Windy Harbour to Skippool Improvement Scheme

TR010035

7.5 Traffic Management Plan

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Windy Harbour to Skippool Improvement Scheme
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TRAFFIC MANAGEMENT PLAN

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GLOSSARY OF TERMS AND ABBREVIATIONS

AMOR	Asset Maintenance Operational Requirements
ANPR	Automatic Number Plate Recognition
CCTV	Closed Circuit Television
DCO	Development Consent Order
PD	Principal Designer
DMRB	Design Manual for Roads and Bridges
HETO	Highways England Traffic Officer
HGV	Heavy Goods Vehicle
IRP	Incident Recovery Plan
LCC	Lancashire County Council
LRN	Local Road Network
MCDHW	Manual of Contract Documents for Highways Work
PCF	Project Control Framework
RCC	Regional Control Centre
SRW	Scheduled Road Works
TO	Traffic Officer
TM	Traffic Management
TTRO	Temporary Traffic Regulation Order
TSCO	Traffic Safety Control Officer
TSM	Traffic Signs Manual
24/7	Twenty-Four Hours a Day, Seven Days a Week

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1 INTRODUCTION

1.1 Purpose and objectives

1.1.1 The purpose of this traffic management plan is to describe the type and extent of traffic management arrangements required to facilitate the construction of the works to provide a safe environment for all those working on or travelling through the scheme. The plan provides details of access arrangements for workers and deliveries, site compound layout along with access routes, plant parking and material storage areas.

1.1.2 In addition, this plan provides details of how the works would be phased inclusive of delivery routes to minimise our impact on the users and stakeholders associated with the project including those operations carried out by Highways England, Lancashire County Council and any maintenance activities carried out by the Area 13 maintenance provider and how such phasing would enable the project to be delivered on time and efficiently.

1.1.3 The final version of the plan developed during the detailed design would also identify the necessary Temporary Traffic Regulation Orders that would be required to permit these works to be undertaken. These would be discussed with Lancashire County Council and Lancashire Police with further liaison with the emergency services, public and other interested parties such as the bus companies.

1.1.4 The objectives of the scheme are to:

- reduce congestion
- unlock growth
- connect communities
- improve safety, operation and efficiency
- protect the environment
- minimise disruption during construction

1.1.5 In developing this Traffic Management (TM) Plan consideration has been given to the following five key areas outlined in Highways England's major projects dynamic roadworks vision statement:

- Varying the speed limits so they are appropriate for the work taking place.
- Shortening the length of road works. The design has been developed so that the majority of the scheme is offline, with traffic management confined to the junctions and tie-ins.
- Appropriate use of full road closures and associated diversions.
- Delivering road works quicker
- Explaining clearly what activities are, or are not, taking place

1.1.6 The dynamic road works overview and template is included in Appendix A.

1.1.7 The TM Plan will be refined during PCF Stage 5 (construction preparation and detailed design) and Stage 6 (construction, commissioning and handover).

1.2 Details of the Scheme

1.2.1 The A585(T) is a single carriageway trunk road, which provides the only viable access from the motorway network into Fleetwood and its urban areas. It carries up to 28,000 vehicles AADT (Annual Average Daily Traffic) along the sections of interest. As a result, it suffers from severe congestion, especially during the peak periods. This congestion is particularly severe at the A585/A586 signalised junction (Little Singleton) and the A585/A588 signalised junction (Shard Road). There is a third signalised junction just to the east, known as Windy Harbour which, together with Little Singleton and Shard Road, creates further congestion and all three junctions interact thus exacerbating the problems.

1.2.2 The A585 Windy Harbour to Skippool Scheme is to provide an improvement to approximately 4.5km of the existing single carriageway A585 Trunk Road route that extends in a generally northwest direction for about 19km between M55 Junction 3 and the port of Fleetwood at the northern end of the Fylde Peninsula. The existing route within the study area comprises a rural section of straight single carriageway west of Windy Harbour junction subject to a 50mph speed limit and then passes through the ribbon development between Little Singleton and Skippool. The section is a semi-urban single carriageway with two signal-controlled junctions and is subject to a 40mph speed limit.

1.3 Challenges and considerations

1.3.1 Along the length of the proposed scheme there are a variety of constraints that pose different technical and health and safety challenges.

1.3.2 A selection of the key constraints but not an exhaustive list can be found below:

- Skippool Clough culvert passes beneath the A585 at Skippool roundabout. The length of the culvert is 87.9m and constitutes a combination of 1.5m diameter concrete and 1.6m diameter Armco pipe sections.
- Skippool Bridge is an existing bridge supporting the A585 over Main Dyke to the east of Skippool roundabout junction. The bridge consists of two structures previously joined to facilitate widening of the bridge
- To facilitate the widening between Skippool junction and Skippool Bridge junction, the existing Skippool Bridge would need to be replaced. This process would need to be in stages with the northern side of the bridge being constructed offline before having the traffic diverted onto it. A temporary concrete barrier would be in place to protect the road users. All utilities within the bridge would need to be diverted to the new northern section of the bridge. The southern section of the bridge would then be demolished and rebuilt
- Petrol station adjacent to Skippool Bridge is kept open for the construction of the Northern side of the bridge and then shut down when the Southern section is to be built.
- Lodge Lane and the retaining walls required for the cutting slopes to facilitate the alignment passing through deep cutting beneath Lodge Lane.
- Poulton Junction with A586 Garstang Road. Providing a new signalised junction for online connection with the existing carriageway.
- A new footbridge (Grange Footbridge) would be provided over the new road at

Chainage 3900 to provide pedestrian and cyclist connectivity.

1.3.3 Further challenges include ensuring emergency vehicles are able to access Blackpool Victoria Hospital through each phase. This would be managed through ongoing liaisons and communication with the hospital as the work progresses to ensure that all TM plans reflect their requirements.

1.3.4 The TM plans would consider residents, and businesses as well as both motorised and non-motorised users [pedestrians, cyclists and horse riders] (NMU's) of the existing road network with regards to segregation of plant, material deliveries, storage and project staff access and parking.

1.3.5 The Project Team would maintain consultation and liaison with the Police and the Highways England's Asset Delivery Team.

2 CUSTOMER REQUIREMENTS

2.1 Key customers and stakeholders

2.1.1 Key customers and stakeholders include the following:

- Highways England
- Travelling public
- Lancashire County Council (LCC) as local highway authority
- Local residence
- Local business (particularly the adjacent Poulton Industrial Estate)
- National freight services
- Emergency services representatives

2.1.2 More detail is provided in Table 2-1 explaining how the TM Plan will address the customer requirements.

2.1.3 All will expect the works to be delivered safely and efficiently. The phasing of the improvement works, and the many changes required to the road layout during construction will require accurate and timely communication between all customer groups as part of the integrated traffic management meetings.

2.1.4 The twenty principles detailed in the Highways England document – “Roadworks: A Customer View” will be considered when designing the traffic management for the Scheme. The twenty principles are detailed in Table 2-2 below.

Table 2-1: Customer requirements

Customer group	Who is affected by this scheme?	What are their requirements?	How has the TMP taken these requirements into account?
Stakeholder	Utilities companies	• 24hr access for maintenance and emergency repair to the solar farm sites.	• Temporary access routes to be constructed or suitable diversion routes agreed with the utilities companies maintenance teams. • In advance of closures, consult with the Utilities companies to agree emergency access provisions through the closure.
	Lancashire County Council	• Early notification of closures / diversions that may impact on the highway maintenance activities such as winter maintenance. • Clash management of closures and diversion routes with the local highway authority. • Early engagement to establish the frequency and level of liaison. Identify points of contact in the organisation	• LCC representative to be invited to traffic management meetings to share upcoming alterations, diversions and closures details. • Advance notification of closures/diversions. • Emergency Plan to include call in process between the contractor's TSCO and the LCC duty manager.
	Parish and local authority councils. Fylde Borough Council Wyre Council Blackpool Council (unitary)	• Closures / diversions and traffic management that may impact on journey time reliability. • Advanced notification of disruptive works	• Sufficient notification of closures on the project website, • Provide link to project website • Hold regular liaison meetings

Customer group	Who is affected by this scheme?	What are their requirements?	How has the TMP taken these requirements into account?
Stakeholder (continued)	Fleetwood Town Council Parishes • Singleton • Hambleton • Greenhalgh with Thistleton • Little Eccleston with Larbreck • Great Eccleston • Stalmine-with-Staynall • Preesall • Pilling • Out Rawcliffe	• Early engagement to establish the frequency and level of liaison. Identify points of contact in the organisation and agree format of information provided for presentation to customers.	
	Lancashire Tourist Board Visit Lancashire	• Advanced notification of closures / diversions and progress on the works so that they can inform visitors to their website.	• Sufficient notification of closures on the project website, • Provide link to project website
Stakeholder	Local and National bus companies (including school bus services) • National Express • Blackpool Transport • Rotala (Preston Bus) • Coastal Coaches • LCC transportation office • Stagecoach – Cumbria and north Lancashire	• Journey time reliability to provide accurate timetables to their customers • Advance warning of closures and / or diversions • Appropriate diversion routes to suit coaches. • Accurate assessments of diversion route times • Temporary bus stops provided	• Notification of closures on project website. Closure schedule to detail planned closures for the scheme duration. • Communications plan to identify point of contact with each bus company to understand the notice period which they require and to provided information on impacts to their routes. • The closure programme to be updated weekly to reflect progress on the Scheme.

