

Wyre Local Plan Examination

Matters, Issues and Questions

Statements In Response to Matter 8, 2.1 iv & vi As It Concerns Proposals For Inskip

Matter 8 **Would any of the following issues in isolation or cumulatively lead to a conclusion that the allocations would not comprise sustainable development:**

2.1 iv & vi **Statement: Yes**

Implications of Inskip Extension: increased commuter/local traffic

As there are virtually no amenities and no employment in Inskip and a very limited bus service, travel by car is unavoidable.

Shopping for food and household items can be found in Gt Eccleston (3.6 miles) and Kirkham (5.6 miles) Visits to the Health Centres for appointments, prescriptions and chemists are usually Gt Eccleston and Kirkham also.

Employment could possibly be found in Kirkham (5.6 miles), Salwick (4.6 miles)/Clifton (5.7 miles), Preston (8.2 miles), Poulton (8.8 miles), Blackpool (11 miles), A6 corridor, Lancaster (18 miles), or further afield such as Manchester (41 miles approx) or Liverpool (47.4 miles approx).

Inskip village will potentially increase by 120% - a possible 758 commuter journeys per workday, without the benefit of necessary road infrastructure to facilitate this increase. (refer to PD Issue 1)



Commuter Journeys
Calculation Table Iss

Traffic in and out of Inskip on a daily basis will use:

- B5269 through Catforth or Woodplumpton (through Broughton) towards M55/M6 and Preston
- B5269 through Elswick towards A585 leading to M55 (south) or Poulton / Thornton Cleveleys (north)
- B5269 through Gt Eccleston to A586 then (west) to A6 or (east) to Poulton, Thornton, Cleveleys
- Heigham Side Rd to Clifton A583 then to (east) Preston or (west) Kirkham and Blackpool
- Heigham Side Rd to Kirkham through Wharles
- Other narrower B roads, Pinfold Lane and Woods Lane, (north) to A6

With the proposed 200 house development within Inskip, there could be a potential extra 379 cars on the local lanes (PD Issue 1)



Commuter Journeys
Calculation Table Iss

The Climate Change Act (2008) (<http://www.environmentlaw.org.uk/rte.asp?id=122>) set a long-term legally binding framework for greenhouse gas reduction in the UK. The Act requires the UK Government to reduce greenhouse gas emissions by at least 34% by 2020 and 80% by 2050 from the 1990 levels in the UK. The Government has set out its plan of action for greenhouse gas reduction in the Carbon Plan (December 2011).

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/47614/3751-carbon-plan-executive-summary-dec-2011.pdf

The plan identifies that transport has a critical role in meeting the Climate Change Act (2008) obligations.

(from the Vehicle Certification Agency: <http://www.dft.gov.uk/vca/fcb/cars-and-carbon-dioxide.asp>)

The principal air-quality pollutant emissions from petrol, diesel, and alternative-fuel engines are carbon monoxide, oxides of nitrogen, un-burnt hydrocarbons and particulate matter. It is emissions of these pollutants that are regulated by the Euro emissions standards. Modern cars, if kept in good condition, produce only quite small quantities of the air quality pollutants, but the emissions from large numbers of cars add to a significant air quality problem.'

The average car produces 160 grams of Carbon emission per Kilometre or 404 grams per mile
<http://www.whatprice.co.uk/car/carbon-emissions.html#axzz5C5Vu1pj9>
<https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle>

One car doing an average of 10,000 miles per year will produce 2.6 tonnes of Carbon

So 379 extra cars on local roads will produce 60.64 kilograms of Carbon Dioxide emission per kilometre on a daily basis (not including other pollutants)

A straightforward journey from Inskip to Manchester and back will be approximately 132 kilometres – an emission total of 21.12 kilograms of CO₂ per journey.

A nearer commuter round trip between Inskip and central Preston would be approximately 26 km which would generate 2.08 kilograms of CO₂

This is merely an example of Greenhouse Gas Emissions generated by the extra traffic. There is too much information on this subject to include here (i.e. only CO₂ emissions have been highlighted – NO (Nitrogen Oxide) is another concerning pollutant. Diesel vehicles emit Particulate Matter (PM) which is not included here, neither is Carbon Monoxide

An emissions average cannot be reliably generated as every commuter journey is individual, but by building 200 houses in an area with few amenities and employment, a substantial increase in traffic and therefore in pollution, is generated.

Generating movements of traffic is highlighted in the National Planning Policy Framework, especially Para 37, as listed below.

NPPF

Para 17 (7)

Contribute to conserving and enhancing the natural environment *and reducing pollution*. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;

Para 32 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- (1) the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, *to reduce the need for major transport infrastructure*;
- (2) safe and suitable access to the site can be achieved for all people; and
- (3) improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where *the residual cumulative impacts of development are severe*.

Promoting Sustainable Transport

Para 35

(1)... developments should be located and designed where practical to *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities*;

Para 37

Planning policies should aim for a balance of land uses within their area so that people can be encouraged to *minimise journey lengths for employment, shopping, leisure, education and other activities*.

