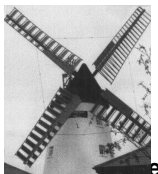


# THORNTON ACTION GROUP

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cc David Wild HA, Yvonne Parker Programme Officer

11th February 2009

Dear Philippa,

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

Thank you for forwarding the response from Colin Buchanan Consultants (CBC) to the issues and questions raised by Thornton Action Group. Arising from this response there are a number of further questions for which we seek clarification and observations which we wish to make. I would be grateful if you would pass them on to CBC. I will be attaching this letter to the response we are making to the Inspector's questions, which will be sent to the Programme Officer.

### **1. *Surveyed Flows***

Could you provide details (dates, period of time, whether queuing data was collected etc.) for the historic survey data used for junctions H – AB.

### **2. *Growthed***

To use a National Road Traffic Central Growth Factor to produce a base level of traffic which is then used in predicting future traffic flows, does not take into account local circumstances.

### **3. *Queuing Times***

Do the queuing figures in the computer printouts, therefore, show the increase in the amount of queuing which the developments (both approved and proposed) would bring about on top of the queues that already occur?

**4. *Change of flows between junctions.***

It would help to have the information on historical data (as under 1 above) to ascertain why there might be discrepancies between the number of vehicles leaving one junction and arriving at the next.

For the majority of the segments there are no side roads between the junctions and few opportunities for stopping.

Since the surveys were carried out from 7.45 – 9.15 am and 4.45 – 6.15 pm the discrepancies could not be attributed to queues building up because at the start and end of the survey periods queues would be small.

With reference to the error in the data input at Shard Road, how were the public informed of this error?

**5. *What is a PCU?***

Thank you for the clarification of a PCU. What was the % of HGVs used to calculate the PCUs and what is the source of this data?

**6. *Saturation flow on exits.***

Again thank you for the clarification. As you state there would be a need to increase the capacity at all the junctions identified so that all exits are clear.

One of the major problems at present is illustrated by the junction at Skippool where traffic queuing back on the A 585(S) effectively blocks am traffic from joining the A 585 from Skippool Road and indeed from getting across the A 585 to Breck Road.

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

Again thank you for the clarification of vehicle trip rates. I would be grateful if you could supply more details of the comparable developments used for the TRICs database or inform me where I could find the information.

**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.***

As we understand the situation, the junction improvements will only ensure that no additional traffic congestion will arise from the developments within the AAP. Therefore proposed developments outside the Area and which would impact on the A 585 are not considered.

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

As we understand, the PCT did not submit an application for planning permission on the PS2 site.

**10 *Why under proposed development is a District Centre assessed for traffic generation but not a Local Centre?***

Since no study was made of the traffic impact of a Local Centre, comparisons can not be made.

**11 *Where is all the data analysed and presented?***

Having clarified most of the points we raised we are in a much better position to understand the analysis as presented in the Sustainable Transport Strategy of the Addendum. We note that the developments will place an intolerable strain on the A 585 without any junction

improvements. For example, the am traffic at the Skippool Roundabout is forecast to increase by 36% at a junction which at the moment is at a standstill at peak times.

***12 This is stated to be a draft analysis.***

We note that the STS is a fluid document, rather than a definitive document. We have noted above that this study is confined to the impacts arising from the AAP developments. We would have hoped that a more realistic appraisal would have been made of the current situation with significant differences created by the number of HGVs arriving at the port of Fleetwood and the day tripper flows at weekends.

***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?***

We understand that the computer runs show the increase in traffic from the AAP developments and the scale of highway improvements needed. Has a computer run been made which shows that the junction improvements will result in no increase in congestion as a result of the developments? Does the software used provide output that is both reliable and valid for this particular location?

Thank you for replying so fully and so promptly to our questions. This is much appreciated.

Yours faithfully,

Howard Phillips    Chair Thornton Action Group