

Fleetwood-Thornton Area Action Plan

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Appendix B Sustainable Transport Strategy

Development Plan Document

September 2009



Fleetwood-Thornton Area Action Plan

Appendix B

Sustainable Transport Strategy

September 2009

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1 Introduction

- 1.1 This Sustainable Transport Strategy seeks to identify a strategy by which proposed developments in the AAP will provide mitigation measures to the Local Highway Network (LHN) and Strategic Road Network (SRN) from car-borne residential, leisure and employment development generated trips. It further seeks to address policy requirements to accommodate people movements to and from these developments by sustainable modes of transport in order to minimise use of the private car and provide a choice of modes by which to access the developments.
- 1.2 A major element of this Transport Strategy is the development of a bespoke contribution strategy that allows the highway authorities of Lancashire County Council (LCC) and the Highways Agency (HA) to secure sufficient funds to manage mitigation measures on the LHN and SRN on behalf of the developments. The management of mitigation measures by the Steering Group (as defined in Chapter 5 of this report) in this co-ordinated way will ensure an appropriate level of mitigation is provided and the burden on developments in providing a comprehensive package of measures is reduced through co-ordination between developments, developers and landowners.
- 1.3 This Strategy is sufficiently robust to allow moderate changes in development content between adoption of this Strategy and the seeking of detailed planning approval without any revision of the Strategy and the mitigation measures defined within it. Should there be significant changes in development proposals either from new developments or substantial changes to existing proposals within the AAP, then the mitigation measures within the Strategy will need to be reconsidered in order to ensure they are of an appropriate scale in light of the changes.
- 1.4 This Strategy does not seek any additional financial commitment from the developments beyond that which would have been required in the absence of this Strategy. Any cost savings achieved by Lancashire County Council in their role of co-ordinating this Strategy would result in the savings being diverted towards sustainable transport measures that would have a material benefit to the Local and Strategic Highway Network (LHN & SRN). This in turn will further reduce car-borne trip generations from all land uses within and around the AAP area, further driving down car-borne trips.
- 1.5 Each developer in the absence of this Sustainable Transport Strategy would have had to make contributions in line with the local, regional and national policies. These would include:
- provision of measures to provide access by sustainable modes of transport;
 - highway improvements to accommodate any increase in traffic levels on to the LHN maintained by LCC; and
 - highway improvements to accommodate any increase in traffic levels on to the SRN maintained by the HA.

- 1.6 It is anticipated that by undertaking the improvements in a co-ordinated way there will be a cost saving for each developer as:
- the developer is contributing towards wider highway improvements rather than undertaking smaller measures which may exceed the impact of the development;
 - the developer will benefit from economies of scale on items such as detailed design, mobilising contractors and purchase of construction materials;
 - mitigation measures at each junction can be implemented in fewer phases, rather than each development implementing mitigation measures individually replacing in part some of the improvements undertaken by previous developments.
- 1.7 In obtaining contributions through this Strategy the HA and LCC will not require developments to put in place off-site mitigation measures to the LHN and SRN. All off-site considerations whether physical works to the highway network or provision of sustainable initiatives will be managed by the Steering Group by use of the developer contributions. LCC will act as the 'ring-master', in line with Circular 02/2007 for all S106 transport related funds obtained from developments towards accommodating people movements along the LHN and SRN.
- 1.8 LCC or the HA will not be required to provide funding for mitigation to the SRN should developer funding be insufficient to implement the targeted programme of improvements. However, should this situation arise, the HA does have an ongoing programme of highway improvement works, which could be programmed to coincide with the development of the AAP area.
- 1.9 LCC and the HA have no critical highway capacity concerns on the LHN or SRN network beyond that which has been considered as part of this Strategy.

2 Strategy aims

2.1 This Strategy has:

- established a range of potential trip generations from the development proposals set out in the AAP. These include what has been defined as:
 1. 'Average' trip rates; determined from a database of developments with similar characteristics to those under consideration. The average trip rate or 50th percentile is that which is only exceeded by half the developments selected within the database.
 2. 'Robust' trip rates are 85th percentile trip rates and are those which are only exceeded by 15% of the developments selected within the database.
 3. and a combination of these which represent a reasonable intermediate position identified as the 'Hybrid' trip rates which are 65th percentile rates determined by interpolation between average and 85th percentile rates referred to above.
- considered how vehicle trip generations can be reduced by the provision of sustainable measures and established the level of contributions that will be committed towards these initiatives.
- established the potential highway improvements required to accommodate vehicular trip generations from all developments set out in the AAP.
- defined how the Steering Group will consider when highway improvements should come forward in order to accommodate vehicular trip generations.
- identified costs for highway improvements and sustainable measures to each development proposed in the AAP

2.2 To accommodate these outcomes the Strategy would seek funding through two streams;

- contributions required to provide sustainable access to and from each development defined as the 'Sustainability Contribution', and
- contributions to provide improvements to the highway network, defined as the 'Highways Contribution'

3 Contributions towards sustainable measures

- 3.1 Sustainability measures will primarily be formed from contributions gained to support local and strategic access by rail, bus, cycle, foot and shared car use.
- 3.2 An assessment will be undertaken of each proposed development to establish the existing accessibility of the development by sustainable modes of transport and to community services at the time of individual planning applications. Attached in Appendix A is an Accessibility Questionnaire which will be used to score each development according to its accessibility.
- 3.3 The accessibility score will define the level of contribution required from each development according to land uses as set out in Appendix B. The financial basis for these contributions as set out in Appendix B (based on 2008/9 information) will be reviewed and updated each year, based where possible on actual costs.
- 3.4 Appendix C sets out the current calculation of accessibility scores and anticipated contributions from those developments being promoted via the AAP. Table 3.1 summarises the contribution levels from each development based on existing circumstances.

Table 3.1: Maximum contributions towards sustainable measures from each development

Location	Land Use	Size	Maximum Sustainability Contribution (×1,000)
Fleetwood Docks FD1 & FD2, E1 & E2	Food + Drink	1,800sqm	£360
	Assembly/Leisure	6,000sqm	£1,064
	Office	22,311sqm	£1,116
	Residential	120 houses	£288
Hillhouse Secure Site E3 & E4	Office	18,524sqm	£856
	Industrial	138,597sqm	£4,477
	Warehousing	9,262sqm	£299
Fleetwood Road PS2/E7	District Centre	6,000sqm	£1,064
Bourne Road PS2	Residential	242 houses	£520
TOTAL CONTRIBUTION			£10,045

- 3.5 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.
- 3.6 A list of sustainable improvements covering the AAP area will be produced and administered by Lancashire County Council. Any highway works (undertaken with monies acquired as part of the Highways Contribution) which act to directly contribute to the above sustainable initiatives will reduce the requirement of the Sustainability Contribution by an equivalent amount from each development.
- 3.7 Each development will also need to produce a Travel Plan which will identify appropriate measures and targets to reduce as far as possible the impact of private motorised vehicles. A key target of individual employment Travel Plans will be to restrain trip generations to average trip rates.

4 Contributions towards highway improvements

4.1 Determination of Robust Trip Generations and Robust Highway Improvements

4.2 The Highway Contribution will be based on expected robust trip generations from each development proposed as part of the AAP. The robust trip generation rates assume each development has not responded well to sustainable initiatives and that private vehicle use is higher than would normally be defined as typical for that land use. These robust trip rates represent a fallback position in which a development is abnormally highly dependant on access by private car use and therefore likely to trigger substantial highway improvements to the A585. It is standard practice for the Highways Agency to seek mitigation measures to the SRN based on such assumptions. Table 4.1 below summarises the potential robust trip generations from the AAP developments.

Table 4.1: Robust trip generations from the AAP developments.

Location	Land Use	Size	AM Peak		PM Peak	
			IN	OUT	IN	OUT
Fleetwood Docks FD1, FD2, E1 & E2	Eating/Drinking	1,800sqm	35	18	64	65
	Assembly/ Leisure	6,000sqm	0	0	226	247
	Office	22,311sqm	495	46	7	373
	Residential	120 houses	21	72	59	43
Hillhouse Secure Site E3 & E4	Office	18,524sqm	411	39	6	310
	Industrial	138,597sqm	1824	503	649	1293
	Warehousing	9,262sqm	18	31	19	23
Fleetwood Road PS2 & E7	District Centre	6,000sqm	124	62	343	325
Bourne Road PS2	Residential	242 houses	43	145	120	86
TOTAL TRIP GENERATIONS			3971	916	1493	2765

4.3 The above robust trip generations from the proposed developments have been assigned onto the highway network in order to establish the potential increase in traffic levels at each junction along the A585 and Fleetwood Road. This has allowed evaluation of any additional delays to existing road users on these two corridors at each junction. Those junctions that have been considered in this assessment are shown in Figure 4.1 attached in Appendix D.

4.4 The increase in traffic flows compared to surveyed flows (growthed to 2008) at each junction along the A585 and Fleetwood Road is summarised in the Table 4.2 below.

Table 4.2: Total traffic flows on the A585 and Fleetwood Road junctions with and without the proposed AAP developments

	2008 Traffic Levels (vehicles/hour)					
	Without Development		Development Flows		Total	
	AM	PM	AM	PM	AM	PM
A585 Junctions						
A – Dock Street Roundabout	1258	1570	176	196	1434	1766
B – Denham Way Roundabout	1582	1768	768	1049	2350	2817
D – Eros Roundabout	2901	2959	1074	1101	3975	4060
F – Bourne Way Junction	2730	2670	573	507	3478	3177
G - West Drive Junction	3351	3355	787	236	3766	3591
H – Victoria Road Roundabout	4412	5120	462	1014	5403	6134
I – Norcross Roundabout	4548	4537	535	475	5083	5012
J – Skippool Roundabout	4308	4293	1537	1284	5845	5577
K – Shard Bridge Junction	3585	3629	1467	1260	5052	4889
AA – Singleton Cross Roads	3374	3232	839	741	4213	3973
AB – Windy Harbour Junction	2995	2995	839	741	3834	3736
Fleetwood Road (non A585) Junctions						
R – Bourne Road	1912	1754	866	778	2826	2532
S – West Drive	1218	1138	367	328	1235	1466
U – Victoria Road	2670	2727	512	574	3182	3301

4.5 Highway Improvements to accommodate these additional trip generations at each junction have been defined and are shown in Figures 4.2 to 4.13 attached in Appendix D. No junction improvements were considered necessary for the West Drive/Fleetwood Road junction or the A585/Dock Street roundabout. All other junctions listed in Table 4.2 will require an appropriate level of highway improvements in order to accommodate additional traffic flows from the proposed developments.

