

## Appendix O – S48 Notice

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Highways England

## Section 48 Planning Act 2008

### Regulation 4 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

#### A585 Windy Harbour to Skippool scheme

#### Notice Publicising a Proposed Application for a Development Consent Order

**HIGHWAYS ENGLAND COMPANY LIMITED** of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed A585 Windy Harbour to Skippool scheme in Lancashire.

The scheme's main proposals in summary include:

The upgrading of the section of road from Windy Harbour junction to a dual carriageway, then moving on to a new stretch of road, bypassing Little Singleton and creating a new junction with the A586 Garstang Road East, before tying back in to the existing road at a new junction east of Skippool.

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information ("PEI") Report forms part of the consultation material.

Consultation on the proposals will take place from 21 March to 8 May 2018. Copies of the consultation materials - including documents detailing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from 21 March to 8 May 2018 at the following locations and times:

Deposit Location	Opening times
<ul style="list-style-type: none"><li><b>Poulton Library</b> Blackpool Old Road, Poulton-le-Fylde, FY6 7DH</li></ul>	Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:30 Wednesday 09:00-12:30 Saturday 09:00-13:00
<ul style="list-style-type: none"><li><b>Singleton Village Hall</b> Station Road, Singleton, FY6 8LL</li></ul>	Opening times vary depending on events held at venue.
<ul style="list-style-type: none"><li><b>Wyre Civic Centre</b> Breck Road, Poulton-le-Fylde, FY6 7PU</li></ul>	Monday to Friday 08:30-17:00
<ul style="list-style-type: none"><li><b>Blackpool Central Library</b> Queen Street, Blackpool, FY1 1PX</li></ul>	Monday to Wednesday 09:30-17:00 Thursday 09:30-19:00 Friday 09:30-17:00 Saturday 09:30-16:00

<ul style="list-style-type: none"> <li>• <b>Thornton Library</b> Victoria Road East, Thornton-Cleveleys, FY5 3SZ</li> </ul>	Monday 09:00-19:00 Tuesday, Wednesday, Friday 09:00-17:00 Thursday and Saturday 09:00-13:00
<ul style="list-style-type: none"> <li>• <b>Fleetwood Library</b> North Albert Street, Fleetwood, FY7 6AJ</li> </ul>	Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:00 Wednesday 09:00-12:30 Saturday 09:00-16:00
<ul style="list-style-type: none"> <li>• <b>The Koi Pool Water Gardens</b> Mains Lane, Poulton-le-Fylde, FY6 7LJ</li> </ul>	Monday to Saturday 09:00-17:30 Sunday 10:00-16:30

Copies of the consultation materials will also be available online free of charge from 21 March 2018 at <http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/>.

Paper copies of the Public consultation brochure, Development Consent Order Leaflet and the Statement of Community Consultation will be available at deposit locations free of charge. Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below:

- [A585WindyHarbourToSkipool@highwaysengland.co.uk](mailto:A585WindyHarbourToSkipool@highwaysengland.co.uk)
- Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME
- 0300 470 2700

For additional paper copies of the consultation materials there will be a charge of 10p per side (Black and White) and 25p per side (Colour) for any materials that are requested. Prices include VAT at 20% and UK postage.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between 21 March and 8 May 2018. A consultation response form is available as part of the consultation material and can also be submitted via the scheme webpage link, which can be found below. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response to:

- [A585WindyHarbourToSkipool@highwaysengland.co.uk](mailto:A585WindyHarbourToSkipool@highwaysengland.co.uk)
- Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME
- <http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/>

**Responses must be received no later than 23:59 8 May 2018** or, if later, 28 days from the date of this notice.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

David Hopkin, Scheme Project Manager, Highways England, 21 March 2018

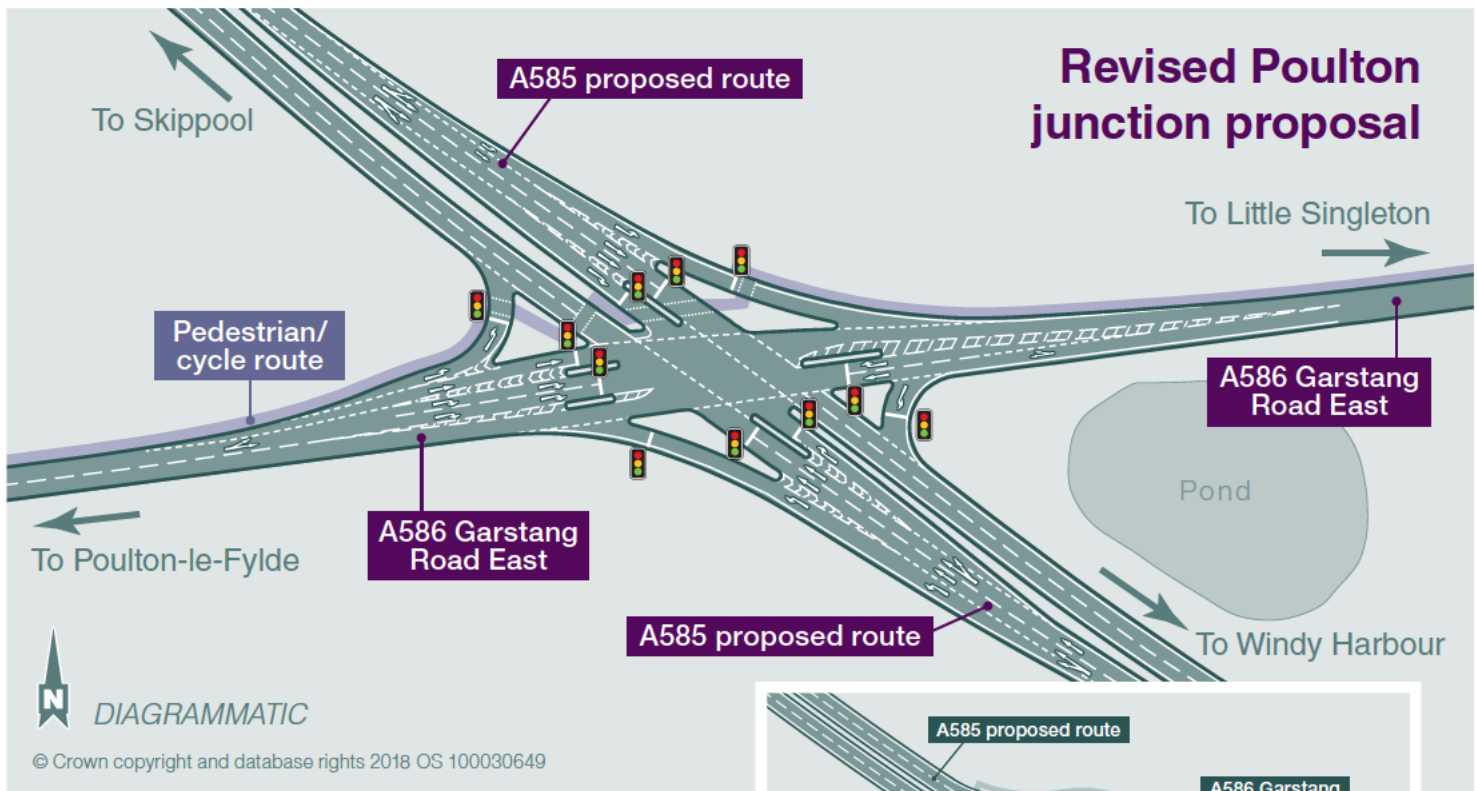


## **Appendix P - Poulton Junction Consultation Material**

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# A585 Windy Harbour to Skippool

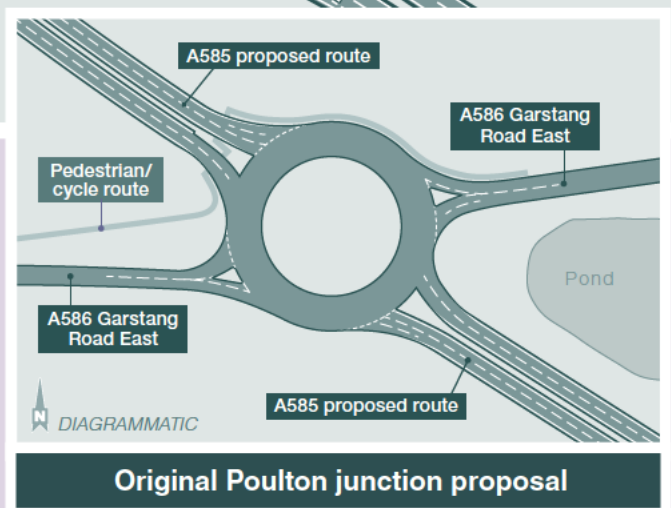
## Poulton junction



**We'd like to thank you for playing your part in the consultation on our proposals for the A585 Windy Harbour to Skippool earlier this year.**

As part of this process, the project team received feedback on the Poulton junction, which included the need to provide an improved crossing point for pedestrians and cyclists on the A586 Garstang Road East.

We have now modified our design to remove the roundabout and replace it with a traffic signal controlled crossroads as well as adding pedestrian crossings. This means people will be able to cross the road more safely.



This update also means the operation of all junctions throughout the scheme will be the same, improving road user awareness and understanding of the layout.

Highways England creative job number MCR18\_0153

**Find out more at [www.highwaysengland.co.uk/a585windyharbour-skipool](http://www.highwaysengland.co.uk/a585windyharbour-skipool)**





Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

Rev	Status	Rev. Date	Purpose of revision	Drawn	Check	Appr
03	S2	12/10/18	Label added for Poulton Jtn	TR	HT	NH
02	S2	02/10/18	Updated Draft Orders Limit	TR	HT	NH
01	S2	29/05/18	Inclusion of Singleton	TR	PT	NH
00	S2	24/05/18	For Information	TR	PT	NH

Notes

The total number of people that have provided a response to the CRF: 330 (169 survey monkey, 161 hard copies)

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- Address locations to be contacted (Residential and Commercial: Total = 1649)
- Poulton signalled cross-roads consultation area
- Draft Orders Limit




Project A585 WINDY HARBOUR JUNCTION TO SKIPPOOL IMPROVEMENT

Drawing title POULTON SIGNALS CONSULTATION AREA SHEET 1 OF 1

Status	FOR INFORMATION	Revision	03
Scale	1:15,000		
Drawn	T.Rankin		
Checked	P.Thomas		
Approved	N.Henderson		
Project No	UA009921	Original Size	A3
Drawing Number:	HE548643-ARC-GEN-SZ_ZZ000-SK-D-3065		





Direct Line:   
August 2018

Dear

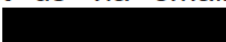
**Scheme update: A585 Windy Harbour to Skippool scheme – Poulton junction**

I am writing to you to keep you up to date on Highways England's proposed A585 Windy Harbour to Skippool scheme which we consulted with you on between March and May of this year.

Based on the feedback from this consultation, we have modified our design to remove the proposed roundabout at Poulton junction and propose to replace it with a traffic signal-controlled crossroads and pedestrian crossings. This means people will be able to cross the road more safely. Please find enclosed with this letter a leaflet which explains a little more about the proposed layout of the junction.

Please note that you will have further opportunity to comment on the above change and our proposed scheme once we submit our application, also known as a Development Consent Order (DCO), to the Planning Inspectorate (PINS) later this year. You will need to register as an Interested Party via the Planning Inspectorate's website following acceptance of our DCO application. As the applicant, we have a duty to publish a notice (in national and local press) that our application for a DCO has been accepted for examination and notify consultees, local authorities and land interests.

Further information about the Planning Act 2008 Act process and Development Consent Orders can be found on the PINS National Infrastructure Planning website: <http://infrastructure.planninginspectorate.gov.uk/>

If you have any queries in relation to this letter or require further information please contact us via email at [A585WindyHarbourToSkippool@highwaysengland.co.uk](mailto:A585WindyHarbourToSkippool@highwaysengland.co.uk) or phone 

Yours sincerely

Project Manager  
Highways England

Email: [A585WindyHarbourToSkeppool@highwaysengland.co.uk](mailto:A585WindyHarbourToSkeppool@highwaysengland.co.uk)

## **Appendix Q – Additional S42 Consultation Materials**

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## A585 Windy Harbour to Skippool consultation (summer 2018)

### Overview

We are consulting on our proposed improvements for the A585 Windy Harbour to Skippool.

Following feedback from the previous consultation that we held in 2016 and further design development, we announced our preferred route on 24 October 2017. You can find out more details about the previous consultation and our preferred route on the scheme [webpage](#).

Your views are important to us and this round of consultation is your opportunity to have your say on the design of the proposed scheme.

We strongly encourage you to provide your views to us now. This will enable us to take your views into account before we submit our application to the Planning Inspectorate to get the consent we need to build the scheme. There will be limited opportunity to influence the proposals once the application has been submitted, so now is the best time to have your say on the scheme.

Further information about the scheme is contained within the consultation brochure which outlines why it is needed, its objectives, key design elements and the potential benefits and impacts. The brochure will help you provide an informed response, so please take the time to read it.

**Closes 25 Sep 2018**

**Opened 28 Aug 2018**

#### Contact

0300 123 5000

[A585WindyHarbourToSkippool@highwaysengland.co.uk](mailto:A585WindyHarbourToSkippool@highwaysengland.co.uk)

### About the scheme

The A585 is the main transport link to the northern part of the Fylde peninsula and it plays a huge part in supporting the local economy. It is heavily congested between Windy Harbour and Skippool and drivers currently suffer from long delays during peak periods. Congestion is particularly severe at the junction with the A586 at Little Singleton and the signalised junction with the A588 at Shard Road. With a high number of accidents reported at these junctions safety is also an issue.

We are proposing a scheme which will reduce congestion and improve journey times to support employment, economic development and growth opportunities. Our scheme also aims to make the road safer and more accessible for local people, pedestrians, equestrians and cyclists.

### Fly through video



#### Take part in the consultation online

You can submit your response online using our consultation response form from 28 August.

# Share your views

[Online Survey](#)

## Related

[Consultation brochure and response form summer 2018](#)

1016.6 kB (PDF document)

[Statement of Community Consultation \(SoCC\): A585 Windy Harbour to Skippool](#)

1.3 MB (PDF document)

[Preliminary Environmental Information Report non-technical summary](#)

13.6 MB (PDF document)

[Preliminary Environmental Information Report](#)

2.7 MB (PDF document)

[Scheme Layout Plan with Red Line Boundary](#)

8.3 MB (PDF document)

[Scheme Layout Plan and Red Line Boundary \(with aerial photography\)\\_](#)

17.9 MB (PDF document)

[Section 47 notice](#)

134.2 kB (PDF document)

[Section 48 notice](#)

110.4 kB (PDF document)

[Development Consent Order leaflet](#)

241.1 kB (PDF document)

[PEIR Appendix A drawings part 1 of 9](#)

11.4 MB (PDF document)

[PEIR Appendix A drawings part 2 of 9](#)

27.4 MB (PDF document)

[PEIR Appendix A drawings part 3 of 9](#)

25.6 MB (PDF document)

[PEIR Appendix A drawings part 4 of 9](#)

21.0 MB (PDF document)

[PEIR Appendix A drawings part 5 of 9](#)

23.9 MB (PDF document)

[PEIR Appendix A drawings part 6 of 9](#)

19.2 MB (PDF document)

[PEIR Appendix A drawings part 7 of 9](#)

16.2 MB (PDF document)

[PEIR Appendix A drawings part 9 of 9](#)

27.1 MB (PDF document)

[PEIR Appendix A drawings part 8 of 9](#)

15.8 MB (PDF document)

[PEIR Appendix B](#)

414.7 kB (PDF document)

### Audiences

All members of the public

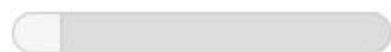
### Interests

Roads



## A585 Windy Harbour to Skippool consultation (summer 2018)

Page 1 of 8



Closes 25 Sep 2018

This service needs  
[cookies enabled](#).

### Introduction

We want to understand your views on the proposed improvements for the A585 Windy Harbour to Skippool scheme. Please share your views with us by completing this response form using the consultation brochure as a reference.

**Please provide us with your name and address.** If you'd prefer for your comments to be anonymous, please just provide your postcode.

**1. Name:**

**2. Address:**

**2. Address:**

**3. Postcode:**

**4. Email:**

If you enter your email address then you will automatically receive an acknowledgement email when you submit your response.

**5. If you are responding on behalf of an organisation, please tell us which one:**

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. This law requires Highways England to explain to consultees, stakeholders and customers how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

Under the General Data Protection Regulation (GDPR) you have the right to request the following information from us:

1. Right of access to the data (Subject Access Request)
2. Right for the rectification of errors
3. Right to erasure of personal data – this is not an absolute right under the legislation
4. Right to restrict processing or to object to processing and
5. Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.

If you'd like more information about how we manage data, or a copy of our privacy notice, please contact [DataProtectionAdvice@Highwaysengland.co.uk](mailto:DataProtectionAdvice@Highwaysengland.co.uk)

Save and come back later...

Continue >



# A585

## Windy Harbour to Skippool scheme

### Public consultation

Share your views



August – September 2018







## Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more reliable, durable and, most importantly, safe.

That's why we're delivering £15 billion of investment on our network – the largest investment in a generation.

The A585 Windy Harbour to Skippool scheme is a critical part of this investment. The A585 is the main transport link to the northern part of the Fylde peninsula and it plays a huge part in supporting the local economy.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain planning permission to construct the scheme. For more information on this process, please visit: [www.highwaysengland.co.uk/a585windyharbour-skipool](http://www.highwaysengland.co.uk/a585windyharbour-skipool)

Following a public consultation in 2016, the preferred route for the scheme was announced on 24 October 2017. In this brochure we explain how our proposals have changed and developed since this preferred route announcement. Our consultation response form is included – your responses will help us further shape the scheme before we submit our planning application. We also give details of how you can give us your feedback during our public consultation.

## How to respond

- **Online:** complete the response form online at <https://highwaysengland.citizenspace.com/he/dea6d857>
- Complete the **consultation response form in this brochure** and return it using the freepost address provided below
- **Email:** send your response to:  
[A585WindyHarbourToSkippool@highwaysengland.co.uk](mailto:A585WindyHarbourToSkippool@highwaysengland.co.uk)
- **Post:** write to us at **Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME**

All responses should be  
returned by:  
**25 September 2018**

## Why is the scheme needed?

The A585 is the main road in and out of Fleetwood and surrounding areas. It is heavily congested between Windy Harbour and Skippool and drivers currently suffer from significant delays during peak periods. The road also has a poor safety record.

Congestion is particularly severe at the junction with the A586 at Little Singleton and the signalised junction with the A588 at Shard Road. A high number of accidents are reported at these junctions and the volume of traffic is also a concern for local people, pedestrians, equestrians and cyclists.

If we don't make improvements to this three-mile stretch of road, it is likely there will be a rise in traffic levels and the potential for the number of accidents, and delays to journey times, to increase.

## The scheme's objectives

Making improvements to this section of the A585 will lead to a number of benefits, such as:

- **Reliability:** by reducing congestion especially around Little Singleton, Shard Road and Skippool junctions, which will improve journey times
- **Socio-economic:** by supporting the economic growth potential in both Wyre and Fylde and supporting planned residential developments in the local area
- **Safety:** by improving the safety of pedestrians, equestrians and cyclists around the existing A585

## Our proposed design

Since our previous consultation in September 2016 we have developed the design further. You can find out more about the results of this consultation in our consultation report on our web page at: [www.highwaysengland.co.uk/a585windyharbour-skipool](http://www.highwaysengland.co.uk/a585windyharbour-skipool). We selected Option 1, the southern bypass, for improving the A585 between Windy Harbour and Skippool. The information below explains what has changed since the previous consultation.

Feedback received at the previous consultation stated that people would like to see a link from Skippool Bridge to Shard Road incorporated into the scheme. Following a review of this additional link we decided not to progress the Shard Road link due to the negative impacts on the biodiversity of the area and associated costs. It would also increase noise in the area and have a negative impact on the landscape and existing properties.

We also presented a proposal within Option 1 to include a junction with Garstang New Road east of Little Singleton. We are no longer considering this, as the junction could encourage motorists to use the existing route through Little Singleton as a rat run. Further to the potential rat running issue, this would be an additional signalised junction along the route, meaning traffic on the bypass would suffer more delays.



# Preferred route



Now the scheme has progressed, we'd like your views on the following elements of the scheme.

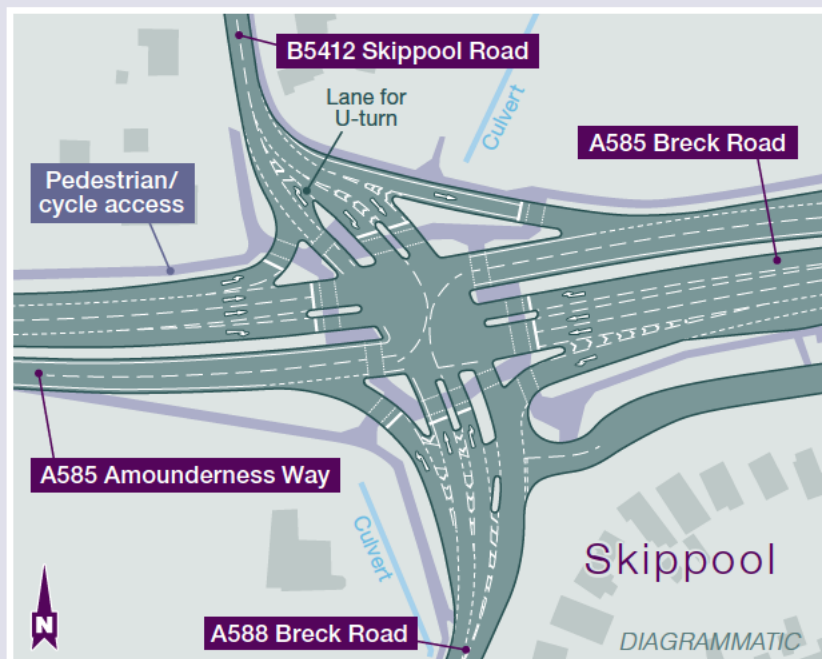
## Skippool junction

We propose Skippool junction will be a traffic signal-controlled crossroads with additional lanes for the A585 and dedicated left and right turn lanes. Controlled crossing facilities will also be provided for pedestrians and cyclists.

Access to and from properties fronting the existing road would be retained.

## Skippool Bridge

East of Skippool junction, a short section of the existing road would be converted to dual carriageway and a new bridge crossing Main Dyke would be built to replace the existing bridge. We are working with the Environment Agency on this proposal.

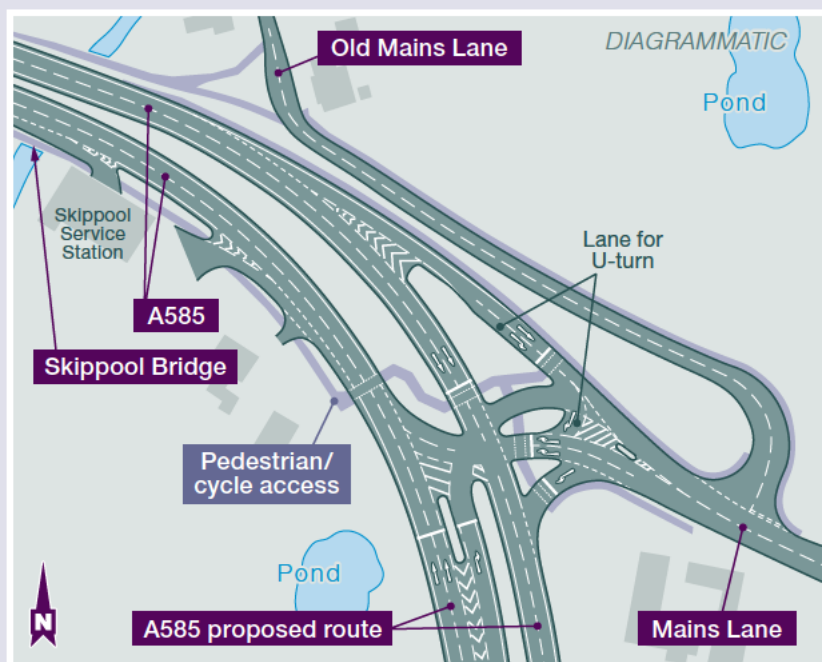


## Skippool Bridge junction

A new junction will be provided where the bypass route leaves Mains Lane east of Main Dyke. The junction would provide a slip road retaining the connection between the new route and the existing Mains Lane and Old Mains Lane.

Westbound traffic on the bypass heading towards Shard Road would have a separate right turn lane.

From Skippool Bridge junction the route swings southwards, and then gently eastwards as a dual two-lane bypass travelling southeast towards the A586. The route would be on an embankment to cross several ditches and the low-lying fields south of Mains Lane.





# A585

## Windy Harbour to Skippool scheme

### Consultation response form



Return by 25 September 2018

# A585 Windy Harbour to Skippool scheme

## Consultation response form

We want to understand your views on the proposed improvements for the A585 Windy Harbour to Skippool scheme. Please share your views with us by completing this response form or online at <https://highwaysengland.citizenspace.com/he/dea6d857>

If you're returning this to us by post, please follow the instructions on the inside back page of the response form and return it in the post.

Please submit your completed response form to reach us no later than 25 September 2018.

**Please provide us with your name and address.** If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name: .....

Address: .....

.....

.....

..... Postcode: .....

Email: .....

Are you responding on behalf of an organisation?

☐

Yes

☐

No

If Yes, please name the organisation:

Organisation: .....

## A585 Windy Harbour to Skippool – southern bypass

1. What is your interest in the southern bypass based on?

- ☐ I am a land / property owner / tenant along the existing A585 route
- ☐ I am a land / property owner / tenant along the route of the proposed southern bypass
- ☐ I am a land / property owner / tenant near the route of the proposed southern bypass
- ☐ I use the affected roads but do not live near the route of the proposed southern bypass

2. What is the main reason you use the existing A585 route?

- ☐ Residential ☐ Business
- ☐ Leisure ☐ Education (eg. school runs)
- ☐ Commute to work ☐ Other (please state)
- .....
- .....

3. How do you travel on this route? (tick all that apply)

- ☐ Car ☐ Bus ☐ Bicycle
- ☐ Walk ☐ HGV / LGV ☐ Motorcycle
- ☐ Other (please state)
- .....

4. How often do you travel on this route?

- ☐ Daily ☐ More than once a week
- ☐ Weekly ☐ More than once a month
- ☐ Monthly ☐ Less than once a month
- ☐ Don't / won't use the route

5. To what extent do you believe the southern bypass will impact you?

Extent of impact	As a: (tick one box in each column)		
	Traveller along the route	Nearby resident	Owner / occupier directly affected by the scheme
Significant improvement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Slight improvement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not affected / impacted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marginally affected / impacted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Affected / impacted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Highly affected / impacted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't know / not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Do you agree that the southern bypass will achieve the scheme's objectives that are listed on page 4 of the brochure?.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	No opinion / Don't know
a. Reduce congestion on the existing A585 through Little Singleton, Shard and Skippool junctions and making people's journeys more reliable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Support employment and residential/commercial development and growth opportunities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Create a more appealing environment for cyclists and pedestrians and support the sense of community along the A585 between Windy Harbour and Skippool?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Please explain the reason(s) for your responses to question 6 above.

.....

.....

.....

.....

.....

## Details of the proposed bypass

### Skippool junction and Skippool Bridge junction (outlined on page 6 of the brochure)

8. Do you agree that the proposed traffic signals at Skippool junction and Skippool Bridge will address the traffic flow issues here?

- ☐ Strongly agree
 ☐ Agree
 ☐ Neither agree or disagree  
☐ Disagree
 ☐ Strongly disagree
 ☐ No opinion / don't know

Please explain your answer: .....

.....

.....



### Shard Road link road (outlined on page 4 of the brochure)

9. We've decided not to progress the link road from Skippool Bridge Junction to Shard Road north of Mains Lane (more information is on page 4 of brochure). Do you agree with our decision based on our reasons given?

☐ Strongly agree      ☐ Agree      ☐ Neither agree or disagree  
☐ Disagree      ☐ Strongly disagree      ☐ No opinion / don't know

Please explain your answer: .....

.....  
.....

### Poulton junction (outlined on page 7 of the brochure)

10. Do you agree that the proposed roundabout at A586 Garstang Road East is the best solution?

☐ Strongly agree      ☐ Agree      ☐ Neither agree or disagree  
☐ Disagree      ☐ Strongly disagree      ☐ No opinion / don't know

Please explain your answer: .....

.....  
.....

### Bridge over bypass at Lodge Lane (outlined on page 7 of the brochure)

11. Do you believe a wide land bridge over the bypass would be more appropriate than the simple road bridge proposed?

☐ Strongly agree      ☐ Agree      ☐ Neither agree or disagree  
☐ Disagree      ☐ Strongly disagree      ☐ No opinion / don't know

Please explain your answer: .....

.....  
.....

12. Regarding question 11 above, are you a resident living close to the proposed bypass at Lodge Lane?

☐ Yes      ☐ No

### Connection of bypass to the existing road east of Little Singleton (outlined on page 4)

13. We have decided not to progress with providing a connection of the bypass with Garstang New Road between Little Singleton and Windy Harbour junction (more information on page 4 of brochure). Do you agree with our decision based on our reasons given?

☐ Strongly agree      ☐ Agree      ☐ Neither agree or disagree  
☐ Disagree      ☐ Strongly disagree      ☐ No opinion / don't know

Please explain your answer: .....

.....  
.....

## Safety improvements

14. To what extent do you consider the proposed features will improve safety?

[illegible]

15. Please explain your answer to question 14 including any suggestions to be considered as part of the proposed safety improvements.

[illegible]

16. Thinking about the journeys you make and how our proposals will affect these, please identify your level of support for the proposals for pedestrians, cyclists, equestrians and walkers.

- ☐ Strongly agree      ☐ Agree      ☐ Neither agree or disagree  
☐ Disagree      ☐ Strongly disagree      ☐ No opinion / don't know



## Existing roads to be bypassed (outlined on page 8 of the brochure)

17. What alterations should be made to the A585 Mains Lane and A586 Garstang Road East in Little Singleton once the bypass has been completed? (tick all that apply)?

- |  |  |
|--|--|
| <input type="checkbox"/> a. 30mph speed limit              | <input type="checkbox"/> b. Traffic calming measures             |
| <input type="checkbox"/> c. Local junction improvements    | <input type="checkbox"/> d. Changes to traffic signal priorities |
| <input type="checkbox"/> e. Additional crossing facilities | <input type="checkbox"/> f. Cycle routes                         |
| <input type="checkbox"/> g. Alterations to street lighting |  |

18. Is there anything else you think we should consider to improve the existing roads?

.....

.....

.....

.....

19. Do you have any further comments about the A585 route?

.....

.....

.....

.....

## Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by

Highways England and its appointed contractors until the scheme is complete.

### Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: [DataProtectionAdvice@highwaysengland.co.uk](mailto:DataProtectionAdvice@highwaysengland.co.uk)

Thank you for taking the time to provide your opinions.  
**The deadline for your responses is 25 September 2018.**

Fold B



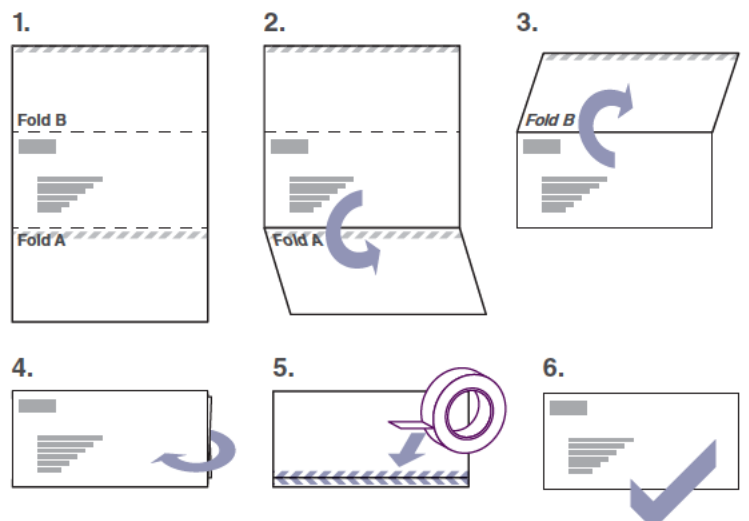
Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME

Fold A

### Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

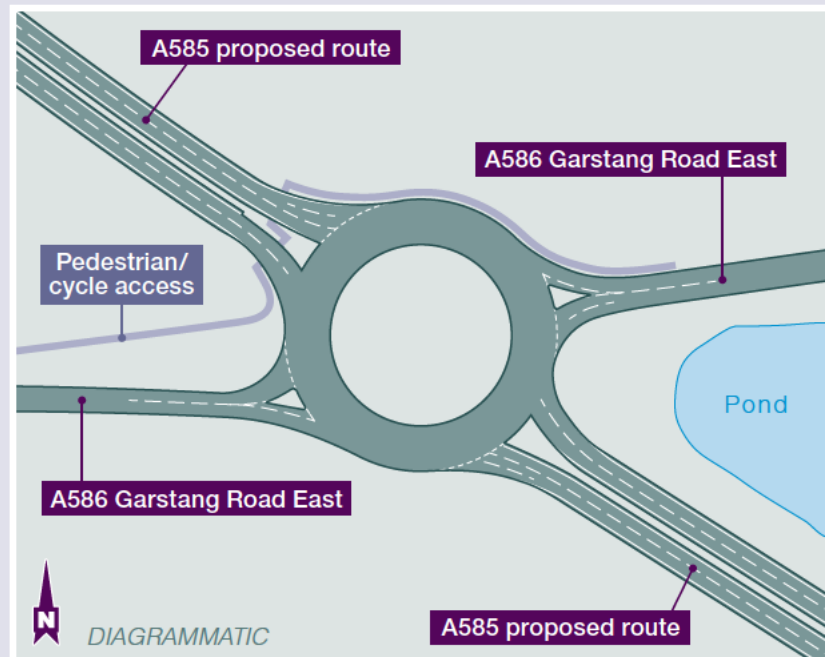
1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



## Poulton junction

A new roundabout (Poulton junction) is proposed with the A586 Garstang Road East. The junction will be situated east of the Garstang Industrial Estate.