Customer group	Who is affected by this scheme?	What are their requirements?	How has the TMP taken these requirements into account?
	• Stagecoach – Lancaster and Morecombe • Travelines		• Closure clashes – not having closures on alternative routes that are not subject to diversions • Diversion routes avoid narrow roads and low bridges with no (or adequate) weight limits.
Partner	<u>Emergency Services</u> • Lancashire Fire and Rescue • Lancashire Police • North West Ambulance Service • HM Coastguard	• Access through site during emergencies, suitable diversion routes • Advance warning of closures and/or diversions • Debriefing following incidents	• Process and procedure for allowing blue-light travel through the works. • Diversion routes avoid narrow roads and low bridges • Sufficient notification of closures • Advance planning with emergency services of Traffic management proposals • Major Projects Instruction (MPI) 58: Debriefing of all incidents within the roadworks and sharing learning with Highways England and wider supply chain.
	Highways England's Asset Delivery Team	• Early engagement to establish the frequency and level of liaison. Identify points of contact in the organisation and agree format of information provided for presentation to customers, • Early notification of closures/diversion routes	• Asset Delivery Team representatives consulted in the development of this plan. • Integrated traffic management meetings to avoid clashes on the strategic network and local diversion routes. • Representative from Area 13 Asset Delivery to join TM meetings. • Compound manager to receive weekly updates of the traffic management schedule. • 24/7 contract number for compound to be included in the emergency plan.

Customer group	Who is affected by this scheme?	What are their requirements?	How has the TMP taken these requirements into account?
		for maintenance works and winter maintenance.	• Detailed Local Operating Agreement to include communication details between contractor and winter maintenance manager.
	Highways England Customer Call Centre	• Notified of works and diversion routes. • Receive regular updates on scheme progress	• Provided with weekly updates of the traffic management schedule. • Develop a Frequently Asked Questions Document. • Provide monthly project updates detailing scheme progress.
Community	Local residences and farmers along the route of the scheme	• Advance warning of closures and / or diversions • Sensitivity to local requirements e.g. market days • Minimal disruption due to works, including environmental factors (e.g. noise, dust, lighting) and diversion routes	• Notification and liaison with individuals and / or local group representatives • Activity curfews. Refer to Construction Information (document reference TR010035/APP/6.2 Appendix 2.1) • Diversion route signs and information to meet driver requirements and optimise usability to reduce opportunities for error and therefore reduce congestion **No construction traffic through the village of Singleton, Poulton town centre (see** • Figure 3-1)
Client (as defined by S278)	None identified at this stage of the scheme.		• Continue to review S278 interfaces in stages 4, 5 and 6.

Table 2-2: Roadworks – a customer's view

Ref	Principle	Detail	Implementation on Scheme
Planning and design of traffic management			
01	Better integration with other roadworks	Plan and integrate better with other roadworks and infrastructure projects so that the total customer impact is understood and mitigated.	• Integrated traffic management meetings with Asset Delivery Team, adjacent projects and LCC to avoid clashes and share resource. • Single point of communication with stakeholders receiving one combined set of information. • Liaise with planning authorities to obtain details of proposed development sites.
02	Find ways to deliver projects quicker	Explore ways to reduce the time roadworks take but not if this increases disruption to customers, particularly during peak times.	• Value Engineering to be undertaken during detailed design development. • Undertake scenario testing of programme to understand impacts of efficiency plans.
03	Shorten the length of "live" roadworks	Seek shorter lengths of roadworks, staggering activity to minimise disruption to any one customer journey.	• Scheme has been designed with the majority of the new route off line. • Use of temporary carriageways at junction locations to maintain traffic flow.
04	Widen "narrow" lanes	Widen non-standard /temporary "narrow" lanes within roadworks	• To be reviewed in detailed traffic management design in regard to minimum road widths and available working space at site access/exit points along the existing carriageway.

Ref	Principle	Detail	Implementation on Scheme
05	Vary speed limits	Use variable speed limits, and update these to better reflect road conditions and the level/nature of current activity.	• Not feasible due to short lengths of roadworks at discrete locations. Outside the extent of roadworks speed limits revert to existing.
06	Improve line demarcation.	Improve demarcation of temporary lines, especially at night/in bright sunlight.	• Implement permanent lining in cases were lines are required for a duration greater than 3 months,
07	Improve varioguard visibility	Improve the visibility of the Varioguard (or similar approved), especially in narrow lanes.	• Regular cleaning of the reflectors on the barrier system. • Use white line paint on traffic side to increase visibility of the barrier.
08	Explore options for temporary lighting	Consider using temporary lighting during roadworks to improve the visibility of lanes and the Varioguard (or similar approved).	• Roads adjoining the roadworks areas are all lit. Provide temporary road lighting through the roadworks areas.
		Information provision	
09	Give more advance notice	Give advance notice of works – a minimum of four weeks prior to their start at the roadside.	• Weekly updates on project website. • Weekly updates via stakeholder distribution lists. • Updates on Traffic England and Roadworks.org. • Information on electronic billboards on roadside on approach to scheme and on strategic road network (e.g. M55 Junction 3).
10	Use more billboards to display reasons and timescales for the works.	For billboards to be effective they need to be located at the start of the works and repeated after each junction.	• Regular VMS signs along route providing project updates.

Ref	Principle	Detail	Implementation on Scheme
			• Major Project Instruction (MPI) 48: Use Billboard signage to communicate scheme information to customers. Undertake review to determine if duplicate signing is required at intermediate junctions along A585.
11	Use more electronic signage	Electronic signage is preferred by customers and tends to be trusted as more up-to-date.	• Travel time reports to be shown on VMS trough the scheme. • Travel time for diversion routes to be displayed.
12	Use more travel time variable message signs (TTVMS)	Make more use of TTVMS – ideally, using this repeatedly through roadworks.	• Include TTVMS to inform customers prior to the A585 works.
13	Design a progress-o-meter	Update customers about overall progress via signage within roadworks (and through other media), particularly for less tangible projects. This should be allied to updates on key milestones and what has been completed.	• Consider benefits of providing VMS detailing next milestone event on the scheme and countdown to completion.
Engaging and communicating with customers			
14	Engaging local communications and outreach.	Improve communications and outreach to local residents. Widen the catchment area, going beyond those immediately impacted and reaching those living along diversion routes and at local commuter hubs.	• Include within the scheme communication plan • Engage local communities in the scheme, arrange open door weekends and request feedback on traffic management via project website/social media feed.
15	Use multiple media channels, regularly.	Provide information frequently and via multiple methods including social media and roadside.	• Project website • Project social media page • Information boards at ports, airports and service areas

Ref	Principle	Detail	Implementation on Scheme
			• Information included on travel website pages/booking pages for ports/airports/football clubs. • MPI 55: Daily checks of the details provided on Traffic England to be undertaken by the traffic management manager for the scheme. • Follow guidance in the Project Managers guide: Accurately updating the Highways England's Network Occupancy Management System and our digital channels available on the MP Customer Division Portal.
16	Adopt impactful messages	As well as the need to communicate "facts" – what is happening, the duration of the works and the complete schedule – use messages which resonate positively with customers including meeting local priorities, delivering safety benefits and reducing disruption to customers.	• Include milestone achievements on the project website including details/records of the works undertaken during closures.
17	Explain no activity	Find ways to explain why no visible activity is taking place within roadworks. This should help to reduce an important source of customer frustration.	• Detail specific activities when this may take place for instance, testing and commissioning.
18	Organise a customer reality-check of new traffic management	Organise an early drive through of new traffic management to spot issues, improvements, behaviours and any unintended consequences.	• Invite stakeholders to undertake drive through and request feedback. Undertake bus drive through with TSCO, emergency services and representatives from local

Ref	Principle	Detail	Implementation on Scheme
			stakeholders. Request feedback from NMU user groups.
19	Collect and monitor customer experience	Seek and act on feedback from customers on delivery, but also to scope and evaluate changes to traffic management. Use this alongside other sources of evidence and insight.	• Develop a customer feedback tool which can be completed on line.
20	Complete the feedback loop	Seek how customer input has influenced delivery and project management. Highlight benefits to customer when these are realised.	• Monthly customer audits of the roadworks • Implement you said we did feedback page on the project website

3 TRAFFIC MANAGEMENT PLAN

3.1 Nature of the works

3.1.1 The scheme comprises of:

- 4.85km (3 miles) of new two-lane dual carriageway bypass connecting Windy Harbour Junction to Skippool Junction
- Three new junctions including:
  - Conversion of Skippool Junction to a traffic signal-controlled crossroads with A588 Breck Road and B5412 Skippool Road
  - Skippool Bridge Junction in the form of a three-arm traffic signal-controlled junction with the existing Mains Lane.
  - Poulton Junction in the form of a four-arm signalised junction connecting to A586 Garstang Road East
- Three new major structures being:
  - Replacement of Skippool Bridge and associated wing walls
  - Lodge Lane Bridge and associated retaining walls
  - Grange Footbridge

3.1.2 To provide safe and economical construction of the works, the project would have 5 areas where temporary traffic control would be implemented, along with access arrangements at two separate site establishments. Each area would require different TM set ups to support the smooth running of traffic outside of work sites. It is envisaged that all TM schemes installed on the project have been categorised as 'Standard' as defined in cl. D1.6.2 of Part 1 of Chapter 8 of the Traffic Signs Manual[1]. Should deviations be required this would be agreed between Highways England, Lancashire County Council and Lancashire Police.