4.6 Cost of Robust Highway Improvements

4.7 The potential cost of the Robust Highway Improvements to junctions along the A585 identified in Figures 4.2 to 4.11 have been estimated and are summarised in Table 4.3 below.

Table 4.3: Cost of Robust Highway Improvements to the A585

	Cost of Robust Highway Improvements (×1,000) at 2008 Prices
A585 Junctions	
A – Dock Street Roundabout	No Improvements Required
B – Denham Way Roundabout	£153
D – Eros Roundabout	£1,138
F – Bourne Way Junction	£2,541
G - West Drive Junction	£1,874
H – Victoria Road Roundabout	£421
I – Norcross Roundabout	£1,319
J – Skippool Roundabout	£642
K – Shard Bridge Junction	£975
AA – Singleton Cross Roundabout	£1,329
AB – Windy Harbour Junction	£16

4.8 A total highway mitigation cost for the Robust Highway Improvements has been identified as 10.4 million pounds.

4.9 Each development will be required to pay towards improvements to each junction based on the increase in flows from that development at each junction.

4.10 Table 4.4 summarises the anticipated contribution from each development towards these highway improvements based on 2008 prices.

Table 4.4: Anticipated Contributions towards Robust Highway Improvements from each development

Location	Land Use	Size	Maximum contribution (×1,000) at 2008 Prices
Fleetwood Docks	Eating/Drinking	1,800sqm	£303
	Assembly/Leisure	6,000sqm	£812
	Office	22,311sqm	£4,581
	Residential	120 houses	£807
Hillhouse Secure Site	Office	18,524sqm	£464
	Industrial	138,597sqm	£2,612
	Warehousing	9,262sqm	£55
Fleetwood Road	District Centre	6,000sqm	-£1,146
Bourne Road	Residential	242 houses	£1,985
TOTAL CONTRIBUTION			£10,476

- 4.11 These contributions define the maximum highway works that could be required based on all developments being heavily reliant on the use of the private car. This is therefore seen to be a very robust scenario that overestimates the cumulative impact on the SRN and LHN.
- 4.12 Improvements to the Fleetwood Road junctions would need to be undertaken by NPL Estates as part of their site access proposals.
- 4.13 **Implementation of Highway Works**
- 4.14 Seeking a contribution based on robust trip generations will ensure each developer has been asked to consider a robust scenario in terms of impact on the SRN and LHN.
- 4.15 However, it is expected that on balance developments would generate a level of trips nearer to average levels. In practice it is anticipated that some will generate slightly higher levels, and similarly some will generate slightly lower levels, but on the whole the overall impact from the AAP developments is expected to be similar to average trip generations.
- 4.16 It is therefore appropriate to consider alternative potential mitigation measures which reflect alternative outcomes based on varying levels of trip generations from the AAP developments. On this basis each development at the time of seeking planning approval will be required to give consideration to two further levels of trip generations:

- an average level of car trip generation assuming that the development will respond well to sustainable initiatives and private vehicle use will be minimised in line with average trip generations.
- An intermediate hybrid level of car trip generation. It can reasonably be assumed that the provision of measures implemented from the Sustainability Contribution alongside the site Travel Plans will allow trip generations to be minimised. This is seen to be most achievable with employment uses where travel patterns are easier to influence and manage compared to residential, retail and leisure uses. This scenario takes account of the effectiveness of Travel Plans in reducing trip generations from commercial uses, but assumes a robust level of trip generations from residential, retail and leisure uses.

4.17 Based on the alternative level of trip generations, the highway authorities will seek to define and implement highway improvements based on the emerging level of trip generations as each development is granted consent and implemented. The highway improvements will be prioritised in the following way as funding becomes available through the contributions:

- Priority 1 highway works will focus on addressing improvements related to safety. These will be implemented as soon as it is practical to do so.
- Priority 2 highway works will seek to identify highway improvements to accommodate average trip generations from each site considered within the AAP. These highway improvements will be defined as the 'Moderate Highway Improvements'.
- Priority 3 highway works will seek to provide improvements to junctions to accommodate a hybrid level of trip generation as defined above. These highway improvements will be defined as the 'Reasonable Highway Improvements'.

- 4.18 During the implementation of the highway works, infrastructure which would promote the use of sustainable transport modes will be incorporated into the designs. Particular emphasis will be given to the needs of AAP developments that have already been implemented or are likely to be implemented prior to delivery of any further improvements at each junction.
- 4.19 It is likely, at the time of seeking to implement highway improvements that the Steering Group agree to undertake junction improvements in a single step which would provide appropriate safety, sustainable and capacity improvements to accommodate the hybrid level of trip generation. This would be subject to funding being available and may be considered as a more cost effective means by which to provide appropriate mitigation for impact from the AAP developments.
- 4.20 On implementation of all AAP developments it is assumed that all highway improvements defined as Moderate Highway Improvements will have been implemented. Based on the actual level of trip generations from the developments following implementation of all developments some or all of the Reasonable Highway Improvements will have been implemented.
- 4.21 Concessions to Contributions.
- 4.22 The Robust Highway Improvements and the associated contributions from each development will be divided in order to identify highway works which are:
- i) safety and sustainable measures. The cost of these highway works will be deductible from the Sustainability Contributions due from each development as set out in Section 3 of this report.
 - ii) The difference between the cost of the Robust Highway Improvements collected from the developer and the cost of the Reasonable Highway Improvements will be reallocated as an additional Sustainability Contribution. The reallocated funds will be deductible from any Sustainability Contributions due from the development and defined in Section 3 of this report.
- 4.23 Revisions to Development Proposals
- 4.24 At the time of seeking planning approval each developer will be required to prepare a TA, which will define an assignment of their development traffic through each junction along the SRN and LHN based on average, hybrid and robust trip rates to confirm the content of this AAP Sustainable Transport Strategy outcomes. Should a developer seek to materially amend the contributions defined in this Strategy for that development, they will need to undertake all subsequent considerations to amend the Strategy to include the revised submissions. These will include defining the Robust, Reasonable and Moderate mitigation measures. Any such amendments would need to be undertaken in agreement with the Steering Group.
- 4.25 New developments that come forward within the AAP area or from outside the AAP area which impact on the junctions considered in this study would be allowed to contribute to this Strategy based on an evaluation of how those developments increase the scale of the Robust Highway Improvements. Those additional developments would need to seek agreement with the Steering Group in respect of any impact and mitigation measures not considered in this study.

4.26 Any updates to this Strategy would be limited to the review:

- i) of traffic flows;
- ii) of the Moderate, Reasonable and Robust Highway Improvements; and
- iii) of Sustainability and Highways Contributions, but not exceeding those set out in this adopted version of the STS.

4.27 The following are not subject to reconsideration by the Steering Group:

- i) the members of the Steering Group which will consist of officers from LCC, HA, Wyre Borough Council (WBC) and Fylde Borough Council (FBC);
- ii) the nature, roles and responsibilities of the Steering Group and each member within it as set out in Section 5; and
- iii) the processes by which the Sustainability and Highway Contributions are acquired through the planning process and managed through the Steering Group.

5 Management of Contributions

5.1 A Steering Group consisting of officers from Lancashire County Council (LCC), the Highways Agency (HA), Wyre Borough Council (WBC) and Fylde Borough Council (FBC) will be set up to manage the Sustainability and Highway Contributions. The Steering Group will:

- be chaired by the LCC officer;
- the Steering Group will make appropriate recommendations to the appropriate LCC committee. In making those recommendations the Steering Group will adopt the majority vote, with each member having a single vote. LCC as chair will hold the casting vote.
- collate all contributions from developments towards this Strategy;
- recommend, and keep under review, a rolling programme of sustainable measures and highway improvements to be funded from the Sustainability and Highways Contributions respectively. This rolling programme will be reviewed at least once every twelve months and take into consideration proposals along the A585 as part of the Highways Agency's Route Management Plan or any other proposals which the Steering Group consider appropriate;
- the findings from these reviews and any resulting changes to the STS will be documented by LCC and reported to WBC at least once every twelve months in a Steering Group Annual Report. This Steering Group Annual Report will be provided to WBC for incorporation into the annual monitoring report of the AAP;
- agree on redistributing Highway Contributions between junction improvements in order to ensure all safety related improvements are carried out as soon as possible, any measures related to sustainable access are given priority and those junctions which are acting as bottle necks on the highway network are addressed in advance of other less critical junctions;
- seek to implement as a minimum all highway works associated with average trip generations from each site (the Moderate Highway Improvements). In implementing the safety improvements, sustainable improvements or highway improvements, the cost of these works will be monitored by the Steering Group in order to not exceed the Highways Contribution available via this Strategy at any time;
- monitor Travel Plans for each development which will also include annual surveys of movements in and out of each site. These surveys will be used to define how effective each development is with it's sustainable measures and whether the defined average trip generation from each site is being exceeded on a regular basis;
- agree if and when the Reasonable Highway Improvements are to be implemented. This will be based on a comparison of actual trip

generations with the scale of mitigation measures provided by the Moderate Highway Improvements. Subject to funding being available any agreed works will be implemented.

- 5.1.2 On completion of all the developments or at any point in reaching that position, supported by the Travel Plan annual surveys and additional surveys as required, the Steering Group may seek to confirm the effectiveness of the sustainable measures to reduce private vehicle trips. In confirming such a reduction the Steering Group may seek to reduce the scale of the Reasonable Highway Improvements. Any surplus Highway Contributions will allow reallocation of the surplus contribution as Sustainability Contributions.
- 5.1.3 At the point of seeking contributions, the Steering Group will need to ensure sufficient funds have been secured to provide for improvements to the SRN. The Steering Group will ensure an appropriate level of inflation has been allowed for as part of any contribution sought from a development. There will not be any means by which to seek further contributions from a development which exceeds the maximum figures set out in this Strategy or the final agreed contributions set out in individual S106 Agreements.
- 5.1.4 Any residual Highway Contributions at the conclusion of the AAP period will be reallocated as Sustainability Contributions.