The route then continues eastwards to bypass Little Singleton to the south. Here, the bypass will run into a deep cutting (approximately nine metres) to pass under a new bridge carrying the B5260 Lodge Lane. The route will continue 'in cutting' to the north of Singleton Hall, The Manor and Barnfield Manor.



## Lodge Lane land bridge option

At this location, a new bridge will be provided to carry the existing B5260 Lodge Lane over the new bypass. We are currently exploring the option of this bridge taking the form of a 'land bridge'. We are still looking into this option, subject to environmental assessments, maintenance and ownership arrangements being agreed. The land bridge would extend for about 80 metres east of Lodge Lane and would allow the existing access road, some of the pasture and hedgerows to be replaced on top of this bridge, improving the environmental connectivity across the bypass.



*Artist's impression of the view looking south east over the proposed land bridge towards Barnfield Manor.*

## Grange Footbridge

The bypass continues eastwards to merge with the existing Garstang New Road where a new footbridge would be provided (Grange footbridge). Garstang New Road would become a dual carriageway as it approaches the recently-constructed Windy Harbour junction.

*Artist's impression of the view looking south over Garstang New Road at the proposed Grange Footbridge.*



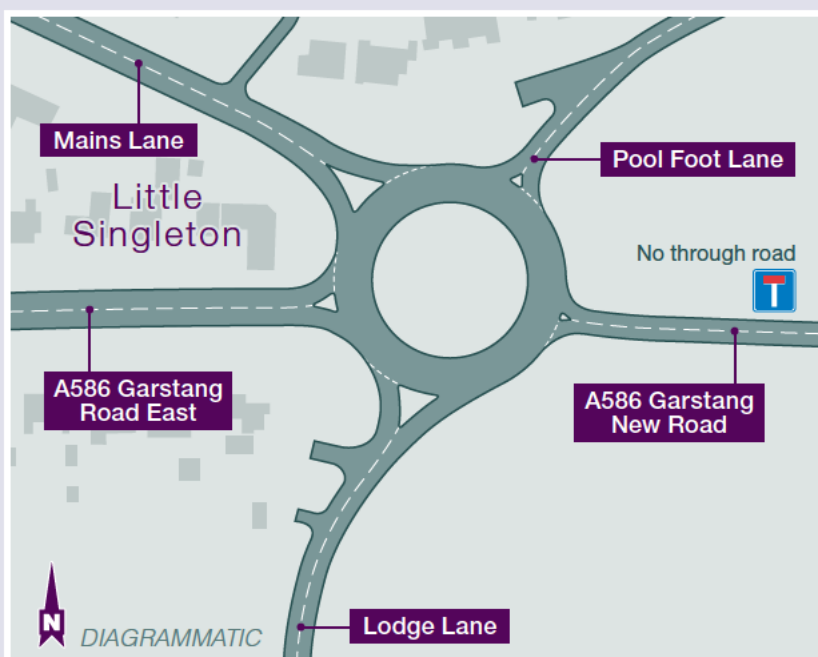
## Improvements to existing Mains Lane and Garstang New Road

A number of improvements are being considered for the sections of the existing route that would be bypassed. This section includes Mains Lane from the proposed Skippool Bridge junction to Little Singleton and Garstang New Road east of Little Singleton. We are in discussions with Lancashire County Council to agree future maintenance arrangements for these improvements, which may include:

- 30mph speed limit
- Traffic calming measures
- Local junction improvements
- Changes to traffic signal priorities
- Additional crossing facilities
- Cycle routes
- Alterations to street lighting

A new roundabout would replace the existing Little Singleton junction to better manage future traffic movements. This roundabout would be constructed after traffic had been diverted onto the bypass.

The existing section of Garstang New Road, immediately east of Little Singleton roundabout, which becomes a 'cul de sac' under our proposals, would be maintained for pedestrians and cyclists and would include access to nearby fields.





## Traffic

We have analysed the existing traffic flows and delays in the area bounded by the edges of the Fylde Peninsula to the north, west and south, and by the M6 to the east to understand the congestion problem. We have used a number of computer-based traffic models to analyse the impact of our proposed scheme on the road network, vehicle movements and travel times.

This information is being used to understand the detailed requirements of the scheme as follows:

- **Highway design** – such as the number of lanes required and types of junctions

- **Environmental assessment** – such as the potential for noise and air quality impacts
- **Economic assessment** – to determine value for money

We have estimated traffic flows for 2022, the expected scheme opening year, and for 2037, 15 years after opening. The highway design is based on predicted 2037 traffic flows, to ensure our scheme is fit for the future.

## Benefits and impacts of the proposed design

In assessing the benefits and effects of the proposed design, we looked at a variety of features including those listed below. This information is based on our findings from detailed surveys and assessments we have carried out. Environmental impacts are assessed based on national guidance.

Feature	Benefit / impact of the scheme
<b>Journey times, traffic congestion and accidents</b>	Journey times would be reduced and there would be fewer delays along the A585 route. Traffic and congestion would be removed from the existing route and we would expect a substantial reduction in accidents. For more information please see the Scheme Assessment Report at <a href="http://www.highwaysengland.co.uk/a585windyharbour-skipool">www.highwaysengland.co.uk/a585windyharbour-skipool</a>
<b>Air quality</b>	Assessments undertaken to date show that any changes in air quality as a result of the scheme are within the limits set out by the National Air Quality Strategy Objective. Assessments also indicate some locations along the route will experience improvements in air quality, whereas other locations will experience deterioration.
<b>Noise</b>	The scheme would result in a reduction in noise along the existing A585. However, some properties that back onto the scheme once constructed may experience an increase in noise at the rear.  Appropriate noise mitigation will be used to reduce negative effects such as environmental mounds or acoustic barriers.
<b>Cultural heritage</b>	There is potential for the scheme to impact on Grade II-listed buildings and non-designated heritage assets including the Ribchester to Poulton-Le-Fylde Roman Road (at Amounderness Way, west of Skippool) and Singleton Park. A range of mitigation measures would be agreed with Historic England and Lancashire County Council to reduce these impacts. Mitigation may include landscape screening and routing construction traffic away from sensitive areas. This will be informed by further intrusive or non-intrusive archaeological investigation.

Feature	Benefit / impact of the scheme
<b>Landscape</b>	The scheme would impact on the character of the landscape. However, mitigation measures are currently being developed and incorporated into the scheme's design to reduce negative effects. Such measures include woodland and hedgerow planting and screen mounds.
<b>Nature conservation</b>	The scheme would cross through a number of habitats including; agricultural fields with hedgerows, woodland, buildings, ponds and watercourses. The loss or disturbance of these features may have a negative effect on protected habitats and protected species that depend on them (such as great crested newts, bats, birds, badgers and otters). However, where possible, effects would be avoided or mitigated. Also, new habitats would be created, including native landscape planting. This would result in more habitats, such as ponds, woodland and hedgerows in the local area.
<b>Road drainage and the water environment</b>	<p>The design of the new Skippool Bridge would reduce the risk of flooding along the Main Dyke watercourse in the Skippool area. This has been assessed using a computer flood model developed in liaison with the Environment Agency.</p> <p>Drainage systems would manage and treat rainfall run-off from the bypass to ensure no contamination or increased water flows would affect Main Dyke, Horsebridge Dyke and Pool Foot Creek.</p>
<b>Contaminated land</b>	We have recently undertaken ground investigations to find out whether the scheme would encounter any historic contamination. Any contamination would be removed safely as discussed with the Environment Agency and local authorities.
<b>Road safety</b>	The scheme design is developed to be as safe as possible and aims to provide benefits to all road users. This is in accordance with our long-term vision that no one should be harmed whilst travelling or working on our roads.
<b>Construction duration and impacts</b>	During construction there will be increased delays and congestion for all road users. We will minimise these wherever possible and work with local authorities to agree acceptable working arrangements and limits for construction impacts. We will also engage with landowners and tenants so that they are fully aware of the proposed construction works and any impacts specific to them. Temporary diversions will be put in place for pedestrians, cyclists, equestrians and walkers, where necessary. We provide further detail on impacts and timing of construction on page 11.
<b>Pedestrians, cyclists, equestrians and walkers</b>	We have identified new opportunities for improving connectivity and minimising potential conflicts for these groups following extensive CCTV surveys. We will ensure continuity of existing and proposed paths and improve these throughout the scheme. Adequate facilities are available at new junctions for everyone, including visually-impaired people and those who are less mobile. Main improvements will consist of signalised junctions at Skippool and Skippool Bridge, and a new footbridge where the new bypass connects with the existing A585 Garstang New Road.
<b>Land take</b>	In order to construct the scheme, we will need to acquire some land. The land required is mostly agricultural however some properties will also be required to be purchased and demolished to allow the scheme to be constructed.
<b>Current cost estimate</b>	Approximately £150 million - this figure is subject to further assessment.

## Construction impacts

Construction will inevitably have some impacts on the local community and businesses, the environment, and road users. We will work closely with our stakeholders, including local authorities, landowners and local communities, to identify the specific issues that are likely to occur and the measures that can be used to address them.

Typical impacts may include (but are not limited to):

- Construction noise and vibration
- Dust, odours and other air quality issues
- Light pollution and other temporary visual impact
- Road safety through roadworks and traffic management arrangements
- Delays and disruption to road users on the A585, A586 and A588

Construction impacts on the environment will be assessed and reported as part of our planning application. This will include, for example, how trees, hedgerows and other natural features would be retained, wherever possible. Also, how any construction access roads will be reinstated to their natural form as soon as possible after completion of the works.

## Timing and phasing of construction works

If development consent for the proposed scheme is granted, we expect to start the main construction in 2020. It'll take around 2 years to complete and will open in 2022.

## Site compounds and use of public roads

We would need working areas close to the proposed scheme to use as construction site compounds – for storage of materials and equipment. The location of site compounds will be shown in our planning application, along with suitable access arrangements.

We will also work closely with the local highway authorities to identify routes appropriate for our construction vehicles to use, ensuring impact on local communities is reduced.

## Next steps

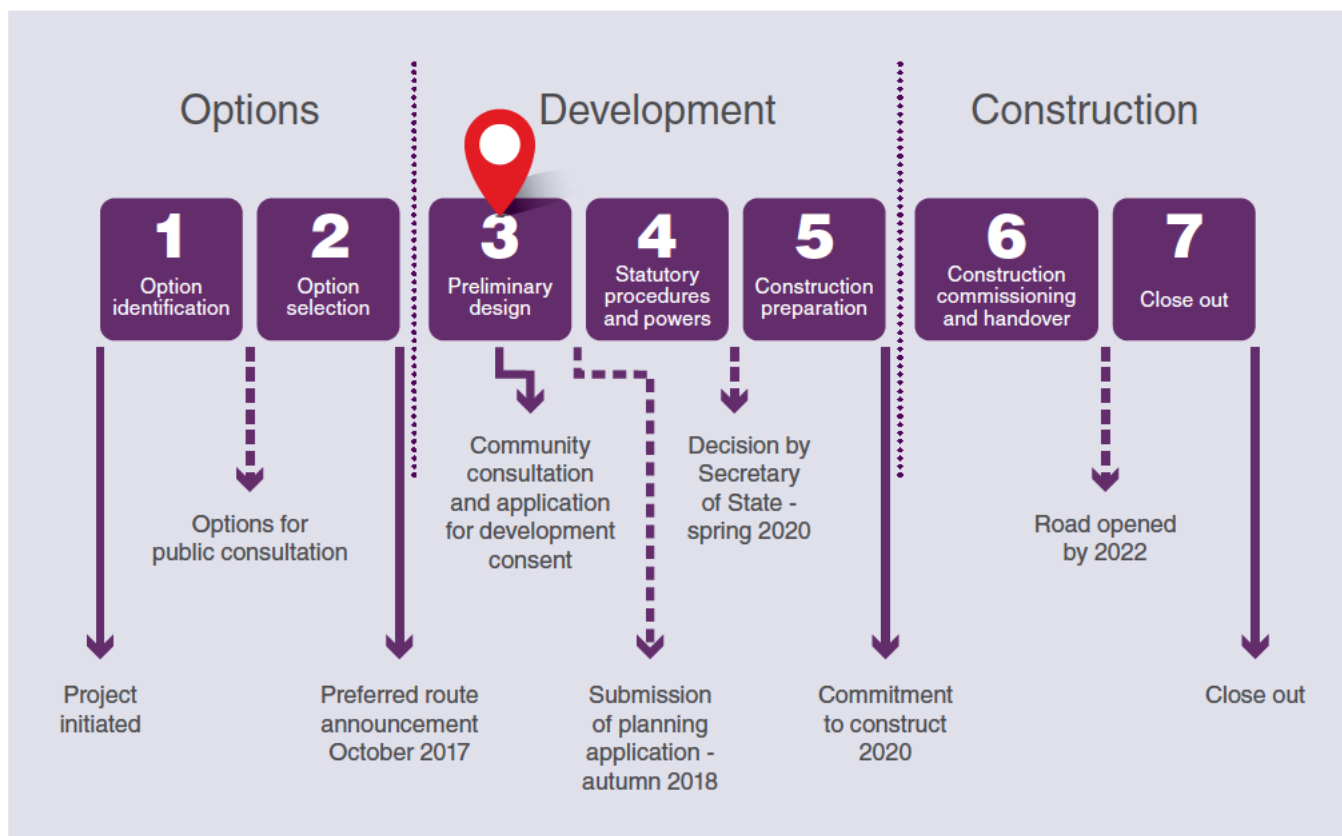
Once the consultation has closed on 25 September 2018, we will review all the suggestions and comments we have received. We will take time to analyse all responses. We will consider your feedback and, where appropriate, will use it to make further refinements to our proposed design and development of mitigation measures. We will set out a summary of the responses, and describe how our proposals have been informed by and influenced by them, in a consultation report. This will form part of our planning application and will also be available to the public following submission of the application. We expect to submit our planning application by autumn 2018 and, if approved, work will start in 2020.

In addition to this consultation process, we will continue to engage with anyone interested in, or impacted by, the scheme including the local authorities.

**To help us shape the final design in preparation of our submission to the Planning Inspectorate, it is important you are involved now and submit your response by 25 September 2018.**

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application in public hearings and will then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead.

The process for this is explained below.



## Further information

For more information visit our web page at [www.highwaysengland.co.uk/a585windyharbour-skipool](http://www.highwaysengland.co.uk/a585windyharbour-skipool) where you can also sign up for email alerts whenever the webpage for this scheme is updated.

If you have any queries about this scheme please contact the project team directly by calling 0300 470 2700 or emailing [A585WindyHarbourToSkipool@highwaysengland.co.uk](mailto:A585WindyHarbourToSkipool@highwaysengland.co.uk)

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Highways England creative job number MCR18\_0047

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call 0300 123 5000\*. Please quote the Highways England publications code PR200/17 (Aug).

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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Highways England Company Limited registered in England and Wales  
number 09346363



## **Appendix R – List of any Additional Consultation Recipients (noting their interest)**



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Appendix R – List of any additional consultation recipients (noting their interest)

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
<b>Poulton Junction Information Sharing Event</b>					
PA08 S42(1)(b) / Schedule 1 prescribed	Y	N/A	The relevant Regional Planning Body - Local Authority	Fylde Borough Council	Head of Planning Fylde Borough Council Town Hall Lytham St. Anne's Lancashire FY8 1LW
PA08 S42(1)(b) / Schedule 1 prescribed	Y	N/A	The relevant Regional Planning Body - Local Authority	Wyre Council	Planning Wyre Council Civic Centre Breck Road Poulton le Fylde Lancashire FY6 7PU
PA08 S42(1)(b) / Schedule 1 prescribed	Y	N/A	The relevant Regional Planning Body - Local Authority	Lancashire County Council	Lancashire County Council PO Box 78 County Hall Fishergate Preston Lancashire PR1 8XJ
PA08 S42(1)(b) / Schedule 1 prescribed	Y	N/A	The relevant Regional Planning Body - Local Authority	Lancaster City Council	<a href="mailto:dcconsultation@lancaster.gov.uk">dcconsultation@lancaster.gov.uk</a>
PA08 S42(1)(b) /	Y	N/A	The relevant Regional	South Ribble Borough	<a href="mailto:planning@southribble.gov.uk">planning@southribble.gov.uk</a>

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
<i>Schedule 1 prescribed</i>			<i>Planning Body - Local Authority</i>	<i>Council</i>	<a href="#"><i>k</i></a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Ribble Valley Borough Council</i>	<a href="mailto:planning@ribblevalley.gov.uk"><i>planning@ribblevalley.gov.uk</i></a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Preston City Council</i>	<a href="mailto:devcon@preston.gov.uk"><i>devcon@preston.gov.uk</i></a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>West Lancashire Borough Council</i>	<a href="mailto:plan.apps@westlancs.gov.uk"><i>plan.apps@westlancs.gov.uk</i></a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Blackpool Council</i>	<a href="mailto:planning@blackpool.gov.uk"><i>planning@blackpool.gov.uk</i></a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Yorkshire Dales National Park Authority</i>	<a href="mailto:planning@yorkshiredales.org.uk"><i>planning@yorkshiredales.org.uk</i></a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Knowsley Council</i>	<a href="mailto:planning@knowsley.gov.uk"><i>planning@knowsley.gov.uk</i></a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Rochdale Borough Council</i>	<a href="mailto:development.management@rochdale.gov.uk"><i>development.management@rochdale.gov.uk</i></a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Sefton Metropolitan Borough Council</i>	<a href="mailto:building@sefton.gov.uk"><i>building@sefton.gov.uk</i></a>
<i>PA08 S42(1)(b) /</i>	Y	N/A	<i>The relevant Regional</i>	<i>St. Helens Metropolitan</i>	<a href="mailto:planning@sthelens.gov.uk"><i>planning@sthelens.gov.uk</i></a>



Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
<i>Schedule 1 prescribed</i>			<i>Planning Body - Local Authority</i>	<i>Borough Council</i>	
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Wigan Council</i>	<a href="mailto:planningrepresentations@wigan.gov.uk">planningrepresentations@wigan.gov.uk</a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Bolton City Council</i>	<a href="mailto:planning.control@bolton.gov.uk">planning.control@bolton.gov.uk</a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Bradford Metropolitan District Council</i>	 <a href="mailto:planning.enquiries@bradford.gov.uk">planning.enquiries@bradford.gov.uk</a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Bury Council</i>	<a href="mailto:Development.control@bury.gov.uk">Development.control@bury.gov.uk</a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Calderdale Council</i>	<a href="mailto:spatial.planning@calderdale.gov.uk">spatial.planning@calderdale.gov.uk</a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Blackburn with Darwen Council</i>	<a href="mailto:planning@blackburn.gov.uk">planning@blackburn.gov.uk</a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>North Yorkshire County Council</i>	<a href="mailto:planning.control@northyorks.gov.uk">planning.control@northyorks.gov.uk</a>
<i>PA08 S42(1)(b) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant Regional Planning Body - Local Authority</i>	<i>Cumbria County Council</i>	

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
<i>prescribed</i>			<i>Authority</i>		<i>Cc to: info@cumbria.gov.uk</i>
<i>PA08 S42(1)(a) / Schedule 1 prescribed</i>	Y	N/A	<i>The Environment Agency</i>	<i>The Environment Agency – Cumbria and Lancashire</i>	<i>clplanning@environment- agency.gov.uk Cc to: sally.holloway@environmen- t-agency.gov.uk</i>
<i>PA08 S42(1)(a) / Schedule 1 prescribed</i>	Y	N/A	<i>Natural England</i>	<i>Natural England</i>	<i>Natural England Consultation Service Hornbeam House Electra Way Crewe Business Park Crewe Cheshire CW1 6GJ Consultations@naturalengl- and.org.uk</i>
<i>PA08 S42(1)(a) / Schedule 1 prescribed</i>	Y	N/A	<i>The Historic Buildings and Monuments Commission for England</i>	<i>Historic England</i>	<i>Gillian.Laybourn@HistoricE- ngland.org.uk Cc to: shane.gould@HistoricEngla- nd.org.uk</i>
<i>PA08 S42(1)(a) / Schedule 1 prescribed</i>	Y	N/A	<i>The relevant fire and rescue authority</i>	<i>Lancashire Fire and Rescue Service</i>	<i>Lancashire Fire &amp; Rescue Service Garstang Road Fulwood Preston</i>

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					PR2 3LH
PA08 S42(1)(a) / Schedule 1 prescribed	Y	N/A	The relevant police authority	Lancashire Police and Crime Commissioner	commissioner@lancashire- pcc.gov.uk
PA08 S42(1)(a) / Schedule 1 prescribed	Y	N/A	The relevant parish council, or, where the application relates to land Wales or Scotland the relevant community council	Little Eccelston-with- Larbreck Parish Council  Singleton Parish Council	<a href="mailto:lewlparrishcouncil@yahoo.co.uk">lewlparrishcouncil@yahoo.co.uk</a>  Clerk@SingletonParishCou ncil.org
PA08 S42(1)(a) / Schedule 1 prescribed	Y	N/A	The relevant Highways Authority	Lancashire County Council	highways@lancashire.gov.u k Cc: Area13.enquiries@kier.co.u k
PA08 S42(1)(a) / Schedule 1 prescribed	Y	N/A	Statutory Undertakers - The relevant water and sewage undertaker	United Utilities	United Utilities Haweswater House Lingley Mere Business Park Lingley Green Avenue Warrington WA5 3LP
PA08 S42(1)(a) / Schedule 1 prescribed	Y	N/A	Statutory Undertaker - The relevant NHS Trust	North West Ambulance Service NHS Trust	nwas.communications@nw as.nhs.uk
PA08 S42(1)(a) / Schedule 1 prescribed	Y	N/A	Statutory Undertaker - The relevant Environment Agency	Environment Agency - Cumbria and Lancashire	clplanning@environment- agency.gov.uk Cc to: sally.holloway@environmen

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					<i>t-agency.gov.uk</i>
<i>PA08 S42(1)(a) / Schedule 1 prescribed</i>	<i>Y</i>	<i>N/A</i>	<i>Statutory Undertaker - The relevant public gas transporter</i>	<i>Cadent Gas Limited</i>	<i>Cadent Gas Limited Ashbrook Court Central Boulevard Prologis Park Coventry CV7 8PE vicky.stirling@cadentgas.co m Cc: Iain.Long@fishergerman.co .uk</i>
<b>Poulton Junction Information Sharing Event (previous CRF respondents)</b>					
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mark Britton</i>	<i>PR4 3AL mark.britton@nhs.net</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>FY6 8EA</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Guy Masters</i>	<i>2 Falcon Drive, Poulton Le Fylde FY6 7UF guydmasters@btinternet.c om</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>David Somers</i>	<i>31 St Peters Place FY7 6EB dave@roselynhouseschool. co.uk</i>
<i>PA08 S47 Local</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Bernard Page</i>	<i>35 Ringway, Thornton</i>



Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
Community					Cleveleys FY5 2NJ berniebiggles@icloud.com
PA08 S47 Local Community	N/A	N/A	N/A	Dan Croft	90 Park Road, Adlington PR7 4Jn dancroft@live.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Amanda Till	52 Lauderdale Avenue, Thornton Cleveleys FY5 3JP amandaktill@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Gary Rowe	16 Moorhen Place Thornton Cleveleys FY5 3FS garygrowse@outlook.com
PA08 S47 Local Community	N/A	N/A	N/A		PR43XL
PA08 S47 Local Community	N/A	N/A	N/A	Joe	FY76LW joedix@live.com
PA08 S47 Local Community	N/A	N/A	N/A	Ian Bean	1, Cedar Walk, Elswick PR4 3ZR
PA08 S47 Local Community	N/A	N/A	N/A	Charles Bowman	FY6 7DU suitman44@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Brian Bloxham	11 Buckingham Way, Poulton-le-Fylde FY6 7UT brian.bloxham@outlook.co m
PA08 S47 Local Community	N/A	N/A	N/A	Paul Edwards	159 Fleetwood Road North FY5 4BZ pauledwards@cutey.com

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Dorothy Derrick (Mrs)	3 Sunningdale Dr Thornton Cleveys FY5 5AD knit1pearl2@sky.com
PA08 S47 Local Community	N/A	N/A	N/A	Matthew Olver	44 Devonshire Avenue, Thornton Cleveleys FY5 4AS streetdragster@googlemail. com
PA08 S47 Local Community	N/A	N/A	N/A	Colin Davies	9 Tennyson Avenue FY5 2EX fletch2110@outlook.com
PA08 S47 Local Community	N/A	N/A	N/A	Ross Sysum	17 Kirton Place FY5 3BE ross.sysum@Gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Arthur Jones	42 calder ave fy5 2tr herraghty4@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Tom Inman	1 Gillow Park, Little Eccleston, Nr Preston PR3 0ZT tom@t-inman.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY5 4BY janettesharpy@aol.com
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	PR4 3EY
PA08 S47 Local Community	N/A	N/A	N/A	Kevin Roberts	1 The Orchard, Little Eccleston PR3 0YX k.j.roberts@talk21.com
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY6 9DP carol_bill@btopenworld.co

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					m
PA08 S47 Local Community	N/A	N/A	N/A	John Hargreaves	81 Waring Drive FY5 2SW j13hargreaves@aol.com
PA08 S47 Local Community	N/A	N/A	N/A	Mark Sims	6 Sherwood Place FY5 3TH mcsims@tiscali.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Michael Caswell	8 Beech Drive Poulton le Fylde FY6 8EF mikecaswell@sky.com
PA08 S47 Local Community	N/A	N/A	N/A	John Taylorson	14 Preese Gardens PR4 3UN jtpreese@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Charlotte Eyre	2 longfield Ave Fy6 7DA c-eyre@live.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Mr. J N Wilkinson	60 mains Lane , Poulton Le Fylde FY6 7LF jnwilks85@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Susan Gledhill	18 Wolsey Close Thornton-Cleveleys FY52NZ susangledhill@ymail.com
PA08 S47 Local Community	N/A	N/A	N/A	Mark Westby	127 Fleetwood Road North FY54BZ mark.westby@googlemail.com
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY5 5PG
PA08 S47 Local Community	N/A	N/A	N/A	Janine Morgan	18 Kent Ave, Thornton-Cleveleys FY5 2PS janinemorgan7149@live.co.

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					uk
PA08 S47 Local Community	N/A	N/A	N/A	Michael Boardman	FY6 7PH michael_boardman@lineone.net
PA08 S47 Local Community	N/A	N/A	N/A	Mark Shepherd	77 Ascot Road FY55HL stinkypants.shepherd@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Stephen Bould	2 Tudor Close FY6 7TD stevebould@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	David Allan	5, Oldbury Place, Thornton-Cleveleys FY5 3DR daveallan1953@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Mark Saunders	Mountview Practice fy7 6hp
PA08 S47 Local Community	N/A	N/A	N/A	Ric Dumbleton	163 Cumberland Avenue FY5 2PW ric.bd@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY5 3TL
PA08 S47 Local Community	N/A	N/A	N/A	Peter Hargreaves	15 Portsmouth Wood Close RH16 2DQ pete@glynis.me.uk
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY5 2HH
PA08 S47 Local Community	N/A	N/A	N/A	Stephanie	9 Maida Vale FY51NP stephklamkin1990@hotmail.



Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Chris Sowerby	Planning Department, Civic Centre, West Paddock, Leyland PR25 1DH csowerby@southribble.gov.uk
PA08 S47 Local Community	N/A	N/A	N/A	Anne Parker	16 Pennine Way, Stalmine, Poulton le Fylde FY6 0QU anne@anneparker.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Anthony Lord	5 Priestfield, Thornton-Cleveleys FY53QQ lorda@sky.com
PA08 S47 Local Community	N/A	N/A	N/A	Gordon Peel	24 Mains Lane, Singleton FY6 7LF gpeel19@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Ben Singleton	8 Longford Avenue, Blackpool FY2 0BN bens1986@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY5 3JX simonhawkes1992@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Chris Binns	3 Wells Close FY5 2UX lordbinns@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Stuart Barcock	39 Stafford Avenue, Poulton-le-Fylde FY6 8BJ s.barcock@yahoo.com

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Richard Brown	18 Sandy lane Hambleton Poulton Le Fylde Lancs FY6 9AA r@rival.plus.com
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY5 4JE parkycd@msn.com
PA08 S47 Local Community	N/A	N/A	N/A	Chris Mills	24 crooklands gardens FY6 9EY chris_mills@live.com
PA08 S47 Local Community	N/A	N/A	N/A	Peter Jackson	2 Stockdove Wood Thornton- Cleveleys FY5 2JP flapjack2@talktalk.net
PA08 S47 Local Community	N/A	N/A	N/A	David Parkinson	22 Willows Avenue Fy5 3ay
PA08 S47 Local Community	N/A	N/A	N/A	Brian E Atherton	64 Waring Drive Fy52sp brianatherton22@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Robert Denby	15 MELBOURNE COURT FY5 3PL BOBSHEEPDOG@AOL.COM
PA08 S47 Local Community	N/A	N/A	N/A	Peter Tarrant	29 Trinity Gardens, Thornton Cleveleys FY5 2UA petert99@talktalk.net
PA08 S47 Local Community	N/A	N/A	N/A	John Bleakley	3 Bryony Close Thornton Cleveleys FY5 2UW jjbleakley@gmail.com
PA08 S47 Local	N/A	N/A	N/A	Dianne McCall	43, Stoneway Road ,

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
Community					Thornton Cleveleys FY5 3AU dianne21mccall1949@talktalk.net
PA08 S47 Local Community	N/A	N/A	N/A	Helen Miller	59 Victoria Road East Thornton-Cleveleys FY5 5BU guiderh@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	DM	Balmoral Place Thornton FY5 5HU livewyre@f2s.com
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY20EU thesmiffys123@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY55HN
PA08 S47 Local Community	N/A	N/A	N/A	David Webb	11 Inglenook Close FY5 3TP davidwebb50@aol.com
PA08 S47 Local Community	N/A	N/A	N/A	Norma Allott	21 Wyreside Drive, Hambleton FY6 9DP n.allott@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Philip Taylor	4 bryony close fy5 2uw prtaylor72@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Fred Simmons	14 Sunningdale Drive, Thornton. FY5 5AQ fred.simmons@yahoo.co.uk
PA08 S47 Local	N/A	N/A	N/A	[Unknown]	FY67HP

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
Community					ticker66@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Howard Whittaker	6 Birkdale Close FY5 5AN howard_g_whittaker@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY6 7LB wildkyrie@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Peter Gorrie	190 Blackpool Old Road FY6 7RL petersmgorrie@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	David Walsh	2 Briar Road FY5 4NA dave04033@aol.com
PA08 S47 Local Community	N/A	N/A	N/A	Mr Ray Varley	6 Sevenoaks Drive, Thornton-Cleveleys FY5 3BY raypamv@tiscali.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY5 2EQ cass.ehla@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Sheila Taylor	3 Woodcock Close FY5 2RH blackshaw.s@sky.com
PA08 S47 Local Community	N/A	N/A	N/A	John Walker	Woodlands, Market Street, Hambleton, Poulton-le- Fylde FY6 9AS johnwalker776@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Mary Brookes	14 Sunderland Avenue fy52qg marybrookes14@gmail.com



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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Garry Hebblethwaite	34 Wolsey Close, Cleveleys FY5 2NZ hebbbs101@sky.com
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY5 5DJ
PA08 S47 Local Community	N/A	N/A	N/A	[Unknown]	FY5 2PU
PA08 S47 Local Community	N/A	N/A	N/A	Sarah Nicola	The Brambles, Pauls Lane, Hambleton FY6 9AE 29snicola@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Keith Clarkson	8 Derwent Road, Chorley. lancs PR7 2JE Kclark1954@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	David Buckley	Bridge House, 183 Breck Road, Poulton-Le-Fylde FY6 7LL david.buckley.uk@gmail.co m
PA08 S47 Local Community	N/A	N/A	N/A	Thomas Booth	Garstang Road East FY6 7EH tb71919@live.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	John Whitaker	18 Bardsway Thornton Cleveleys FY5 2HB johnwhitaker@sky.com
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Susan Lawn	Hollytrees 7 Carr Road, Hambleton FY6 9BQ antlawn@yahoo.co.uk
PA08 S47 Local	N/A	N/A	N/A	Michael Ramsey	1 Admiral Close, Fleetwood

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
Community					FY7 6HB michael.ramsey0@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	David Procter	4 squirrels chase pr40zg david.procter@graham.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	John Armstrong	21 Sunny Bower Street, Tottington, Bury, Lancashire BL8 3HL armstrong.j@virgin.net
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Ann Singleton	30 Partridge Avenue, Thornton Cleveleys, Lancs. FY5 2HJ annsingleton@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Patricia Taylor	A39 Flints Park, River Road,leveleys Thornton, C FY5 5LR ptyl5@aol.com
PA08 S47 Local Community	N/A	N/A	N/A	Thomas Durber	24 Milburn Avenue FY5 2LD tom.durber@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Bowery	Norwood , Tarn Road FY5 5AU mick.bowery@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Jane Poole	89 Windward Avenue Fleetwood Lancashire FY7

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					6FE janepoole1981@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Ken Higham	37 Sandlcroft Avenue FY6 9BP ken.higham68@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Robert Hall	55 Fleetwood Road North FY5 4AB oneshotrob@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	William B Whittle	Flat 8, Singleton Hall, Lodge Lane, Singleton FY6 8LT brycewhittle@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Bryce Whittle	Apartment 1, Singleton Hall, Lodge Lane FY6 8LT brycewhittle@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	David	Deaville FY6 7XH dave.deaville@ymail.com
PA08 S47 Local Community	N/A	N/A	N/A	Deepa Sebastian	17 Plainmoor Drive FY5 3QJ deepaseb@icloud.com
PA08 S47 Local Community	N/A	N/A	N/A	Steve Yates	84 Mains Lane FY6 7LD stephenyates@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Jonathan Ball	Martin Gate Fleetwood Road Greenhalgh Preston PR4 3HE Jonathanb100@aol.com
PA08 S47 Local	N/A	N/A	N/A	Michael Antrobus	16 Grizedale Avenue

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
Community					Poulton-le-Fylde Lancashire FY6 7EB davidwalker82@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Wayne Marshall	36 Southworth Way, Thornton Cleveleys FY5 2ww waynemarshall17@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Michael Buckley	Bridge House, 183 Breck Road, Poulton-le-Fylde FY6 7LL michael.buckley.uk@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Karl Davies	438 Ashfield Road FY5 3JA krd746@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Marilyn Kent	100 Arundel Drive FY6 7TR p.m.kent@talk21.com
PA08 S47 Local Community	N/A	N/A	N/A	Pete Nolan	59 FLEETWOOD ROAD FY67nu pete_nolan@talktalk.net
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Karen Vaughan	34 Wyreside Drive Hambleton fy6 9dp karenkv1@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Neill Adshead	10 Sunningdale Drive, Thornton Cleveleys FY5 5AQ



Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					<i>highwaysA585@habergeon.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Christine A. Whittle</i>	<i>1 SINGLETON HALL FY6 8LT brycewhittle@yahoo.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Christine Ann Whittle</i>	<i>8 SINGLETON HALL FY6 8LT brycewhittle@yahoo.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mr J C F Smith</i>	<i>Gaulters Ctage Gaulters lane Preesall FY6 0NX jj42@btinternet.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Stephen Horner</i>	<i>FY6 0RN stephenhorner271@hotmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Michael Goodey</i>	<i>12 Quayside FY7 6FX michaelgoodey64@gmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Ian Lawrenson</i>	<i>26 Taywood Close FY6 7EY</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>FY6 7JZ</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Jan Cresswell</i>	<i>9 Alder Close, Thornton FY5 4NF jancresswell55@gmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Adam Ripley</i>	<i>Thornton Hall, Skippool Road, Thornton-Cleveleys FY5 5LA</i>

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					<i>adam.ripley@skippool.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Kim Brammer</i>	<i>205 Warren Drive, Thornton Cleveleys FY53TQ philby07@icloud.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Debbie Lawlor</i>	<i>Thornton Hall, Skippool Road, Thornton-Cleveleys FY5 5LA debbie.lawlor@skippool.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Tony Greenwood</i>	<i>47 Rossall Promenade FY5 1LP tonygreenwood100@gmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Simon Medhurst</i>	<i>8 Barnfield Manor, Lodge Lane, Singleton, Poulton FY6 8LJ simon_medhurst@uk.ibm.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>John Kitchingman</i>	<i>Ashley House 7 Barnfield Manor FY6 8LJ</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>S. Mitchell</i>	<i>Talisker, The Oaks, Poulton-Le-Fylde. FY6 7HG mitchell251@btinternet.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>FY6 7LD</i>
<i>PA08 S47 Local</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Chris Bailey</i>	<i>Keepers Cottage 1</i>

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
Community					Barnfield Manor Lodge Lane Singleton FY6 8LJ chrisbailey14@sky.com
PA08 S47 Local Community	N/A	N/A	N/A	Ida Pinson	10 Barnfield Manor, Lodge Lane, Singleton FY6 8LJ pinsonia@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Rob Fail	c/o 5 Ocean Way, Cleveleys FY51FE r.fail@sky.com
PA08 S47 Local Community	N/A	N/A	N/A		FY6 7RW
PA08 S47 Local Community	N/A	N/A	N/A		FY6 7JZ sybil.brown13@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	John Au	9 Barnfield Manor, Lodge Lane, Singeton FY6 8LJ jkkau@doctors.org.uk
PA08 S47 Local Community	N/A	N/A	N/A	C & P Kinnear	41, Ash Drive FY68DZ colin@colinkinnear.plus.co m
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Judith Kay	37 Rosemount Avenue, Preesall, Poulton-le-Fylde FY6 0EY tomandjudy@btinternet.co m
PA08 S47 Local Community	N/A	N/A	N/A		FY6 7RW
PA08 S47 Local	N/A	N/A	N/A		FY6 8DQ

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
<i>Community</i>					
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Anne Wheeldon</i>	<i>110 Mains Lane FY6 7LD annewheeldon@btinternet.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Darren Nelson</i>	<i>11 Riverside Drive, Hambleton FY6 9EH darren@live-n-loud.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>FY6 7JZ</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Sally Coop</i>	<i>4 Wyre Park FY6 7LH</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Peter Seddon</i>	<i>23 Fairhaven Avenue, Rossall Park, Fleetwood FY7 8HR seddon474@sky.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Ian Atkinson Bsc, FCA.</i>	<i>11, Barnfield Manor, Lodge Lane, Singleton FY6 8LJ ian@coronationrock.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>B Yates</i>	<i>FY6 7LD</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mr Edward N M Parry</i>	<i>Vaynor, Kiln Lane, Hambleton, Poulton le Fylde, Lancs. FY6 9AH neilparry68@yahoo.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Ron Rhodes</i>	<i>133 Carr Head Lane FY6 8EG</i>



Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Edward Greenwood	242 Broadway, Fleetwood FY7 8BA greenwood242@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Kathy Bracegirdle	Tyndrum, Garstang Road East, Singleton Fy67sx kath.bracey@btinternet.co m
PA08 S47 Local Community	N/A	N/A	N/A	David Alcock	18 the crescent preesall FY60EE davidgalcock@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	C Blakey	169 Blackpool Old Rd, FY6 7RS blakey238@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	M McGruer	151 Mains Lane fy67lb mgmabmf@talktalk.net
PA08 S47 Local Community	N/A	N/A	N/A		FY6 8HZ
PA08 S47 Local Community	N/A	N/A	N/A	Carl Myerscough	20 Meadow Croft Avenue, Hambleton, Poulton-le- Fylde, Lancashire FY6 9AD carlmyerscough72@hotmail .com
PA08 S47 Local Community	N/A	N/A	N/A	Chris Cannon	Breach Candy Pool Foot Lane FY6 8LY cannon.chris@btinternet.co m
PA08 S47 Local	N/A	N/A	N/A	Ian Brooker	The Old Barn, 195 Mains

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
<i>Community</i>					<i>Lane, Poulton le Fylde FY6 7LB ianmbrooker@gmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Gerald O'Donoghue</i>	<i>15, Carr Lane, Hambleton, Poulton-le-Fylde FY6 9BA gerryodonoghue@hotmail.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>William Gibson</i>	<i>14 Chaucer Ave. Thornton Cleveleys. FY5 2SY billgibson@phonecoop.coop</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>FY38LG g.w@blueyonder.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Helen Brooker</i>	<i>The Old Barn. 195 Mains Lane. Poulton FY6 7LB helen.l.hatton@gmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Andrew Creer</i>	<i>58A Riverside Drive, Hambleton FY6 9EB ascreer@gmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mr.D. N. Forward</i>	<i>195 Warren Drive, Thornton Cleveleys, Lancs. FY5 3TQ nickforward@hotmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Katherine Parry</i>	<i>10, Ruskin Avenue, Thornton-Cleveleys FY5 2RS</i>

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					<i>katherineparry1@sky.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Helen Moreton</i>	<i>The Beeches, 205 Mains lane FY6 7LB garth@entechengineering.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Gillian Au</i>	<i>Oak Ridge 9 Barnfield Manor. Singleton FY6 8LJ FY6 8LJ gillianau@doctors.org.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>FY6 8JZ galleonslap@talktalk.net</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Andrew N Brierley</i>	<i>Kirkstiles, 62 Mains Lane, Little Singleton FY6 7LF ab.brierley@nhs.net</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mr &amp; Mrs T Benson</i>	<i>Birchdene, 163 Mains Lane, Little Singleton FY6 7LB</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Barbara Brierley</i>	<i>Kirkstiles, 62 Mains Lane, Little Singleton FY6 7LF ab.brierley@outlook.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Edana Marguerite Gledhill</i>	<i>148 Mains Lane, Little Singleton FY6 7LB danagledhill@outlook.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Maureen Green</i>	<i>91 Mains Lane, Little Singleton FY6 7LD midge8751@btinternet.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Roger Broadley</i>	<i>60 Tarn Road, Thornton Cleveleys FY5 5AX</i>

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					<i>handr.broadley@live.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Stephen Millward</i>	<i>Silver Ridge, Lodge Lane, Singleton Crossroads FY6 8LX</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>Windy Harbour Road FY6 8NB</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>Fleetwood Road North, Thornton-Cleveleys FY5 4BJ</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Lynn Parsons</i>	<i>19 Riverside Chalet Park, Occupation Lane, Little Singleton FY6 7RA canbra9@yahoo.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>Maitland Avenue, Thornton-Cleveleys FY5 3JR</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mrs V Wood</i>	<i>Singleton Grange Farm, Grange Road, Singleton FY6 8LP</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Jeanne &amp; Kenneth Manning</i>	<i>1 Illawalla Cottage, Wyre Road, Thornton-Cleveleys FY5 5LF</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>P Lawson</i>	<i>Mill Farm Little Poulton Lane, Poulton-le-fylde FY6 7ET</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Peter Mountain</i>	<i>Wyresdale, Kiln Lane, Hambleton, Poulton-le-fylde FY6 9DZ</i>



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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					<i>petermountain@hotmail.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mr &amp; Mrs Lowebottom</i>	<i>4 Pool Brow Caravan Park, Pool Foot Lane, Singleton FY6 8LY</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Alex Weston</i>	<i>1 Tarngate Cottages, Tarn Road, Thornton-Cleveleys FY5 5AU</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Diane Reddihough</i>	<i>39 Moorway, Poulton-le-fylde FY6 7EX</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Robert Price</i>	<i>153 Mains Lane, Little Singleton, Poulton-le-fylde FY6 7LB liz.rob888@ntinternet.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mr &amp; Mrs P Rogers</i>	<i>22 Lambs Road, Thornton-Cleveleys FY5 5JJ</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Garry Bird</i>	<i>3 Gladeway, Thornton-Cleveleys FY5 5PA gs.bird@tiscali.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>D Upton</i>	<i>62 Moorland Road, Poulton-le-fylde FY6 7EU davidupton@tiscali.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mr &amp; Mrs L W Deane</i>	<i>55 Parkstone Avenue, Little Thornton FY5 5AE les.deane@sky.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>David Wadsworth</i>	<i>Hollybank, 18 Lambs Road, Thornton-Cleveleys FY5</i>

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					5JJ davidwadsworth@me.com
PA08 S47 Local Community	N/A	N/A	N/A	Alex Herschell	3 Lambs Hill Close, Thornton-Cleveleys FY5 5JS alexherschell@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Adam & Hanna Jarvis	137 Breck Road, Poulton-le-fylde FY6 7HJ adamjarvis@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A		18 Limebrest Avenue, Thornton-Cleveleys FY5 5AT thornton.steven@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Mr P Latham	Troon Ave, Thornton-Cleveleys FY5 5AJ
PA08 S47 Local Community	N/A	N/A	N/A	Bernadette Richardson	Birkdale Close, Thornton-Cleveleys FY5 5AN
PA08 S47 Local Community	N/A	N/A	N/A	Mr A R Lee	4 Ainsdale Avenue, Thornton-Cleveleys FY5 5AG gemini7000@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	John La Gette	2 Illawalla Cottages, Wyre Road, Thornton-Cleveleys FY5 5LF lagette@me.com
PA08 S47 Local Community	N/A	N/A	N/A	Mr Rod Coburn (C.Eng)	35 Sunningdale Drive. Thornton-Cleveleys FY5 5AD

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					<i>rod.coburn@talktalk.net</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Brian Stevenson</i>	<i>49 Station Road, Thornton-Cleveleys FY5 5HZ bandbstevenson@btinternet.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mrs Margaret Murphy</i>	<i>8 Swan Drive, Thornton-Cleveleys FY5 3FA mgmurphy8@hotmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Bridget Stevenson</i>	<i>49 Station Road, Thornton-Cleveleys FY5 5HZ bribri49ste@gmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Steven Jackson</i>	<i>14 Clifton Close, Thornton-Cleveleys FY5 4NG</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>Mains Lane FY6 7LJ</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Michael Fowler</i>	<i>Homewood, 127 Mains Lane, Poulton-le-fylde FY6 7LD mike.fowler333@btinternet.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>Breck Road, Poulton-le-fylde FY6 7HJ</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Patricia Harrison</i>	<i>14 Southdown Avenue, Thornton-Cleveleys FY5 5BL paharrison1943@gmail.com</i>

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A		Raikes Road, Poulton-le-fylde FY5 5LY timhaworth@sky.com
PA08 S47 Local Community	N/A	N/A	N/A		Sunningdale Drive, Poulton-le-fylde FY5 5AQ
PA08 S47 Local Community	N/A	N/A	N/A	Roger Bailey	5 Moorland Road, Poulton-le-fylde FY6 7EU
PA08 S47 Local Community	N/A	N/A	N/A	Kevin Garton	17 Cheltenham Crescent, Thornton-Cleveleys FY5 5NB krgaston17@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Matthew Lane	27 Turnberry Avenue, Thornton-Cleveleys FY5 5AL mattlane@uwclub.com
PA08 S47 Local Community	N/A	N/A	N/A	Richard Slack	10 Gateway Close, Thornton-Cleveleys FY5 5AZ
PA08 S47 Local Community	N/A	N/A	N/A	Mr Kenneth J Minto	20 Little Acre, Little Thornton, Thornton-Cleveleys FY5 5ND kenminto@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A		Breck Road, Poulton-le-fylde FY6 7JY
PA08 S47 Local Community	N/A	N/A	N/A	Mrs G O Thomas	15 Leaway Close, Thornton-Cleveleys FY5 5BD
PA08 S47 Local	N/A	N/A	N/A	Ross Macdonald	76 Mains Lane, Little



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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
Community					Singleton, Poulton-le-fylde FY6 7LD ross.macdonald99@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A		Bentley Drive, Kirkham, Preston PR4 2DR
PA08 S47 Local Community	N/A	N/A	N/A	Julie Crompton	3 Hawkstone Close, Thornton-Cleveleys FY5 5AH
PA08 S47 Local Community	N/A	N/A	N/A	John Brannigan	149 Mains Lane, Poulton-le-fylde FY6 7LB bleucafe@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Mr & Mrs D Mort	2 Breckside Close, Poulton-le-fylde FY6 7AJ
PA08 S47 Local Community	N/A	N/A	N/A	Nigel Litherland	14 Fairhaven Close, Thornton-Cleveleys FY5 5AF nigel.litherland@sky.com
PA08 S47 Local Community	N/A	N/A	N/A	Lucy Saunders	108 Mains Lane, Poulton-le-fylde FY6 7ID r99las@live.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Stefan Danvers	104a Mains Lane, Poulton-le-fylde FY6 7LD
PA08 S47 Local Community	N/A	N/A	N/A	J R Pawson	96 Mains Lane, Poulton-le-fylde FY6 7LD
PA08 S47 Local Community	N/A	N/A	N/A	Una Chadwick	4 Lambs Road, Thornton-Cleveleys FY5 5JJ

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	P J Fletcher	26 Limebrest Avenue, Thornton-Cleveleys FY5 5AT peter.fletcher@sky.com
PA08 S47 Local Community	N/A	N/A	N/A	Phil Brierley	Newbrook, Old Mains Lane, Poulton-le-fylde FY6 7LA
PA08 S47 Local Community	N/A	N/A	N/A	G Churchouse	24 Garden Close, Poulton-le-fylde FY6 7JP
PA08 S47 Local Community	N/A	N/A	N/A		Taywood Close, Poulton-le-fylde FY6 7EY
PA08 S47 Local Community	N/A	N/A	N/A		Poulton-le-fylde FY6 7
PA08 S47 Local Community	N/A	N/A	N/A	R & S Bedford	Greenlands, Honeypot Lane, Little Singleton FY6 8JZ
PA08 S47 Local Community	N/A	N/A	N/A		The Lilacs, Poulton-le-fylde FY6 7HY
PA08 S47 Local Community	N/A	N/A	N/A		22 Church Road, Singleton FY6 8LN suzirob62@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Mrs J Aldred	6 Kevin Avenue, Poulton-le-fylde FY6 7JU
PA08 S47 Local Community	N/A	N/A	N/A		Tarn Road, Thornton-Cleveleys FY5 5AX
PA08 S47 Local Community	N/A	N/A	N/A	Michael Berry	Highgate Farm, Highgate Lane, Stalmine, Poulton-le-fylde FY6 0JF

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A		Breck Road, Poulton-le-fylde FY6 7JY
PA08 S47 Local Community	N/A	N/A	N/A	Mr S H Beveridge	23 The Covert, Thornton-Cleveleys FY5 2HW stuart.beveridge@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Sandra Bowman	7 Laurel Drive, Thornton-Cleveleys FY5 5EX
PA08 S47 Local Community	N/A	N/A	N/A	W Brooks	Brook Cottage, Garstang Road East, Singleton FY6 7SX
PA08 S47 Local Community	N/A	N/A	N/A	William & Laura Brooks	Selcourt, Garstang Road East, Singleton FY6 7SX
PA08 S47 Local Community	N/A	N/A	N/A	Ian Foster	Carterton, Garstang Road East, Singleton FY6 7SX ianhenryfoster@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A		Poulton-le-fylde FY6 ?DE
PA08 S47 Local Community	N/A	N/A	N/A	Ivan Hockenhull	165 Mains Lane, Little Singleton FY6 7LB
PA08 S47 Local Community	N/A	N/A	N/A	Philip Scott Abbott	4 Broadfield Crescent, Holts Lane, Poulton-le-fylde FY6 8BU philipabbott@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	P Higson	13 Ellesmore Avenue, Thornton-Cleveleys FY5

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					5JD
PA08 S47 Local Community	N/A	N/A	N/A	Graham Hargreaves	43 Sandicroft Avenue, Hambleton, Poulton-le-fylde FY6 9BP hargreaves.graham72@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	David Gardner	14 The Spinney, Poulton-le-fylde FY6 7EZ gardner.david@talk21.com
PA08 S47 Local Community	N/A	N/A	N/A	Allan & Pauline Holt	30 Kevin Avenue, Poulton-le-fylde FY6 7JU allanholt@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Paul McComiskey	17 Brookfield Avenue, Thornton-Cleveleys FY5 4DS paul.mccomiskey@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Thomas Rowe	The Manor, Singleton Hall, Lodge Lane, Singleton FY6 8LT rowe-t1@sky.com
PA08 S47 Local Community	N/A	N/A	N/A		Thornton-Cleveleys FY5 3D
PA08 S47 Local Community	N/A	N/A	N/A	Mr & Mrs B R Everson	129 Mains Lane, Poulton-le-fylde FY6 7LD janeeverson51@yahoo.com
PA08 S47 Local Community	N/A	N/A	N/A	Alan Williams	Rosemorran, Beech Road, Elswick, Preston PR4 3YB



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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					<i>alan@rosemorran.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>Wentworth Drive, Thornton-Cleveleys FY5 5AR</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>Mains Lane, Poulton-le-fylde FY6 7LQ</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>D &amp; S Howie</i>	<i>17 Lockville Avenue, Thornton-Cleveleys FY5 3SG</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mrs J Lloyd</i>	<i>37 Southdown Drive, Thornton-Cleveleys FY5 5BL</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>W H Higgs</i>	<i>220 Hardhorn Road, Poulton-le-fylde FY6 8DW howarthandmargaret@***.net</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Pauline Chisnall</i>	<i>8 Mains Lane, Poulton-le-fylde FY6 7LF paulinechisnall@sky.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mr Alan &amp; Mrs Sheila Tipper</i>	<i>32 Kevin Avenue, Poulton-le-fylde FY6 7JU tipper10@btinternet.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>David Tyler</i>	<i>Wild Thyme, Hills Cottages, Skippool Road, Thornton-Cleveleys FY5 5JZ dave@tylerdesign.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Les Graham</i>	<i>130 Mains Lane, Poulton-le-fylde FY6 7LB</i>

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					les_graham2003@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	John Bailie	169 Backpool Old Road, Poulton-le-fylde FY6 7RS jb@silverfoxcreative.co.uk
PA08 S47 Local Community	N/A	N/A	N/A		Kevin Avenue, Poulton-le-fylde FY6 7JU
PA08 S47 Local Community	N/A	N/A	N/A	Stephen Ashton	16 Umebrest Ave, Little Thornton, Lancashire FY5 5AT
PA08 S47 Local Community	N/A	N/A	N/A		Arundel Drive, Poulton-le-Fylde FY6 7TE
PA08 S47 Local Community	N/A	N/A	N/A	Mr E.V. Smith	66 Holmefield Rd, Lytham St. Annes FY8 1JY
PA08 S47 Local Community	N/A	N/A	N/A		Moorway, Poulton-le-Fylde FY6 7EX
PA08 S47 Local Community	N/A	N/A	N/A	Christine Woosnam	2 Cranbourne Grove, Thornton Cleveleys FY5 5PF
PA08 S47 Local Community	N/A	N/A	N/A		Brentwood Ave, Poulton-le-Fylde FY6 7EA
PA08 S47 Local Community	N/A	N/A	N/A	Miss C M Alston	30 Kevin Avenue, Poulton-le-fylde FY6 7JU
PA08 S47 Local Community	N/A	N/A	N/A	Mr & Mrs A K Normington	Larkfield, Lodge Lane, Singleton, Poulton-le-fylde FY6 8LT
PA08 S47 Local	N/A	N/A	N/A	Miss E Edge & Mr D Allen	35 Moorway, Poulton-le-

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
<i>Community</i>					<i>fylde FY6 7EX</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Beverley Wall</i>	<i>Perimens Brook , Garstang Rd East, Singleton, Poulton FY6 8LX bevgwall@hotmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mrs S M Jones</i>	<i>178 Breck Road, Skippool, Poulton-le-fylde FY6 7JZ sharon.mary@gmx.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Mr James A King</i>	<i>64 Valentia Road, Bispham, Blackpool FY2 0RW tonyking64@icloud.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>P Hyland</i>	<i>36 Riversway, Poulton-le-fylde FY6 7JT phyland3@hotmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Diane Townend</i>	<i>Riverside, Old Mains Lane, Poulton-le-fylde FY6 7LA diane.townend@hotmail.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>D Prescott</i>	<i>12 Main Drive, Poulton-le-fylde FY6 8HZ</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>Limebrest Ave, Thornton-Cleveleys FY5 5AT</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>M Jones</i>	<i>178 Breck Road, Skippool, Poulton-le-fylde FY6 7JZ mail@meljones.info</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>		<i>Cedar Walk, Elswick, Preston PR4 3ZR</i>

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	C Norton	26 Handsworth Road, Blackpool FY1 2RQ cjnblackpool@btinternet.co m
PA08 S47 Local Community	N/A	N/A	N/A	SM Miltton	10 Little Poulson Lane, Poulton-le-Fylde FY6 7ES
PA08 S47 Local Community	N/A	N/A	N/A		Southdown Drive, Thornton-Cleveleys FY5 5BL
PA08 S47 Local Community	N/A	N/A	N/A	Swift	140 Mains Lane, Poulton- le-fylde FY6 7LB
PA08 S47 Local Community	N/A	N/A	N/A		Royalty Lane, New Longton, Preston PR4 4JE
PA08 S47 Local Community	N/A	N/A	N/A		Singleton, Poulton-le-Fylde FY6 8LT
PA08 S47 Local Community	N/A	N/A	N/A		Miller Crescent, Singleton, Poulton-le-Fylde FY6 8LW
PA08 S47 Local Community	N/A	N/A	N/A	Jennifer Fagan	Beechgrove House, 10 Barnfield Manor, Lodge Lane, Singleton FY6 8LJ jeni_pinson@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A		
PA08 S47 Local Community	N/A	N/A	N/A		Fleetwood Road, Fleetwood FY4 2AT
PA08 S47 Local Community	N/A	N/A	N/A		Garstang Rd W, Poulton-le- Fylde FY6 7SW



Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Ms Emily Leung	180 Breck Road, Poulton-le-Fylde FY6 7JZ bluebell893@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Dionne Evans	6 Wentworth Drive, Thornton Clevelys, Lancashire FY5 5AR dionne_54@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Majorie Ellison	112A Neville Avenue, Thornton Clevelys, Lancs FY5 3RF chessbear@talktalk.net
PA08 S47 Local Community	N/A	N/A	N/A	Rachel Haines	33 Falcon Drive, Poulton-le-Fylde FY6 7UF r.l.haines@outlook.com
PA08 S47 Local Community	N/A	N/A	N/A	Trevor Dooley	195 Mains Lane, Meadow View Barn, Poulton-le-Fylde FY6 7LB trevor.dooley@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A		Mains Ln, Poulton-le-Fylde FY6 7LD
PA08 S47 Local Community	N/A	N/A	N/A	Trevor Dooley	the Stables, 195 Mains Lane, Poulton-le-Fylde FY6 7LB trevor.dooley@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Alexandra C Morris	Silverstone, Garstang road East, Singleton FY6 8LX sbn.542@btinternet.com

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	I. Pinson	Beechgrove House, 10 Barnfield Lane, Lodge Lane, Singleton FY6 8LJ
PA08 S47 Local Community	N/A	N/A	N/A		Breck Drive, Poulton-le-Fylde FY6 7HW
PA08 S47 Local Community	N/A	N/A	N/A	Mr & Mrs Townson	19 Singleton Hall, Lodge Lane, Singleton, Poulton-le-Fylde FY6 8LT
PA08 S47 Local Community	N/A	N/A	N/A	Mrs V Milligan	The Cottage, Old Mains Lane, Poulton-le-Fylde, Lancs FY6 7LA valeriemilligan@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Mr Alan Marshall	Apt 7, Foxes Farm, Fairfield Road, Poulton-le-Fylde FY6 8DN
PA08 S47 Local Community	N/A	N/A	N/A		Fleetwood Road South, Thornton-Clevelys FY5 5EA
PA08 S47 Local Community	N/A	N/A	N/A		Fleetwood Road South, Thornton-Clevelys FY5 5EA
PA08 S47 Local Community	N/A	N/A	N/A	Mrs H D & Mr K Winstanley	170 Pilling Lane, Preesall FY6 0HG
PA08 S47 Local Community	N/A	N/A	N/A	Mr & Mrs J Ackroyd	Pool Foot Barn, pool Foot Lane, Little Singleton FY6 8LY john_ackroyd@btinternet.com

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Frances Alice connolly	29 quayside, Fleetwood, Lancs FY7 6FX
PA08 S47 Local Community	N/A	N/A	N/A		Belmont Ave, Poulton-le-Fylde FY6 7RW
PA08 S47 Local Community	N/A	N/A	N/A		Southdown Drive, Thornton-Cleveleys FY5 5BL
PA08 S47 Local Community	N/A	N/A	N/A	Mr & Mrs F.P. Crossley	12 Singleton Hall, Lodge Lane, Singleton, Pulton-le-Fylde, Lancs FY6 8LT
PA08 S47 Local Community	N/A	N/A	N/A	David Livesley	2 Highcross Hill, Poulton-le-Fylde FY6 8BT
PA08 S47 Local Community	N/A	N/A	N/A	Ms J C Owen	2 High Cross Hill FY6 8BT jean.owen@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Shane Watson	Unit 11, Neptune Court, Whitehills, Blackpool FY4 5LZ tipping@foxbrothers.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Mr & Mrs I. Whyham	Pilgrims Hatch, Pool Foot Lane, Singleton FY6 8LY pilgrimshatch.talktalk.net
PA08 S47 Local Community	N/A	N/A	N/A	Robert & Juliet Kearsley	The Coach House, Singleton Hall, Lodge Lane, Singleton, Lancashire FY6 8LT jmk@partingtons.com
PA08 S47 Local Community	N/A	N/A	N/A	Rodney & Elaine Barnes	The Farmhouse, 195 Mains Lane, Little Singleton FY6

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					7LB roddersbarnes@hotmail.co m
PA08 S47 Local Community	N/A	N/A	N/A	Howard C. Carter	50 Longhouse Lane, Poulton-le-Fylde, Lancashire FY6 8DF howard.carter@wwclub.net
PA08 S47 Local Community	N/A	N/A	N/A	G.R. Sharp	22 Ryecroft avenue FY6 9AB
PA08 S47 Local Community	N/A	N/A	N/A	Mary Whyham	Fairviews, 71 Mains Lane, Poulton-le-Fylde FY6 7LD marywhyham@talktalk.net
<b>Additional s42 Consultation</b>					
PA08 S47 Local Community	N/A	N/A	N/A	Tom Smith	26 Benedict Drive FY3 0EN
PA08 S47 Local Community	N/A	N/A	N/A	Mr & Mrs K Hopkinson	18 Thornton Gate Cleveleys FY5 1JN
PA08 S47 Local Community	N/A	N/A	N/A	Ryan	2 Queens Walk Thornton- Cleveleys FY5 1JW
PA08 S47 Local Community	N/A	N/A	N/A	George	548 Queens Promenade Cleveleys FY5 1PH
PA08 S47 Local Community	N/A	N/A	N/A	Mr Brian Edge	67 Norbreck Road FY5 1RR
PA08 S47 Local Community	N/A	N/A	N/A	Mr R Devaney	7 Seaton Avenue FY5 2NS
PA08 S47 Local Community	N/A	N/A	N/A	Mrs P Hampton	Rookwood Avenue Blackpool FY5 3QW



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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Fleming	Bank House Underbank Road Thornton-Cleveleys FY5 5LN
PA08 S47 Local Community	N/A	N/A	N/A	Mrs. Ann Martin	5 Stanley Avenue Poulton-le-Fylde FY6 7DP
PA08 S47 Local Community	N/A	N/A	N/A	Rachel Haines	33 Falcon Drive Poulton-le-Fylde FY6 7UF
PA08 S47 Local Community	N/A	N/A	N/A	Mr D Fisher	20 Hardhorn Way Poulton-le-Fylde FY6 8AE
PA08 S47 Local Community	N/A	N/A	N/A	Pauline A Thompson Mbe	Avenham Hall cottage Station Road Singleton FY6 8LQ
PA08 S47 Local Community	N/A	N/A	N/A	Charles Rowley	9 Mount Road Fleetwood FY7 6EZ
PA08 S47 Local Community	N/A	N/A	N/A	Mr L Holt	101 Windward Avenue Fleetwood FY7 6FE
PA08 S47 Local Community	N/A	N/A	N/A	Iain Johnstone	33 Abbots Walk Fleetwood FY7 6QG
PA08 S47 Local Community	N/A	N/A	N/A	Michael Lupton	31 Mariners Close Fleetwood FY7 7BF
PA08 S47 Local Community	N/A	N/A	N/A	Daniel Henshaw	1 Laidleys Walk Fleetwood FY7 7HU
PA08 S47 Local Community	N/A	N/A	N/A	John. R. Gawne	26 Penrhos Avenue Fleetwood FY7 8AR
PA08 S47 Local Community	N/A	N/A	N/A	Sarah Robinson	Sunnyride Rossall school Broadway Fleetwood FY7 8JW