3.1.3 Work space requirements for each phase and associated section of the work would be in accordance with those defined in Part 1 of Chapter 8 of the TSM allowing for both the working room to construct as well as the minimum safety zones. Barriers would be assessed in accordance with IAN 142/11[2].

3.1.4 The typical core working hours for the scheme are expected to be between 08:00 and 18:00 on weekdays (excluding bank holidays) and from 08:00 to 16:00 on Saturdays. In addition, there would be a start-up and close down period of one hour either side of these times to maximise efficiency of the core hours.

3.2 Proposed traffic management measures

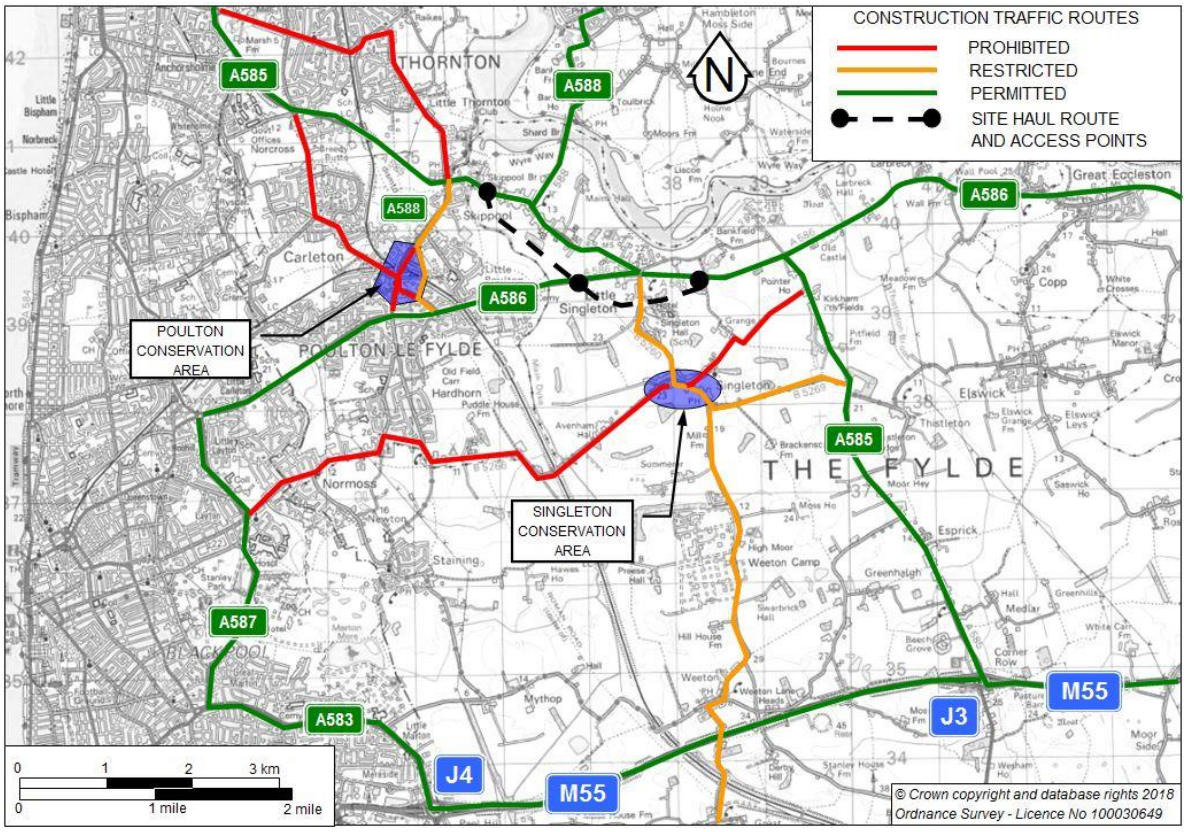
Construction traffic routes

3.2.1 Site traffic including deliveries would normally be restricted to various permitted strategic and principle routes to avoid adverse effects on communities and conservation areas as shown below. Limited access for site traffic would be allowed on the "restricted" routes shown in yellow.

[1] Traffic Signs Manual – Chapter 8 - Traffic Safety Measures and Signs for Road Works and Temporary Situations – Department for Transport/Highways Agency (2006)
[2] IAN 142/11 – Temporary Barriers Decision Tool (TBDT) – Highways Agency (2011)

3.2.2 Construction traffic would access the site at the access points off Garstang New Road, Garstang Road East and Mains Lane near Skippool Bridge as shown by black dots in Figure 3-1.

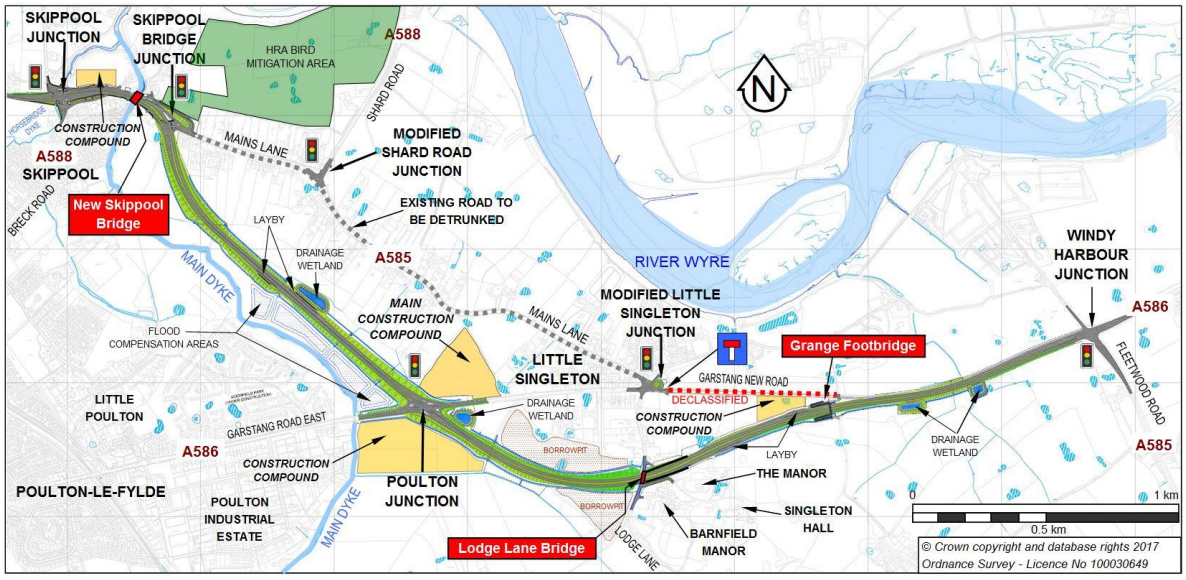
Figure 3-1: Construction traffic routes



Site Establishment

3.2.3 The Site office and compound areas as described below are shown in Figure 3-2.

Figure 3-2: The Scheme and construction compounds



3.2.4 The main construction compound would be set up immediately north of A586

Garstang Road East at and the proposed Poulton Junction. This office area would provide parking for client, client representatives, visitors and contractor's staff as well as plant such as dumpers, rollers etc. The area would provide storage for high value materials. Access to this area would be via the A586.

3.2.5 A temporary junction leading to this compound would be provided east of the proposed Poulton Junction and this would be the main access for the majority of the bulk material deliveries, servicing the site from the existing A586 to transport components to Skippool in the north-west and towards Lodge Lane and in the east. This junction would involve widening on the north side of Garstang Road East to provide for a protected right turn into the compound access road. The access road would have sufficient space to ensure that delivery lorries would not obstruct the existing road.