Appendix A

Accessibility questionnaire (as used to work out parking facilities)				Sub-score
Access type	Criteria	Criteria	Score	(Current level of accessibility)
Walking	Distance to the nearest bus stop from main entrance to buildings (via direct, safe route)	<200m	5	
		<300m	3	
	Distance to nearest railway station from main entrance to building	<500m	1	
		>500m	0	
Cycling	Proximity to defined cycling routes	<400m	3	
		<1km	2	
		>1km	0	
Public transport	Bus frequency of principal service from the nearest bus stop during operational hours at the development	Urban/ Suburban 15 minutes or less	5	
		30 minutes or less	3	
		>30 minutes	1	
		Villages and Rural areas Hourly or less	5	
		2-hourly or less	2	
	Number of bus services serving different localities which stop within 200 metres of main entrance	1 or more a day	1	
		4 or more localities served	5	
			3	
	Train frequency from the nearest station (Monday to Saturday daytime)		2	
			3	
		1		
		1		
Drive to the nearest station	10 minutes or less	2		
	15 minutes or less	1		
Other	Travel reduction opportunities	Facilities on site or within 100 metres that reduce the need to travel:		
		*food shop/café	1	
		*newsagent	1	
		*creche	1	
		*other	1	
Questionnaire total				

Appendix B

Developer contributions for transport

Accessibility score (as determined by the accessibility questionnaire)	Land use type £ per 1,000sqm of gfa					Residential contribution per dwelling (number of bedrooms)			
	Food Retail	Non-food retail	Office (B1a) and employment (A2)	General industrial (B2) and storage and distribution (B8)	All other uses	1 or 2 or sheltered or communal housing (per unit)	3 or property size not known	4	5
under 9	200,000	135,000	50,000	35,000		1,600	2,400	3,200	4,000
9	192,400	129,900	48,100	33,700		1,570	2,350	3,130	3,920
10	184,800	124,800	46,200	32,300		1,530	2,300	3,070	3,830
11	177,300	119,700	44,300	31,000		1,500	2,250	3,000	3,750
12	169,700	114,500	42,400	29,700		1,470	2,200	2,930	3,670
13	162,100	109,400	40,500	28,400		1,430	2,150	2,870	3,580
14	154,500	104,300	38,600	27,000		1,400	2,100	2,800	3,500
15	147,000	99,200	36,700	25,700		1,370	2,050	2,730	3,420
16	139,400	94,100	34,800	24,400		1,330	2,000	2,670	3,330
17	131,800	89,000	33,000	23,100		1,300	1,950	2,600	3,250
18	124,200	83,900	31,100	21,700		1,270	1,900	2,530	3,170
19	116,700	78,800	29,200	20,400		1,230	1,850	2,470	3,080
20	109,100	73,600	27,300	19,100		1,200	1,800	2,400	3,000
21	101,500	68,500	25,400	17,800		1,170	1,750	2,330	2,920
22	93,900	63,400	23,500	16,400		1,130	1,700	2,270	2,830
23	86,400	58,300	21,600	15,100		1,100	1,650	2,200	2,750
24	78,800	53,200	19,700	13,800		1,070	1,600	2,130	2,670
25	71,200	48,100	17,800	12,500		1,030	1,550	2,070	2,580
26	63,600	43,000	15,900	11,100		1,000	1,500	2,000	2,500
27	56,100	37,800	14,000	9,800		970	1,450	1,930	2,420
28	48,500	32,700	12,100	8,500		930	1,400	1,870	2,330
29	40,900	27,600	10,200	7,200		900	1,350	1,800	2,250
30	33,300	22,500	8,300	5,800		870	1,300	1,730	2,170
31						750	1,130	1,500	2,080
32						720	1,080	1,440	2,000
33						690	1,040	1,380	1,920
34						660	990	1,320	1,830
35						630	950	1,260	1,750
36						600	900	1,200	1,670
37						570	860	1,140	1,580
38						540	810	1,080	1,500
39						510	770	1,020	1,420
40						480	720	960	1,330
41						450	680	900	1,250
42						420	630	840	1,170
43						390	590	780	1,080
44						360	540	720	1,000
45						330	500	660	920
46						300	450	600	830
47						270	410	540	750
48						240	360	480	670

Decided on a case by case basis

Appendix C

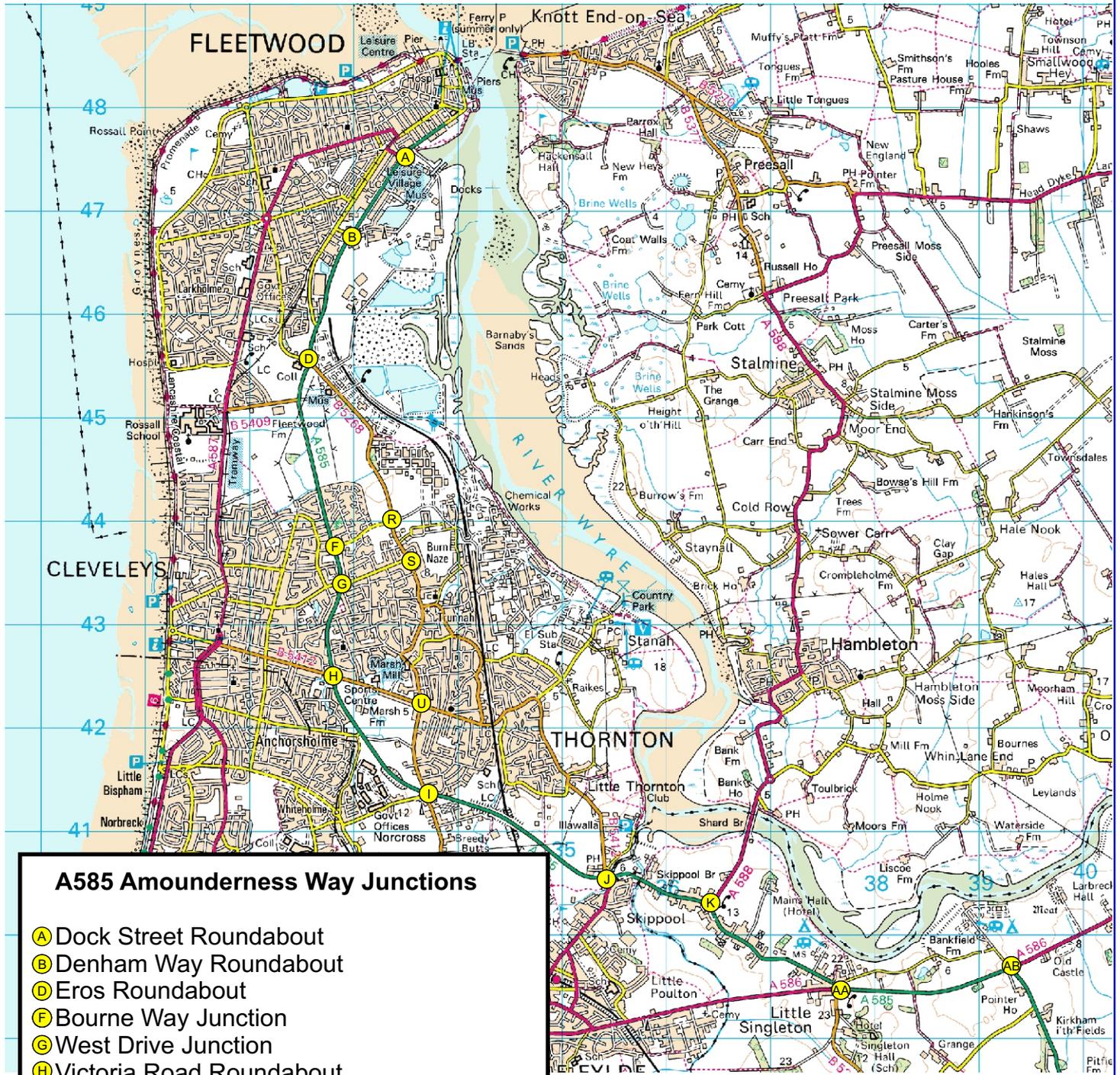
Accessibility Questionnaire Results from LCC Planning Obligations (updated Sep 2008)

Location	Development	Land Use	Size	Walking		Cycling	Public Transport				Other	Total
				Dist.to bus stop (approx m)	Dist. to rail st.	Proximity to cycle route	Bus freq.	No. of buses	Train Freq	Drive to st. (Distance/time)	Travel reduction opp	
Fleetwood Docks	Residential		120 houses	0 (615m)	0	0	3	0	3	2 (>1km/9mins)	0	8
	Office	B1	22,311m ²	0 (550m)	0	0	3	0	3	2 (>1km/8mins)	0	8
	Food+Drink	A3/A4	1,800m ²	0 (615m)	0	0	3	0	3	2 (>1km/7mins)	0	8
	Assembly/Leisure	D2	6,000 m ²	1 (480m)	0	0	5	0	3	2 (>1km/10mins)	0	11
Bourne Road	Residential		242 houses	0 (730m)	0	0	5	0	3	2 (>1km/8mins)	2	12
Secure Site	Office	B1	18,524 m ²	0 (1500m)	0	0	5	0	3	2 (>1km/9mins)	0	10
	Industrial	B2	138,597 m ²	0 (1500m)	0	0	5	0	3	2 (>1km/9mins)	0	10
	Warehousing	B8	9,262 m ²	0 (1500m)	0	0	5	0	3	2 (>1km/9mins)	0	10
Fleetwood Road	District Centre	A1	6,000 m ²	1(310m)	0	0	5	0	3	2 (>1km/7mins)	0	11

APPENDIX D

Figures

- 4.1 Location of Junctions that have been Assessed**
- 4.2 Denham Way Roundabout Robust Option**
- 4.3 Eros Roundabout Robust Option**
- 4.4 Bourne Way Junction Robust Option**
- 4.5 West Drive Cross Roads Robust Option**
- 4.6 Victoria Roundabout Robust Option**
- 4.7 Norcross Roundabout Robust Option**
- 4.8 Skippool Roundabout Hybrid Option**
- 4.9 Shard Bridge Junction Hybrid Option**
- 4.10 Singleton Cross Roads Robust Option**
- 4.11 Windy Harbour Cross Roads Robust Option**
- 4.12 Bourne Road Junction Robust Option**
- 4.13 Victoria Road Cross Roads Robust Option**



- A585 Amounderness Way Junctions**
- Ⓐ Dock Street Roundabout
 - Ⓑ Denham Way Roundabout
 - Ⓓ Eros Roundabout
 - Ⓕ Bourne Way Junction
 - Ⓖ West Drive Junction
 - Ⓗ Victoria Road Roundabout
 - Ⓙ Norcross Roundabout
 - Ⓜ Skippool Roundabout
 - Ⓚ Shard Bridge Junction
 - ⒶⒶ Singleton Cross Roads
 - ⒶⒷ Windy Harbour Junction
- B5268 Fleetwood Road Junctions**
- Ⓡ Bourne Road/Fleetwood Road Cross Roads
 - Ⓢ West Drive/Fleetwood Road Junction
 - Ⓤ Victoria Road/Fleetwood Road Cross Roads

