

LCC Highways Note as requested by the Planning Inspector on the 25th May at the Wyre Local Plan Examination, B5268 Fleetwood Road North, Thornton.

The following information/note is intended for the Planning Inspector to satisfy the concerns raised by Mr Jenkins at the Wyre Local Plan Examination on the 25th May. The key locations highlighted are the junctions of the B5268 / Trunnah Road junction and the B5268 / Church Road junction. The B5268 runs north – south through Thornton generally parallel to the A585 (Trunk Road), it is generally fronted by residential properties in dispersed with retail / commercial properties.

Accidents levels have been considered on the length of corridor and at the locations highlighted, as requested.

Background

The LCC methodology for the consideration for a Safety Scheme is based on the existing injury accident record. The primary considerations/criteria are:-

1. Junctions: - having at least 5 injury collisions must have a minimum of 20% Killed and Seriously Injured (KSI) collisions to trigger further investigation;
2. Route lengths (greater than 150m):- having 10 injury collisions and a minimum of 20% KSI to trigger further investigation;
3. Areas: - having at least 5 injury collisions, must have a minimum of 20% Killed and Seriously Injured (KSI) collisions to trigger further investigation;

Accident levels (recorded)

The junction of the B5268 / Trunnah Road has 6 injury accidents, one of which resulted in serious injury and the B5268 / Church Road 2 injury accidents with no fatality or serious injury. Neither of these sites meet the criteria for consideration of a LCC funded Safety Scheme. In Figures 1 and 2 accident levels are identified.

Notwithstanding this, the Fleetwood Thornton Area Action Plan (AAP), adopted September 2009, set out a comprehensive vision and spatial planning framework for the Fleetwood – Thornton area up to 2021. As development came forward contributions were gathered to deliver

- highway and sustainable transport improvements and
- major network changes to the trunk road network (managed and maintained by Highways England).

Following the introduction of the CIL Regulations the pooling of contributions has ceased, however, there are some limited developer contributions collected to deliver sustainable transport improvements.

The Sustainable Transport Strategy at 3.5 states the Sustainability Contributions will be used to reduce private vehicle trip generations from the proposed developments by:

- supporting pedestrian and cycle facilities;

- supporting bus improvements and contributions towards rail improvements such as improving infrastructure and subsidising new or better services;
- traffic management schemes such as local safety schemes, traffic-calming measures and contributions to Home Zone initiatives;
- supporting real-time information projects (including hardware and maintenance);
- supporting parking management schemes such as ‘residents only’ parking;
- providing advice with respect to individual development travel plans.
- locally relevant schemes as identified through procedures set out in this Strategy and any subsequent revisions.

LCC are currently working on identifying schemes that could be funded from the collected AAP contributions. As these schemes are not restricted by the same criteria as LCC fund Safety Schemes, it is reasonable to consider a locally relevant highway scheme. The county council as local highway authority will liaise with Wyre Council and agree the use of these funds having regard to the B5268 and the key junctions served off it.

Figure 1: All recorded injury accidents 1 January 2013 to 29 March 2018

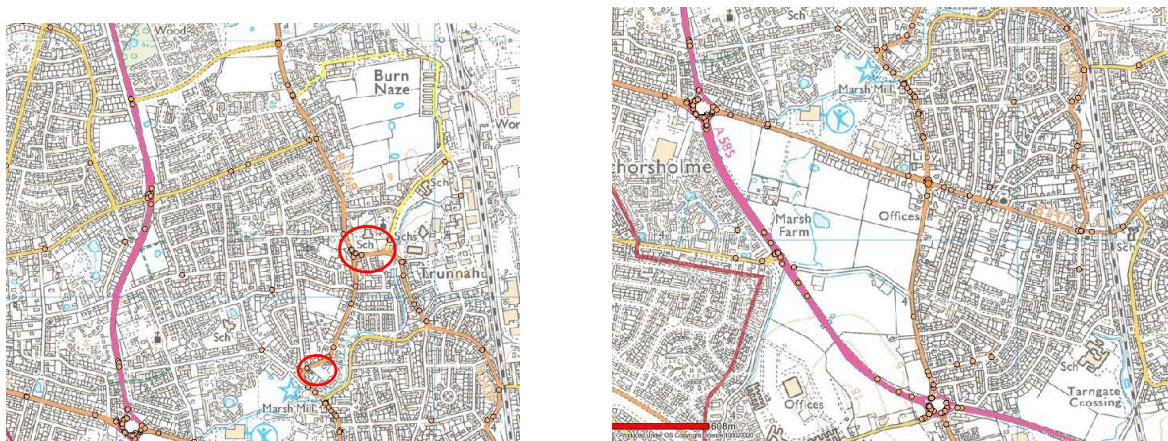


Figure 2: KSI's 1 January 2013 to 29 March 2018