3.2.6 A smaller satellite office would be positioned at the west end of the scheme to service the Skippool and Skippool Bridge Junctions and the Skippool Bridge construction. In addition, a small office and compound would be provided immediately south of Garstang New Road east of Little Skippool to service the works between Windy Harbour Junction and Lodge Lane

3.3 Skippool Clough Culvert

3.3.1 It has been decided that the existing culvert would need to be replaced in the near future and a route immediately east of the existing culvert has been identified. The culvert may be replaced in advance of the Scheme or at the start of the Scheme's construction. The indicated sequence of works described below assumes that this would be done before the main construction of the Scheme. Construction would commence at the north end of the new culvert using conventional excavation techniques across the existing carriageways. The new culvert would pass under several items of utilities apparatus that would, at least, have to be supported during construction.

3.3.2 Initially, it would be necessary to provide temporary widening of the carriageway adjacent to the existing main roundabout island to allow for the following traffic management layouts.

Phase 1

3.3.3 The first phase (as shown on drawing HE548643-ARC-TTM-S1_ML_002-DR-D-3019 in Appendix B) would comprise:

- Construction of a temporary sheet piled cofferdam at the north end of the proposed culvert to allow working in the tidal part of Horsebridge Dyke / Skippool Creek
- Close temporarily the existing footway/cycleway on the north side of the existing roundabout and indicate alternative diversion routes around the roundabout
- Reduce the number of lanes on the west (A585), north (Skippool Road) and south (Breck Road) approaches to the roundabout as well as the nearside lane on the north side of the roundabout
- Excavate through the verge and part of the carriageway and install the northern 20m length of culvert units, backfill and reinstate footway and carriageway

- Construct the northern headwall with tidal flap valve, alter existing highway drainage to connect to the northern headwall

Phase 2

3.3.4 The second phase (as shown on drawing HE548643-ARC-TTM-S1_ML_002-DR-D-3020 in Appendix B) would comprise:

- Rearrange traffic management on the north and south sides of the roundabout to provide working space on the roundabout main island
- Excavate through part of the carriageway and roundabout island and install the middle 40m length of culvert units, backfill and reinstate carriageway and roundabout

Phase 3

3.3.5 The third and final phase (as shown on drawing HE548643-ARC-TTM-S1_ML_002-DR-D-3021 in Appendix B) would comprise:

- Close temporarily the existing footway/cycleway on the south side of the existing roundabout and indicate alternative diversion routes around the roundabout
- Rearrange traffic management on the south side of the roundabout and A588 Breck Road approach to provide working space for the southerly section of the new culvert
- Excavate through the part of the southern roundabout carriageway and footway install the southern 25m length of culvert units, backfill and reinstate footway and carriageway
- Construct the southern headwall
- Decommission and backfill the existing culvert and removal of the existing culvert headwalls, Remove the temporary cofferdam
- Remove temporary traffic management

3.3.6 It is estimated that these works would take about 4 months to complete.

3.4 Area 1 Skippool Junction

3.4.1 Key Operations requiring TM include:

- Central reserve works
- Carriageway Widening
- Drainage works
- Side Road improvements
- Gyratory alignment
- Lighting columns
- Surfacing and line marking
- Traffic signs and signals

Phase 1

3.4.2 Traffic management for this first phase (as shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3001 in Appendix B) would reduce vehicle movements to narrow single lane running on the existing Westbound carriageway. Some local pavement widening would be required to allow safe running widths of the temporary layout. A smaller gyratory probably ghost Island type would be installed to maintain 4-way movement of the junction. This would enable space for a safe works area to the North to carry out widening works. There would be a reduced speed limit of 30 mph while this phase is being constructed. Access to the works would be from the existing A585 via signed access and egress points.

Phase 2

3.4.3 For Phase 2 (as shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3002 in Appendix B) the narrow single lane running would switch from the Westbound carriageway over to the newly widened Eastbound carriageway. The smaller gyratory would still be in place to maintain all four movements of the junction. Safe working areas would now be at the South to carry out the contract widening works. There would be a reduced speed limit of 30 mph while this phase is being constructed. Access to the works would be from the existing A585 via signed access and egress points.

Phase 3

3.4.4 Phase 3 (as shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3003 in Appendix B) would change the TM layout from narrow lanes to, temporary and then permanent, traffic light control to all 4 Junction movements. Temporary Traffic lights would be installed maintaining four-way movement to the junction while the final splitter islands and central reservations are completed.

3.4.5 There would be a reduced speed limit of 30 mph while this phase is being constructed. Access to the works would be from the existing A585 and A588 via signed access and egress points that would generally avoid right turns into and from the site access points.

3.5 Area 2 Skippool Bridge Junction

3.5.1 Key Operations requiring TM include:

- Bridge construction
- Demolition of buildings and existing Skippool Bridge
- Central reserve works
- Carriageway widening
- Culvert and drainage works
- Side road improvements
- Lighting columns
- Surfacing and line marking
- Traffic signs and signals

Phase 1

3.5.2 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3004 in Appendix

B similar to Skippool Junction above the traffic management for this first phase would control vehicle movements to narrow single lane running on the existing Westbound carriageway. Local access points and side roads are along this section of the scheme and TM modifications would be made to ensure full access and egress would be provided. Three work sites to the North and one to the South would be made available to carry out the new widening works but particularly in this section works can commence to Skippool Bridge replacement starting with the North Deck. Locally to the bridge works there would be high containment barrier to protect new bridge construction and deep excavation.

3.5.3 There would be a reduced speed limit of 30 mph while this phase is being constructed. Access to the works would be from the existing A585 and Mains Lane via signed access and egress points and an additional access would be available from the Poulton Junction when a suitable haul road is constructed.

3.5.4 The Petrol Station could remain open throughout this phase.

Phase 2

3.5.5 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3005 in Appendix B the phase 2 traffic management would still facilitate narrow single lane running on the existing Westbound carriageway as phase 1 above but would close the existing Old Mains Lane access and divert all vehicles onto the new permanent access.

3.5.6 Work areas to the North and South would still be available and ongoing to carry out widening works.

3.5.7 Access arrangement and speed restriction would be the same as phase 1 and the Petrol Station would remain open

Phase 3

3.5.8 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3006 in Appendix B for Phase 3 the narrow single lane running would switch from the Westbound carriageway over to the newly widened Eastbound carriageway. Four work sites to the South would be made available to carry out the new widening works. The demolition works can commence to Skippool Bridge and a replacement bridge built. Locally to the bridge works there would be High Containment Barrier to protect new bridge construction and deep excavation. Local access points and side roads along this section of the scheme are maintained and TM modifications would be made to ensure full access and egress is provided. There would be a reduced speed limit of 30 mph while this phase is being constructed. Access to the works would be from the existing A585 and Mains Lane via signed access and egress points and an additional access would be available from the Poulton Junction when a suitable haul road is constructed.

3.5.9 Access to the petrol station would have to close when this phase is in place due to the works being carried out immediately in front of this facility.

3.6 Area 3 Poulton Junction

3.6.1 Key Operations requiring TM include:

- General bypass construction
- Central Reserve Works

- Carriageway Widening
- Culvert and drainage works
- Side road amendments
- Lighting columns
- Surfacing and line marking
- Traffic signs and signals

Phase 1

3.6.2 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3007 in Appendix B this Initial phase 1 is required to provide a safe means of access to the site and for plant vehicles to travel within the works boundary. A new Traffic Light controlled plant crossing and Junction is required for staff, labour and delivery vehicles to access the main compound area located just to the north of Poulton Junction.

3.6.3 Work areas to the north-west and south-east would be available to carry out new bypass construction.

3.6.4 Advanced signing and traffic calming on approach to temporary junction would be required to inform advancing vehicles that a plant crossing is close and there is a high likelihood that slow-moving vehicles would be crossing or turning near the junction.

3.6.5 A reduced speed limit of 30 mph would be enforced to slow traffic in this high-risk area.

Phase 2

3.6.6 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3008 in Appendix B towards the end of the contract the new traffic signals junction would have to be completed and a relatively simple diversion of the A586 would be made to the south which enables a work site to the North for 60 – 70 % of the new junction to be completed. Works traffic would still need to access the site to the East and West, so a traffic light-controlled crossing / access would be maintained.

3.6.7 Advanced signing and traffic calming on approach to temporary junction would be required to inform road users that a plant crossing is close and slow-moving vehicles would be crossing or turning near the junction.

3.6.8 A reduced speed limit of 30 mph would be enforced to slow traffic in this high-risk area.

Phase 3

3.6.9 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3009 in Appendix B the final phase 3 would be to complete the southern section of the junction so traffic would be routed through the new signal junction layout.

3.6.10 The temporary traffic Light controlled crossing of A586 Garstang Road would no longer be required and would be removed and would utilise the permanent traffic signals for any works traffic along the bypass route.

3.7 Area 4 Lodge Lane bridge

3.7.1 Key Operations requiring TM include:

- Temporary diversion

- Bridge construction
- Drainage works
- Side Road improvements
- Lighting Columns
- Surfacing and line Marking
- Traffic signs

Phase 1

3.7.2 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3010 in Appendix B the new Lodge Lane overbridge is designed to be built on the same line as the existing road. To enable the works to commence, traffic management would require a full chicane type diversion to control and route existing traffic through the works passing the new bridge site on the West. For general traffic safety, temporary lighting would probably be required on the diversion

3.7.3 The access road leading to Singleton Hall would be retained throughout this phase while the construction of the new access road on the south side of the bypass is constructed.

