health and Wellbeing heading by referring to the Healthy Cities Network. Additionally, the concluding SWOT analysis in the "Looking to the Future" section needs to include more explicit reference to transport matters of direct relevance to the Masterplan particularly those relating to the highways network such as the A6 corridor.</p> <p>The Masterplan does not appear to consider access for residents from the Fylde Coast, particularly Wyre, to major employment opportunities such as the Warton Enterprise Zone. These are matters that the document needs to address in order for the Masterplan's Vision to be delivered.</p> <p>In relation to improved rail connectivity, the proposed extension of the Blackpool tramway to Blackpool North railway station is supported as it would improve accessibility to the rail network for Wyre residents in Cleveleys and Fleetwood. Proposals to undertake a North Fylde Line Station Viability Study and a South Fylde Line Study are welcomed, however, the Masterplan does not presently possess timetabling for completion of the former and this requires correction. Further versions of the Masterplan will need to incorporate the findings of these studies by proposing physical improvements and works as appropriate.</p> <p>In relation to integrated public transport, proposals to undertake a Fylde Coast Accessibility Study and a Fylde Coast Long Term Public Transport Strategy are also welcomed. However, again the Masterplan does not presently contain timetabling for completion of these and this should also be corrected. The document also contains</p>

	<p>reference to a failure to reduce car usage resulting in a future point at which traffic can no longer be managed; however, Wyre officers are of the opinion that this is neither evidenced nor a realistic aspiration in rural areas where travel choice favours the private car.</p> <p>In relation to better cycling, proposals to further develop a Fylde Coast Way multi-user route linking Morecambe Bay with Preston and improvements to towpaths on the Lancaster Canal to create a Fylde Coast cycle network are supported as it is considered that more dedicated and safe cycling routes are essential.</p> <p>In relation to easy local travel, we consider that there is an opportunity to use future public consultation to understand people's motivations in relation to walking, cycling and public transport usage in order to develop incentives for genuinely increasing these modes. The Local Links programme is an appropriate mechanism for improving safety for all road users in Wyre.</p> <p>The Masterplan contains two minor factual/ typographical errors in relation to Wyre. Page 6 indicates that the next consultation stage on the Wyre Local Plan will be 2014/15; this should now read 2015. Additionally, paragraph 3 on page 7 refers to urban areas of Thornton Cleveleys, Fleetwood and Poulton-le-Fylde which is inconsistent with page 1 Executive Summary which refers to urban areas of Thornton Cleveleys and Fleetwood. The document should refer to Thornton, Cleveleys, Fleetwood and Poulton-le-Fylde at these points.</p> <p>Finally, if not already done so, we consider that it would be appropriate for the Transport Masterplan to be subject to Health Impact Assessment.</p>
<p>Fylde Borough Council</p>	<p>The opportunity to comment upon the Consultation Draft Fylde Coast Highways and Transport Masterplan is welcomed. Thank you to Dave Colbert and Hazel Walton who came to Fylde Council to explain the proposals to Council Members and Officers on Wednesday 17th December 2014.</p> <p>The importance of the masterplan is recognised, particularly in terms of how it informs and influences our emerging local plan. Whilst acknowledging that the projects identified in the masterplan need to be realistic and deliverable, it is also considered that there should be aspirational projects too.</p>

Please note, the page numbering referred to below relates to the pdf version of the masterplan available on your website. The printed hard copy document which you have made available in the public libraries and council offices and pdf copies have different formatting and page numbering.

#### GENERAL COMMENTS

- There needs to be consistency throughout the document when referring to the “Lancashire Advanced Engineering and Manufacturing (AEM) Enterprise Zone’ and to “Blackpool International Airport”.
- It is helpful having an executive summary at the start of the document as it ensures that the “Vision” and “Taking the Vision Forward” are set out on page 2 as well as being repeated on pages 27 and 28.
- In the 7th paragraph on page 6 there is a reference to Fylde Council’s new Local Plan. It would assist the reader if the following wording was added to the sentence on Fylde Local Plan to 2032: “... it is expected to be adopted in Spring 2017”.
- Reference is made on page 8 of the masterplan to visitor attractions in the three respective district councils, but the attractions in Fylde borough appear to be missing. There is no reference to Lytham Hall, Fairhaven Lake or Ashton Pavilion. It is suggested the following is included: Fylde's coastline is popular with tourists attracting 3.15 million visitors each year. More than three quarters of these visitors are day-trippers to the traditional seaside resorts of St Anne’s and Lytham, the attractive market town of Kirkham and the picturesque villages. Fylde borough has a number of important tourist attractions include Grade 1 Listed Lytham Hall, Lowther Gardens, Lytham Green, Fairhaven Lake and Gardens, Promenade Gardens, The Island site, Ashton Gardens, St Anne’s Beach and dunes and Ribby Hall Holiday Village.
- In “Our Vision” section on page 27 there are five bullet points, which set out the five key requirements for the future. It is considered that these five key requirements constitute the essence of the whole masterplan. The five key requirements should be given greater prominence in the

masterplan and not just be mentioned on page 27 of a 56 page document.

- As drafted the vision of the masterplan appears to be focussed on economic growth and health. There does not appear to be anything about the environment or promoting sustainable modes of transport.

- Under “Taking Our Vision Forward – What we’re already doing” – on page 28 and following, a clear distinction needs to be made between projects that are currently being implemented on the ground, those that are committed but not yet started, and those initiatives that are still in the formulative / planning stage(s).

- A map of the route of the M55 to Heyhouses Link Road would be helpful to accompany the narrative on page 29.

- A definition, or a brief explanation of the ‘Northern Hub’ is required under “Network Rail programmes” on page 31.

- It would help if the section on “Easy Local Travel”, on pages 44 to 46 inclusive were moved up to and merged with “Our Vision”, on page 27. The “Easy Local Travel” section refers to the vision for the Fylde Coast and then goes on to look in detail at the linkages between ‘prosperity’, ‘health and wellbeing’ and ‘sustainability’; followed by “what we will do next”.

- There are some clear messages in the masterplan which need to be made more explicit, i.e. this is the current situation and these are the options for dealing with the current situation (i.e. invest in public transport; invest in public transport and road building; invest solely in road building), taking into account all of the planned growth, and this is how much it is going to cost and who is going to deliver it.

- The Highways and Transport Master Plan needs to recognise Fylde Council’s Coastal Strategy. Fylde’s Coastal Strategy Vision is -

“To create a unique, high quality visitor destination for residents and visitors, which is based on the conservation

and enhancement of the natural landscape and heritage assets of the coastal area of the Borough of Fylde”

Access and transportation is seen as a key theme within Fylde’s Coastal strategy and the Highways and Transport Masterplan sets out the transport authorities transport priorities.

The key actions within the Coastal strategy in terms of access and transportation are as follows:

- Ensure that the Fylde Local Plan (to 2032), Fylde Coast Highways and Transport Master Plan are aligned and address the transport requirements of the Borough.
- Develop through the Coastal Strategy initiative, a network of pedestrian and cycle links to and around the Coast, in accordance with Natural England’s Coastal Path initiative.
- Better, link, improve and green the existing on and off road cycling network.
- Integrate GI into master planning of new road infrastructure.
- Expand footpath networks to create links into managed routes into environmentally sensitive areas.
- Ongoing management of paths, particularly on coastal areas.
- Improve links and signage between coast/promenade and inland recreational facilities.
- Work with Lancashire County Council to ensure a comprehensive transport network in the Fylde Coastal Strategy.
- Creation of new and enhancement of existing public footpaths, bridleways and cycleways throughout the coast.

- The masterplan needs to take account of major events which attract large numbers of visitors to the area. The influx in visitor numbers brings with it increased pressure on the transport and highway network which are not presently mentioned or planned for.

The Open Golf Championship returned to Royal Lytham & St Anne's in 2012 and attracted 181,400 visitors, generating over £27.62 million pounds for the Lancashire economy (The Open impact Report 2012). Royal Lytham regularly hosts golfing tournaments of international importance.

Fylde borough benefits from major cultural events such as Lytham Proms, the 1940s Festival, St George's Festival, Lytham Club Day, St. Anne's Carnival, St Anne's Triathlon, and St Anne's Kite Festival. The Borough has a rich legacy of festivals, carnivals and club days with annual events being staged in many of the towns and rural villages across Fylde.

Presumably Wyre and Blackpool Council's will also have a view on major events, including the illuminations.

#### SPECIFIC COMMENTS

##### Efficient Highways:

On page 30 it is stated that "The Fylde Coast relies on both road and rail for this strategic connectivity". This statement is absolutely true, meaning that an efficient highway network is key to traffic movement throughout the Fylde Coast and beyond. Fylde borough is poorly served with transport infrastructure in terms of links to the motorway and a sustainable North-South transport system. The masterplan is key to ensuring that the road network is effective in being able to accommodate the free flow of vehicles whilst ensuring that future planned development does not bring about any possible negative impacts upon it.

The comments which follow relate to individual highways projects which are considered to be of strategic importance to Fylde borough.

Blackpool Airport



• It is noted that a section on 'Blackpool Airport' is included at page 34. It is considered that this is possibly not the most appropriate part of the masterplan for this to be referred to. Whilst the airport clearly has highways related implications, it needs to be referred to as a means of transport in its own right along with the other associated wider land based implications. Dependent upon whether or not scheduled services are anticipated to/from the airport, a Surface Access Strategy for the Airport, if produced by the Air Transport Forum, would address this. If appropriate, this needs to be given some elevated status in the masterplan.

Please note the Blackpool Airport masterplan, should be referred to as the 'Blackpool Airport and Adjacent Land Masterplan'.

Whilst it is noted that the Airport is referred to elsewhere, in-passing, throughout the document, it is however suggested that there should be a section of the masterplan devoted specifically to Blackpool International Airport. It is appreciated that at the time of drafting the masterplan the status of the airport was unknown, however the role of the masterplan is to introduce some certainty into all aspect of highways and transport planning. With particular regard to the airport the masterplan should major upon the possibility of retaining a regional airport facility.

#### The A585 Corridor

• This Council is aware that for many years the road links between the M55 (Junction 3) and Norcross have been subject to severe congestion at peak times. In 2007 the Blue Route was confirmed as its preferred option. What is now proposed via the masterplan is removal of the Blue Route's route protection, other than for the 'Poulton-le-Fylde section; and possibly a new offline bypass of the village of Singleton.

• It is recognised that incremental improvements have taken, or are currently taking, place at key junctions on the A585(T). Although these improvements are welcomed, they do appear to be a far removed alternative to the optimum solution, the Blue Route.

• This Council supports the proposed Windy Harbour to Skipool improvements, but remains to be convinced that these incremental improvements will ensure the efficient

movement of vehicles, including at peak times, along this trunk road. The potential consequences of not providing the right solution between the M55 (Junction 3) and Norcross for residents, commuters and visitors could have significant implications for the economy of the Fylde Coast.

- Fylde Council supports the proposal to work with the Highways Agency to improve the A585(T) corridor. It is suggested that a working group is established comprising officers and elected members from Fylde, Wyre and Lancashire County Councils; and officers from the Highways Agency, to agree a range of route options for public consultation.

- Fylde Council strongly disagrees with “the proposal not to pursue an M55 to Norcross link road”. Removal of route protection, as suggested, for the northern and southern sections of the Blue Route is not supported. Both Fylde and Wyre Councils are working on the production of their respective development plans. The scale and distribution of development in each borough will directly influence the need to continue to safeguard, or remove safeguarding of, the M55 to Norcross link road (the Blue Route). Fylde Council therefore recommends that the Blue Route is safeguarded until such time as the A585(T) Route Study is finalised and a full range of route options have been explored. It is the view of Fylde Council that removal of sections of the route’s protection will preclude future reinstatement or development of that route.

Notwithstanding the above, the following specific comments are made in response to the masterplan as drafted:-

- Given that the A585 is a trunk road it is suggested that for accuracy it should be referred to as the A585(T).

- Page 35 quotes the number of vehicles per day, and in detail the typical number of HGVs along particular sections of the A585. It is noted that the number of HGVs has declined to the south of Fleetwood, as a result of the closure of the port; whilst around Skipool numbers have stayed fairly consistent. The decline south of Fleetwood appears to be somewhat overplayed and in actual fact that decline in numbers probably only relates to that section of the A585(T) Fleetwood – Bourne Road in Thornton. Indeed numbers of HGVs Skipool – Bourne Road have probably remained

consistent following the opening of the waste transfer and recycling centre at Jameson Road. It is therefore suggested that the masterplan more accurately reflects the current demands experienced, and future anticipated demands, on the A585(T). Skipool – Fleetwood, whilst in Wyre Borough, is a significant length of highway, for which the number of HGVs is not stated. Usage along this section clearly has implications for the wider highway network.

- No explanation is given for the process of removing route protection. For the purposes of clarification it is suggested that the mechanism, or potential timescale, for removal of route protection is explained.

- Page 36, relevant to the southern section, refers to "...a direct contribution to the cost of the scheme from Fylde Borough Council". This may not now be an issue if the County Council are proposing to remove route protection from this section. If however the route protection is not removed, then more information is certainly needed regarding this potential funding source. In any event it is not clear why this type of funding contribution does not get a mention in respect of the other two sections of the A585 Corridor? Does it not apply, or is it an omission? Clarity is therefore sought as it will be assumed that Fylde Council will not be expected to make a financial contribution in respect of the 'Poulton-le-Fylde section' which is predominantly in Fylde Borough. At this time, Fylde Council cannot commit to financial contributions to this or other highway schemes. Presumably Wyre Borough Council would also seek that clarity in respect of the northern section.

- Page 36, under 'What we will do', relevant to the southern section, states "the Highways Agency is currently working to resolve capacity issues at Windy Harbour and at Junction 3 on the M55". The Council is aware of the Windy Harbour junction improvement works which are presently being undertaken as part of the Pinch Point Programme. Clarity is however sought in respect of what is being referred to with regard to Junction 3 on the M55. No further details are given in this part of the masterplan and the 'Key Milestones' and 'Proposed Funding' do not include any relevant information.

- Under 'What we will do' on page 36 there is a commitment to 'A585 Windy Harbour to Skipool Improvements' and on page 37 there is a plan entitled 'A585 Highway Improvement (Indicative Corridor)'. Neither project is included on 'Key Milestones' or 'Proposed Funding'.

- Notwithstanding the previous bullet point, pages 49 and 51 identify the 'A585(T) M55/Skipool Route Study' as a specific project. This Route Study is not however mentioned on pages 36 and 37. It is suggested that the masterplan appears to be referring to two discrete, but related projects, namely the 'A585(T) M55/Skipool Route Study'; and the 'A585(T) Windy Harbour to Skipool Highway Improvements'. Ideally the masterplan should separately refer to the Route Study along the Indicative Corridor and any subsequent physical works.

- It is suggested that more information is included about the Roads Investment Strategy and the specific scheme which is proposed as part of the 'A585(T) Windy Harbour to Skipool Highway Improvements'.

- It is considered that a plan which shows both the proposed route protection for the M55 to Norcross link road and the new offline bypass of the village of Singleton would better indicate the 'What we will do'. This should also be replicated on the District Map at Appendix 1.

#### Preston Western Distributor

- The M55 Junction 2 and the Preston Western Distributor are briefly described at page 30 under 'The City Deal and the Fylde Coast'. Although the route of the dual carriageway lies outside of Fylde Borough it is clearly of strategic importance to Fylde Borough. The proposed transport network and the economic benefit associated with the Enterprise Zone are of strategic importance. It is therefore suggested that the masterplan should include more comprehensive information about the Preston Western Distributor. You will be aware that in its response to the Preston Western Distributor consultation, in July 2014, Fylde Council raised concerns about possible traffic congestion at the junction of the A583/A584. A copy of that response is included for your information. Any proposals which overcome existing congestion on the strategic road network, improve access, connectivity and linkages to the Lancashire Enterprise Zone at Warton and improve access to the Fylde Coast, are welcomed. It is understood that the Preston Western Distributor is set to be operational by 2019. Any traffic modelling associated with the A583/A584 at Clifton should therefore be based upon the Preston Western Distributor

being operational.

- The District Map at Appendix 1 shows the 'City Deal highways improvement'. Please note the legend does not however include a symbol which interprets the dashed length of highway which lies to the south of the River Ribble.

#### The M55 to Heyhouses Link Road

- It is noted that 'The M55 to Heyhouses Link Road' is referred to under the 'What we're already doing' section on page 29. It is suggested that this extremely important project is also referred to under "Efficient Highways" as a discrete project.

#### Improved Rail Connectivity:

As referred to above under 'Efficient Highways', page 30 states that "The Fylde Coast relies on both road and rail for this strategic connectivity". This statement is absolutely true in terms of rail connectivity too. Fylde borough is poorly served with transport infrastructure in terms of links to the motorway and a sustainable North-South transport system.

- It is noted that the masterplan includes numerous rail related studies, including the North Fylde Line Station Viability Study and the South Fylde Line Study: SINTROPHER Project. Whilst these studies are positive in their intent it is considered that they are not very ambitious in terms of implementing any physical works. Even if the extent of these physical works is not presently known, it is not clear how completion of the two studies will on their own make rail services appear more attractive or increase patronage.

- You will be aware that Fylde Council's Fylde Local Plan to 2030: Part 1 Preferred Options (June 2014) includes reference to improving and upgrading the South Fylde railway line. Whilst it does not itself include any details as to how this might be achieved – a passing facility or tram-train systems it is expected that the necessary infrastructure would be delivered in the lifetime of Fylde's development plan, not just a study exploring possible options.

- The masterplan describes very generally how Preston

station will be improved. At present Preston Station does provide a very poor experience both in terms of access to platforms for the service to the Fylde Coast; waiting room and also the timing of the service particularly for the South Fylde railway line. It would be helpful if the masterplan made a more specific statement about addressing these issues. This would also maximise the potential for improving the service at the proposed station at Cottam.

#### Integrated Public Transport:

- Perhaps unsurprisingly travel choice favours the private car. In an attempt to partially address that, you will be aware that the Fylde Local Plan to 2030: Part 1 Preferred Options (June 2014) includes reference to provision of a Park and Ride scheme at Kirkham and Wesham station. The draft masterplan appears to be silent on this scheme or a Kirkham and Wesham Parkway. It is suggested that the most up to date and deliverable position possible needs to be reported in the masterplan.

- There is limited interchange between public transport and cycling across the Fylde Coast. As drafted it is not felt that the masterplan maximises future opportunities for this.

#### Better Cycling:

- The ambition to complete the Fylde Coastal Way is welcome however, linkage with Fylde Council's Coastal Strategy is essential. Zone 6 of the Coastal Strategy, which extends from Dock Bridge to Savick Brook largely comprises of open estuary but includes the settlements of Freckleton, Warton and Clifton. The zone includes the BAE Systems Site and the Warton Enterprise Zone. Due to the sheer scale of the site and its location on the boundary of the Ribble Estuary, it is seen as an ideal opportunity to increase the provision of green space, diversify, and improve habitats for wildlife as well as identifying opportunities to increase public access.

The key actions from the Coastal Strategy for this area are:

- Work with Stakeholders to protect and enhance footpaths and cycle ways along the Coastal Strategy.
- Facilitate sustainable access to and along the Coast.
- Creation of new and enhancement of existing public footpaths, bridleways and cycle ways along the Coast.

- Prepare and implement a coastal footpaths improvement plan between Lytham Green and the Ribble Estuary, taking in the Lancashire Coastal Way, which shall improve connectivity from adjacent areas.
- Develop and implement a maintenance plan for the Coastal Footpath.
- Promote the use of the estuary and coastline for recreational, commercial and tourism uses.

#### Easy Local Travel:

- The masterplan needs to recognise the Fylde coast as one geographical area. The Fylde peninsula comprises Blackpool, Fylde and Wyre, which is one of the most visited coastlines in the Country attracting 17 million visitors per year. In terms of the Visitor Economy it is important to recognise that there are obvious mutual benefits for the wider Fylde Coast through the greater range of destination types and experiences on offer. Therefore, it is important to provide a safe, sustainable and joined up transport system for residents and visitors alike.

#### Key Milestones:

- Both the Milestones (page 49-50) and Funding (Pages 51-52) include schemes which are already being implemented. The main purpose of the masterplan should be to look to the future, not record what is happening presently.

Alternatively a clear distinction needs to be made between projects that are currently being implemented on the ground, those that are committed but not yet started, and those initiatives that are still in the formulative / planning stage(s).

#### Proposed Funding:

- The 8th row of the table on page 52 includes an entry of £2m under 2015/16. It is not clear from the study which project this funding is intended to contribute towards. At this time Fylde Council cannot commit to financial contributions to this or other highway schemes.