Drawing Title

Locations of Junctions
that have been Assessed

Client

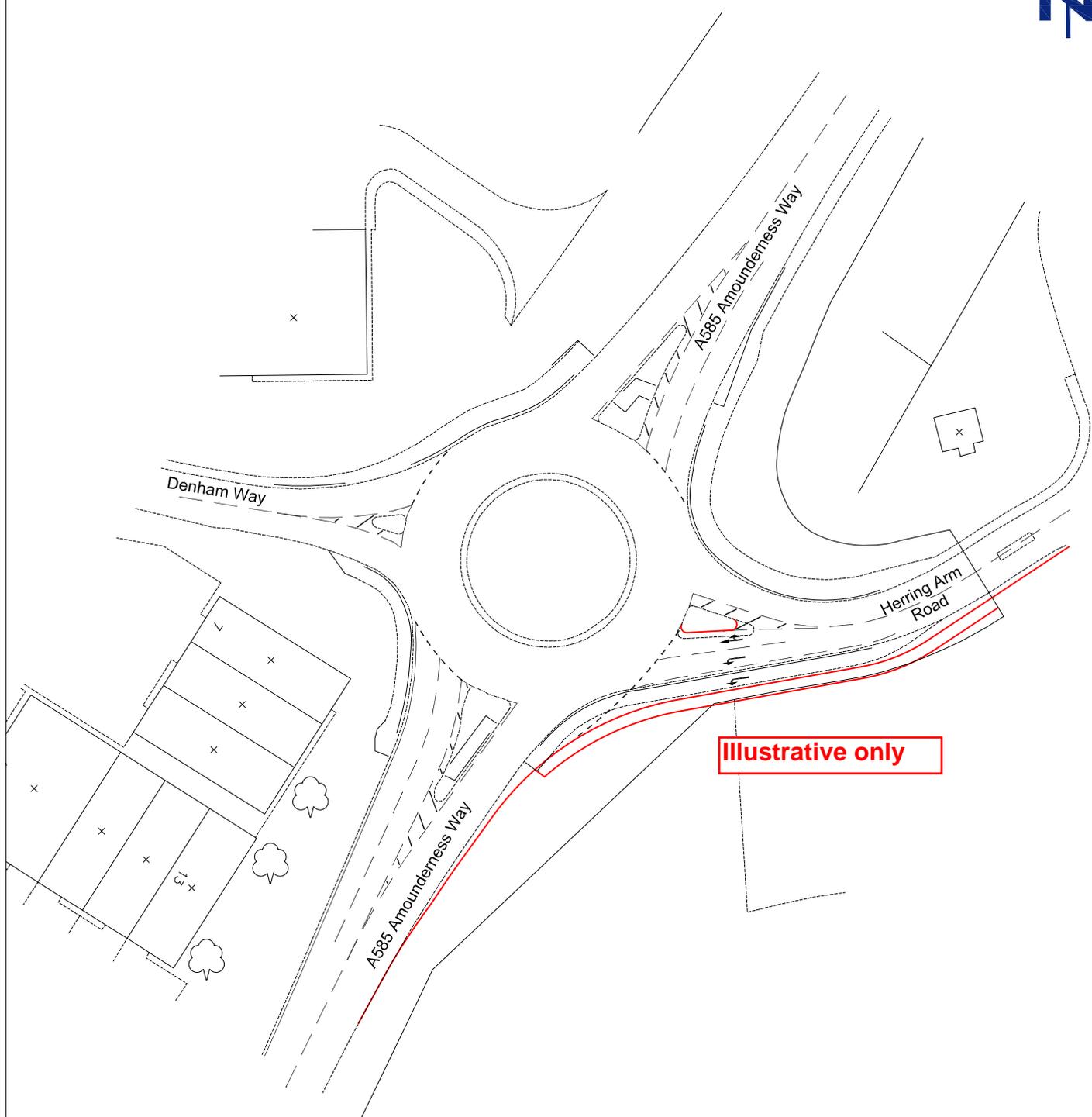
Job Title
Thornton AAP - Transport



Scale: NTS
Designed by: JS
Drawn by: JS
Ckd/Appd: YJ
1st Issued: OCT '08
Job No: 152111

Dwg No:

Figure 4.1
Rev A 27/02/09
Public consultation
comments incorporated



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— Potential
Highway Improvements

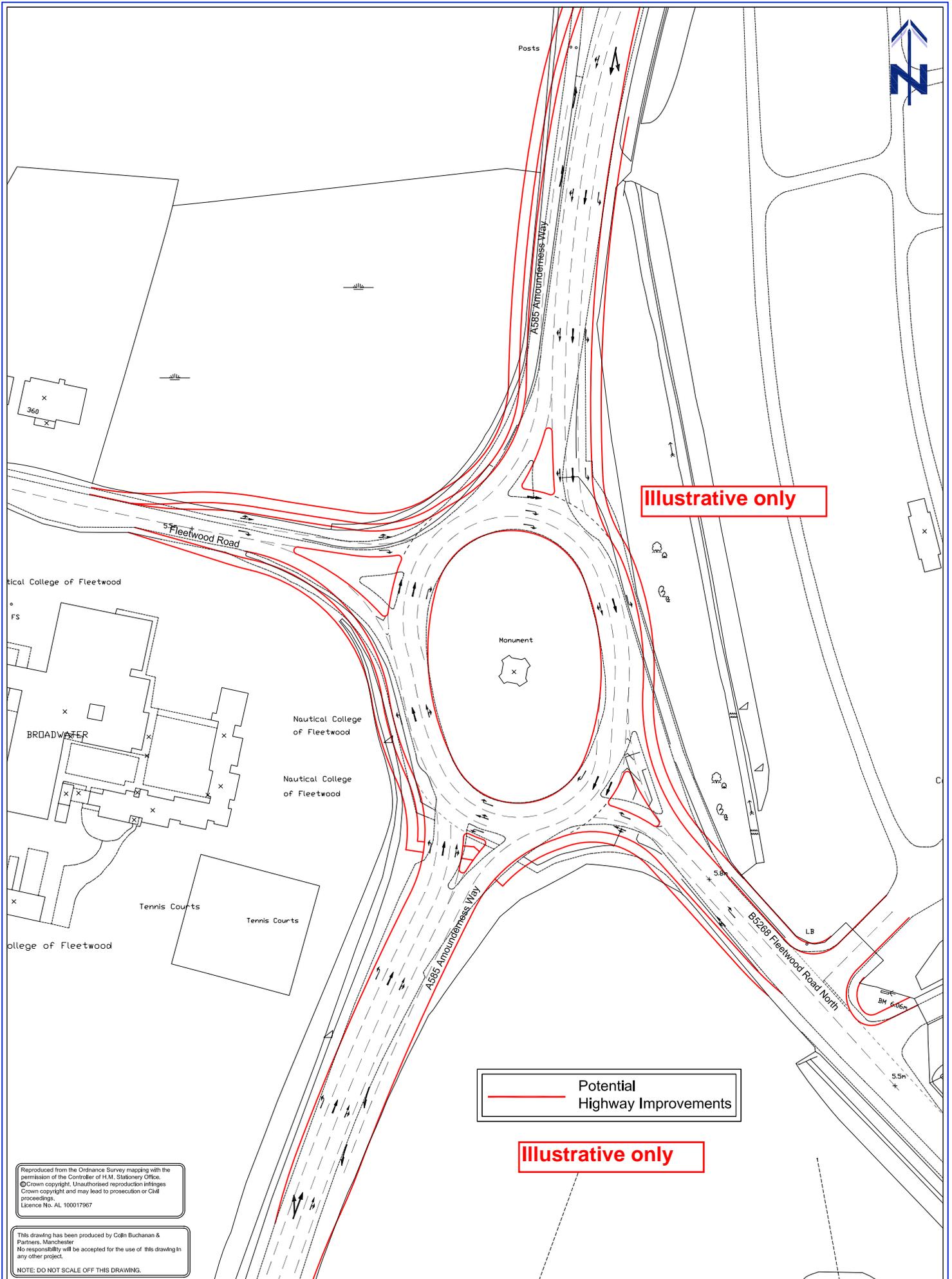
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Drawing Title Figure 4.2 Junction B Denham Way Roundabout Robust Option	Client		Scale: 1:1000@A4	A	09/09 Public consultation comments incorporated	Des Dm
	Job Title		Thornton AAP - Transport Strategy			



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Potential Highway Improvements