3.7.4 A reduced speed limit of 30 mph would be enforced

Phase 2

3.7.5 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3011 in Appendix B Phase 2 is a similar phase as above but the new connection to the Singleton Hall access road can be made and the existing road removed. The new bridge would be built top – down to avoid the temporary works involved with deep excavations.

3.7.6 There would be a period when a traffic Light controlled crossing can be used for plant and machinery movements, but this facility would be lost when works start on the new bridge deck.

3.7.7 A reduced speed limit of 30 mph would be enforced.

Phase 3

3.7.8 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3012 in Appendix B this final phase the diverted traffic would be re-routed back on the mainline and over the completed Bridge. All TM restrictions would be removed, and the works would proceed beneath the overbridge. Side road access would be made through the new connection to Singleton Hall access road.

3.8 Area 5 Grange Footbridge to Windy Harbour Junction

3.8.1 Key Operations requiring TM include:

- Bridge construction
- Central Reserve Works
- Carriageway Widening
- Culvert and Drainage works
- Side Road improvements
- Lighting Columns

- Surfacing and line Marking
- Traffic signs

Phase 1

3.8.2 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3013 in Appendix B Phase 1 traffic management would consist of narrow lanes on the existing A586 moving traffic to the North to enable the widening works to be constructed on the South. There would be a reduced speed limit of 40 mph while this phase is being constructed as the restriction is very linear and not so onerous as the previous installations. Access to the works would be from the Westbound direction of the existing A586 via signed access and egress points.

3.8.3 A segregated public footpath across site would be maintained and manned at work times giving priority to the public.

3.8.4 The Grange Footbridge would require very little TM (maybe some widening of the existing access) as it would be constructed within the site boundaries and can be delivered from the Poulton Junction end if needed.

Phase 2

3.8.5 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3014 in Appendix B the second phase has the Existing A586 diverted in Narrow lanes onto new Westbound Carriageway.

3.8.6 The Public footpath still crosses the work site for a small section on the North which would be manned, and access priority given to the public. Pedestrians can then use the new Grange footbridge to gain access over the diverted road. The work area is made available to the North for the New Bypass widening works.

3.8.7 Due to the relatively acute chicane in the temporary carriageway a reduced speed limit of 30 mph would be enforced.

Phase 3

3.8.8 As shown on drawing HE548643-ARC-TTM-S1_ML_003-DR-D-3015 in Appendix B the final traffic management phase would be for diversion of traffic onto the new live Westbound Carriageway and provide two Narrow lanes for a short section until the last section of the works can be completed. Public footpath across the works site would still be manned and then follow over the new Grange footbridge.

3.8.9 The TM would enable work area to the North to construct new Bypass widening and then decommission the redundant Garstang New Road.

3.8.10 A reduced speed limit of 30 mph would be enforced.

4 OTHER MATTERS

4.1 Proposed speed limits for the scheme

Skippool Junction and Skippool Bridge junction

4.1.1 A585 Amounderness Way, B5412 Skippool Road, A585 Mains Road, A588 Breck road would be reduced from a speed limit of 50mph to a controlled 30mph from the existing Skippool gyratory through to the Skippool Bridge Junction for the widening and bridge construction works.

Poulton Junction

4.1.2 A586 Garstang Road East and A586 Garstang Road would be reduced from 50mph to a controlled 30mph at the Poulton Junction to allow construction of the new gyratory and provide a controlled managed access for plant and machinery vehicles to enter and cross the site

Lodge Lane

4.1.3 B5260 Lodge Lane would be reduced from 50mph to a controlled 30mph where the existing Lodge Lane road crosses the new A585 Bypass route through a small temporary westward diversion to enable an overbridge to be built on the same line as the existing B5260.

Grange footbridge

4.1.4 A586 Garstang New Road would be reduced from 50mph to 40mph for phases 1 and 3 where there are very linear traffic-controlled measures in place for the road widening. A further reduction to 30mph would be imposed for Phase 2 for vehicles to cross carriageways between old and new construction.

Windy Harbour Junction

4.1.5 Minor traffic management would be required to enable surfacing tie in works

4.2 Length of traffic management

4.2.1 No section of TM installation would be longer than 4km to be in accordance with cl 3.5.1 part 1 of Traffic Signs Manual - Chapter 8 Traffic Management Installation. Generally, the maximum length would be about 1.5km at any one location.

4.3 Carriageway and side road closures

4.3.1 No full carriageway closures are planned to facilitate the construction. Grange Footbridge and Lodge Lane overbridge have been designed to be built without the need for existing road closures.

4.3.2 However, if a closure was required it is expected that they would be completed as overnight carriageway closures between 20:00 to 06:00. These may be revised due to increase or decrease in traffic flow and will be dependent on regional events.

4.3.3 Section of Garstang New Road would be decommissioned and removed so there would be no Junction with the new Bypass

4.4 Adjacent roadworks and traffic management

4.4.1 Interfaces to be reviewed and plan updated once construction phase commences.

4.5 Bank holidays

4.5.1 Traffic Management schemes to remain in place and be maintained during Bank

Holidays except for full road closures which are not permitted during Bank Holiday periods.

4.6 Implications of traffic management measures

Technology provision

4.6.1 All existing technologies on the network form part of the system by which the safety of the road is maintained. During the construction works, an alternate means of maintaining the same level of safety is required. As such, suitable traffic management, free breakdown recovery, temporary CCTV monitoring the roadworks, and any other necessary temporary systems may be implemented to maintain the safety of road users.

4.6.2 Existing Highways England technology comprises:

- Traffic counter loops
- Traffic signal installations at Little Singleton Junction and Shard Road Junction
- a speed camera
- a traffic information variable message sign

4.6.3 The majority of these are on the section of the A585 that is to be proposed to be de-trunked and transferred to Lancashire County Council and generally is outside the main Scheme works areas.

4.6.4 The route length is approximately 4.5km and doesn't have terminal junctions that intersect with another expressway, motorway or edge of conurbation / major transport hub such as an airport. This automatically rules the scheme out from being designated an Expressway as per Requirement 1.

4.6.5 As a result, it is not intended to provide the technology that would be associated with an Expressway. Therefore, the technology provision would be probably limited to:

- Traffic counter loops on the approaches to and departures from all new junctions (equivalent to MIDAS loops);
- Traffic signal controllers using either MOVA or a SCOOT type system and associated traffic detector loops;
- Provision of pan-tilt-zoom CCTV mast mounted cameras at critical junctions;
- Provision of emergency roadside telephones at proposed laybys;
- Lighting connected to a central management system;
- Sensors for the monitoring of water levels and water quality in highway drainage ponds and associate telemetry outstations.
- A vehicle actuated message sign on the westbound approach to the bend at the proposed Skippool Bridge junction

4.6.6 It is not intended to provide:

- Variable message signs (except as required to replace existing message signs on the new route)
- Above ground traffic detection system.

4.6.7 The proposed technology would be connected to Highways England's North-West regional control centre or the appropriate maintenance depot.

4.7 Operations

4.7.1 Any traffic management arrangements required to implement the works should have due regard to the requirements and constraints imposed by other operations and would need to be assessed further at time of construction.

4.8 Maintenance activities

4.8.1 Impact on Area 13 currently managed by Area 13 - Highways England's Asset Delivery.

4.8.2 The contractor shall be responsible for routine and winter maintenance in line with Area Delivery 13 Cyclic Routine Maintenance Delivery Plan / Area Required Level of Service.

4.8.3 This would include accidental and wilful damage, but excluding salting and snow clearance, for all motorways and trunk roads within the extent of the site as indicated on the contract drawings, plus those lengths of motorway or trunk road required for traffic management coning and those locations on motorways or trunk roads required for all traffic management signing, for the duration of the works.

4.9 Incident management

4.9.1 An incident management plan will be developed 3 months prior to the Start of Works.

5 COMMUNICATION PLAN

5.1.1 The communication plan will be developed as the project progresses. The Project Communication Manager and Traffic Manager will interface on a regular basis to ensure that accurate and timely information is provided on upcoming traffic management phases, changes to layouts and closures.

