Appendix 6

Vectos, Blackpool Road, Poulton-le-Fylde, Site Promotion Transport Report
Story Homes

BLACKPOOL ROAD, POULTON-LE-FYLDE

Site Promotion – Transport Report

VN70810

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1 INTRODUCTION

1.1 Introduction

1.1.1 Vectos have been commissioned by Story Homes to consider the transport accessibility for a site in Poulton-le-Fylde that is being promoted for residential development. The site lies to the north-west of Poulton-le-Fylde town centre and south of Carleton District Centre on land within Wyre Borough Council. This assessment has considered the implications of a development of up to 460 units incorporating a 100 space car park to support the town centre and railway station off Tithebarn Street.

1.2 Site Location and Description

1.2.1 The site is located approximately 650m to the north west of Poulton-le-Fylde town centre and just to the south of the village of Carleton. It covers an area of approximately 22 hectares and currently comprises a series of agricultural fields. The site boundary is shown in Figure 1.1.

Figure 1.1. Site Boundary
1.2.2 It can be seen from Figure 1.1 that the site has frontage onto the local highway network at two locations where vehicle access can be made. These are along the B5268 Blackpool Road at the north-western corner of the site (shown as ‘A’ on Figure 2.1), and along the B5267 Tithebarn Street at the eastern edge of the site (shown as ‘B’ on Figure 2.1). The site boundary also abuts the terminus of two cul-de-sac streets to the north of the site, Thirlmere Avenue and Coniston Avenue (shown as ‘C’ on Figure 1.1) and here pedestrian access can be made to conveniently link the site to the neighbouring estates and the district centre thereby.

1.2.3 This report collates the information and data that has been collected as part of an audit of baseline transport conditions in the local area, and presents high level analysis that has been undertaken to assess the potential highways implications of a residential development on the site.
2 POLICIES AND PRINCIPLES OF ACCESS STRATEGY

2.1.1 This section considers the relevant national and local transport planning policy and design standards that should inform the development of the site and the overall strategy for access and movement within the site. The specific policy and guidance documents considered include:

- National Planning Policy Framework (NPPF), March 2012
- Wyre Local Plan (1999)
- LCC Local Transport Plan (2011-2021)
- ‘Creating Civilised Streets’ LCC Policy and Design Guidance, February 2010

2.1.2 A key theme of current national and local policies is to promote and deliver sustainable transport objectives, and this plays an important role in defining the access strategy for the proposed development.

2.1.3 Whilst historically, there had been a preference for adopting rigid highway design standards such as in LCC’s Residential Design Guide (1993), more recently it has been recognised that adopting such a rigid approach is no longer appropriate in many contemporary circumstances. There are now a range of documents that provide updated advice and guidance, including for example, Manual for Streets (MfS) and the associated Manual for Streets 2 (MfS2). LCC’s ‘Creating Civilised Streets’ design guidance endorses many of the principles of MfS.

2.2 NPPF: Core Land Use Planning Principle

2.2.1 The NPPF sets out the Government’s commitment to sustainable development, and specifically in relation to transport, states that planning should:

“actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable” (para 17).

2.2.2 The NPPF goes on to identify that Local Authorities should
“support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.” (para 30).

2.2.3 It identifies that:

“Plans and decisions should take account of whether:

- 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;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the transport impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.” (para 32)

2.2.4 Para 35 states that developments should be located and designed where practical to:

- “accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport”.

2.2.5 The site access strategy can be developed paying due cognisance to the transport planning principles outlined in the NPPF.
2.3 Wyre Local Plan (1999)

2.3.1 Wyre's emerging new Local Plan will set out a vision for growth and development of the borough to 2031. The emerging Wyre Local Plan is still in preparation stage, therefore the ‘saved’ policies of the Wyre Local Plan 1999 (WLP), which was adopted in July 1999, apply to the Site location.

2.3.2 Saved Policy TR9 addresses cycling within the borough:

“The borough council together with the county council, will safeguard the routes of the borough’s existing and proposed cycleways as shown on the proposals map, and undertake environmental improvements and other such methods to increase their attractiveness.”

A. Incorporating facilities for cyclists in highway designs, traffic management and traffic phasing, particularly in relation to proposals for residential development of 3.5 ha or greater (policy h3);

B. Securing the provision of cycle parking in the town centres and at other shopping facilities, at workplaces, educational establishments, at all public buildings and at transport nodes;

C. Investigating the potential for, and designating new cycle routes throughout the borough.”

2.4 LCC Local Transport Plan (LTP)

2.4.1 The site falls within the jurisdiction of LCC as the local highway authority. LCC has responsibility for the development and delivery of the LTP. The underlying theme and objectives of the LTP are to promote policies and measures to foster and achieve improved opportunities for travel choices by non-car modes. This provides the context for specific local measures to be considered, promoted and introduced.
2.5 Creating Civilised Streets (2010)

2.5.1 LCC’s policy and design guidance document ‘Creating Civilised Streets’ is based on the Department for Transport’s ‘Manual for Streets’ guidance, and replaces Lancashire’s Residential Road Design Guide (1986) which was based on Design Bulletin 32 (1977).

2.5.2 The guidance encourages a more collaborative approach and a move away from prescriptive methods to encouraging all-inclusive design. The guidance states that:

“Lancashire County Council intends to maximise the benefits of investing in our streetscape. Good design is not necessarily expensive and should be led by an understanding of how people will use an area. We want to provide an environment that caters for all users whilst offering value for money. This can be achieved through designs which ensure the longevity of a development by removing the need for redesign of an ill thought-out scheme and by being mindful of ongoing maintenance costs.”

2.6 Principles of the Access Strategy

2.6.1 The proposed access strategy for the development provides the means to achieve the identified policy objectives by optimising the opportunity for access to/from the Site by non-car modes. This is in accordance with all local, regional and national policies. The following chapter reviews the accessibility of the site for those travelling on foot and cycle, along with the current accessibility of the site by public transport.

2.6.2 The proposed access strategy for the development reflects the need to appropriately consider and enable provision for the movement of people and goods, acknowledging the context of the wider area. Consideration has been given to:

- The permeability of the site and the connections to the surrounding area, for all modes of transport;
- Appropriate vehicular access points to the site, and potential routeing of trips to external linkages; and
- Internal access arrangements.
2.6.3 There would be an integrated approach to managing travel demand across the proposed development site, building upon the excellent location of the site in relation to the town centre and other facilities within Poulton-le-Fylde and Carleton. A robust and effective Travel Plan would assist in further encouraging trips to and from the site to be made by sustainable transport modes.

2.7 Summary

2.7.1 In summary, the development of this site for residential use aligns well with the overall national and local policy guidance, being located close to a range of amenities, employment opportunities and public transport links that will help to encourage trips by foot, cycle and public transport. The proposals are therefore consistent with national, regional and local transport policy objectives.
3 ACCESS STRATEGY

3.1 Overview of the Scheme Proposals

3.1.1 An indicative site masterplan has been developed by Woodcroft Design and this is shown at Appendix A to this report. On this masterplan, it can be seen that there are two vehicular access points into the site, one along Blackpool Road and one along Tithebarn Street, and a spine road running through the site that connects both accesses. The masterplan shows a residential development of 460 dwellings and a public car park at the eastern side of the site near Tithebarn Street, to provide around 100 spaces to serve trips to the town centre.

3.2 Vehicular Access Arrangements

3.2.1 Both proposed accesses into the site can be delivered within the available space along the site frontage and indicative junction arrangements have been designed to demonstrate how the accesses could be delivered.

Blackpool Road Access

3.2.2 The site has a frontage along Blackpool Road of around 56m in length between the boundary with no. 76 and the adjacent field to the east. Figure 3.1 overleaf shows a plan of the site boundary in relation to this area. Figure 3.2 shows the general highway character of Blackpool Road in the vicinity of the access.

3.2.3 The proposed Blackpool Road access has been designed as a priority junction arrangement, with a ghost island right turn facility on Blackpool Road. Blackpool Road is a 30mph road with footways, verges and is also a bus route. An indicative drawing of the proposed arrangement is shown in Drawing VN70810-100 also shown overleaf and shows that there is sufficient space to provide this junction arrangement. The required visibility splay of 2.4m x 43m can be delivered with this access arrangement.
Figure 3.1. Blackpool Road Site Frontage

Figure 3.2. Blackpool Road Site Frontage
Tithebarn Street Access

3.2.4 The site has a frontage along the B5267 Tithebarn Street of around 68m in length between the boundary with no. 101 to the north, and the area of vegetation to the south-east. Figure 3.3 shows a plan of the existing situation in this area. Tithebarn Street forms a junction with Carleton Gate which is a short residential cul-de-sac, opposite the site frontage.

![Figure 3.3 Tithebarn Street Site Frontage](image)

3.2.5 The general character of Tithebarn Street is shown in Figure 3.4 overleaf. Tithebarn Street runs in a north-west to south-east direction past the eastern edge of the site, becoming Poulton Road to the north as it curves gently past the site frontage. It links Poulton-le-Fylde to the south-east with Carleton to the north-east. In the vicinity of the site it is subject to a 30-mph speed restriction and provides a single carriageway circa. 7.4m in width, with single lanes in each direction. Footways with street lighting are provided along both sides of Tithebarn Street in the vicinity of the site.

