

# A585

## Windy Harbour to Skippool improvement scheme

Summary of the  
public consultation



## The scheme

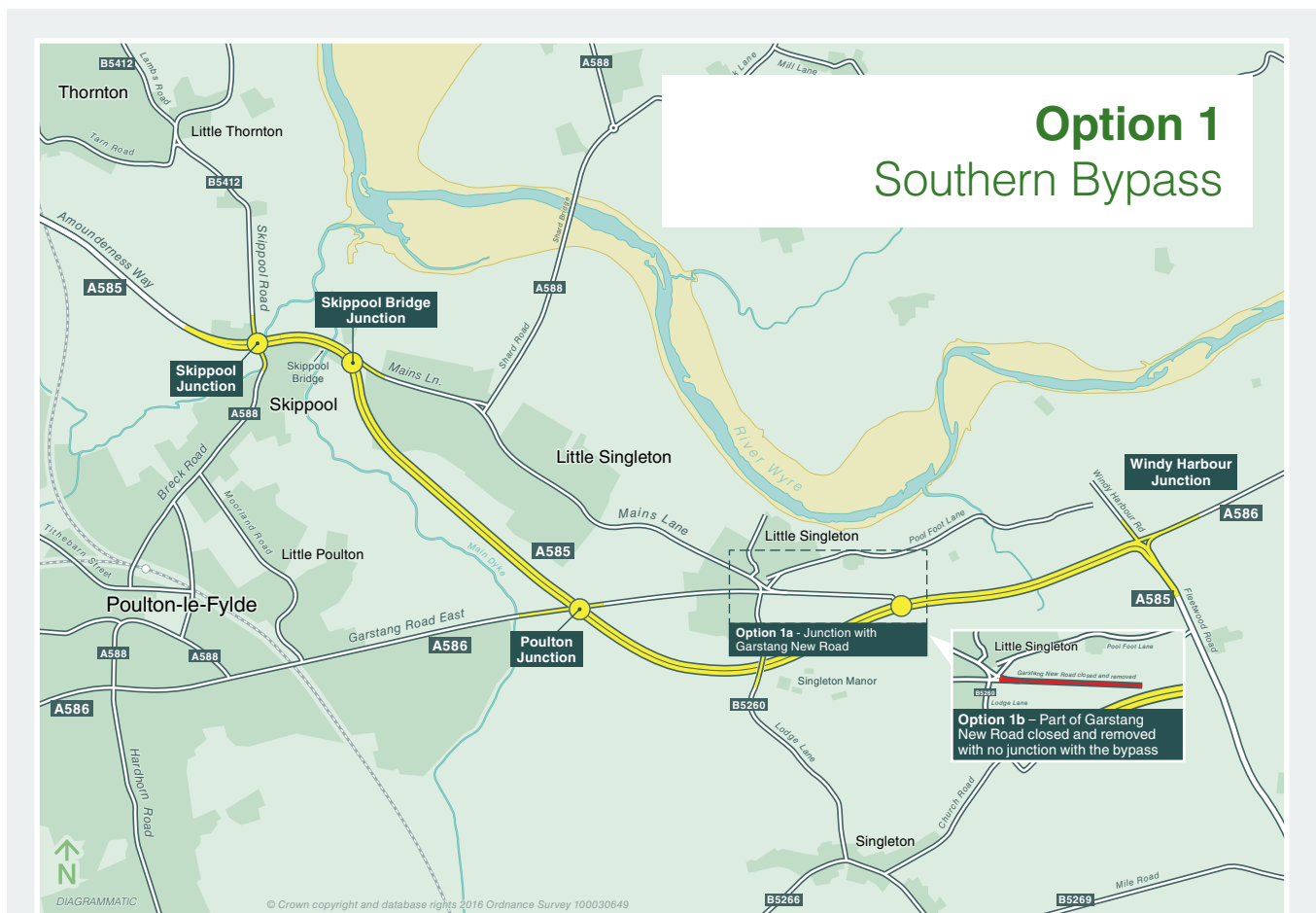
The A585 Windy Harbour to Skippool improvement scheme is part of our continued programme of investment in the Strategic Road Network.

The purpose of the scheme is to provide improvements to approximately 4.5km of the existing single carriageway A585 trunk road which is the main route between M55 Junction 3 and the Port of Fleetwood at the northern end of the Fylde Peninsula. The existing route falls within a rural section of straight single carriageway west of Windy Harbour junction and then passes through the ribbon development between Little Singleton and Skippool.