5.1.2 Changes to traffic management layouts will be notified in advance via multiple media outlets including:

- Traffic England
- Roadworks.org
- Project website and social media (format to be agreed with Highways England and Lancashire County Council)
- Local and national media
- Individual letter/email notifications

5.1.3 The following stakeholders will be consulted in regard to the format of the customer communication:

- Major Projects Customer Service Division
- OD Senior User
- Service Delivery Operations Manager
- Area 13 Asset Delivery Team
- Control Room Operations Manager
- National Intelligence Unit
- Customer Care Centre
- Highways England National and Regional Intelligence Units

6 TRAFFIC MANAGEMENT PLAN DRAWINGS

Table 6-1: List of traffic management drawings

Drawing Number	Title
HE548643-ARC-TTM-SZ_ZZ_000-DR-D-3000	TRAFFIC MANAGEMENT PLAN – REGULATION 5(2)(q) & 5(4) – KEY PLAN
HE548643-ARC-TTM-S1_ML_002-DR-D-3001	TRAFFIC MANAGEMENT PLAN – SKIPPOOL JUNCTION: PHASE 1 – REGULATION 5(2)(q) – SHEET 1 OF 15
HE548643-ARC-TTM-S1_ML_002-DR-D-3002	TRAFFIC MANAGEMENT PLAN – SKIPPOOL JUNCTION: PHASE 1 – REGULATION 5(2)(q) – SHEET 2 OF 15
HE548643-ARC-TTM-S1_ML_002-DR-D-3003	TRAFFIC MANAGEMENT PLAN – SKIPPOOL JUNCTION: PHASE 1 – REGULATION 5(2)(q) – SHEET 3 OF 15
HE548643-ARC-TTM-S2_ML_003-DR-D-3004	TRAFFIC MANAGEMENT PLAN – SKIPPOOL BRIDGE JUNCTION: PHASE 1A – REGULATION 5(2)(q) – SHEET 4 OF 15
HE548643-ARC-TTM-S2_ML_003-DR-D-3005	TRAFFIC MANAGEMENT PLAN – SKIPPOOL BRIDGE JUNCTION: PHASE 1B – REGULATION 5(2)(q) – SHEET 5 OF 15
HE548643-ARC-TTM-S2_ML_003-DR-D-3006	TRAFFIC MANAGEMENT PLAN – SKIPPOOL BRIDGE JUNCTION: PHASE 2 – REGULATION 5(2)(q) – SHEET 6 OF 15
HE548643-ARC-TTM-S4_ML_002-DR-D-3007	TRAFFIC MANAGEMENT PLAN – POULTON JUNCTION: PHASE 1 – REGULATION 5(2)(q) – SHEET 7 OF 15
HE548643-ARC-TTM-S4_ML_002-DR-D-3008	TRAFFIC MANAGEMENT PLAN – POULTON JUNCTION: PHASE 2 – REGULATION 5(2)(q) – SHEET 8 OF 15
HE548643-ARC-TTM-S4_ML_002-DR-D-3009	TRAFFIC MANAGEMENT PLAN – POULTON JUNCTION: PHASE 3 – REGULATION 5(2)(q) – SHEET 9 OF 15
HE548643-ARC-TTM-S5_ML_003-DR-D-3010	TRAFFIC MANAGEMENT PLAN – LODGE LANE: PHASE 1 – REGULATION 5(2)(q) – SHEET 10 OF 15
HE548643-ARC-TTM-S5_ML_003-DR-D-3011	TRAFFIC MANAGEMENT PLAN – LODGE LANE: PHASE 2 – REGULATION 5(2)(q) – SHEET 11 OF

Drawing Number	Title
	15
HE548643-ARC-TTM-S5_ML_003-DR-D-3012	TRAFFIC MANAGEMENT PLAN – LODGE LANE: PHASE 3 – REGULATION 5(2)(q) – SHEET 12 OF 15
HE548643-ARC-TTM-S5_ML_005-DR-D-3013	TRAFFIC MANAGEMENT PLAN – GRANGE FOOTBRIDGE: PHASE 1 – REGULATION 5(2)(q) – SHEET 13 OF 15
HE548643-ARC-TTM-S5_ML_005-DR-D-3014	TRAFFIC MANAGEMENT PLAN – GRANGE FOOTBRIDGE: PHASE 2 – REGULATION 5(2)(q) – SHEET 14 OF 15
HE548643-ARC-TTM-S5_ML_005-DR-D-3015	TRAFFIC MANAGEMENT PLAN – GRANGE FOOTBRIDGE: PHASE 3 – REGULATION 5(2)(q) – SHEET 15 OF 15
HE548643-ARC-TTM-S1_ML_002-DR-D-3019	SKIPPOOL CLOUGH CULVERT REPLACEMENT – SHEET 1 OF 4 – PHASE 1
HE548643-ARC-TTM-S1_ML_002-DR-D-3020	SKIPPOOL CLOUGH CULVERT REPLACEMENT – SHEET 2 OF 4 – PHASE 1(A)
HE548643-ARC-TTM-S1_ML_002-DR-D-3021	SKIPPOOL CLOUGH CULVERT REPLACEMENT – SHEET 3 OF 4 – PHASE 2
HE548643-ARC-TTM-S1_ML_002-DR-D-3022	SKIPPOOL CLOUGH CULVERT REPLACEMENT – SHEET 4 OF 4 – PHASE 3

APPENDIX A – DYNAMIC ROAD WORKS OVERVIEW AND TEMPLATE

Based on customer feedback the Highways England Major Projects Executive recently agreed a dynamic road works vision. The full vision can be found, within the traffic management plan section of the project control framework.

The vision describes 5 key areas where we are looking to change our approach to road works.

1. Varying the speed limits so they are appropriate for the work taking place
2. Shortening the length of road works
3. Appropriate use of full road closures and associated diversions
4. Delivering road works quicker
5. Explaining clearly what activities are, or are not, taking place

Due to the content of this vision it is acknowledged that it cannot be achieved in the short-term. For this reason, each programme within Major Projects will soon begin to develop transition plans with the objective of working towards the vision in RIS1 (Road Investment Strategy) period, with a view to achieving it in RIS2

Whilst these transition plans are being developed it has been agreed that each project currently in design or construction will be benchmarked to determine how the scheme is achieving (or planning to achieve) the dynamic road works vision.

To capture this information a simple template has been developed to benchmark schemes (pages 2 and 3). The below table should be completed to record the benchmark scores allocated.

Vision	Green/Amber/Red/NA/Not yet known
1. Speeds	Amber
2. Length	Amber
3. Closures and diversions	Amber
4. Delivering quicker	Not applicable
5. Explaining activity	Not yet known

To support the benchmark scores, a form has been developed (pages 4 below) and any supporting evidence to justify the benchmark scoring should be provided as required.

	Green (aligned to vision)	Amber (just outside vision)	Red (well outside vision)
Speeds	Over 50% of the project (in distance and time) is at the permanent speed limit	Less than 50% is at the permanent speed limit, but there is clear evidence showing what alternative methods of construction were used.	Less than 50% is at the permanent speed limit, and there is no evidence showing what alternative methods of construction were used.
Length	The total length of TM on any one 'journey' (i.e. on 2 arms of a roundabout that could form a realistic journey) is shorter than 6km, or 1 link if on a motorway. Or, the total length of TM is more than 6km (or 1 link if a motorway) but there is evidence the increased length is proportional to a reduced delivery time. Or, the total length of TM is more than 6km (or 1 link if a motorway) but the additional length is operating at a minimum of 60mph. AND the average journey time created by the road works is not more than an additional seven minutes thirty seconds.	The total length of TM is more than 6km (or 1 link if a motorway) and there is evidence that the reduced delivery time is halfway proportional to the increased length. e.g. a fifty percent increase in length for a 25% reduction in the time taken to deliver the additional length. AND the average journey time created by the road works is not more than an additional seven minutes thirty seconds.	The total length of TM is more than 6km (or 1 link if a motorway) and there is no evidence of reduced delivery time even halfway proportional to the increased length, nor is the additional length a minimum of 60mph. AND/OR the average journey time created by the road works is more than an additional seven minutes thirty seconds.
Closures & diversions	No more than 1 full closure every 3 months And / or the diversion route has a comparable journey time, and impact on communities along the diversion route are minimal	No more than 1 full closure every month	More than 1 full closure every month
Delivering	Benefits are delivered to the	Benefits are delivered to the	No benefits are delivered to the