3.2.6 The indicative masterplan shows a new roundabout junction access into the site from Tithebarn Street. An indicative drawing of the proposed arrangement is shown in Drawing VN70751/SK004 also shown overleaf. This drawing shows that a roundabout junction can be delivered to standard within the available space, with Carleton Gate forming a fourth arm to the junction.
3.2.7 Opposite the site frontage is a park through which the Horse Bridge Watercourse runs, and there are two pedestrian access points into the park from Tithebarn Street. To the east of the site frontage there is the access to Springfield Farm via Berry’s Lane, and just to the east of this Tithebarn Street forms a bridge crossing over a dismantled railway.
Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3.3 Internal Layout

Spine Road

3.3.1 The indicative masterplan shows a spine road passing through the site connecting the two new vehicular access points. Whilst indicative at this stage, the spine road has been designed to accommodate the movements of buses, with a view to providing a public transport route through the site, to further enhance the public transport accessibility of the site.

Pedestrian and Cycle Links

3.3.2 The indicative masterplan shows a network of shared pedestrian / cycle paths running throughout the site. These would be 3.5m wide and are shown to provide a route between the southern part of the site and Tithebarn Street, via the public open space area to the north of the Horse Bridge Watercourse. Sufficient width is also provided to allow the shared footway / cycleway facilities to run alongside the spine road.

3.3.3 The public right of way that runs east-west through the site has been retained within the masterplan design, and will serve to further promote walking as a travel mode to and from the site. The good pedestrian and cycle links within the site and between the site and the surrounding areas will help to promote journeys by these sustainable modes.

Car Park

3.3.4 A new public car park would be provided at the eastern edge of the site, near to the Tithebarn Street access. This would provide around 100 spaces and would serve people travelling to Poulton-le-Fylde town centre a short walk away, and other nearby amenities. The provision of a car park in this location will help to accommodate the high demand for parking in the area, with the existing Teanlowe Centre car park experiencing a high demand for spaces throughout much of the day, and other public car parking opportunities to the north of the town centre currently very limited.
3.4 Potential Wider Sustainable Transport Improvements

3.4.1 As part of the proposed development, it would be considered appropriate to provide some improvements to the sustainable transport connections between the site and the surrounding area. In particular it is considered appropriate to improve pedestrian and cycle infrastructure along both Tithebarn Street and along Blackpool Road between the site and the neighbouring centres.

3.4.2 On Tithebarn Street there is a limited highway and footway width due to two bridge structures. Notwithstanding that there is scope to make some improvements to provide an advisory cycle lane along this stretch and potentially widen one of the footways to improve the pedestrian experience along this route while reducing the carriageway width. The improved cycle infrastructure could link with LCC’s proposed cycle route linking Tithebarn Street with Breck Road to facilitate a continuous cycle link between the site and the rail station. Further work would need to be undertaken to establish the detailed design of this solution.

3.4.3 In addition, it is likely that a controlled crossing point on Tithebarn Street should be considered as part of the development, particularly to cater for the desire line between the site and the rail station. This could take the form of a toucan crossing. Again, this would require further investigation but would provide an improved link to the station for both pedestrians and cyclists.

3.4.4 Pedestrian links to the north of the site could be facilitated through opening up the route to the cul-de-sac streets of Thirlmere and Coniston Avenue. This would enable convenient walking routes between the site and shops and amenities in Carleton to the north.

3.4.5 Cycle lanes could be provided along Blackpool Road in the vicinity of the site. The carriageway is relatively wide along this stretch and could likely accommodate cycle lanes. This would expand upon the good levels of cycle lane provision proposed within the site into the wider area.
4 BASELINE TRANSPORT CONDITIONS

4.1 Introduction

4.1.1 This section of the report provides a description of the baseline transport conditions in the vicinity of the site. It comprises the results of a desk-based audit of transport conditions complemented by recent traffic surveys and site observations. The local highway network does experience capacity constraints. The site in the context of the local highway network is shown in Plan 1 whilst Plan 2 shows the site in relation to the wider network.

4.2 Highway Operation

4.2.1 A summary of the delays on the network can be derived from the typical speed plots from Google Maps as shown overleaf in Figure 4.1 and 4.2 for the typical AM and PM peak periods.

4.2.2 There are capacity constraints show as congestion on the A585 between little Singleton and Little Thistleton Junctions and congestion on the A586, Hardhorn Road, Lower Green as well as delays around the town centre including the Tithebarn Street approach to Queensway.

4.2.3 Focussing on the roads local to the site. Blackpool Road is surveyed to carry 568 vehicles (two way) in the AM Peak and 634 in the PM peak.

4.2.4 Tithebarn Street carries greater traffic flows with 1076 two way flows in the AM peak and 1156 in the PM peak.
Figure 4.1. Typical AM Peak Traffic Conditions
Figure 4.2. Typical PM Peak Traffic Conditions
4.2.5 The operation of key local junctions to the site are described next.

4.3 Carleton Crossroads

4.3.1 To the north of the site, Blackpool Road forms a four-arm signalised junction with Poulton Road, Fleetwood Road and Bispham Road. Observations of the junction in peak hours reveal that the junction operates reasonably effectively at busy times, with no significant delay to drivers. Figure 4.3 shows the junction during the morning peak hour observation.

Figure 4.3 Carleton Cross Roads - AM peak Queues looking north from Poulton Road.

4.4 Tithebarn Street / Queensway

4.4.1 To the south-east of the site Tithebarn Street forms a three-arm signalised junction with the B5267 Queensway. The Tithebarn Street eastern arm of the junction is one-way for traffic in the westbound direction (away from the town centre). All traffic from the western arm of Tithebarn Street therefore has to turn right onto Queensway, and all traffic from Queensway has to turn left onto the Tithebarn Street western arm. On the westbound approach, Tithebarn Street provides two lanes and on the other two arms of the junction, single lane approaches are provided.
4.4.2 Peak hour observations of the junction reveal that during the morning peak there is queueing on the Tithebarn Street eastbound approach to the junction, and a rolling queue forms extending to Tithebarn Park. The queueing on this arm was observed to occur for a limited period during the morning peak hour and cleared within around 15 minutes. Figure 4.4 shows the rolling queue during the morning peak hour observation.

![Image](image_url)

**Figure 4.4 Tithebarn Street Approach to Queensway AM Peak Queues**

4.4.3 The other arms of the junction were observed to operate without significant queueing during the morning peak. During the evening peak, overall the junction experiences slightly higher traffic flows than the morning peak, however these are more evenly spread across the three arms of the junction, and any queues tend to clear with each cycle of the traffic lights.
4.5  **Garstang Road East / Lower Green**

4.5.1 The Garstang Road East / Lower Green junction lies approximately 1.3km to the south-east of the site and forms part of the route for traffic travelling between Poulton-le-Fylde town centre and the strategic highway network to the east. It forms a three-arm signalised junction arrangement, with Lower Green forming the northern arm. All three arms provide a two-lane approach to the junction and there is a pedestrian crossing facility.

4.5.2 Observations of the junction reveal that the Lower Green arm experiences some significant queueing during the peak periods. As the right turn movement is the predominant movement from this arm, the queue for the right turn sometimes extends back to prevent vehicles accessing the left turn lane.

4.5.3 As will be described later, there is a proposed improvement to the junction to be delivered as part of the Garstang Road East residential development which is described later.

4.6  **Garstang Road East / Garstang Road West / Hardhorn Road**

4.6.1 The Garstang Road East / Hardhorn Road junction lies approximately 900m to the south-east of the site. It comprises a four-arm signalised junction with two-lane approaches on the Garstang Road arms and one-lane approaches on the Hardhorn Road arms of the junction.

4.6.2 The junction experiences congestion during the peak periods, with the greatest flows on the Garstang Road East approach during the morning and evening peak hours. There are improvements to the junction proposed as part of committed development schemes in the area which are also described in Section 7.
Blackpool Old Road / Garstang Road West

To the south-west of the site, Blackpool Road leads to the A586 forming a three-arm signalised junction. There are two-lane approaches on each arm of the junction. To the west, the A586 leads towards Blackpool.

A classified turning count survey was undertaken on Wednesday 14th June 2017 at the junction. This revealed a large proportion of right turning traffic from the Blackpool Old Road arm of the junction, and a generally tidal flow pattern with greater flows heading away from Poulton in the morning peak and towards Poulton in the evening peak.

Poulton Town Centre

Recent Changes

There have been recent changes to the operation of the highway network in Poulton-le-Fylde town centre. This has followed the introduction of a link road (Wheatsheaf Way) passing through the Hardhorn Road Car Park, connecting Hardhorn Road with Blackpool Old Road. This became operational towards the end of 2015.

Benefits resulting from the link road include overall reduced town centre delay improved provision for pedestrians, enhanced access to the town centre public car park and improved access to the Booths new store from the south.

As part of these works, pedestrian crossing facilities have also been provided across Blackpool Old Road with two new zebra crossings, and bus lay-bys have been reconfigured within the town centre.