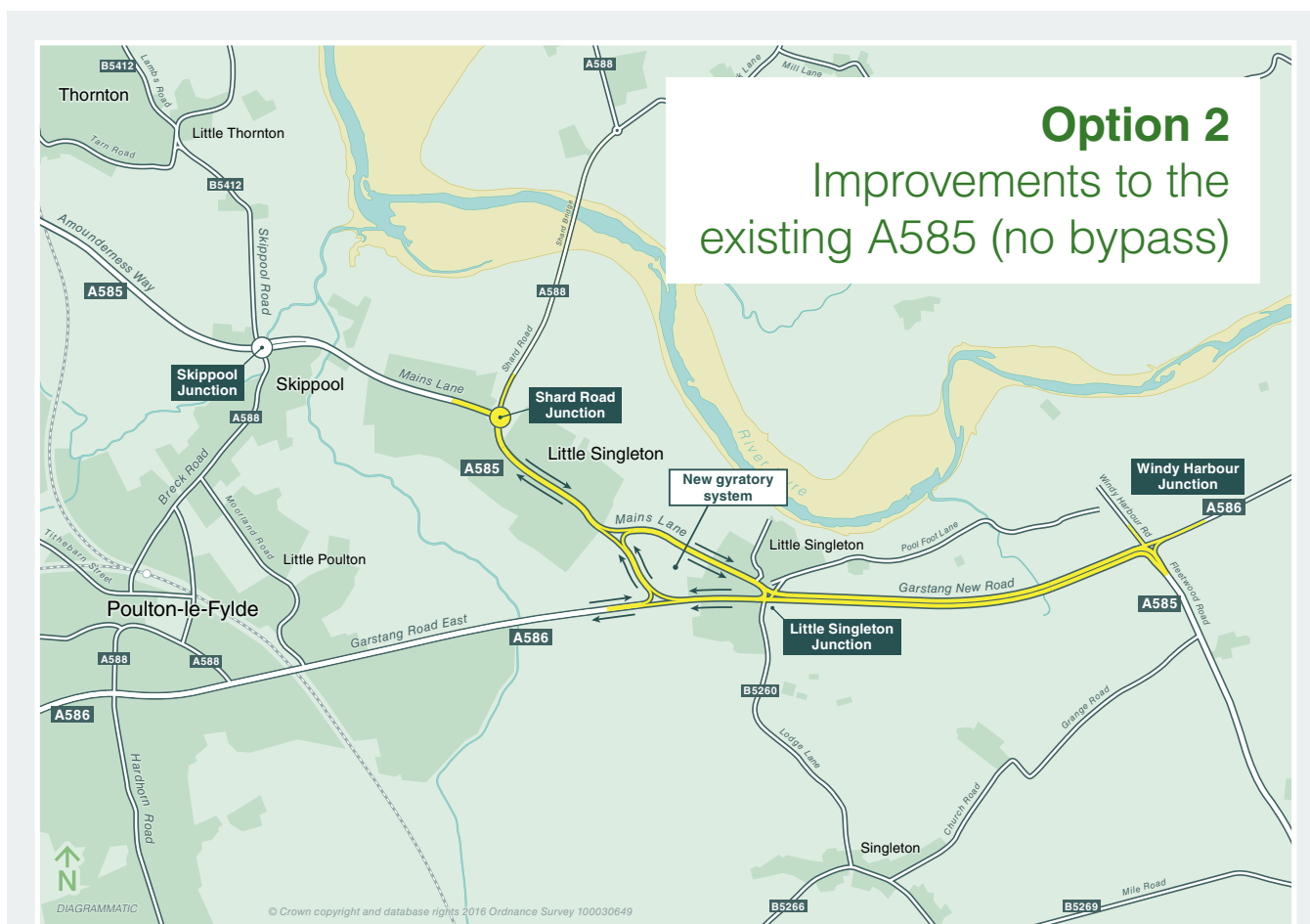
The route is heavily congested between Windy Harbour and Skippool and drivers frequently experience significant delays, particularly during morning and evening rush hours.

The primary objective of the scheme is to improve journey times on the A585 between Windy Harbour and Skippool junctions and reduce congestion on this section of road where drivers frequently experience significant delays.

Two options have been developed which were presented in the consultation to gather opinions to help inform the option selection process:



**Option 1: Southern Bypass** – provides a bypass from Windy Harbour Junction running westwards and passing to the south of Little Singleton. It passes under Lodge Lane before swinging northwards to a new junction with Garstang Road East. North of this, the bypass runs to the west of the existing road to join a new junction connecting with the existing road immediately south of the bridge over Main Dyke. The dual carriageway then continues westwards over a new bridge spanning Main Dyke to connect with Skippool Junction. Two variants were considered: 1A with a junction at Garstang New Road east of Little Singleton and 1B without that junction.



