

I am a long term local resident of the Fylde in the parish of Treales, Roseacre & Wharles and whilst my property is not immediately affected by the plans for transmission cables, my lifestyle, health and wellbeing will be significantly impacted by the loss of amenity that the Fylde currently offers.

I am a keen cyclist, I along with a few of friends ride the lanes of the Fylde regularly - weekly, for our physical and mental health, to enjoy the company, the fresh air, countryside, rural lanes all that the Fylde provides and the lanes that will not be directly impacted by the planned works, they will suffer from diversions that will be necessary and from displaced traffic.

This area is also used by many cycle clubs - British cycle club, Blackpool Clarion cycle club, Blackpool Youth cycle Association, Preston Cycle club, Red Rose cycle club Cleveleys Cycle club (with over 140 members). The groups regularly use the rural lanes around the proposed works as part of our training routes and for social riding.

The Fylde countryside is used by thousands of cyclists every week, throughout the year. The routes around in and around the Fylde are very popular as they are the gateway from the Fylde Coast to the hills of the Forest of Bowland and beyond.

This can be evidenced by accessing Strava, (see below for an extract of Strava information) a website and mobile app used to track athletic activity via GPS. Its headquarters are located in San Francisco, California. The most popular activities tracked using the software are cycling and running which will show a portion of the very high level of athletic activity on these rural roads.

The number of cycling clubs who use these roads number over 30 with thousands of members. Again, this can be evidenced by accessing the websites and Facebook pages of these clubs who post regular daily rides. For example, Blackpool Clarion Club has over 650 members and run daily rides across the Fylde coast and along the proposed route.

There are several Charitable rides that use the amenity of the area notable the Manchester to Blackpool cycle ride which is now held twice a year and has 7,000 riders.

The amenity value of the area cannot be underestimated, and the parish and other villages and the rural road network are promoted by Fylde Borough Council to encourage tourism and leisure within the Fylde Coast. This area also forms part of the Lancashire Cycle Link.

The proposed applications will necessitate the introduction of unacceptable levels of HGV and other commercial traffic associated with heavy industrial activity onto our rural lanes. Vulnerable road users like cyclists, runners, walkers and horse riders will be put at serious risk and inevitably there will be accidents.

These rural roads are dangerous enough with the levels of traffic that already use them. They are susceptible to flooding which has been demonstrated all too well this winter. Mud on the roads is a major concern already and has been highlighted in local newsletters by the police. This is caused by farm and other heavy traffic driving on the grass verges, which causes mud to spray onto the roads which is very dangerous for cyclists and all road users.

It is certain that HGVs will use and ultimately destroy the verges. They are there for a very important purpose; to protect wildlife, to stop flooding from fields reaching the roads, allow walkers to move off the road when traffic is approaching and to enhance the beauty of the rural area. The roads will therefore become more dangerous for all users.

How can it therefore be that these lanes are possibly suitable and safe for heavy HGV traffic associated with major industrial activity. No traffic management plan can mitigate all the risks of bringing an industrial process into the heart of the countryside on unsuitable roads. The amenity of this area will be lost to all the thousands of people who currently cycle and ride and walk it.

This destruction of the Fylde, the significant disturbance to the lives of the many who live and use the Fylde is not necessary, an alternative route has been identified that is much less impactful, which merits the most serious consideration.

This route would be the obvious choice identified by the people of Lancashire and largely supported by the people of Lancashire if the M&M consultations had been meaningful consultations.

The route is significantly shorter and therefore cheaper (estimated at approx £480m cheaper at 2012 prices), the Secretary of State has a responsibility, a duty to protect consumers under the Electricity Act of 1989, so cost is a material factor, as the unnecessary costs will be passed onto consumers through future electricity bills

Yours faithfully
Anne Broughton

STRAVA facility - a brief description

1. STRAVA is a web based facility which enables cyclists (and runners) to record their activities and compare these with other athletes.
2. GPS devices (eg Garmin or enabled smartphones) record activity details which can then be uploaded to Strava.
3. As part of the data user defined 'segments' which are usually short stretches of road, are recorded and displayed on a leaderboard.
4. The leaderboard for each segment displays the best time for a given athlete for specific time periods, specifically current day, current year, and all time.
5. The data is updated in 'real time'. Retrospective time periods are not available.
6. The data can therefore define the number of individual athletes who used a particular segment in a particular time period. Repeated usage is therefore not recorded.
7. Accuracy of current 'day' records rely on the user uploading their data on the appropriate day and before interrogation of the data. This can lead to underestimates for the day data, but no significant effect on the yearly data.
8. Data based on Strava records will define a minimum usage as it clearly excludes cyclists who do not use GPS devices to record their activities or who use alternative systems such as 'Runtastic Road Bike GPS', 'Ride with GPS', 'Garmin Connect' or others.

Stava segment	Location	Direction	Year total number of individual riders 1 - way As at May 2025	All time total individuals	All time attempts	Average repeat rides
Browns to Roundabout	Ribby Road	E	438	6236	43719	7.01
Stable Climb	Bryning Road	S	272	4423	30228	6.85
Hillock Lane	Hillock Lanne	E	424	4793	32425	6.75
Car Lane Sprint	Car Lane	S	244	3330	15345	4.6
Hospital to White Church	Lytham	W	291	16210	59310	3.6
Highbury Square	Highbury Road. Blackpool Airport	E	251	10199	55168	5.4
St Annes to Blackpool	Clifton Drive North	N	982	25134	108802	4.3