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Stephen Hoyle	46 Windermere Road LA2 3EX
PA08 S47 Local Community	N/A	N/A	N/A	Lynne Bowen	Moorham Hill Barn Chapel Lane Out Rawcliffe PR3 6TB
PA08 S47 Local Community	N/A	N/A	N/A	Mr J Armstrong	Moss House Farm Singleton Road Weeton PR4 3JJ
PA08 S47 Local Community	N/A	N/A	N/A	Susan Evans	Larkfield Lodge Lane Singleton
PA08 S47 Local Community	N/A	N/A	N/A	Bryn Buck	12 Leopold Way BB2 3UE lmars.bbuck@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Roderick Sharr	11 Sherbourne Road FY1 2PW
PA08 S47 Local Community	N/A	N/A	N/A	Terry Greenhow	6 Dumfries Close Blackpool FY2 0XU greenhow@sky.com
PA08 S47 Local Community	N/A	N/A	N/A	Paul Wright	114 Norcliffe Road FY2 9EW pauljwright@talktalk.net
PA08 S47 Local Community	N/A	N/A	N/A	Philip Cardwell	258 Warbreck Drive Bispham FY2 9LH phil300364@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	William Grace	37 Benedict Drive Blackpool FY3 0AF billy.grace@hotmail.co.uk
PA08 S47 Local	N/A	N/A	N/A	Max Williams	5 Kerslea Avenue Poulton-

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
<i>Community</i>					<i>le-Fylde FY3 0AW mswll@hotmail.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Andy Hall</i>	<i>37 Truno Close Normoss FY3 0EP andrewstephenhall@outlook.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>John Harrison</i>	<i>40 Ingleway Avenue FY3 8JJ j1.harrison@outlook.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Alex Diver</i>	<i>7 Kensington Road FY3 9DU lexdiver@gmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Gary Fowler</i>	<i>12a Coronation Road Thornton-Cleveleys FY5 1DQ garyfowler4303@yahoo.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Marion Hatton</i>	<i>56 Queens Walk Cleveleys FY5 1JW</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Russ Guest</i>	<i>6 The Cove Thornton- Cleveleys FY5 1LF russ.guest@yahoo.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Antony Edward Greenwood</i>	<i>47 Rossall Promenade FY5 1LP tonygreenwood100@gmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Paul Barker</i>	<i>305 Fleetwood Road Thornton-Cleveleys FY5</i>

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					1NH drpbarker@yahoo.com
PA08 S47 Local Community	N/A	N/A	N/A	Philip Jackson	47 Cumberland Avenue Thornton-Cleveleys FY5 2DS phil27uk2004@msn.com
PA08 S47 Local Community	N/A	N/A	N/A	Paul McComiskey	17 Brookfield Avenue Thornton FY5 4DS paul.mccomiskey@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Pete Bramhall	6 Usk Avenue Thornton FY5 4FJ petebramhall@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Alan Swindells	6 Chequers Way Thornton- Cleveleys FY5 4FS alanswindells@sky.com
PA08 S47 Local Community	N/A	N/A	N/A	Carl Parkinson	7 Edward Street Thornton- Cleveleys FY5 4JE parkycd@msn.com
PA08 S47 Local Community	N/A	N/A	N/A	Sheila Dryden	63 Springfield Drive Thornton FY5 4LL sheilaannedryden@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Andy Heath	1 Peace Place Thornton- Cleveleys FY5 4LS andyrheath@gmail.com



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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Francesca Stubbs	4 Honey Moor Drive Thornton FY5 4NL francescastubbs@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Mark Owens	6 Leslie Avenue Thornton FY5 4PE owensmark@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Marcus Addison	Addison_Project_plc Hillhouse Business Park Thornton-Cleveleys FY5 4QD m.addison@addisonproject.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Steve Melrose	41 Stanah Road Thornton FY5 5JE SteveMelrose@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Steve Bowling	Thornton Equestrian Centre Raikes Road Thornton FY5 5LS steve.bowling@btopenworld.com
PA08 S47 Local Community	N/A	N/A	N/A	Lynn Brooks	22 Bentley Green Thornton FY5 5QD lynn.brooks@live.com
PA08 S47 Local Community	N/A	N/A	N/A	John Bradbury	Fernholme Hackensall Road Knott End on sea FY6 0AZ

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					Johnbradbury194@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	J. Cooper	Croftlea Lancaster Road Knott End FY6 0DX josephcooper19@ymail.com
PA08 S47 Local Community	N/A	N/A	N/A	Gordon Squire	34 Pilling Lane Preesall FY6 0EU gandcsquire@aol.com
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Judith Kay	37 Rosemount Avenue Preesall FY6 0EY tomandjudy@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Robert T Ryland	47 Rosemount Avenue Preesall FY6 0EY rylandrobert23@aol.com
PA08 S47 Local Community	N/A	N/A	N/A	Gary Wilson	95 Sandy Lane Preesall FY6 0PA gachwilson@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Jeff Smith	Willows Farm  Little Tongues Lane Preesall FY6 0PD jeff.smith@jsmbuildingsolutions.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Mr Lee Hodgetts	Park House Farm Burned House Lane Preesall FY6

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					0PQ Leejhodgetts@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Susan Egan	48 Lynwood Drive Stalmine FY6 0PZ susan.egan@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Lindsay Hackett	12 Caldervale Avenue Poulton-le-Fylde FY6 7DZ dnhackett@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Margaret Smith	1 Chew Gardens FY6 7FW mags.smith@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Ashley Rigby	170 Blackpool Old Road Poulton-le-Fylde FY6 7RL ashrigby@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Julia Gray	147 Garstang Road West Poulton-le-Fylde FY6 8AR juliasgray@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Tim Lord	22 Lindsay Avenue Poulton-le-Fylde FY6 8BQ lordy@talk21.com
PA08 S47 Local Community	N/A	N/A	N/A	Derek Abbott	7 Lindsay Avenue Poulton-le-Fylde FY6 8BQ
PA08 S47 Local Community	N/A	N/A	N/A	Mr H Carter	50 Longhouse Lane FY6 8DF
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Christine Carter	50 Longhouse Lane Poulton-le-Fylde FY6 8DF
PA08 S47 Local	N/A	N/A	N/A	Ann Clough	3 Willow Drive Poulton-le-

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
Community					Fylde FY6 8DG ann433@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Chris Neath	171 Hardhorn Road Poulton-le-Fylde FY6 8ES Cfneath@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Tony Raymer	1 Eildon Drive Poulton-le-Fylde FY6 8EX t.raymer@mail.com
PA08 S47 Local Community	N/A	N/A	N/A	Peter Quinn	44 Levens Drive Poulton-le-Fylde FY6 8EY peterquinn360@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	John Braithwaite	LandHill Farm Ghants Lane Hambleton FY6 9DG Johnbraithwaite@talktalk.net
PA08 S47 Local Community	N/A	N/A	N/A		FY7 6AE
PA08 S47 Local Community	N/A	N/A	N/A	Ian Blezard	5 Pharos Street Fleetwood FY7 6BG ianblezard@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Nicola Geraghty	10 Lower Lune Street Fleetwood FY7 6DA niknjames@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Stuart Spore	10 Windward Avenue Fleetwood FY7 6FQ westviewstu@gmail.com
PA08 S47 Local	N/A	N/A	N/A	Janet Smith	5 Cardinal Close Fleetwood



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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
Community					FY7 6HA Janet.smith81a@outlook.co m
PA08 S47 Local Community	N/A	N/A	N/A	Julie Sandham	83 Milton Street Fleetwood FY7 6QS Juliecsandham@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	David Norman	Lofthouse Way Fleetwood FY7 6ST david.norman@archbell.uk
PA08 S47 Local Community	N/A	N/A	N/A	Deborah Price	15 Elm Street FY7 6TJ chrisprice63@tiscali.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Paul e Mitchell	83 Poulton Road Fleetwood FY7 6TQ Pemitchell@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Christopher Faux	69 Park Avenue Fleetwood FY7 6TU chrisfaux@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Mr Lee Peter	11 Deepdale Road Fleetwood FY7 6TY leepeter2k16@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	James John Mallon	116 Abercrombie Road Fleetwood FY7 7AY jamesjmallon@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Rose Norman	77 Esplanade Fleetwood FY7 7BE rosenorman@btinternet.co m

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Mr Andrew Monks	34 Mariners Close Fleetwood FY7 7BR andyfy7@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Margaret Anderton	48 Broadway Fleetwood FY7 7DG marge.anderton@talktalk.net
PA08 S47 Local Community	N/A	N/A	N/A	Emma Anderton	1 Laidleys Walk Fleetwood FY7 7HU etti73@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Ronald Shewan	4 Mayfield Place Fleetwood FY7 7NT ron.shewan@lancashire.gov.uk
PA08 S47 Local Community	N/A	N/A	N/A	Lee Rossall	43 Rossall Grange Lane Fleetwood FY7 8AA lmrossall@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Allen Wright	311 Fleetwood Road Fleetwood FY7 8AT allenwright311@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Andy Greer	33 Lothian Avenue FY7 8BY andygees@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Terry Rogers	1 Langwood Court Fleetwood FY7 8GX fusilier6447@my.com
PA08 S47 Local	N/A	N/A	N/A	Paul Burrows	29 Buttermere Avenue

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
Community					Fleetwood FY7 8QG pauldb56@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Wendy Leach	Porthpean , 4 Bentham Avenue Fleetwood FY7 8RH wendysixsmith@aol.com
PA08 S47 Local Community	N/A	N/A	N/A	Peter Phipps	33 Kingfisher Way Fleetwood FY7 8SB peterphipps1@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Carsten Ezard	5 Victoria Road Lytham St Annes FY8 1LE carsten.ezard@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Darren Rigby	25 Knowles Road FY8 2BG dazrig67@yahoo.com
PA08 S47 Local Community	N/A	N/A	N/A	Adam Janjua	1 Monarch Crescent FY8 3TX adamjanjua@yahoo.com
PA08 S47 Local Community	N/A	N/A	N/A	Stephen Jones	8 Sunningdale Avenue Hest Bank LA2 6DD Stephenjones_sunningdale. hb@orange.net
PA08 S47 Local Community	N/A	N/A	N/A	Andrew Johnson	267 Shelley Road Preston PR2 2EH atlanticwaves584@gmail.co m
PA08 S47 Local Community	N/A	N/A	N/A	Alf Yates	5 White Lea CABUS PR3 1JG alfyates@yahoo.co.uk

Appendix R – List of any additional consultation recipients (noting their interest)					
Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Denis Howcroft	Fleur's Cottage Chapel Close Smallwood Hey PR3 6HF howcroft22@outlook.com
PA08 S47 Local Community	N/A	N/A	N/A	Linda Wood	Middle Ridge Farm Chapel Lane Out Rawcliffe PR3 6TB xblonde_onex@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Claire Dubelbeis	43 Valentines Meadow Cottam PR4 0LF claire_dubelbeis@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Charisa Harvey	95 Eaves Green Road Chorley PR7 3PF Charisa.carbray@sturgessnet.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Dave Sherratt	United Utilities Water Limited  Developer Services & Planning Grasmere House Lingley Mere Business Park, Lingley Green Avenue WA5 3LP planning.liaison@uuplc.co.uk



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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
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PA08 S47 Local Community	N/A	N/A	N/A	David Summerville	Greenmeadows Pool Foot Lane Singleton dsummerville@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Terry Newton	High Tide Old Mains Lane terry_hightide@tiscali.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Victoria Parry	Hinson Parry & Company Diamond Way Stone ST15 0SD vicky@hinsonparry.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Claire Wood (Robert Kearsley) / Napthens Solicitors	7 Winckley Square Preston PR1 3JD
PA08 S47 Local Community	N/A	N/A	N/A	Matt Hodges, Right to Ride, Cycling UK	Wyreside Grubberford Lane Scorton PR3 1BL mattfromscorton@yahoo.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Richard Murphy	Atlas House, 31 King Street Leeds LS1 2HL Richard.Murphy@optimahighways.com>
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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					<i>g.com</i>
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<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>John Bailie</i>	<i>169 Blackpool Old Road Poulton-le-Fylde</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>K</i>	<i>FY3 9TZ mikenkas@blueyonder.co.uk</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>T Colebourne</i>	<i>FY5 1SS t.colebourne@btconnect.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>A.T.Beavers</i>	<i>FY5 2QB atbeavers92@gmail.net</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Chris Binns</i>	<i>FY5 2UX lordbinns@gmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Gary Rowe</i>	<i>FY5 3FS garygrowe@outlook.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>James Scott</i>	<i>FY5 4PH sbatulima@aol.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>M Heaton</i>	<i>FY5 5LL mheat2@sky.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Graham Wharrier</i>	<i>FY5 5LX grawhar@sky.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>James Greenaway</i>	<i>FY5 5QB Jamesgreenaway@yahoo.c</i>

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
					o.uk
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PA08 S47 Local Community	N/A	N/A	N/A	Linda Fearn	FY6 7ET lindafearn737@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Bryan Fearn	FY6 7ET bryanfearn@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Mr Rodney Barnes	The Farmhouse, 195 Mains Lane FY6 7LB roddersbarnes@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Dr Leslie Gregson	FY6 8ES gregson153@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Simon Medhurst	FY6 8LJ simon_medhurst@uk.ibm.com
PA08 S47 Local Community	N/A	N/A	N/A	Cllr Ruth Duffy	FY7 6LA ruthduffy111@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Andrew Horsley	FY7 7AY andy.horsley@baesystems.com
PA08 S47 Local Community	N/A	N/A	N/A	Cheryl Raynor	FY7 8EX chezzraynor34@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Alan Crosby	PR1 8TQ agcrosby@waitrose.com

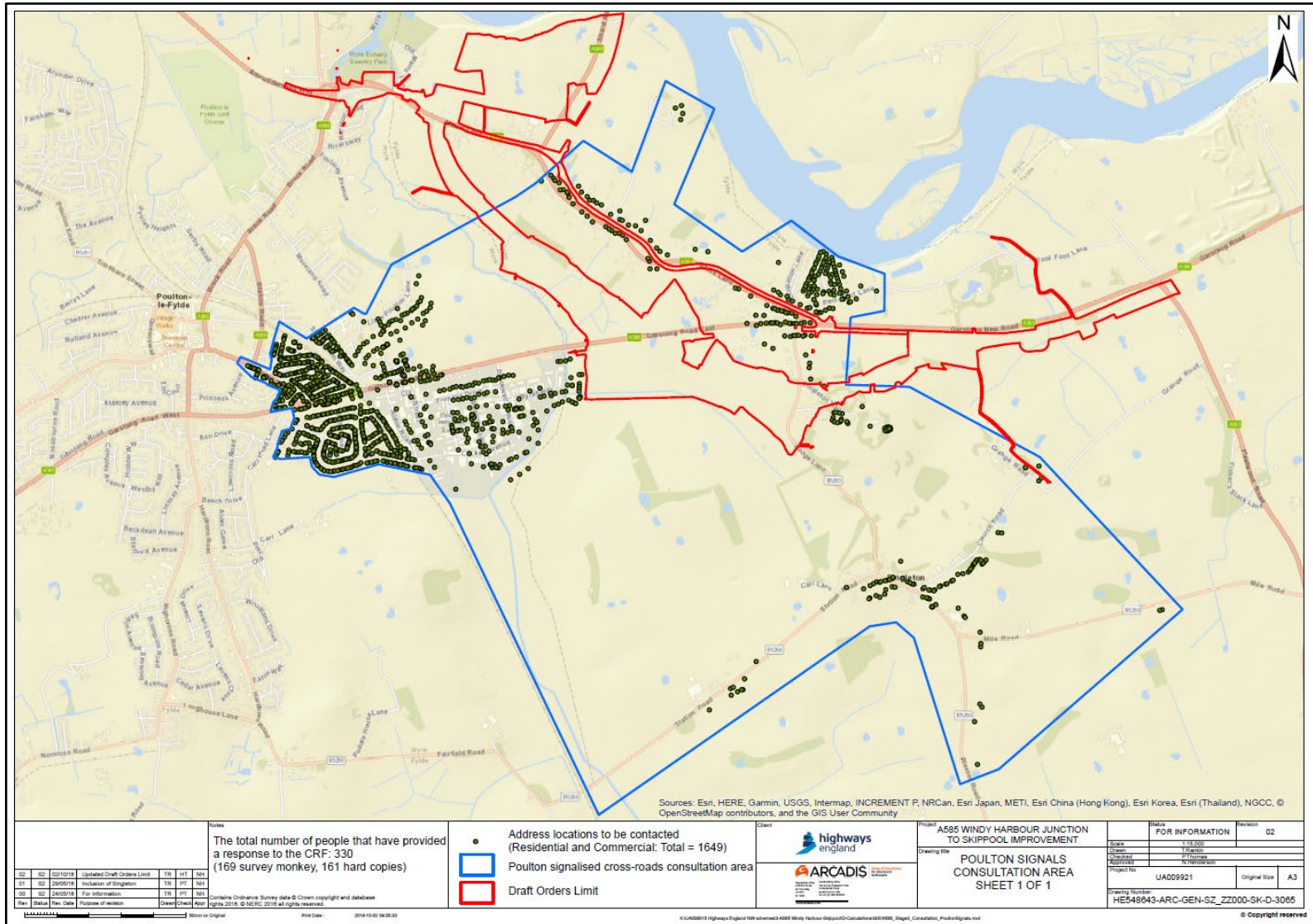
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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
PA08 S47 Local Community	N/A	N/A	N/A	Tuxford	5 PR3 1NF samantha.tuxford@live.co.uk
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PA08 S47 Local Community	N/A	N/A	N/A	Michelle Street	michellestreet12@yahoo.com
PA08 S47 Local Community	N/A	N/A	N/A	Colin Lewis	BAE Systems colin.lewis@baesystems.com
PA08 S47 Local Community	N/A	N/A	N/A	Paul West	paul.west3@btinternet.com
PA08 S47 Local Community	N/A	N/A	N/A	Cllr Maxine Chew	cllr.mchew@fylde.gov.uk
PA08 S47 Local Community	N/A	N/A	N/A	Andrew Page	andrew.page@me.com
PA08 S47 Local Community	N/A	N/A	N/A	Mr Richard Murphy	richardalanmurphy@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Marc Proctor	Traffic Management, Lancashire Constabulary Marc.Proctor2@lancashire.pnn.police.uk
PA08 S47 Local Community	N/A	N/A	N/A	Adam Chaplin	adamchaplin@hotmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Ken Carter	kencarter@talktalk.net



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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
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PA08 S47 Local Community	N/A	N/A	N/A	Claire Wood (Robert Kearsley)	Napthens Solicitors 7 Winckley Square PR1 3JD claire.wood@napthens.co.uk
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PA08 S47 Local Community	N/A	N/A	N/A	Doreen Shuttleworth	shuttserv10@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Mrs Kenny	k60eny@hotmail.co.uk
PA08 S47 Local Community	N/A	N/A	N/A	Mr Hanley	patrickhanley1@outlook.com
PA08 S47 Local Community	N/A	N/A	N/A	D. J. Sidebottom	Singleton Hall djs@glasdon.com
PA08 S47 Local Community	N/A	N/A	N/A	Bevan Ridehalgh	bevan.ridehalgh@btconnect.com
PA08 S47 Local Community	N/A	N/A	N/A	Paula De-Valle	pjdevalle@gmail.com
PA08 S47 Local Community	N/A	N/A	N/A	Jean Hatton	j.hatton919@btinternet.com
PA08 S47 Local	N/A	N/A	N/A	Martin Woodcock	martinwoodcock158@btint

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Type	S42	Category	Schedule 1 Description	Organisation/individual	Contact/Address
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<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Angus Blyth</i>	<i>angusjohnblyth@gmail.com</i>
<i>PA08 S47 Local Community</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>Jim Swain</i>	<i>jim.e.swain@gmail.com</i>

## Poulton Junction Consultation Catchment Area



## **Appendix S - Tables Evidencing Regard had to Consultation Responses (in accordance with S49 of the Planning Act 2008)**



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# Tables evidencing regard had to consultation responses (in accordance with s49 of the Act

The tables provided below evidence the regard had to responses received to Highways England's statutory consultation in accordance with s49 of the Act.

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Question 7: Please explain your reason(s) for your responses to question 6 above.			
1 Overview			
Why is the "Blue Route" to the M55 not being developed?	N	Outside scope of work for the Scheme. The blue route was the preferred option of the Norcross to M55 scheme which was put on hold in 2007. It was promoted by Lancashire County Council not the Applicant. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.	3
Why is A585 Amounderness Way not being upgraded to dual carriageway?	N	Work in this area is outside the scope of the Scheme. However, assessments show that this Scheme, in conjunction with work undertaken at Norcross by Highways England Operations Directive, will alleviate congestion issues in this area, without needing to upgrade Amounderness Way to dual carriageway.	23
Why is work not being done upgrade the A585 through Thistleton/Greenhalgh/Medlar/Esprick to M55 Junction 3?	N	Work in the area in question is outside the scope of the Scheme. As part of the variable demand modelling impacts on the surrounding area are considered and results must demonstrate that the scheme does not have a negative impact elsewhere on the route. Consideration of the area wide changes in traffic are shown in the Transport Assessment (TR010035/APP/7.4). Work in this area may be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England Operations Directive will consider future work for this junction	24
How much will the scheme cost?	N/A	The scheme design is aligned with the current budget	1
When will works start?	N/A	The scheme design is aligned to start of works Spring 2020	1
How will this scheme aid local development?	N/A	Consideration has already been given within the traffic and economic assessments	1
How will the community benefit from the scheme compared to potential dis-benefits (particularly disruption during construction)?	N/A	Consideration has already been given within the traffic and economic assessments	4

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Why were the details of the scheme not sent to me?	N/A	Information relating to the scheme was provided via mail to all Cat 1, Cat 2, Cat 3 interested parties and was made available to all others at the deposit locations and via the internet.	1
Use "Red Route" instead of current proposals	N	Outside scope of scheme	2
Disagree with bypass altogether due to single-carriageway limitation at each end	N	Traffic modelling has shown that there are benefits to journey time reliability and journey time savings, refer to Transport Assessment (document reference TR010035/APP/7.4). The scope of the scheme is to reduce congestion at Little Singleton and Shard Road junctions in particular. As detailed in points 1 and 3 above, there are or could be plans for of future work by other departments within Highways England to upgrade the road beyond the limits of this scheme.	5
Proposals will allow for growth in local business and a new Petrol Station etc.	N/A	Consideration has already been given within the traffic and economic assessments	1
Not convinced aspirations will be feasible!	N/A	Consideration has already been given within the traffic and economic assessments	1
Current layout is inadequate for volume of traffic - poor junctions and low maintenance affects efficiency	N/A	Consideration has already been given within the traffic and economic assessments	1
Bypass itself will not address congestion	N/A	Consideration has already been given within the traffic and economic assessments	2
Congestion on this road due to many factors: lack of work in Fylde, increased house-building and bad public transport leading to school runs increase	N	Outside scope of scheme	2
<b>2 Traffic</b>			
Will the scheme reduce the rat-run traffic along Breck Road / Moorland Road in NE Poulton?	Y	Old Breck Road now a cul-de-sac to reduce rat running. Additional operational modelling at Poulton Junction, increasing the likelihood of users using the bypass instead of "rat running" through Poulton.	1
Will the scheme reduce congestion in Poulton-le-Fylde?	Y	Change at Poulton Junction, roundabout changed to cross-roads. Operational assessments of the junction has shown a reduction in possible congestion to the approach of the	3
Have the various developments that are proposed been taken into account for the traffic flows using the bypass?	N	Consideration has already been given within the traffic and economic assessments	8
Will speed limit on Mains Lane (currently 40mph) be changed?	N/A	Proposal has always been to reduce speed limit to 30mph to deter rat running. Discussions with Lancashire County Council are ongoing, initial agreement made for the limits of the speed limit change, these can be found within the Traffic Regulation Measures and Detrunking Plans.	2
You're only going to move the congestion from one end of Mains Lane to the other!	N	The Scheme will divert traffic away from Mains Lane completely. Traffic modelling has shown a reduction in journey time and an increase in journey reliability. This is detailed in the Chapter 5 of the Transport Assessment (document reference TR010035/APP/7.4). The perception that the bypass will move the congestion to either end of the Scheme is further explained by points 1 and 3 above.	31

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Difficult to access/egress our driveway due to traffic - dangerous at times	N/A	All access/egress points have been maintained within the design. There will be a reduction in traffic along Mains Lane alleviating safety issues of access/egress to properties along this route.	5
Too many HGVs on residential roads	N/A	Outside scope of scheme. Scheme will allow for the continual strategic trunk road route for HGVs.	2
Traffic calming/control essential	N	Already under consideration for proposed detrunked section of A585, continual discussions with Lancashire County Council to determine ultimate proposal. Captured within SoCG.	1
Safety improved for pedestrians and cyclists	Y	Changes to Poulton Junction will enhance safety for pedestrians and cyclists. Roundabout had uncontrolled crossing, the proposed signalised crossroads will provide controlled crossing points. All other junctions along the route will provide controlled crossing points for these users.	3
No provision for pedestrians and cyclists at Little Singleton junction	Y	The roundabout design presented at consultation has been changed following comments received. The post-consultation design includes provision for controlled crossing points for cyclists and pedestrians at the junction.	1
Just creates a Rat Run	N	Reducing rat running traffic has already been considered. Variety of potential traffic calming measures proposed to deter "rat running". Ultimate proposal of detrunked section will be agreed with Lancashire County Council and be within SoCG.	3
Dual carriageway a good idea	N/A	N/A	6
Congestion only at peak times	N	Scheme objective is to reduce congestion, in particular at Little Singleton and Shard Road junctions. Traffic model has taken into consideration the congestion at AM and PM peak times and shown journey time savings.	4
Proposals will divert traffic through Singleton Village	N	Current proposals include potential traffic calming measure along Mains Lane to deter rat running along this road and thus Singleton Village.	3
Separate motorway(bypass?) traffic from local traffic	N	Already the intention of the scheme. Proposed bypass to separate the local traffic around Little Singleton junction and Singleton Village.	3
Windy Harbour improvements have helped traffic flow	N/A	N/A	1
Windy Harbour improvements are a disaster	N	Part of objectives is to realise more benefits of the Windy Harbour junction improvements	1
There will still be bottlenecks at both ends	N	The traffic model developed shows alleviation of congestion in the area. Possibilities of future schemes at either side, dependant on feasibility studies.	3
Difficulty joining A585 from B5269 (Mile Road) due to traffic speed - needs addressing	N	Outside scope of scheme. Currently being considered within another department of Highways England, potential for future work. Initial operational assessments being developed for Thistleton Junction.	2
Congestion at both ends of scheme due to dual into single carriageways	N	The traffic model developed shows alleviation of congestion in the area. Possibilities of future schemes at either side, dependant on feasibility studies.	6
Won't make any difference	N/A	Traffic modelling has shown the benefits the proposed scheme will make.	3
Widen the existing road at Petrol Station to improve access	N	Dual carriageway already proposed in this location. Discussions held with Petrol Station over future developments and design of access has been adjusted accordingly.	2



Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses	
Norcross roundabout on Amounderness Way is source of delays	N	Already under consideration by Highways England Operations Directive. If this additional work to junction goes ahead then improvement will be made to this junction prior to construction of this scheme	11	
Roads should be safer	N	Safety already key consideration in design. All designs comply	1	
Bad driver behaviour and lane jumping at junctions due to lack of 2nd lane at junctions	N	Designs comply to DMRB standards and junctions provided with adequate "stacking" provisions	2	
Mains Lane residents will benefit from scheme	N	The proposed bypass will divert traffic away from Mains Lane completely. Traffic modelling has shown increase in journey time reliability and journey time savings.	3	
Are there enough users to justify cycle/footways?	N	Improving safety for pedestrians and cyclists is one of the scheme's objectives. Non motorised user surveys have been undertaken in aiding determining which provisions are required.	1	
Traffic lights needed on each roundabout along Amounderness Way i.e. Skippool, Norcross and Morrisons	Y	Junctions within the scheme will all be traffic signal controlled to aid in standardisation of the junctions. Poulton junction changed from uncontrolled roundabout to signal controlled	1	
Proposed Norcross Retail Park will increase traffic demand	N	Known developments are already accounted for in the traffic models	1	
Traffic flow on A585 will affect A586 flow	Y	Traffic flow on surrounding road already considered within design, however further operational assessments carried out and Poulton junction changed from uncontrolled roundabout to signal controlled cross road. The change will minimise potential queuing traffic on the approach to the junction.	1	
Extend dualling to at least Norcross roundabout	N	Additional scheme under development for Norcross roundabout. From modelling it has been identified that there are capacity issues at Norcross junction and Skippool junction which results in traffic along Amounderness Way. The improvements to the junctions will alleviate congestion along	2	
<b>3 Alignment</b>				
How will the scheme cater for the cycle routes?	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	4	
How will the scheme cater for the pedestrian routes?	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	2	
What would happen to the existing Garstang New Road east of Little Singleton?	N/A	Proposals are to make the road a no through road, with access provided to land owners and cyclists/pedestrians.	1	
Would that not tempt fly-tipping and squatting on the remainder of Garstang New Road?	N/A	Measures will be provided to alleviate this potential problem. Discussions with Lancashire County Council ongoing to confirm and final proposal to be included within the SoCG.	1	
Would prefer the original roundabout solution for Skippool junction (not at-grade jctn)	N	Operational assessments of Skippool junction already undertaken. It was found that due to close proximity of Skippool Bridge junction, both junctions would work more efficiently when they are signalised junctions.	2	

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses	
Full cycle route along scheme needed	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	4	
Needs two new junctions: Shard Rd to Mains Lane plus Shard Rd to Garstang Rd East	N	A variety of options were ruled out on a number of grounds and preferred route announced October 2017. Justification for options dismissed is outlined within the PRA documents.	1	
Retain Shard Road link	N	Option to retain Shard Road link already explored and dismissed due to adverse impacts on the biodiversity of the area and associated costs. It would also increase noise in the area and have a negative impact on the landscape and existing properties.	1	
Removing traffic lights in favour of roundabouts is better solution	N	Design of junctions have been optimised and providing signalised junctions along the route allows for standardisation and driver satisfaction.	1	
Widen existing A585/A586 instead of bypass	N	Due to frontages along the existing A585 Mains Lane it is not feasible to widen the bypass due to the lack of space / cost of purchasing properties.	2	
Only new large roundabout at Little Singleton Junction needed	N	Would firstly not meet all the scheme objectives, will not reduce congestion and will not provide an increase in journey time savings along the route / provide better journey time	1	
Consider new pedestrian footbridge at Skippool/Breck Road junction	N	Not viable to provide a footbridge in this location due to the constraints in relation to existing properties.	1	
Resurface existing roads	N	Only resurfacing the existing roads would not meet the scheme objectives. Pavement surveys will be undertaken to determine which areas require resurfacing/reconstruction to the relevant standards.	2	
Close Petrol Station	N	Would not meet the scheme objectives and is not aiding business.	1	
Double yellow lines at Skippool school + traffic wardens to deter dropping-off of school children	N/A	Outside of scope and control of Highways England	1	
Move Highways Depot from Lodge Lane to deter traffic	N/A	Outside of scope and control of Highways England	1	
Need bypass desperately	N/A	N/A	3	
Flyover needed at Norcross roundabout otherwise will not help traffic flow	N	Alterations to Norcross being considered as a separate scheme (not flyover)	1	
Concerned that existing A585 is being cut off	N	Decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route	1	
Would prefer the existing Garstang New Road to meet bypass via the no through road	N	The decision to decommission Garstang New Road was made ahead of statutory consultation and this was clearly communicated in the consultation brochure. Inclusion of this junction could encourage motorists to use existing route through Little Singleton as a rat run and additional signalised junction on bypass would cause traffic to suffer more delays	5	
Reasonable design but may need tweaking nearer the time	N/A	N/A	1	
Too many junctions on route which will slow up traffic	Y	1. Baiton Junction has been redesigned and the signal controlled crossing allows traffic flow on the bypass to be maintained	1	

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses	
Block off Service Station at River Wyre from one side of the road - safer	N	The modified junction design will provide a balance between un	2	
M55 onto Fleetwood Road is an issue (single carriageway)	N	Outside scope of scheme. Possibly considered under different programme of works.	1	
More traffic lights and junctions will just slow traffic down	Y	This has been considered with optimising Poulton junction, traffic model shows that a signalised junction will work operationally more sufficiently than a roundabout for this junction. The traffic lights at all the junctions will allow the control of flow of traffic, resulting in increased journey time reliability and journey time savings.	1	
New junctions at Skippool and Skippool Junction too complicated	N	Currently designed to DMRB standards and adequate signing / road markings will be provided to aid and guide traffic users.	1	
Roundabout at Little Singleton is pointless	Y	The junction layout was changed as a result of consultation. Modified version of the existing junction to be retained rather than change to roundabout.	1	
4 Environment				
Will noise screening be provided?	N	Noise assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to Environmental Statement for further	4	
What effect will the scheme have on air quality? What would you do about any worsening of air quality?	N	Air quality assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to Environmental Statement for further	1	
Will I be able to hear traffic on the bypass / how noisy will it be?	Y	Noise assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to Environmental Statement for further	2	
Ban Refuse collection lorries at peak-time	N/A	Not within Highways England's power.	2	
Countryside being destroyed for little benefit	N	Proposal is identified as an EIA scheme and Environmental Statement will be submitted as part of DCO. This will include details of all environmental mitigation to be undertaken as part of the scheme.	2	
7 Construction				
Cost excessive - better spent repairing existing roads	N/A	Scheme costs are subject to an outline budget for Highways England Major Projects. Maintenance and repair are within another department of Highways England and allocated budgets have already been provided.	3	