Blackpool Old Road connects the town centre to the south-west and forms a three-arm priority junction with Queensway. The junction has recently undergone a widening as part of the new Link Road scheme, and a further widening or provision of a mini-roundabout is proposed as part of the works associated with the Garstang Road East residential development (see Section 6).

The junction was observed to operate efficiently during both the morning and evening peak hours.
4.9 Trunk Road Network

4.9.1 The A585 runs in a broadly east-west alignment to the north of Poulton-le-Fylde and forms part of the strategic road network maintained by Highways England. The A585 is the main road in and out of Fleetwood and surrounding areas and it is heavily congested between Windy Harbour and Skippool, where drivers frequently experience significant delays, particularly during morning and evening rush hours. This is currently being considered for a highway improvement scheme by Highways England and this is described later in Section 7.
5  HIGHWAY SAFETY

5.1.1  Personal injury accident data for the local highway network has been obtained for the most recent five-year period available (01st January 2012-30th April 2017). The overview of accidents as taken from the LCC Mario Map data in Figure 5.1 shows a spread of accidents along the main roads in the area. There are a greater number of accidents on the trunk road network reflecting the higher traffic flows and higher speeds on that network.

Figure 5.1  5 year Accident Data
5.1.2 Considering the accidents on the highway network immediate to the Blackpool Road site frontage there have been four slight accidents over 5 years.

5.1.3 The accident plot for Blackpool Road is shown in Figure 5.2.

Figure 5.2 Blackpool Road Accident Plot

5.1.4 Three of the accidents involved vehicles only and one accident involved a pedestrian. The spacing of accidents does not suggest any accident blackspot that would indicate defects in the existing highway layout or infrastructure.
5.1.5 On Tithebarn Street there has been one serious accident and one slight accident as shown in **Figure 5.3** below. Both of the accidents involved vehicles only. A recent slight accident occurred on the bend of Poulton Road involving a vehicle and a cyclist.

![Figure 5.3 Tithebarn Street Accident Plot](image)

5.1.6 The accident data does not suggest any accident trend or notable defect in the highway layout or its operation.
6 ACCESSIBILITY AUDIT

6.1 Introduction

6.1.1 The proposed development site forms part of the site identified as DS_05 in a study by LCC and the study includes a desktop assessment of accessibility for each of the housing sites. The results for site DS_05 are reproduced in Table 6.1, and this site has the best accessibility score by this criteria of all the other housing sites in Poulton-le-Fylde.

<table>
<thead>
<tr>
<th></th>
<th>Site DS_05</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance to nearest local centre</td>
<td>Adequate (800m-1600m)</td>
</tr>
<tr>
<td>Distance to nearest Primary School</td>
<td>Adequate (800m-1600m)</td>
</tr>
<tr>
<td>Distance to nearest GP</td>
<td>Adequate (800m-1600m)</td>
</tr>
</tbody>
</table>

Table 6.1. Summary of LCC Desktop Accessibility Assessment

6.2 Accessibility by Walking

6.2.1 An analysis of the pedestrian routes in the area has been completed to identify areas within a 400m, 1km and 2km catchment and this is presented in Plan 4. This plan shows that a 1km walk from the centre of the site includes Poulton-le-Fylde town centre providing access to the retail, employment and leisure opportunities there. Poulton-le-Fylde rail station is within a 1.2km walk of the centre of the site, providing a viable public transport option for future residents. There are also a number of educational facilities located within the 2km catchment including Blackpool Sixth Form College, Carleton St Hilda’s Primary School, Carleton Green Community Primary School and St Chad’s Primary School and Nursery.

6.2.2 There is continuous footway provision between the site and Poulton town centre, with footways with street lighting along both sides of Tithebarn Street. There is a narrowing of the footways across both the bridges on Tithebarn Street due to bollards placed there. Footways with street lighting are also provided along both sides of Blackpool Road.
6.2.3 There is a public right of way that passes east-west through the site, linking Tithebarn Street to Blackpool Road via Berry’s Lane.

6.2.4 The site is therefore well located in relation to local amenities, with the town centre just a short walk from the site. There is also a good level of existing pedestrian infrastructure in the vicinity of the site, providing for safe journeys on foot between the site and the surrounding area.

6.3 Accessibility by Cycle

6.3.1 **Plan 5** illustrates that a short 5-kilometre cycling catchment area encompasses the whole of Poulton-le-Fylde town centre and extends to the northern parts of Blackpool. The catchment also includes Baines School and Blackpool and the Fylde College.

6.3.2 It is understood that there are planned improvements to cycle provision in the town, with cycle lane infrastructure to be provided along the A586 in Poulton-le-Fylde as part of committed development schemes. An extract from the Lancashire County Council Mario online database is shown in Figure 6.1, and shows the site in relation to this planned and existing cycle route provision.

![Figure 6.1. Extract from Mario Database Showing Cycle Route Provision](image-url)
6.3.3 It can be seen from **Figure 6.1** that there is a section of off-road cycle way provision running adjacent to Ladybower Lane and Adlington Avenue to the south of the site, accessed via Blackpool Old Road. There is also a short section at the northern end of Robins Lane, to the north-west of the site. This facilitates a cut-through route for cyclists from Blackpool Road to Faraday Way making it easier to get to Bispham and places such as Blackpool and the Fylde College.

6.3.4 In addition, there are three separate proposed sections of cycle route provision, the most extensive of which runs along the A586 Garstang Road East. There are also two smaller stretches closer to the site, including one that connects Tithebarn Street to Breck Road, and one that runs through Tithebarn Park opposite the site.

6.3.5 As described in Section 3 it is proposed that cycle lanes would be provided on both Tithebarn Street and Blackpool Road. These could either be on street advisory cycle lanes or shared footway/cycle lanes and these can therefore link into the proposed cycle lanes described above.
6.4 **Accessibility by Public Transport Bus**

6.4.1 There are a number of bus stops within a short walk of the site, with stops along Tithebarn Street and Blackpool Road close to the site frontage. There are three bus stops within 400m of the centre of the site, providing a good level of access to this form of public transport to future residents at the site.

6.4.2 A summary of bus services that operate from the bus stops closest to the site on Blackpool Road and Tithebarn Street is provided in **Table 6.2**.

<table>
<thead>
<tr>
<th>Service</th>
<th>Operator</th>
<th>Route</th>
<th>Daytime</th>
<th>Evening</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tithebarn Street</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Blackpool Transport</td>
<td>Blackpool Town Centre – Poulton - Cleveleys via Victoria Hospital and Thornton</td>
<td>60 mins</td>
<td>-</td>
<td>Sat - 60 mins Sun - No service</td>
</tr>
<tr>
<td>24</td>
<td>Catch22Bus</td>
<td>Cleveleys - Thornton - Poulton</td>
<td>30 mins</td>
<td>-</td>
<td>Sat - 30 mins Sun - 60 mins</td>
</tr>
<tr>
<td><strong>Blackpool Road</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Blackpool Transport</td>
<td>Blackpool Town Centre – Carleton – Sixth Form College – Thornton – Fleetwood</td>
<td>Every 10 mins</td>
<td>Every 30 mins after 20:00 until 00:43</td>
<td>Sat every 12 min Sun every 20 mins</td>
</tr>
</tbody>
</table>

**Table 6.2 Bus Services Operating from Blackpool Road and Tithebarn Street Stops**

6.4.3 It can be seen from Table 4.1 that there are several regular bus services operating in close proximity to the site, providing connections to key local destinations including Blackpool town centre, Fleetwood and Thornton. The number 14 service in particular provides a high frequency connection from the Blackpool Road bus stops, operating from early in the morning till late at night.
6.5 **Accessibility by Public Transport Rail**

6.5.1 Poulton-le-Fylde rail station is located approximately 1.1km from the centre of the site. This approximates to a circa. 15-minute walk, which is a reasonable walk time for people to access a rail station.

6.5.2 The station provides links to regional and national destinations, being served by trains to and from Blackpool North and hourly services towards Manchester Piccadilly and Manchester Airport and some onto York. All trains serving the station also stop at Preston, with a journey time of around 15-20 minutes. The station offers a viable travel option for commuting, with 4 northbound services and 5 southbound services between 07:30 and 09:00.

6.5.3 Currently Network Rail is in the process of upgrading the line between Preston and Blackpool. As part of this improvement, the track layout in Poulton is being simplified which will help to reduce delays and improve performance. New electric trains will be run on the track from May 2018 and these trains will provide more capacity on the services between Blackpool and Preston, further increasing the appeal of train travel for people living in Poulton-le-Fylde.

6.5.4 It has been shown that the station is within an acceptable walk distance of the centre of the site and that the station provides a good level of service to regional and national destinations. The upgrading of the rail track that is currently being delivered and the provision of electric trains from 2018 onwards will further increase the appeal of train travel to people living in Poulton-le-Fylde. The site is therefore considered to be well located to encourage trips by this sustainable mode of transport.

