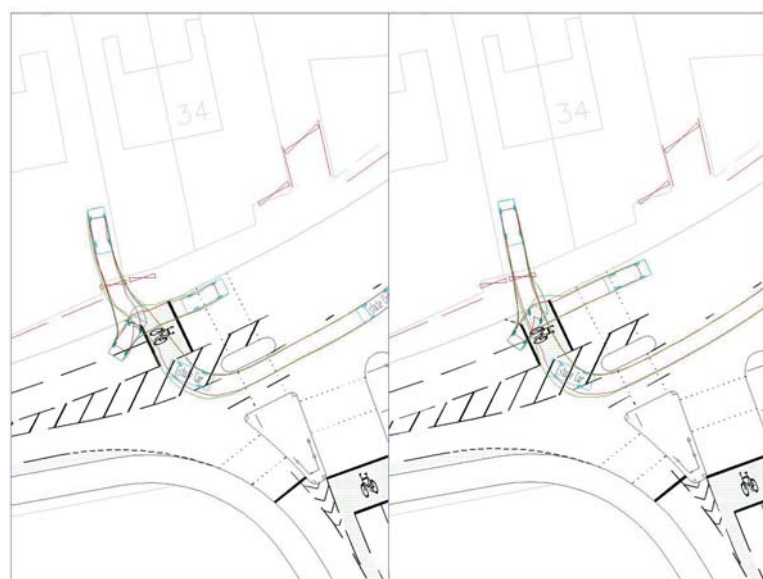


## Transport and Access



The current proposals address the concerns of the inspector at the 2009 appeal who concluded that the roundabout proposal did not adequately accommodate access and egress for dwellings on the northern side of Lytham Road (Nos. 34 to 42) or for land behind some of those dwellings used as a nursery, for caravan storage and by the Caravan Club.

The current proposals allow residents to safely and easily access their private drives either during natural gaps in traffic or when Lytham Road traffic is on red. A dedicated signal head for No. 34 and for the adjacent farm access will allow for safe access into the junction.

The existing turning head on Old Lytham Road is largely unaffected by the proposals and can still accommodate the swept path of a medium refuse vehicle.

Visibility of oncoming traffic from the east for residents on the south side of Lytham Road is unchanged from the existing situation. Traffic emerging from the new junction and turning left towards Warton will be slow moving and intermittent and the signalised nature of the junction will create gaps in the traffic affording safe and easy access out onto Lytham Road.

## Transport and Access



The roundabout junction associated with the previous proposal was found to be unacceptable at the 2009 appeal. The main criticism centred around creating longer detours for pedestrians, providing poor facilities for cyclists and making access and egress difficult for residents adjoining the roundabout. The inspector concluded that a traffic light controlled junction may provide a more suitable alternative.

The scheme now proposes a fully signalled junction to access the proposed development. The proposals will allow BAE Systems to rationalise the access strategy for the Aerodrome. The new junction will be capable of taking existing BAE Systems traffic from the east and routing it through the development site. This will provide an opportunity to close Mill Lane to BAE Systems traffic in the future. BAE Systems traffic from the north and west of Warton that currently uses Mill Lane would make use of Rake Lane and High Gate Lane access gates as well as this new junction.

Proposed toucan crossing facilities will enable pedestrians and cyclists to cross each arm of the junction (see 1 and 2 below). 'Walk with traffic' phases will minimise the time spent waiting to cross.