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Construction will be disruptive	N/A	Construction sequences have been proposed to minimise as much disruption as possible for road users and local residents. The construction will incur minimal disruptions as the majority of the scheme is offline. The likely disruption will happen at the tie in points with the existing network and the flow of traffic will be maintained throughout the construction period.	4
11 General Questions			
The land in this area suffers from flooding and has a high ground water table, how is the scheme not going to add to this problem?	N/A	The scheme has already considered flooding within the design process. The Environment Agency have been consulted and the Flood Risk Assessment provided to them for their consent. Further details can be found within the Flood Risk Assessment document.	1
Question 8 Please explain your answer.			
1 Overview			
Why is the "Blue Route" to the M55 not being developed?	N	Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 scheme which was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in providing this route in relation to environment and introducing a junction on the M55.	2
Why is A585 Amounderness Way not being upgraded to dual carriageway?	N	Outside scope of scheme. Assessments show that this scheme, in conjunction with work undertaken at Norcross by Highways England OD, will alleviate congestion issues in this area, without needing to upgrade Amounderness Way to dual carriageway	1
Why is work not being done upgrade the A585 through Thistleton/Greenhalgh/Medlar/Esprick to M55 Junction 3?	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	2
2 Traffic			
Will the scheme reduce the rat-run traffic along Breck Road / Moorland Road in NE Poulton?	Y	Old Breck Road now a cul-de-sac to reduce rat running. Additional operational modelling at Poulton Junction, increasing the likelihood of users using the bypass instead of "rat running" through Poulton.	1



<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
<i>Will the scheme reduce congestion in Poulton-le-Fylde?</i>	Y	<i>Change at Poulton Junction, roundabout changed to cross-roads. Operational assessments of the junction has shown a reduction in possible congestion to the approach of the junction.</i>	3
<i>Have the various developments that are proposed been taken into account for the traffic flows using the bypass?</i>	N	<i>Consideration has already been given within the traffic and economic assessments</i>	1
<i>You're only going to move the congestion from one end of Mains Lane to the other!</i>	N	<i>The proposed bypass will divert traffic away from Mains Lane. Traffic modelling has shown increase in journey time reliability and journey time savings.</i>	5
<i>Difficult to access/egress our driveway due to traffic - dangerous at times</i>	N/A	<i>All access/egress points have been maintained within the design. There will be a reduction in traffic along Mains Lane alleviating safety issues of access/egress to properties along this route.</i>	1
<i>Excessive traffic from Shard Road region</i>	Y	<i>Further operational modelling of Shard Road junction has lead to modifications to the junctions providing priority turning for traffic to and from Skippool.</i>	1
<i>Traffic signals only at peak times</i>	N	<i>This would cause significant safety and operational issues.</i>	6
<i>Traffic calming/control essential</i>	N	<i>Already under consideration for proposed detrunked section of A585, continual discussions with Lancashire County Council to determine ultimate proposal. Captured within SoCG.</i>	2
<i>Dual carriageway a good idea</i>	N/A	N/A	2
<i>Remove traffic lights on slip roads - give way only</i>	N	<i>Junction designs have been based on the outcome from operational traffic modelling and provide the ultimate scenario</i>	1
<i>Phase traffic lights between junctions for smoother flow</i>	N	<i>Phasing of lights for all junctions has already been taken into consideration through operational assessments.</i>	9
<i>Dangerous for turning traffic into Service Station/Garden Centre (accidents)</i>	N	<i>Original design limits access and egress for traffic using Skippool Service Station to westbound traffic only. Eastbound traffic will have dedicated turning movements provided at the junctions to allow for access. Due to reduced traffic along Mains Lane access and egress out of the Garden Centre and Little Singleton Service Station will be safer.</i>	4
<i>Proposals will divert traffic through Singleton Village</i>	N	<i>Already considered in design, measures have been included to promote the use of the new bypass for main route traffic. Route through Singleton will likely to be used for local traffic</i>	1

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Consider one-way in and out at River Wyre Hotel to eliminate proposed two-way traffic movements on Breck Road	Y	<p>The arrangement of Old Breck service road south-east of Skippool Junction would be changed to:</p> <ul style="list-style-type: none"> <li>•close the access from the westbound carriageway</li> <li>•provide a turning head opposite the River Wyre Hotel</li> <li>•amend the western end of the service road to provide signal control to assist users leaving this road.</li> </ul> <p>The design changes have been introduced to limit the two-way traffic movements and rat running on the service road. By closing the access from the westbound carriageway the road will be used by residents, and patrons/service vehicles for the River Wyre Public House only.</p> <p>The redesign also introduces signalised provisions for the access/egress to Old Breck service road which would alleviate safety concerns associated with crossing multiple lanes of traffic when travelling towards Amounderness Way.</p>	1
Use roundabouts without traffic lights at Skippool & Skippool Bridge junctions	N	Due to the close proximity of the junctions the optimised solution to regulate flow of traffic is to provide signalised junctions.	10
Two sets of traffic lights too close to each other (Skippool and Skippool Bridge junctions) will not help traffic flow	N	Operational assessments has shown that the optimised solution to regulate the flow of traffic through this area is to provide signalised junctions.	12
<b>2 Alignment</b>			
How will the scheme cater for the cycle routes?	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	1
Removing traffic lights in favour of roundabouts is better solution	N	Design of junctions included in the Scheme have been optimised. Providing signalised junctions along the route allows for standardisation and driver satisfaction.	23
Free-flow (acceleration) lane would be better than traffic lights turning left at Poulton Junction	Y	Poulton junction has been redesigned to prioritise traffic flow on the bypass	1
New junctions at Skippool and Skippool Junction too complicated	N	Currently designed to DMRB standards and adequate signing / road markings will be provided to aid and guide traffic users.	13
<b>4 Environment</b>			
Will noise screening be provided?	N	Noise assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to Environmental Statement for further	1
What effect will the scheme have on air quality? What would you do about any worsening of air quality?	N	Air quality assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to Environmental Statement for further	1
<b>5 Construction</b>			
Cost Excessive	N/A	Scheme costs are subject to an outline budget for Highways England Major Projects. Maintenance and repair are within another department of Highways England and allocated budgets have already been provided.	1
<b>Question 9: Please explain your answer</b>			
<b>1 Overview</b>			

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Why is work not being done upgrade the A585 through Thistleton/Greenhalgh/Medlar/Esprick to M55 Junction 3?	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	1
Why were the details of the scheme not sent to me?	N/A	Information relating to the scheme was provided via mail to all Cat 1, Cat 2, Cat 3 interested parties and was made available to all others at the deposit locations and via the internet.	1
Disagree with bypass altogether due to single-carriageway limitation at each end	N	Traffic modelling has shown that there are benefits to journey time reliability and journey time savings. The scope of the scheme is to reduce congestion at Little Singleton and Shard Road junctions in particular. There could be possibilities of future work by other departments within Highways England to upgrade the road beyond the limits of this scheme.	1
<b>2 Traffic</b>			
Will the scheme reduce the rat-run traffic along Breck Road / Moorland Road in NE Poulton?	Y	Old Breck Road now a cul-de-sac to reduce rat running. Additional operational modelling at Poulton Junction, increasing the likelihood of users using the bypass instead of "rat running" through Poulton.	1
Have the various developments that are proposed been taken into account for the traffic flows using the bypass?	N	Consideration has already been given within the traffic and economic assessments	3
You're only going to move the congestion from one end of Mains Lane to the other!	N	The proposed bypass will divert traffic away from Mains Lane. Traffic modelling has shown increase in journey time reliability and journey time savings, through the addition of the bypass.	2
Just creates a Rat Run	N	Reducing rat running traffic has already been considered. Variety of potential traffic calming measures proposed to deter "rat running". Ultimate proposal of detrunked section will be agreed with Lancashire County Council.	3
<b>3 Alignment</b>			
Can the Lodge Lane Bridge be made wider to limit severance within Singleton and reduce the impact of the bypass on nearby homes?	N	Taking all factors into consideration, the Applicant will progress the scheme with the simple road bridge. The points raised in support of the land bridge are recognised and have informed enhanced mitigation measures (further details included in Section 5.12.3). Whilst the land bridge could offer environmental benefits (potential to increase biodiversity connectivity, maintaining access road to The Manor and Singleton Hall could reduce both impact on visual amenity and landscape character as a result of the scheme and could have beneficial impacts on nearby dwellings with regard to noise) other factors, including cost and maintenance issues,	1
What would happen to the existing Garstang New Road east of Little Singleton?	N/A	Proposals are to make the road a no through road, with access provided to land owners and cyclists/pedestrians.	1
Would that not tempt fly-tipping and squatting on the remainder of Garstang New Road?	N/A	The Garstang New Road would be handed over to Lancashire County Council to manage. A barrier will be installed to prevent unauthorised access. Discussions with Lancashire County Council are ongoing.	1
Retain Shard Road link (school drop-offs)	N	Option to retain Shard Road link already explored and dismissed due to adverse impacts on the biodiversity of the area and associated costs. It would also increase noise in the area and have a negative impact on the landscape and existing properties.	25

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Lose traffic lights and add roundabout at Shard Road link road instead	N	Changes to be implemented to the junction of the A585 with the A588 will involve amendments to phasing of lights, widening A588 junction to the east and giving priority to right	1
<b>4 Environment</b>			
Will any protected species be affected?	N	Already accounted for / surveys undertaken. Refer to Environmental Statement for further details.	1
Wide bridge at Lodge lane takes up too much land	N	Option to provide a land bridge was dismissed via a value management workshop, it was shown through various metrics such as impact to environment, maintenance issues, costs etc that a standard bridge is the most beneficial. Refer to output from workshop for further details.	1
<b>7 Construction</b>			
Construction will be disruptive	N/A	Construction sequences have been proposed to minimise as much disruption as possible for road users and local residents. The construction will incur minimal disruptions as the majority of the scheme is offline. The likely disruption will happen at the tie in points with the existing network and the flow of traffic will be maintained throughout the construction period.	1
Cost excessive	N/A	Scheme costs are subject to an outline budget for Highways England Major Projects. Maintenance and repair are within another department of Highways England and allocated budgets have already been provided.	1
<b>10 Shard Link</b>			
Why has Shard Link not been included?	N	Option to retain Shard Road link already explored and dismissed due to adverse impacts on the biodiversity of the area and associated costs. It would also increase noise in the area and have a negative impact on the landscape and existing properties.	3
<b>Question 10: Please explain your answer</b>			
<b>1 Overview</b>			
Why is the "Blue Route" to the M55 not being developed?	N	Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 scheme which was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in providing this route in relation to environment and introducing a junction on the M55.	2
How will this scheme aid local development?	N/A	Consideration has already been given within the traffic and economic assessments	1

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
<i>How will the community benefit from the scheme compared to potential dis-benefits (particularly disruption during construction)?</i>	N/A	<i>Consideration has already been given within the traffic and economic assessments</i>	1
<b>2 Traffic</b>			
<i>Have the various developments that are proposed been taken into account for the traffic flows using the bypass?</i>	N	<i>Consideration has already been given within the traffic and economic assessments</i>	1
<i>Will speed limits change on the other local roads?</i>	N/A	<i>Proposal has always been to reduce speed limit to 30mph to deter rat running. Discussions with Lancashire County Council are ongoing, initial agreement made for the limits of the speed limit change, these can be found within the Traffic Regulation Measures and Detrunking Plans.</i>	1
<i>You're only going to move the congestion from one end of Mains Lane to the other!</i>	N	<i>The proposed bypass will divert traffic away from Mains Lane. Traffic modelling has shown increase in journey time reliability and journey time savings.</i>	1
<i>Roundabout solution at Poulton junction best option for traffic flow</i>	Y	<i>Following consultation further operational assessments undertaken and it was found that a signalised cross road junction works more sufficiently, and providing a controlled crossing for pedestrians/cyclists.</i>	8
<i>Traffic signals only at peak times</i>	N	<i>This will cause various operational and safety concerns along the scheme route if this was to be implemented.</i>	7
<i>Proposals will divert traffic through Singleton Village</i>	N	<i>Current proposals include potential traffic calming measure along Mains Lane to deter rat running along this road and thus Singleton Village.</i>	1
<i>Poulton junction works well now - no change needed</i>	Y	<i>Following consultation further operational assessments undertaken and it was found that a signalised cross road junction works more sufficiently, and providing a controlled crossing for pedestrians/cyclists.</i>	3
<i>Adding roundabout at Poulton Junction interferes with moving traffic at speed - dangerous</i>	Y	<i>Following consultation further operational assessments undertaken and it was found that a signalised cross road junction works more sufficiently, and providing a controlled crossing for pedestrians/cyclists.</i>	5
<b>3 Alignment</b>			
<i>How will the scheme cater for the cycle routes?</i>	N	<i>Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.</i>	2
<i>How will the scheme cater for the pedestrian routes?</i>	N	<i>Provision footway/cycleway included already</i>	2



Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Poulton Junction should have bridges and slip roads - not roundabout	Y	Following consultation further operational assessments undertaken and it was found that a signalised cross road junction works more sufficiently, and providing a controlled crossing for pedestrians/cyclists. Overpass would be too visually intrusive	8
Would prefer the existing Garstang New Road to meet bypass via the no through road	N	Decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route through Little Singleton as a rat run and additional signalised junction on bypass would cause traffic to suffer more delays	2
Filter lights at junctions needed	N	Already considered in design, filter lights will be provided where required during detailed design stage.	1
Removing traffic lights in favour of roundabouts is better solution	N	Considered during design. The traffic lights at all the junctions will allow the control of flow of traffic, resulting in increased journey time reliability and journey time savings. It will also standardise the junctions across the scheme.	5
Cycle route needed at Poulton Junction	Y	Poulton junction has been redesigned to provide controlled crossing points at the junction.	2
Widen existing A585/A586 instead of bypass	N	Due to frontages along the existing A585 Mains Lane it is not feasible to widen the bypass due to the lack of space / cost of purchasing properties.	1
4 Environment			
Will noise screening be provided?	N	Noise assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to Environmental Statement for further details.	1
Too great an impact on environment generally	N	All environmental impacts assessed as part of the design and mitigation measures provided where necessary. Refer to Environmental Statement for further details.	1
Environmentally unsatisfactory at Poulton Junction	N	All environmental impacts assessed as part of the design and mitigation measures provided where necessary. Refer to Environmental Statement for further details.	1
5 Construction			
Cost excessive	N/A	Scheme costs are subject to an outline budget for Highways England Major Projects. Maintenance and repair are within another department of Highways England and allocated budgets have already been provided.	2
10 Shard Link			
Why has Shard Link not been included?	N	Option to retain Shard Road link already explored and dismissed due to adverse impacts on the biodiversity of the area and associated costs. It would also increase noise in the area and have a negative impact on the landscape and existing properties.	1
Question 11 Please explain your answer			
1 Overview			
How will the community benefit from the scheme compared to potential dis-benefits (particularly disruption during construction)?	N/A	Consideration has already been given within the traffic and economic assessments.	1
2 Traffic			

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
You're only going to move the congestion from one end of Mains Lane to the other!	N	The proposed bypass will divert traffic away from Mains Lane. Traffic modelling has shown increase in journey time reliability and journey time savings.	1
<b>3 Alignment</b>			
Will any bus routes /stops be affected?	Y	Consultation has been undertaken with transport officers at Lancashire County Council, Blackpool Transport Services Ltd, Stagecoach in Lancaster and Morecambe, Cumbria and North Lancashire and Lancashire Constabulary. A meeting was held on 30 January 2018 where placement of bus stops, school bus pickups, turning movements, notice periods and traffic calming measures were discussed. This will be further detailed in a Statement of Common Ground with Lancashire County Council. Little Singleton Junction changed from a roundabout to a signalised junction with a specific "U" turn provision for buses. Modifications to bus stops are shown on the General Arrangement Drawings (document reference	1
How will the scheme cater for the cycle routes?	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	1
How will the scheme cater for the pedestrian routes?	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	1
Can the Lodge Lane Bridge be made wider to limit severance within Singleton and reduce the impact of the bypass on nearby homes?	N	Option to provide a land bridge was dismissed via a value management workshop, it was shown through various metrics such as impact to environment, maintenance issues, costs etc that a standard bridge is the most beneficial. Refer to output from workshop for further details.	10
Would that not tempt fly-tipping and squatting on the remainder of Garstang New Road?	N/A	Measures will be provided to alleviate this potential problem. Discussions with Lancashire County Council ongoing to confirm and final proposal to be included within the SoCG.	1
Keep narrow bridge at Lodge Lane - reduce cost (unless traffic justifies)	N	Option to provide a land bridge was dismissed via a value management workshop, it was shown through various metrics such as impact to environment, maintenance issues, costs etc that a standard bridge is the most beneficial. Refer to output from workshop for further details.	25
Do not need bridge at Lodge Lane at all	N	Without a bridge the bypass would be at grade with lodge lane and would add another junction to the route causing the benefits of the bypass in relation to journey time savings will be diminished.	5
<b>4 Environment</b>			

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Will there be any replacement planting? If so where?	N	Impacts to landscape have already been assessed and mitigation provided where necessary. Refer to Environmental Statement for further details.	1
Will I be able to hear traffic on the bypass / how noisy will it be?	Y	Noise assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to the Environmental Statement Chapter 19 Environmental Masterplan (document reference TR010035/APP/6.19) and the Environmental Statement Chapter 11 (document reference TR010035/APP/6.11) for further details.	1
Too great an impact on environment generally	N	All environmental impacts assessed as part of the design and mitigation measures provided where necessary. Refer to Environmental Statement for further details.	4
Wide land bridge may be more environmentally friendly	N	Taking all factors into consideration, the Applicant will progress the scheme with the simple road bridge. The points raised in support of the land bridge are recognised and have informed enhanced mitigation measures (further details included in Section 5.12.3). Whilst the land bridge could offer environmental benefits (potential to increase biodiversity connectivity, maintaining access road to The Manor and Singleton Hall could reduce both impact on visual amenity and landscape character as a result of the scheme and could have beneficial impacts on nearby dwellings with regard to noise) other factors, including cost and maintenance issues,	26
7 Construction			
Cost excessive	N/A	Scheme costs are subject to an outline budget for Highways England Major Projects. Maintenance and repair are within another department of Highways England and allocated budgets have already been provided.	3
Supports wider Lodge Lane bridge due to reduced danger and reduced delays to traffic	N	Taking all factors into consideration, the Applicant will progress the scheme with the simple road bridge. The points raised in support of the land bridge are recognised and have informed enhanced mitigation measures (further details included in Section 5.12.3). Whilst the land bridge could offer environmental benefits (potential to increase biodiversity connectivity, maintaining access road to The Manor and Singleton Hall could reduce both impact on visual amenity and landscape character as a result of the scheme and could have beneficial impacts on nearby dwellings with regard to noise) other factors, including cost and maintenance issues, outweighed these.	12
Prefers narrower Lodge Lane bridge due to cost savings	N	The consultation responses in respect of the land bridge were considered, along with other factors including impact on environment, access for traffic users, ownership arrangements, maintenance and cost etc. In view of these factors a decision was taken not to include the land bridge within the design but an alternative mitigation package that is presented on the Environmental Masterplan (document reference TR010035/APP/6.19).	6
10 Shard Link			

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Why has Shard Link not been included?	N	Option to retain Shard Road link already explored and dismissed due to adverse impacts on the biodiversity of the area and associated costs. It would also increase noise in the area and have a negative impact on the landscape and existing properties.	1
<b>Q13 Please explain your answer</b>			
1 Overview			
Why is A585 Amounderness Way not being upgraded to dual carriageway?	N	Outside scope of scheme. Assessments show that this scheme, in conjunction with work undertaken at Norcross by Highways England OD, will alleviate congestion issues in this area, without needing to upgrade Amounderness Way to dual	1
2 Traffic			
Will the scheme reduce the rat-run traffic along Breck Road / Moorland Road in NE Poulton?	Y	Old Breck Road now a cul-de-sac to reduce rat running. Additional operational modelling at Poulton Junction, increasing the likelihood of users using the bypass instead of "rat running" through Poulton.	2
Will the scheme reduce congestion in Poulton-le-Fylde?	Y	Change at Poulton Junction, roundabout changed to cross-roads. Operational assessments of the junction has shown a reduction in possible congestion to the approach of the	1
Will speed limit on Mains Lane (currently 40mph) be changed?	N/A	Proposal has always been to reduce speed limit to 30mph to deter rat running. Discussions with Lancashire County Council are ongoing, initial agreement made for the limits of the speed limit change, these can be found within the Traffic Regulation Measures and Detrunking Plans	1
You're only going to move the congestion from one end of Mains Lane to the other!	N	The proposed bypass will divert traffic away from Mains Lane. Traffic modelling has shown increase in journey time reliability and journey time savings.	1
Traffic calming/control essential	N	Already under consideration for proposed detrunked section of A585, continual discussions with Lancashire County Council to determine ultimate proposal. Captured within SoCG.	2
Just creates a Rat Run	N	Reducing rat running traffic has already been considered. Variety of potential traffic calming measures proposed to deter "rat running". Ultimate proposal of detrunked section will be agreed with Lancashire County Council and be within SoCG.	8
Proposals will divert traffic through Singleton Village	N	Current proposals include potential traffic calming measure along Mains Lane to deter rat running along this road and thus Singleton Village.	2
3 Alignment			
What would happen to the existing Garstang New Road east of Little Singleton?	N/A	Proposals are to make the road a no through road, with access provided to land owners and cyclists/pedestrians.	7
Would that not tempt fly-tipping and squatting on the remainder of Garstang New Road?	N/A	Measures will be provided to alleviate this potential problem. Discussions with Lancashire County Council ongoing to confirm and final proposal to be included within the SoCG.	5
Make Pool Foot Lane one-way local access to Windy Harbour (eastbound)	N	Does not contribute to scheme objectives and option previously dismissed at options stage	1
Alternative route - Lodge Lane to Fleetwood Rd/Grange Rd junction	N	Part of objectives is to realise more benefits of the Windy Harbour junction improvements	2

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Would prefer the existing Garstang New Road to meet bypass via the no through road	N	Decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route through Little Singleton as a rat run and additional signalised junction on bypass would cause traffic to suffer more delays	48
The existing Garstang New Road should connect to something eg Pool Foot Lane or Windy Harbour Road	N	Decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route through Little Singleton as a rat run and additional signalised junction on bypass would cause traffic to suffer more delays	4
Make closed part of Garstang Road East passable for cyclist/pedestrians	N	The proposed part of this road will remain open for cyclists/pedestrians and a combined footpath/cycleway provided.	4
<b>7 Construction</b>			
Cost excessive	N/A	The scheme is working within the RIS budget to develop a scheme which meets the key objectives	1
<b>Q15 Please explain your answer to question 14 including any suggestions to be considered as part of the proposed safety improvements</b>			
<b>1 Overview</b>			
Why is the "Blue Route" to the M55 not being developed?	N	Outside scope of work for scheme. The blue route was the preferred option for the Norcross to M55 scheme which was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in providing this route in relation to environment and introducing a junction on the M55.	1
Why is A585 Amounderness Way not being upgraded to dual carriageway?	N	Outside scope of scheme. Assessments show that this scheme, in conjunction with work undertaken at Norcross by Highways England OD, will alleviate congestion issues in this area, without needing to upgrade Amounderness Way to dual	1
Why is work not being done upgrade the A585 through Thistleton/Greenhalgh/Medlar/Esprick to M55 Junction 3?	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	2
Disagree with bypass altogether due to single-carriageway limitation at each end	N	Traffic modelling has shown that there are benefits to journey time reliability and journey time savings. The scope of the scheme is to reduce congestion at Little Singleton and Shard Road junctions in particular. There could be possibilities of future work by other departments within Highways England to upgrade the road beyond the limits of this scheme.	3
<b>2 Traffic</b>			
Will the scheme reduce the rat-run traffic along Breck Road / Moorland Road in NE Poulton?	Y	Old Breck Road now a cul-de-sac to reduce rat running. Additional operational modelling at Poulton Junction, increasing the likelihood of users using the bypass instead of "rat running" through Poulton.	2
Have the various developments that are proposed been taken into account for the traffic flows using the bypass?	N	Consideration has already been given within the traffic and economic assessments	1
You're only going to move the congestion from one end of Mains Lane to the other!	N	The proposed bypass will divert traffic away from Mains Lane. Traffic modelling has shown increase in journey time reliability and journey time savings.	1
Too many HGVs on residential roads	N/A	Outside scope of scheme. Scheme will allow for the continual strategic trunk road route for HGVs.	1



Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Do not restrict traffic flow by low speed limit	N	Speed on the detrunked section will be decided on by Lancashire County Council. On bypass this will be open limit and only restricted near junctions	1
Dangerous for turning traffic into Service Station/Garden Centre (accidents)	N	Original design limits access and egress for traffic using Skippool Service Station to westbound traffic only. Eastbound traffic will have dedicated turning movements provided at the junctions to allow for access. Due to reduced traffic along Mains Lane access and egress out of the Garden Centre and Little Singleton Service Station will be safer.	5
Safety improved for pedestrians and cyclists	Y	Changes to Poulton Junction will enhance safety for pedestrians and cyclists. Roundabout had uncontrolled crossing, the proposed signalised crossroads will provide controlled crossing points. All other junctions along the route will provide controlled crossing points for these users.	11
Traffic light filters essential for good traffic flow	N	Phasing of lights for all junctions has already been taken into consideration through operational assessments.	5
Promote car share schemes and penalise single-occupancy	N/A	Outside Highways England's scope and authority.	1
Improve public transport	N/A	Outside Highways England's scope and authority.	2
Enforce "Unsuitable for HGVs" access signs - using local roads as Rat Runs	N/A	Outside scope of scheme. Scheme will allow for the continual strategic trunk road route for HGVs.	3
Phase traffic lights between junctions for smoother flow	N	Phasing of lights for all junctions has already been taken into consideration through operational assessments.	1
Traffic signals required at Norcross and Morrisson roundabouts (Amounderness Way)	N	Outside of scheme remit. Signal controlled junctions included for the junctions which are part of the scheme	1
Traffic calming on roundabout approaches and rumble strips across carriageway	N	Already being considered within the design and not included as all junctions are now signalised.	2
Traffic signals only at peak times	N	This will cause various operational and safety concerns along the scheme route if this was to be implemented.	4
Signals at pedestrian crossings needed	N	All junctions have been designed will controlled crossing points.	6
More pedestrian crossing needed on local roads	N	Local road considerations will be for LCC to consider. Outside Highways England's scope.	1
Effective speed cameras essential	N/A	No speed cameras have been currently included within the design of the scheme as discussed with Lancashire Police and Lancashire County Council.	6
Apply 30mph speed limit and add pedestrian crossings on Garstang Rd west of Singleton lights for safety NOW!	N	Speed limit would be for consideration by LCC. Controlled crossing at Poulton junction will be included as part of new junction design	1
Bad driver behaviour and lane jumping at junctions due to lack of 2nd lane at junctions	N	Designs comply to DMRB standards and junctions provided with adequate "stacking" provisions	6
Separate motorway (bypass?) traffic from local traffic	N	Already the intention of the scheme. Proposed bypass to separate the local traffic around Little Singleton junction and Singleton Village.	2
Use roundabouts without traffic lights at Skippool & Skippool Bridge junctions	N	Due to the close proximity of the junctions the optimised solution to regulate flow of traffic is to provide signalised junctions.	5
Skippool junction with traffic lights will be safer but more congested	N	Operational assessments has shown that the optimised solution to regulate the flow of traffic through this area is to provide signalised junctions.	2
Unsure of safety improvement	N	Improvements to safety are a key objective for the scheme, in particular at Little Singleton Junction and Shard Road Junction. The design has been undertaken with this at the	6
Should be safer with wider road and cycle lanes	N/A	N/A	7

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Modify Windy Harbour traffic lights - traffic flow does not work well	N	Modifications to this junction not within scheme remit and one of the objectives is to realise the benefits of this scheme.	1
Are there enough users to justify cycle/footways?	N	Non-motorised user surveys were undertaken and thus provision for combined footway/cycleway provided.	2
Traffic calming measures needed through Singleton Village	N	Traffic calming measures are still be considered and are ultimately LCCs decision. These will be captured in the SoCG.	1
Traffic flow will be worse after construction	N	Traffic modelling and operational assessments have shown that there will be an increase in journey time reliability and journey time savings as a result of the scheme.	3
<b>3 Alignment</b>			
How will the scheme cater for the cycle routes?	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	2
What would happen to the existing Garstang New Road east of Little Singleton?	N/A	Proposals are to make the road a no through road, with access provided to land owners and cyclists/pedestrians.	1
Would that not tempt fly-tipping and squatting on the remainder of Garstang New Road?	N/A	Measures will be provided to alleviate this potential problem. Discussions with Lancashire County Council ongoing to confirm and final proposal to be included within the SoCG.	1
Not convinced the Skippool Junction layout is best option for traffic flow	N	Operational assessments of Skippool junction already undertaken. It was found that due to close proximity of Skippool Bridge junction, both junctions would work more efficiently and control the flow of traffic when they are signalised junctions.	1
Removing traffic lights in favour of roundabouts is better solution	N	Design of junctions have been optimised and providing signalised junctions along the route allows for standardisation and driver satisfaction.	10
Only new large roundabout at Little Singleton Junction needed	N	Would firstly not meet all the scheme objectives, will not reduce congestion and will not provide an increase in journey time savings along the route / provide better journey time reliability.	1
Make closed part of Garstang Road East passable for cyclist/pedestrians	N	A combined footway/cycleway already provided in the design.	1

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Not enough detail provided for pedestrian crossings and cycle paths	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	3
Ensure long enough right hand turn lane is provided at Skippool Bridge junction	N	Junction designs have been optimised as part of scheme design	1
How do cyclists avoid re-joining dual carriageway when travelling east on A586 at Little Singleton junction?	N	Combined footway/cycleway to be provided along Garstang New Road and the section of bypass adjoining Windy Harbour Junction.	2
Prefer traffic lights to roundabouts	N/A	All junctions are now signalised instead of roundabouts.	2
Disconnect Mains Lane and make it 'no through road'	N	Option considered and discounted at non-statutory consultation stage	1
Divert pedestrians and cyclists down Pool Foot Lane (for safety reasons)	N	Provision for cyclists already considered as part of scheme design and included with provision on decommissioned section of Garstang New road. Safety for cyclists was one of the scheme objectives.	2
Don't need Grange Road pedestrian footbridge	N	Non-motorised user surveys undertaken and the public right of way needs to remain. Design looked at an uncontrolled crossing but dismissed for safety reasons and a controlled crossing would be a disbenefit for journey time savings.	2
New junctions at Skippool and Skippool Junction too complicated	N	Currently designed to DMRB standards and adequate signing / road markings will be provided to aid and guide traffic users.	4
Consider new pedestrian footbridge at Skippool/Breck Road junction	N	Not viable to provide a footbridge in this location due to the constraints in relation to existing properties.	3
Widen Garstang Road by service station and create roundabout by service station	N	Widening Garstang Road discounted at options stage before preferred route announcement.	2
Changes will make no difference - may even be worse	N/A	Traffic modelling has shown the benefits the proposed scheme will make.	1
Grade-separated junctions better - but expensive	N/A	Type of junctions not viable due to impacts on environment and cost.	1
Retain Little Singleton junction as it is	Y	The roundabout design presented at consultation has been changed following comments received. The pre- and post-consultation layouts can be seen in Figure 6 4. The post-consultation layout has modifications compared to the existing junction to account for the decommissioned section of Garstang New Road.	2

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Provide proper cycle lanes - not white lines on carriageway	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	2
Would prefer the existing Garstang New Road to meet bypass via the no through road	N	Decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route through Little Singleton as a rat run and additional signalised junction on bypass would cause traffic to suffer more delays	2
New junctions at Skippool and Skippool Junction too complicated	N	Currently designed to DMRB standards and adequate signing / road markings will be provided to aid and guide traffic users.	1
Unable to exit Occupation Lane without traffic lights	Y	Little Singleton Junction is now being maintained as a junction rather than changing to a roundabout	1
Allow buses to have new routes to avoid turning around	N	Discussions were held with the bus companies and refer to SoCG for further details.	1
Garstang Road East/Mains Lane bypass junction only	N/A	Dismissed previously prior to preferred route announcement.	1
Agree with traffic lights at Breck Road/Skipool Road - generally lights at other junctions counter-productive	N	Junction designs have been optimised as part of scheme design. Signal control included for safety	1
<b>4 Environment</b>			
Will noise screening be provided?	N	Noise assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to Environmental Statement for further details.	1
What effect will the scheme have on air quality? What would you do about any worsening of air quality?	N	Air quality assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to Environmental Statement for further details.	1
<b>Question 18: Is there anything else you think we should consider to improve the existing roads?</b>			
<b>1 Overview</b>			
Why is the "Blue Route" to the M55 not being developed?	N	Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 schemewhich was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.	6