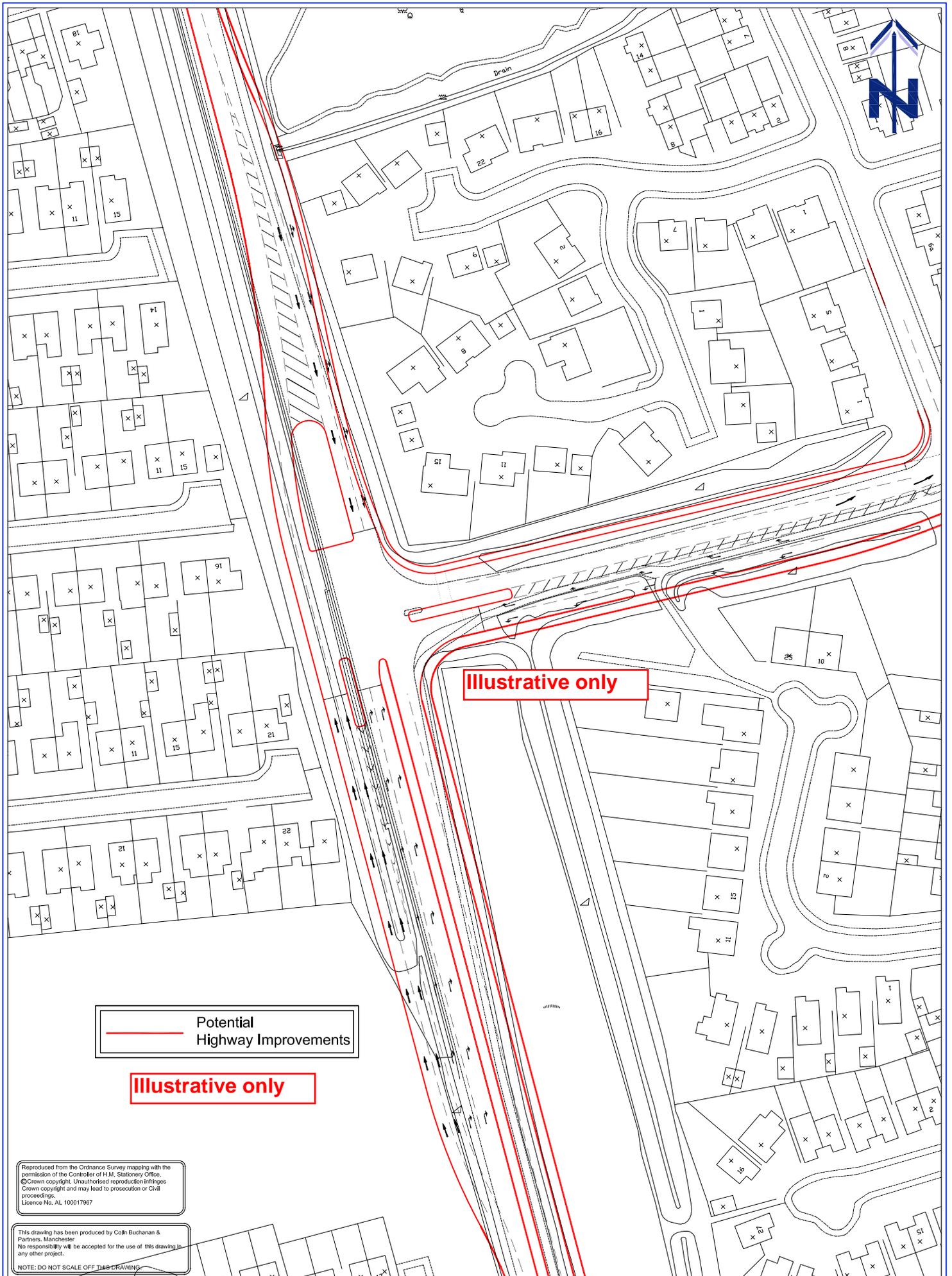
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Drawing Title Figure 4.3 Junction D Eros Roundabout Robust Option	Client 		Scale: 1:1000@A3 Designed by: AJA Drawn by: AJA Ckd/Appd: YJ 1st Issued: Oct '08 Job No: 152111	A 22/09 Public consultation comments incorporated	Rev. Date: Amendment. Drg No. 152111/PD/D/004 Rev A	Des. Dm.
	Job Title Thornton AAP - Transport Strategy		Rev. Date: Amendment. Drg No. 152111/PD/D/004 Rev A			



 Potential Highway Improvements

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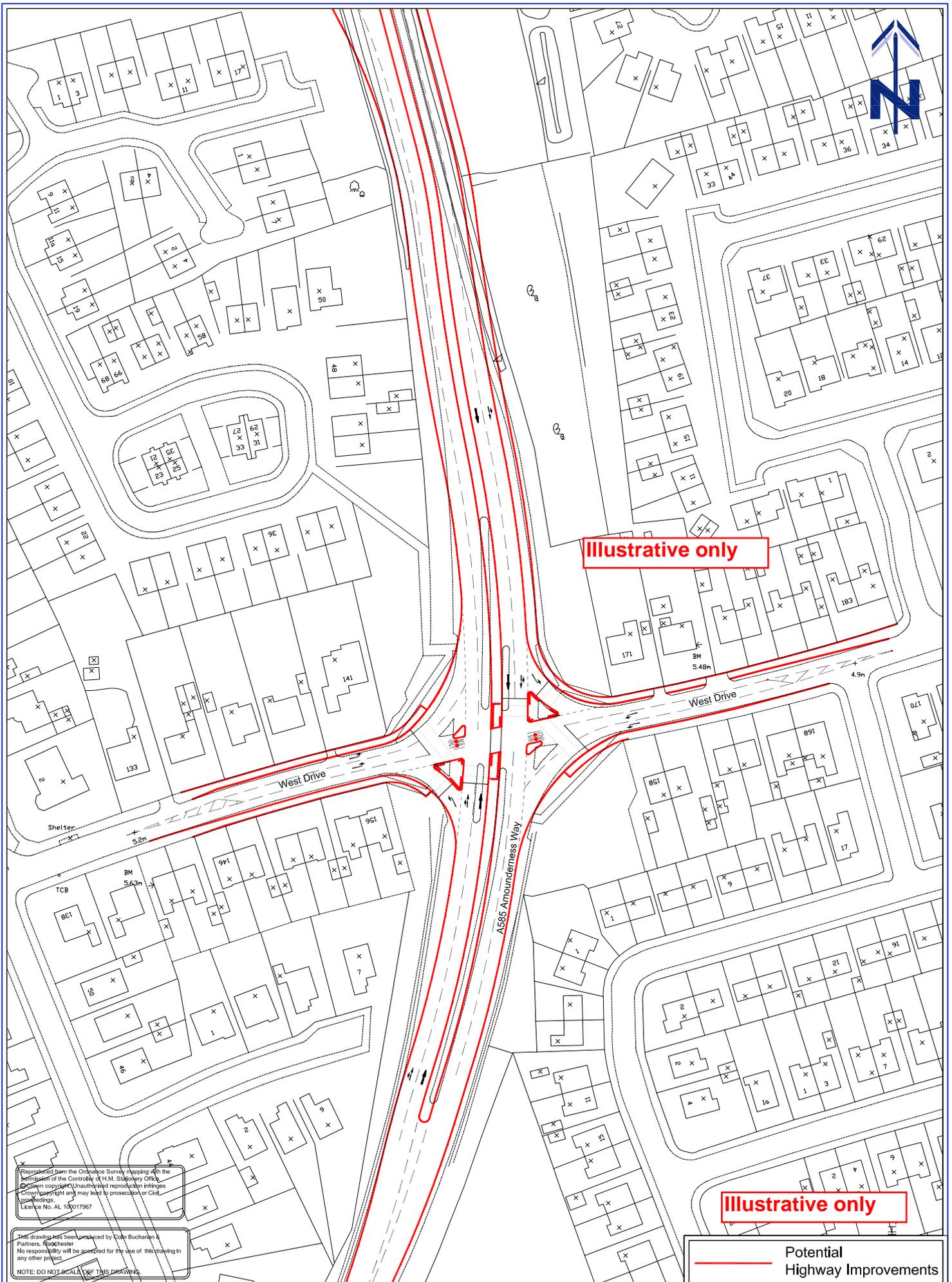
Drawing Title
Figure 4.4
Junction F
Bourne Way Junction
Robust Option

Client
 Job Title
Thornton AAP -
Transport Strategy

Scale: 1:1000@A3
 Designed by: PMcD
 Drawn by: PMcD
 Ckdl/Appd: YJ
 1st Issued: Oct '08
 Job No: 152111

A	22/09	Public consultation comments Incorporated	Des. Dm.
Rev.	Date.	Amendment.	Rev
152111/PD/F/004		A	





Drawing Title

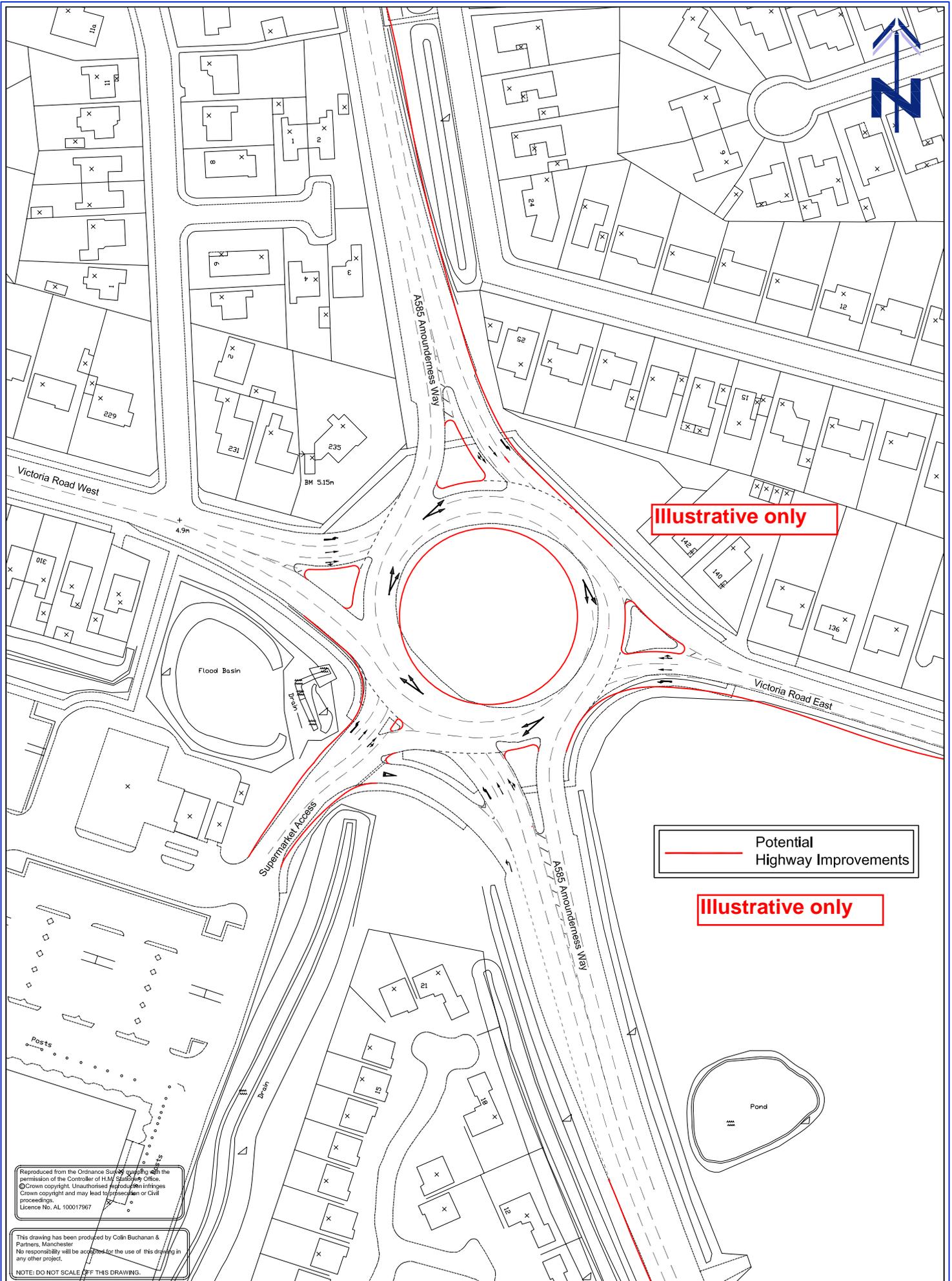
Figure 4.5
Junction G
West Drive Cross Roads
Robust Option

