

Consultation Responses

Remaining objections and adverse comments relating to: the scheme in principle, relocation of bus stop clearways, reduction in speed limit, introduction of shared use cycle track and segregated footway/cycle track and removal of pelican crossing have been summarised below from a total of 62 objections. Note that objections and adverse comments relating to the introduction of red route and police parking bay to Clifton Drive North (an additional 46) are not included as this element of the scheme is being reviewed by officers and approval of this is not being sought by this report. 35 supporting comments were received to the scheme.

The pelican crossing should be repaired and retained. It is dangerous to cross with children, prams and/or pets and continued housing development will increase crossing demand. (6 responses raised similar objections)

Aligned to the project ambition of increasing active travel and realising a modal shift towards this, the project aims to alter the character of the road by raising the profile and priority of vulnerable users. One means of doing so is the provision of additional refuge islands along the project length, positioned at more regular intervals. This provides both more opportunities to cross along the growing length of residential housing and increases driver awareness of pedestrians in the area. Refuge island depths are to the desirable minimum specified by Highways England in CD 143 to provide adequate safe refuge for all pedestrian users including those with children, buggies or mobility assistance.

The realigning of the western kerb into the carriageway has a similar effect on increasing driver caution and awareness through increased "edge friction", whereby drivers feel more constrained on a narrowed section and thereby adjust their behaviours; driving more slowly and with an increased alertness to other users, including pedestrians and cycles. In consultation with Lancashire Constabulary, these measures have been deemed appropriate to support the reduction in speed limit from 40mph to 30mph (the default for streetlit roads) between the northern arm of Kilgrimol Gardens and New Road.

It is proposed that an existing pelican crossing, located at what was the entrance to the now demolished Pontins holiday camp, be removed. The fixed and focussed high demand which this served is not present since Pontins closure; replaced by a lengthening frontage of residential housing which spreads the crossing desire lines along a much wider length.

The county council's road safety team has visited the site and are satisfied that the provision of refuge islands is an appropriate alternative to a signalised crossing in this case considering the reduction in speed limit, provision of multiple refuge islands and traffic calming measures inherent in the scheme.

The northbound bus stop at Kilgrimol Gardens will be almost opposite the southbound bus stop; creating a risk of collision for passing vehicles. (1 response)

The bus stops have a clear separation of 12m along the carriageway. LCC officers have designed a central hatched area with dashed lines, allowing vehicles in either direction to overtake when it is safe to do so in a give and take system. Forward visibility on the road is high due to the consistent gradient and straightness.

The proposed relocation of the bus stop at Kilgrimol Gardens discriminates unfairly against those living on the southern side of the estate due to the lack of a pedestrian refuge close to this entrance. (1 response)

The existing two northbound bus stops serving residents and visitors to the Kilgrimol Estate are approximately 185m apart and both situated opposite the entrances to the estate; presenting a safety hazard at the junctions. Accordingly, it is proposed to replace the two bus stops with a single northbound stop located mid-way between. The increased walking distance as a result of this scheme, approximately 100m, is the same from both the northern and southern bus stops and does not discriminate between the two.

Repositioning of bus shelters will create a visual intrusion to the views of the dunes from properties. (2 responses raised similar objections)

Bus stops have been relocated to position them close to demand from housing developments and at a more balanced length along the route. They are generally located midway between pedestrian refuge islands so that vehicles have adequate distance to safely diverge and realign past a stopped bus. The positioning of bus shelters can impact individual households but this needs to be balanced against the general interests of the wider community, including the users of public transport. The shelters will be on the opposite side of the carriageway from properties at a distance of around 30m from the building frontage and will be constructed of clear panels, without advertising, to minimise visual intrusion.

What evidence is there that reducing the speed limit is required and makes the road safer? The current limits are disregarded by drivers. (5 responses raised similar objections)

Sustran's initial assessment of the route identified that traffic speed on Clifton Drive North is above that which would be acceptable on a National Cycle Network Route. It has therefore been an objective of the scheme to reduce vehicle speed, particularly on the 40mph section, with the ambition of realising increased cycling levels and a modal shift from driving to active travel in and through the area. Working closely with Lancashire Constabulary, county council officers propose to introduce traffic calming measures in the form of refuge islands and "edge friction" by realigning the western kerb. These are intended to change the nature of the road section, make drivers more cautious through increased awareness of pedestrian and cyclist proximity, a sense of reduced road space and thereby increasing the priority of vulnerable users. The ambition is to support and affect the reduced speed limit by altering driver behaviour as a means of speed reduction, rather than relying solely on signage and enforcement.