6.6 **TRACC Public Transport Accessibility Journey Time Analysis**

6.6.1 An analysis of the public transport accessibility of the site has been undertaken using TRACC software. This is a multi-modal transport accessibility tool which accurately calculates public transport travel time to and from a specified origin point(s). This exercise has been run for a weekday morning and weekday evening peak hour period with the proposed development site as the starting point. The results of this exercise can be seen in Plan 6 (AM peak) and Plan 7 (PM peak). It has been assumed for this exercise that there are two access points into the site – one on Blackpool Road and one on Tithebarn Street.
6.6.2 **Plan 6** and **Plan 7** show that much of Blackpool is within a 40-minute public transport journey time of the site, along with parts of Preston, Kirkham and Fleetwood. Large parts of Preston are within a 60-minute journey time, along with parts of Blackburn and Leyland. The site is therefore well located to promote travel by public transport, with key regional destinations reachable within a 60-minute public transport journey time.

6.6.3 Furthermore, the 30-minute public transport catchment includes many services and facilities and a number of educational facilities such as Blackpool Sixth Form College and Blackpool Aspire Academy. Whilst Poulton-le-Fylde town centre is within a short walk of the site, there is also a public transport link from the Tithebarn Street bus stops into the town, and there are therefore opportunities to travel between the site and the town centre via a short public transport journey.

6.7 **County Accessibility Questionnaire**

6.7.1 Lancashire County Council have an accessibility questionnaire that provides a scoring system to rate the accessibility of a particular site. This exercise has been completed for the proposed development site, as shown in Figure 6.2. It demonstrates that the site has a score of 23, which equates to a ‘medium’ level of accessibility using the County’s scoring criteria.

6.7.2 It is instructive to note that this accessibility score is significantly higher than that of other recently approved large residential development sites in Poulton-le-Fylde, for example at Garstang Road East which had a ‘low’ level of accessibility (18) and land off Holts lane which had a ‘low’ level of accessibility (13).
<table>
<thead>
<tr>
<th>Access type</th>
<th>Criteria</th>
<th>Criteria scores</th>
<th>Sub score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking distance from centre of site to facilities using a safe, direct route</td>
<td>Distance to nearest bus stop</td>
<td>&lt;200m</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>&lt;400m</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&lt;500m</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&gt;500m</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distance to nearest railway station</td>
<td>&lt;400m</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>&lt;800m</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&gt;800m-1000m</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&gt;1km</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distance to nearest Primary School</td>
<td>&lt;200m</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>&lt;400m</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&lt;600m</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&gt;600m</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distance to nearest Food shop</td>
<td>&lt;200m</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>&lt;400m</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&lt;600m</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&gt;600m</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Cycling distance from centre of site</td>
<td>Proximity to defined on or off-road cycle route</td>
<td>&lt;100m</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>&lt;500m</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&gt;1km</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distance to nearest Secondary School</td>
<td>&lt;400m</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>&lt;600m</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&lt;1km</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&gt;1km</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distance to nearest town centre</td>
<td>&lt;1km</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>&lt;3km</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&lt;4km</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distance to nearest business park or employment concentration</td>
<td>&lt;1km</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>&lt;3km</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&lt;4km</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Public transport</td>
<td>Bus frequency from nearest bus stop (Mon-Sat daytime)</td>
<td>Urban/suburban</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>15 minutes or less</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td></td>
<td>30 minutes or less</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&gt;30 minutes</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rural including villages</td>
<td>Hourly or less</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>2 hourly or less</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 or more per day</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Train frequency from nearest station (Mon-Sat daytime)</td>
<td>30 minutes or less</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>30-59 minutes</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hourly or less frequent</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Accessibility to other basic services</td>
<td>Accessibility to other basic services (GP, Post Office, Library, Bank and Pub)</td>
<td>At least 3 within 400m</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>At least 3 within 800m</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>At least 3 within 1.5 km</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Accessibility to Play Area or Park</td>
<td>&lt;200m</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>&lt;400m</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&lt;600m</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&gt;600m</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**Figure 6.2. County Accessibility Questionnaire**
6.8 Census Journey to Work Data

6.8.1 Interrogation of the Census 2011 data has revealed how people living in the vicinity of the site travel to work. For the super output area within which the site falls (see Figure 6.3) the Census recorded journey to work mode share as detailed in Table 6.3.

![Figure 6.3. 2011 Census Super Output Area within which the Site Falls.](image)

<table>
<thead>
<tr>
<th>Method Of Travel to Work</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train</td>
<td>4%</td>
</tr>
<tr>
<td>Bus, minibus or coach</td>
<td>5%</td>
</tr>
<tr>
<td>Taxi</td>
<td>1%</td>
</tr>
<tr>
<td>Motorcycle, scooter or moped</td>
<td>1%</td>
</tr>
<tr>
<td>Driving a car or van</td>
<td>69%</td>
</tr>
<tr>
<td>Passenger in a car or van</td>
<td>4%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>3%</td>
</tr>
<tr>
<td>On foot</td>
<td>13%</td>
</tr>
<tr>
<td>Other method of travel to work</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100%</td>
</tr>
</tbody>
</table>

Table 6.3 Census 2011 Journey to Work Data
6.8.2 Table 6.3. illustrates that people who live in the vicinity of the site travel to work by a number of different modes, with approximately 1 in 4 people travelling to work via sustainable modes, including walking (13%), cycling (3%), bus (5%) and train (4%). This could be expected to increase following the improvements to rail services and the provision of improved cycle routes in Poulton-le-Fylde, as outlined in this section.

6.8.3 The Census journey to work statistics reveal the prevalent travel characteristics for people currently living in the vicinity of the site, and this shows that there is already a good level of sustainable trip making by people in this area. This corroborates the findings of this section, which has revealed that the site is well located to facilitate a large proportion of trips by sustainable modes of travel.
COMMITTED DEVELOPMENTS AND POULTON MITIGATION STRATEGY

7.1 Introduction

7.1.1 There have been a number of planning approvals for development in the Poulton-le-Fylde area over the last few years. This section reviews the anticipated implications of these schemes for the operation of the local highway network. It also reviews any highways / transport infrastructure improvements to be delivered as part of development and considers some of the detail of LCC’s Poulton Mitigation Strategy document, which identifies a number of potential transport mitigation measures to be delivered in conjunction with ongoing development in the area.

7.1.2 That mitigation strategy identifies five potential housing development sites within Poulton-le-Fylde. These are shown in Figure 7.1 together with an overview of congestion.
7.2 Committed Developments

7.2.1 There have been four recent planning approvals for large scale residential development in the Poulton-le-Fylde area; at land north of Garstang Road East, land at Carr Head Lane, land off Brockholes Crescent and land off Holts Lane. Each of these is considered below.

Garstang Road East

7.2.2 An application for residential development of up to 516 dwellings at land to the north of Garstang Road East was approved in February 2017 and forecast to generate over 300 two-way vehicle trips during each of the morning and evening peak hours. A set of highway and cycle / pedestrian improvements were identified to be delivered with this development under Section 278 and Section 106 agreement. These include the following improvements in the Poulton-le-Fylde area:

S278 Works

- A586 Garstang Road East / Moorland Road junction improvement;
- A586 Garstang Road East / Lower Green junction improvement;
- A586 Garstang Road East / Hardhorn Road junction improvement;
- Breck Road / Moorland Road junction improvement;
- A585 Skippool Roundabout junction improvement;
- Little Singleton Crossroads junction improvement;
- Moorland Road / Little Poulton Lane junction improvement;
- Hardhorn Road - provision of a pedestrian crossing.

S106 Measures

- Pedestrian / cycle path adjacent to Hodgson Academy;
- Queensway / Blackpool Road improvement scheme;
- Movement, Parking Management and Signing Declutter Programme;
- Residents parking scheme;
- Improved pedestrian / cycle crossing facilities at Chapel St / Breck Road / Vicarage Road / Ball Street and Vicarage Road / Station Road.
- Vicarage Road / Chapel Street improvement scheme;
- Travel Plan support.
Land off Carr Head Lane

7.2.3 An application for residential development of up to 100 dwellings at land to the east of Carr Head Lane, and to the south of Poulton-le-Fylde, was approved on appeal in January 2016. The site is over 800m from the town centre, with a low level of accessibility as defined by the County Accessibility Questionnaire. The Carr Head Lane development is forecast to generate in the order of 50 two-way vehicle trips during each of the peak hours.

7.2.4 LCC considered that the development was acceptable subject to:

- S106 contributions to fund bus services in the area and the County’s Travel Plan Team
- The provision of microprocessor optimised vehicle actuation (MOVA) technology at the Garstang Road East / Hardhorn Lane traffic signals,
- The upgrading of 2 bus stops on Hardhorn Road.

Land off Holts Lane

7.2.5 An application for residential development of up to 130 dwellings at land off Holts Lane, and to the south of Poulton-le-Fylde, was approved in April 2017. The site is over 1km from the town centre, with a low level of accessibility as defined by the County Accessibility Questionnaire.