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
<i>Why is A585 Amounderness Way not being upgraded to dual carriageway?</i>	<i>N</i>	<i>Outside scope of scheme. Assessments show that this scheme, in conjunction with work undertaken at Norcross by Highways England OD, will alleviate congestion issues in this area, without needing to upgrade Amounderness Way to dual</i>	<i>5</i>
<i>Why is work not being done upgrade the A585 through Thistleton/Greenhalgh/Medlar/Esprick to M55 Junction 3?</i>	<i>N</i>	<i>Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.</i>	<i>3</i>
<i>Money could be spent better elsewhere</i>	<i>N/A</i>	<i>Highways England has assessed various areas of the country and identified this route under the Regional Improvement Strategy as one to develop.</i>	<i>1</i>
<i>Confusion over Breck Road labelling on maps</i>	<i>N/A</i>	<i>Breck Road classification is outside of the scope of the scheme. This is an issue for Lancashire County Council.</i>	<i>1</i>
<i>Bypass not needed - just improve existing junctions</i>	<i>N</i>	<i>Traffic modelling has shown that there are benefits to journey time reliability and journey time savings. The scope of the scheme is to reduce congestion at Little Singleton and Shard Road junctions in particular. There could be possibilities of future work by other departments within Highways England to upgrade the road beyond the limits of this scheme. Just improving junctions dismissed prior to preferred route announcement.</i>	<i>1</i>
<b>2 Traffic</b>			
<i>Have the various developments that are proposed been taken into account for the traffic flows using the bypass?</i>	<i>N</i>	<i>Consideration has already been given within the traffic and economic assessments</i>	<i>1</i>
<i>Will speed limits change on the other local roads?</i>	<i>N/A</i>	<i>Proposal has always been to reduce speed limit to 30mph on Mains Lane to deter rat running. Discussions with Lancashire County Council are ongoing, initial agreement made for the limits of the speed limit change, these can be found within the Traffic Regulation Measures and Detrunking Plans.</i>	<i>1</i>
<i>You're only going to move the congestion from one end of Mains Lane to the other!</i>	<i>N</i>	<i>The proposed bypass will divert traffic away from Mains Lane. Traffic modelling has shown increase in journey time reliability and journey time savings.</i>	<i>3</i>
<i>Too many HGVs on residential roads</i>	<i>N/A</i>	<i>Outside scope of scheme. Scheme will allow for the continual strategic trunk road route for HGVs.</i>	<i>9</i>
<i>Effective speed cameras essential</i>	<i>N</i>	<i>Previous discussions held with Lancashire Police and Lancashire County Council and decision made that these are not required. Refer to SoCG.</i>	<i>3</i>



<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Dangerous for turning traffic into Service Station/Garden Centre (accidents)	N	Original design limits access and egress for traffic using Skippool Service Station to westbound traffic only. Eastbound traffic will have dedicated turning movements provided at the junctions to allow for access. Due to reduced traffic along Mains Lane access and egress out of the Garden Centre and Little Singleton Service Station will be safer.	2
Modify Windy Harbour traffic lights - traffic flow does not work well	N	One of the objectives of the scheme is to realise the benefits of the Windy Harbour junction improvement scheme.	1
Apply No Overtaking rule for the whole route (for safety reasons)	N	Bypass will be dual carriageway and therefore allow overtaking safely.	1
Phase traffic lights between junctions for smoother flow	N	Phasing of lights for all junctions has already been taken into consideration through operational assessments.	1
Reduce Skippool Road speed limit to 20mph	N	Outside scheme scope, would need to be considered by Lancashire County Council	3
Traffic calming/control essential	N	Already under consideration for proposed detrunked section of A585, continual discussions with Lancashire County Council to determine ultimate proposal. Captured within SoCG.	1
Increase existing 20mph through Singleton village to 30mph	N	Outside scheme proposal, would need to be considered by Lancashire County Council	1
Signal-controlled roundabout required at Little Singleton	Y	Modified signal-controlled junction is now proposed instead of the proposed roundabout.	1
Separate motorway (bypass?) traffic from local traffic	N	Already the intention of the scheme. Proposed bypass to separate the local traffic around Little Singleton junction and Singleton Village.	2
Both Breck Road and Skippool Road will need upgrading	N	Outside scheme proposal, would need to be considered by Lancashire County Council	1
Need a controlled junction at Grange Road/Fleetwood Road intersection - difficulty with turning movements	N	Outside remit of scheme possibility of this being undertaken at a future date by another Highways England department.	1
Congestion at both ends of scheme due to dual into single carriageways	N	The traffic model developed shows alleviation of congestion in the area. Possibilities of future schemes at either side, dependant on feasibility studies.	1

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Norcross roundabout on Amounderness Way is source of delays	N	Outside scope of scheme. Assessments show that this scheme, in conjunction with work undertaken at Norcross by Highways England OD, will alleviate congestion issues in this area, without needing to upgrade Amounderness Way to dual carriageway	2
Roundabout solution at Little Singleton junction best option for traffic flow	N	This junction is being redesigned following consultation and junction arrangement being retained	1
Windy Harbour improvements are a disaster	N	Part of objectives is to realise more benefits of the Windy Harbour junction improvements	1
Phasing of traffic lights at Skippool Bridge junction essential	N	Due to the close proximity of the junctions the optimised solution to regulate flow of traffic is to provide signalised junctions with the phasing interlinked.	1
<b>3 Alignment</b>			
How will the scheme cater for the cycle routes?	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	3
How will the scheme cater for the pedestrian routes?	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	1
Will the bypass be lit?	N/A	The design has considered lighting throughout the scheme and from safety engineers report it was confirmed that only the junctions will be lit.	1
What would happen to the existing Garstang New Road east of Little Singleton?	N/A	Proposals are to make the road a no through road, with access provided to land owners and cyclists/pedestrians.	1
Would that not tempt fly-tipping and squatting on the remainder of Garstang New Road?	N/A	Measures will be provided to alleviate this potential problem. Discussions with Lancashire County Council ongoing to confirm and final proposal to be included within the SoCG.	14
Resurface when needed and widen existing roads to improve flow	N	Resurfacing of the existing route will be confirmed following condition surveys. Due to frontages along the existing A585 Mains Lane it is not feasible to widen the bypass due to the lack of space / cost of purchasing properties.	7
Would prefer the existing Garstang New Road to meet bypass via the no through road	N	Decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route through Little Singleton as a rat run + additional signalised junction on bypass would cause traffic to suffer more delays	1
Widen Garstang Road (West) and Garstang New Road	N	Widening Garstang Road discounted at options stage before preferred route announcement.	1

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Create cycle paths along Amounderness Way both sides for safety reasons	N	Out of scope for this scheme.	5
Wait until scheme is built before considering local road changes	N/A	Local road changes are the responsibility of the local authorities and out of Highways England's authority.	1
Pedestrian & cycle crossing at Poulton roundabout is dangerous currently	Y	Following further operational modelling the junction has been changed to a signal controlled cross road junction with controlled crossing points.	1
Change crossroads at Garstang Rd East/Poulton Drive/Aldon Drive into roundabout	N	Considered and dismissed in option stage prior to preferred route announcement.	1
Consider re-location of Petrol Station	N	Access and egresses of the petrol stations will remain, it is not under Highways England's authority to relocate businesses.	1
Extend merging area from Windy Harbour towards M55	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	1
Beware of too much signage - confusing	N/A	Signage strategy agreed with Lancashire County Council and with Highways England maintainers. All signing designed in accordance with DMRB.	1
Windy Harbour southwards on Fleetwood road - tie-in to 1 lane is too quick - lengthen	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	1
New direct route from Over Wyre to Lancaster/St.Michaels/Garstang could bypass the A585 and reduce traffic	N	Considered and dismissed in option stage prior to preferred route announcement.	1
Need a dual carriageway from M55 to Morrisons roundabout	N	Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 scheme which was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in providing this route in relation to environment and introducing a junction on the M55.	1
Create filter lane from Service station (at Little Singleton?) towards Windy Harbour	N	Considered and dismissed in option stage prior to preferred route announcement.	1
Approve of modified access to Petrol station	N/A	N/A	1

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Consider a 'Fylde Coast Route' involving M55 Peel Hill rbt, Staining Village, Carleton Village and Norcross	N	outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 schemewhich was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.	1
<b>4 Environment</b>			
Will noise screening be provided?	N	Noise assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to Environmental Statement for further details.	1
Will there be any replacement planting? If so where?	N	Already accounted for in design	1
Will I be able to hear traffic on the bypass / how noisy will it be?	Y	Noise assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to the Environmental Statement Chapter 19 Environmental Masterplan (document reference TR010035/APP/6.19) and the Environmental Statement Chapter 11 (document reference TR010035/APP/6.11) for further details.	1
Will any protected species be affected?	N	All protected species considered and mitigation proposals provided accordingly. Refer to Environmental Statement for further details.	2
Lighting at Keep Clear boxes and repaint lines as needed	N	Lighting will be provided at each junction along the scheme.	1
Improve rubbish collection from verges etc.	N/A	Rubbish collection will be outlined in Highways England's maintenance strategy.	2
Additional tree planting to mitigate impact on my property	Y	Landscape assessments have been undertaken as part of the design and mitigation measures provided where necessary. Refer to Environmental Statement Chapter 9 Landscape (document reference TR010035/APP/6.9) for further details.	1
Not enough protection for listed buildings	N	Considered as a receptor in environmental assessment, refer to Environmental Statement for further information.	1
<b>6 Consultation</b>			
Have local businesses been consulted?	N/A	Information relating to the scheme was provided via mail to all Cat 1, Cat 2, Cat 3 interested parties and was made available to all others at the deposit locations and via the internet.	1
What is the view of the local authorities on the proposals?	N/A	Local authority feedback on the scheme is outlined in the body of the Consultation Report.	1

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Have you been in contact with Environment Agency about flooding issues?	N	The Environment Agency have been contacted regarding the scheme and various discussions held. They also review the Flood Risk Assessment and provide us with any comments to address. Refer to SoCG for further details.	1
h			
New bridge from Knott End to Fleetwood needed (over River Wyre)	N	N - outside remit of scheme	1
Consider flyovers at junctions where possible	N	N - junctions optimised as part of scheme design and due to the non-urban environment, flyovers have significant environmental impacts.	1
11 General Questions			
The land in this area suffers from flooding and has a high ground water table, how is the scheme not going to add to this problem?	N/A	The scheme has already considered flooding within the design process. The Environment Agency have been consulted and the Flood Risk Assessment provided to them for their consent. Further details can be found within the Flood Risk Assessment document.	1
Question 19: Do you have any further comments about the A585 route?			
1 Overview			
Why is the "Blue Route" to the M55 not being developed?	N	Outside scope of work for the Scheme. The blue route was the preferred option of the Norcross to M55 scheme which was put on hold in 2007. It was promoted by Lancashire County Council not the Applicant. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.	8
Why is A585 Amounderness Way not being upgraded to dual carriageway?	N	Outside scope of scheme. Assessments show that this scheme, in conjunction with work undertaken at Norcross by Highways England OD, will alleviate congestion issues in this area, without needing to upgrade Amounderness Way to dual	25
Why is work not being done upgrade the A585 through Thistleton/Greenhalgh/Medlar/Esprick to M55 Junction 3?	N	Work in the area in question is outside the scope of the Scheme. As part of the variable demand modelling impacts on the surrounding area are considered and results must demonstrate that the scheme does not have a negative impact elsewhere on the route. Consideration of the area wide changes in traffic are shown in the Transport Assessment (TR010035/APP/7.4). Work in this area may be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England Operations Directive will	32
How will this scheme aid local development?	N/A	Consideration has already been given within the traffic and economic assessments	1
How will the community benefit from the scheme compared to potential dis-benefits (particularly disruption during construction)?	N/A	Consideration has already been given within the traffic and economic assessments	2
Disagree with bypass altogether due to single- carriageway limitation at each end	N	Traffic modelling has shown that there are benefits to journey time reliability and journey time savings. The scope of the scheme is to reduce congestion at Little Singleton and Shard Road junctions in particular. There could be possibilities of future work by other departments within Highways England to upgrade the road beyond the limits of this scheme.	4



Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
<b>2 Traffic</b>			
Have the various developments that are proposed been taken into account for the traffic flows using the bypass?	N	Consideration has already been given within the traffic and economic assessments	2
You're only going to move the congestion from one end of Mains Lane to the other!	N	The proposed bypass will divert traffic away from Mains Lane completely. Traffic modelling has shown increase in journey time reliability and journey time savings.	6
Difficult to access/egress our driveway due to traffic - dangerous at times	N/A	All access/egress points have been maintained within the design. There will be a reduction in traffic along Mains Lane alleviating safety issues of access/egress to properties along this route.	1
Tailbacks will occur at Shard Road junction	Y	Amendments to junction as a result of comments at consultation and further operational assessments undertaken.	1
Roundabout solution at Little Singleton junction best option for traffic flow	N	Following further operational modelling the junction has changed from a roundabout to signalised junction with "U" turn provision.	2
Dangerous for turning traffic into Service Station/Garden Centre (accidents)	N	Original design limits access and egress for traffic using Skippool Service Station to westbound traffic only. Eastbound traffic will have dedicated turning movements provided at the junctions to allow for access. Due to reduced traffic along Mains Lane access and egress out of the Garden Centre and Little Singleton Service Station will be safer.	1
Proposals will divert traffic through Singleton Village	N	Current proposals include potential traffic calming measure along Mains Lane to deter rat running along this road and thus Singleton Village.	1
Effective speed cameras essential	N	Discussions were held with Lancashire Police and Lancashire County Council and speed cameras deemed not required.	1
Traffic signals required at Norcross and Morrisson roundabouts (Amounderness Way)	N	Currently being investigated by another department within Highways England and junction improvements will be undertaken prior to this scheme.	1
Peak time traffic jams are a fact of life and unavoidable	N/A	N/A	1
<b>3 Alignment</b>			
Will any bus routes /stops be affected?	Y	Consultation has been undertaken with transport officers at Lancashire County Council, Blackpool Transport Services Ltd, Stagecoach in Lancaster and Morecambe, Cumbria and North Lancashire and Lancashire Constabulary. A meeting was held on 30 January 2018 where placement of bus stops, school bus pickups, turning movements, notice periods and traffic calming measures were discussed. This will be further detailed in a Statement of Common Ground with Lancashire County Council. Little Singleton Junction changed from a roundabout to a signalised junction with a specific "U" turn provision for buses. Modifications to bus stops are shown on the General Arrangement Drawings (document reference	1

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
What is being done about flooding problems?	N/A	The scheme has already considered flooding within the design process. The Environment Agency have been consulted and the Flood Risk Assessment provided to them for their consent. Further details can be found within the Flood Risk Assessment document.	1
What would happen to the existing Garstang New Road east of Little Singleton?	N/A	Proposals are to make the road a no through road, with access provided to land owners and cyclists/pedestrians.	2
Do you have to provide the footbridge?	N	Non-motorised user surveys undertaken and the public right of way needs to remain. Design looked at an uncontrolled crossing but dismissed for safety reasons and a controlled crossing would be a disbenefit for journey time savings.	1
Why not close off Garstang New Road at Singleton roundabout - will be dead end	N/A	Proposals are to make the road a no through road, with access provided to land owners and cyclists/pedestrians.	1
Make Skippool Junction left turn only access for local traffic - no traffic lights	N	The junction design has been optimised and to work sufficiently with the other junctions in the vicinity. By providing no traffic lights, there would be operational and safety implications.	1
Extend dualling at Windy Harbour a bit longer to deter a race to single lane section	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	1
Widen existing A585/A586 instead of bypass	N	Due to frontages along the existing A585 Mains Lane it is not feasible to widen the bypass due to the lack of space / cost of purchasing properties.	1
Block off Garstang New Road at roundabout to deter travellers, fly-tippers etc.	N/A	Measures will be provided to alleviate this potential problem. Discussions with Lancashire County Council ongoing to confirm and final proposal to be included within the SoCG.	1
Resurface when needed and widen existing roads to improve flow	N	Due to frontages along the existing A585 Mains Lane it is not feasible to widen the bypass due to the lack of space / cost of purchasing properties. Resurfacing of existing roads will be subject to a condition survey.	4
Scheme inadequate - not enough land acquired to make Skippool Junctions better	N	The junction design is in accordance with DMRB standards and land take is based on this and the existing constraints.	1
Improve Amounderness Way junctions with Victoria Road E/W and Fleetwood Road with Thistleton Road	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Norcross Junction and Highways England OD will consider future work for this junction.	1
Scheme will only divert traffic from Little Singleton to Skippool	N	The traffic model developed shows alleviation of congestion in the area. Possibilities of future schemes at either side, dependant on feasibility studies.	1
Would prefer the existing Garstang New Road to meet bypass via the no through road	N	Decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route through Little Singleton as a rat run + additional signalised junction on bypass would cause traffic to suffer more delays	2

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
M55 onto Fleetwood Road is an issue (single carriageway)	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	1
Don't need Grange Road pedestrian footbridge	N	Non-motorised user surveys undertaken and the public right of way needs to remain. Design looked at an uncontrolled crossing but dismissed for safety reasons and a controlled crossing would be a disbenefit for journey time savings.	1
Create a controlled junction on Garstang Road East to Shard Road, the housing development and trading estate would improve safety	N	A variety of options were ruled out on a number of grounds and preferred route announced October 2017. Justification for options dismissed is outlined within the PRA documents.	1
<b>4 Environment</b>			
Will noise screening be provided?	N	Noise assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to Environmental Statement for further	3
What will be done to prevent pollution of watercourses?	N	Drainage design has been undertaken to all the relevant standards and pollution control devices proposed where outfalling into a watercourse.	1
What effect will the scheme have on air quality? What would you do about any worsening of air quality?	N	Air quality assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to Environmental Statement for further	1
Will there be any replacement planting? If so where?	N	Impacts to landscape have already been assessed and mitigation provided where necessary. Refer to Environmental Statement for further details.	1
Will I be able to hear traffic on the bypass / how noisy will it be?	Y	Noise assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to the Environmental Statement Chapter 19 Environmental Masterplan (document reference TR010035/APP/6.19) and the Environmental Statement Chapter 11 (document reference TR010035/APP/6.11) for	2
Will any protected species be affected?	N	All protected species considered and mitigation proposals provided accordingly. Refer to Environmental Statement for further details.	1
Drainage flooding issues need sorting	N	Flood model produced and Environment Agency consulted. Flood Risk Assessment outlines the findings and how the scheme will address any concerns of flooding.	3
Too great an impact on environment generally	N	All environmental impacts assessed as part of the design and mitigation measures provided where necessary. Refer to Environmental Statement for further details.	2
Lighting at Keep Clear boxes (for local accesses)	N	Lighting will be provided at each junction along the scheme.	1
<b>6 Consultation</b>			
Have you been in contact with Environment Agency about flooding issues?	N	The Environment Agency have been contacted regarding the scheme and various discussions held. They also review the Flood Risk Assessment and provide us with any comments to address. Refer to SoCG for further details.	1
Why consult - you have already decided on the road layout	N	Statutory process, views considered where possible whilst complying with scheme objectives and design and safety standards	1
<b>7 Construction</b>			

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Construction will be disruptive	N/A	Construction sequences have been proposed to minimise as much disruption as possible for road users and local residents. The construction will incur minimal disruptions as the majority of the scheme is offline. The likely disruption will happen at the tie in points with the existing network and the flow of traffic will be maintained throughout the construction period.	4
Cost excessive	N/A	The scheme is working within the RIS budget to develop a scheme which meets the key objectives	7
<b>Written consultation responses</b>			
<b>1 Overview</b>			
Why is the "Blue Route" to the M55 not being developed?	N	Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 schemewhich was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.	6
Why is A585 Amounderness Way not being upgraded to dual carriageway?	N	Outside scope of scheme. Assessments show that this scheme, in conjunction with work undertaken at Norcross by Highways England OD, will alleviate congestion issues in this area, without needing to upgrade Amounderness Way to dual	6
Why is work not being done upgrade the A585 through Thistleton/Greenhalgh/Medlar/Esprick to M55 Junction 3?	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	6
Disagree with bypass altogether due to single- carriageway limitation at each end	N	Traffic modelling has shown that there are benefits to journey time reliability and journey time savings. The scope of the scheme is to reduce congestion at Little Singleton and Shard Road junctions in particular. There could be possibilities of future work by other departments within Highways England to upgrade the road beyond the limits of this scheme.	5
Need Railway station at Fleetwood or larger car park at Poulton with park-and-ride	N	Would not meet scheme objectives and outside Highways England's remit.	1
Get on with it - the sooner the better	N/A	The scheme design is aligned to start of works Spring 2020	4
Will benefit some - but not Over Wyre residents	N/A	N/A	2
Regeneration of Fleetwood is essential - but need better road connections	N	Scheme will improve road connections to Fleetwood, however the regeneration of Fleetwood is outside the control of Highways England.	2
More plans and details of scheme please	N/A	All plans and details will provided as part of the Development Consent Order.	2
Delay new housing construction in North Fylde until new bypass is functional	N/A	Highways England has no authority to delay any other developments in the area. All future developments have been assessed in the traffic model.	1
Will the Petrol Station at Skippool still be available?	N/A	No changes to petrol station as a result of scheme. Road layout design to accommodate movement to/from this feature.	1

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Implement the Yellow route instead	N	Outside scope of scheme. The yellow route was a subsequent idea from the original blue route. Both were promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.	5
Lancs CC are seeking the HE's stance on other improvements regarding M55 J3 to Windy Harbour and at Windy Harbour traffic lights. Also Thisleton Road/Mile staggered junction on A585 Fleetwood Road	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	1
<b>2 Traffic</b>			
Have the various developments that are proposed been taken into account for the traffic flows using the bypass?	N	Consideration has already been given within the traffic and economic assessments	10
What will the speed limit be on the bypass?	N/A	Speed limits shown within consultation.	1
You're only going to move the congestion from one end of Mains Lane to the other!	N	The proposed bypass will divert traffic away from Mains Lane completely. Traffic modelling has shown increase in journey time reliability and journey time savings.	6
Difficult to access/egress our driveway due to traffic - dangerous at times	N/A	All access/egress points have been maintained within the design. There will be a reduction in traffic along Mains Lane alleviating safety issues of access/egress to properties along this route.	1
Roundabout solution at Little Singleton junction best option for traffic flow	Y	Following further operational modelling the junction has been changed to a signal controlled cross road junction with controlled crossing points and a dedicated "U" turn facility.	2
Proposals will divert traffic through Singleton Village	N	Current proposals include potential traffic calming measure along Mains Lane to deter rat running along this road and thus Singleton Village.	1
Effective speed cameras essential	N	No speed cameras have been currently included within the design of the scheme as discussed with Lancashire Police and Lancashire County Council.	1
Widen the existing road at Petrol Station to improve access	N	Due to frontages along the existing A585 Mains Lane it is not feasible to widen the bypass due to the lack of space / cost of purchasing properties.	1
Roundabouts not traffic light - plus flyovers	N	Flyovers not technically feasible	1
Windy Harbour improvements are a disaster	N	Part of objectives is to realise more benefits of the Windy Harbour junction improvements	11
Separate motorway(bypass?) traffic from local traffic	N	Already the intention of the scheme. Proposed bypass to separate the local traffic around Little Singleton junction and Singleton Village.	4
Congestion at both ends of scheme due to dual into single carriageways	N	Already considered within initial design and traffic modelling	2
Extend dualling to at least Norcross roundabout	N	Outside scope of scheme. Assessments show that this scheme, in conjunction with work undertaken at Norcross by Highways England OD, will alleviate congestion issues in this area, without needing to upgrade Amounderness Way to dual	3
Dual carriageway a good idea	N/A	N/A	22
Too many traffic lights can delay flows at many junction - timings crucial	N	Design of junctions have been optimised and providing signalised junctions along the route allows for standardisation and driver satisfaction.	1



Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Will increase gridlock in Poulton - more than already	N	Traffic modelling takes surrounding areas into consideration and has shown an alleviation of traffic in the area.	2
Hold-ups currently at Little Singleton junction and Mains Lane and Shard traffic lights	N	Already considered in scheme design, traffic modelling has shown increase in journey time reliability and journey time savings.	3
Dangerous manoeuvres take place within the junctions as a result of deliberate lane-changing being common in order to get through junction quicker	N/A	New layout of junctions and signalising should control the flow of traffic and will deter erratic manoeuvres.	4
Consider putting traffic lights in at Norcross roundabout	N	Norcross junction is outside the scheme remit, however Highways England OD will be undertaking modifications to the junction as part of another scheme.	1
It will cause more hold-ups at Skippool junctions	N	Already considered in scheme design	1
Bad driver behaviour and lane jumping at junctions due to lack of 2nd lane at junctions	N/A	New layout of junctions and signalising should control the flow of traffic and will deter erratic manoeuvres.	1
Signs should include Fleetwood in addition to Blackpool etc.	N	Sign strategy agreed with Lancashire County Council and direction signs include Fleetwood where needed.	1
Shard Road traffic will have to detour west in order to join new bypass to go east - longer journey	N	Traffic flow considered within model and has shown journey time savings even with the slight "detour" west to join the bypass.	1
Would prefer current design but with junction at Poulton moved to Lodge Lane instead	N	Locating junction here would have environmental implications, would require larger retainment for cutting due to slip roads and would affect nearby properties.	1
Mains Lane congestion only occurs during roadworks or accidents	N	From traffic data it can be seen that the congestion along Mains Lane occurs at other times as well.	1
Mains Lane residents will benefit from scheme	N	The proposed bypass will divert traffic away from Mains Lane. Traffic modelling has shown increase in journey time reliability and journey time savings.	1
Requests contact details regarding Signage design to inform road users of the location of the Singleton Lodge Country House Hotel	N/A	This is a matter for Lancashire County Council to deal with.	1
Assumes bottleneck at A588 (Shard Road) junction with old A585 (Mains Lane) will back up to Hambleton under new scheme	Y	Further operational assessments have been undertaken and have resulted in modifications to Shard Road junction, which will now have dedicated turning lanes to reduce the build up of traffic at the junction.	1
Suggests temporary traffic lights during construction under railway bridge (B5266) to avoid fatalities	N/A	This will be the responsibility of the Contractor once appointed.	1
<b>3 Alignment</b>			
How will the scheme cater for the cycle routes?	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.	1

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Will CCTV cameras be provided to monitor the new junctions? How will you ensure that it does not affect the privacy of local residents?	N/A	CCTV will be provided to monitor the junctions and under the data protection act, the privacy of local residents will be unaffected.	1
Extend dualling at Windy Harbour a bit longer to deter a race to single lane section	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	1
Widen existing A585/A586 instead of bypass	N	Due to frontages along the existing A585 Mains Lane it is not feasible to widen the bypass due to the lack of space / cost of purchasing properties.	2
Resurface when needed and widen existing roads to improve flow	N	Due to frontages along the existing A585 Mains Lane it is not feasible to widen the bypass due to the lack of space / cost of purchasing properties. Resurfacing of existing roads will be subject to a condition survey.	4
Improve Amounderness Way junctions with Victoria Road E/W and Fleetwood Road with Thistleton Road	N	Outside scope of scheme. Assessments show that this scheme, in conjunction with work undertaken at Norcross by Highways England OD, will alleviate congestion issues in this area, without needing to upgrade Amounderness Way to dual	1
Improve Windy Harbour road and connect it to Pool Foot Lane to divert Over Wyre traffic off the bypass	N	Considered and dismissed prior to Preferred Route Announcement at options stage.	1
Scheme will only divert traffic from Little Singleton to Skippool	N	The traffic model developed shows alleviation of congestion in the area. Possibilities of future schemes at either side, dependant on feasibility studies.	1
Would prefer the existing Garstang New Road to meet bypass via the no through road	N	Decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route through Little Singleton as a rat run and additional signalised junction on bypass would cause traffic to suffer more delays	8
M55 onto Fleetwood Road is an issue (single carriageway)	N	Outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	1
Poulton Junction should have bridges and slip roads - not roundabout	N	This has not resulted in redesign, however the junction layout has changed as a result of consultation to prioritise traffic travelling on the bypass	1
Requests an alternative route for the bypass reflecting a direct access to the M55	N	Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 scheme which was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in providing this route in relation to environment and introducing a junction on the M55.	1
Requests a Poulton-le-fylde bypass to link up with the proposed bypass	N	Considered and dismissed prior to Preferred Route Announcement at options stage.	1
Will it be possible to travel along Garstang Road and use the Petrol Station at Little Singleton	N	Access via Garstang New Road will be unavailable due to the road becoming a no through road. However access will still be available from the bypass via Poulton Junction.	1
Longer route for Over Wyre traffic wishing to travel east towards motorway area	N/A	Route is slightly longer, however the traffic model has shown an increase in journey time reliability and journey time savings.	1

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
Consider additional access to bypass near Lodge Lane	N	Already considered and discounted at options stage prior to preferred route announcement. An additional junction would cause a significant reduction in the proposed benefits of the scheme and significant environmental impacts.	1
Consider grade-separated option at Skippool junction instead	N	These options were discounted prior to preferred route announcement and have operational, safety and environmental implications. Also due to existing constraints of tying into the existing network these options are not possible.	1
Consider re-routing Lodge Lane to connect at the new Poulton junction	N	Option dismissed prior to preferred route announcement, due to operational, safety and environmental implications.	1
Would prefer Grange Road footbridge be turned into a pedestrian underpass instead	N	Non-motorised user surveys undertaken and the public right of way needs to remain. Design looked at an uncontrolled crossing but dismissed for safety reasons and a controlled crossing would be a disbenefit for journey time savings.	1
Carry out maintenance work on existing highways at night to minimise congestion at roadworks	N/A	This aspect of work will be covered by Highways England's maintenance strategy for the area.	1
Cycle lanes should be separate from highway bypass by more than just white lines on the carriageway	N	No provision on bypass, cyclists encouraged to use Mains Lane. Where combined footway/cycleways provided, these will be	1
How do cyclists get to Little Ecclestone if Garstang New Road is blocked off	N	There will be provision for a combined footway/cycleway along Garstang New Road and connecting into Windy Harbour Junction.	1
Is the Skippool Bridge junction to be a roundabout with traffic lights	N/A	The junction will be signalised cross road as per the consultation material.	1
Any flyovers or underpasses envisaged for the scheme	N	These options were discounted prior to preferred route announcement and have operational, safety and environmental implications.	1
New junctions at Skippool and Skippool Junction too complicated	N	Currently designed to DMRB standards and adequate signing / road markings will be provided to aid and guide traffic users.	6
Raised concerns about access/exit to the River Wyre Hotel/Pub under the new Skippool junction layout	Y	The arrangement of Old Breck service road south-east of Skippool Junction would be changed to: •close the access from the westbound carriageway •provide a turning head opposite the River Wyre Hotel •amend the western end of the service road to provide signal control to assist users leaving this road.  The design changes have been introduced to limit the two-way traffic movements and rat running on the service road. By closing the access from the westbound carriageway the road will be used by residents, and patrons/service vehicles for the River Wyre Public House only.  The redesign also introduces signalised provisions for the access/egress to Old Breck service road which would alleviate safety concerns associated with crossing multiple lanes of traffic when travelling towards Amounderness Way.	1
Concerned about the level of unsafe/illegal parking close to the Hotel which causes unsafe manoeuvres by HGVs	Y	Change in design of Old Breck Service Road should help to reduce the likelihood of unsafe/illegal parking. A turning area is provided to the east of the Service Road to provide access for refuse vehicles and deliveries to the River Wyre Hotel.	1

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Local road condition in this area is very poor and needs addressing urgently regardless of any changes to the junction	N/A	Strategic road network is under the jurisdiction of Highways England and will be dealt with under their maintenance strategy and other roads dealt with Local Authorities.	1
Suggests a Residents Only parking arrangement to minimise illegal or unhelpful parking	N/A	This will be the responsibility of Lancashire County Council.	1
Suggests alternative design to the proposed bypass - separate local and motorway-bound traffic by a new relief road to connect from Fleetwood Road (before Windy Harbour) and rejoin the new road before Poulton. The new section of bypass from Poulton to Skippool would no longer be required	N	Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 scheme which was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in providing this route in relation to environment and introducing a junction on the M55.	1
Too many pedestrian crossings - delaying traffic flow	N	Improvements to safety is a key objective for the scheme. The phasing of the lights will control the flow of traffic and crossing of pedestrians maintaining safety.	1
Extend Little Singleton Petrol Station into a Café/convenience store	N/A	Outside Highways England's authority	1
Alternative route involving extension of Shard Road removes need for Lodge Lane underpass and creates new roundabout with a Mains Lane diversion	N	These options were discounted prior to preferred route announcement and have operational, safety and environmental implications.	1
Require confirmation of continued access to 195 Mains Lane stables	N/A	Access would be maintained	1
Concerned that new service/access road to Singleton Hall will cater for refuse trucks and will be to design standards	N	All designs will comply with DMRB standards	1
Who will maintain Singleton Hall access road?	N/A	Maintenance will be like for like with the existing access. Refer to SoCG.	1
Will a temporary access road be provided?	N/A	Access will be maintained throughout the duration of the scheme via temporary access if needed.	1
Suggest upgrade of Pool Foot Lane to an access road to Windy Harbour Road	N	These options were discounted prior to preferred route announcement and have operational, safety and environmental implications.	1