Client

Job Title

Thornton AAP -
Transport Strategy

Scale: 1:1000@A3		A		27/09/09		Public consultation comments Incorporated			
Designed by: PMcD		A		27/09/09		Public consultation comments Incorporated			
Drawn by: PMcD		Rev.		Date:		Amendment		Des. Dm.	
Ckd/Appd: YJ		1st Issued:		Oct '08		Drg No.		Rev	
Job No: 152111		152111/PD/G/004		A					



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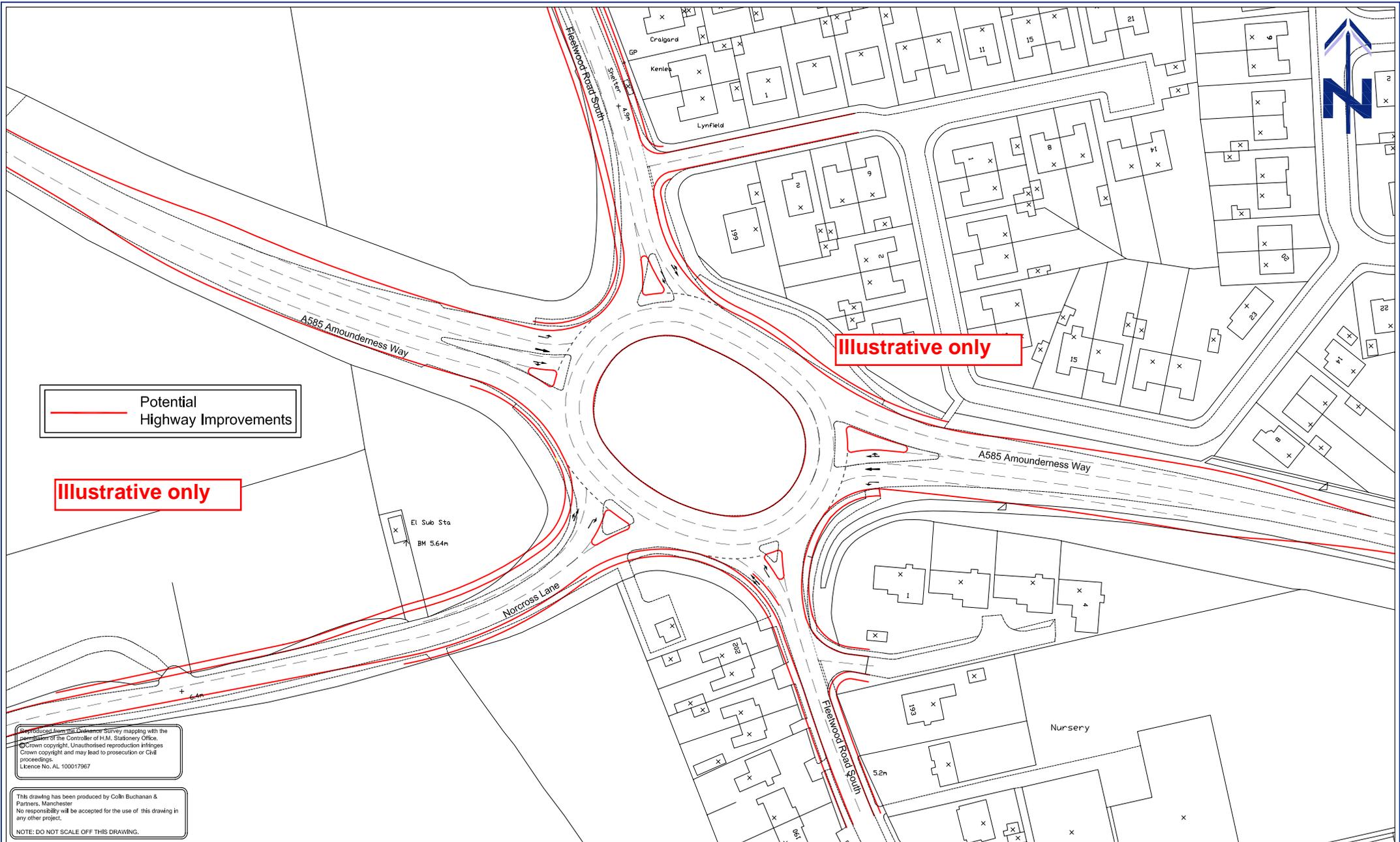
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Drawing Title
Figure 4.6
Junction H
Victoria Roundabout
Robust Option

Client
 Job Title
Thornton AAP -
Transport Strategy



Scale:	1:1000@A3				
Designed by:	PMcD	A	22/08	Public consultation	
Drawn by:	PMcD			comments incorporated	
Ckd/Appd:	YJ	Rev.	Date:	Amendment.	Des. Dm.
1st Issued:	Oct '08				Rev
Job No:	152111	Drw No.	152111/PD/H/004		A



Potential Highway Improvements

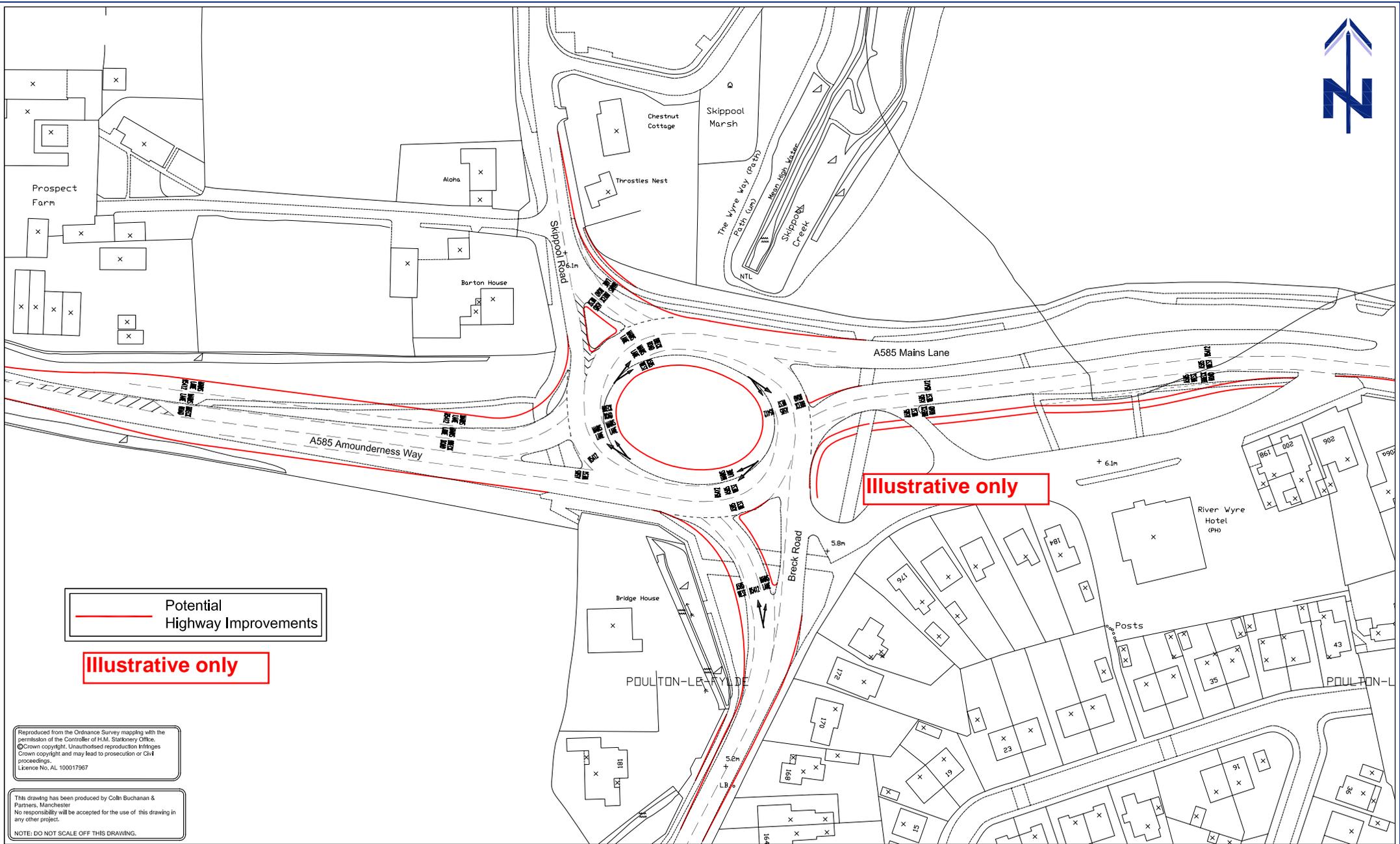
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Drawing Title Figure 4.7 Junction I Norcross Roundabout Robust Option	Client Canada House Chepstow Street Manchester M1 5FW		Scale: 1:1000@A3	Rev. Date. Amendment. Des. Dm.
	Job Title Thornton AAP - Transport Strategy		Designed by: AJA Drawn by: AJA Ckd/Appd: YJ 1st Issued: Oct '08 Job No: 152111	
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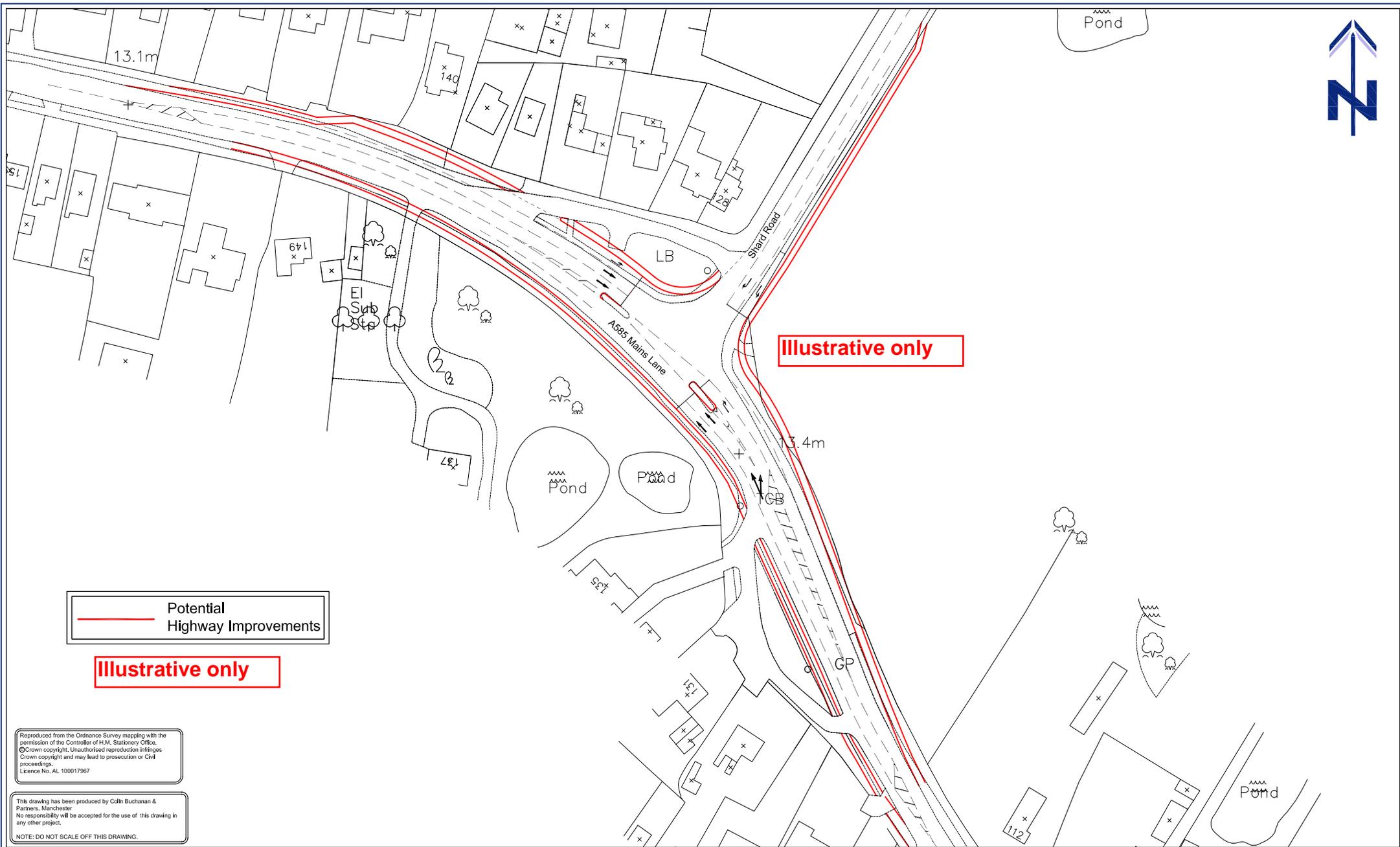
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Drawing Title Figure 4.8 Junction J Skippool Roundabout Hybrid Option	Client Canada House Chepstow Street Manchester M1 5FW		Scale: 1:1000@A3			
	Job Title Thornton AAP - Transport Strategy		Designed by: PMcD Drawn by: PMcD Ckd/Appd: YJ 1st Issued: Oct '08 Job No: 152111	A 22/09 Rev. Date:	Public consultation comments incorporated Amendment:	Des. Drm. Rev A
			Drg No: 152111/PD/J/003			