- The 8th row of the table on page 49 includes an entry for

	<p>'Preston to Blackpool North Electrification' project. It appears to be omitted from the following 'Funding' table on page 51.</p> <p>Emerging development plans could put a significant strain on the local highways and transport networks. Officers are presently working on a revised Preferred Option Local Plan - the precise level of development and the exact location of it is yet to be finalised. Fylde Council looks forward to working with you on in developing its Local Plan and the Highways and Transport Masterplan. It is hoped that these comments are of assistance to you.</p>
<p>Fylde Borough Council's response to the Consultation on the Preston Western Distributor Road consultation in July 2014. (sent in to this consultation as felt to be relevant)</p>	<p>Thank you for inviting comments on the above and your colleague Phil Wilson who came to Fylde to explain the proposals to Council Members and Officers on Monday 23rd June.</p> <p>The Council supports in principle the Preston Western Distributor Road, the East West Link Road and the Cottam Link Road. However, in order to deliver an effective transport network, this Council would wish the following matters to be taken into consideration in progressing the proposals. These matters were previously raised as part of the Council's response to the Central Lancashire Highways and Transport Masterplan consultation in February 2013.</p> <p>"Fylde Borough Council supports the concept of a relief road around the western edge of Preston, the main purpose of the road being to relieve the congestion at Broughton. In order to ensure the free flow of traffic, the road should have minimal junctions and the detailed design should ensure that traffic is able to flow smoothly and efficiently without interruption. This Council would not wish to see the provision of a road that acts as a distributor road to serve additional development which would only serve to introduce more traffic and congestion and negate the improvements that are being sought through this project.</p> <p>The provision of the Preston West Distributor will potentially result in people who live at the east end of Lytham heading east out of Lytham through Warton and Freckleton to access the M55 via the proposed distributor road via the new Junction 2. Residents of Warton will also tend to head east towards the Preston West Distributor rather than through Wrea Green as they do at present. The potential wider impacts on the strategic highway network, including those highways outside the defined masterplan area, need to be</p>



	<p>investigated as a matter of urgency. If wider highway improvements are required as a result of the extra traffic they should be included as part of the Masterplan.”</p> <p>It is understood that the various transport proposals which are now being consulted upon do not include a bridge across the Ribble Estuary. Although the Council supports in principle the Preston West Distributor Road it is important that the scheme is completed by the provision of a bridge across the Ribble Estuary allowing access around the south west of Preston. Fylde Borough Council encourages the County Council to ensure the bridge’s delivery. It is considered that, if the bridge is not provided, the Preston West Distributor will result in congestion problems at its junction with the A583/A584 and on into Preston.</p> <p>The proposed transport network serving Preston and the wider area has primarily been drawn up to cope with development pressure in Central Lancashire. This needs to be considered in the round in terms of Fylde’s emerging Local Plan which will also provide for significant numbers of new homes and allocations of employment land. Officers are presently working on a revised Preferred Option Local Plan - the precise level of development and the exact location of it is yet to be finalised. Notwithstanding this any proposals which overcome existing congestion on the strategic road network, improve access, connectivity and linkages to the Lancashire Enterprise Zone at Warton and improve access to the Fylde Coast, are welcomed. The proposed transport network and the economic benefit associated with the Enterprise Zone are of strategic importance. The previously stated concerns regarding congestion at the junction of the A583/A584 are also therefore of strategic importance.</p> <p>Please also find enclosed a copy of correspondence, provided by Borough Councillor Peter Collins, who raised these points at the event on 23rd June.</p>
<p>Andrew Loynd. Principal Car Parking and Energy Officer. Fylde Borough Council</p>	<p>I tried to access the formal consultation online questionnaire for the Highways and Transport Masterplan but the link I have does not appear to be working. Fylde Council’s formal response should have been submitted by my colleagues in Planning Policy so I do not have much to add on most of the issues/proposals raised, particularly as I represent the Council on the South Fylde Line CRP and Sintropher. However there is one issue which could do with expanding more for the Fylde area, in particular St Annes and Lytham.</p>

	<p>Towards the end of the document there is a section which talks about the importance of coach travel. In this it briefly mentions that coaches are important to St Annes and Lytham but then no further information or ideas are put forward for these areas with the planning solely dwelling on Blackpool. Though not on the scale of Blackpool, Lytham St Annes has a strong tourism economy. During the summer months many day and weekend trips, either tourist or school groups, are organised by coach firms. Currently there are a couple of under-used bus stops on Central Beach/West Beach in Lytham which can be used by coaches but in St Annes, particularly on North/South Promenade and in St Annes Square where many coaches would like to drop off visitors, there are no formal areas where coaches can stop. This leads to coaches stopping on stretches of road which are too narrow so cause traffic problems. Often many coaches try to use the same stretch of road at the same time which exacerbates the problem.</p> <p>Please can the provision of on-street coach stops in St Annes be looked at as part of this masterplan. A small amount of free off-street parking is already provided on Fairhaven Road car park, but this is a distance from the main area where coaches want to drop off. One potential area for on-street coach bays is on North Promenade next to the main car park/opposite the Majestic Apartments. Between the road and car park there is a stretch of grassed area where the footpath could in diverted with a coach-stop area created where the current footpath is. This location is near to the key tourist attractions and a short walk from the town centre. There would be some cost involved in the engineering of this solution and moving the position of the footpath/street lights but considering the capital costs of all the other proposed works this would be a relatively small investment and would provide a permanent solution. This would provide a safe location for alighting/boarding which is important with the number of school groups that come to this area.</p> <p>I hope this is something that can be integrated into your plans.</p>
<p>Ribble Valley Borough Council</p>	<p>Having considered the Fylde Coast Masterplan the Council has no comment to make. Thank you for consulting us on this matter and we look forward to continued liaison over transport related and other planning matters.</p>

Fylde Three Tier Forum	<p>"On behalf of all the members of the Three Tier Forum, we wish to make the following representations:</p> <ul style="list-style-type: none"> <li>• That the "Blue Route" continues to be preserved as it is considered a most important route.</li> <li>• Improvements are made to the Thistleton Junction/A585"</li> </ul>
Town and Parish Councils	
Little Eccleston with Larbreck Parish Council	<p>The rural villages of Elswick, Singleton and Thistleton who are local to this Parish suffer with their roads being used as a way to avoid the constant congestion along the A585 and A586. There is a need to protect any plans to alleviate the general congestion around these areas. We therefore request that the Blue route be included in your Highways and Transport Masterplan</p>
Medlar-with-Wesham Town Council	<p>Comments made on behalf of Medlar-with-Wesham Town Council. Disappointed that an area of congestion A585 from Ribby Roundabout to M55 has not been considered for improvement. The A585 corridor work will only create more congestion at Esprick and Greenhalgh. All trains to both Blackpool North and South could stop at Kirkham &amp; Wesham Station. Poor advertising of consultation events</p>
Saint Anne's on The Sea Town Council	<p>The Town Council welcomes the idea of a Masterplan for the Fylde Coast and the opportunity to offer views on what is proposed. However the opportunity to consult with the Town Council prior to the publication of the document has been missed.</p> <p>The Council only intends to comment on the parts of the Masterplan relevant to the town, though three responses – Moss Road replacement, Preston Station and extension to the South Fylde Line do extend beyond the town's boundary.</p> <p>Travel problems today</p> <p>SATC agree with the comments about travel problems today in the town, in particular the pinch points of Clifton Drive and Queensway which provide the only two routes in and out of the town in the direction of Blackpool and the motorway. The case for the Moss Link Road has already been made and it is important that work starts on this straight away. Additional housing plans once completed will create considerable additional car journeys especially since the developments (Queensway in particular) are on the edge of the town.</p>

Should the airport 'close', consideration should be given to re-establishing the Leach Lane/Squires Gate Lane alignment which would offer a fairly cheap additional route into the retail and business park

SATC would also like to see an emphasis in accommodating electric cars through the provision of charging points in key car park locations (i.e. at station car parks) to encourage the use of sustainable transport links and facilities. This could also extend to charging points for mobility scooters to cater for the town's higher concentration of older people potentially with mobility issues.

Improvements to highways/junctions to provide filtering in an attempt to reduce queuing and emissions have created bottlenecks of traffic and hazards for motorists and pedestrians, stopped the free movement of traffic and blocked cycle lanes.

#### Improved Rail Connectivity:

SATC strongly support moves to address the connectivity issues and improve the town's rail services for its residents, visitors and workforce. We strongly agree that *'more needs to be made of the South Fylde Line'* (p38) [www.stanneonthesea-tc.gov.uk](http://www.stanneonthesea-tc.gov.uk)

The South Fylde Line currently offers a minimal service to the town and beyond, suffering from a severe lack of investment over time. The Council would like to see LCC making a far stronger case for short-term improvements to the line.

Whilst acknowledging current studies which are being undertaken looking at tram/train options and several variations thereof, the SATC would like to see the Masterplan be stronger and more aspirational in its 'near future' expectations for this route. Large infrastructure schemes are expensive and take a long time to deliver results but low cost improvements to the line, a passing loop for example, and some additional rolling stock, could double the service frequency at a stroke and overcome the well documented connectivity issues so frequently cited. Alternate trains on the South Fylde Line could 'turn round' at Preston station thus improving frequency and reliability and yet would require little in terms of additional infrastructure investment.

Opportunities exist for additional stations on the line

(Saltcotes? Wrea Green?) and these would enable the railway to offer additional travel options and increase passenger numbers to sustain and increase growth. Tram/train interchanges in Lytham or St. Anne's would discourage passengers as it would involve a modal shift. In other words, passengers dislike changing from train to trams during a journey.

The SATC are of the opinion that extending the line further into Blackpool would improve accessibility for users and link in with investment proposals for the gateway corridor so opening up options for parts of Blackpool where car ownership is at a low level.

Preston Station, the main gateway and interchange serving the Fylde Coast offers a poor experience to the traveller. Improvements to the accessibility of platforms, waiting room provision and capacity and inconvenient timings impact on both the North and South Fylde routes.

SATC would welcome the inclusion of a more specific statement of intent as to who will do what in attempting to address these shortcomings at this major interchange.

The Council would also like to see more emphasis placed on Park & Ride facilities at stations along the route to encourage car owners to use more sustainable transport options.

Integrated Public Transport:

SATC supports moves that encourage better interchange opportunities between public transport, car users and cyclists.

SATC would like to see

- a greater emphasis on improved signage at other stations and Customer Information Systems and better connections with buses (i.e. there are no bus connections at St Anne's station, nor are any signposted)

- Improved co-operation with bus operators so that times between buses are better spread – i.e. a 15 minute service rather than two buses each from different operators arriving at the same time.

Multi-modal ticketing - more emphasis on bus operators working together on routes with increased frequencies, increasing the number of bus shelters passenger information/display screens.

#### Better Cycling:

It also felt that future opportunities should be identified to link cycling and public transport options. There is space alongside the existing South Fylde Line which could be developed as a walking/cycle route connecting Blackpool, South Shore and Squires Gate with St Anne's (and even Lytham). Such an option would take cyclists off the busy Clifton Drive artery and assist in delivering the wider environmental and social impacts as identified on page 17. [www.stanneonthesea-tc.gov.uk](http://www.stanneonthesea-tc.gov.uk)

Expanding the extent of cycle routes would in the case of the new housing developments help to foster community cohesion by joining up the outlying developments to the main shopping and recreational centres.

In some instances the improvements have narrowed roads to such an extent, that there is insufficient room for a cycle path to be used if a motorist is using the adjacent road, creating a safety issue. There are also examples of where cycle paths stop along a highway, then are reinstated further along the same road, with no warning signage.

Within St. Anne's Emerging Neighbourhood Plan (out for consultation May/June 2015) policies support the extension of cycle routes across the town, linking routes to both Blackpool and Lytham, including linking public rights of way. In addition, the Neighbourhood Plan wishes to actively promote the development of cycle routes across the town, giving cycle access to the beach from Heyhouses ward were there will be substantial new housing development.

#### Easy Local Travel:

SATC would like the Masterplan to

recognise more forcibly the importance of the Visitor

Economy and the need to develop integrated options for ticketing and linked travel

□ support the installation of charging points for electric vehicles making the area user-friendly in respect of future technologies. The town has a high proportion of older people who travel shorter distances by car – encouraging them to travel locally (public transport may not be an option) then making this available at cost might provide a welcome incentive.

#### Airport

The Town Council would have liked to have seen Blackpool International Airport, which is located in St. Anne's as being identified as a discrete element within the Masterplan. It is a transport type in its own right although its future is currently uncertain (though at the time of compilation of this response passenger flights from the Airport are being proposed from April). SATC would like to see a stronger focus on retaining this airport as an important regional transport facility and to see better connections with the airport and other transport modes.

#### Summary

The Master Plan identifies “the environmental and social impacts” that affect sustainability of local centres and community cohesion. The St. Anne's Emerging Neighbourhood Plan (LCC have been consulted thoroughly during the pre-consultation stages) clearly identifies how by investing in alternative methods of transport, emissions are reduced, health is improved, economic development is supported, community cohesion is strengthened, to the benefit of the whole community. It is anticipated that Lancashire County Council will support and fund outcomes from Policies within our Neighbourhood Plan, including improved rail connectivity cycle routes, green initiatives (such as electric vehicle charging points) and an integrated planned public transport network.

St. Anne's Neighbourhood Plan also aims to make the Town a 'green town' by reducing emissions and protecting Local Green Spaces. The overall vision for our plan is “St. Anne's is a garden town by the sea”, so it is important to promote and develop alternatives to cars being the main mode of transport. It is also important that LCC supports and invests substantially in highways and transport to ensure that St.

	<p>Anne's is a vibrant, sustainable and cohesive community, supporting the town for the benefit of future generations</p>
<p>Greenhalgh with Thistleton Parish Council</p>	<p>We are getting increasingly concerned over the continuing attempts to improve the traffic flow from north Fylde/Wyre to Junction 3 of the M55 at Greenhalgh.</p> <p>The latest attempt is to improve the Windy Harbour junction (A586/A585), with the ongoing works costing ~£3m creating daily misery for thousands of drivers and significant inconvenience to the residents of the local villages where the traffic has multiplied many times while drivers try to avoid the works, and yet the results will do little to improve the significant traffic problems along the A585 through Esprick and Greenhalgh.</p> <p>Now the draft master plan proposes a new bypass around Little Singleton with a route that would go from east of the Skippool roundabout across to Garstang Road and thence parallel with the A586 crossing Lodge Lane south of the traffic lights and back to the Windy Harbour junction.</p> <p>While this route would reduce the problems along Mains Lane and remove the rat-run through Singleton any increase in the traffic flow along the A585 can only be very limited due to the restrictions to the flow through Esprick and Greenhalgh. The fact that the current Windy Harbour work will have only little success it will demonstrate that the new bypass would similarly be of little success and hence an unjustifiable waste of tax-payers money.</p> <p>For a relatively short period part time traffic lights were operating on the roundabout at Junction 3 of the M55 causing significant queuing and based on the flow when they were working any improvements at Windy Harbour or a new bypass will likely be negated should the traffic lights be put back into operation.</p> <p>Given the heavy traffic flow along the A585 it is often very difficult to join or cross this road at the Thistleton Road/Mile Road junctions and any improvements north of there will only make life even harder and more dangerous. While I appreciate the Highways Agency/LCC are only bothered about traffic flow to/from the motorway, consideration for the residents of Thistleton and Singleton who join/cross the main road must be made. Following the Windy Harbour work consideration should be made to improving this junction and it is highly recommended that a roundabout is introduced at this location. Should the new bypass be created then this roundabout <u>must</u> be included to alleviate the dangers when trying to join/cross the main road.</p>



	<p>The above demonstrates that whatever work is done north of Esprick the traffic will never be able to flow at the rate required due to the restrictions through Esprick and Greenhalgh and that section cannot be improved without major demolition of buildings. The obvious answer to the traffic flow to/from the motorway at Junction 3 is to build the Blue Route which has been discussed for as many years as anyone can remember. This route starts at the same location as the proposed new bypass but then heads south alongside the railway finally joining the motorway at a new junction east of Junction 4. With this route in place there would be no restrictions to the traffic flow to/from the motorway and give much needed relief for the residents of Singleton, Thistleton, Esprick and Greenhalgh who have had to put up for many years with the ever increasing traffic to/from towns outside their area.</p> <p>This Parish Council would strongly object to the proposal for the new bypass as rather than being an improvement it would just worsen the situation for the residents of our parish. Had we been consulted we would have also objected to the current Windy Harbour work as this is just wasting tax-payers money when the obvious answer to the problems of the A585 is the Blue Route. We appreciate that LCC accepts that the Blue Route is 'the answer' but it can't afford it and yet had it not wasted significant amounts of money nibbling at the problem for years that money could have gone into the Blue Route. As this is 'the answer' then there must be no consideration of removing the protection of the land that would be used to create the Blue Route. With the ever increasing new housing developments in north Fylde/Wyre the problem of the A585 can only get worse and sooner or later the Blue Route will have to be built before we have A585 gridlock on a daily basis.</p>
<p>Elswick Parish Council</p>	<p>Further to the email of 12th January 2015 regarding the Fylde Coast Highways and Transport Masterplan, I am writing on behalf of Elswick Parish Council with our comments.</p> <p>There is no mention in the plan of any measures to combat traffic passing through the villages to avoid congestion on main roads during peak periods. This traffic is created by the lack of a Blackpool Easterly Bypass and the plan recommends the withdrawal of the protection for the Blue Route which would greatly alleviate the problem in many villages.</p>

	<p>The reasoning behind the withdrawal of the Blue Route is that finance is not likely to be available during the life of the plan. Members of Elswick Parish Council feel that there is however an option for the northern section of the Blue Route to be completed as part of the A585 bypass. This and the prospect of a Northern Sovereign Wealth Fund, if fracking goes ahead, could make the Blue Route a reality.</p> <p>There are traffic issues in many of the surrounding villages Staining, Weeton, Plumpton, Westby, Singleton, Thistleton and Greenhalgh some of which have an impact on the village of Elswick. The northern Thistleton junction which is already a deathtrap but which will be an even greater problem with the 'improvements' at Windy Harbour and the future Mains Lane bypass. This junction is one of the routes taken by residents of Elswick to access the main road. At peak times it is almost impossible to cross this junction due to the volume of fast flowing traffic.</p>
<p>Nether Wyresdale Parish Council</p>	<p>Following last night's Nether Wyresdale Parish Council meeting, they wish to express the following comments regarding the masterplan.</p> <p>In view of recent plans to cut several bus services, Nether Wyresdale Parish Council want all services that operate along the A6 near Garstang, namely the 40, 41 and 42 to be retained to keep the village connected to the surrounding areas, particularly Lancaster. This is considered to be extremely important especially in light of Wyre Council's intention to increase development in rural areas which means that public transport provides a vital lifeline for these areas.</p>
<p>Bryning with Warton Neighbourhood Plan Steering Group</p>	<p>1. The Steering group could not support a dual carriageway through the village for safety reasons as this will only increase the speed and reduce the likelihood of pedestrians accessing the village centre safely. The NPSG are in the process of putting plans /proposals together for the village centre regeneration with Paul Drinnan at Fylde Borough Council, any changes to the highways would impact on our plans therefore the steering group wish to be involved in any decisions on highways in the parish. 2. The NPSG would like to register its concerns regarding the negative impact the Preston Western Distributor and Junction 2 will have on the A584, due to fact we believe it may draw day tripper traffic wishing to take the coastal route home from Blackpool/Lytham and St Annes, they will travel through our</p>

	<p>village to access the new roads infrastructure. 3. The Preston Western Distributor and Junction 2 infrastructure have been used by developers to make claims that roads other than A584 in the Parish for example Church Road and Harbour Lane will see a major decrease in traffic especially at peak times (BAE traffic) due to traffic using the new infrastructure to access the BAE site from the new EZ/site entrance but it seems to have been forgotten that a large amount of traffic comes from the North and North West which will continue to use Church Road and Harbour Lane to access their employment 4. From reading the Fylde Coast and Central Lancashire Masterplan it is very clear that economic growth surrounding the Lancashire Enterprise Zone is a major driver for the proposed projects, due to the fact the LEP continue to state job predictions of 4-6,000 in the long term and 1,200 in the short/medium term. Warton's EZ has been in operation for 3 years with no new job creations</p>
National Stakeholders	
Environment Agency	<p>We have considered the proposed Masterplan in so far as it relates to our remit and we wish to make the following comments:-</p> <p>We have no objection in principle to any of the projects identified, although further assessment would be required to identify the environmental impacts of some of the schemes identified.</p> <p>We are pleased to see that it is the intention to ensure that any proposals put forward through the Masterplan will fit with Lancashire County Council's Local Flood Risk Management Strategy and take account of any issues of flooding and drainage. From our strategic flood risk management perspective, we would encourage proposals that include schemes or measures which can further contribute to reducing the risk of flooding to those communities that are affected.</p> <p>In relation to surface water run-off, a particular issue in the Fylde Coast area that should be considered is Bathing Water Quality. Proposals put forward through the Masterplan should take account that increases in surface water run-off to the combined sewer network could detrimentally impact upon Bathing Water Quality.</p>

