

There are no footways on the Relief Road. Street Lighting has been provided throughout the length. Pelican Crossings have been installed where existing public footpaths cross the Relief Road at Calder Avenue and Linden Avenue.

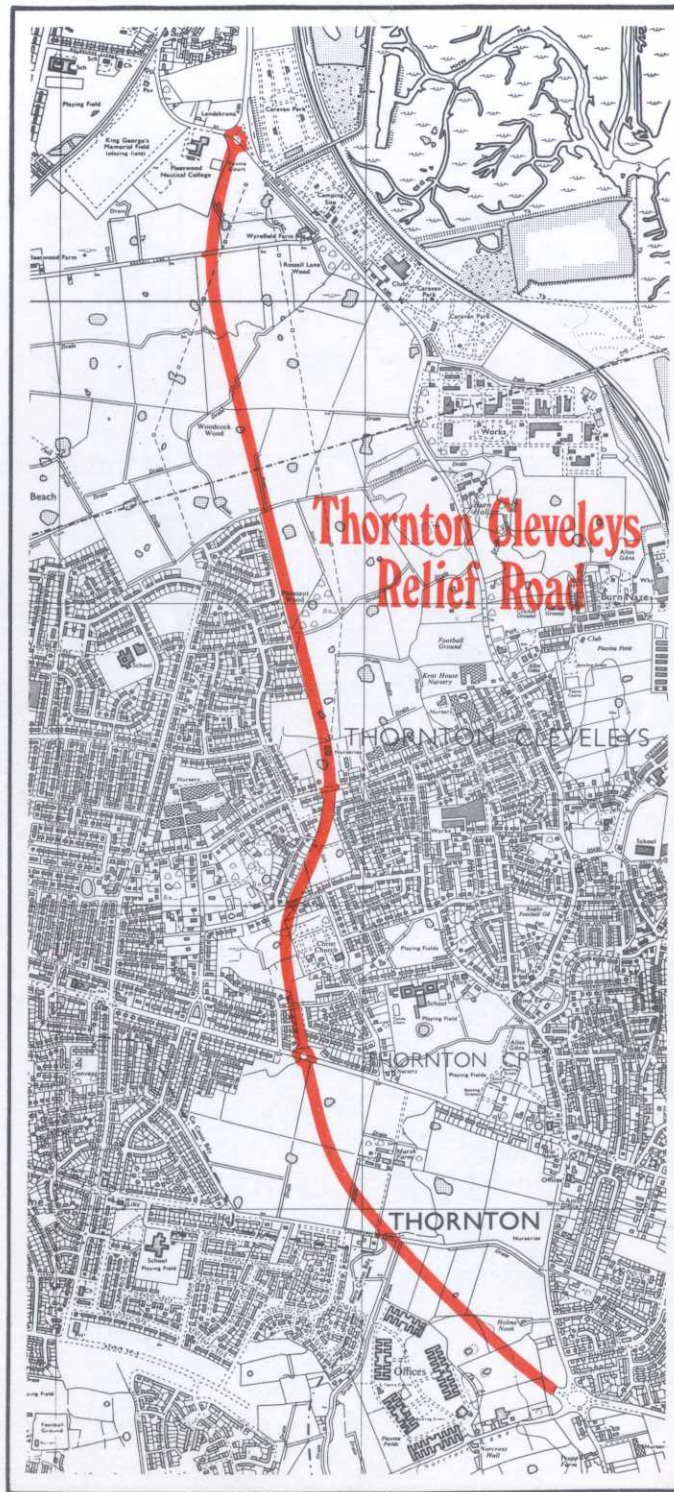
The land required for the Relief Road had been protected against development for many years and in consequence the construction has been achieved without the demolition of a single property.

North of Victoria Road a number of residential properties had been constructed close to the land reserved for the Relief Road and extensive measures have been taken to minimise the impact of the Road on the occupiers. These have included the construction of extensive lengths of noise barrier and earth mounding, supplemented by the insulation of the buildings to provide protection both during the construction period and when the road is brought into use. In addition, a comprehensive planting and landscaping scheme will be carried out to reduce the visual impact.

The period allowed for the Contract was 70 weeks. The Contractor Sir Alfred McAlpine & Son (Northern) Ltd has completed the works to enable the road to be opened to traffic 12 weeks ahead of time.