7.2.6 A set of off-site highways works were identified by LCC to be delivered as part of the development, and these are to be delivered through S106 and S278 agreements. The off-site highway works included:

- Improvements to pedestrian facilities along Holts Lane, Brockholes Crescent, Argyle Road and Garstang Road East,
- Improvements to pedestrian and cycle facilities along Garstang Road East.
- 2 bus stops are to be upgraded, and one new stop provided on Carr Head Lane
- A right turn lane is also to be provided at the junction of Garstang Road East and Holts Lane.
Land off Brockholes Crescent

7.2.7 An application for residential development of up to 108 dwellings at land off Brockholes Crescent, and to the south of Poulton-le-Fylde, was approved in June 2017. The site is around 1km from the town centre, with a lower level of accessibility as defined by the County Accessibility Questionnaire, than that of the site at Blackpool Road.

7.2.8 LCC supported the application subject to a number of improvements. These include:

- Pedestrian improvements along Holts Lane, Brockholes Crescent and Garstang Road East,
- Upgrading of 2 bus stops on Garstang Road East and provision of a new stop on Carr Head Lane.
- Highway infrastructure improvements on Hardhorn Road, the Lower Green / Garstang Road East junction and the Hardhorn Road / Garstang Road East junction.
- Contributions towards the implementation of the Poulton Mitigation Strategy
7.3 Poulton Mitigation Strategy

7.3.1 The Poulton Mitigation Strategy recommends that transport intervention is required to accommodate any future development and to cater for background traffic growth.

7.3.2 A mitigation strategy for Poulton-le-Fylde has been developed by LCC, the delivery of which could be used to support a number of additional dwellings. This is given in Appendix F of the study and is shown at Appendix B to this document. It can be seen from this that there are a number of mitigation measures linked to development sites, and primarily aimed at mitigating the impact of each development.

7.3.3 In terms of mitigation, site DS_05 is identified in relation to delivering traffic management measures and town centre sustainability and car parking measures, in conjunction with Site IO_32. These include:

- Review and where necessary amend weight restrictions on roads within residential corridors of lower class of road within Poulton.
- Signing and declutter strategy, funding to amend and remove unnecessary signing.
- Residents parking near Poulton Town centre.
- Parking:
  - a. Deliver a Car Park with access onto Poulton Road/Tithebarn Street (to be managed/maintained by Wyre or by the developer (typically through a management company)).
  - b. Town centre parking review both on and off street.
  - c. Parking charges/duration of stay.
  - d. User types and numbers i.e. disabled.
- Continuous cycle provision (including from the DS_5 site to the railway station with suitable illumination to be used at all times of day); covered/secure parking in and around the TC/railway station/civic centre etc.
- Blackpool Old Road / Queensway.
- Chapel Street/Vicarage Road changes.

7.3.4 In relation to the delivery of a cycle link from the site to the railway station, it is not stated what route this would take, however one potential route is shown in Figure 7.2.
This potential route accords with the information provided within LCC’s Mario database (see Figure 6.1) that identifies the link between Tithebarn Street and Breck Road as a proposed cycle route.

It should be noted that the proposed development site forms only part of site DS_05, as defined within the LCC study.
7.4  Trunk Road Network

Windy Harbour to Skippool Improvement Scheme

7.4.1 Highways England is currently consulting on proposals to improve the A585 between Windy Harbour and the roundabout with Skippool Road / Breck Road. This is a circa. 4km stretch of highway. The options for improvement comprise either providing a new bypass or providing online improvements. HE will apply for a Development Control Order (DCO) once a preferred option has been confirmed.

7.4.2 The aim of the scheme is to improve journey times on the A585 between Windy Harbour and Skippool junctions and to improve safety and access for all road users.

Other Trunk Road Improvement Schemes

7.4.3 Separately to the Windy Harbour to Skippool improvement scheme that is yet to be formally decided, there is a potential improvement scheme at the Little Singleton Crossroads junction associated with the Garstang Road East residential development scheme. By way of condition, that residential development, located to the east of Poulton-le-Fylde, can build out 300 units before an improvement scheme for the Little Singleton Crossroads is agreed with Highways England (HE) and implemented. This scheme would be superseded by the Windy Harbour to Skippool scheme.

7.4.4 HE has funding to deliver an improvement at the A585 / Fleetwood Road South / Norcross Lane roundabout before 2019/20 however currently there is no design option for this.

7.4.5 An overview of the HE improvement schemes and funding situation for the A585 network in the vicinity of Poulton-le-Fylde is shown in Plan 3.
TRIP FORECASTS AND HIGH-LEVEL IMPACT ANALYSIS

8.1 TRICS Trip Rate Assessment

8.1.1 To forecast the trip movements expected to arise from the proposed development, the TRICS (version 7.4.1) trip rate database has been interrogated. A multi-modal analysis has been carried out to forecast the number of pedestrian and cycle trips as well as the number of vehicle trips generated by the proposed development.

8.1.2 The TRICS analysis has been conducted with the following search criteria:

- Land Use: Residential – Houses privately owned.
- Sites within England, excluding London.
- Developments with between 75 and 450 units.
- Suburban and edge of town locations.
- Sites with a high proportion of bungalows removed (2 sites).

8.1.3 The results of the TRICS assessment is shown in Table 8.1.

<table>
<thead>
<tr>
<th></th>
<th>AM</th>
<th></th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Arrivals</td>
<td>Departures</td>
<td>Arrivals</td>
</tr>
<tr>
<td>Total People</td>
<td>0.158</td>
<td>0.572</td>
<td>0.450</td>
</tr>
<tr>
<td>Vehicles</td>
<td>0.124</td>
<td>0.354</td>
<td>0.288</td>
</tr>
<tr>
<td>Cyclists</td>
<td>0.000</td>
<td>0.009</td>
<td>0.014</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>0.011</td>
<td>0.053</td>
<td>0.063</td>
</tr>
<tr>
<td>Public Transport</td>
<td>0.003</td>
<td>0.006</td>
<td>0.015</td>
</tr>
</tbody>
</table>

Table 8.1. Residential Peak Hour Trip Rates (rate per dwelling)
8.1.4 The above trip rates have been applied to the potential maximum scale of the development, which is assumed to be 460 dwellings. This will help to ensure a robust trip assessment. The results are shown in Table 8.2.

<table>
<thead>
<tr>
<th></th>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Arrivals</td>
<td>Departures</td>
</tr>
<tr>
<td>Total People</td>
<td>73</td>
<td>263</td>
</tr>
<tr>
<td>Vehicles</td>
<td>57</td>
<td>163</td>
</tr>
<tr>
<td>Cyclists</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>5</td>
<td>24</td>
</tr>
<tr>
<td>Public Transport</td>
<td>1</td>
<td>3</td>
</tr>
</tbody>
</table>

Table 8.2. Residential Peak Hour Trip Generation (460 dwellings)

8.1.5 It can be seen from Table 8.2 that a development of 460 dwellings could be expected to generate 57 vehicle arrivals and 163 departures during the morning peak hour, and 132 arrivals and 80 departures during the evening peak hour. Therefore, during the busiest hours, the site could be expected to generate an additional circa. 3-4 vehicle trips per minute on the surrounding highway network.

8.2 Trip Distribution and Assignment

8.2.1 Vehicular trips generated by the proposed residential development have been distributed on the local highway network based primarily on the Census ‘Journey to Work’ data with some adjustment for some educational and retail trips. The Census journey to work data provides information on the destination for journeys to work from the ward within which the site lies. A one hour drive time catchment was used to refine the locations that were included in the analysis, reflecting a generally accepted maximum drive time for commuting trips.

8.2.2 The results of the distribution exercise are shown in Figure 8.1. This distribution assumes that there is a link road running through the site linking Tithebarn Street with Blackpool Road. The diagrams showing the proposed traffic assignment are presented in Figures 8.2 (AM) and 7.3 (PM).
8.3 High-Level Traffic Impact Analysis

8.3.1 Using the forecast traffic assignment as shown in Figures 8.2. and 8.3, and the baseline traffic flows collected through recent surveys, it is possible to assess the likely scale of change in traffic flows at the individual junctions within the local highway network, and the potential impact of these changes in flow upon junction performance. This high-level assessment will indicate the ability of the highway network to accommodate the changes in traffic flow associated with residential development at the site.

Local Authority Highway Network

8.3.2 An overview of the traffic impact on the local authority highway network is provided in Table 8.3. This table provides a summary of the percentage change impact for each of the junctions.

<table>
<thead>
<tr>
<th>Junction</th>
<th>AM Peak</th>
<th></th>
<th>PM Peak</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Flows</td>
<td>Development Flows</td>
<td>% Impact</td>
<td>Total Flows</td>
</tr>
<tr>
<td>Poulton Road / Fleetwood Rd South</td>
<td>1323</td>
<td>90</td>
<td>6.8%</td>
<td>1425</td>
</tr>
<tr>
<td>Tithebarn St / Queensway</td>
<td>1273</td>
<td>65</td>
<td>5.1%</td>
<td>1393</td>
</tr>
<tr>
<td>Queensway / Blackpool Old Rd</td>
<td>1301</td>
<td>52</td>
<td>4.0%</td>
<td>1351</td>
</tr>
<tr>
<td>Lower Green / Garstang Rd East</td>
<td>2015</td>
<td>43</td>
<td>2.1%</td>
<td>2020</td>
</tr>
<tr>
<td>Garstang Rd West / Blackpool Old Rd</td>
<td>2051</td>
<td>69</td>
<td>3.4%</td>
<td>1835</td>
</tr>
<tr>
<td>Garstang Rd East / Hardhorn Rd</td>
<td>2360</td>
<td>4</td>
<td>0.2%</td>
<td>2287</td>
</tr>
</tbody>
</table>

Table 8.3. Junction Percentage Impact Analysis
It can be seen from Table 8.3 that the impact of the residential development at the site could be expected to result in changes to local junction flows during peak hours ranging from 0.2% to 6.8%. Whilst this percentage analysis suggests a relatively low impact, it is acknowledged that as parts of the network have been shown to be congested during peak periods, the threshold for the percentage of traffic that may be detrimental to the operation of a junction could be relatively low.

