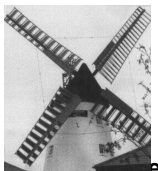


# THORNTON ACTION GROUP

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cc David Wild, HA

1st February 2009

Dear Sir,

Re – Report from Colin Buchanan Consultants for the AAP Addendum.

Having studied at some length the full output from CB Consultants, there are certain issues for which we seek clarification. I would be grateful if either you would answer the points raised or pass them to the Consultants for a response.

1. Surveyed Flows

What were the surveys used by the Consultants?

When were these surveys carried out (dates, period of time etc.)?

At what locations?

Were queuing times and number of cars queuing included in the survey?

2. Growthed

By what formula were the surveyed data growthed to 2008?

3.

In the computer studies on the junctions, calculations are made for Base Flows (surveyed plus consented) and for Base plus Robust (to include development proposals) Why is there no information given for the present situation (ie. in the surveyed data) e.g. queuing times at junctions?

4. Change of flows between junctions.

Why do the flows differ between entering a segment of the A 585 and leaving that segment?

e.g. Skippool – Shard Lane am going south (see Fig 1A)

leaving Skippool Junction on the A 585 S = 1302

arriving at Shard Lane from the A 585 N = 888

What happened to the 400+ vehicles?

This happens on all the road segments included in the survey.

5. What is a PCU?

How was the % of HGVs (c 11-12%) factored in to the calculations of delay and queuing times at the junctions?

6. Saturation flow on exits.

Was it assumed that there would be infinite saturation flow on the exit link from all junctions? If traffic was queuing back from one junction, what affect would that have on the previous one?

7. What formula is used to calculate the number of cars leaving a new estate during peak am times and returning during peak pm rimes? How is this formula justified?

8 Why was no consideration given to

A Traffic to and from the Waste processing Plant?

B Traffic arising from the proposed developments in North Blackpool (in Bispham and along Faraday Way) which will feed into the Norcross Roundabout.

9 Why are the GP Practice and the Care Home included under Consented Schemes?

10 Why under proposed development is a District Centre assessed for traffic generation but not a Local Centre so that comparisons can be made? The computer output was generated well before the Addendum was produced.

11 Where is all the data analysed and presented?

12 This is stated to be a draft analysis. Does this imply that the results are still subject to confirmation? Also many runs are shown as preliminary. Does this imply that further refinement is required? Has the HA and LCC commented on the methodology used and the output generated?

13 Do the computer generated figures take into account at any stage the proposed modifications to the junctions? Have these modifications been approved by the HA and LCC?

It is important that we the residents understand the documents presented in the AAP, on which we are asked to comment and about which we wish to enter into debate at the forthcoming Inquiry.

Yours faithfully,

Howard Phillips Chair Thornton Action Group