	<p>Please do not hesitate to contact me with any further questions that you feel we could help with or that may arise following the close of the consultation period.</p>
English Heritage	<p>Thank you for consulting English Heritage on the above document, English Heritage welcomes the production of this strategic masterplan for the Fylde Coast.</p> <p>The area covered by your masterplan includes a number of heritage assets. The Plan could be further enhanced through recognition of the historic environment and the contribution it can make to all aspects of the Plan area including economy, tourism, green infrastructure, leisure and recreation – the social, economic and environmental principles that the Plan puts forward. For example, it recognises the Winter Gardens and the current proposals and the contribution it makes to the area’s tourism and economic wellbeing. This is an important heritage asset and is currently on the national Heritage at Risk Register.</p> <p>In line with national planning policy, it is important that where the masterplan details highways and transport proposals, that it considers the impacts on the historic environment and puts forward a positive strategy that will safeguard and enhance these assets so that they can be enjoyed by future generations of the area.</p> <p>If you would like to discuss anything further or would like assistance on any matters relating to the historic environment, please do not hesitate to contact me.</p>
Cyclists Touring Club – the national cycling charity	<p>One the first impression of this Masterplan its comprehensive and cover all aspects such as missing links in the tram network, coach and rail travel and not forgetting the role of the private car. Alas cycling is regulated to short journeys and for leisure use, this is highlighted in “Taking Our Vision Further” – Our highway network must operate more efficiently, not just for car, but for buses, coaches and freight – really the highways as we know them was improved by cyclists that’s why the motoring saga was kick-started.</p> <p>The Masterplan mentions that Health and Wellbeing is now the reasonability of the Blackpool and Lancashire County Council and that the prime aims are to change people’s lifestyles as the levels of obesity is soon become the normal look, the lack of physical exercise, prevention of disease and mental health issues. There was no mention of solutions, but for many people the reason for not taking exercise-they don’t</p>

	<p>have the time!</p> <p>Cycling would tick all the boxes, saves money, good for the environment, no pollutants such as CO2 and the more nasty particulate emissions, which is good for people Health and Wellbeing.</p> <p>Let's take an example, cycling from Preston to BAE Systems at Warton which is a major employer of over six thousand people, during the Winter period there are at least one hundred cyclists(That's one hundred cars less on the road) and from Spring to Autumn the number easily doubles. The distance is only eight miles the first four miles from Preston Railway Station is off-road and the rest of the journey is using a sub-standard cycle lane on the A584 which is actually a refuge lane for debris according to the Highways Agency, but someone has designated it a cycle lane? When the BAE Bicycle Users Group conducted a survey this was the prime reason people cited for not cycling!</p> <p>So why has there not been a stepped cycle lane been incorporated into these road improvements. There has been no mention of the A6, A583, A584, A585 and A586 any cycling improvements and unless a step cycling lane is built along the road, there will be no-modal change in people's behaviour and all this schemes for improving people health and wellbeing is a waste of time.</p> <p>Most people are only interested in their health if their Doctor tells them of some bad news, if there was an pleasant safe alternative such a stepped cycle lane along the A6, A583, A584, A585 and A586 many people would cycle on dryer days as its saves them money!</p>
<p>Cyclists Touring Club – the national cycling charity (response for additional member)</p>	<p>Detailed response utilising the comments section of the PDF. Due to the way the comments were submitted it is not possible to list them with in this consultation report. However the comments have been logged and kept on file</p>
<p>Road Haulage Association</p>	<p>The Road Haulage Association (RHA) is the trade and employers organisation for the hire-and-reward sector of the road haulage industry. The RHA represents some 6,000 companies throughout the UK, with around 100,000 HGVs and with fleet size and driver numbers varying from one through to thousands.</p> <p>Generally, RHA members are entrepreneurs, including many family-owned businesses as well as some plcs, with more than 80 of the Motor Transport top 100 companies being</p>

RHA members. Without the activities of RHA members the UK would come to a halt both socially and economically.

The RHA welcomes the Fylde Coast Highways and Transport Masterplan as it tries to set a vision for the highways in the area running up to 2031. We also look forward to working with Lancashire County Council, Blackpool Council and the Lancashire Enterprise Partnership on implementing the Masterplan.

I have not responded using the online questionnaire because I would like to make a number of detailed points here.

We welcome the recognition in the first paragraph of the forward to the Plan that “efficient transport networks are vital to [the] local economy’s growth, enabling job creating investment”. The RHA agrees that a well maintained and integrated transport network is essential if the area is to thrive economically and socially as regeneration progresses, and we suggest that a key trigger for growth is an efficient roads network.

In the view of the RHA, the goal of supporting “a growing visitor economy and a world class industrial base” in the region, as well as the stated aim of accommodating residents in new housing developments, can only be achieved if roads connectivity is excellent.

I would suggest that good road transport links encourage business inward investment and help residents to access employment opportunities, and so ensuring that the local transport infrastructure is able to support both existing and future development should be a high priority.

I would like to emphasise the major contribution the haulage industry makes currently to life in the Fylde area given the importance of road freight in servicing the aerospace industry, Blackpool Airport, tourism enterprises, construction and housing projects as well as the wider business community. The logistics and warehousing sector is also a significant employer in Lancashire and road haulage is an integral part of this industry. Consequently, any development plans should take into account the needs of road haulage because trucks serve the community by delivering to commercial enterprises, the public, and to public sector

bodies such as schools, as well as to rural and farming communities. We suggest that the local economy is best served if development plans seek to accommodate commercial vehicles and to allow trucks to operate efficiently and in a safe and responsible manner.

#### Specific Masterplan road transport proposals

We very much welcome plans to deal with the A585 bottleneck at Singleton Crossroads, to widen junction 32 on the M6 northbound, to improve the Windy Harbour junction (we wrote in support of the improvement in late 2013), and also the A 585 Bourne Way to West Drive widening and improvement scheme. We also welcome plans to lift the 7.5 tonne weight limit when the Yeadon Way refurbishment programme is complete.

In our view any traffic using the M55 Norcross link road is better served by using the existing A585 route to or from junction 3. The route is currently undergoing improvement anyway and very few motorists would be disadvantaged by connecting to or from the M55 at a more easterly point. We are not surprised to note that plans for the suggested alternative route were dropped.

Below I have set out a number of concerns specific to the road haulage industry, which I hope you will take into account in developing the Masterplan for Fylde.

#### Parking and loading

We note that in the "Travel Problems today" section parking in Blackpool and along the Fylde coast is mentioned as being of concern. We would like to highlight the problems faced by truck drivers undertaking loading or unloading during collection or delivery to business and other premises. We would ask that better provision is made to accommodate haulage operators providing an important service to businesses and the public because over-restrictive parking and loading rules make it extremely difficult for hauliers to operate efficiently.

We would also like to see planners take more seriously the need for provision of secure lorry parking sites, particularly

near interchanges and major industrial sites. Lack of provision creates problems in terms of security of load and driver, and road safety.

We urge you to insist that such parking areas have bathroom facilities incorporated which visiting truck drivers are allowed to use. Unfortunately it is the case that even after long journeys some customers refuse to allow HGV drivers to use staff toilets. Such an attitude leads to discomfort and inconvenience for drivers who may then use lay-bys or other inappropriate sites to relieve themselves.

We would also like to emphasise that as well as parking facilities, trucks need loading and unloading provision at high street shopping centres for example, and any lack of adequate provision can also cause difficulties for other traffic, pedestrians and for the shop owners being served by hauliers.

#### Quiet deliveries

We hope that work continues towards reviewing delivery time bans that force truck operators to use the roads at the most congested times. We appreciate that the buy-in of local authorities is essential if delivery windows are to be changed and quiet delivery initiatives to be implemented. I attach a link to a document published by Transport for London which deals with quiet delivery issues.  
<https://www.tfl.gov.uk/cdn/static/cms/documents/getting-the-timing-right.pdf>

The Department for Transport has produced quiet deliveries good practice guidance for local authorities, as well as hauliers, which you can find by going to the link below.

<https://www.gov.uk/government/publications/quiet-deliveries-demonstration-scheme>

#### Multi-modal goods transport

We would ask any new transport authority to bear in mind that regardless of which transport mode is used, road will



remain an essential component of any future transport strategy, since trucks usually undertake “last mile” deliveries once goods are unloaded from rail, air or water freight terminuses.

#### Congestion, Air Quality and Emissions

We would suggest that in developing the Masterplan, the cost of congestion to the local economy in general and the haulage industry in particular, is studied. We would hope that efforts are made to identify congestion hot-spots as well as the rat-run routes that are used by trucks when main roads are too busy, so that any new infrastructure development can act to relieve existing problems, given that dealing with and minimising congestion can help reduce carbon emissions and air pollution.

#### Road Safety

The RHA gives in principle support to initiatives aimed at improving road safety. However we would always ask that the impacts of any proposals on the business community are fully considered prior to the implementation of any plans.

We would stress that, in our view it is essential that funds are allocated to the proper maintenance of the whole road network, since poorly maintained roads are also unsafe.

#### Segregated cycling infrastructure

We acknowledge that the existing UK roads infrastructure has not been designed to accommodate cycling as an integral and significant part of the transport system. We would welcome moves to make standard the consideration of the needs of cyclists as a part of the roads design process.

#### Intelligent Transport Systems and Urban Traffic Management Control

Hauliers have embraced the use of intelligent transport technologies which help in the efficient running of their businesses, and so we look forward to these systems being more widely adopted in the Fylde Coast area.

We accept that that inappropriate routing of traffic, including HGVs, through some areas is a problem. We suggest that technology now offers many ways in which all traffic can be successfully managed.

We would also like to say that the positioning of road signs is important. Good signage helps drivers to find correct places to park and load, but also to avoid the risk of trucks, for example, hitting low bridges because signs are in the wrong place or because the bridge sign gives insufficient notice for the driver to divert before approaching the bridge. Bridge strikes can result in massive disruption whilst the driver tries to turn the vehicle round or gets stuck.

#### Fylde Coast Masterplan consultation questions

How strongly do you agree or disagree with our proposal to work with the Highways Agency to improve the A585 corridor?

Tend to agree

How strongly do you agree or disagree with our proposal not to pursue an M55 to Norcross link road?

As we have said above, in our view any traffic using the M55 Norcross link road is better served by using the existing A585 route to or from junction 3. The route is currently undergoing improvement anyway and very few motorists would be disadvantaged by connecting to or from the M55 at a more easterly point. We are not surprised to note that the suggested alternative route was dropped.

How strongly do you agree or disagree that there should be a Blackpool North (Talbot Gateway) Interchange to improve links to onward travel such as buses and cycling?

Tend to agree

How strongly do you agree or disagree that the stations on the North Fylde railway line should be improved?

Tend to agree

How strongly do you agree or disagree that the South Fylde railway line should be improved?

Tend to agree

How strongly do you agree or disagree that the coach facilities in Blackpool should be improved?

Tend to agree

How strongly do you agree or disagree that buses in the Fylde Coast's urban areas should be more closely linked with rail travel, walking and cycling?

Tend to agree

How strongly do you agree or disagree with our proposal to look at how we can support access to services in rural areas?

Tend to agree

How strongly do you agree or disagree that we should promote local public transport, walking and cycling to try to encourage people to use these forms of transport more often?

Tend to agree

How strongly do you agree or disagree with our proposals for the Fylde Coastal Cycle Network?

Tend to agree

Have you read the Fylde Coast Masterplan document?

	<p>Yes</p> <p>Are you responding to this consultation on behalf of an organisation?</p> <p>Yes. Road Haulage Association</p> <p>I hope that you will take the points made in this letter on board and I look forward to working with you as the development of the Masterplan evolves.</p>
Natural England	<p>Thank you for your consultation on the above dated 08 January 2015 which was received by Natural England on the same date.</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>The Master Plan is proposing new infrastructure and Natural England would like to take this opportunity to highlight the need to address and minimise the environmental impacts of this at the appropriate stage.</p> <p>Early consideration of environmental impacts during the scheme business planning and sifting phase is recommended in addition to meeting the requirements of the Environmental Impact Assessment (EIA) regulations at the later stages of scheme development.</p> <p>Environmental (as well as economic and social) impacts can be identified for each option using the Government's webtag appraisal process.</p> <p>Natural England understands the schemes identified within the Master plan are at identification stage only and therefore it would be difficult to undertake a meaningful assessment at this stage, however as work progresses to options stage we would expect a full assessment with respect to the Habitats Regulations to ensure potential impacts can be considered when identifying the most sustainable option for schemes emerging from the Master plan. In order to give further</p>

certainty it may be beneficial to caveat the report so that it clearly states that once further environmental assessment has taken place proposals which result in adverse impacts on European sites will not be supported by the Master plan.

It is recommended that Lancashire County Council consider the iteration between the master plans and the LTP, updating the LTP's SEA if necessary, and also considering whether the master plans themselves require SEA or HRA by screening them against the criteria in the relevant legislation (The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 No.1633, and the Conservation of Habitats and Species Regulations 2010 ).

Both HRA and SEA are iterative processes and should be undertaken in good time to influence the plan. We would like to take this opportunity to remind you the DfT's guidance on SEA of LTPs says; 2.2.2 The SEA Directive defines 'environmental assessment' as a procedure comprising:

1. preparing an Environmental Report on the likely significant effects of the draft plan on the environment;
  2. carrying out consultation on the draft plan and the accompanying Environmental Report;
- taking into account the Environmental Report and the results of consultation in decision-making; and
3. providing information when the plan is adopted and showing how the results of the SEA have been taken into account.

Criteria to aid the LTP'S project prioritisation process

Environmental Criteria

Criteria based on:

Justification and Further information

Biodiversity and Conservation

Protection and enhancement of national and international designated nature conservation sites in accordance with domestic and EU legislation.

Includes:

- Sites of Special Scientific Interest (SSSIs);
- Special Protection Areas (SPAs) and potential SPAs;
- Special Areas Conservation (SACs) and possible SACs;

- Ramsar sites and listed or proposed Ramsars;
- Sites identified or required for compensatory provision.

Many of these sites are protected for their national and international bird populations.

SACs and SPAs are protected as European Sites in England by the Habitats Regulations 2010 (as amended) which transpose the relevant parts of the Habitats Directive into domestic law. Ramsar sites are subject to the same procedures as a matter of UK Government Policy.

SSSI's are legally protected under the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way (CROW) Act 2000 and the Natural Environment and Rural Communities (NERC) Act 2006.

The NPPF confirms equivalent protection to European sites for potential SPA, possible SAC, listed and proposed Ramsar and sites identified or required for compensatory provision.

Information on international and national designations is available from Defra and Natural England

Protection and enhancement of European Protected Species and other species protected under domestic legislation.

European Protected Species are species protected under Annex IV(a) to the Habitats Directive (and which are also listed in Schedule 2 of the Habitats Regulations by reason of the transposition of the Habitats Directive).

Other species are protected under the Wildlife and Countryside Act 1981, as amended.

Avoiding or minimising the impacts on wider Under the 2006 Natural Environment and Rural Communities (NERC) all public biodiversity, for example ancient woodland, other BAP habitats, Local Wildlife Sites, geodiversity (including soils).

Information on local sites is available from Defra and Natural England.

Supporting the conservation and enhancement of Nature

	<p>Improvement Areas Nature Improvement Areas were put forward by the Lawton Review 'Making Space for Nature'. NIAs are places where there are high opportunities for the management, restoration and enhancement of ecological networks. 12 NIAs were established in April 2012.</p> <p>Information on Nature Improvement Areas is available from Defra and Natural England.</p> <p>Landscape</p> <p>Protection of nationally protected landscapes - National Parks and Areas of Outstanding Natural Beauty (AONBs), as well as areas defined as Heritage Coasts.</p> <p>England's National Parks and AONBs are designated under the provisions of The National Parks and Access to the Countryside Act, 1949. Heritage Coasts are 'defined' rather than designated.</p> <p>The NPPF states that 'Major developments should not take place in designated areas, except in exceptional circumstances'.</p> <p>Information on protected landscapes is available from Natural England</p> <p>We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.</p>
Highways Agency	<p>Thank you for consulting the Highways Agency (Agency) with regard to the above document. As you are aware, the Agency has previously advised upon and agreed the comments within the document relating to the A585 (T) and the M55 to Norcross Link. I also personally attended two of the recent public consultation events. I can confirm that the Highways Agency is content with the proposals, as set out within the draft document, in so far as they relate to the A585 trunk road.</p> <p>I can also confirm that the Agency is taking forward a major improvement scheme to remove congestion at both the Singleton Cross Roads and Shard Road junctions. This will include improvements at the Skippool roundabout junction and will also be complemented by the current improvements taking place at Windy Harbour. The proposed scheme will be subject to public consultation in due course and should assist</p>

	<p>in encouraging through traffic to remain on the trunk road, thus relieving the impacts on local roads caused by traffic diverting from the trunk road.</p> <p>I am, though, aware of concerns raised at the public consultation events by elected members and members of the public about the southern section of the A585 trunk road, between M55 J3 and Windy Harbour, which will remain as single carriageway. The main issues raised were access across the A585 at the staggered Thistleton junction and the congestion / delays caused by right turning traffic blocking through traffic movements. As suggested within the master plan document, the Agency will continue to monitor the route, particularly this southern section, and will seek to bring forward improvements where appropriate and beneficial.</p> <p>I trust that the above is of assistance.</p>
Local Stakeholders	
Blackpool & Fylde Rail Users Association	<p>1. General: All suggestions in the document acknowledging the need for improvements to stations and services are applauded. 2. North Fylde Line: It should be noted that current proposals to remove the junction at Poulton (as part of the electrification programme) will effectively isolate the Fleetwood branch from the national rail network for any foreseeable future. 3. South Fylde Line: Whatever the outcome of the current "Sintropher" study, an interim improvement to the current provisions is a dire necessity which cannot await the commissioning of a "Sintropher" scheme if such a solution is approved.. This Association believes that the installation of a passing loop near the mid-point of the branch is a necessity to relieve current pressure on the service, and that such a provision would provide an adequate longer term solution in the event that "Sintropher" or some variant of it is not approved. It is noted that the Plan assumes the eventual construction of a tram to train interchange "probably at Lytham". To make such a judgement prior to the publication of the final Plan is unjustified, and the published outcome should be awaited</p>
Poulton and Wyre Railway Society	<p>The railway line from Poulton Le Fylde to Burn Naze was last used in 1999 by freight trains serving the former ICI plant at Thornton. Since then the line has been placed permanently out of use and two attempts have been made to remove it. The route is a protected transport corridor however, its potential as a functioning part of the national railway network or conversion to a tramway is regarded as a long term desire rather than a short term goal. The line from Burn Naze to the</p>



	<p>Fleetwood boundary is owned by the Department for Transport and sits in the historic railway assets portfolio. It was closed prior to privatization of the railways in 1994 and was not handed over to Railtrack (now Network Rail)</p> <p>The line is currently connected to the north Fylde line at Poulton Junction. This connection is due to be removed during electrification, which will leave the line isolated from the national network. While this is not ideal, it does present an opportunity to convert the line into a heritage and community railway.</p> <p>Since 2007 a section of the line between Thornton Station and Burn Naze Station (both still extant) has been looked after by the Poulton &amp; Wyre Railway Society (PWRS). This was made possible by the issuing of a Network Rail community clearance licence and much work has been done to enhance the general look of the railway through Thornton in particular. The Society took over a very overgrown and dangerous environment. At the time an antisocial behavior disorder notice had been issued around Thornton Station by Lancashire Police and the Society have worked tirelessly to improve the site.</p> <p>The Society delivered a business plan to Wyre Borough Council (WBC), Lancashire County Council (LCC) and Network Rail (NR) in 2014. This has been well received and all parties agreed that a heritage railway with a peak hour community service would be the best option going forward. The ten year business plan envisaged a railway between Poulton signal box and Jameson Rd Bridge (Fleetwood) with new platforms constructed at Poulton and Fleetwood south.</p> <p>Beyond the scope of the current plan is a possible extension to the dock regeneration area which would see the line extended to a more central position in the town.</p> <p>PWRS and WBC are taking the lead and it is hoped that heritage services between Thornton and Burn Naze will commence in summer 2016.</p>
Lytham St Annes Cycle Group	Provide new cycle path (A584 Lea – Freckleton). The proposed Preston West Distributor road will increase vehicular traffic along the A584. For this reason, we suggest that it will be necessary to provide a segregated cycle path

alongside the A584 between Lea and Freckleton in order to offer a protected environment which will protect cyclists from this (additional) traffic.

Provide new shared path (pedestrians and cyclists) between Lytham Road A584 and east end of Lytham Green. This path would provide a more user friendly route for cyclists and pedestrians (including those walking the Lancashire Coastal Way) than the A584. This path should be sited around the seaward side of Lytham Quays.

Provide shared path (pedestrians and cyclists) alongside Inner Promenade between Fairhaven Lake (St Pauls Avenue car park) and St Annes Beach café. This will provide a continuous shared path from Lytham Green to St Annes.

FBC has already incorporated an extension of the Grannys Bay shared path (as far as St Pauls Avenue car park) into its plans for the re-building of the sea defences around Fairhaven Lake. It will be necessary to redevelop the existing footway as a shared path.

Redesignate pedestrian route from St Annes Beach café to St Annes pier as shared path. This will extend the shared path further still and bring it close to St Annes town centre.

The suggested route should follow the outer perimeter of the miniature golf course along the coastline.

Provide new cycle route between Squires Gate, Blackpool and St Annes. This new route would avoid the necessity to cycle along (or immediately alongside) the A584 Clifton Drive North.