Pedestrians will be placed between cycles and traffic with insufficient space for their safety. Bus shelters between the cycles and pedestrians will reduce visibility and present a risk. (5 responses raised similar objections)

Pedestrian and cycle segregation at bus stops is commonly achieved by bus stop bypasses, which locally place cycles and pedestrians behind bus stops, creating an island between cycles and the carriageway wide enough for a shelter, standing passengers, access ramps, buggies and wheelchairs and removing points of conflict between cycles and bus passengers. Without being able to realign the existing footpath further to the west, due to the ecological importance and sensitivity of the dunes, bus stop bypass islands cannot be accommodated in this scheme. To maintain the overarching principle of cycles passing behind bus stops, the cycle way is located on the western side, adjacent to the dunes, and the footway on the eastern edge of the west path, between the cycles and carriageway. With a local slight narrowing of both pedestrian and cycle ways, bus stops are sited between the two, with pedestrians passing in front and cycles behind; thereby maintaining the segregation inherent in a bus stop bypass. This further removes potential conflict with cycles for pedestrians crossing the carriageway. The proposed configuration has been shared with and approved by Sustrans.

While this does place pedestrians between the cycle and carriageways, which is a less common configuration, segregation will be clearly marked and signed to direct users to the appropriate position and all widths are compliant with the recommendation in Department of Transport guidance LTM 1/20 & CD 143 to provide adequate space for all users, including vulnerable and mobility restricted pedestrians and cyclists. Markings will be placed on the approach to bus shelters to clearly signal their positions and guide pedestrians and cyclists around them on their designated side, reducing line of sight issues and risk of conflict.

The cycle track is located adjacent to the dunes and will have sand lying on it which is a hazard to cyclists and will force them into pedestrians. More confident cyclists will still use the road. (6 responses raised similar objections)

The issue of sand will still be present for cyclists as it is now in the carriageway and officers are including several mitigations, including specifying a close graded surfacing so that sand is more likely to blow in to the carriageway than collect on the surface. A lower profile trapezoidal marking between the cyclists and pedestrians has been specified rather than a kerb, as is often used, as this would create a physical barrier leading to the accretion of sand and an associated increased hazard. The existing footway will be overlaid raising the level by approx. 100mm to enable drainage crossfalls to the carriageway to be maintained without lowering the whole road and should aid the free movement of sand from the cycle tracks and footways. Stabilisation works have been undertaken, by others, to the eastern face of the dunes which are anticipated to reduce the future migration of sand onto the cycle track. Furthermore, the county council will continue to sweep the route as at present to remove sand deposits at regular intervals. Officers recognise the risk is not fully eliminated, as is the case for the existing advisory cycle lanes, however, have taken the view that on balance any outstanding risk from sand is outweighed by the scheme benefits.

It is recognised that more confident cyclists may choose to ride in the carriageway. Notwithstanding this, the provision of the segregated cycle track should encourage increased numbers of less confident and more vulnerable cyclists to use the route,

raising the proportion of sustainable travel. It is anticipated that cyclists will select either the carriageway or cycle track based on their confidence and experience and not be switching between the two and that, on balance, the overall benefit provided to all groups, particularly those most vulnerable, provides a positive gain.

Why is the southbound advisory cycle lane being retained – it encourages cycling on the path. (4 responses raised similar objections)

The southbound advisory cycle lane is maintained on the eastern side of the carriageway for more confident cyclists to use, should they choose. Cyclists who wish to cycle off the carriageway are more likely to use the dedicated, new segregated cycle track on the west once constructed for travel in both directions as it fully separates them from pedestrians, increasing safety for themselves and other vulnerable users. Cycling numbers in the footpaths have currently been observed to be proportionally high, however there are also parking issues on the advisory cycle lanes, something which the scheme plans to address via parking enforcement and a proposal for revised parking restrictions before the works are complete.