Para 38

...particularly within large-scale developments, *key facilities such as primary schools and local shops should be located within walking distance of most properties*.

Routes in and out of Inskip

Most possible routes in and out of Inskip are listed above. It is likely that the most popular, allowing for access to main areas of employment and motorways, are the routes to the A6/M6/M55 and the route to the A585 giving access to Blackpool and Poulton (also providing an alternative route to the M55)

M6/M55

The route to Broughton, the M55 and the M6 is the B5269. It is a B road with many bends and at times visibility can be poor. The road is often flooded and drivers will take evasive action which can be potentially dangerous. When an accident occurs (i.e. cars have driven off the road into fields, or into telephone posts bringing down wires) the road can be closed for up to 12 hours.

The road includes a narrow bridge known as Bellfold Bridge (a listed bridge, built by the Architect John Rennie). This bridge crosses the Lancaster canal and is owned and maintained by the Canal & Rivers Trust. It has a farm entrance to the side, is a single track and has been damaged many times by large HGVs or

farm vehicles. Visibility is poor until a vehicle has begun to cross. The bridge, as many bridges on the rural lanes, were primarily designed for horse and carts and animals to cross the canal.



Bellfold Bridge No
35.JPG

A585

The **A585** is a primary road in England which runs from Kirkham to Fleetwood in Lancashire.

The road runs a total distance of just under 23 km (14 miles) on a mixture of rural and urban residential/commercial streets. The road begins at Kirkham, as a turning off the A583, the Kirkham by-pass. It travels north for 2.4 km (1.5 miles), firstly as the Kirkham & Wesham By-Pass, then as Fleetwood Road, through Kirkham and Wesham, till it meets Junction 3 of the M55 at Wesham Circle. The road continues as Fleetwood Road in a roughly northerly direction for a further 3 miles (4.8 km), through Esprick and Greenhalgh. This section is rural and fairly winding, although some curves were straightened in the 1970s, most notably the series of bends in Thistleton at the B5269 turnings to Singleton and Elswick. These 'dog-leg' entrances/exits from the A585 were notoriously known as 'Hellfire Corner'.

Travelling from the south (i.e. from M55 direction) traffic using this as a route home to Inskip would have to turn right across the oncoming traffic from Windy Harbour (A586) The speed limit along this route is 50mph. Highways England have expressed reservations about this particular manoeuvre in regard to the current PI on Fracking at the Roseacre Wood site.

Travelling from a northerly direction at Windy Harbour, to the north exit from the A585 towards Elswick and Inskip, there is a deceleration lane before a sharp bend onto the B5269. This road takes traffic towards the small village of Thistleton before another sharp left bend towards Elswick.

According to Government statistics 2016, the average daily flow of traffic on the A585 between the A586 (Windy Harbour) and the M55 Junction is more than 28,000 vehicles.



AADF Windy
Harbour to M55.csv

One hold-up on the single carriageway road can cause tail-backs of traffic for miles. The A585 is known by the Highways Agency to be a problem route. There are plans to improve the single carriageway between Windy Harbour and Skippool, but the likelihood is that it will simply create the 'bottle neck' further along the A585 between Windy Harbour and J3 of the M55, (where Commuter traffic from Inskip will enter and exit)

In 2007, Lancashire County Council listed the A585 in their top ten most dangerous roads

<https://www.blackpoolgazette.co.uk/news/fylde-roads-in-deathtrap-hitlist-1-411566>

That was when average daily traffic was estimated at less than 25,000. There has been a steady increase in traffic volume since 2000, with the latest estimate at more than 28,000 vehicles (2016)

Quote: Highways England (<http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skipool/>)

' 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 section 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. '

By proposing 200 more houses, Wyre BC are putting an intolerable strain on local roads and compromising air quality. They are not using NPPF guidelines and are in contradiction of their own CDMP:

Local Plan Core Development Management Policies 4.1.b it says *"Seek to minimise or eliminate net environmental impact"*

Local Plan CDMP 6.1.b *Road safety and the safe, efficient and convenient movement of all highway users (including bus passengers, refuse collection vehicles, the emergency services, cyclists and pedestrians) is not prejudiced;*

With local infrastructure congested with extra traffic movements in a way that it was never intended to be used, other services, such as emergency services become threatened. There are no cycle lanes through Inskip, or room to allocate any, few or limited pavements for pedestrians so these road users are vulnerable. An increase in internet shopping/deliveries by diesel vans is inevitable, as there are no local shops and more people to be served.

The proposed Inskip Extension of 200 more houses in this location is not sustainable.