This could be achieved in 3 separate phases:

- Designated cycle route from Squires Gate railway station through the current redevelopment of the former Pontins site
- New shared path following public right of way through nature reserve alongside railway fence
- Shared path to emerge via new entrance into Kilgrimol Gardens, St Annes

Extend Queensway cycle path to connect with Blackpool cycle network. This cyclepath currently stops abruptly at the borough border between St Annes and Blackpool. One possible route might be possible through the Squires Gate industrial estate.

Encourage those who wish to combine cycling with public transport:

- Provide secure CCTV monitored cycle parking at South Fylde rail stations

	<ul style="list-style-type: none"> <li>• Ensure the South Fylde rail franchise obliges the franchisee to incorporate storage space for cycles on their trains</li> <li>• Provide cycle racks on buses</li> </ul> <p>This should encourage the integration of sustainable modes of transport</p> <p>Cycle storage <i>lockers</i> should be provided at manned stations</p> <p>Identify actual and potential bridleways in and around Lytham St Annes moss. This is intended to encourage recreational and commuter cycling.</p> <p>A bridleway should be incorporated into the extension of West Moss Lane, Ballam.</p> <p>Identify a suitable cycle route from the proposed Queensway housing development into St Annes town centre and the local cycle network. This is intended to promote cycle use for short journeys within St Annes.</p> <p>A route could be incorporated into the redevelopment of the former Bonds &amp; Stock site on Blackpool Rd.</p>
Waltons Coach Hire Limited	<p>THE PROPOSED HOVERCRAFT PROJECT FOR THE NORTH WEST COASTAL REGION WITH A SAVING OF JOURNEY TIMES OF UP TO 70%</p> <p>Introduction</p> <p>1. The comments will address the following</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> the best methodologies to advance the Project</li> <li><input type="checkbox"/> the physical and economic geographies of the North-West</li> <li><input type="checkbox"/> the need and opportunities for the Project</li> <li><input type="checkbox"/> the constraints on the Project</li> <li><input type="checkbox"/> the aims and objectives of HMG and relevant agencies; the formal and stated strategies (as to how generally to achieve them), and the policies (being the tools to identify means to encourage and control relevant development)</li> </ul> <p>The best methodologies</p> <p>2. Most projects start with “a good idea”, a solution, or a prospect of adding value. Most fail, because the methodologies then adopted are random, and not based on logic. Those that succeed do so, because the project is shown to be a logical and valuable component in addressing a real or perceived problem, or a “gap” in the solutions proposed by others</p> <p>3. On 8 January 2015, HMG published “The long-term</p>

Economic Plan for the North-West" [www.gov.uk](http://www.gov.uk) ("EPNW"). Its six main aims and objectives include

- a major increase in economic activity, by major increase in the growth rate
- a major increase in employment
- delivery of the largest-ever investment in sustainable transport infrastructure

4. Having recognised the existing lack of "connectivity" between many relevant settlements in the North-West, and also the connectivity issues with adjoining regions and with London, almost all the transport and infrastructure aims and objectives

- are headed as "Connecting up the North" (no mention of connectivity within the North-West, and/or relating to its coastal settlements, and/or relating to the lack of connectivity between existing and proposed centres of employment on the one hand, and where the skilled workers live, on the other)

- are addressed to major infrastructure projects (HS2, the east-west Pennines Link, and work on the M6), which all can be described as "external connectivity" of the North-West as a whole, to outside places

5. Indeed, the EPNW announces that Colin Matthews, the Chairman of the Highways Agency, has been specifically appointed to deal with the delivery of an east-west Trans-Pennines link, in accordance to a strategy to "connect up the North" into a "powerhouse". With HMG backing HS2, with the Highway Agency appointed (which favours roads), and with almost all specifics relating to external connectivity, there are

- clear "gaps" in the EPNW, as defined above
- opportunities for the private sector to fill those gaps (at least, in part), and to make a substantial and valuable contribution to achieving the stated aims and objectives, and to achieve the stated strategy, especially in the area of "internal connectivity"

6. The whole emphasis at this stage therefore should be ON THE QUESTIONS, NOT ON THE ANSWERS. The questions should perhaps include

- why, if the EPNW relates to the North-West, is almost the whole strategy and proposals, geared to connecting the North-West to the rest of Britain? What about "internal connectivity" within the North-West?

- specifically, what about connecting better the existing settlements within the North-West, between coastal settlements, and between places of employment, and the

necessary skilled labour force?

what weight was given to these factors, in the preparation of the EPNW? Were BAE and other leading Employers consulted? Where can we see such evidence of the EPNW preparation, and of such consultations?

do they accept that the extensive (and welcome) list of proposals cannot alone achieve the aims and objectives, and deliver on the strategy? Is there a role for the private sector, to fill the gaps, and make a meaningful contribution to achieving these?

specifically, was the use of coastal and marine transport services considered? What evidence was sought and received on this potential, and from whom?

was the MCA (Marine and Coastguard Agency) consulted? Were other environmental agencies consulted? What were their responses?

in other words, was the inclusion of some projects intended to exclude others, and were the gaps intentional, and if so, why?

7. The third comment on methodologies is that the support of obvious Third Parties is critical.

Employers, especially BAE, BNFL, NHS, NATIONAL GRID, and their work-forces

the existing ferry companies (links to Ireland, Ulster, the Isle of Man, and coastal)

the Highways Agency (with massive problems relating to the M6 alone, and many others)

the relevant Local Authorities, labour providers, Trade Unions, Academies, Chambers of Commerce, operators of airports, ferries, service providers

the environmental groups

8. All the above parties could benefit from the Project. How? The congestion on the M6, and the lack of “internal connectivity” deprives mobility to work-forces, creates pollution, and has stopped, is stopping, and will continue to stop, the North-West being the “powerhouse”, which it is now HMG policy for it to become

The relevant economic and physical geography

9. The North-West is blessed with many advantages, but is also held back by many recognised disadvantages, both natural and man-made. It is no co-incidence that the EPNW leads

with recognition of the problems of inadequate infrastructure, (but then does properly or fully address them)

with recognition of the need to bring the North-West up to parity with the national average, in terms of long-term growth rates, employment rates, and infrastructure provision, (but leaves many gaps, and thus opportunities, as set out above)

10. To get from one coastal settlement to another, with a highly constrained and limited coastal road, and with no real transport alternatives, one is forced east to the (already-congested) M6, forced then to go north or south, and then back west along another road with similar limitations to one's destination

11. The A590 (M6 to Barrow-in-Furness) is exceptionally constrained, and inadequate to serve the BAE operational and employment needs at Barrow, let alone serve its future increased roles. Access to the ferry ports (Fleetwood to Larne; Heysham to Douglas; Liverpool and Birkenhead to Dublin and others) is constrained, as is access to regional and local airports, major industrial and service facilities (at Warton, Preston, Barnoldswick, and many others). Many skilled workers struggle twice daily to get to and from work, and often add to the M6 congestion

12. The questions on this may include

in that these problems are recognised, and long-standing, how does the EPNW address or solve them, or at least seek to reduce the existing and future problems, on a sustainable basis?

would an acceptable additional marine service assist?

is it accepted that intensification of use of the highly constrained coastal road system (based on the A8863, A588, and A584) is not reasonably feasible?

is the cost to, and inconvenience of, the major Employers (especially BAE), and its existing and potential workforce, and visitors, a real and harmful constraint on

- employment

- the "powerhouse" strategy

- the prospects for achieving the six EPNW aims and objectives, (which all are now committed to support, as a matter of most-recent Her Majesty Government policy)?

would a coastal land-based solution not create worse environmental and transport problems, than a marine-based solution?

would a marine coastal service (such as this Project) not also provide potential for easier access to the ferries,

	<p>airports, centres of entertainment, the Lake District, the major and coastal conurbations and settlements, the tourism and hospitality industries, etc? If these are important destinations, people should be able to get to and from them, in comfort, safety, as quickly as practicable, without adding to the congestion points generally, and the M6, in particular. Is that agreed, and if so, what's wrong with the Project? Does it not make a valuable contribution, in filling many of the recognised gaps</p> <p>Conclusions</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> the choice of hovercraft for the Project (as compared with other ferries)</li> <li><input type="checkbox"/> the willingness of BAE (and others) to pre-commit to take a percentage (or all) capacity on certain routes, and for services to be designed around the timing and other requirements for their workforce, and visitors</li> <li><input type="checkbox"/> the possibility of sharing ferry facilities with others (so that the costs of a facility go to up-grade an existing facility, rather than building a free-standing new one)</li> <li><input type="checkbox"/> the possibility of park-and-rides, based near the M6 and rail connections, to give access to the Project</li> <li><input type="checkbox"/> the use of the Project as a integrated component in a larger marine service, linking Ireland, the Isle of Man, southern Scotland, and the Greater Liverpool and Manchester conurbations, and their populations, infrastructures and industries. The "area of search" should be looked at carefully</li> <li><input type="checkbox"/> the use of the Project as a template for other areas of similar congestion and inefficiency</li> <li><input type="checkbox"/> to resolve environmental issues that restrict access along the North West Coast Peninsula</li> </ul>
<p>Fleetwood Barrage Ltd</p>	<p>We have been working for nearly 5 years to build a Tidal Barrage across the Wyre at Fleetwood to provide Flood Control, Economic Regeneration and Renewable Electricity for 60,000 people.</p> <p>We were, until recently, Wyre Tidal Energy Ltd (see <a href="http://www.wyretidalenergy.com">www.wyretidalenergy.com</a>) but changed our name recently to Fleetwood Barrage Ltd to remove confusion with a new Company that set up called Wyre Energy Ltd that has recently changed its name to Natural Energy Wyre Ltd.</p> <p>We have met with the CEO and Leader of Wyre on 2</p>

	<p>occasions and hold a letter of support from the Council for our objectives. We also got the scheme recognized by the EDC and listed on their policy objectives. We have engaged with the Lancashire LEP.</p> <p>Your A585 Consultation document specifically names Natural Energy Wyre Ltd but make no mention of Wyre Tidal Energy Ltd / Fleetwood Barrage Ltd. Please would you add us into your document so that both similar, but different, projects are named and represented.</p>
<p>Blackpool Licensed Taxi Operators Association</p>	<p>The Blackpool Licensed Taxi Operators Association are grateful for the opportunity to comment on this Masterplan. We are happy for our views to be published with other comments.</p> <p>It is clear that a great deal of work has gone into this plan and it is good to see that Blackpool is working closely with LCC to achieve progress.</p> <p>We note with some regret that taxis appear to have been almost completely omitted from the plan. The only mention made is in connection with North Station.</p> <p><i>“Such a gateway would have a vibrant modern rail station at its core with an integral tram interchange and bus and coach stops immediately outside. The station would need dedicated facilities for cyclists as well as the usual pick up/drop off parking and taxi facilities that any big station needs.”</i></p> <p>Our view is that a Transport Masterplan should include taxis. When you consider that taxis are the only form of public transport available after midnight it is baffling that we appear to have been overlooked.</p> <p>Our view is that the case for extending the tramway system along Talbot Road is yet to be made. Blackpool suffers chronic traffic congestion at times. And we note that congestion is mentioned on page 17. The Illuminations continue to be successful in attracting visitors to the resort. We would like to see greater effort made to discourage Illuminations traffic coming into the town centre and joining mid-way. In the past traffic entered at the south and departed at the north. We are convinced that Illumination signage could be improved to ensure that town centre congestion is reduced. The aim should be to encourage Illumination visitors to enter at either the north or the south, but not in the centre. We have views on how this could be achieved.</p> <p>Nowhere is congestion worse in Blackpool than westbound on Talbot Road during the Illumination period. Here we have</p>



standing traffic that can take up to an hour to cover a few hundred yards. The effect of this is that public transport (buses and taxis) are unable to reach Talbot Square for hours at a time in the evening at weekends. So our concern is that adding an additional form of transport to an already overcrowded road way will make matters much worse. We oppose the tramway extension along Talbot Road.

Consideration should be given to the large sums of public money already spent in Talbot Road as part of the Talbot Gateway programme. Here we have new cobbled road surfaces and roundabout areas that have deep reinforced steel foundations which only recently been constructed at considerable expense. It would be somewhat of a folly in our view to be ripping up new and expensive road surfaces that have not yet delivered value for money.

Our view is that trams were taken off Blackpool's roads for a very good reason many years ago. They caused congestion and safety concerns at a time when there were considerably fewer vehicles on the road. We doubt that the investment required in terms of several million pounds to construct a few hundred yards of tram track could deliver value for money. We think that Blackpool town centre is heavily congested caused by two fundamental developments in the recent past. These are not mentioned in the Plan.

The closure of the junction of Church Street and Abingdon Street.

After the closure of this junction the area became known as St John's Square. It was closed despite having been designed and constructed to take traffic. This closure was opposed by the taxi trade, the traders in the area, Blackpool Transport Services and senior personnel within Blackpool Highways Department. Closure of this area to public transport has had a detrimental effect on footfall within the area and in terms of retail closures. We believe that this should be addressed now to help revitalise this area and to improve the flow of traffic through the town centre.

Lane reduction on the Promenade – Town Centre

Blackpool Licensed Taxi Operators Association lobbied Councillors and Highways to change their plans to reduce the road width and traffic lanes on the Promenade before the changes took place. We knew that congestion would occur when the plans were in place and have been proven right. The bricks continue to crumble and we feel that this will be a major issue for the future. Many have already been removed and replaced by tarmac. Traffic moves very slowly at times and pedestrians have concerns about safety due to lack of

	<p>kerb edges.</p> <p>We note that The Phil Jones Associates (Transport Planning Consultants) Report dated December 2011 was somewhat dismissive of these concerns and referred to anecdotal evidence (meaning not valid perhaps?) of congestion problems. Yet the basis of this report was a brief visit to the Promenade on 3.00 pm on a quiet midweek afternoon. We believe that this report was flawed on a number of levels and it may well be that it over-focussed on the cheapest solution – to take no action. The road surface continues to crumble and the traffic moves too slowly at times. We believe that this Plan should address these concerns.</p> <p>The additional town centre congestion caused by road width/lane reduction on the Prom has caused traffic to divert off the Promenade and this has made town centre congestion worse. Credit is due to the Council for the good work done in making one way streets in the Talbot Gateway area two way. This has helped but we are concerned about the number of junctions which have been made Left Turn Only. Our passengers have an expectation of travelling safely and by the shortest possible route.</p> <p>We would be happy to discuss these issues with the local Transport Planning Authorities.</p>
<p>General Responses</p>	
<p>Sedgwick Associates (town planning consultants)</p>	<p>We are town planning consultants and have many planning applications for housing and other development running in the Lancashire districts. From our assessment of the dTMP there are many good words about supporting development, but an assumption that the development requirements in the emerging local plans of Fylde and Wyre districts can be accommodated by default by the transport network improved as proposed. In the absence of an understanding of the objectively assessed housing needs for each district, the level of future economic growth being planned for, and the requirements for distribution of development across those districts we consider that the dTMP will fail to effectively accommodate essential future development needs within Fylde and Wyre districts.</p> <p>By way of example, the LHA is resisting further new development in the A6 corridor north of Preston, a position that will not be changed by the Broughton Bypass. There are no other substantive improvements proposed in the dTMP and whilst it is noted on p31 that the new M55 J2 will provide</p>

	<p>relief for the M55 Junction 1 at Broughton this is being denied in current negotiations with transport officers. Thus development in the rural east of Wyre district will continue to be strongly resisted by the LHA to the considerable detriment of housing delivery in the Wyre rural area. The alternative, to concentrate housing in the urban west of Wyre is not sensitive to development needs of the rural east and will result in the continuation of the current resistance to development in that area on traffic grounds.</p> <p>The dTMP should facilitate the delivery and distribution of development in Fylde and Wyre which will be based on a large and up-to-date evidence base of what is required, where development opportunities arise and where the constraints lie. In bringing forward the dTMP at this stage the authorities are seeking to direct the scale and location of new development purely on the basis of their own investment opportunities. This is to put the cart before the horse and comprehensive transport planning should follow the examination and adoption of local plans rather than pre-empt that approach.</p> <p>2. At a more detailed level, the table in the glossary purports to define congestion and severe congestion in terms of traffic speeds on different classes of road. In anticipation of the LHA using that definition in commenting on planning applications, which should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe, it is noted here that that is not a valid approach. The test of severity must be in relation to individual development proposals in the local context. That table does not even set a time period on when the reduced travel speeds are to be monitored; over 24 hours or for 10 mins in the peak? It also flies in the face of allowing congestion, particularly for travel to work, to be a constraint on the use of the private car in favour of more sustainable means of transport. A congestion-free network would be unsustainable.</p>
Media Comments	
Counter Balance (comments from their website)	<p>The first thing to note is that the Fylde Coast Highways and Transport Masterplan is only one of four such plans.</p> <p>The others are Central Lancashire, West Lancashire, and East Lancashire.</p>

So if you think the Fylde one is a bit, well, 'could try harder' (as we did) maybe it's because the focus and the cash is heading to other parts of Lancashire. We haven't looked to see if that's the case, but we wouldn't be surprised if it was based on what we've been told before (see later).

The headline 'near future' proposals on the Fylde Coast are

Extending Blackpool's Tramway from North Pier to Blackpool North railway station. LCC say this will improve access to the UK national rail network from Blackpool, Fleetwood and Cleveleys. Yeah, right - as if you can't get a bus or a taxi.

A new junction 2 on the M55 near Preston and a new 'Preston Western Distributor road' which runs down past the Sitting Goose and comes out where you drop down the slip road to Preston Docks (just past the Lea Gate). What's not being planned for this scheme in the 'near future' is the connection that this road should make (via a new bridge over the Ribble), to the south Preston new road network - effectively bypassing the Strand Road bottleneck. LCC say even without the bridge at the present time, this will give a dual carriageway connection to the Motorway from South Fylde. Some folk think it will make a big difference to places like BAe Warton, but we're less sure. One or two of the cynics we know think it might help the fracking companies.

Work that has already started on the A585 Windy Harbour to Skippool improvements. More about this later.

For the longer term (which in Highways terms is probably measured in generations not years) the aims are:

To do a consultation (no less) on plans for a Blackpool North (Talbot Gateway) Interchange to improve links between rail and tram services and provide a terminus to the tramway extension. Wow!

To undertake a study of the South Fylde railway line (South Shore to Preston) in the hope that it could make it better for commuters, and to see if there is scope to linking the line to the Blackpool Tramway.

Carry out a study to see if improvements can be made to stations on the North Fylde railway line (Blackpool North to Preston). LCC say that electrification of the Blackpool North line will see changes to a number of stations to accommodate Pendolino trains, and the study will look into the potential to improve features such as accessibility and

parking.

Have a look to see where they could put some coach facilities in Blackpool.

To find the most cost effective ways to provide access to services in rural and remote areas, and to brainwash people to use them instead of using their cars (actually that's our take on what LCC mean, not what they've actually said)

Look to make cycling a better option for shorter journeys, and to develop a Fylde Coast cycle network which "builds on existing routes and initiatives already underway to create better routes for commuters and family-friendly routes for tourists". (For which we think you could read 'we're going to use what there is at present, tart it up a bit, and to put some publicity out about it to make it look as though we're actually doing something when we're not').

LCC say they want to know whether people agree with the priorities they've set themselves to make the final plan "as strong as it can be".

Given that it's supposed to be a 'Lancashire' masterplan and a lot of what's being spoken of is actually in Blackpool, (and we suspect that's probably being funded by Blackpool taxpayers - (Blackpool's now a Unitary Council and highway authority in their own right) - not by Lancashire folk outside of Blackpool, we can't help feeling that Fylde isn't getting a lot of bang for the bucks the feed into LCC.

But then, as one of their members once told us when no-one else was listening, the role of the (comparatively) wealthy people of Fylde is to pay into the pot so those less fortunate - such as those in the East of the County - can benefit.

The LCC consultation ends on Friday 20 February 2015, so if you want to make comments you'll need to get your skates on. They're using an online survey form which means they ask questions and you answer what they ask, rather than asking you for your freeform views on what's being proposed (or not).

Readers will be able to tell we're a bit underwhelmed with what's being proposed. This doesn't strike us as being either visionary or impressive. It feels less than even adequate for what we're paying in. But then, the way the Government is scaling down spending by the state - partly to remove the annual deficit, and partly because of ideology - we probably

shouldn't expect much more.

For us, a 'visionary' transport plan would have included things like persuading Fylde not to allow housing on the Pontins site, and to have turned it into a transport hub, coach park, tramway link, direct rail link to Manchester Airport with an undercover link to Blackpool Airport to help make Blackpool airport viable, and maybe even a hovercraft terminus (like the one that goes to France).

To be fair, there are some other things going on in the background - for example the Cypress Point to M55 Link Road. But whether that comes off or not is really down to folk outside LCC, so whilst you'll see politicians of every hue claiming the credit for it if it does come off, it's mostly down to big money developer types to make it happen if they're going to.

But we think the really messy and confused aspect of the Masterplan is the A585 and chiefly the bit from Cleveleys to the M55 at Greenhalgh. It's become a dogs dinner of a plan.