Shared use sections at each end of the cycle track are dangerous and the junctions at Squires Gate and Highbury Road West are not suited for cycles. The route should continue to Todmorden Road to extend to quieter sections of the cycle route. (3 responses raised similar objections)

The funding allocated in this tranche by DfT to Sustrans provides funding for the sections between the junctions at Squires Gate and Highbury Road West. Funding does not include works to amend the junctions themselves and short sections of shared use cycle track are therefore necessary to transition from the existing situation to the proposed segregated section. Sustrans' ambition is to secure further funding in a future tranche which would fund works at both junctions, allowing further segregation and improved transition of cyclists to onward routes. The aim is also to extend the route to the south to integrate with the quieter on-road section of National Cycle Route 62 on Todmorden Road.

Note that the existing section of footpath on the northern end currently transitions to shared space whereby the crossing facilities at Squires Gate Junction (owned by Blackpool) are Toucan, permitting the crossing by cyclists.

These shared cycle track sections are a necessary small proportion of the whole length and the scheme is considered to offer significant overall benefits to all users.

Reduced carriageway width will increase congestion, make movement of large vehicles difficult and delay emergency services. Standing traffic will increase with an associated increase in traffic pollution. (8 responses raised similar objections)

The reduced carriageway width does not result in any reduction in lane numbers and all existing right-turn pockets are maintained so as not to increase queuing traffic or worsen existing congestion. Furthermore, the project ambition is to increase the proportion of trips made by active travel modes with an associated reduction in vehicle movements.

Lanes are sized to allow large vehicles to pass freely. The centre of the road will be marked with a hatched strip, which will place drivers further from the centre, thereby leaving a wider clear strip for emergency service vehicles to use. Emergency services have been consulted on the proposals and have not raised any objections or adverse comments to the proposals.

It is difficult and dangerous to exit Coastal Dunes and New Road to Clifton Drive North. Mini roundabouts, traffic signals and/or box junctions would improve safety and accessibility. (8 responses raised similar objections)

The junction configurations and layouts to the eastern side would have been agreed with consultation from the county council's Developer Support team during the District Council's planning process, based on trip numbers and traffic data.

The full extent of the works is not clear from the information available. (1 response)

The scheme has been advertised in local press and LCC undertook a letter drop including plans to over 900 addresses in the local area. Traffic Regulation Orders have been advertised for the required statutory period along the length of the route and additional material has been available on the county council's website. Where requested materials have been sent digitally to members of the public and officers have responded to queries received through the consultation process.

The money from this scheme is better spent on repairing local roads and/or footpaths – pedestrians are not being afforded the same rights or protections as cyclists. Where is the demand coming from - this is not a key route and is not required? (5 responses raised similar objections)

This proposal aims to increase uptake in cycle journeys, as set out in local and national policy, by providing cyclists with a direct and safe route, which will help encourage less confident users to make short journeys by bike. This route has been highlighted for these works by Sustrans who are funding the majority of the works through their Tranche 3 allocation. The scheme proposes to link existing cycle facilities on National Cycle Route 62 between Todmorden Road and the off-road section north of Squires Gate by taking cycles off the highway on this high speed, high traffic section. By providing a well signed and marked segregated facility, less confident cyclists who may previously have used the footway will have a dedicated cycle track to use which should reduce cycle numbers on footways, thereby improving pedestrian facilities and safety.

This a major arterial route through the area and works will cause disruption to an already congested route - works should not commence until link roads in the regional network are complete. What environmental protection is being put in place during construction? (3 responses raised similar objections)

The funding agreement requires that the works are complete by June 2022 which is driving the construction timing. Works will be undertaken mainly through the winter and spring and completed in time for the peak summer season traffic.

The county council is committed to minimising the environmental impact of projects as far as reasonably possible. For this scheme we propose to use alternative construction techniques that are less intrusive and don't require plant to leave the adopted highway. These include planing the carriageway and slip forming a kerb line rather than excavating the whole length. This reduces inert waste to be taken off-site and the amount of concrete required for the new kerblines. We are also proposing a timber edge to the back of the current footpath so that excavation and spill of asphalt materials on to the adjacent sand dunes is avoided. Surfacing can then be overlaid directly on top of the existing footway / carriageway without the need to break the surfacing out (beyond lifting chambers, installing signs and extending gullies), reducing noise, vibration and waste material generation.

More consideration and protection should be provided for pedestrians including pedestrian refuges on Clifton Drive to Ashton Gardens and beyond. (2 responses raised similar objections)

The scope of the project has been agreed with Sustrans and the southern extent of works in this phase is Highbury Road West. Pedestrians have been considered fully in the scheme with additional refuge islands provided and the segregation of cycles and pedestrians for their mutual safety and benefit.