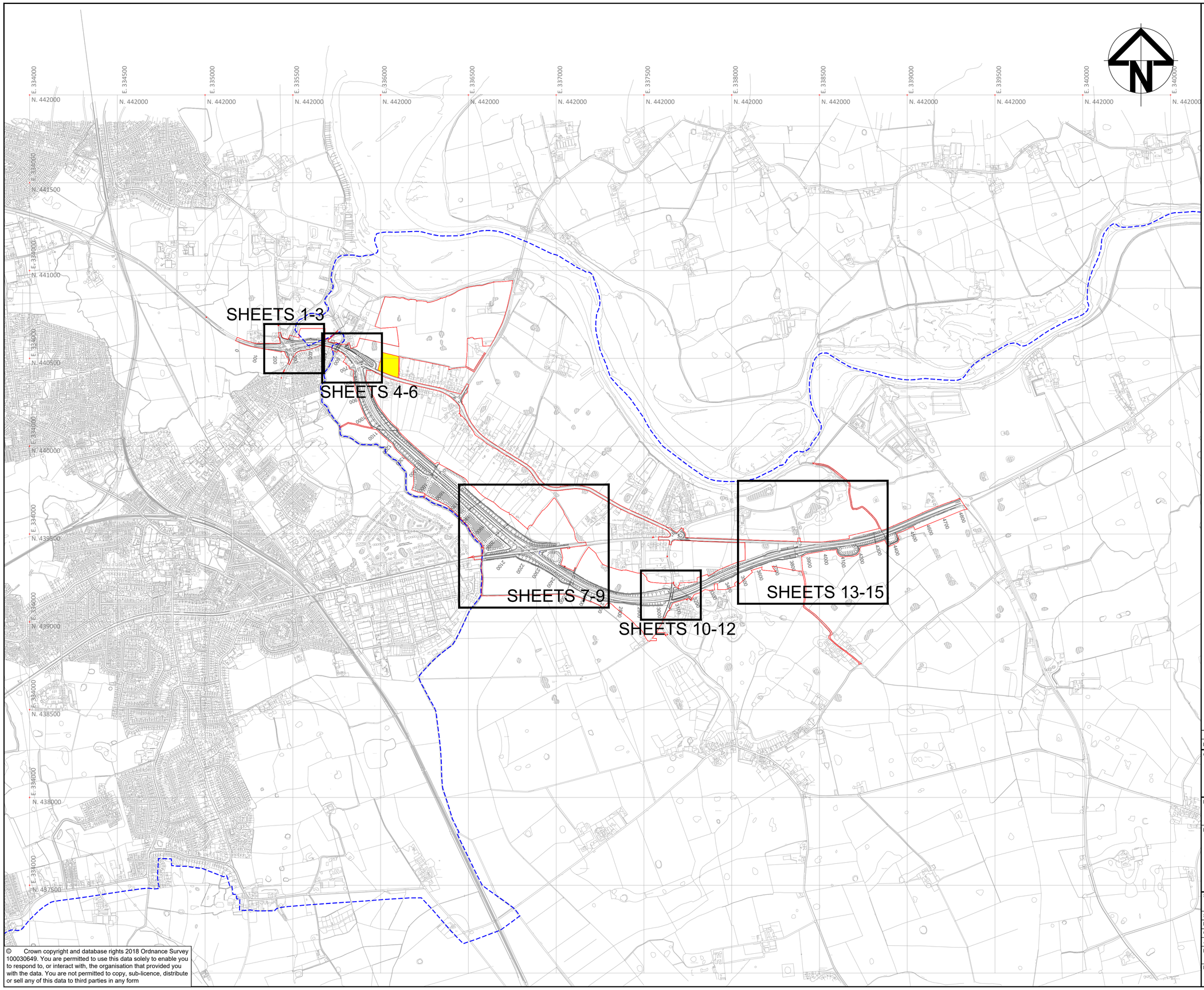
	Green (aligned to vision)	Amber (just outside vision)	Red (well outside vision)
quicker	customer before full opening (NA if offline scheme) AND construction is undertaken at least 6 days a week AND restrictions are lifted during embargo periods (unless full productivity is maintained)	customer before full opening (NA if offline scheme) OR construction is undertaken at least 6 days a week OR restrictions are lifted during embargo periods (unless full productivity is maintained)	customer before full opening (NA if offline scheme) NOR is construction undertaken at least 6 days a week NOR are restrictions lifted during embargo periods (and full productivity isn't maintained)
Explaining activity	There is evidence of a comprehensive on-road/off-road communications approach, which updates customers as required of activities undertaken, works completed and progress made.	Evidence of an off-road only communications approach, which updates customers as required of activities undertaken, works completed and progress made.	No evidence of a communications approach which updates customers as required of activities undertaken, works completed and progress made.

NA – This part of the vision is not applicable to this scheme e.g. the scheme may be a new road so there is no need to report on speeds/length etc.

Not yet known – The scheme cannot yet provide this information. If this option is chosen, then scheme must provide supporting evidence on a) why it is not yet know and b) when the information is expected to be available.

Scheme	A585 Windy Harbour to Skippool Improvement Scheme
1) Varying the speed limits so they are appropriate for the work taking place (Green/Amber/Red/NA/Not yet known)	
The Scheme is mostly an off-line bypass but where traffic management is required on the existing trunk road and local road networks speeds of 50mph or 40mph will be reduced to 30mph only where required for the safety of the workforce and travelling public	
2) Shortening the length of road works (Green/Amber/Red/NA/Not yet known)	
While the lengths of traffic management at the five locations are all less than 1.5km (most are less than 0.5km) some of these are complex and could result in delays to traffic	
3) Appropriate use of full road closures and associated diversions (Green/Amber/Red/NA/Not yet known)	
Road closures may be required between once a month and once every three months for surfacing works due to the individual phases of the traffic management and, due to the limited options for diversion routes, cannot necessarily be carried out at more than on location.	
4) Delivering road works quicker (Green/Amber/Red/NA/Not yet known)	
Not applicable as the scheme is mostly an off-line bypass.	
5) Explaining clearly what activities are, or are not, taking place (Green/Amber/Red/NA/Not yet known)	
These proposals will need to be confirmed by the delivery contractor in the PCF Stage 5 update of the traffic management plan and detailed in the communications plan.	

APPENDIX B – TRAFFIC MANAGEMENT DRAWINGS



NOTES:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE CONSTRUCTION INFORMATION - DOCUMENT REFERENCE TR010035/APP/APPENDIX 6.2.1

KEY:

- DRAFT ORDER LIMITS
- LOCAL AUTHORITY BOUNDARY
- THE SCHEME (SHOWN FOR ILLUSTRATIVE PURPOSES)
- AREA NOT INCLUDED WITHIN THE DCO BOUNDARY

0 100 200 300 400 500 600 700 800 900 1000

SCALE 1:10000 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	SP	NH

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN REGULATION 5(2)(q) & 5(4) KEY PLAN

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 10000 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number: HE548643-ARC-TTM-SZ_ZZ_000-DR-D-3000
(HE PIN | Originator | Volume | Location | Type | Role | Number)

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PEDESTRIAN AND CYCLEWAY ROUTES CLOSED / TO BE DIVERTED TO THE SOUTH SIDE OF A585

TIDAL WATERCOURSE

NO ACCESS FOR CONSTRUCTION TRAFFIC

NO CONSTRUCTION TRAFFIC TO USE B5412 SKIPPOOL ROAD

TEMPORARY BUS STOP

TEMPORARY CONSTRUCTION COMPOUND

WORKS ACCESS

REPLACEMENT SKIPPOOL CLOUGH CULVERT

WORKS ACCESS

FOR CONTINUATION SEE HE548643-ARC-TTM-S2_ML_003-DR-D-3004

TEMPORARY BUS STOP

EXISTING PEDESTRIAN AND CYCLEWAY TO BE MAINTAINED / DIVERTED THROUGH CONSTRUCTION AREA

TEMPORARY ROUNDABOUT

CLOSURE OF THE EAST END OF BRECK ROAD SERVICE ROAD

SKIPPOOL JUNCTION

CONSTRUCTION TRAFFIC RESTRICTED ON A588 BRECK ROAD

RESTRICTED ACCESS FOR CONSTRUCTION TRAFFIC

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NOTES:

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KEY:

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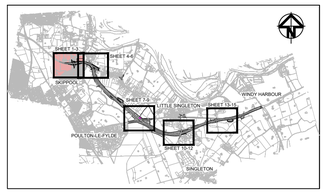
- LOCAL AUTHORITY BOUNDARY
- THE SCHEME (SHOWN FOR ILLUSTRATIVE PURPOSES)
- AREA NOT INCLUDED WITHIN THE DCO BOUNDARY
- TRAFFIC MOVEMENTS
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL / BRIDGE STRUCTURE (UNDER CONSTRUCTION)
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- TEMPORARY SPEED LIMIT
- PEDESTRIAN ROUTE TO BE DIVERTED



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SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