First we need a quick reprise of how we got where we are on this matter.

in the beginning there was the 'Red Route' (essentially a new road from Junction 4 on the M55 ( near B and Q and Whyndyke Farm) to Fleetwood) which was intended to be a Blackpool Easterly Bypass. But it became hugely expensive and mired in land-assembly complications and was eventually abandoned.

Next we got the 'Rainbow Road Plan' - Red and Yellow and Pink and Blue were all options for different ways to get from the M55 to Fleetwood.

In 'Red and Yellow and....' in 2006, we looked at these various options, and at the fundamental change that people were not seeing in the new plan - (that is, that the original concept of the Blackpool Easterly Bypass had gone, and the

new aim was a relief road from Fleetwood to the motorway).

Furthermore, although this new series of options wasn't about improving things for Blackpool any more, it also wasn't (and this was a mistake most people made) about relieving the existing problems on the A585 either!

It was ACTUALLY about INCREASING the capacity of the A585 to enable yet MORE development in Thornton and Fleetwood.

Then in 'Road Relief for Some' in 2007 we reported that the Red Route had had its 'protective' status removed (That's a planning designation which avoids built development within a designated corridor along the proposed route). Removal of that protected status more or less says that what had been planned for it at one time is now never going to happen.

We also showed how, on a resurrected consultation about what LCC should do if there was to be no 'Red Route', the public (apart from those in Singleton) were plumping for the Yellow Route.

This was a new road that started at the Greenhalgh junction (Jct 3) on the M55, went across the fields passing close to Singleton, crossed the Blackpool Garstang Road just below that five way junction at Catlows, then continued along the back of Mains Lane to a new Roundabout near the River Wyre. This was followed with changes on the (recent, if not new) road down Armounderness Way to Fleetwood notably turning it mostly into a dual carriageway.

Finally, in 'Road Going Nowhere?' in 2008 we showed how the political leaders - especially in Fylde and Blackpool - were overturning the public's preference for the Yellow Route and heading toward supporting something called the Blue Route.

This started not at Greenhalgh, but almost at Junction 4 at Whyndyke Farm at the end of the M55.

With a bit of parochial thought, you can see why they did this. Some would want to support the folk in Singleton who didn't want the Yellow route disturbing their conservation area. But mostly we think it was about dragging the new road

closer to Blackpool and St Annes so the economic benefits of a new road might flow this way a bit. Their aim seemed to be to bring it as close to the old Red Route as they could get away with.

But the logic of what was being proposed here was completely askew.

If you're in Fleetwood in an articulated lorry heading back to the motorway, who on earth is going to come back toward Blackpool and drive on two sides of a triangle (south west to Whyndyke Farm, then due east toward Kirkham) when you can drive the hypotenuse and hit the motorway at Greenhalgh. It's a no-brainer.

And the Blue Route was never going to happen anyway. The Department of Transport made it crystal clear that (technically) it was not appropriate to create a new motorway junction within a few hundred yards of an existing one. And as long ago as 1994, the Department of Transport had withdrawn its support for this sort of idea.

But the former Commissar at Fylde - egged on by other foolish virgins - thumped the tub for the Blue Route, and eventually (to our amazement) he convinced enough people to shift opinion in favour of the Blue Route - and the County Council eventually supported it and gave the line of the road 'Protected Status'

This was another of the former Commissar's disastrous judgement calls because it guaranteed the road would never get built.

Which is why we're where we are now, and folk in Fleetwood routinely engage in 'road rage' as they try to get to the motorway, and more and more industry and housing gets built in Thornton and Fleetwood - making the problems worse week by week.

So where are we now? And what are LCC planning for the future?

Well, we've all seen the work going on at the Windy Harbour



Junction. It's a pain now of course, but although we've not been able latch onto a plan of what is being done now, you can see roughly where its going and how it will improve things for the future.

But the real change is in the LCC masterplan.

This is something that, to us, feels very close to abandonment of the solutions that have been proposed so far.

LCC are arguing that the former ferry operation from Fleetwood (not the Knott End one!) meant that there were high volumes of HGVs on the road. But since the ferry service has now gone, that doesn't apply any more.

We think it's a bit disingenuous for LCC to blame the ferry going for their not building the road now. Especially when the ferry company might well say they only went because LCC didn't get the road built that could service the ferryport in the first place.

So what IS going on?

Well, LCC break the 'Blue Route' into 3 sections:

- The Northern section - which runs from Victoria Road in Cleveleys, to the Breck Road roundabout near the River Wyre Hotel at Skippool
- The Poulton-le-Fylde section- which they class as running from Skippool to a new junction on the A586 (Garstang Road East), and
- The Southern section which would be a new road that would run between the A586 (Garstang Road East) across farmland to the M55 at some point quite close to Junction 4 (B&Q).

Taking each of those in turn

### The Northern Section

(from Victoria Road in Cleveleys, to the Skippool roundabout)

Having had another think about this, LCC now believes that congestion in this section is really to do with problems at the three roundabouts along the route.

So they're dropping the idea of making the road a dual carriageway (which has been the plan up to now), and they're just planning to do a few 'local improvements' on this stretch.

They're also planning to remove the Protected Status of this part of the route. Our reading of these proposals can be summed up roughly as "we're doing nowt."

### The Poulton-le-Fylde Section

(from Skippool to a new junction on the A586 Garstang Road East)

The plan here was to have Mains Lane (going toward Shard Bridge) widened to become a true dual carriageway for about 450 metres from its junction with Breck Road, and then (another) a new roundabout would be installed at that point, from which a new road would snake across the fields (behind the properties on the south side of Mains Lane shown here in green) joining up with another new roundabout on the Garstang Road.

There's an implied threat in LCC's wording that, to make this work, there would have to be some fairly draconian changes at the five ways junction at Catlows, but they still seem to believe this bit should be built, and they plan to persuade the Highways Agency (or its successor now that the infrastructure Bill has become an Act) to splash the cash on it. So they will keep the Protected Status along this part of the route.

### The Southern Section

	<p>(a new road between Garstang Road East across farmland to a new junction on the M55).</p> <p>This would have been the most significant part in terms of new road construction costing around £125m.</p> <p>The County Council believe it could still solve lots of problems on present route from Mains Lane at Catlows to the M55 Jct 3 at Greenhalgh, but it would damage good farmland and need a chunk of funding from Fylde BC.</p> <p>But the County Council now believe "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".</p> <p>In other words the former Commissar was wrong in his judgement and this section's not going to be built. It's also being removed from the Transport Plan.</p> <p>Sadly (in our view - a view which we know will not be popular with folk in Singleton) this doesn't mean that the Pink or Yellow routes will still be in the plan either. The best we're going to get is the revised Windy Harbour junction (that's in progress now) and some 'improvements' elsewhere along the Windy Harbour to Greenhalgh stretch of the existing road.</p> <p>Our readers can now probably see why we think this 'Masterplan' is a bit on the weak side, short on vision and even shorter on real delivery.</p> <p>But then, if the Government is - as we're told by the opposition - planning financial cuts that will take public services back to the levels they were in the 1930's , perhaps we can't really expect much more.</p> <p>Dated: 16 February 2015</p>
Members of the public (letter)	

1

*1.0---P13 Para 6*

The Blackpool North line direct link to London does not stop at Poulton; Wyre Borough Council (WBC) should be lobbying hard for it to stop at Poulton.

*2.0---P14*

*Journeys within the Fylde Coast*---what do the numbers represent? /day /week

*3.0---P15 Figure 7a*

This does not seem logical. It is showing the stretch of the M6 from J32 to J33 having varying numbers of vehicles. The same is shown on the stretch between J1 and J3 on the M55.

The M6 round Preston from J29 to J32 surely carries more than 60,000 vehicles /day.

*4.0---P21 Last para*

If shale gas development goes ahead then a higher payment by the extractor should be made to the local area. LCC, Blackpool Council and all effected councils should be lobbying central government hard on this.

*5.0---P25 Last para*

Why is the Secretary of State responsible for the final decisions? It should be devolved locally.

*6.0---P30 Blackpool Bridges and Structures Major Maintenance ~2016/16*

Why is this work being included in a future master transport plan? This cost should be in the ongoing maintenance budget.

*7.0---P32 A6 Broughton Bypass and M55 Junction 1 (The A6 Corridor) Para 5*

Typically short sighted one section single carriageway another section dual carriageway. It should *all* be dual carriageway.

*8.0---P33 Network Rail Programme Preston ~ Blackpool rail electrification*

The South Fylde line should be included in the electrification programme.

*9.0---P36 A Potential Wyre Barrage*

A brilliant proposal may I recommend some additions to be considered.

Build a motorway link from Fleetwood to the M6 where it would join north of Garstang; going over the barrage. Later

when the Morecombe bay barrage is built, a road over this would open up the deprived western coast of the lakes. This has the potential to transform the North West. For once this would be an infrastructure development outside the South East. There one development, a few miles of underground rail line is costing £16 billion. This is more than is being spent on the rest of the country.

#### *Tidal range potential*

Studies have estimated the UK's total theoretical tidal range resource at between 25 and 30GWs – enough to supply around 12% of current UK electricity demand. The majority of this is in the Severn estuary (which has between 8 and 12GW) with the estuaries and bays of the North West representing a similar amount and the east coast a further 5 to 6GW.

The proposed Wyre barrage at 100MW which is 0.1GW is insignificant the greater benefit to the area would be the road across the top.

The progressive building of these barrages would be a real positive infrastructure development that would benefit the whole of the country. This is a far better option than these useless fans that are littering the country side.

#### *10.0---P37 De Trunking the A585*

This road is the responsibility of the Secretary of State for Transport (SST) however they would like to rescind this and make it the responsibility of Lancashire County Council (LCC). They do not want it because they are fearful of the cost implications. So much for devolved government; LCC who have the problem of the road and detail knowledge of it should take responsibly for it and seriously improve it.

#### *11.0---P37 The M55 Norcross Link*

As stated a long standing proposal in the meantime Fleetwood port has virtually closed and the area has declined. Another example of central government ignoring much required infrastructure outside the South East. Local government doing nothing.

#### *12.0---P37 The Poulton-le-Fylde section-A588 Breck Road to A586 Garstang Road.*

This section should be built, as well as offering options for solution to congestion at the Five Lane Ends junction it would provide a much required easterly bypass to Poulton Centre. This would allow a genuine opportunity to de-traffic Poulton Centre. WBC should be pressing hard for this.

#### *13.0---P37/38 General*

The dropping of the M55 to Norcross link road is disgraceful it should have been implemented years ago. The lack of this road must have been a major contributor to the isolation and decline of Fleetwood: particularly its port. Had this situation existed in the Southeast of the country it would have been constructed years ago. This is a good local example to use in support of devolved government.

#### *14.0---P40 The North Fylde Line para 2*

Any changes at Poulton station should be ones that allow the proposed London bound trains to stop. Such as returning the length of platforms to what they used to be. WBC should be lobbying hard for this.

#### *15.0---P40 The South Fylde Line*

As previously stated this line should also be electrified, this would make all the wish list of improvements easier and more effective.

#### *16.0---P41 Integrated Public Transport/Integrated Urban Public Transport.*

Very difficult to achieve made more difficult by the current setup of our transport system. The railways were the trains are run by private franchises whilst the track is the responsibility of a public company. Private bus companies in the main running the buses having to be heavily subsidise to operate in the rural areas. All this is against a back ground of vicious central government cost cutting. There is a need for reorganisation and serious investment.

#### *17.0---P44 Better Cycling*

The Fylde coast has many small relatively unused rural roads the local councils should instigate and promote local cycle routes. These would be similar to but of shorter duration than the national cycle network routes. Using the rural roads to link the local towns such as Poulton, Garstang, Kirkham, Lytham St Anne's, etc.

In Poulton the disused rail line to Fleetwood should be converted into a cycle route. Even if it is reused as a rail line the cycle route should be retained.

The state of the road surfaces is a great impediment to encouraging cycling a mountain bike is almost a necessity.

#### *18.0---General*

The documents presentation is lacking; it should have numbered paragraphs this would ensure easy cross referencing.

2	<p>Dear Sir/Madam,</p> <p>I refer to the consultation on the above document and the A585 (Amounderness Way) in particular.</p> <p>My family and I live in Victoria Ward which is in Lancashire and lies to the west of the A585. As Highways and Transport authority for the area, and perhaps more importantly the Education Authority I am concerned about the lack of joined-up thinking.</p> <p>Our nearest Lancashire Secondary School is Millfield Science &amp; Performing Arts College which is to the east of the A585.</p> <p>There are many children who live in our neighbourhood who travel to various secondary schools. Parental preference for school choice is obviously based upon a variety of factors, but safe travel is clearly a massive factor.</p> <p>Pedestrian movement across Amounderness Way is not a safe option. It is a 60mph road which is busy with vehicles at peak times i.e: school start/finishing times. Expecting children to walk across the A585 using Anchorsholme Lane is not safe and needs to be addressed in the Highways and Transportation Masterplan.</p> <p>Home to school using the pelican crossing on the A585, north of Victoria Road (Morrisons roundabout) would be a 2.4 mile / 47 minutes walk. Via Anchorsholme Lane the direct walk could be 1.3 miles / 27 minutes.</p> <p>My suggestion is that in the interest of safety and common sense a pedestrian footbridge is essential over the A585 near Anchorsholme Lane. The absence of this safe facility means children are travelling to Poulton, Fleetwood, Blackpool and Preesall secondary schools as they all represent safer but less sustainable options.</p>
3	<p>I am writing to you about your joint masterplan for Fylde transport with Blackpool Council.</p> <p>The main problem is that there is no mention whatsoever of Blackpool Airport. Obviously the site has been closed down and reopened on a smaller scale, but shouldn't the money be spent on helping to get commercial flights back? This is the ultimate transport link, and of course would provide tourism to the area.</p>

	<p>As for the contents of the plan, the tramway links are extremely promising, and i encourage that both the North Station and South Fylde line links are achieved. The trams are very, clean, efficient and fast, as well as providing access for the disabled. So interesting trams on the Fylde on a larger scale should be an ambition, and I'm glad to see the plan caters for this.</p> <p>The M55 junction I am sceptical of, because i am unsure whether it will make a difference to traffic congestion, and any benefits would be in the Preston area rather than the Fylde.</p> <p>The cycle plan is completely unnecessary, as bicycles can travel almost anywhere on the Fylde as it is.</p> <p>I hope my feedback is appreciated, and that the money is spent on my first two points rather than the latter.</p>
4	<p>Following the comments in the Fylde Transport masterplan and recent information about the SINTROPER South Fylde line study, I would like to submit this document. It could potentially be used as evidence as part of the study, or to convince decision makers that my (and many others') views should be seen as priorities.</p> <p>What are the problems? Some of the issues with travel on the Fylde at present are:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> There is not currently a direct public transport link from Fleetwood to Lytham and St Annes.</li> <li><input type="checkbox"/> The South Fylde line has very infrequent services.</li> <li><input type="checkbox"/> The South Fylde line uses outdated and inefficient rolling stock.</li> </ul> <p>As a resident of Fleetwood and a regular visitor to South Fylde, the problems are clear. To get to St Annes involves a long bus journey and a transfer between buses. This has to improve.</p>



I am also fully aware that the people of South Fylde are growing impatient of unreliable and infrequent train services.

The proposal

The following proposal will solve the problems outlined above:

- Extension of the Blackpool Tramway to Squires Gate station and link to the line.
- Conversion of the railway line between Squires Gate and Lytham station to double track tramway.
- Truncation of the single track railway line at Lytham station and an interchange between trains and trams here.

Benefits:

This proposal would solve all three of the issues outlined above, as it would provide the Fylde with a through rail service from Fleetwood to Lytham, increase the frequency of services on the line (by having trams operate to Lytham and having a more frequent train service due to the shorter railway), and modernise the rolling stock by using Blackpool's Flexity 2 tram fleet. The train service to Colne should be retained certainly, but its frequency could be increased by this upgrade.

A tram service would also provide St Annes and Lytham residents with a direct link to Blackpool North Station (once this route is constructed), as well as better connections to Blackpool promenade and Cleveleys.

The service would be more inviting to residents, and probably increase ridership (see the effect of the upgrade on Blackpool Tramway's ridership) due to the more pleasant experience, perhaps lower fares and increased frequency, as well as offering a greener way to travel than diesel trains.

If the trams averaged the same speed as on the route between Fleetwood Ferry and Starr Gate, a journey from Fleetwood to Lytham would take 1 hour 20 minutes, far quicker than any bus journey involving transfers. However, this time may in fact be shorter, as the vehicles could probably travel at a higher speed in places such as the line near Blackpool Airport.

I am aware that the residents of St Annes certainly want a tram link after discussing it with them, so public opinion will most likely be favourable.

Potential problems:

- The train service north of Lytham would be lost, and journey time between Squires Gate and Lytham would probably be increased.
- The line north of Squires Gate would have an uncertain future.
- Blackpool's current tram fleet may not be able to run a frequent service to Lytham.

Solutions/counter arguments:

- Heavy rail may be lost along the route from Squires Gate to Lytham, but it would not drastically affect journey times, and would probably be a difference of merely 5 minutes. The service frequency would also be increased.
- The line north of Squires Gate could also be converted, however most of the line runs close to the tramway anyway, so it may not make much difference if the line was lost.
- Starr Gate depot has a capacity of 20 trams, but only 16 are currently stationed there. Blackpool Council has/had the option to purchase the 4 extra trams, so this may be needed for the extension. If there is still a shortage, the older 'B-fleet' balloon trams could be help the service.

Logistics

The railway line would need to be converted to double track, and overhead wires would need to be installed.

A connection from Starr Gate would have to be made and new traffic signals installed. This diagram that I found online outlines what it may look like:

New platforms designed for trams would also have to be installed in St Annes and Lytham. These could possibly be done in the same way as some of the platforms in Fleetwood.

Funding:

This project would clearly cost millions, but the benefits will be worth it. Manchester Metrolink and various other places are often improving and expanding their tram systems, so

	<p>why shouldn't the Fylde too?</p> <p>I sincerely hope the SINTROPHER study come to the same conclusions that I have.</p>
Comments received via questionnaires	
1	Please open the Poulton-le-Fylde railway line to Fleetwood. Thank you
2	Extending the tram line to Blackpool North station is an excellent idea and will bring lots of benefits to Blackpool and the Fylde
3	Coming up the hill from Windy Harbour, increase the dual carriageway to let cars going to Poulton to get away and free Thornton traffic
4	These proposals do nothing to improve the terrible congestion on the 585 from Kirkham, Wrea Green etc towards the the Jct 3 roundabout a greenhalgh. We desperately need a by-pass (the blue route).
5	Tinkering with individual junctions without consultation eg Bourne Way/West Drive "improvements" is a waste of time and money
6	Roads around Poulton at peak times are a disgrace
7	Add electricfication of B/pool south line and extend back to the central on corridor to New Bonny St. New bus station for Blackpool and interchange at B/pool (N). Reinstate rail line to Fleetwood
8	I believe these proposals to be a better way of life for all people
9	I can't comment on railways as I don't use trains, too expensive, would love to though
10	We need a proper bus station
11	I am please the county council is pursuing initiative to improve public transport in the county. I respect the right of people to use a car or other types of motor vehicle to go about their business or for leisure purposes, but I feel public transport networks (of all modes) need to grow to meet rising demand for travel. I respect the privatised nature of public transport but more must be done to reduce the cost of travel by public transport
12	I would like to see the South Fylde Line improved, even if this only extends to two or three passing loops on the line. This should help to increase services between Blackpool South

	and Kirkham and onward to Preston
13	Until moving into the rural area about 4 years ago I lived in Blackpool for over 40 years so I am aware of the transport/road facilities. Although not a cyclist members of my family are.
14	I would like to see the county council and all of the county's MPs join forces to campaign for cheaper bus and rail services across the county
15	Although the improvement of roads is important I am also concerned about the deterioration of the existing roads – parts of the B5270 and the road from Knott and Lancaster (before A588) requires repairs – maintenance of the existing infrastructure should not be overlooked.
16	<ol style="list-style-type: none"> <li>1. Preston has a very successful "Park and Ride" – why doesn't Blackpool have a park and ride?</li> <li>2. I travel from Kirkham to Cleveleys 2 days a week to and from work – the travel is HORRENDOUS!! Sometimes I detour around Poulton because Amounderness Way route takes so long.</li> <li>3. There should be a rail link from Fleetwood to Preston enabling people to work elsewhere in the county.</li> <li>4. Blackpool Main Road A585 is more like a motorway</li> <li>5. Bicycle for hire should be available in Blackpool/Fylde</li> <li>6. The tram should have a stop at Freeport. There isn't even a stop on the promenade – this is ludicrous. How about a tram terminus at Blackpool railway station – my work that would be a masterplan!!</li> <li>7. School children should attend nearby schools too many are on long school runs which blocks the traffic.</li> <li>8. What's the point of having all these cycle routes if these aren't any cycles to hire for visitors</li> </ol>
17	As far as disabled persons are concerned (I am one) trains need to get out of the 19 <sup>th</sup> century and be much more disabled friendly. Disabled people should not need passes to travel. This is an insult. Why should I need a permit to take my scooter on the bus?
18	South Fylde line is an important asset that is currently underutilised but could be improved relatively easily – to connect to tramway at Starr Gate. Stations will also need improving and access via a platform at Wrea Green would help improve connectivity with a village that is growing through further housing development. Also need to improve frequency and reliability of the trains on this line

19	Better service on South Fylde Line: station at Wrea Green. Connect to the tram thru to Blackpool North. You will not get less cars in Blackpool without better public transport links to the whole county. Better connectivity at Preston with South Fylde especially to London
20	The only problem with the Fylde coast cycle network is getting to it in the first place. The B roads are extremely dangerous for cyclists. We need to consider this in the plan. We also need train stops in rural areas with parking ie Wrea Green as Moss Side is now a pointless stop with no parking (my opinion is not necessarily the PCs).
21	Could be better involvement with the train companies to allow more Preston to Blackpool trains to stop at Kirkham rather than bypass them leaving people to stand at Preston for lengthy periods. It reduces demand and dissuades travellers to use the trains. It would also help make use of stations like Kirkham
22	I and most of my relatives and friends strongly think there should be a bus station to link with the trains. Trams are only part of the answer as most people in Blackpool and Cleveleys don't live on the tram route area
23	Interchange and visible infrastructure investment at North Station and on every rail station in the Fylde really essential. Improved coach/bus terminal facilities for visitors arriving in Blackpool need more than a handful of cheap bus shelters. A585 upgrade from M55 to Fleetwood absolutely essential for north Fylde Coast communities and stimulus for business growth.
24	Came along as interested in proposals to A585. Current plans only seems to shift the bottleneck of disperse the traffic between Mains Lane and new link road with Garstang Road. All traffic will still have to go through singleton crossroads before reaching new link road so doesn't really seem to offer a solution!
25	1. There is no bus station in Blackpool. Therefore you can't say you on in(?) transport policy. 2. There is now a need to have a rail link from Thornton/Fleetwood to Poulton. Fleetwood (?) 3. No need for a new motorway just a good 585
26	The now derelict Fleetwood-Poulton branch needs to be much more considered for its commuter & freight potential (as well as any heritage operation) than it has been. It could greatly increase the potential regeneration of the corridor as well as being a perfect catalyst for bringing extra employment by encouraging business to relocate to the site/area.