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Various comments relating to access limits and maintenance of Breck Road	Y	Arrangement of Breck Road (service road) south-east of Skipppool Junction would be changed to close the west end (access from the westbound carriageway), provide a turning head opposite the River Wyre hotel and amend the eastern end of the service road to provide signal control to assist users leaving this road	1
<b>4 Environment</b>			
Has adequate Environmental Assessment work been completed?	N	Work conducted in accordance with EIA Regulations.	1
Will any protected species be affected?	N	All protected species considered and mitigation proposals provided accordingly. Refer to Environmental Statement for further details.	1
Drainage flooding issues need sorting	N	Flood model produced and Environment Agency consulted. Flood Risk Assessment outlines the findings and how the scheme will address any concerns of flooding.	1
Too great an impact on environment generally	N	Already accounted for in design, information within PEIR/ES	3
Water leak on A585 NB C/way near Thistleton junction (longstanding issue)	N/A	Highways England OD authority and issue passed on to the relevant department.	1
Concerned about environmental effects on property at 195 Mains Lane	Y	Mitigation plans have been developed and measures proposed where necessary. Refer to Environmental Statement for further details.	1
Will street lighting be provided for Singleton Hall access road	N/A	This will be captured within the SoCG with management company.	1
Enquiring whether noise reduction measures will be made at junction of Old Mains Lane/Mains Lane	Y	Mitigation plans have been developed and measures proposed where necessary. Refer to Environmental Statement for further details. The provision of acoustic barriers has been included as part of the mitigation plans. Refer to ES Chapter 11 Noise and Vibration (document reference TR010035/APP/6.11)	1
Concerns raised re. the drainage problems at Carr Wood. Many drains feed into this area resulting in flooding. Does not appear to access in new scheme to alleviate problem	N	Flood model produced and Environment Agency consulted. Flood Risk Assessment outlines the findings and how the scheme will address any concerns of flooding.	1
Asking if bypass near his home will contain noise reducing banking and fencing to reduce noise and air pollution	Y	Mitigation plans have been developed and measures proposed where necessary. Refer to Environmental Statement for further details.	1
Wildlife Haven proposal is for land adjacent to Red Line Boundary	N/A	No resulting design changes, outside red line boundary	1
<b>5 Land Compensation</b>			
Directly affected by planned works & site compound - land acquisition, tree planting, fencing, compensation to be agreed	N/A	This will be identified in the Book of Reference and discussions held with the relevant party regarding compensation claims and compulsory purchase.	5
Enquired about any effect on his property (near Amounderness Way)	N/A	No effect to properties in close proximity to Amounderness Way	1



<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Possibly affected by proposed Norcross roundabout modifications (not in this scheme)	N/A	Not a part of this scheme.	1
Enquiring about how to apply for 'Loss of Value' compensation	N/A	Answer provided and relevant information provided.	1
Pure Leisure Group have acquired a large amount of land for new housing with planning permission granted already. Scheme will affect their planning. Want a meeting to discuss implications	N/A	All developments have been identified and effects including within the traffic model. Discussions held.	1
Land Interest Questionnaire already submitted	N/A	N/A	2
Current owners of the Skippool petrol Station at Mains Lane, Singleton wish to register their concern and would request a meeting when details are more available	N/A	Meetings held	1
Will affect Singleton Hall access route	N/A	Proposals and discussions held with relevant party	1
The Carrington Group are developers who own land (south side of Mains Lane adjacent to Skippool) which will be affected by scheme. They claim they were not informed of scheme whilst going through planning consent. They are ready to begin construction and will lose out financially as a result. Intend to claim compensation from the HE	N/A	N/A	1
Concerned about effects on existing stables and septic tanks with new design at 195 Mains Lane (previously unaffected)	N/A	This will be identified in the Book of Reference and discussions held with the relevant party regarding compensation claims and compulsory purchase.	1
Appointment with District Valuer arranged for 95 Main Lane	N/A	N/A	1
Enquiring about compensation details (currently a noise monitoring location here) referred to previously	N/A	Details provided	1
Affected landowner - wants a personal visit to discuss scheme and details on how it will affect her property	N/A	Details provided	1
<b>6 Consultation</b>			
Concern of process and adequacy of consultation	N/A	N/A	2
Complaining about the failure of the interactive Consultation Response Form to operate effectively	N/A	N/A	5
Complaining about the lack of consultation material at Poulton Library	N/A	N/A	1
Complaining about lack of consultation sessions and lack of adequate advertising re proposed scheme/consultation opportunities	N/A	N/A	2
Complainant wished to speak to someone from the project team about the proposed scheme	N/A	N/A	1
Complained that no Consultation Response Form was included with the brochure as promised	N/A	N/A	1
Could not a shorter version of the CRF be provided as an alternative for comments only to be added	N/A	N/A	1
Requests that HE update their records to reflect the change of ownership of their property on Mains Lane	N/A	N/A	1
Request for consultation for residents of Over Wyre area in maybe Preesall area	N/A	N/A	2
Local resident call, complaining about the misleading identification of his property shown on Preferred route plan	N/A	N/A	1

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses
Seven options originally reduced to two before public consultation to consider them		N/A	N/A	1
Enquiring about what liaison with local authority (LCC) re Lodge Lane bridge supports is in place		N/A	N/A	1
Requested consultation documents plus any additional information from previous PRA		N/A	N/A	1
<b>7 Construction</b>				
Construction will be disruptive		N/A	Construction sequences have been proposed to minimise as much disruption as possible for road users and local residents. The construction will incur minimal disruptions as the majority of the scheme is offline. The likely disruption will happen at the tie in points with the existing network and the flow of traffic will be maintained throughout the construction period.	1
Cost excessive		N/A	The scheme is working within the RIS budget to develop a scheme which meets the key objectives	3
Waste of money - better spent on NHS or motorway widening		N/A	Scheme costs are subject to an outline budget for Highways England Major Projects. Maintenance and repair are within another department of Highways England and allocated budgets have already been provided.	1
Have you considered using recycled plastic material as an additive to the tarmac?		N/A	Will be considered during the detailed design stage	1
Wants to know why A585 is closed time and again to carry out repairs - why not do it all at the same time. Would like to discuss the matter with HE		N/A	N/A	1
Concerned at level differences at 195 Mains Lane relative to new road, especially culvert, also noise monitoring currently		N	Decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route through Little Singleton as a rat run + additional signalised junction on bypass would cause traffic to suffer more delays	1
Concerned at lack of foundation on old buildings		N/A	N/A	1
<b>11 General Questions</b>				
The land in this area suffers from flooding and has a high ground water table, how is the scheme not going to add to this problem?		N	Flood model produced and Environment Agency consulted. Flood Risk Assessment outlines the findings and how the scheme will address any concerns of flooding.	1
<b>Summary of Responses</b>				
No.	Topics /categories		Design change as a result of response	Total Count of responses
1	Why is work not being done upgrade the A585 through Thistleton/Greenhalgh/Medlar/Esprick to M55 Junction 3?		N – outside scope of scheme. May be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England OD will consider future work for this junction.	70
2	Would prefer the existing Garstang New Road to meet bypass via the no through road		N – considered and dismissed	68

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses
3	Why is A585 Amounderness Way not being upgraded to dual carriageway?		N - outside scope of scheme. Assessments show that this scheme, in conjunction with work undertaken at Norcross, will alleviate congestion issues in this area.	62
4	You're only going to move the congestion from one end of Mains Lane to the other!		N – the proposed bypass will divert traffic away from Mains Lane completely. Traffic modelling has shown increase in journey time reliability and journey time savings.	57
5	Removing traffic lights in favour of roundabouts is better solution		N - junctions designs have been optimised and inclusion of signals allows traffic flow to be controlled	39
6	Dual carriageway a good idea		N/A	30
7	Why is the "Blue Route" to the M55 not being		N – outside scope of work for scheme	28
Sum				
No.	Topics /categories		Design change as a result of response	Total Count of responses
	developed?			
8	Have the various developments that are proposed been taken into account for the traffic flows using the bypass?		N – already considered in design	27
9	Wide land bridge may be more environmentally friendly		N - Option under consideration as part of original design	26
10	Keep narrow bridge at Lodge Lane - reduce cost (unless traffic justifies)		N - Option under consideration as part of original design	25
11	New junctions at Skippool and Skippool Junction too complicated		N - designed to DMRB standards	25
12	Retain Shard Road link (school drop-offs)		N - already considered and decision made not to progress	25
13	Would that not tempt fly-tipping and squatting on the remainder of Garstang New Road?		N/A	23
14	Cost excessive		The scheme is working within the RIS budget to develop a scheme which meets	18
15	Disagree with bypass altogether due to single- carriageway limitation at each end		N – traffic modelling is taking into account the surrounding areas of the scheme	18
16	Traffic signals only at peak times		N – cause safety issues	17
17	Resurface when needed and widen existing roads to improve flow		N - LCC responsibility / ONLINE option already dismissed	15
18	Use roundabouts without traffic lights at Skippool & Skippool Bridge junctions		N - this would not be safe, designs to comply with DMRB	15
19	How will the scheme cater for the cycle routes?		N – provision footway/cycleway included already	14
20	Just creates a Rat Run		N - already being considered as part of scheme	14
Sum				
No.	Topics /categories		Design change as a result of response	Total Count of responses
21	Norcross roundabout on Amounderness Way is source of delays		N - already under consideration by Highways England Operations Directive. Improvement will be made to this junction prior to construction of this scheme	13
22	What would happen to the existing Garstang New Road east of Little Singleton?		N/A - Proposals already	13
23	Windy Harbour improvements are a disaster		N - part of objectives is to realise more benefits of the Windy Harbour junction improvements	13

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses
24	Dangerous for turning traffic into Service Station/Garden Centre (accidents)		N – already considered in design	12
25	Supports wider Lodge Lane bridge due to reduced danger and reduced delays to traffic		N - Option under consideration as part of original design	12
26	Too many HGVs on residential roads		N/A - Outside scope of scheme. Scheme will allow for the continual strategic trunk road route for HGVs.	12
27	Two sets of traffic lights too close to each other (Skipton and Skipton Bridge junctions) will not help traffic flow		N – Already considered within design.	12
28	Can the Lodge Lane Bridge be made wider to limit severance within Skipton and reduce the impact of the bypass on nearby homes?		N - Option under consideration as part of original design	11
29	Effective speed cameras essential		N	11
30	Phase traffic lights between junctions for smoother flow		N - already taken into consideration	11
31	Safety improved for pedestrians and cyclists		Y - changes to Poulton Junction will enhance safety for pedestrians and cyclists. Roundabout had uncontrolled crossing, the proposed signalised crossroads will provide controlled crossing points. All other junctions along the route will provide controlled crossing points for these users.	11
32	Separate motorway (bypass?) traffic from local traffic		N – already intention of the scheme	11
33	Will noise screening be provided?		N – already accounted for in design	11
34	Construction will be disruptive		N/A - Construction sequences have been proposed to minimise as much disruption as possible for road users and local residents. The construction will incur minimal disruptions as the majority of the scheme is offline. The likely disruption will happen at the tie in points with the existing network and the flow of traffic will be maintained throughout the construction period.	10
Sum				
No.	Topics /categories		Design change as a result of response	Total Count of responses
35	Too great an impact on environment generally		N – already accounted for in design, information within PEIR/ES	10
36	Bad driver behaviour and lane jumping at junctions due to lack of 2nd lane at junctions		N - designs comply to DMRB standards	9
37	Congestion at both ends of scheme due to dual into single carriageways		N - already considered within initial design and traffic modelling	9
38	Poulton Junction should have bridges and slip roads - not roundabout		N - Poulton junction has been redesigned to prioritise traffic flow on the bypass. Overpass would be too visually intrusive	9
39	Proposals will divert traffic through Skipton Village		N - Already considered in design, proposals will avoid Skipton village by providing traffic calming measures along Mains Lane	9
40	Difficult to access/egress our driveway due to traffic - dangerous at times		N/A - All access/egress points have been maintained within the design. There will be a reduction in traffic along Mains Lane alleviating safety issues of access/egress to properties along this route.	8

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses
41	How will the community benefit from the scheme compared to potential dis-benefits (particularly disruption during construction)?		N/A	8
42	Roundabout solution at Poulton junction best option for traffic flow		N – amendments to junction as a result of comments at consultation	8
43	Should be safer with wider road and cycle lanes		N/A	7
44	How will the scheme cater for the pedestrian routes?		N – provision footway/cycleway included already	6
45	Prefers narrower Lodge Lane bridge due to cost savings		N - Option under consideration as part of original design	6
<b>Sum</b>				
No.	Topics /categories		Design change as a result of response	Total Count of responses
46	Signals at pedestrian crossings needed		N - already being considered within the design	6
47	Traffic calming/control essential		N - already under consideration for current section of A585 once bypass completed	6
48	Unsure of safety improvement		N – improvements to safety are a key objectives for the scheme.	6
49	Widen existing A585/A586 instead of bypass		N - similar to option explored through online option	6
50	Complaining about the failure of the interactive Consultation Response Form to operate effectively		N/A	5
51	Create cycle paths along Amounderness Way both sides for safety reasons		N - out of area of scheme design	5
52	Directly affected by planned works & site compound - land acquisition, tree planting, fencing, compensation to be agreed		N/A	5
53	Do not need bridge at Lodge Lane at all		N - without a bridge the bypass would be at grade with lodge lane and would add another junction to the route	5
54	Extend dualling to at least Norcross roundabout		N – Additional scheme under development for Norcross roundabout. From modelling it has been identified that there are capacity issues at Norcross junction and Skippool junction which results in traffic along Amounderness Way. The improvements to the junctions will alleviate congestion along Amounderness Way.	5
55	Implement the Yellow route instead		N	5
56	Make closed part of Garstang Road East passable for cyclist/pedestrians		N - already being considered	5
57	Roundabout solution at Little Singleton junction best option for traffic flow		N - this junction is being redesigned following consultation and junction arrangement being retained	5
<b>Sum</b>				
No.	Topics /categories		Design change as a result of response	Total Count of responses
58	Traffic light filters essential for good traffic flow		N - already being considered where required	5
59	Why has Shard Link not been included?		N – already reviewed and discounted	5
60	Will any protected species be affected?		N – already accounted for in design/ surveys undertaken	5
61	Congestion only at peak times		N - scheme objective is to reduce congestion	4



Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses	
62	Consider new pedestrian footbridge at Skippool/Breck Road junction		N - Not viable to provide a footbridge in this location		4
63	Dangerous manoeuvres take place within the junctions as a result of deliberate lane-changing being common in order to get through junction quicker		N/A		4
64	Drainage flooding issues need sorting		N - already accounted for in design		4
65	Full cycle route along scheme needed		N - provision for cyclists already considered as part of scheme design. Safety for cyclists was one of the scheme objectives.		4
66	Get on with it - the sooner the better		N/A - The scheme design is aligned to start of works Spring		4
67	Mains Lane residents will benefit from scheme		N – the proposed bypass will divert traffic away from Mains Lane completely. Traffic modelling has shown increase in journey time reliability and journey time savings.		4
68	The existing Garstang New Road should connect to something eg Pool Foot Lane or Windy Harbour Road		N - connection will be provided through pedestrian/cycleway only		4
69	What effect will the scheme have on air quality? What would you do about any worsening of air quality?		N - already accounted for design		4
<b>Sum</b>					
No.	Topics /categories		Design change as a result of response		Total Count of responses
70	Are there enough users to justify cycle/footways?		N - provision for cyclists already considered as part of scheme design. Safety for cyclists was one of the scheme objectives.		3
71	Cost excessive - better spent repairing existing roads		N/A - Scheme costs are subject to an outline budget for Highways England Major Projects. Maintenance and repair are within another department of Highways England and allocated budgets have already been provided.		3
72	Enforce "Unsuitable for HGVs" access signs - using local roads as Rat Runs		N/A		3
73	Hold-ups currently at Little Singleton junction and Mains Lane and Shard traffic lights		N – already considered in scheme design		3
74	How will this scheme aid local development?		N/A - Consideration has already been given within the traffic and economic assessments		3
75	M55 onto Fleetwood Road is an issue (single carriageway)		N - outside scope of scheme. Possibly considered under different program		3
76	Need bypass desperately		N/A - The scheme design is aligned to start of works Spring		3
77	Not enough detail provided for pedestrian crossings and cycle paths		N/A		3
78	Poulton junction works well now - no change needed		N - change required to connect new bypass to Garstang Road East		3
79	Reduce Skippool Road speed limit to 20mph		N - outside scheme proposal, would need to be considered by Lancashire County Council		3
80	The land in this area suffers from flooding and has a high ground water table, how is the scheme not going to add to this problem?		N/A - The scheme has already considered flooding within the design process. The Environment Agency have been consulted and the Flood Risk Assessment provided to them for		3

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses	
81	There will still be bottlenecks at both ends		N - already considered as part of design		3
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
82	Traffic flow will be worse after construction		N - modeling work has been undertaken which indicates improvements to journey times		3
83	Widen the existing road at Petrol Station to improve access		N – already in design		3
84	Will speed limit on Mains Lane (currently 40mph) be changed?		N/A - Proposal has always been to reduce speed limit to 30mph to deter rat running. Discussions with Lancashire County Council ongoing to determine extents of reduction of speed		3
85	Will there be any replacement planting? If so where?		N – already accounted for in design		3
86	Won't make any difference		N/A - Traffic modelling has shown the benefits the proposed scheme will make.		3
87	Alternative route - Lodge Lane to Fleetwood Rd/Grange Rd junction		N - part of objectives is to realise more benefits of the Windy Harbour junction improvements		2
88	Ban Refuse collection lorries at peak-time		N/A - Not within Highways England's power.		2
89	Block off Service Station at River Wyre from one side of the road - safer		N - access to service station has been considered in design.		2
90	Bypass itself will not address congestion		N/A - Consideration has already been given within the traffic and economic assessments		2
91	Complaining about lack of consultation sessions and lack of adequate advertising re proposed scheme/consultation opportunities		N/A		2
92	Congestion on this road due to many factors: lack of work in Fylde, increased house-building and bad public transport leading to school runs increase		N/A		2
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
93	Countryside being destroyed for little benefit		N - proposal is identified as an EIA scheme and Environmental Statement will be submitted as part of DCO. This will include details of all environmental mitigation to be undertaken as part of the scheme.		2
94	Difficulty joining A585 from B5269 (Mile Road) due to traffic speed - needs addressing		N - outside scope of scheme. Possibly considered under different program		2
95	Divert pedestrians and cyclists down Pool Foot Lane (for safety reasons)		N - provision for cyclists already considered as part of scheme design and included with provision on decommissioned section of Garstang New road. Safety for cyclists was one of the scheme objectives.		2
96	Extend dualling at Windy Harbour a bit longer to deter a race to single lane section		N - out of remit of scheme		2
97	Have you been in contact with Environment Agency about flooding issues?		N – already accounted for in design		2
98	How do cyclists avoid re-joining dual carriageway when travelling east on A586 at Little Singleton junction?		N - cyclists will need to join with the dual carriageway at this point and provision for this is included in the designs		2

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses	
99	Improve Amounderness Way junctions with Victoria Road E/W and Fleetwood Road with Thistleton Road		N - out of scheme remit		2
100	Improve public transport		N/A		2
101	Improve rubbish collection from verges etc.		N/A		2
102	Land Interest Questionnaire already submitted		N/A		2
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
103	Modify Windy Harbour traffic lights - traffic flow does not work well		N - modifications to this junction not within scheme remit		2
104	More plans and details of scheme please		N/A		2
105	Only new large roundabout at Little Singleton Junction needed		N - would not meet the scheme objectives		2
106	Prefer traffic lights to roundabouts		N/A		2
107	Provide proper cycle lanes - not white lines on carriageway		N - provision for cyclists already considered as part of scheme design. Safety for cyclists was one of the scheme objectives.		2
108	Regeneration of Fleetwood is essential - but need better road connections		N		2
109	Request for consultation for residents of Over Wyre area in maybe Preesall area		N/A		2
110	Resurface existing roads		N - would not meet the scheme objectives		2
111	Scheme will only divert traffic from Little Singleton to Skippool		N - considered within traffic modelling		2
112	Skippool junction with traffic lights will be safer but more congested		N - junction designs have been optimised as part of scheme design		2
113	Traffic calming on roundabout approaches and rumble strips across carriageway		N - already being considered within the design		2
114	Traffic signals required at Norcross and Morrisson roundabouts (Amounderness Way)		N - outside of scheme remit. Signal controlled junctions included for the junctions which are part of the scheme		2
115	Use "Red Route" instead of current proposals		N – outside scope of scheme		2
116	Why were the details of the scheme not sent to me?		N/A - Information relating to the scheme was provided via mail to all Cat 1, Cat 2, Cat 3 interested parties and was made available to all others at the deposit locations and via the internet.		2
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
117	Widen Garstang Road by service station and create roundabout by service station		N - roundabout at this location considered and design reverted back to junction following consultation		2
118	Will benefit some - but not Over Wyre residents		N/A		2
119	Will increase gridlock in Poulton - more than already		Y – change at Poulton Junction, roundabout changed to cross-roads. Operational assessments of the junction has shown a reduction in possible congestion to the approach of the junction.		2
120	Will speed limits change on the other local roads?		N/A		2
121	Would prefer the original roundabout solution for Skippool junction (not at-grade jctn)		N - Junction designs optimized during design process		2

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses	
122	Affected landowner - wants a personal visit to discuss scheme and details on how it will affect her property		N/A		1
123	Agree with traffic lights at Breck Road/Skippool Road - generally lights at other junctions counter- productive		N - junction designs have been optimised as part of scheme design. Signal control included for safety		1
124	Allow buses to have new routes to avoid turning around		N - discussion being held to consider bus route, will not change scheme design		1
125	Alternative route involving extension of Shard Road removes need for Lodge Lane underpass and creates new roundabout with a Mains Lane diversion		N – considered and discounted during non-statutory consultation		1
126	Any flyovers or underpasses envisaged for the scheme		N - junctions optimised as part of scheme design.		1
127	Apply 30mph speed limit and add pedestrian crossings on Garstang Rd west of Singleton lights for safety NOW!		N - speed limit would be for consideration by LCC. Controlled crossing at Poulton junction will be included as part of new junction design		1
128	Apply No Overtaking rule for the whole route (for		N - bypass will be dual carriageway		1
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
	safety reasons)				
129	Appointment with District Valuer arranged for 95 Main Lane		N/A		1
130	Approve of modified access to Petrol station		N/A		1
131	Beware of too much signage - confusing		N/A		1
132	Block off Garstang New Road at roundabout to deter travellers, fly-tippers etc.		N - already considered		1
133	Both Breck Road and Skippool Road will need upgrading		N - outside scheme proposal, would need to be considered by Lancashire County Council		1
134	Bypass not needed - just improve existing junctions		N -would not need scheme objectives		1
135	Carry out maintenance work on existing highways at night to minimise congestion at roadworks		N/A		1
136	Change crossroads at Garstang Rd East/Poulton Drive/Aldon Drive into roundabout		N – considered and dismissed in earlier design stages		1
137	Changes will make no difference - may even be worse		N/A - Traffic modelling has shown the benefits the proposed scheme will make.		1
138	Close Petrol Station		N - would not meet the scheme objectives		1
139	Complainant wished to speak to someone from the project team about the proposed scheme		N/A		1
140	Complained that no Consultation Response Form was included with the brochure as promised		N/A		1
141	Complaining about the lack of consultation material at Poulton Library		N/A		1
142	Concerned about effects on existing stables and septic tanks with new design at 195 Mains Lane (previously unaffected)		N/A		1
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
143	Concerned at lack of foundation on old buildings		N/A		1

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses	
144	Concerned at level differences at 195 Mains Lane relative to new road, especially culvert, also noise monitoring currently		N - decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route through Little Singleton as a rat run + additional signalised junction on bypass would cause traffic to suffer more delays		1
145	Concerned that existing A585 is being cut off		N - decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route through Little Singleton as a rat run + additional signalised junction on bypass would cause traffic to suffer more delays		1
146	Concerned that new service/access road to Singleton Hall will cater for refuse trucks and will be to design standards		N – all designs will comply with DMRB standards		1
147	Concerns raised re. the drainage problems at Carr Wood. Many drains feed into this area resulting in flooding. Does not appear to access in new scheme to alleviate problem		N – already considered in scheme design		1
148	Confusion over Breck Road labelling on maps		N/A		1
149	Consider a 'Fylde Coast Route' involving M55 Peel Hill rbt, Staining Village, Carleton Village and Norcross		N- outside remit of scheme		1
150	Consider additional access to bypass near Lodge Lane		N – already considered and discounted		1
151	Consider flyovers at junctions where possible		N - junctions optimised as part of scheme design.		1
152	Consider grade-separated option at Skippool junction instead		N – previously considered and dismissed		1
<b>Sum</b>					
No.	Topics /categories		Design change as a result of response		Total Count of responses
153	Consider putting traffic lights in at Norcross roundabout		N - junctions within the scheme will be traffic signal controlled		1
154	Consider re-location of Petrol Station		N - access to both petrol stations considered in scheme design		1
155	Consider re-routing Lodge Lane to connect at the new Poulton junction		N - outside scope of work for scheme		1
156	Could not a shorter version of the CRF be provided as an alternative for comments only to be added		N/A		1
157	Create a controlled junction on Garstang Road East to Shard Road, the housing development and trading estate would improve safety		N - previously considered and dismissed		1
158	Create filter lane from Service station (at Little Singleton?) towards Windy Harbour		N - access to both petrol stations considered in scheme design		1
159	Current layout is inadequate for volume of traffic - poor junctions and low maintenance affects efficiency		N/A		1
160	Current owners of the Skippool petrol Station at Mains Lane, Singleton wish to register their concern and would request a meeting when details are more available		N/A		1
161	Cycle lanes should be separate from highway bypass by more than just white lines on the carriageway		N – no provision on bypass, cyclists encouraged to use Mains Lane. Where combined footway/cycleways provided, these will be segregated for the road on the pavement		1



Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses	
162	Delay new housing construction in North Fylde until new bypass is functional		N/A		1
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
163	Disconnect Mains Lane and make it 'no through road'		N - option considered and discounted at non- statutory consultation stage		1
164	Do not restrict traffic flow by low speed limit		N - speed on the detrunked section will be decided on by Lancashire County Council. On bypass this will be open limit and only restricted near junctions		1
165	Double yellow lines at Skippool school + traffic wardens to deter dropping-off of school children		N/A		1
166	Enquired about any effect on his property (near Arounderness Way)		N/A		1
167	Enquiring about compensation details (currently a noise monitoring location here) referred to previously		N/A		1
168	Enquiring about how to apply for 'Loss of Value' compensation		N/A		1
169	Enquiring about what liaison with local authority (LCC) re Lodge Lane bridge supports is in place		N/A		1
170	Ensure long enough right hand turn lane is provided at Skippool Bridge junction		N - junction designs have been optimised as part of scheme design		1
171	Environmentally unsatisfactory at Poulton Junction		N - environmental assessments and mitigation considered		1
172	Excessive traffic from Shard Road region		N - already taken into consideration during traffic modeling		1
173	Extend Little Singleton Petrol Station into a Café/convenience store		N/A		1
174	Extend merging area from Windy Harbour towards M55		N - outside remit of scheme		1
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
175	Filter lights at junctions needed		N - already considered in design, where required		1
176	Flyover needed at Norcross roundabout otherwise will not help traffic flow		N - alterations to Norcross being considered as a separate scheme (not flyover)		1
177	Garstang Road East/Mains Lane bypass junction only		N/A		1
178	Grade-separated junctions better - but expensive		N/A		1
179	Have local businesses been consulted?		N – already accounted for in design		1
180	Have you considered using recycled plastic material as an additive to the tarmac?		N/A		1
181	How do cyclists get to Little Ecclestone if Garstang New Road is blocked off		N – this will be a combined pedestrian/cycleway		1
182	How much will the scheme cost?		N/A - The scheme design is aligned with the current budget		1
183	Improve Windy Harbour road and connect it to Pool Foot Lane to divert Over Wvre traffic off the bypass		N - considered and dismissed		1
184	Increase existing 20mph through Singleton village to 30mph		N - outside scheme proposal, would need to be considered by Lancashire County Council		1
185	Is the Skippool Bridge junction to be a roundabout with traffic lights		N/A		1

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses	
186	It will cause more hold-ups at Skippool junctions		N – already considered in scheme design		1
187	Lancs CC are seeking the HE's stance on other improvements regarding M55 J3 to Windy Harbour and at Windy Harbour traffic lights. Also Thisleton Road/Mile staggered junction on A585 Fleetwood		N/A		1
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
	Road				
188	Lighting at Keep Clear boxes (for local accesses)		N - already accounted		1
189	Lighting at Keep Clear boxes and repaint lines as needed		N – already accounted for in design		1
190	Local resident call, complaining about the misleading identification of his property shown on Preferred route plan		N/A		1
191	Local road condition in this area is very poor and needs addressing urgently regardless of any changes to the junction		N/A		1
192	Longer route for Over Wyre traffic wishing to travel east towards motorway area		N/A		1
193	Lose traffic lights and add roundabout at Shard Road link road instead		N - Changes to be implemented to the junction of the A585 with the A588 will involve amendments to phasing of lights, widening A588 junction to the east and giving priority to right hand turn.		1
194	Mains Lane congestion only occurs during roadworks or accidents		N/A		1
195	Make Pool Foot Lane one-way local access to Windy Harbour (eastbound)		N - does not contribute to scheme objectives		1
196	Make Skippool Junction left turn only access for local traffic - no traffic lights		N - safety issues		1
197	Money could be spent better elsewhere		N/A		1
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
198	More pedestrian crossing needed on local roads		N - local road considerations will be for LCC to consider		1
199	Move Highways Depot from Lodge Lane to deter traffic		N/A		1
200	Need a controlled junction at Grange Road/Fleetwood Road intersection - difficulty with N - outside remit of scheme				
201	Need a dual carriageway from M55 to Morrisons roundabout		N -beyond remit of scheme		1
202	Need Railway station at Fleetwood or larger car park at Poulton with park-and-ride		N – would not meet scheme objectives		1
203	Needs two new junctions: Shard Rd to Mains Lane plus Shard Rd to Garstang Rd East		N - option considered during non-statutory consultation		1
204	New bridge from Knott End to Fleetwood needed (over River Wyre)		N - outside remit of scheme		1
205	New direct route from Over Wyre to Lancaster/St.Michaels/Garstang could bypass the A585 and reduce traffic		N – considered and dismissed in earlier design stages		1

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses	
206	Not convinced aspirations will be feasible!		N/A - Consideration has already been given within the traffic and economic assessments		1
207	Not convinced the Skippool Junction layout is best option for traffic flow		N - junction designs have been optimised as part of scheme design		1
208	Not enough protection for listed buildings		N - considered as a receptor in environmental assessment		1
209	Peak time traffic jams are a fact of life and unavoidable		N/A		1
210	Phasing of traffic lights at Skippool Bridge junction essential		N - already being considered as part of scheme design		1
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
211	Possibly affected by proposed Norcross roundabout modifications (not in this scheme)		N/A		1
212	Promote car share schemes and penalise single- occupancy vehicles				1
213	Proposals will allow for growth in local business and a new Petrol Station etc.		N/A		1
214	Proposed Norcross Retail Park will increase traffic demand		N - known developments are already accounted for in the traffic models		1
215	Pure Leisure Group have acquired a large amount of land for new housing with planning permission granted already. Scheme will affect their planning. <del>Want a meeting to discuss implications</del>		N/A		1
216	Reasonable design but may need tweaking nearer the time		N/A		1
217	Remove traffic lights on slip roads - give way only		N - require traffic lights due to safety concerns		1
218	Requested consultation documents plus any additional information from previous PRA		N/A		1
219	Requests a Poulton-le-fylde bypass to link up with the proposed bypass		N – outside scope of work for scheme		1
220	Requests an alternative route for the bypass reflecting a direct access to the M55		N – outside scope of work for scheme		1
221	Requests contact details regarding Signage design to inform road users of the location of the Singleton Lodge Country House Hotel		N/A		1
222	Requests that HE update their records to reflect the change of ownership of their property on Mains Lane		N/A		1
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
223	Require confirmation of continued access to 195 Mains Lane stables		N/A – access would be maintained		1
224	Retain Shard Road link		N - option to retain this feature already explored		1
225	Roads should be safer		N - safety already key consideration in design. All designs comply to DMRB standards		1
226	Roundabouts not traffic light - plus flyovers		N - flyovers not technically feasible		1
227	Scheme inadequate - not enough land acquired to make Skippool Junctions better		N - already in design		1
228	Seven options originally reduced to two before public consultation to consider them		N/A		1