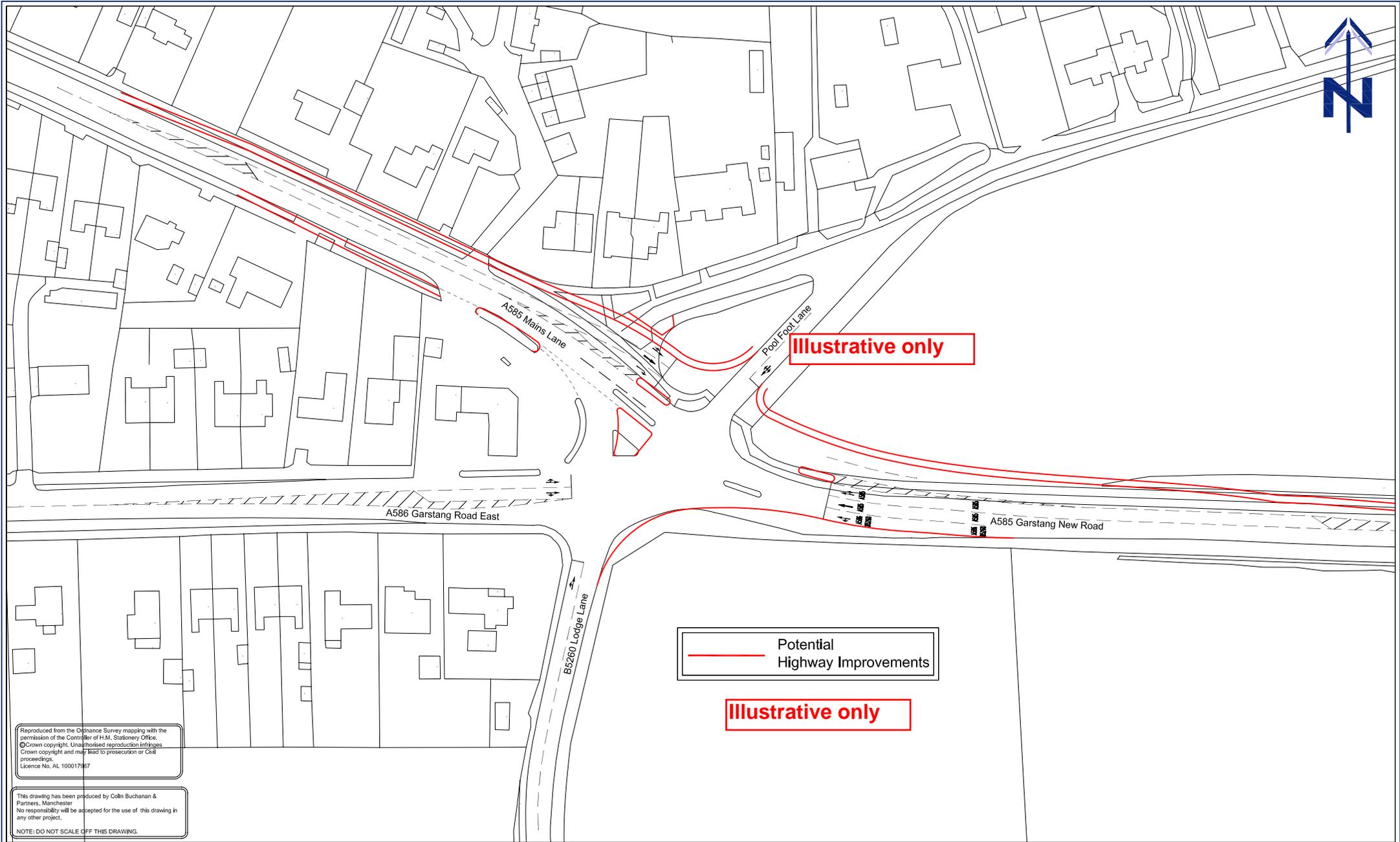
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Drawing Title Figure 4.9 Junction K Shard Bridge Junction Hybrid Option	Client Canada House Chepstow Street Manchester M1 5FW		Scale: 1:1000@A3				
	Job Title Thornton AAP - Transport Strategy		Designed by: PMcD Drawn by: PMcD Ckd/Appd: YJ 1st Issued: Oct '08 Job No: 152111	A 22/09	Rev. Date. Public consultation comments incorporated	Des. Drn. Rev A	Amendment. 152111/PD/K/003



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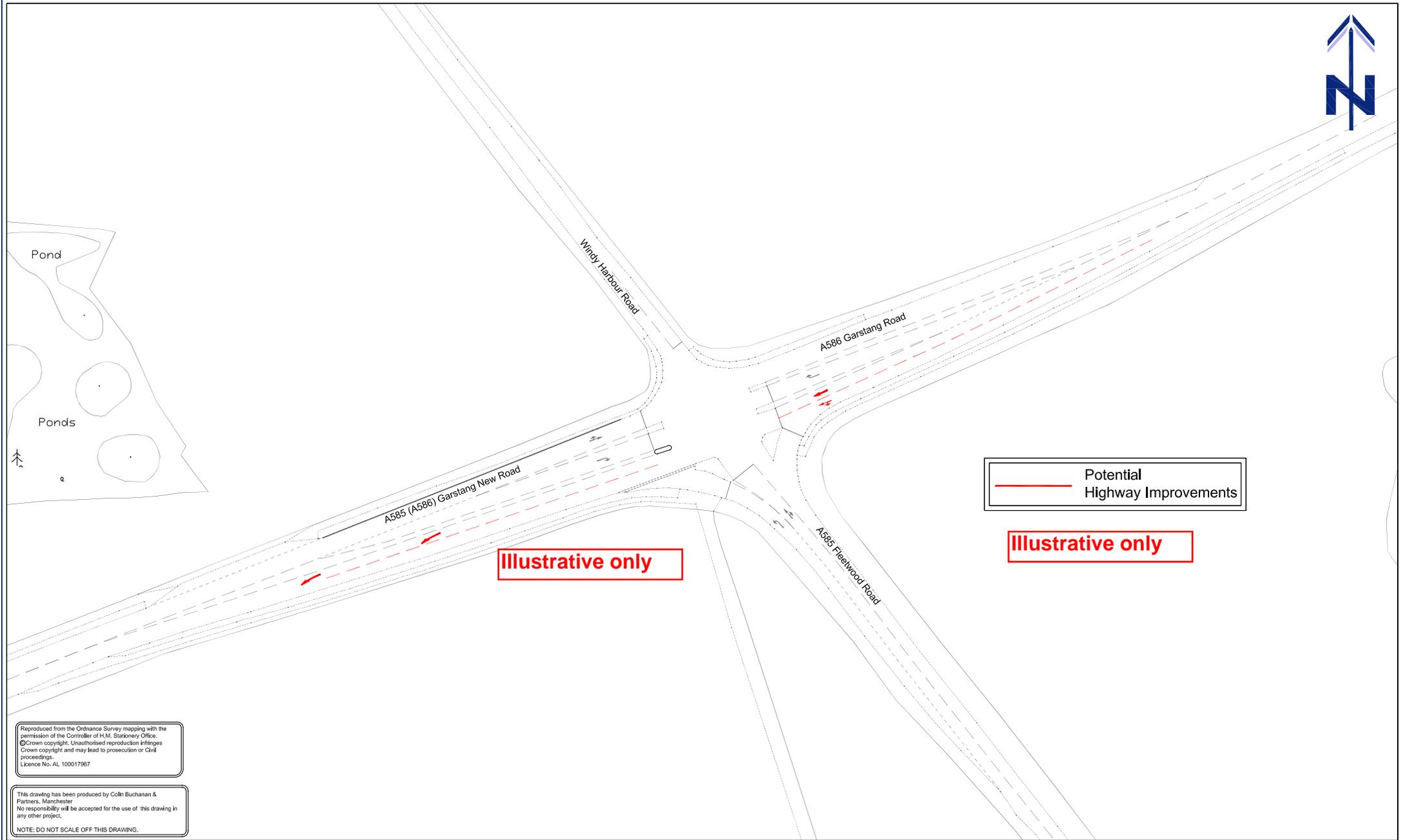
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Client	<p>Canada House Chepstow Street Manchester M1 5FW</p>
Job Title	<p align="center">Thornton AAP - Transport Strategy</p>