**Option 2: improvements to the existing A585 (no bypass)** – improvements made to the existing road which requires a one way gyrotory to be created within and west of Little Singleton. The improvements include making Garstang New Road from Windy Harbour to Little Singleton a dual carriageway, creating a gyrotory system within Little Singleton which includes the introduction of a two lane northbound link road and the introduction of a new junction at intersection of Shard Road with Mains Lane.

## The consultation

The consultation ran for six weeks from 5 September to 17 October 2016. Information about the proposed options and the questionnaire were available online ([www.highways.gov.uk/a585windyharbour-skipool](http://www.highways.gov.uk/a585windyharbour-skipool)), at deposit points close to the scheme and were sent to stakeholders and residents affected by the scheme. Three consultation events were held, on 16, 17 and 21 September, where exhibition panels presenting the options were displayed and the project team were available to discuss the scheme with members of the public and answer any questions. Over 300 people attended the exhibitions, of whom 145 also submitted questionnaires.

The consultation and public events were advertised, on 14 September 2016, in the local newspapers: the Blackpool Gazette, the Lancashire Evening News and the Fleetwood News. A press release describing the scheme, announcing the consultation and providing details of the information available was issued.

Responses to the consultation were accepted through a number of channels:

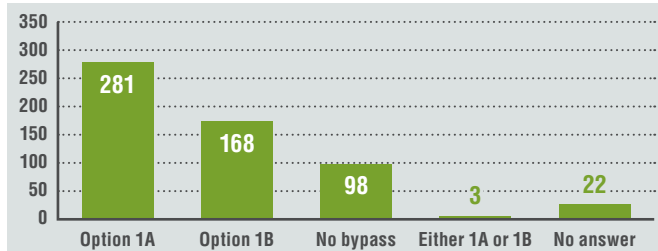
- online, using the online questionnaire, at: [www.highways.gov.uk/a585windyharbour-skipool](http://www.highways.gov.uk/a585windyharbour-skipool)
- at public consultation events by completing a paper copy of the questionnaire

- by post using the freepost address printed on the paper questionnaire
- by email to the dedicated scheme email address: [A585WindyHarbourtoSkippool@highwaysengland.co.uk](mailto:A585WindyHarbourtoSkippool@highwaysengland.co.uk)

A total of 574 completed questionnaires were received.

## Consultation findings

The majority of those responding to the consultation stated that they agree or strongly agree that something needs to be done to improve the route (93%). 48% of those who responded use the route on a daily basis and the most common reasons for using this route were residential (67%) and leisure (73%). Nearly all of those who responded to the consultation use the A585 Windy Harbour to Skippool route as a car driver, 18% stated that they use the route on foot, and 14% by bicycle (respondents could select all answers which applied to them).



Overall, 78% of respondents stated that they would prefer a bypass rather than alterations to the existing A585 (12%). Looking at the preferences stated by those respondents who live in closest proximity to the scheme, 65% would prefer Option 1 and 18% would prefer Option 2. When all respondents were asked which of the bypass options was preferable 49% indicated a preference for Option 1A, while 29% preferred Option 1B (with 17% of respondents indicating that they did not want a bypass and 5% not responding).

The main reasons given for their preference included:

- Option 1A provides easier access to Mains Lane, Little Singleton and Over Wyre but could be used as a short cut between Poulton Junction and Grange Junction.
- Option 1A provides a convenient alternative route in case of an accident on the bypass.

Written consultation responses were received by the project team from 37 members of the public. The comments were generally similar to those raised in the questionnaires. The comments were analysed and a summary of the most common topics is included in the consultation report.

A number of alternative routes and specific layouts for the scheme were proposed by members of public. These have been considered and their viability is discussed in the consultation report.

## Next steps

The results of the consultation will be considered in the selection of the preferred option, along with other factors such as value for money, safety and meeting the scheme's objectives. We plan to announce the preferred option later this year.

## Conclusion

The feedback received during the public consultation period indicates that Option 1A was the preferred scheme. Respondents recognise that improvements are required and agree that the preferred option (Option 1) will improve journey times on this route. Three alternative routes suggested during the consultation period will be considered further before we announce our preferred route.

The full consultation report is available on our website (above) or alternatively call 0300 123 5000 to request a printed copy.