	<p>The South line should be upgraded to a tramline with extra stations opened or reopened. Also passing loops at major points eg Lytham and more make of its proximity to the airport, which again should be better promoted and used if able to be reopened</p>
27	<p>1) Widen the road from Windy Harbor to Singleton crossroads, to two lanes west bound, this will solve a great deal of the west bound congestion at the fraction of the cost of a new road.</p> <p>2) Poulton to Fleetwood railway usage needs to be part of the masterplan – even if a light rail scheme or unconnected (at Poulton) to the national network. You could have a "Parkway" station south of Fleetwood – this could take a lot of the Preston-bound road traffic off the problem roads and so help alleviate the situation considered a problem at Singleton crossroads.</p> <p>3) This should include a Poulton-Fleetwood cycle path</p>
28	<p>In reference to South Flyde Line "A viable service could reduce car use". This needs to apply also to servicing Fleetwood properly (not relying just on tram connection at Blackpool North) and should avoid need for another road from M55 to Singleton.</p> <p>In reference to South Fylde Line – "something must be done". Failure to provide a thriving service soon will have consequences for whole of forward plan period. All authorities and services must be made to make a real concerted effort.</p> <p>South Fylde study area appears from maps to end at Blackpool South Station, without potential to go closer to central Blackpool. This is a major omission – it would be of benefit to either heavy or light rail to go closer to the centre</p>
29	<p>As a Founding Member and Secretary to Rail Link-84, the original Campaign Committee to return rail traffic to Fleetwood, I would like to press strongly for a return of Fleetwood's Rail Link as a matter of County Priority. From formation during March-1984, we identified traffic potential for both Passenger and Freight traffic; and the then British Railways were sympathetic to our cause. We were successful in other key objectives also:-</p> <ol style="list-style-type: none"> <li>1. Wyre Borough Council agreed to protect the rail corridor from Poulton-le-Fylde to Fleetwood.</li> <li>2. The Amounderness Way extension route was amended eight metres to the West, to further protect the corridor.</li> <li>3. Former Sea Ferry operators B &amp; I and</li> </ol>

	<p>Pandoro who originally said they had no use for a rail link were persuaded that with modern processes, they could indeed have used and benefited from using the Railway. As both companies have left Fleetwood, I am convinced that new opportunities for traffic could be found for rail traffic. Lancashire County Council had been very supportive of the return of Fleetwood's rail link as part of the national network. It is a pity the current County Authority no longer have the vision and political will, to see the benefits of reconnecting Fleetwood. From 1984 to at least 1988, we had maintained regular high-level contacts with County by meetings, mail and telephone, always up-dating each other. As Secretary, I symbolically handed the campaign to the Poulton-based amateur preservation Group, in the belief that they would be involved in completing the return of rail traffic to Fleetwood. Sadly they have not done so. I call upon Lancs County Council to include the Return of rail traffic to Fleetwood as one of its Master Plan objectives</p>
30	<p>I am a resident of Lytham St Annes, where I also work, although I am based across Lancashire at various times each month. I am a 30 year old professional and I do not have a car. I therefore rely heavily on public transport. However, getting by on public transport has become increasingly difficult and has recently got to the point where it is not fit for purpose. Buses are infrequent - even along main routes in an urban area. It is not uncommon to wait 45 minutes for the no. 7 bus on Clifton Drive in the morning where buses either don't show, or drive straight past the stop regardless of the number of people there flagging it down. I have recently been spending a lot of money getting taxis into Lytham Square to ensure I am at work on time, something which I cannot afford to do long term. The South Fylde train line is abysmal. Recent examples include the train terminating at Preston with no warning when I needed to get to Accrington. This was announced as 'staff shortages.' It also recently took me over three hours to get from Liverpool to St Annes. To put it in context, it takes less time to get from Preston to London! THEREFORE, I have been delighted to read the plans proposed here. I welcome all proposed improvements to public transport particularly in the South Fylde area. I welcome wholeheartedly plans to increase services on the South Fylde line. I wish it was even more radical, with a new central station in Blackpool that links the North and South Fylde lines, or the possibility of trains running directly from South Fylde to Manchester and Liverpool. I think this is crucial to put Blackpool and the Fylde within easy commuting distance of the North West's largest cities. If this is not harnessed as part of the increased talks about a combined authority, northern devolution and city deals, then it will be too late. I also welcome any proposals to extend Blackpool's</p>

	<p>excellent new tram system back through to St Annes. I have recently felt isolated living in the Fylde borough having had such difficulty getting to both work, and other towns and cities to visit friends and family, to the point where I have been seriously considering moving areas. I am so pleased this is being looked at seriously now</p>
31	<p>My interest is mainly in the South Fylde railway line. The service that Northern provides is poor. Services are cancelled to Blackpool South at the drop of a hat and the fact that there is only one service per hour to and from Blackpool South (sometimes less) means that whenever a service is cancelled, you either have a long wait and then board a very busy train or have to pay a lot of money for a taxi. Interchange at Preston to South Fylde is poor in that you have usually 55 minutes to wait from leaving a train from London to board the connecting service to South Fylde. Lytham would make an ideal interchange station if the decision was made to link the tramway to the South Fylde line were the single platform is long enough to handle both trams and trains - similar to Ormskirk where the National Rail network infrastructure meets Merseyrail. An alternative would be to put a passing loop in at Lytham and reopen the disused platform 2 with platform 1 handling the services to Blackpool and platform 2 handling services to Preston. I realise this would require a lot of investment in signalling and infrastructure, but if we had a reliable service on the line, usage would increase substantially. The line to Blackpool North will be closing shortly (this year I think) for up to 3 months to allow rationalisation of the line in readiness for electrification. This will increase the amount of passengers using the Blackpool South line substantially while the work is done and if you factor in potential cancellations as reliability of the current service has shown, then we face some very uncomfortable journeys. We need to start improvements on the line now and not after consultations / plans and so on</p>
32	<p>On the whole I feel the Masterplan is excellent and addresses many of the issues the Fylde Coast faces with regard to transport. In my personal view the biggest failing in transport on the Fylde Coast is with regard to rail service provision. I feel we are very very poorly served by our current rail operators. Northern Rail have to be the worst rail company I have ever seen, they run dirty, crowded services on horrendously out of date rolling stock. They also run no long-distance or high speed services which I feel is completely inadequate. Being a resident of an important centre like Blackpool I don't feel I should have to change at Preston everytime I want to travel to far afield destinations like London, Midlands, South West (eg Bristol), Wales or even Scotland. A big important centre like Blackpool should have</p>



	<p>long distance rail services and better operators than Northern. First Group and Virgin used to run services to London, Birmingham and other destinations. Now all we get is ONE train an hour to Manchester, Liverpool and York and these are very very slow and often crowded services. We should have express services to Manchester and Liverpool like Brighton has fast services to London Victoria running alongside slower suburban services. These trains could run on alternate hours and only stop at limited stops eg Preston, Bolton then Manchester offering an express alternative. 1hr30m to Manchester/Lpool is diabolical in my view in the 21st century. We also need much much improved rolling stock not 30 year old cast offs and extended carriages. I went on a Christmas shopping trip to Manchester in December and my group and I were stood before we even departed Bpool North as the train was that full. I was appalled to hear this is being rectified by extending the trains with OLDER rolling stock. I was also appalled to hear when electrification comes in 1980s rolling stock from Thameslink will be used, this is just not acceptable. Northern Rail must not be reawarded the franchise next year, Blackpool deserves better than the 3rd rate service we get now. On other notes I am delighted to see the Talbot Rd tram extension is going ahead, this is great news and will be a great benefit to the town centre but I feel it must be as part of a wider central interchange which we currently seriously lack. Something akin to Shudehill in Manchester or London Victoria would be ideal a tram/taxi/bus/rail interchange and an ideal location for this would be the Wilkinsons building on Dickson/Talbot Rd. I feel this eyesore building should be demolished and Wilkinsons relocated to the town centre. I would then replace it with a purpose built interchange which could accomodate a bus/coach station with taxi ranks and tram station for the tram link. Then a modern multi-story car park could be built above and a link bridge or tunnel linking directly to Blackpool North Station. This would make excellent use of a currently unsightly building, really compliment the Talbot Gateway works, generally uplift the area and provide a much needed transport hub for Blackpool and the wider Fylde Coast. I hope this feedback is useful and I hope my comments are taken on board</p>
33	<p>Let the North Station extension be a platform for Blackpool to seize the initiative and extend further in incremental steps. Let Transport be the engine for economic activity that can help shape a better more prosperous Fylde Coast. A interchange at Talbot Gateway can help really kick start the newly established central business district. Think big and dont be bowed by vocal minority</p>
34	<p>Repair the roads , watson road - Blackpool , really what idiot</p>

	<p>designed that ? Major accidents waiting to happen, Plymouth round about- Blackpool , again , worked SO MUCH better with no traffic lights Actually try and listen to the local people that pay you wages , then again will any of the comments that we all put be looked at.</p>
35	<p>Please for gods sake sort out the a585 from the m55 j3 through to Norcross roundabout. Its a total mess</p>
36	<p>The intended A585 relief bypass is not a solution, only the blue route can resolve the problems</p>
37	<p>I strongly support the extension of Blackpool's tramway to North Station, as well as South Fylde. I use trams almost all the time and linking the Fylde by tram should be seen as a top priority</p>
38	<p>I am wheelchair bound, and the trams are the only convenient way for me to travel around. I use trains a lot, so I therefore support the North Station extension with all my heart. This would do wonders for me. Please get it done, I beg of you. Linking the tramway to south Fylde would also be hugely beneficial to me and everyone I know. Please, this is the reason I'm competing this questionnaire</p>
39	<p>1. Move Wilkinsons into the Sainburys building when there vacate it , knock Blackpool Train station down move it forward to where the wilkinsons building is and incorpate a bus station and tram link into it , then the shops at the old bus station will be rented out as footfall will improve . Improve the links to Wyre/ Fylde via train or tram get the public back into Blackpool for shopping , at the moment its losing out to Preston because the transport links are painful and its easier to get a train to Preston from Poulton then get on the bus which at peak times from Thornton can be a good hours travel into town . 2.The link road from M55 should be dropped . Build a barrage ago the River Wyre but a road on it straight link to M6 and links . 3.The road works on the Amoundernous Way/West Drive impact on Thornton Fleetwood Rd North is appaulling and dangerous speeding LLC lorries going to the LLC waste plant needs to be addressed , other contractors and large HGVs are not keeping to the speed limit or slowing down near Sacred Heart School. The area is full of new builds and have lots of children on the roads walking to school this needs to be addressed . 4.Make use of the rail line in Thornton , put a tram link from Poulton to Fleetwood or use it to take the waste off the recycling centres instead of using the roads</p>
40	<p>Improvements to the A585 have been talked about for at least ten years and conditions on this route continually get worse. You state that HGV traffic reduced when the RoRo ferry closed and indeed it did but since then the new recycle</p>

	<p>plant at Burn Naze opened and you have not made any provision for the considerable increase thereby caused. The work currently being undertaken at pinchpoints (what is a pinchpoint?) between West Drive and Bourne Road in Thornton will, I predict, have no effect whatsoever. The short length of dual carriageway will likely to cause accidents where it reduces to one lane and the extra set of traffic lights at Bourne Road will only cause extra congestion. The work at Windy Harbour seems unnecessary (it cannot be part of your long term strategy so what is it?) but I am not aware of any congestion problems here; any backlog of traffic is always caused by the delays at Five Lanes. This route can only get worse with the continued industrial developments at the old ICI site in Fleetwood and the lack of new job opportunities in Thornton and Fleetwood means the occupants of all the new houses proposed will probably work outside the area and thus place an extra burden on the A585. The only real solution is for a new direct link from the M55 to, at least, the Wyre roundabout. Could the proposed new junction, meant to serve Warton, be used for such a direct link. As for cycle routes, the current ones are a joke. They are not used and often they are completely senseless in their positioning. I can think of one in Bispham that just runs for the length of an island in the middle of the road. The island already reduces the width so that there is insufficient space for cyclist and vehicle; an accident in waiting. However, I have never seen a cyclist using it! I do not think a tram link to Blackpool North station is needed. It is not far to walk on foot, the cost would be enormous and the disruption would be unacceptable. It would be nice to have a few years of no major road works in this area</p>
41	<p>I think Lancashire council should also address their process of communication when re-locating bus-stops. There have been bus-stops relocated in St Annes, which are (in my opinion) a danger, as they are now closer to a junction than they were before. There has also been no communication / discussion with the home owners directly impacted by the move, one of which runs a business out of her home, which has been impacted by the move. I've tried raising this with the relevant people, and whilst I originally obtained a response, since then everything has gone quiet</p>
42	<p>Overall; plans to improve public transport facilities to cater for the ageing population, the economic benefits of encouraging visitors, the recognition of the difficulties faced by those living outside the urban communities and a promote a reduction in car use are very laudable. There are, however, serious disconnects in the Plan concerning proposed improvements to rail services. a. The current Electrification Scheme excludes to South Fylde Line (SFL) branch from Kirkham to</p>

	<p>Blackpool South. Thus; under any of the current alternatives, travellers between Preston and Blackpool South will have to endure an extra modal change at some point on the route. Even under the current shoddy provisions this is not necessary! If the branch is excluded from the current Electrification Scheme the opportunity to avoid this issue is effectively lost. It is noted that Lytham is promoted as a terminus of any extended tramway option, but the issue of mixing diesel and electric trains unless this modal change was to be designed to happen at Kirkham has not been addressed. b. The Plan foresees that Fleetwood passengers will continue to access the national rail network by making a 38 min tram journey to Blackpool North at an average speed of about 13 mph. This is not an improvement! Even the current SFL trains achieve about 25 mph average between Kirkham and Blackpool South. c. The Plan glosses over the proposed restoration of the Poulton – Fleetwood branch and the opportunity to use it as a connection to the national rail network. Under their current plans Network Rail intends to remove the existing junction at Poulton which would make this feasible. The raison-d’etre is said to be to speed up the passage of trains through the station and the “Poulton Curve”. However, the extent to which this is a justified advantage is dubious, as most trains stop at Poulton anyway</p>
43	<p>Not sure how this plan makes it easier to get north south and vice versa across the Flyde</p>
44	<p>There must be a very good link from the M55 to the north of the Fylde so that it can survive in manufacturing and economically in the future, there are proposals for more houses in the North of the Fylde but no jobs for people to go to in the area. They must therefor commute to places like Preston, Lancaster or Manchester increasing the traffic on an already inadequate road system. There is no provision for schools or doctors in the north Fylde either</p>
45	<p>In my opinion the reason for these proposals should be to relieve the chronic overcrowding of the local roads resulting in traffic jams and potentially dangerous occurrences at roundabouts and junctions. The tremendous increase in traffic appears to be related to the increase in residential properties - therefore resulting in very high traffic flow on roads that cannot cope</p>
46	<p>I support development of rail links in Blackpool and the Fylde, including links to Fleetwood, the trams, and into Preston. I hope there continues to be support for a Cottam train station on the Blackpool-Preston line</p>
47	<p>Some of the cycle routes are on extremely busy roads, with no dedicated cycle lanes. Where there are cycle lanes there are often indicated by broken white lines which allow parking</p>

	<p>in them. This needs to be significantly improved. I used to be a regular cyclist originally for work but now for recreation (having cycled the equivalent of twice round the World), but roads have become too congested with cars which all too frequently ignore the 20mph, 30mph and 40 mph signs by a significant margin. This makes cycling a very dangerous recreation and there have been a number of serious accidents locally involving cyclists - including 4 over last Easter weekend. The breaking up of roads particularly in the "inside" area and often by construction traffic, is additionally making cycling hazardous, as are "dropped" surface water drains. We must build houses where there is EASY access to SUITABLE employment. For example not to build social housing where there is no need and not to build expensive houses where there is no local employment to provide incomes to make such houses affordable. This is a requirement of the NPPF, but frequently ignore of the basis of supposed housing number requirements. The current trend, requiring developers to pay towards public transport enhancement, is a short term measure only (usually 5 years) and is likely to be building up towards future problems</p>
48	<p>Sadly I have to say that North Fylde yet again is getting a poor deal. The M55 Blue route should have been built years ago and the failure to do so has contributed to the loss of jobs in Fleetwood and elsewhere. The tram link to Blackpool North is pointless - people travelling by train still need to get to a tram stop to make use of it which could be miles from their home so will therefore still use car or taxi to get them to the station. No problem with extending cycling facilities and joining up bus transport with other modes</p>
49	<p>I do agree with most of the proposals, like the M55 link and some other things. I do strongly agree that the trams should be linked to North Station and South Fylde as soon as possible, because the coast needs a through rail service, and one that would connect Fleetwood to the main rail network, as well as providing better access for disabled people to travel around the Fylde. But surely some money should be put into getting Blackpool Airport back up and running for commercial flights?</p>
50	<p>I think all the proposals are good ones, and I believe the priorities are correct. Linking the tramway to Talbot Gateway will definitely be beneficial to me personally, because when I get the train occasionally it takes a long time to reach the station, and it would make Blackpool town centre more accessible too. Also, the new junction for the M55 is definitely a good idea and should be looked into more definitely. I'm not sure about the coach facilities because I don't use coaches, but I disagree with funding for cycle networks because cyclists an travel pretty much anyway as</p>

	<p>is. Blackpool Airport shouldn't be ignored too, because it would be a great shame not to see flights come back. However most of all I beg of you to link the tramway to Lytham St Annes, because it would change my life! I live in Cleveleys and work in Lytham, and I hate using buses, because I just see them as uncomfortable and impractical, as well as being more polluting and noisy than trams. I really really hope the last point is done, please Lancashire County Council!!!</p>
51	<p>There is a pressing need for improvements to the South Fylde rail line. The most pressing need is that of an increase in frequency of service - which presumably needs a passing loop to be provided. This should be implemented in the short term and in advance of any longer term deliberations about connecting this line with the tramway. In the longer term, most rail users (current and potential) would agree that the South Fylde line needs to provide a seamless route into Blackpool. The poor quality rolling stock and shabby stations along the South Fylde line are a current disincentive to rail users. Bus and rail service providers should be required to provide facilities for the carriage of bicycles. There is a need to provide a safe and attractive cycle route between St Annes and Blackpool South. The proposed Preston West distributor road will increase traffic along the A584 to Freckleton. Given that this will provide a disincentive to cyclists who use this route, a segregated cycle path should be included in this scheme to replace the current cycle lane</p>
52	<p>The masterplan is immortal. Some aspects of these proposals have been debated for decades, with occasional flurries of intense activity, tinkering with very localised issues. Usually this tinkering would be contrary to the idea of an overall masterplan, and would have compromised eventual implementation. Fortunately things have remained static. During some of these issues the Highways Agency demonstrated to me that they do not treat the A585 as a total route, rather as a series of individual junctions. Any 'improvements' to any one junction simply moves any problem elsewhere, while costing money to little betterment. I would like to think that the proposals in this plan regarding the A585, are dealt with as a complete route, with no endeavour to fiddle with individual junctions</p>
53	<p>Overall, we support the document. However, more reference needs to be made to the new crossing over the River Ribble and the Preston western distributor, and the benefits this will bring to this area. Reference could be made near Figure 11 to explain the need for the new crossing and road, and the milestones for this project should also be added into the table on page 50.</p>

