

Interested Party Submission Number: 35788 Ralph Cairns

Subject: Three Nooks Lane as the Applicants proposed cut through access from the A583 to the A584

I write the following to update the Examining Authority (Ex A) on the verbal submissions I made in respect of the above issue at the Grand Hotel Blackpool on April 29th of this year.

To recap: The A583 and the A584 are the two arterial roads into the Fylde along with the A585 from Junction 3 of the M55. It is not possible to reach most parts of the Fylde coast from the south or east by any other route.

The recently opened Junction 2 of the M55 has significantly increased traffic flow from these directions onto the A584 for traffic heading towards Freckleton, Warton, and Lytham St Annes. This is due to the A585 route being markedly slower due to the narrow nature of the road joining the Junction 3 roundabout and the 3 other major roundabouts towards Wrea Green that seek to deal with the flow of traffic to and from AFC Fylde and the Aldi store.

The Applicant seeks to utilise all 3 of these roads as part of their HGV route.

For some reason which is not completely clear to me, there is an application to reopen the closed end of Three Nooks Lane which joins the A583. This road was closed 20 years ago because of the number of accidents the junction (at both ends) had recorded against it. By closing one end Lancashire County Council Roads Unit significantly reduced the number of incidents at both.

I have lived adjacent to this junction for 8 years. In that time there has been a steady flow of major traffic incidents requiring the intervention of the emergency services as traffic flow which has steadily increased. These have increased further since the opening of Junction 2 on the M55 motorway.

I request the Ex A permit me to escort them on a site inspection of this junction and to assist the authority with further explanation should they require it. However, it is my intention to make the issues clear in this submission.

Issue 1: The junction danger as it stands.

Presently, the number of incidents that have occurred requiring the intervention of the emergency services has increased.

When I have assisted people in distress following an accident I have been able to ascertain the following:

- (i) That most accidents come from people turning right from the westbound carriageway on the A584 onto the cut through either through an attempt to enact a 'U' turn onto the eastbound carriageway as a result of unclear satellite navigation guidance or to enter the closed Three Nooks Lane.
- (ii) The reason for the collisions appears to stem from two different scenarios. Firstly the sudden slowing down in the right hand lane (which many drivers see as the 'fast' lane) causing a rear end shunt. The second reason is when the car turning right makes a late change of lane into the outside lane and another car travelling at speed in that lane does not react in time to avoid a collision.

Issue 2. The problems the Applicant's proposal will inevitably cause.

There are only two specific ways the applicant can open traffic flow on Three Nooks Lane:

- (i) The first is to simply open the lane at its' junction with the A583. This in my view would be a highly irresponsible act that would certainly result in a considerable number of deaths over the period in which the Applicant sees the route being utilised (between 4 -10 years depending on levels of co-ordination of the work required). The reason for this is the cut off on the A 583 is located on a blind bend by the bus stop. Traffic would not be slowed but would be confronted by HGV vehicles turning right across the eastbound carriageway onto the westbound A583. This would clearly exacerbate the existing conditions which have caused the increase in major traffic incidents.

- (ii) The second option is for the Applicant to ask for two sets of three way lights to be installed at either end of the lane 200 yards before the intersection with The A584 & A 583 where there are already a major set of three way lights (although traffic proceeding down the hill of the A583 may filter left onto the A584 without halting at the lights). The problem with this alternative was first highlighted in my original submission 35788 in January and contained a photograph of the tailback caused by the closure of a 50 yard stretch of one lane of the A584 due to tree pruning. This was taken in the middle of a weekday on a winter's afternoon. It was not taken in rush hour or at the height of the tourist season. The installation of two sets of three way lights on Three Nooks Lane would increase these tailbacks many times over, leading to unconscionable delays for commuters, tourists, and those undertaking the school run. So in effect the majority of people entering or leaving the Fylde. A further complication for this option would be the slowing of any response time by the emergency services to incidents. Three way traffic lights here will not stem the flow of major traffic incidents, it will at best just slow the level of increase but cause unacceptable levels of tailback.

(iii) Other effects:

- (a) Opening the very narrow Three Nooks Lane to HGV traffic would be to render closure to the popular Airbnb which is number 1 rated in the Fylde, and has operated from there for the last 5 years. Three Nooks is a high value property whose value has been further enhanced by the successful building and establishment of a sophisticated 2 storey barn structure which enjoys uninterrupted views of fields from a first floor Juliet balcony and is advertised also on Facebook as 'Little Nook – A peaceful place to stay'. I invite the Ex A to consult that Facebook page to see what they would be destroying if the Applicant's route is passed. Access to Three Nooks Lane would certainly be made unpleasant and extremely difficult if not impossible for guests entering Little Nook, and would also in effect serve to entrap the owners in their own home.

(b)

The family moved there and built the business within the grounds of the house in order to lessen his and aversion to noise. These facts may be confirmed by the individual's concerned educational statement.

The alternative approach to this route considered.

The alternative to this portion of the proposed route would be to go round the existing lights turning right at the A583 onto the A584.

Although this route does have some merit, in that it isn't completely 'half baked', it still poses serious problems. Traffic from the eastern direction of the A583 past the Lea Gate Hotel and Hallmark Cars, filtering left onto the A584 would still be proceeding at a strong flow at most times of the day.

A high level increase in the number of HGV vehicles here will inevitably create a 'fast' and 'slow' lane on the A584. Cars that turn right on the cut through to Three Nooks Lane or attempting a 'U' turn onto the west bound carriageway, will therefore continue to be threatened with collision from their own error or from the error of others.

If despite all the objections the Ex A have heard still assess this route to be more preferable than others, or still viable in terms of its disruption to the economy and amenity of the people of the Fylde, then the ONLY option in my submission would be to close the cut through altogether.

I understand Lancashire County Council Traffic Division has been in touch with the Applicant registering their own concerns about using the Three Nooks Lane aspect of their proposal.

I invite and urge the Ex A to conduct a site visit of this aspect of the Applicant's proposed route and to validate for themselves the points raised herein.

Ralph Cairns 20.05.25