The Road has been designed and the contract prepared and supervised by the County Surveyor and Bridgmaster H L Yeadon BScTech CEng FICMunE FIHE in co-operation with the Regional Controller (Roads and Transportation) of the Department of Transport, D M Beaton BSc CEng FICE MInstHE.

Engineer to the Contract	H L Yeadon BScTech CEng FICE FICMunE FIHE County Surveyor and Bridge- master Lancashire County Council
Resident Engineer	J Hotchkiss CEng MIMunE MIHE
Contractor	Sir Alfred McAlpine & Son (Northern) Ltd
Contract Director	H J Stevens
Contractor's Agent	W M Bennett
Works Commenced	3rd January 1978
Road Opened	12th February 1979
Contract Sum	£1,887,944
Sub-Contractors:—	
Surfacing	United Asphalt Co. Ltd
Fencing and Guard Rails	J A Holgate Ltd
Street Lighting	Cohen Bros (Electrical) Ltd
Traffic Signs	Pearce Gowshall Ltd
Pedestrian Guard Rails	Merseyside Metal Sprayers Ltd
Road Markings	Norman Smith (Congleton) Ltd
Contractors for Traffic Signals	GEC — Elliot Traffic Automation Ltd



LANCASHIRE COUNTY
COUNCIL



Thornton Cleveleys Relief Road

opened by

John Horam M.P.
Parliamentary
Under Secretary of
State for Transport

12th February 1979



INTRODUCTION

The need for a new route to relieve the A585 which serves growing residential and industrial development in the north Fylde Peninsula, has been recognised for many years and was included in the County Development Plan approved by the then Minister of Housing and Local Government in 1956.

The former Lancashire County Council supported by the former Local Authorities in the area and in particular the Fleetwood Borough Council and the Thornton Cleveleys Urban District Council repeatedly pressed for the construction of the various sections of the route. In 1966 the northern section, Copse Road Extension, was completed and this was followed in 1968 by the southern section known as Amounderness Way.

The rapid development of Fleetwood as a container port and the further expansion of the chemical industry in the area in recent years has led to a substantial increase in traffic, particularly in the number of heavy commercial vehicles. The standard of the existing A585 through the residential area of Thornton with its considerable local traffic and pedestrian movement is inadequate for the volume and type of through traffic concerned. The Lancashire County Council, therefore, included the central section of the route, namely the Thornton Cleveleys Relief Road, as a high priority scheme in the first submission of their Transport Policies and Programme for 1975/76.

The M55 from M6 to Broughton serving Blackpool and the Fylde Coast was completed in 1975 and included a junction with A585 at a point north of Kirkham. The A585 thus gave direct access to the national motorway network and in the same year the then Minister of Transport included the "A585 Spur to Fleetwood" i.e. the length of A585 between the motorway junction at Kirkham and Fleetwood, in a list of highways which he was proposing to re-classify as trunk roads.

Following the Public Inquiry held in 1976 the County Council received approval to the construction of the Thornton Cleveleys Relief Road to be financed by 100% grant from the Department of Transport as a potential trunk road. Construction commenced in January 1978.

A585 from the M55 junction through to Fleetwood, including the Thornton Cleveleys Relief Road, will become a trunk road on the 1st April 1979.

In order to further improve communications between the motorway junction and Fleetwood and to relieve A585 through Singleton Village, the County Council are, at the present time, constructing the Singleton By-Pass, the cost of which is receiving assistance from the Regional Development Fund of the EEC. After completion it is intended that the By-Pass, together with the length of A586 between the By-Pass and Little Singleton, will become part of the trunk road route.

GENERAL DESCRIPTION

The Relief Road is 4.56 kilometres (2.85 miles) in length with a single carriageway 7.3m wide, 1m wide hard strips and 2.5m wide verges.

The Road lies wholly within Wyre Borough. From the existing roundabout on Fleetwood Road at the junction with Amounderness Way it extends in a northerly direction mainly at ground level or on shallow embankment, but with two short lengths in cutting. Anchorsholme Lane is connected to the Relief Road on the west side only, a roundabout junction is provided at Victoria Road, a signal controlled junction at West Drive and at Rossall Lane the connection to that road is also on the west side only. The Road terminates at a roundabout at the junction with Copse Road Extension.