Commuter Journeys By Car Per Working Day Generated By The Inskip Extension Housing Development Resulting From The Cost Of Buying And Operating The Various House Types And The Income Level Required Not Being Available Locally

	Property	Cost to Buy (£)	Deposit 10% (£)	Monthly Mortgage Payment (£)	Cost to Operate Per Month (excl Mortgage) (£)	Min Nett Income Per Annum Required (£)	Min. Gross Income Per Annum Required (£)	Hourly Rate (£)	Jobs at this Hourly Rate Exist In Village Yes / No	No. of Households	No. of Cars Per Household	No. of Cars
		A	B	C	D	E	F	G	H	J	K	L
1.	Affordable Housing	Note 2 75,500 Note 4	7,550	Note 5 355	Note 7 800	12(C+D) 13860	Note 8 15560	F/(37.5x48) 8.64	Yes (but filled)	Note 9 76 (30%)	Note 10 0.8	61
2.	Two Bedroom Terraced House, Ash Meadows Inskip	151,000 Create Homes Website 2017	15,100 Create Homes Website 2017	710 Create Homes Website 2017 Note 3	1200	22920	30688	17.05	No	51 (20%)	1	51
3.	Three Bedroom Detached House, Ash Meadows Inskip	219,950 Create Homes Website 2017 (Mean of Four Types)	22,000	1034	1300	28008	38638	21.46	No	76 (30%)	2	152
4.	Four Bedroom Detached	322,500 Create	32,250	1,516	1500	36192	51659	28.70	No	51 (20%)	2.25	115

Note 11



Annual Average Daily Flow	CP	Estimation_method	Estimation_method	di	Region	LocalAuthority	Road	RoadCategory	Eastings
2000		7306 Counted	Manual count		North West	Lancashire	A585	TR	341060
2001		7306 Counted	Manual count		North West	Lancashire	A585	TR	341060
2002		7306 Counted	Manual count		North West	Lancashire	A585	TR	341060
2003		7306 Estimated	Estimated using previc		North West	Lancashire	A585	TR	341060
2004		7306 Counted	Manual count		North West	Lancashire	A585	TR	341060
2005		7306 Estimated	Estimated using previc		North West	Lancashire	A585	TR	341060
2006		7306 Counted	Manual count		North West	Lancashire	A585	TR	341060
2007		7306 Estimated	Estimated using previc		North West	Lancashire	A585	TR	341060
2008		7306 Counted	Manual count		North West	Lancashire	A585	TR	341060
2009		7306 Estimated	Estimated using previc		North West	Lancashire	A585	TR	341060
2010		7306 Estimated	Estimated using previc		North West	Lancashire	A585	TR	341060
2011		7306 Estimated	Estimated using previc		North West	Lancashire	A585	TR	341060
2012		7306 Counted	Manual count		North West	Lancashire	A585	TR	341060
2013		7306 Estimated	Estimated using previc		North West	Lancashire	A585	TR	341060
2014		7306 Estimated	Estimated using previc		North West	Lancashire	A585	TR	341060
2015		7306 Estimated	Estimated using previc		North West	Lancashire	A585	TR	341060
2016		7306 Estimated	Estimated using previc		North West	Lancashire	A585	TR	341060



Northing	StartJunction	EndJunction	Linklength	Linklength_r	PedalCycles	Motorcycles	CarsTaxi	BusesCoaches	LightGoodsV	V2AxleRigidHGV
436000	A586	M55	5.4	3.36	22	181	17564	74	2648	540
436000	A586	M55	5.4	3.36	9	139	18048	93	2797	683
436000	A586	M55	5.4	3.36	9	80	18122	114	2636	898
436000	A586	M55	5.4	3.36	7	86	18520	112	2918	934
436000	A586	M55	5.4	3.36	6	120	17852	76	2556	734
436000	A586	M55	5.4	3.36	6	115	17728	74	2673	739
436000	A586	M55	5.4	3.36	7	133	19003	141	3399	890
436000	A586	M55	5.4	3.36	7	134	18871	133	3766	906
436000	A586	M55	5.4	3.36	10	179	19565	76	3145	806
436000	A586	M55	5.4	3.36	12	187	19311	80	3249	747
436000	A586	M55	5.4	3.36	12	166	18847	85	3333	782
436000	A586	M55	5.4	3.36	10	164	18733	86	3410	768
436000	A586	M55	5.4	3.36	17	86	19688	98	3999	557
436000	A586	M55	5.4	3.36	17	91	19453	101	4246	567
436000	A586	M55	5.4	3.36	14	94	19901	114	4557	542
436000	A586	M55	5.4	3.36	14	97	20501	112	5066	567
436000	A586	M55	5.4	3.36	14	97	21070	112	5391	596



V3AxlerRigidHGV	V4or5AxlerRigidHGV	V3or4AxlerArtichGV	V5AxlerArtichGV	V6orMoreAxlerArtichGV	AllHGVs	AllMotorVehicles
80	72	158	242	138	1230	21697
89	73	172	225	145	1387	22464
97	39	90	205	125	1454	22406
107	44	86	184	138	1493	23129
90	146	90	254	135	1449	22053
88	155	81	224	145	1432	22022
144	174	219	352	236	2015	24691
146	195	191	338	245	2021	24925
107	230	84	221	301	1749	24714
107	221	78	191	292	1636	24463
107	191	91	182	296	1649	24080
113	212	69	177	307	1646	24039
121	146	51	201	170	1246	25117
133	167	39	198	179	1283	25175
138	171	39	183	191	1264	25931
155	179	50	190	198	1339	27116
153	198	42	177	206	1372	28042