54	Whilst awaiting the difficult [and expensive] options for tram/train links on the south fylde rail line, I believe the decision on a passing loop at Lytham could be brought forward in order to get a quick win on a more frequent service. This is relatively cheap and will give an instant benefit for both commuters and to make fylde more desirable for tourists
55	I consider it absolutely essential that the Blue Route is protected and kept in the future plan. If the blue route is not protected Fleetwood and north Fylde will have no future economic prosperity. The road network between Fleetwood and the M55 is over capacity. Journey times cannot be predicted or relied on. A relief road is urgently needed to alleviate problems for motorists and to help make life bearable for residents who live alongside the A585.
56	We fully agree with upgrading existing roads rather than taking good agricultural land which is an irreplaceable commodity
57	We want to keep the Blue route, we need to keep the Blue Route
58	I regularly travel in and out of Cleveleys using the A585 which often takes 30 to 45 minutes to reach the motorway. Whilst the ferry service has now ceased there has been an increase in large vehicles going to and from the recycling centre at Thornton. I understand that a new fish processing plant is proposed in Fleetwood which will further increase the volume of traffic using the route. The current roadworks (pinchpoint) will do little but provide parking spaces at the various traffic lights, it will not reduce the journey times to and from the M55 as the lanes will funnel back into the existing narrow roads past the lights. Journeys north to Garstang may be quicker. It is essential that the Blue Route is not only left on the masterplan but proceeded with urgently
59	Sirs" I'm looking at the 5 lane ends junction, and to "me", the answer seems to be a straight forward to remedy. If Mains Lane (A585) was made one way going east from the Shard road junction up to the 5 Lane Ends junction, and Garstang Road East (A586) was made one way going west at the 5 Lane ends junction, to at a point just to the west of Bracewell Ave, on the North side, construct a "NEW ROAD", which would emerge onto the (A585) Mains Lane in between Ryecroft Farm, and Manor House Farm. Then keep the section of road (A585)"as is", up to the Shard road junction (A585),(A588). Also keep (A585) Mains Lane up to the roundabout, Breck Road, Amounderness Way, Skippool Road, "as is". What this would achieve, is to make an enormous roundabout, thus easing traffic flow, and causing very little disturbance to all residents, because of the fact that

	<p>the new road would be made "OFF ROAD" !!! From what I've seen of the land for the "NEW ROAD", it seems pretty useless anyway, so why not make use of it ? No Problem !!!!!!!!!!!!!!! SORTED your welcome</p>
60	<p>I feel most strongly that the Blue Route SHOULD NOT be dismissed or withdrawn from proposals to improve access from the M55 to Fleetwood and the North Fylde. As a former long time resident in the Singleton area and one who still uses the A585 as access to Singleton, Great Eccleston and south Fylde area, I feel that the current improvements at the Windy Harbour junction are a complete waste of ratepayers' money and I fear will do little to improve congestion at all. In fact, I fear more accidents as traffic is forced to merge into one lane, having driven through the traffic lights with extra lanes. The village of Singleton suffers greatly from fast moving traffic and I fear it will not be long before a child is killed on the road through the village. The blue route would take traffic well away from the village and get commuters from the M55 to Norcross and North Fylde swiftly, restoring the rural villages such as Greenhalgh, Weeton and Singleton to less polluted and dangerous places</p>
61	<p>Must keep the Blue plan in action</p>
62	<p>I would strongly propose that the "BLUE" route is considered. This would be beneficially for the longer term outlook instead of just putting 'sticking plasters' in place. This would mean less use of rat runs, hugely decrease congestion in several areas of Fylde and enhance journey times for both local and visiting populations</p>
63	<p>The online document and diagrams aren't easy to read and cant be downloaded to print off. I was unaware of this consultation until now, don't remember it being widely "advertised" and have missed the local presentation. I haven't read the document in detail but plan to, I didn't see any reference to re-opening a rail link from Poulton to Fleetwood even though a group of individuals are actively working on it</p>
64	<p>I could not support a dual carriageway through the village for safety reasons as this will only increase the speed and reduce the likelihood of pedestrians accessing the village centre safely. There has always been mutterings regarding a Warton Bypass but this has always been at the expense of all our greenfields and further unnecessary housing development. I feel the Preston Western Distributor and Junction 2 will have a negative impact on Warton especially on the A584, due to fact day tripper traffic wishing to take the coastal route home from Blackpool/Lytham and St Annes will travel through our village to access the new roads infrastructure rather than accessing the SRN in Blackpool.</p>



	<p>From reading the Fylde Coast and Central Lancashire Masterplan it is very clear that economic growth surrounding the Lancashire Enterprise Zone is a major driver for the proposed projects, due to the fact the LEP continue to state job predictions of 4-6,000 in the long term. Warton's EZ has been in operation for 3 years with no new job creations. Warton has already fallen victim to these over stated estimates in terms of housing requirements I hope the roads infrastructure isn't going the same way</p>
65	<p>We need the blue route we do not want Singleton sacrificed for the good of other areas</p>
66	<p>The majority of the plan seems to focus on Blackpool rather than the rest of the Fylde, should these be presented as two separate plans. As a resident of Lytham, two chief concerns I have with transport don't appear to be considered. Firstly repair of the 'Moss Road' linking Cypress point to the M55, why on Earth hasn't this issue been resolved yet, and more importantly how have a few residents been able to get their road (Midgeland Road) closed to traffic because they don't like cars driving down it. they are public roads and as such we should be free to drive on them. Secondly the train service from Lytham to Preston (and therefore the rest of the country) is dreadful. The trains are the worst condition trains I've seen anywhere and the service is woeful, no operating on a Sunday during the winter and only running hourly. I often end up spending getting on for an hour sitting at Preston waiting for the train, which certainly doesn't encourage me to reduce my car usage</p>
67	<p>I am very much in favour of the 'Blue Route'. Singleton has become a rat run village with totally disproportionate amounts of traffic, especially at rush hours. Although simply widening the A585 may help, the 'Blue Route' would provide a full solution for now and the foreseeable future</p>
68	<p>Welcome support for cycling, walking and public transport, especially if it improves journeys that require more than one mode of transport (e.g. cycling to railway stations, park &amp; ride etc). Would like to see more links (&amp; upgraded existing links) from Fylde coast to adjacent areas, especially to Lancaster (via ferry &amp; Glasson Dock) and to Preston (via Warton) Concerned about transport to Warton Enterprise Zone - lack of convenient alternatives to car. Current bus service is an essential back-up for those that usually drive or cycle, but is too slow and expensive for regular use), and is poorly integrated with other bus services. Extend the review of rail and tram services to include how to make Warton more accessible by rail. Major disincentive to investment / business location at Warton compared to rural areas of western Preston (with motorway junction AND potential railway station</p>

	<p>on national rail network). Needs to cater both for business travel (especially using fast rail services) and for employees (especially if the enterprise zone is to be the location for more training and enterprises, for people that are not initially in a financial position to drive there regularly)</p>
69	<p>With respect to A585 Mains Lane, Singleton, commuter movements have reached capacity. I have no idea what your comment: "...sustainable modes are becoming a viable option for some journeys".. may mean. (Quote taken from Fylde Coast Highways &amp; Transport Masterplan 'Travel within the Fylde Coast' section). However, if it refers to withdrawal of the proposal for the construction of the blue route and, instead, the permitting of increasing amounts of traffic to spill into every country lane, it is a deeply disappointing decision. Speeding up the traffic is no solution for residents along the A585 who must put up with pollution, potholes and frightening lack of safety both as pedestrians and road users. The single, common-sense solution is a new relief road, which has been requested,/ granted,/ withdrawn over a period of more than twenty years.</p>
70	<p>1. We think that the blue route is ESSENTIAL because this not only assists people coming from Fleetwood and the north fylde with a direct route to the M55 without traffic lights and roundabouts . It would also assist local traffic , again travelling from north Fylde on route to Lytham St.Annes, Warton etc. This would ease a lot of the congestion that Blackpool suffers with the north/south traffic flow . 2. The improvements already underway at the Windy Harbour junction , we feel is a waste of time and money because all this does is to allow the faster cars to overtake the slower vehicles and then back into one lane again so you will end up queuing at the next set of traffic lights which is the Singleton 5 way junction. It will also cause the problem with the slower drivers not wanting the faster drivers to force their way in front of them when it comes back to one lane. We have experienced this at a lot of other junctions that have been designed in the same way. This can only lead to accidents. 3. I believe improvements are to be made with the Singleton 5 way junction but how you by-pass the junction we do not know because there are no gaps in the land. It is all built on or has been passed to be built on - so where do you take the road. 4. If you do make all of these alterations to the road will it eventually come that you make the A585 a dual carriageway all the way from Poulton to where it meets the M55. This concerns us greatly because we live on the A585 approximately 10 meters from the road and half a mile from the Windy Harbour junction. We experience traffic noise, literally 24 hours a day and trying to exit our drive onto the road at the moment is either extremely difficult or can in</p>

	<p>some cases be extremely dangerous, because the now a lot of the traffic is travelling in excess of 50 mph and to pull out from a standing start and get your speed up to the traffic flow without causing a hazard to somebody is sometimes very scary. If your plan to make it into a dual carriageway eventually I would assume it would then have a 60 or 70 mph . This would make it impossible for us and others who live on this road, to gain access to the road . We have had several near misses , either entering or leaving our drive through the stupidity of other drivers. 5. We have only just learnt through a friend that meetings have been taken place regarding these matters so how come as residents of this area , we have not been informed through official channels . We would certainly liked to have attended one of these meetings so that we could hear your plans and put our points forward. 6. We feel that if there was proper car parks at both Poulton and Kirkham railway station , this may encourage people to use the trains more 7. What about secure official carparking areas in certain areas to encourage people to share their cars rather than parking down every little layby or country lane and causing inconvenience to local residents</p>
71	<p>Wish to see the Blue Route completed. Traffic filtered onto the A585 from all directions causes large back ups and this will only increase with the new build programme in Wyre. Whist Fleetwood is no longer a port there are still large numbers of heavy transport using the road to Cleveleys and Fleetwood</p>
72	<p>I think it essential that a definitive plan for dealing with congestion at Singleton Crossroads be prepared as soon as possible</p>
73	<p>I strongly disagree with the blue route being ignored. This would resolve the problems for many years to come instead of pursuing a stopgap solution which will only partially help the situation for a limited period</p>
74	<p>I believe a Masterplan for transport is fundamentally a good thing and some aspects of the draft are encouraging. However, there a number of significant flaws that need to be properly addressed if it is to deliver any meaningful benefit to residents in the western part of Wyre Borough and North Blackpool. Sources of data used in the draft for assessing the transport needs in Wyre seem somewhat limited and should be extended to include information gathered from all sources, e.g. The Highways Agency (HA) Route Management Strategy for the A585 published over a decade ago, the Sustainable Transport Strategy (STS) produced for the Fleetwood Thornton Area Action Plan (AAP) and all the studies used for Blackpool to Fleetwood Tramway case or funding presented to Government some years ago. It is</p>

important that decisions are made following consideration of all available data. The Masterplan should establish a reliable system for collating and monitoring all travel and transport information from all sources. This information should be competently assessed and maintained in a form suitable to properly inform any future decisions, including Planning decisions. Past experience shows many flawed decisions have been made, often involving significant sums of money, mostly but not entirely from the public sector, which have resulted in poor value for money and in some cases even increased problems rather than solving them. A number of existing forums are extant, including the Community Safety Partnerships and Local Resident's Groups, which should be integrated into this process, alongside the input of the various transport agencies and data from Planners. Only if this is done will the Masterplan be able to assist in the achievement of sustainable development as required by the National Planning Policy Framework (NPPF). The Masterplan draft makes it clear that future transport improvements will need finance from the private sector, principally developers, in order to progress them. It fails to establish how this will actually happen, and if the experience to date with the Wyre Council AAP which has included in it a facility to collect contributions for developers towards transport needs. To date I believe the contributions received through the STS are minimal and the improvements implemented with these contributions are nonexistent. Establishing exactly how this can be done reliably and consistently is fundamental to the viability of, and public confidence in, the Masterplan. The Masterplan draft fails to identify fully the significant waste that currently occurs from a disjointed public transport system which is not properly interconnected, frequently duplicates routes while failing to meet obvious demand. For example, in Cleveleys it possible to count several Blackpool Transport buses running virtually empty in the same direction as a virtually empty tram all within the space of less than ten minutes at certain times Similarly Stagecoach buses appear to duplicate themselves in timing and direction at certain times and again virtually empty. This situation can be contrasted with two primary destinations, Poulton Railway Station (the only link for the rail network in Wyre) and Victoria Hospital, which have very limited bus connections from the centres of population in the borough. A really beneficial long term solution to encourage greater use of buses and trains in Wyre will require some innovative thinking which has so far been lacking. The lack of adequate car parking close to Poulton Station is a known deterrent to potential rail passengers which could be mitigated by a number of small strategically situated park and ride facilities. The Masterplan draft states that LCC will work with the HA to improve the

	<p>A585 but fails to set out a robust means to achieve the desired results. Recent experience with the Bourne Way junction "improvement" demonstrates clearly that HA objectives are currently being achieved to the detriment of the Local Highway Network (LHN). A system must be established which ensures that any future work on the A585 will also benefit the LHN in both the short and long term. One area that needs to be considered is the availability of parking close to the A585 to facilitate park and share, a once common feature of early morning travel which has reduced in recent years as the available parking places have been removed. Overall, I consider the Masterplan to be a golden opportunity to end the disjointed thinking and actions of the past and ensure that transport is improved to the benefit of residents and the environment, however the draft document fails to identify fully the issues affecting the A585 and residents, businesses and the environment in the western part of Wyre Borough and North Blackpool. It also fails to identify robust methods to achieve positive and good value transport and safety improvements. Establishing and maintaining a robust and comprehensive system to achieve the aspirations set out at the start of the Masterplan draft must be incorporated into the final Masterplan if it is to earn the credibility its concept surely deserves</p>
75	<p>The M55 to Poulton-le-Fylde bypass although more expensive, would provide a long term solution to the 6 decade problem of increasing/changing traffic on the A585</p>
76	<p>Proposals do nothing to help North Fylde Coast. A585 needs a full bypass not these pinch point projects that will do nothing much. Need to get realistic on expectations on people walking and cycling! No industries left to employ people on decent wages and with all the houses Wyre BC are hell bent on building in and around Thornton the whole area is grinding to a halt! Need to invest in more parking around stations. Couldn't the empty land near Poulton station be used for commuter parking? Joining up Blackpool North with trams is a waste of money. If people are going to go to Fleetwood they will use A585 not all the way from station and then on a tram! A central coach station will do nothing for local residents only bring coach loads of elderly people into Blackpool on their holidays! Stop forgetting Thornton and Fleetwood and consider full new road from motorway!</p>
77	<p>I think the proposal to abandon the Norcross Link to the M55 is both detrimental to local residents and extremely short sighted for the future. Access to North Fylde is now at an all time low with hold ups on Mains Lane intolerable. The proposed improvement to the A585 corridor will not solve the problem. The number of new dwellings created in Thornton and Fleetwood and the proposal to build many many more</p>

	shows a total disregard and appreciation of the problem and I think planners have let residents down, badly and should now reconsider the Norcross Link to alleviate further severe congestion
78	Why not extend the tramway to Squires Gate train station. Reopen Poulton to Fleetwood branch line and connect to the tram line at Fisherman Wharf at Fleetwood to enable more public transport and less cars on the road
79	Lancashire County Council need to take the longer term solution
80	Lancashire County Council need to take a long term view of action not a short term fix (cheaper option but not an advantage in the long term)
81	Re Q10 - the so called cycle route really is a sick joke, just a few white lines on the road and a few coloured lines on maps, it has no real existence. The lines on the road are valueless in that they are often obstructed by parked cars contrary to highway code rule 119. The police do nothing about this despite the fact that some persistent serial offenders are businesses which use the highway as an extension of their car park eg the taxi business on A584 opp Harbour Lane Warton, the 4 Square garage, West edge of Warton A584, Holy Family School Central Warton A584. The cycle lanes are not continuous, they disappear where they are most needed eg Church Rd/A584 junction, Warton or they share a footpath reduced to only 60cm wide by lack of hedge cutting, vicinity of Brook Bridge Warton. As if all the above did not prove that the LCC's cycle network is a shameful sham there is also the matter of the newly constructed junction of the A584 between West end of Freckleton Bypass and Mill Lane. The work was carried out with a total disregard for the safety and convenience of cyclists (and v little for pedestrians) and has resulted in the loss off 100m of cycle lane and a design which seems to defy the junctions use by cyclists particularly in the connection between the Old Preston Road and the A584 with its weird unusable zig-zag.
82	Given that car ownership in Blackpool is below the national average, it follows that allocation of resources to public transport should have a high priority. In addition, its various forms should be closely integrated and, in terms of accessibility, easy to use. The new trams and buses are an example of what I mean by this. Information about transport services should be made more widely available that at present. For example, there used to be "live" timetables on screens in Talbot Road Bus Station. Why can we not have them at town centre stops now? As far as the railway is concerned, yes, all the local stations, including Preston,

	<p>shuold be improved and the South Fylde Line shuold be provided with a passing loop, so the frequency of services can be increased. The local Rail Users' Association has been pressing for this for many years. Also, the line should be extended to Chapel Street, i.e. within walking distance of the town centre. The link from Poulton to Fleetwood has been gestating for at least 15 years, but there is little to show for it, and no-one seems to know why this is so. (This is not to belittle the efforts of the volunteers who have kept the dream alive.) The road network of central Blackpool is chaotic. In my view it lacks an alternative north-south route to the Promenade closer to the town centre than the Whitegate Drive-Devonshire Road corridor. Such an alternative is needed more now that the Promenade has been reduced to two lanes. This could be from Chapel Street along the line of Regent Road-Cookson Street, linking with the Blackpool North-Talbot Road Interchange. Finally, every time a transport review takes place, all the providers are exhorted to work together to improve and co-ordinate services. In my view it hasn't happened yet. Will it happen this time?</p>
83	<p>I reply to this quesitonnaire as a local resident with a genuine interest in transport issues and also as a former employee of the local transport operators. Though answered as a resident, I also am involved with a project which is lottery funded called "better start". Transport is a major issue for many families (whom we deal with). I am meeting with a transport manager to discuss issues, such as a rethink on services, maybe in some way a dial/ride type service etc. Also in some way is the transport issue an "urban myth".</p>
84	<p>Problems with the current proposals - The proposed Little Singleton bypass appears to end at a new junction on the A586 Garstang Road, west of Little Singleton. There is a surprising lack of information on how traffic will get from this junction to Windy Harbour. If it uses the existing roads then it will still use the Five Lane Ends junction and pass through Little Singleton. The road will not be a bypass at all and the resulting congestion will be worse than now. I do not know if any improvements are planned at this junction or even if the bypass will be extended around Five Lane Ends junction as this information is not given in the plans. The only advantage that I can see from the proposed bypass without building the southern section, is a reduction in traffic through Poulton, eg north Fylde - Cocker Ave industrial estate and Over Wyre - Blackpool. This however is not the main stated purpose of building the road. The road from Windy Harbour to the M55 is completely inadequate. There are several minor junctions and numerous residential properties along the route. Any slight hold up quickly becomes serious congestion. There seems little point in frittering away millions of pounds on</p>

	<p>minor improvements on a road that will still be unfit for purpose. / Southern section of link - the southern section of the proposed Norcross to M55 link is across grade 2 farmland, but this is mainly used for grazing cattle and hay/silage production. Little, if any, residential property would be affected by it. Its construction would cause minimal disruption to existing traffic. When completed it would greatly reduce the traffic through the villages of Singleton, Little Singleton, Esprick and Greenhalgh. It would relieve J3 of the M55 and also offer some relief to the north-south routes along the Fylde coast</p>
85	<p>The masterplan process was supposed to cover the whole of the county in a number of separate area plans. This plan purports to cover Blackpool, Fylde and Wyre. It actually covers the tourism coast from Fleetwood to Lytham with only a cursory nod towards those parts of Fylde and Wyre east of the A585. I see no interest in those parts of Wyre Borough north east of the River Wyre except for a couple of dotted lines on the plan said to represent the Lancashire Coastal Way and The River Wyre Explorer Loop. These two together with the reference to the Lancaster Canal Towpath come out of nowhere. They have little connection with the main body of the document and appear to have been plucked out from a Sustrans wish list to give the plan a few more green credentials. This is typical of anything in which Wyre BC is involved. They never consider the eastern part of the borough except as a source of funds to be spent in Amounderness. I had expected better of a process led by Lancashire County Council. The A6 corridor and surrounding rural area has its own problems not addressed in this plan.</p> <p>Secondly.</p> <p>This plan is essentially a motor transport plan with a measure of constructive railway ideas. The cycling and walking elements appear to have been added as a bit of green trimming by people who have no real idea of the problems, requirements or potential of cycling and walking. As long as you treat cycling and walking as something that takes place on a separate little network made up of bits of road not wanted for cars you will not deliver an integrated transport system and will not deliver a significant increase in cycling and walking. Pedestrians and cyclists need to be able to use the WHOLE of the road network in safety without being threatened and harassed by motors thundering past too close and too fast. In most built up areas this can be achieved by ENFORCED 20 mph limits on all but the major roads. These need separate facilities with priority over side roads. All junctions need to be easily crossed by both cyclists and pedestrians. Crossing junctions can be a</p>



major problem at roundabouts and some traffic light junctions where vulnerable users are expected to cross in multiple steps, often as many as SIX separate crossings with waits on draughty islands being sprayed with dirty water by passing motors. Off road routes through parks and along the promenade are not the basis of cycle travel they are a bonus. Given good conditions cycling and walking can be attractive for journeys of several miles not just short journeys. Public Sector Equality Duty requires you to ensure your plans do not discriminate against or disadvantage any protected group. This includes the young who cannot use motor vehicles and the elderly who have much less access to cars. A transport plan which treats non-motorised users as second class users is a breach of this duty.

