

From: [REDACTED]
To: [A585 Windy Harbour to Skippool](#)
Subject: Comment on Open Floor Hearing 1 on 9/4/2019
Date: 22 April 2019 14:08:08
Attachments: [Comment on OFH 1 on 9.docx](#)

Hi

I attach a word document with comments on the Open Floor Hearing 1 on 9/4/2019.

Regards

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A585 Windy Harbour to Skippool - Comment on Open Floor Hearing 1 on 9/4/2019

I am Matt Hodges, from Scorton [REDACTED].

I am a volunteer representative with Cycling UK, The National Cycling Charity. I attended the Open Floor Hearing 1 and have also listened to the recording of the hearing. I wish to comment on two of the issues raised in the hearing.

Traffic lights verses roundabouts.

A number of people spoke against the proposed traffic light junctions and clearly favoured roundabouts claiming that traffic lights increased journey times and disrupted traffic flows out of the peak periods.

As a driver I can understand this view. When seen from behind the steering wheel of a vehicle on the main road roundabouts are very convenient. They enable the dominant traffic flow to monopolise the junction.

However whenever the main road is very busy they cause serious hold-ups on the minor road at the junctions and very dangerous severance to pedestrians and cyclists who have to cross the main road at the roundabout. The Government have policies to encourage active travel, both cycling and walking, for local trips and have allocated funds, though not nearly enough, to reduce the severance caused to local communities by the strategic road network. Properly designed traffic light junctions help reduce this severance.

As evidence of this I can quote my personal experience at Skippool roundabout. I had attended a meeting at Wyre Offices and left just after 5pm. I cycled down Breck Road and joined the off carriageway cycle path to go round the roundabout and join the cycle path up Mains Lane. At the crossing point of the roundabout exit onto Amounderness Way I waited for an opportunity to cross. There was a continuous flow of vehicles coming round the roundabout from Mains Lane. When ever one vehicle turned up Breck Road one or two cars from the queue on Breck road shot out filling the gap. It was impossible to be sure whether they were coming round onto Amounderness Way or going further round the roundabout so it was not safe to cross. I waited for many minutes then finally gave up and went back joining the queue of cars on Breck Road where I was eventually able to ride round the roundabout on the carriageway. But for a pedestrian or a less confident cyclist that option is not available. They can wait for ever unless some driver takes pity on them and stops for them to cross. For pedestrians and off-carriageway cyclists crossing a busy main road at a roundabout is very difficult and high risk. Eventually they have to walk out hoping drivers will see them and slow down. It is even worse if the roundabout is multi lane.

For this reason I strongly support the decision to have signalised junctions with controlled crossing points.

Fleetwood Renewable Energy contribution by Mr Draper.

The suggestion that the funds for this scheme should be used to provide a tidal barrier on the River Wyre and a new major road from that Barrier to Hampson Green M6 Junction appears irrelevant to this enquiry.

While I do not wish to comment on the viability of the tidal barrier I would point out that the construction of a new dual carriageway from the barrier to Hampson Green junction on the M6 would be vastly more expensive than this scheme and would destroy vast areas of countryside.

Also most of the commuter traffic from Amounderness is not heading for north Lancashire or Cumbria but is heading for Greater Manchester or Central and east Lancashire. To first head north east to Hampson Green would add considerable distance to those journeys resulting in increased fuel consumption and contributions to greenhouse gas emissions.

All things considered it is not a relevant consideration for this enquiry.

Matt Hodges.

22/4/2019