This being the case, each of the junctions is considered in more detail below, with an assessment of the operational effects on junction operation that could be expected to result from the addition of the forecast development traffic.

**Site Access Junctions**

In respect of the two proposed site access junctions, these would be designed to operate within capacity given the known traffic flows along Blackpool Road and Tithebarn Street, and the forecast development trips. These offer the potential for a spine road to link Tithebarn Street and Blackpool Road thereby offering the potential to divert some bus services if considered beneficial for the bus operators and also an alternative link that avoids traffic passing through the Carleton Crossroads.

**Carleton Crossroads**

The forecast assignment of trips at Carleton Crossroads and the percentage impact compared to the 2017 base flows on each movement for the peak hours is shown in Figure 8.1 overleaf. The key points from this analysis are summarised below:

- During the busiest morning peak hour, a total of between 50-60 additional trips could be expected on the Blackpool Road and Poulton Road approaches to the junction. This equates to around one additional trip per minute over the course of the hour. During the evening peak hour one additional trip every two minutes could be expected on these approaches.

- If there is any diversion of trips through the site then this would offset that increase.

- On the Fleetwood Road South approach to the junction, the development traffic could be expected to generate an additional 54 vehicles during the evening peak hour. This is approximate to one additional vehicle per minute. For the morning peak, the figure is one trip every circa. 3 minutes.
- The impact on the Bispham Road and Poulton Road arms of the junction could be expected to be minimal.

- The proposed development at the Blackpool Road site could be expected to result in some perceptible additional queueing on the Blackpool Road and Fleetwood Road South arms of the junction however, this could be mitigated depending on the volume of traffic that diverts through the site to avoid that junction.

![Figure 8.1. Poulton Rd / Fleetwood Rd South / Blackpool Rd / Bispham Rd Development Traffic Flow Impact](image)
Tithebarn Street / Queensway

8.3.7 The forecast assignment of trips at this junction and the percentage impact compared to the 2017 base flows on each movement for the peak hours is shown in Figure 8.2. The key points from this analysis are summarised below:

![Figure 8.2 Tithebarn Street / Queensway Development Traffic Flow Impact](image-url)
• During the morning peak hour around 1 additional vehicle every minute and a quarter could be expected to travel from the site along the Tithebarn Street approach to the junction. This arm is congested at times during the morning peak and it is likely that some improvement would be required at this junction to accommodate the development traffic on this approach.

• The impact of development on the other arms of the junction is considered to be much less, with an additional vehicle every 2 minutes approaching the junction from the east during the evening peak hour, and one every 5 minutes approaching from Queensway.

• It is considered that potential improvements could include rationalisation of signal timings to increase the green time for the Tithebarn Street eastbound approach during the morning peak.

**Blackpool Old Road / Queensway**

8.3.8 The forecast assignment of trips at this junction and the percentage impact compared to the 2017 base flows on each movement for the peak hours is shown in Figure 8.3 overleaf. The key points from this analysis are summarised below:

• The proposed development could be expected to generate an additional 52 vehicle movements through the junction during the morning peak hour, the majority of these travelling in anticlockwise along Queensway, and just 12 vehicles turning right onto Blackpool Old Road. This level of additional traffic is not expected to lead to any capacity issues at the junction.

• During the evening peak, development traffic flows through the junction are lower, and are not expected to give rise to any operational impacts at the junction.
Figure 8.3 Tithebarn Street / Queensway Development Traffic Flow Impact
Garstang Road East / Lower Green

8.3.9 The forecast assignment of trips at this junction and the percentage impact compared to the 2017 base flows on each movement for the peak hours is shown in Figure 8.4 overleaf. The key points from this analysis are summarised below:

- A total of 43 additional vehicle movements (one every 1.4 minutes) could be expected to occur through this junction during the morning peak hour, and 32 (one every 2 minutes) during the evening peak hour.

Figure 8.4 Lower Green / Garstang Rd East Development Traffic Flow Impact
The additional traffic on Lower Green would be likely to add to the existing queueing that occurs there during the morning peak especially. The additional vehicle movements for the Garstang Road East right turn would also add to the existing queueing that occurs there especially during the evening peak hour.

It is considered that there is scope to deliver physical works to improve the capacity of the junction, with initial tests suggesting a potential reduction in queue lengths of up to 6 vehicles during the morning peak hour.

Garstang Road West / Blackpool Old Road

8.3.10 The forecast assignment of trips at this junction and the percentage impact compared to the 2017 base flows on each movement for the peak hours is shown in Figure 8.5. The key points from this analysis are summarised beneath:

- A total of 65 additional vehicle movements (circa. one every minute) could be expected to occur through this junction during the morning peak hour, and 73 (1.2 every minute) during the evening peak hour.

- The impact would be focused on the right turn movement from Blackpool Old Road, with an additional 48 vehicles during the morning peak hour, and the Garstang Road West left turn movement, with an additional 39 vehicles during the evening peak hour.

- The anticipated level of impact at this junction would be likely to require some mitigation measures that could include physical works to increase the capacity of the junction.
Figure 8.5 Garstang Rd West / Blackpool Old Rd Development Traffic Flow Impact
Garstang Road East / Garstang Road West / Hardhorn Road

8.3.11 The forecast assignment of trips at this junction and the percentage impact compared to the 2017 base flows on each movement for the peak hours is shown in Figure 8.6 overleaf. The key points from this analysis are summarised below.

- The junction is congested during peak times, with significant queues forming at certain times. As indicated in Table 7.1 however, traffic generated by the proposed residential development at the Blackpool Road site would not be expected to route through this junction in large numbers. This is due to the other routeing options available between the site and the main trip attractors of the M55 (to the east) and Blackpool (to the west).

- The proposed residential development at the site is forecast to result in a maximum of two additional trips on any single arm of the junction during either of the peak periods. This is a negligible increase in traffic that would have no discernible impact on the operation of the junction.
Figure 8.6. Garstang Road East / Garstang Road West / Hardhorn Rd Development Traffic Flow Impact
## Summary

### 8.3.12

**Table 8.4** provides a summary of the impact analysis presented above for the local authority junctions on the local highway network.

<table>
<thead>
<tr>
<th>Junction</th>
<th>Summary of Operational Implications of Proposed Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poulton Road / Fleetwood Rd South</td>
<td>Some perceptible additional queueing could be expected on the Blackpool Road and Fleetwood Road South arms of the junction.</td>
</tr>
<tr>
<td>Tithebarn St / Queensway</td>
<td>The increased flows on the Tithebarn St eastbound approach will result in additional queues and delays. It is considered that potential improvements to improve capacity through rationalisation of signal timings and some kerb changes (within highway land).</td>
</tr>
<tr>
<td>Queensway / Blackpool Old Rd</td>
<td>The forecast level of additional traffic is not expected to lead to any operational impacts at the junction.</td>
</tr>
<tr>
<td>Lower Green / Garstang Rd East</td>
<td>The additional traffic on Lower Green and Garstang Rd East would be likely to add to the existing queueing that occurs there during the morning and evening peaks. There is scope to deliver physical works to improve the capacity of the junction.</td>
</tr>
<tr>
<td>Garstang Rd West / Blackpool Old Rd</td>
<td>There is a modest increase in traffic at this junction. There is little scope to improve capacity. However, there is potential for cycle lane improvements along the A586 and in which case, this junction could be a key location for a toucan crossing upgrade for cyclists to cross to an off road cycle route linking this junction with Poulton.</td>
</tr>
<tr>
<td>Garstang Rd East / Hardhorn Rd</td>
<td>The forecast level of additional traffic is not expected to lead to any operational impacts at the junction.</td>
</tr>
</tbody>
</table>
Highways England Network

8.3.13 **Figures 8.2 and 8.3** show the forecast development trips that could be expected to route through the junctions on the A585, which falls under the control of Highways England. **Table 8.5** summarises the number of proposed two-way development trips that could be expected to route through these Highways England junctions.

<table>
<thead>
<tr>
<th>Junction</th>
<th>No. of Two-way Development Trips Routeing Through Junction</th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victoria Rd (Thornton)</td>
<td></td>
<td>22</td>
<td>22</td>
</tr>
<tr>
<td>Norcross</td>
<td></td>
<td>78</td>
<td>59</td>
</tr>
<tr>
<td>Skippool</td>
<td></td>
<td>49</td>
<td>48</td>
</tr>
<tr>
<td>Shard</td>
<td></td>
<td>49</td>
<td>48</td>
</tr>
<tr>
<td>Little Singleton</td>
<td></td>
<td>86</td>
<td>83</td>
</tr>
</tbody>
</table>

**Table 8.5. Development Trips Routeing Through HE Junctions**

8.3.14 **Table 8.5** shows that the greatest number of development trips could be expected to pass through the Little Singleton crossroads junction. This is to be expected given that the junction forms the key node through which traffic must pass when travelling between Poulton-le-Fylde and the M55. A maximum of 86 additional vehicles could be expected to pass through the junction, approximate to 1.4 vehicles per minute.