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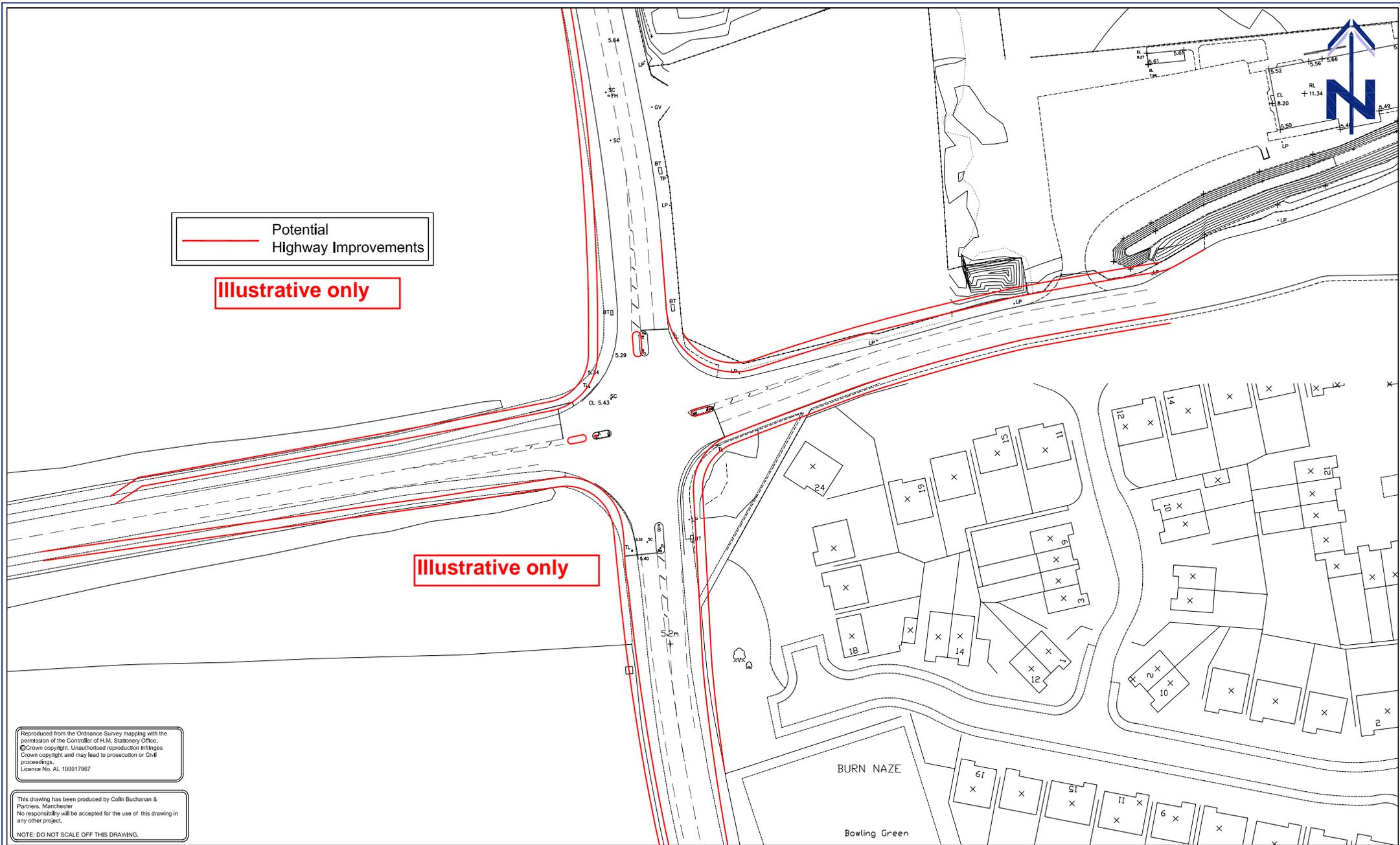
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Drawn by:	PMcD	A	27/09	Public consultation comments incorporated	
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Drawing Title Figure 4.11 Junction AB Windy Harbour Cross Roads Robust Option	Client Canada House Chepstow Street Manchester M1 5FW		Scale: 1:1000@A3						
	Job Title Thornton AAP - Transport Strategy		T 0161 236 1736 F 0161 236 1737 www.cbuchanan.co.uk	Designed by: PMcD Drawn by: PMcD Ckd/Appd: YJ 1st Issued: Oct '08 Job No: 152111	A 22/09	Rev. Date.	Amendment.	Des. Drn.	Rev. A



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<p>Drawing Title</p> <p>Figure 4.12</p> <p>Junction R</p> <p>Bourne Road Junction</p> <p>Robust Option</p>
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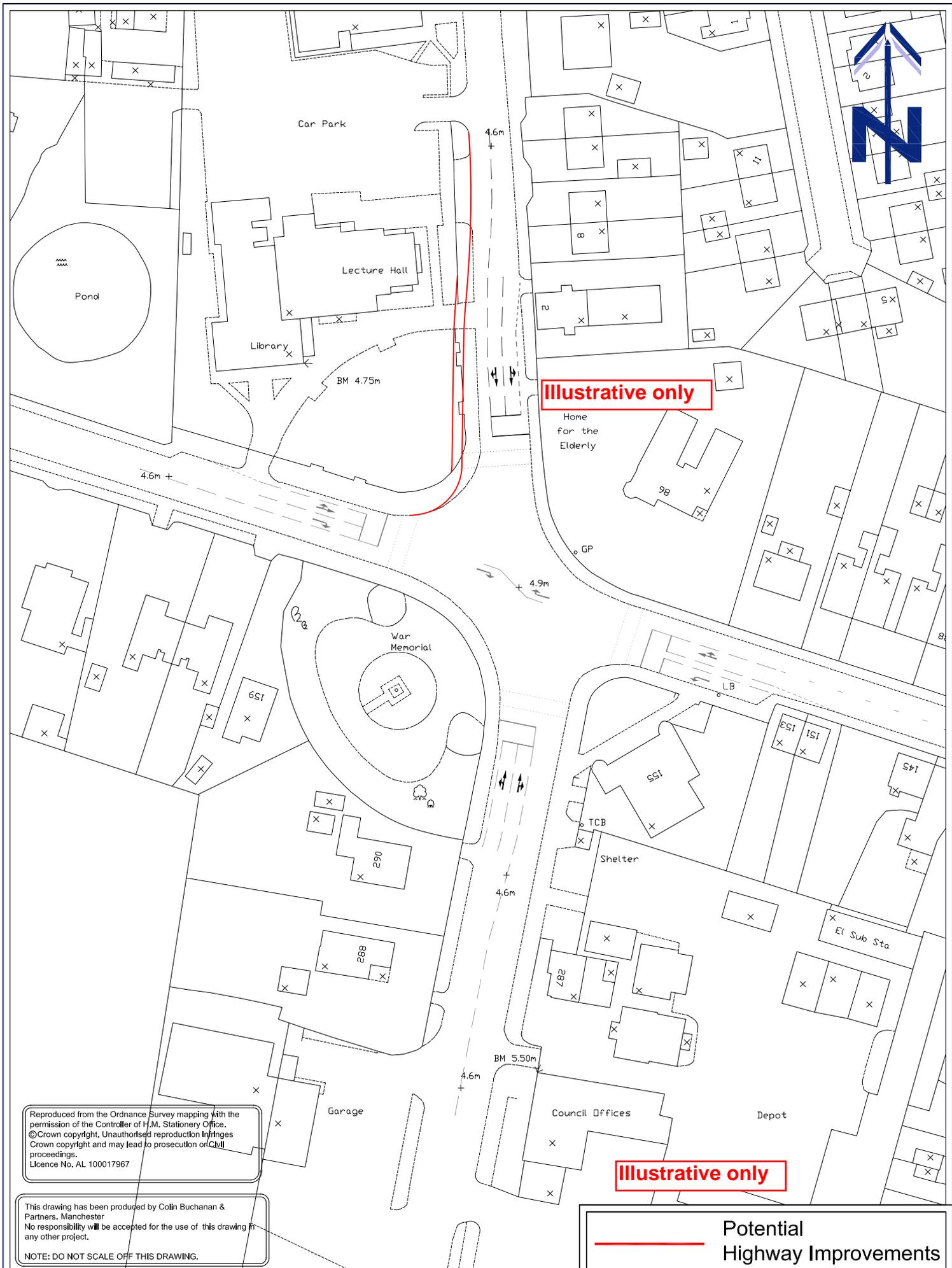
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1st Issued:	Oct '08
Job No:	152111

<p>Rev.</p> <p>27/09</p>	<p>Date.</p> <p>27/09</p>	<p>Amendment.</p> <p>Public consultation comments incorporated</p>	<p>Des.</p> <p></p>	<p>Drn.</p> <p></p>
<p>Drg No:</p> <p>152111/PD/R/003</p>		<p>Rev</p> <p>A</p>		



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Drawing Title
**Figure 4.13
Junction U
Victoria Road Cross Roads
Robust Option**

Client
**Thornton AAP -
Transport Strategy**



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