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses	
229	Shard Road traffic will have to detour west in order to join new bypass to go east - longer journey		N – traffic movement considered in models		1
230	Signs should include Fleetwood in addition to Blackpool etc.		N – outside scope of work		1
231	Suggest upgrade of Pool Foot Lane to an access road to Windy Harbour Road		N – outside scope of work		1
232	Suggests a Residents Only parking arrangement to minimise illegal or unhelpful parking		N/A		1
233	Suggests alternative design to the proposed bypass - separate local and motorway-bound traffic by a new relief road to connect from Fleetwood Road (before Windy Harbour) and rejoin the new road before Poulton. The new section of bypass from		N – design already intended to separate local and strategic traffic		1
234	Suggests temporary traffic lights during construction		N/A		1
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
	under railway bridge (B5266) to avoid fatalities				
235	The Carrington Group are developers who own land (south side of Mains Lane adjacent to Skippool) which will be affected by scheme. They claim they were not informed of scheme whilst going through planning consent. They are ready to begin construction and will lose out financially as a result.		N/A		1
236	Too many pedestrian crossings - delaying traffic flow		N – improvements to safety are a key objectives for the scheme.		1
237	Too many traffic lights can delay flows at many junction - timings crucial		N - design of junctions have been optimised and providing signalised junctions along the route allows for standardisation and driver satisfaction		1
238	Traffic calming measures needed through Singleton Village		N - already being considered as part of scheme design		1
239	Traffic flow on A585 will affect A586 flow		Y – traffic flow on surrounding road already considered within design, however further operational assessments carried out and Poulton junction changed from uncontrolled roundabout to signal controlled cross road. The change will minimise potential queuing traffic on the approach to the junction.		1
240	Traffic lights needed on each roundabout along Amounderness Way i.e. Skippool, Norcross and Morrisons		N - junctions within the scheme will be traffic signal controlled. Changes cannot be made to areas outside of scheme remit		1
241	Various comments relating to access limits and maintenance of Breck Road		N/A		1
242	Wait until scheme is built before considering local road changes		N/A		1
243	Wants to know why A585 is closed time and again to carry out repairs - why not do it all at the same time. Would like to discuss the matter with HE		N/A		1
244	Waste of money - better spent on NHS or motorway		N/A - Scheme costs are subject to an outline budget for Highways England Major Projects. Maintenance and repair are within another department of Highways England and allocated budgets have already been provided.		1

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses	
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
	widening				
245	Water leak on A585 NB C/way near Thistleton junction (longstanding issue)		N/A		1
246	What is being done about flooding problems?		N - already accounted for in design		1
247	What is the view of the local authorities on the proposals?		N/A		1
248	What will be done to prevent pollution of watercourses?		N - already accounted for in design		1
249	What will the speed limit be on the bypass?		N/A		1
250	When will works start?		N/A - The scheme design is aligned to start of works Spring 2020		1
251	Who will maintain Singleton Hall access road?		N/A		1
252	Why consult - you have already decided on the road layout		N - statutory process, views considered where possible whilst complying with scheme objectives and design and safety standards		1
253	Why not close off Garstang New Road at Singleton roundabout - will be dead end		N - already considered		1
254	Wide bridge at Lodge lane takes up too much land		N - land bridge would allow land to be returned to previous use after construction		1
255	Widen Garstang Road (West) and Garstang New Road		N - would not meet the scheme objectives		1
256	Wildlife Haven proposal is for land adjacent to Red Line Boundary		N/A – no resulting design changes, outside red line boundary		1
257	Will a temporary access road be provided?		N/A		1
258	Will affect Singleton Hall access route		N/A		1
Sum					
No.	Topics /categories		Design change as a result of response		Total Count of responses
259	Will CCTV cameras be provided to monitor the new junctions? How will you ensure that it does not affect the privacy of local residents?		N/A		1
260	Will it be possible to travel along Garstang Road and use the Petrol Station at Little Singleton		N - Access to both petrol stations considered in scheme design		1
261	Will street lighting be provided for Singleton Hall access road		N/A		1
262	Will the bypass be lit?				1
263	Will the Petrol Station at Skippool still be available?		N/A – no changes to petrol station as a result of scheme. Road layout design to accommodate movement to/from this feature.		1
264	Windy Harbour improvements have helped traffic flow		N - part of objectives is to realise more benefits of the Windy Harbour junction improvements		1
265	Windy Harbour southwards on Fleetwood road - tie- in to 1 lane is too quick - lengthen		N - outside remit of scheme		1
266	Would prefer current design but with junction at Poulton moved to Lodge Lane instead		N – locating junction here would have environmental implications, would require larger retainment for cutting due to slip roads and would affect nearby properties.		1



## **Appendix T – Tables Evidencing Regard had to Additional Consultation (in accordance with S49 of the Planning Act 2008)**

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## Tables evidencing regard had to consultation responses (in accordance with s49 of the Act)

The tables provided below evidence the regard had to responses received to Highways England's additional statutory consultation in accordance with s49 of the Act and Poulton Junction Information Sharing Exercise (non-statutory)

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity			
Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
<b>Question 7: Please explain your reason(s) for your responses to question 6 above</b>			
1 Overview			
Why is the "Blue Route" to the M55 not being developed?	N	Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 schemewhich was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.	3
Disagree with bypass altogether due to single-carriageway limitation at each end	N	Traffic modelling has shown that there are benefits to journey time reliability and journey time savings. The scope of the scheme is to reduce congestion at Little Singleton and Shard Road junctions in particular. There could be possibilities of future work by other departments within Highways England to upgrade the road beyond the limits of this scheme.	2
Not convinced aspirations will be feasible!	N/A	Consideration has already been given within the traffic and economic assessments	1
Current layout is inadequate for volume of traffic - poor junctions and lo	N/A	Consideration has already been given within the traffic and economic assessments	1
Bypass itself will not address congestion	N/A	Consideration has already been given within the traffic and economic assessments	1
Congestion on this road due to many factors: lack of work in Fylde, increased house-building and bad public transport leading to school runs increase	N	Outside scope of scheme	3
Scheme would be better if extended from Fleetwood to M55	N	Outside scope of scheme. Possibly considered under different programme of works.	2
Scheme should improve current situation	N/A	N/A	7
Scheme will not address some current issues / only partial solution	N/A	Consideration has already been given within the traffic and economic assessments	4
2 Traffic			
Have the various developments that are proposed been taken into account for the traffic flows using the bypass?	N	Consideration has already been given within the traffic and economic assessments	2
You're only going to move the congestion from one end of Mains Lane to the other!	N	The proposed bypass will divert traffic away from Mains Lane. Traffic modelling has shown increase in journey time reliability and journey time savings.	5

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Safety improved for pedestrians and cyclists	Y	Changes to Poulton Junction will enhance safety for pedestrians and cyclists. Roundabout had uncontrolled crossing, the proposed signalised crossroads will provide controlled crossing points. All other junctions along the route will provide controlled crossing points for these users.	2
Dual carriageway a good idea	N/A	N/A	1
Proposals will / could divert traffic through Singleton Village	N	Current proposals include potential traffic calming measure along Mains Lane to deter rat running along this road and thus Singleton Village.	1
There will still be bottlenecks at both ends	N	The traffic model developed shows alleviation of congestion in the area. Possibilities of future schemes at either side, dependant on feasibility studies.	1
Congestion at both ends of scheme due to dual into single carriageways	N	The traffic model developed shows alleviation of congestion in the area. Possibilities of future schemes at either side, dependant on feasibility studies	1
Won't make any difference	N/A	Traffic modelling has shown the benefits the proposed scheme will make.	2
Little Singleton Area will benefit	N/A	One of the scheme objectives is to alleviate congestion and safety issues at Little Singleton junction, therefore this was always considered in the design.	1
Are there enough users to justify cycle/footways?	N	Improving safety for pedestrians and cyclists is one of the scheme's objectives. Non motorised user surveys have been undertaken in aiding determining which provisions are required.	2
<b>3 Alignment</b>			
Removing traffic lights in favour of roundabouts is better solution	N	Design of junctions have been optimised and providing signalised junctions along the route allows for standardisation and driver satisfaction.	1
Need bypass desperately / Improvements required to reduce	N/A	N / A	1
Alignment will increase traffic volume at Skippool Bridge Junction	N	Skippool Bridge junction has been designed to cope with the predicated capacity at opening of the bypass 2020 and upto a future year of 2037. This has all been modelled and future growth in the area considered.	1
<b>4 Environment</b>			
Countryside being destroyed for little benefit	N	Proposal is identified as an EIA scheme and Environmental Statement will be submitted as part of DCO. This will include details of all environmental mitigation to be undertaken as part of the scheme.	1
<b>Question 8: Please explain your answer</b>			
<b>1 Overview</b>			

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Why is the "Blue Route" to the M55 not being developed?	N	Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 schemewhich was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.	1
Bypass itself will not address congestion	N/A	Consideration has already been given within the traffic and economic assessments	1
Proposal will not alleviate problem	N/A	Consideration has already been given within the traffic and economic assessments	4
Proposal will improve current conditions	N/A	N/A	5
Current design source of congestion	N	The new proposed bypass will alleviate the current congestion.	3
Ideally grade separated junction	N	Due to existing constraints such as tying into the existing road network, close proximity of houses and environmental impacts, it is not possible to provide grade seperated junctions.	1
Problems caused by volume of traffic	N	The proposed bypass has considered current volumes of traffic and future growth and shows benefits in journey time reliability and journey time savings.	1
<b>2 Traffic</b>			
Have the various developments that are proposed been taken into account for the traffic flows using the bypass?	N	Consideration has already been given within the traffic and economic assessments	1
You're only going to move the congestion from one end of Mains Lane to the other!	N	The proposed bypass will divert traffic away from Mains Lane. Traffic modelling has shown increase in journey time reliability and journey time savings.	2
Too many HGVs on residential roads	N/A	Outside scope of scheme. Scheme will allow for the continual strategic trunk road route for HGVs.	1
Traffic calming/control essential	N	Already under consideration for proposed detrunked section of A585, continual discussions with Lancashire County Council to determine ultimate proposal. Captured within SoCG.	1
Phase traffic lights between junctions for smoother flow	N	This has already been undertaken as part of the operational assessments	1
Use roundabouts without traffic lights at Skippool & Skippool Bridge junctions	N	Due to the close proximity, the modelling which has been undertaken has shown operational and safety implications by providing roundabouts for these junctions. Optimised design is to provide signalised junctions to allow for the control of traffic flow.	2
Norcross Junction is the main holdup on Amounderness Way	N/A	N/A	1



<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
<i>Bottleneck at Skippool as a result</i>	N/A	<i>The Scheme will divert traffic away from Mains Lane completely. Traffic modelling has shown a reduction in journey time and an increase in journey reliability. This is detailed in the Chapter 5 of the Transport Assessment (document reference TR010035/APP/7.4). The perception that the bypass will move the congestion to either end of the Scheme is further explained by points 1 and 3 above.</i>	1
<i>Lights need to correctly phased and monitored</i>	N	<i>Phasing of lights has already been considered in the operational assessments and will be monitored via CCTV cameras at the junctions.</i>	1
<i>Safety improved for pedestrians and cyclists</i>	Y	<i>Poulton junction change now includes provision for controlled crossing points for pedestrian and cyclists and Little Singleton change also includes a similar arrangement.</i>	1
<i>Concern it will cause further tailbacks between Skippool -norcross</i>	N/A	<i>The Scheme will divert traffic away from Mains Lane completely. Traffic modelling has shown a reduction in journey time and an increase in journey reliability. This is detailed in the Chapter 5 of the Transport Assessment (document reference TR010035/APP/7.4). The perception that the bypass will move the congestion to either end of the Scheme is further explained by points 1 and 3 above.</i>	2
<b>3 Alignment</b>			
<i>Removing traffic lights in favour of roundabouts is better solution</i>	N	<i>Design of junctions have been optimised and providing signalised junctions along the route allows for standardisation and driver satisfaction</i>	1
<i>New junctions at Skippool and Skippool Junction too complicated</i>	N	<i>Currently designed to DMRB standards and adequate signing / road markings will be provided to aid and guide traffic users.</i>	1
<b>Question 9: Please explain your answer</b>			
<b>1 Overview</b>			
<i>Expensive for little benefit</i>	N/A	<i>Scheme costs are subject to an outline budget for Highways England Major Projects. Maintainance and repair are within another department of Highways England and allocated budgets have already been provided</i>	1
<b>3 Alignment</b>			
<i>Agree with Shard Road link road closure / A585 serves north fylde</i>	N/A	N/A	1
<i>Need to consider impact to traffic at shard junction</i>	Y	<i>Further operational assessments undertaken for this junction resulting in amendments to the junction, allowing additional capacity and better provisions for the crossing of pedestrians and cyclists.</i>	5
<i>May encourage drivers to use Mains Lane</i>	N	<i>Reducing rat running traffic has already been considered. Variety of potential traffic calming measures proposed to deter "rat running". Ultimate proposal of detrunked section will be agreed with Lancashire County Council and be within SoCG.</i>	2

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
<i>Not required, Shard Road/Mains Lane junction will be quieter once bypass operating</i>	<i>N/A</i>	<i>N/A</i>	<i>3</i>
<i>Negative impact to Over Wyre residents</i>	<i>N/A</i>	<i>N/A</i>	<i>1</i>
<b>4 Environment</b>			
<i>Do not want to see loss of farmland</i>	<i>N</i>	<i>The amount of land take has been limited as much as possible to deliver the scheme.</i>	<i>1</i>
<b>Question 11: Please explain your answer</b>			
<b>1 Overview</b>			
<i>Why is the "Blue Route" to the M55 not being developed?</i>	<i>N</i>	<i>Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 schemewhich was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.</i>	<i>1</i>
<i>Not necessary</i>	<i>N</i>	<i>Would not meet scheme objectives</i>	<i>1</i>
<i>Wide land bridge may be more environmentally friendly</i>	<i>N</i>	<i>Taking all factors into consideration, the Applicant will progress the scheme with the simple road bridge. The points raised in support of the land bridge are recognised and have informed enhanced mitigation measures (further details included in Section 5.12.3). Whilst the land bridge could offer environmental benefits (potential to increase biodiversity connectivity, maintaining access road to The Manor and Singleton Hall could reduce both impact on visual amenity and landscape character as a result of the scheme and could have beneficial impacts on nearby dwellings with regard to noise) other factors, including cost and maintenance issues, outweighed these.</i>	<i>1</i>
<i>minimise environmental impact</i>	<i>N</i>	<i>Work conducted in accordance with EIA Regulations. Refer to Environmental Statement for further details.</i>	<i>4</i>
<i>minimise impact to residents/locals</i>	<i>N</i>	<i>The proposed bypass will divert traffic away from Mains Lane completely. Traffic modelling has shown increase in journey time reliability and journey time savings.</i>	<i>4</i>
<i>heavily used route</i>	<i>N/A</i>	<i>N/A</i>	<i>1</i>
<b>7 Construction</b>			
<i>Cost excessive</i>	<i>N/A</i>	<i>Scheme costs are subject to an outline budget for Highways England Major Projects. Maintainance and repair are within another department of Highways England and allocated budgets have already been provided</i>	<i>2</i>
<b>Question 13: Please explain your answer</b>			
<b>1 Overview</b>			
<i>should not have been considered</i>	<i>N</i>	<i>Would not meet scheme objectives</i>	<i>1</i>

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
<b>2 Traffic</b>			
<i>Just creates a Rat Run</i>	<i>N</i>	<i>Reducing rat running traffic has already been considered. Variety of potential traffic calming measures proposed to deter "rat running". Ultimate proposal of detrunked section will be agreed with Lancashire County Council and be within SoCG.</i>	<i>4</i>
<b>3 Alignment</b>			
<i>Issues are elsewhere on scheme</i>	<i>N</i>	<i>The Scheme will divert traffic away from Mains Lane completely. Traffic modelling has shown a reduction in journey time and an increase in journey reliability. This is detailed in the Chapter 5 of the Transport Assessment (document reference TR010035/APP/7.4). The perception that the bypass will move the congestion to either end of the Scheme is further explained by points 1 and 3 above.</i>	<i>1</i>
<i>Maintaining Grange Junction would provide better access</i>	<i>N</i>	<i>Part of objectives is to realise more benefits of the Windy Harbour junction improvements</i>	<i>3</i>
<i>improves traffic flow</i>	<i>N</i>	<i>Traffic modelling has shown that there are benefits to journey time reliability and journey time savings, refer to Transport Assessment (document reference TR010035/APP/7.4). The scope of the scheme is to reduce congestion at Little Singleton and Shard Road junctions in particular. As detailed in points 1 and 3 above, there are or could be plans for of future work by other departments within Highways England to upgrade the road beyond the limits of this scheme.</i>	<i>7</i>
<i>will result in some longer journeys</i>	<i>N</i>	<i>Traffic modelling has shown that there are benefits to journey time reliability and journey time savings, refer to Transport Assessment (document reference TR010035/APP/7.4). The scope of the scheme is to reduce congestion at Little Singleton and Shard Road junctions in particular. As detailed in points 1 and 3 above, there are or could be plans for of future work by other departments within Highways England to upgrade the road beyond the limits of this schem</i>	<i>2</i>
<b>4 Environment</b>			
<i>minimise loss of green land</i>		<i>The amount of land take has been limited as much as possible to deliver the scheme.</i>	<i>1</i>
<b>7 Construction</b>			
<i>Cost excessive</i>	<i>N/A</i>	<i>Scheme costs are subject to an outline budget for Highways England Major Projects. Maintenance and repair are within another department of Highways England and allocated budgets have already been provided</i>	<i>1</i>
<b>Question 15:</b>			
<b>2 Traffic</b>			

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Safety improved for pedestrians and cyclists	Y	Changes to Poulton Junction will enhance safety for pedestrians and cyclists. Roundabout had uncontrolled crossing, the proposed signalised crossroads will provide controlled crossing points. All other junctions along the route will provide controlled crossing points for these users.	5
Additional safety features required for Pedestrian and cyclists - Full and free cycle tracks needed along all routes	N	Changes to Poulton Junction will enhance safety for pedestrians and cyclists. Roundabout had uncontrolled crossing, the proposed signalised crossroads will provide controlled crossing points. All other junctions along the route will provide controlled crossing points for these users.	1
Signals at pedestrian crossings needed	N	All junctions have been designed with controlled crossing points.	2
Skippool junction with traffic lights will be safer	N	Skippool Junction design includes traffic lights.	1
Unsure of safety improvement	N	Improvements to safety are a key objectives for the scheme.	1
Modify Windy Harbour traffic lights - traffic flow does not work well	N	Part of objectives is to realise more benefits of the Windy Harbour junction improvements	1
Traffic lights are good idea	N/A	N/A	2
dual to single lane merge always an issue	N	Out of remit of scheme	2
correct traffic light phasing essential	N	Already taken into consideration	1
cannot make assessment without data for efficiency of signal controlled vs roundabout. Requests most efficient design to avoid waiting	N	Outline of the traffic model data can be found within the Transport Assessment (document reference TR010035/APP/7.4	1
scheme needs to keep traffic flowing	N	Already considered within design.	1
prevents rat runs	N	Reducing rat running traffic has already been considered. Variety of potential traffic calming measures proposed to deter "rat running". Ultimate proposal of detrunked section will be agreed with Lancashire County Council and be within SoCG.	1
solution needed to increasing levels of traffic	N/A	Already considered within design.	2
3 Alignment			
NMU - more complicated to cross at Skippool bridge junction with new alignment, potential to increase accident rates	N	Currently along the A585 Mains Lane there are no controlled crossing points for NMUs, which is a major safety concern. With the introduction of Skippool Bridge junction, we are able to introduce controlled crossing points.	1
<b>Question 18: Is there anything else you think we should consider to improve the existing roads?</b>			
1 Overview			

<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
Why is the "Blue Route" to the M55 not being developed?	N	Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 schemewhich was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.	1
Why is work not being done upgrade the A585 through Thistleton/Greenhalgh/Medlar/Esprick to M55 Junction 3?	N	Work in the area in question is outside the scope of the Scheme. As part of the variable demand modelling impacts on the surrounding area are considered and results must demonstrate that the scheme does not have a negative impact elsewhere on the route. Consideration of the area wide changes in traffic are shown in the Transport Assessment (TR010035/APP/7.4). Work in this area may be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England Operations Directive will consider future work for this junction	1
Improve public transport and supply ped/cycleway paths	N	Provision for cyclists already considered as part of scheme design and included with provision on decommissioned section of Garstang New road. Safety for cyclists was one of the scheme objectives.	2
Improve safety	N	Improvements to safety are a key objectives for the scheme.	1
please include sufficient cycleways	N	No provision on bypass, cyclists encouraged to use Mains Lane. Where combined footway/cycleways provided, these will be segregated for the road on the pavement	2
Connect cycleways to bypass	N	No provision on bypass, cyclists encouraged to use Mains Lane. Where combined footway/cycleways provided, these will be segregated for the road on the pavement	1
Cycleway on decommissioned garstang road	N	No provision for cyclists already considered as part of scheme design and included with provision on decommissioned section of Garstang New road. Safety for cyclists was one of the scheme objectives.	1
Maintaing traffic flow/priorities at Shard Road/A585 Junction needs consideration	N	Already considered and decision made not to progress	1
Mini round about at Little Singleton Junction, minimise land take	N	This junction is being redesigned following consultation and junction arrangement being retained	1
2 Traffic			



<b>Topic Area and Consultation Responses</b>	<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
You're only going to move the congestion from one end of Mains Lane to the other!	N	The Scheme will divert traffic away from Mains Lane completely. Traffic modelling has shown a reduction in journey time and an increase in journey reliability. This is detailed in the Chapter 5 of the Transport Assessment (document reference TR010035/APP/7.4). The perception that the bypass will move the congestion to either end of the Scheme is further explained by points 1 and 3 above.	1
Effective speed cameras essential	N	Speed cameras are under the Police's jurisdiction. Discussions have been held with the relevant authorities.	1
Phase traffic lights between junctions for smoother flow	N	Already taken into consideration	1
Traffic calming/control essential	N	Already under consideration for current section of A585 once bypass completed	1
Traffic control - By speed limit	N	Speed limit would be for consideration by LCC. Controlled crossing at Poulton junction will be included as part of new junction design	1
Congestion at both ends of scheme due to dual into single carriageways	N	Already considered within initial design and traffic modelling	2
Need to prevent rat running	N	Already being considered as part of scheme	2
Will anything be required if road should be much quieter	Y	A variety of potential traffic calming measures proposed to deter "rat running". Ultimate proposal of detrunked section will be agreed with Lancashire County Council and be within SoCG.	1
<b>3 Alignment</b>			
Will any bus routes /stops be affected?	Y	Consultation has been undertaken with transport officers at Lancashire County Council, Blackpool Transport Services Ltd, Stagecoach in Lancaster and Morecambe, Cumbria and North Lancashire and Lancashire Constabulary. A meeting was held on 30 January 2018 where placement of bus stops, school bus pickups, turning movements, notice periods and traffic calming measures were discussed. This will be further detailed in a Statement of Common Ground with Lancashire County Council. Little Singleton Junction changed from a roundabout to a signalised junction with a specific "U" turn provision for buses. Modifications to bus stops are shown on the General Arrangement Drawings (document reference TR010035/APP/2.5).	1
Would prefer the existing Garstang New Road to meet bypass via the no through road	N	Considered and dismissed	1
<b>4 Environment</b>			
Will any protected species/wildlife be affected? Will this be considered in designs	N	All environmental impacts assessed as part of the design and mitigation measures provided where necessary. Refer to Environmental Statement for further details.	1
<b>Question 19: Do you have any further comments about the A585 route?</b>			

Topic Area and Consultation Responses	Change (Y/N)	Design change as a result of response	Total Count of responses
<b>1 Overview</b>			
Why is the "Blue Route" to the M55 not being developed?	N	Outside scope of work for scheme. The blue route was the preferred option of the Norcross to M55 scheme which was shelved in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in providing this route in relation to environment and introducing a junction on the M55.	1
Why is work not being done upgrade the A585 through Thistleton/Greenhalgh/Medlar/Esprick to M55 Junction 3?	N	Work in the area in question is outside the scope of the Scheme. As part of the variable demand modelling impacts on the surrounding area are considered and results must demonstrate that the scheme does not have a negative impact elsewhere on the route. Consideration of the area wide changes in traffic are shown in the Transport Assessment (TR010035/APP/7.4). Work in this area may be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England Operations Directive will consider future work for this junction	1
Get on with it - the sooner the better	N/A	The scheme design is aligned to start of works Spring 2020	1
New road will encourage development - and create more traffic	N/A	Traffic model developed has taken consideration to future developments and future demand of the road network. The proposed scheme will allow sufficient capacity for future years.	1
Scheme needed / solution to congestion needed	N/A	Scheme will alleviate traffic	4
more comprehensive/extensive scheme required	N/A	Scheme has certain limitations. The proposal addresses the objectives set as part of the Regional Investment Strategy	5
Consider German "Grüne Welle" system for phasing traffic lights	N	The proposed scheme junctions will use a mover system arrangement and have been designed in accordance with British Standards	1
What will be done with traffic signals at Little Singleton	Y	Traffic signals at Little Singleton will be re-phased and linked into the other junction via a mover system arrangement.	1
Do not build scheme	N/A	Scheme is dependant on the result of the Development Consent Order applications	1
Public transport inadequate, residents in area need cars	N/A	Outside Highways England's capabilities	1
Don't understand what scheme is trying to do	N/A	The scheme is trying to address major congestion and safety issues along the current A585, in particular at Little Singleton junction and Shard Road junction.	1
<b>2 Traffic</b>			
You're only going to move the congestion from one end of Mains Lane to the other!	N/A	The proposed bypass will divert traffic away from Mains Lane. Traffic modelling has shown increase in journey time reliability and journey time savings.	3
Scheme good for through traffic	N/A	Scheme will allow for traffic travelling from the M55 to Fleetwood.	1

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses
7 Construction				
Construction will be disruptive		N/A	Construction sequences have been proposed to minimise as much disruption as possible for road users and local residents. The construction will incur minimal disruptions as the majority of the scheme is offline. The likely disruption will happen at the tie in points with the existing network and the flow of traffic will be maintained throughout the construction period.	2
Cost excessive		N/A	Scheme costs are subject to an outline budget for Highways England Major Projects. Maintenance and repair are within another department of Highways England and allocated budgets have already been provided	3
Summary of Responses				
No.	Topics / categories		Design change as a result of response	Total Count of responses
1	Call requesting info which was followed up by other means	N/A	N/A	1
2	Police - Gauge potential for protest re Bypass proposal. Inquiring re times frames for work	N/A	N/A	1
3	When will consultation feedback be available	N/A	Feedback will be available once the DCO documents are published on the Planning Inspectorates website.	1
4	Upgrade existing roads better solution than bypass	N	Maintenance and repair are within another department of Highways England and allocated budgets have already been provided.	1
5	Safety measures could be added to existing road	N	Improvements to safety are a key objectives for the scheme	1
6	Specific design query / query about scheme in relation to property		N/A	1
7	what is the purpose of layby on westbound carriageway just north of Singleton Trust Land? Consider there to be issues with this element.	N	The layby proposed in this area is to allow for any vehicles to stop as no hard shoulder is provided along the stretch of the bypass.	1
8	Confusion/concern over additional consultation (has previous response been mislaid?)	N/A	All previous responses have been accounted for	2
9	why does the new brochure not contain updates for Poulton Jn?	N/A	Updates for Poulton Junction were communicated separately as an information sharing exercise to a selected distribution area.	1
10	Complaint about methodology of consultation and inconsistent distribution of information. Considers unfit for purpose.	N/A	Refer to Consultation Report which indicates the full methodology in relation to statutory consultation.	1
11	Support Principle of bypass	N/A	N/A	1
12	What will the speed limit be on the bypass?	N/A	Speed has maintained derestricted	1
13	Will speed limit on Mains Lane (currently 40mph) be changed?	Y	Discussions with Lancashire County Council ongoing, proposal will be to amend the speed limit to 30mph	1

<b>Topic Area and Consultation Responses</b>		<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
14	<i>Will speed limits change on the other local roads?</i>	Y	<i>Discussions with Lancashire County Council ongoing, proposal will be to amend the speed limit to 30mph on some agreed local roads (refer to Traffic Regulation Order and De-trunking Plans)</i>	1
15	<i>Roundabout solution at Little Singleton junction best option for traffic flow</i>	N	<i>Following further operational modelling the junction has changed from a roundabout to signalised junction with "U" turn provision.</i>	1
16	<i>Effective speed cameras essential</i>	N/A	<i>Speed cameras are under the Police's jurisdiction. Discussions have been held with the relevant authorities.</i>	1
17	<i>Will any bus routes /stops be affected?</i>	Y	<i>Consultation has been undertaken with transport officers at Lancashire County Council, Blackpool Transport Services Ltd, Stagecoach in Lancaster and Morecambe, Cumbria and North Lancashire and Lancashire Constabulary. A meeting was held on 30 January 2018 where placement of bus stops, school bus pickups, turning movements, notice periods and traffic calming measures were discussed. This will be further detailed in a Statement of Common Ground with Lancashire County Council. Little Singleton Junction changed from a roundabout to a signalised junction with a specific "U" turn provision for buses. Modifications to bus stops are shown on the General Arrangement Drawings (document reference TR010035/APP/2.5).</i>	1
18	<i>How will the scheme cater for the cycle routes?</i>	N	<i>Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.</i>	1
19	<i>How will the scheme cater for the pedestrian routes?</i>	N	<i>Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.</i>	1
20	<i>Consider provision for cyclists along bypass should be made</i>	N	<i>Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction.</i>	1

Topic Area and Consultation Responses		Change (Y/N)	Design change as a result of response	Total Count of responses
21	Concerns about cycle provisions throughout scheme - Junctions, bus stops, access to land/property from route	N	Provision of footway/cycleways have already been included within the scheme design. The proposals look to separate non motorised users from the new bypass by utilising existing Mains Lane and the decommissioned road (Garstang New Road), providing a route to connect Skippool junction to Windy Harbour junction. Consultation has been undertaken with transport officers at Lancashire County Council, Blackpool Transport Services Ltd, Stagecoach in Lancaster and Morecambe, Cumbria and North Lancashire and Lancashire Constabulary. A meeting was held on 30 January 2018 where placement of bus stops, school bus pickups, turning movements, notice periods and traffic calming measures were discussed. This will be further detailed in a Statement of Common Ground with Lancashire County Council. Little Singleton Junction changed from a roundabout to a signalised junction with a specific "U" turn provision for buses. Modifications to bus stops are shown on the General Arrangement Drawings (document reference TR010035/APP/2.5).	1
22	Opposed to landbridge for safety reasons	N	Taking all factors into consideration, the Applicant will progress the scheme with the simple road bridge. The points raised in support of the land bridge are recognised and have informed enhanced mitigation measures (further details included in Section 5.12.3). Whilst the land bridge could offer environmental benefits (potential to increase biodiversity connectivity, maintaining access road to The Manor and Singleton Hall could reduce both impact on visual amenity and landscape character as a result of the scheme and could have beneficial impacts on nearby dwellings with regard to noise) other factors, including cost and maintenance issues, outweighed these.	1
23	What would happen to the existing Garstang New Road east of Little Singleton? Will the be sufficiently maintained for cycle/pedestrian use?	N	Proposals are to make the road a no through road, with access provided to land owners and cyclists/pedestrians.	1
24	Do you have to provide the footbridge?	N	Non-motorised user surveys undertaken and the public right of way needs to remain. Design looked at an uncontrolled crossing but dismissed for safety reasons and a controlled crossing would be a disbenefit for journey time savings.	1
25	Would prefer the existing Garstang New Road to meet bypass via the no through road	N	Decision to decommission Garstang New Road made as inclusion could encourage motorists to use existing route through Little Singleton as a rat run and additional signalised junction on bypass would cause traffic to suffer more delays	1
26	Will there be any replacement planting? If so where?	N	Already accounted for in design	1

<b>Topic Area and Consultation Responses</b>		<b>Change (Y/N)</b>	<b>Design change as a result of response</b>	<b>Total Count of responses</b>
27	Will I be able to see the bypass?		Where possible visual screening will be provided along the route of the proposed bypass. Details of the type and location of visual screening can be found within the Environmental Statement.	1
28	Cost excessive for bypass- improvements to current roads preferable	N/A	The scheme is working within the RIS budget to develop a scheme which meets the key objectives	1
	<b>Poultton Junction Design change</b>			
1	When will consultation feedback be available?	N/A	N/A	1
2	Specific design query / query about scheme in relation to property	N/A	N/A	1
3	Will HGVs be able to access old mains lane with new layout	N	Outside scope of scheme. Scheme will allow for the continual strategic trunk road route for HGVs.	1
4	Where is PJ situated?	N/A	N/A	1
5	New Junction design is a mistake/complicated configuration	N	Amendments to junction as a result of comments at consultation	2
6	Considers plan to remove traffic lights and replace with roundabouts will be a safety concern	N	Amendments to junction as a result of comments at consultation	1
7	Comments not relating to the revised Poultton Junction	N/A	N/A	1
8	no opportunity to express views on design	N/A	N/A	1
9	Concerns that rat running through Singleton/Lodge Lane/Little singleton will still occur when the bypass is operating	N	Already being considered as part of scheme	1
10	How does this scheme relate to Windy Harbour Junction	N	Part of objectives is to realise more benefits of the Windy Harbour junction improvements	1
11	How do I claim compensation	N/A	N/A	1