8.3.15 There would be a similar scale of development trips passing through the Norcross junction to the north of Poulton-le-Fylde, with 78 two-way trips in the morning peak hour. Shard and Skippool junctions experience similar additional flows, with 49 in the morning peak hour and 48 in the evening peak hour. Victoria Road would be expected to experience the lowest impact of the five junctions, with 22 additional trips in both the morning and evening peak hours.
The additional flows at the Little Singleton signals and at the Norcross Roundabout junctions could require some mitigation works to accommodate the extra demand. The implications
9 OFF SITE HIGHWAY IMPROVEMENTS

9.1 LCC Planning Obligations

9.1.1 LCC has set out its policy for securing transport contributions in mitigation of impacts of development traffic on the highway network. That contribution is based on the accessibility score which for the site is 23 as described in Section 6.7. The LCC Planning Obligations Policy (updated 2008) sets out contributions to offset the impacts of new development ‘where they cannot be satisfactorily addressed by conditions to the planning consent’. Those contributions exclude measures.

9.1.2 Developers’ contributions could be used for:

• pedestrian and off- and on-road cycle schemes;
• bus and rail improvements such as improving infrastructure and subsidising new or better services;
• community transport and services in areas of defined need;
• traffic management schemes such as local safety schemes, traffic-calming measures and contributions to Home Zone initiatives;
• real-time information projects (including hardware and maintenance);
• parking management schemes such as ‘residents only’ parking;
• funding to provide advice with respect to Travel Plan evaluation, promotion, implementation and programmed monitoring through a Section 106 Agreement (see paragraph 2.1.5.16); and
• locally relevant schemes as defined in the local transport plan and local development framework.

9.1.3 The contribution is calculated using the formula described next and from that, the contribution is converted into site specific schemes which would be derived from the TA, Travel Plan and other relevant strategies. It does not include the site access or measures needed to deliver the site nor any works on the trunk road.

9.1.4 Contributions that directly support the achievement of sustainable transport initiatives including the Travel Plan contributions will be discounted from the S106 contribution. Given the scale of development the Travel Plan will be calculated individually but is likely to be in excess of £18,000 and could include a fund per dwelling to offer discounted public transport season tickets, personalised journey planning and even bikes for the homeowners.
9.1.5 The Developer Contributions for transport are given in **Table 9.1** below. Assuming that there are 460 dwellings on the site with 3 bedrooms (or unknown) and an accessibility score of 23 then the overall contribution is **£759,000**.

![Image of Table 9.1 Developer Contributions for Transport – LCC Planning Obligations Policy (updated 2008)]

<table>
<thead>
<tr>
<th>Accessibility score (as determined by the accessibility questionnaire)</th>
<th>Developer contributions for transport</th>
<th>Residential contribution per dwelling (number of bedrooms)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Food retail</td>
<td>Non-food retail</td>
</tr>
<tr>
<td>under 9</td>
<td>200,000</td>
<td>135,000</td>
</tr>
<tr>
<td>9</td>
<td>192,400</td>
<td>126,900</td>
</tr>
<tr>
<td>10</td>
<td>184,800</td>
<td>124,800</td>
</tr>
<tr>
<td>11</td>
<td>177,300</td>
<td>119,700</td>
</tr>
<tr>
<td>12</td>
<td>169,700</td>
<td>114,500</td>
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<td>13</td>
<td>162,100</td>
<td>109,400</td>
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<td>14</td>
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<td>104,300</td>
</tr>
<tr>
<td>15</td>
<td>147,900</td>
<td>99,200</td>
</tr>
<tr>
<td>16</td>
<td>139,400</td>
<td>94,100</td>
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<tr>
<td>17</td>
<td>131,800</td>
<td>89,000</td>
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<tr>
<td>18</td>
<td>124,200</td>
<td>83,900</td>
</tr>
<tr>
<td>19</td>
<td>116,700</td>
<td>78,800</td>
</tr>
<tr>
<td>20</td>
<td>109,100</td>
<td>73,600</td>
</tr>
<tr>
<td>21</td>
<td>101,500</td>
<td>68,500</td>
</tr>
<tr>
<td>22</td>
<td>94,900</td>
<td>63,400</td>
</tr>
<tr>
<td>23</td>
<td>88,400</td>
<td>58,300</td>
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<td>24</td>
<td>82,900</td>
<td>53,200</td>
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<td>47</td>
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<td></td>
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<tr>
<td>48</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Table 9.1 Developer Contributions for Transport – LCC Planning Obligations Policy (updated 2008)*
Considering the Poulton Mitigation Strategy and the Sustainable Transport Strategy for the site we have identified a number of initiatives that could be delivered as part of this contribution:

- Review and where necessary amend weight restrictions on roads within residential corridors of lower class of road within Poulton
- Signing and declutter strategy, funding to amend and remove unnecessary signing
- 100 space Car Park to support Park & Ride to Rail Station/Town Centre
- Cycle lane(s) along Tithebarn Street from site to Queensway Junction with appropriate lighting
  - Advisory Lanes or Shared Cycle/Footway with a narrowing of the carriageway
- Additional cycle parking in Town Centre/Railway Station
- Potential for bus diversion through site requiring bus stop infrastructure
- Potential for dedicated Pedestrian Crossing facilities at Tithebarn Street/Queensway Junction
- Advisory Cycle Lanes on Blackpool Road between Carleton Cross Roads and Garstang Road West (A586)
- Travel Plan Site Wide Measures;
  - Promotional Initiatives,
  - Leaflets, Website
  - Surveys
  - Administration & LCC fees
- Travel Plan Household Measures;
  - Personalised Journey Planning
  - Discounts on Public Transport Travel Costs
  - Bikes/Bike Loans

Local Road Capacity Improvements

As well as the sustainable transport initiatives, we have identified a number of capacity improvements that could be made. The Tithebarn Street/Queensway junction is currently congested in peak periods and from observation there is scope to improve the signals operation. That solution could also improve pedestrian crossing facilities which would help connectivity for residents accessing the town centre.
Development traffic would also pass through the Lower Green (A588)/Garstang Road E (A586) junction. A plan for the works has been submitted by the consultants for site IO_32 although this could be revised by LCC.

It is noted that the location of the development means that very few trips are forecast to pass through the Hardhorn Road/A586 signal junction.

**Trunk Road Capacity Improvements**

The Trunk Road Network is in need of improvement and Highways England is currently consulting on proposals to improve the A585 between Windy Harbour and the roundabout with Skippool Road / Breck Road and is due to select the preferred option later in the year. This could be online improvements or a bypass scheme. This scheme does not yet have a Development Consent Order so is not certain but it is part of the governments Roads Investment Strategy 1. Highways England intend to announce the preferred option later in the year.

In addition the Norcross roundabout has received £3million in the 2017 Budget for improvement prior to the end of 2019/20. Currently there is no design developed.

Finally Highways England are continuing to seek improvement at the Victoria Road/Thornton Road roundabout although there is nothing in their programme at this stage.

In conclusion, Highways England have stated that until there is full certainty on the A585 Windy Harbour to Skippool scheme and until the Wyre Local Plan and Infrastructure development plan has been agreed then Highways England would not support further major development of this type.

Vectos have reviewed the highways improvement schemes and some minor improvements could be made at both the Little Singleton signals and Norcross Roundabout this would offer only a small degree of mitigation at a high cost. Therefore we recommend that the development supports the wider strategy for highways improvement and look to agree a phasing strategy that ties in with the Highways England programme.
10 SUMMARY AND CONCLUSION

10.1 Summary

10.1.1 This document has considered the transport implications for a residential development at Poulton le Fylde. This development is proposed to offer up to 460 housing units and a 100 space car park to support parking for the Town Centre and the Rail Station.

10.1.2 This document has shown that the site can benefit from two access locations and there is potential for a link through the site to offer a route for bus services or for traffic to avoid the Carlton Crossroads.

10.1.3 The site benefits from good accessibility on foot to both the Carleton Local Centre and Poulton Town Centre. The footway links to these centres can be improved and the cycle links can also be upgraded to connect up to other improvements being made by LCC in particular to Poulton Railway station which is within a 800m (10 minute) walk and has regular links to Preston, Manchester and Blackpool. The development can also offer additional cycle parking provision in the town centre including the railway station.

10.1.4 Other cycle improvements can be delivered as part of this scheme with advisory cycle lanes recommended on Blackpool Road between Carleton Crossroads and the A586 Garstang Road West.

10.1.5 Public transport accessibility is good with regular bus services passing the site on Tithebarn Street and Blackpool Road and there is scope for buses to pass through the site on a commercial basis to pick up additional passengers.