Thirdly.

The plan shows no evidence of any real appreciation of the harmful effects on communities of major traffic highways. Right turning traffic in a village is viewed as a problem because it causes congestion and holds up traffic. No mention of the high traffic flow stopping people getting into or out of their residential side streets or being unable to cycle to the local school. Major roads cause severe severance to local traffic particularly, but not only, for vulnerable road users.

Fourthly.

Motor thinking again: your answer to the Warton EZ is another major road. Yes it may be helpful but why isn't the off road cycle path from Preston beside the A583 being continued beside the A584 through Freckleton and Warton to link to the off road path west of Warton to Lytham. The intermittent cycle lanes along the A584 are substandard and the junction with the A583 is dangerous. Also why isn't the Warton EZ to be linked to the Tramway and to the main line? The extension of the Tramway, along the South Fylde line and then through Warton to the Preston Dock line and so to Preston Station, should be in the plan as a long term project to give better commuting access to Warton and good access to the main rail network facilities from the whole coastal strip. The South Fylde Line will never get an attractive service as part of the national rail network but as part of the Tramway it would be very useful and with an extension through Warton to Preston it would be brilliant for both commuters and visitors. Obviously this is long term thinking but isn't that what the Masterplan is supposed to be doing. Motor thinking is blinkered thinking. To the man with a motor car there is no consideration of other travel modes.

	<p>Finally.</p> <p>I am attaching the pdf of the draft masterplan with my comments added using the Adobe commenting facility. If you are not used to this just click on "Comment" on the header to show the comment column and click on the little speech balloons and the associated comment will show. The page numbers on the comments are added automatically by Adobe and do not agree with your page numbering because you have 5 un-numbered pages at the start of the masterplan.</p> <p>I trust you will find my comments clear, meaningful and constructive</p>
86	A585 must be improved. Roundabout at Singleton wanted. Dual carriageway on Amouderes Way
87	I would love to see the tram extended to Blackpool North Railway station, it would make life alot easier for me
88	I find it very hard to go along the A586 on a Bicycle from Poulton to Garstang, This is not helping to get children to go by Bicycle. Footpaths are not safe and do not go all the way along the A586

## Appendix 2: Media Analysis

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Consultation on the draft Fylde Coast Highways and Transport Masterplan started on 12 January and ran until 20 February 2015. Views were sought from a range of stakeholders which included district councils, councillors, district and parish councils and members of the public.

### Media relations

The masterplan was approved for consultation by the cabinet member for Highways and Transport on 9 December 2014. Two news releases were issued with details of the consultation period (10 December 2014) and one with details about the events (21 January 2015).

The two press releases generated seven articles printed in the local media (see appendix 1).

For each story we create a total score depending how positive or negative the story is and how widely the story appears. This total score can range from -8 to +8 for each story with any positive score representing a positive story. The average score for all Fylde Coast masterplan related articles is 4 (fairly positive).

### Stakeholder engagement

A briefing for county councillors was held on 15 December 2014. All county councillors were invited to attend. For those councillors who were unable to attend, the event was webcast and documents were posted on the members' portal C-First.

Emails were also sent to a wide range of stakeholders informing them of the consultation as well as promoting the events. A briefing was also given to Fylde and Wyre councillors on 17 December 2014.

### Website

A dedicated area for the consultation was developed on the county council's website. Visits to the page to date (January – March 2015) are as follows:

Website stats for	Page views	Unique visitors	Avg. time on page
January – March 2015	2073	85	5.5mins

The consultation was also posted on the ['Have your Say'](#) consultation pages of council's website.

### Social media messages

A series of messages were posted on the county council's social media channels – Facebook and Twitter - throughout the consultation period.

- Our messages on Facebook reached over 7,000 people.
- Our messages on Twitter reached nearly 15,500 people.

## Consultation documents

Consultation documents were made available at all libraries in the Fylde Coast from 12 January 2015.

## Consultation events

Consultation events were held at the following locations during the consultation period.

Location	No. of people who attended
Garstang Library, Windsor Road, Garstang	20
St John the Evangelist Church, Church Street, Blackpool	30
Poulton Library, Blackpool Old Road, Poulton-le-Fylde	50
Fleetwood Library, North Albert Street, Fleetwood	30
Kirkham Community Centre, Mill Street, Kirkham	50
St Annes United Reform Church, St Georges Road, Lytham	40

## Appendix A – Fylde Coast Highways and Transport Masterplan - media coverage – 2 December 2013 – 7 February 2014

Headline	Publication	Published	Value (£)	Reach	Weighting	Score	Total score	PR No.
Events being held to find out more about transport	Blackpool Gazette	23/01/2015	458.15	16524	2	2	4	PR14/0574
Events being held to find out more about transport	Blackpool Gazette	23/01/2015	458.15	16524	2	2	4	PR14/0574
Consultation on coast plans Have a say on transport	Lytham St Annes Express	22/01/2015	332.74	6736	1	2	2	PR15/0026
Public to have say on roads masterplan	Blackpool Gazette	21/01/2015	2707.25	16524	2	2	4	PR15/0026
Transport plan welcomed	Blackpool Gazette	12/12/2014	1999.2	16524	2	2	4	PR14/0574
Homes, play area and open space plan given approval	Lancashire Evening Post	12/12/2014	2177.43	14902	3	2	6	
Masterplan unveiled for coast transport	Blackpool Gazette	11/12/2014	2219.35	16524	2	2	4	PR14/0574

## Appendix 3: Questionnaire Analysis

## ● Executive summary

Lancashire County Council undertook a six week consultation to inform the Fylde Coast Highways and Transport Masterplan. The consultation was conducted by a combination of paper-based and online questionnaires. In total, 113 responses were received.

### 1.1 Key findings

- Nearly three-quarters of respondents (73%) agree with the proposal to work with the Highways Agency to improve the A585 corridor.
- Half of respondents (50%) disagree with the proposal not to pursue an M55 to Norcross link road.
- Over two-thirds of respondents (70%) agree that there should be a Blackpool North (Talbot Gateway) Interchange to improve links to onward travel such as buses and cycling.
- Over nine-tenths of respondents (91%) agree that the stations on the North Fylde railway line should be improved.
- Around four-fifths of respondents (81%) agree that the South Fylde railway line should be improved.
- Around two-thirds of respondents (64%) agree that the coach facilities in Blackpool should be improved.
- Nearly nine-tenths of respondents (90%) agree that buses in the Fylde Coast's urban areas should be more closely linked with rail travel, walking and cycling.
- Around four-fifths of respondents (85%) agree with the proposal to look at how the county council can support access to services in rural areas.
- Over four-fifths of respondents (83%) agree that the county council should promote local public transport, walking and cycling to try to encourage people to use these forms of transport more often.
- Around a quarter of respondents (75%) agree with the proposals for the Fylde Coastal Cycle Network.

## • Introduction

The Fylde Coast Highways and Transport Masterplan sets out the vision of Lancashire County Council and Blackpool Council for travel and transport in the Fylde Coast.

A range of proposals have been developed to meet the future transport needs of the Fylde Coast for rail, roads, public transport, walking and cycling. A public consultation was conducted to seek views in relation to the proposals.

## • Methodology

The consultation ran from 12 January 2015 to 20 February and was conducted through a paper and online questionnaire. Paper copies were available in all libraries throughout the Fylde Coast, including Blackpool, for people to complete and the online version was made available through Lancashire County Council's Have Your Say consultation webpage. A link to the consultation was made available on the Blackpool Council website. In total 113 responses were received.

### **3.1 Limitations**

The results should be treated as indicative only, as they do not form a representative cross-sample of Fylde Coast residents.

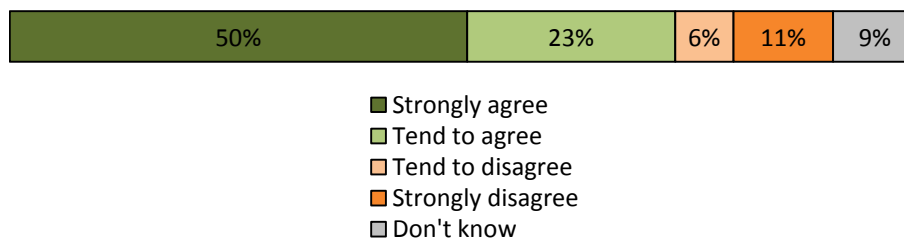
In charts or tables where responses do not add up to 100%, this is due to multiple responses or computer rounding.

## • Main research findings

Respondents were asked questions about different sections of the masterplan document.

Nearly three-quarters of respondents (73%) agree with the proposal to work with the Highways Agency to improve the A585 corridor.

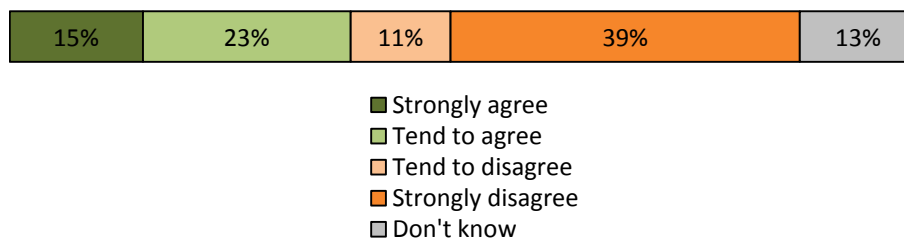
**Chart 1 - How strongly do you agree or disagree with our proposal to work with the Highways Agency to improve the A585 corridor?**



Base: all respondents (109)

Half of respondents (50%) disagree with the proposal not to pursue an M55 to Norcross link road.

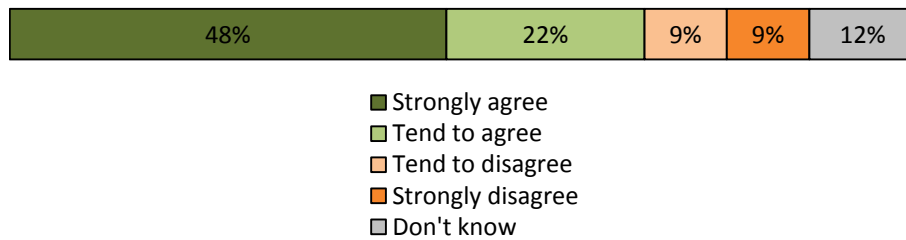
**Chart 2 - How strongly do you agree or disagree with our proposal not to pursue an M55 to Norcross link road?**



Base: all respondents (109)

Over two-thirds of respondents (70%) agree that there should be a Blackpool North (Talbot Gateway) Interchange to improve links to onward travel such as buses and cycling.

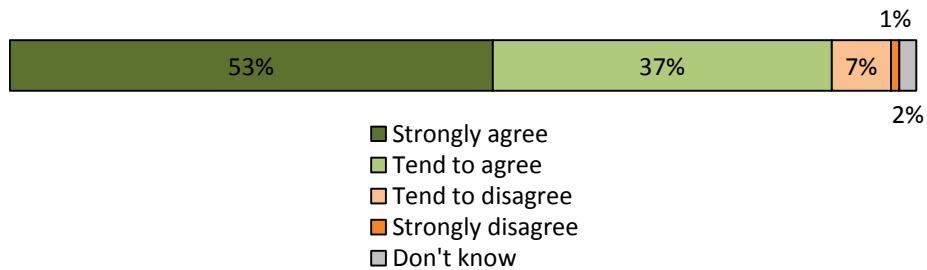
**Chart 3 - How strongly do you agree or disagree that there should be a Blackpool North (Talbot Gateway) Interchange to improve links to onward travel such as buses and cycling?**



Base: all respondents (110)

Over nine-tenths of respondents (91%) agree that the stations on the North Fylde railway line should be improved.

**Chart 4 - How strongly do you agree or disagree that the stations on the North Fylde railway line should be improved?**

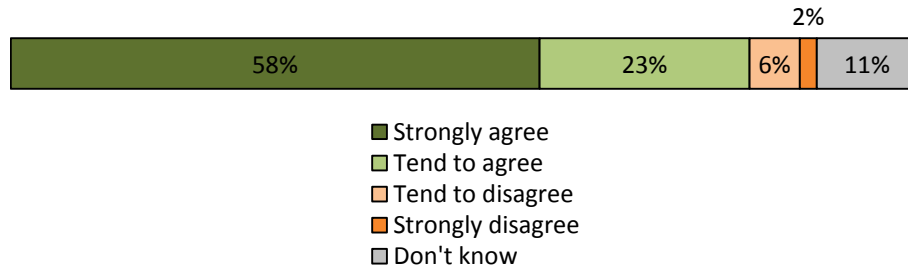


Base: all respondents (107)



Around four-fifths of respondents (81%) agree that the South Fylde railway line should be improved.

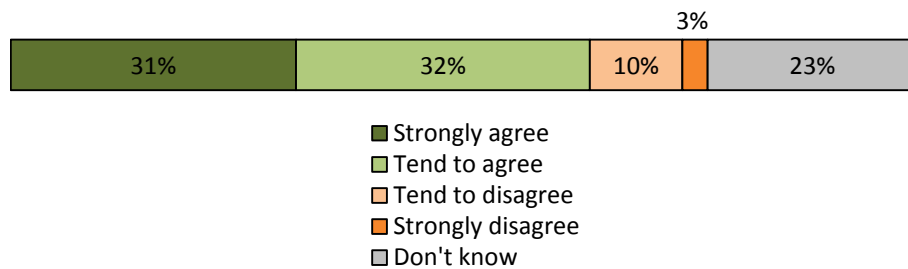
**Chart 5 - How strongly do you agree or disagree that the South Fylde railway line should be improved?**



Base: all respondents (108)

Around two-thirds of respondents (64%) agree that the coach facilities in Blackpool should be improved. Around a quarter of respondents (23%) say they don't know whether the coach facilities in Blackpool should be improved.

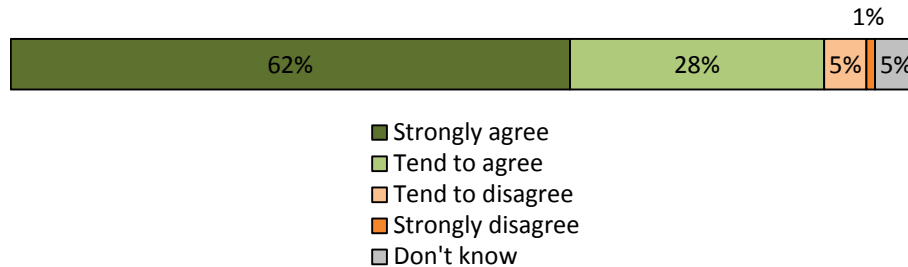
**Chart 6 - How strongly do you agree or disagree that the coach facilities in Blackpool should be improved?**



Base: all respondents (108)

Nearly nine-tenths of respondents (90%) agree that buses in the Fylde Coast's urban areas should be more closely linked with rail travel, walking and cycling.

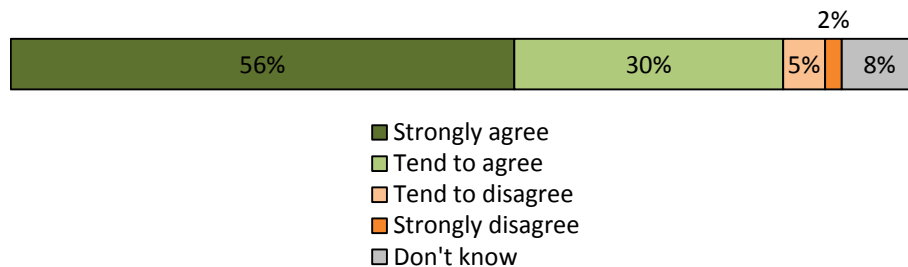
**Chart 7 - How strongly do you agree or disagree that buses in the Fylde Coast's urban areas should be more closely linked with rail travel, walking and cycling?**



Base: all respondents (107)

Around four-fifths of respondents (85%) agree with the proposal to look at how the county council can support access to services in rural areas.

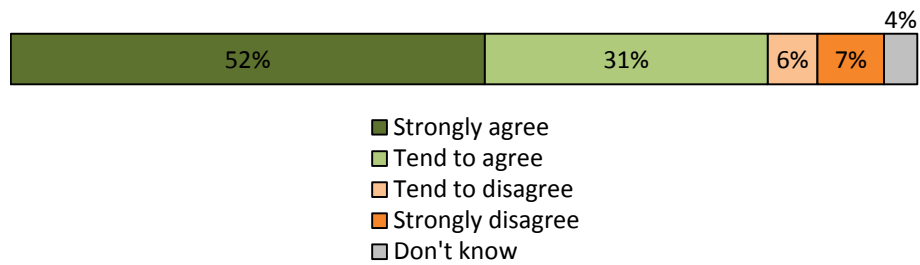
**Chart 8 - How strongly do you agree or disagree with our proposal to look at how we can support access to services in rural areas?**



Base: all respondents (108)

Over four-fifths of respondents (83%) agree that the county council should promote local public transport, walking and cycling to try to encourage people to use these forms of transport more often.

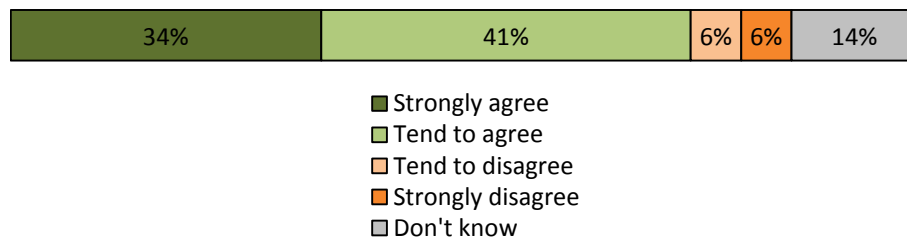
**Chart 9 - How strongly do you agree or disagree that we should promote local public transport, walking and cycling to try to encourage people to use these forms of transport more often?**



Base: all respondents (109)

Around a quarter of respondents (75%) agree with the proposals for the Fylde Coastal Cycle Network.

**Chart 10 – How strongly do you agree or disagree with our proposals for the Fylde Coastal Cycle Network?**



Base: all respondents (108)

Respondents were asked for any additional comments they had about the proposals. 93 respondents provided comments. The comments cover a wide range of subjects and all comments can be found in full in the appendix of the full consultation report. Around a quarter of the comments made concern the M55 to Norcross link road 'blue route'.

## Appendix 1: demographic breakdown

		Count	Percentage
Have you read the Fylde Coast Masterplan document?	Yes, read it in full	41	37%
	Yes, read some sections fully	33	30%
	Yes, briefly looked over the document	22	20%
	No	14	13%

		Count	Percentage
Are you responding to this consultation on behalf of an organisation?	Yes	9	8%
	No	101	92%

		Count	Percentage
How often do you use the following types of transport? Car	Every or most days	64	64%
	A few times a week	17	17%
	A few times a month	10	10%
	Less often	2	2%
	Never	7	7%

		Count	Percentage
How often do you use the following types of transport? Bus	Every or most days	6	6%
	A few times a week	22	22%
	A few times a month	17	17%
	Less often	28	29%
	Never	25	26%

		Count	Percentage
How often do you use the following types of transport? Train	Every or most days	3	3%
	A few times a week	8	8%
	A few times a month	23	24%
	Less often	53	55%
	Never	9	9%

		Count	Percentage
How often do you use the following types of transport? Bicycle	Every or most days	8	8%
	A few times a week	8	8%
	A few times a month	15	15%
	Less often	20	20%
	Never	47	48%

		Count	Percentage
Are you...?	Male	71	70%
	Female	30	30%

		Count	Percentage
What was your age on your last birthday?	16-24	4	4%
	25-44	19	19%
	45-59	25	26%
	60+	50	51%

		Count	Percentage
Are you a deaf person or do you have a disability?	Yes	12	12%
	No	88	88%

		Count	Percentage
Which best describes your ethnic background?	White	100	99%
	Asian or Asian British	0	0%
	Mixed/multiple ethnic group	1	1%
	Black/African/Caribbean/Black British	0	0%
	Other ethnic group	0	0%