10.1.6 Poulton has a range of highway and other transport improvements measures identified in the Poulton Mitigation Strategy which have been allocated to specific sites including Site DS_5 of which this site forms a part. That Mitigation Strategy also includes a car park on the site to support the town centre and to act as a Park & Ride for the rail station. Improvements to town centre circulation, reviewing weight restrictions to ensure HGVs do not use inappropriate residential roads, a parking review to support the new car park on site and a decluttering strategy for signage.

10.1.7 In terms of traffic impact, the location of the development means that much of the traffic from the site can spread across the network rather than being focussed on any one location and this reduces the level of traffic impact. The implications of development traffic at any one location are modest.
10.1.8 Poulton benefits from recent improvement to the town centre circulation but there are still queues and delays at peak periods at the Tithebarn Street/Queensway junction. It is considered that there is scope to improve operation at that junction, potentially with works within the highway boundary and also potentially improve pedestrian crossing facilities.

10.1.9 Other developments in Poulton are to be conditioned to make highway improvements and together, the package of works from these offer a comprehensive package of improvement.

10.1.10 Highways England has also been out to consultation for an improvement scheme to the A585 between Windy harbour and Skippool and is due to select the preferred option later in the year. That scheme is in the Roads Investment Strategy 1 and while it does not have a Development Consent Order (and therefore cannot be relied upon) it has funding and is programmed to start construction by March 2020. They also have funding for an improvement at Norcross Roundabout although they do not have a scheme designed for that project.

10.1.11 Given the timescales for these improvements we recommend that the development supports the wider strategy for the trunk road improvement with the development phased to tie in with the Highways England programme.

10.2 Conclusion

10.2.1 In conclusion the proposed site at Poulton le Fylde will offer a sustainable location for residents to live. The site has no constraints for access and it benefits from two access locations as well as additional pedestrian linkages into Carleton. There is scope for a package of sustainable transport measures to be developed to support accessibility of the site by modes other than the car and there is also scope for some highway improvements to help traffic movement through the town centre. Finally there is scope for the phased development to coincide with the major capacity improvements on the Trunk Road network that have funding allocated.
PLANS
Story Homes

Site Location (Local Context)

Blackpool Road, Poulton-Le-Fylde

1:10,000 at A4
**Plan 3 **

**HE Network Proposed Improvements Overview**

- **Victoria Road (Thornton)**
  - HE has funding to deliver improvement at this junction before 2019/20. Currently no design option.

- **Little Singleton Crossroads**
  - HE seeking opportunities to deliver an improvement here. Nothing confirmed.

- **Skippool**
  - Proposed HE Windy Harbour to Skippool Improvement Scheme. HE currently consulting on proposals. Options for a new bypass or online improvements. Currently no certainty - HE will apply for a Development Control Order (DCO) once a preferred option has been confirmed.

- **Garstang Rd East Resi Development**
  - Separate potential improvement scheme for the Little Singleton Crossroads junction associated with the Garstang Rd East residential development. 300 units can be occupied before an improvement scheme is agreed with HE and implemented. Would be superseded by the Windy Harbour to Skippool scheme if that happens first.
FIGURES
Forecast Development Trip Assignment AM

Figure 8.2
Evening Peak Hour 17:00 - 18:00
Proposed Development Trip Assignment

Notes:
Distribution based on 2011 Census journey to work data

Forecast Development Trip Assignment PM

Figure 8.3
Appendix A – Indicative Site Masterplan
Delivering aspirational schemes that encompass high quality design, sustainability and technical innovation.

**THE VISION**

1. **20 - Landscaped nodal areas will help people navigate around the development.**
2. **19 - New pedestrian link will connect the development's green network together and the arrival green serving the Blackpool Road access. This will ensure a unique sense of arrival gateway into the development.**
3. **18 – Landscaped green will provide an attractive space at the head of the street. Change in way to a vista further south towards to the amenity green.**
4. **17 - Soft landscaped edge formed by retaining existing hedgerows, trees and new tree planting.**
5. **16 - Welcoming nodal area created by setting houses back from the main street and giving a sense of arrival to the development.**
6. **15 - Existing Public Right Of Way retained and integrated into the development.**
7. **14 - Existing hedgerow and Sustainable urban Drainage System will run along the existing hedge planning will delineate public and private realm.**
8. **13 - Public open space area encapsulated and overlooked by houses. High quality landscaping and pond will make this a distinct and unique setting within the development. Railings and pond will make this a distinct and unique setting within the development.**
9. **12 - Houses served off short private drives overlooking Public Open Spaces and taking advantage of views out of the development.**
10. **11 - Sustainable urban Drainage Systems will be located around the development further enhancing green spaces and providing ecological benefits.**
11. **10 - Pedestrian and cycle priority around the development is at the forefront of the design philosophy.**
12. **9 - A new community car park will serve people travelling to Poulton Town Centre and near by amenities.**
13. **8 - Small crescent of houses set behind an inviting green space located at this important gateway area. Houses to the north will be set back behind a landscaped green overlooking this part of the green network.**
14. **7 – Courtyard area with landscaped soften edges changes in surface material will help delineate and guide visitors further into the development.**
15. **6 - Houses served off short private drives overlooking Public Open Spaces and taking advantage of views out of the development.**
16. **5 - Carefully orientated and positioned feature houses overlook Public Open Space areas. Dual aspect houses will ensure that these spaces are addressed positively.**
17. **4- Large area of public open space. Well overlooked, highly accessible and safe, it will provide a welcoming and inviting environment.**
18. **3 - Existing hedgerow and trees retained and integrated into the development creating a high quality landscape setting.**
19. **2 - A well connected Arrival Green and nodal area, distinct in character it will help visitors navigate further into the development.**
20. **1 - The layout has been designed so that a unique sense of arrival is created immediately upon arriving at the development.**
Appendix B – Poulton Mitigation Strategy
Appendix F -

Poulton mitigation strategy (produced by LCC)

24th Feb 2017 version 1

The following list of mitigation measures has regard to other changes agreed with other developers within Poulton-le-Fylde. When delivered by development linked to development sites and quantum as indicated in the main report will provide sufficient change to mitigate against their impacts, thus maximising the level of development that come forward as part of this local plan (when adopted).

Background traffic levels will be regularly monitored at key locations in Wyre to evaluate the operation of the network and data collected will be used to maximise its reliability.

- **Hardhorn Road with Highcross Road/Beech Drive**
  Phase 1 – as per Ashley Helm 1409/08; IO_32 to deliver.
  Phase 2 – provide right turn storage, road width to be increased to around 8.5m (2@3m+right turn @ 2.5m) land required is within highway boundary; IO_32 to deliver.

- **Hardhorn Road/Garstang Road East**
  Phase 1 – MOVA – secured through a separate development.
  Phase 2 – Update Garstang Road East (GRE) pedestrian crossing to a puffin; IO_32 to deliver.
  Phase 3 – provide early start from Hardhorn Road, provide Z markings, renew and update kerbs at junction including mobility improvement in vicinity of junction such as update and renew kerbing and tactile kerbing; IO_32 to deliver.

- **Garstang Road East (GRE)**
  Phase 1 – as per Ashley Helm 1409/07, 1409/09 (to be amended) IO_32 to deliver.

- **Lower Green/GRE**
  Phase 1 – in addition to the GRE, Kerbline changes on Lower Green and Argyle Road, update TRO’s, remark (offset) centre line on Lower Green; IO_32 to deliver.

- **Traffic management measures, sustainability town centre car park and town centre changes;**
  Committed development, IO_32 and DS_5 to deliver:
  1. Review and where necessary amend weight restrictions on roads within residential corridors of lower class of road within Poulton.
  2. Signing and declutter strategy, funding to amend and remove unnecessary signing.
3. Residents parking near Poulton Town centre.
4. Parking:
   a. DS_5 to deliver a Car Park with access onto Poulton Road/Tithebarn Street (to be managed/maintained by Wyre or by the developer (typically through a management company)).
   b. Town centre parking review both on and off street.
   c. Parking charges/duration of stay.
   d. User types and numbers i.e. disabled.
5. Continuous cycle provision (including from the DS_5 site to the railway station with suitable illumination to be used at all times of day); covered/secure parking in and around the TC/railway station/civic centre etc.
6. Upgrade pedestrian crossing between Holts Lane and Poulton Industrial Estate delivered by network rail and IO_32.
7. Blackpool Old Road Queen Street.
8. Chapel Street/Vicarage Road changes.

A585 (Highways England (HE) responsibility):

- **Little Thistleton junction (Fylde)**
  - HE to undertake a feasibility study next financial year, any resulting scheme to improve junction efficiency and operation. Scheme to support rerouteing bypassing Poulton (would require a traffic calming scheme in Little Singleton), its provision would maintain the route as a useable corridor. HE funding would be subject to satisfying a business case and need, based on safety.

- **Norcross Roundabout**
  - Scheme to Improve access onto the A585 and its reliability (scheme previously promotes by HE).

- **Skippool**
  - Scheme to improve access onto the A585 and junction reliability.

- **Shard Bridge (Fylde)**
  - Scheme to improve access onto the A585 and junction reliability.

- **Little Singleton (Fylde)**
  - Scheme to improve access onto the A585 and junction reliability.