Client: highways england

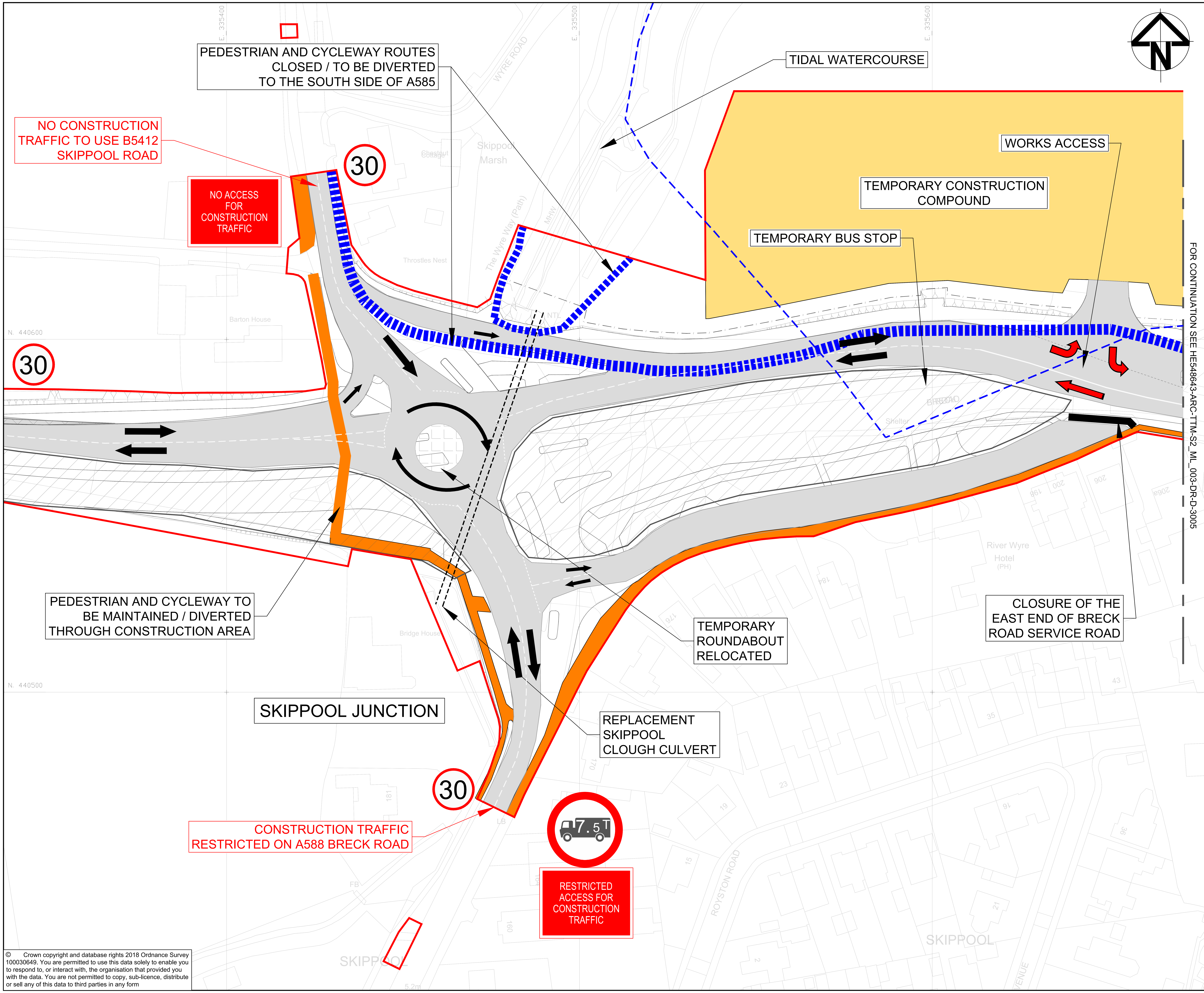
Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN SKIPPOOL JUNCTION : PHASE 1 REGULATION 5(2)(q) SHEET 1 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 500 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number HE PIN | Originator | Volume | Location | Type | Role | Number

HE548643-ARC-TTM-S1_ML_002-DR-D-3001



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NOTES:

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KEY:

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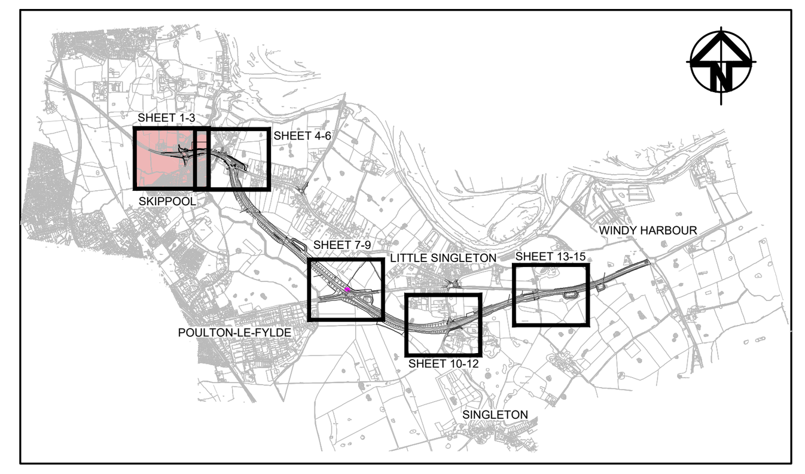
- TRAFFIC MOVEMENTS
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL } UNDER CONSTRUCTION
- BRIDGE STRUCTURE } UNDER CONSTRUCTION
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- TEMPORARY SPEED LIMIT
- PEDESTRIAN ROUTE TO BE DIVERTED



0 10 20 30 40 50
SCALE 1:500 (A1) METRES

0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title:
TRAFFIC MANAGEMENT PLAN
SKIPPOOL JUNCTION : PHASE 2
REGULATION 5(2)(q)
SHEET 2 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 500 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number (HE PIN | Originator | Volume | Location | Type | Role | Number)
HE548643-ARC-TTM-S1_ML_002-DR-D-3002

UNDER TRAFFIC SIGNAL CONTROL

E. 335400

E. 335500

E. 335600

N. 440600

N. 440500

REPLACEMENT SKIPPOOL CLOUGH CULVERT

TIDAL WATERCOURSE

NO CONSTRUCTION TRAFFIC TO USE B5412 SKIPPOOL ROAD

NO ACCESS FOR CONSTRUCTION TRAFFIC

WORKS ACCESS

TEMPORARY CONSTRUCTION COMPOUND

FOR CONTINUATION SEE HE548643-ARC-TTM-S2_ML_003-DR-D-3006

PEDESTRIAN AND CYCLEWAY TO BE MAINTAINED / DIVERTED THROUGH CONSTRUCTION AREA

JUNCTION TO BE UNDER TRAFFIC SIGNAL CONTROL

SKIPPOOL JUNCTION

CONSTRUCTION TRAFFIC RESTRICTED ON A588 BRECK ROAD

7.5T

RESTRICTED ACCESS FOR CONSTRUCTION TRAFFIC

CLOSURE OF THE EAST END OF BRECK ROAD SERVICE ROAD

Skippool Marsh

Throstles Nest

Barton House

Bridge House

River Wyre Hotel (PH)

Shelter

ROYSTON ROAD

SKIPPOOL

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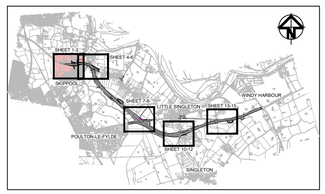
NOTES:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE CONSTRUCTION INFORMATION - DOCUMENT REFERENCE TR010035/APP/APPENDIX 6.2.1

KEY:

- DRAFT ORDER LIMITS
- LOCAL AUTHORITY BOUNDARY
- THE SCHEME (SHOWN FOR ILLUSTRATIVE PURPOSES)
- AREA NOT INCLUDED WITHIN THE DCO BOUNDARY
- TRAFFIC MOVEMENTS
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL / BRIDGE STRUCTURE (UNDER CONSTRUCTION)
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT
- PEDESTRIAN ROUTE TO BE DIVERTED



0 10 20 30 40 50

SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN SKIPPOOL JUNCTION : PHASE 3 REGULATION 5(2)(q) SHEET 3 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 500 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number: HE548643-ARC-TTM-S1_ML_002-DR-D-3003

(HE PIN | Originator | Volume | Location | Type | Role | Number)

ACCESS MAINTAINED

NEW SKIPPOOL BRIDGE (NORTH DECK)

OLD MAINS LANE KEPT OPEN

OLD MAINS LANE RETAINING WALL (EAST END)

OLD MAINS LANE LINK ROAD

WORKS ACCESSES

SKIPPOOL BRIDGE JUNCTION

PETROL STATION OPEN

PEDESTRIAN / CYCLEWAY ROUTES DIVERTED TO SOUTH SIDE OF A585 AT SKIPPOOL JUNCTION

WORKS ACCESS

PEDESTRIAN / CYCLEWAY ROUTES DIVERTED TO SOUTH SIDE OF A585

30

FOR CONTINUATION SEE HE548643-ARC-TTM-S1_ML_002-DR-D-3001

E. 335700 E. 335800 E. 335900 E. 336000

N. 440500 N. 440400

Skippool Bridge (site of)

Newbrook

Donus

The Cottage

Riverside

Main Dyke

Skippool Bridge

Pond

Manor House Stables

The Old Barn

The Old Cottage

Meadow View Barn

The Farmhouse

The Breck Holiday Home Park

Path (um)

Aqueduct

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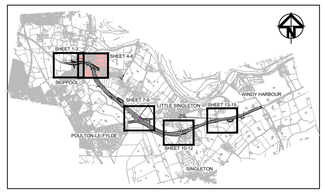
- TRAFFIC MOVEMENTS
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL (UNDER CONSTRUCTION)
- BRIDGE STRUCTURE (UNDER CONSTRUCTION)
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT
- PEDESTRIAN ROUTE TO BE DIVERTED



0 10 20 30 40 50

SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN
SKIPPOOL BRIDGE JUNCTION : PHASE 1A
REGULATION 5(2)(q)
SHEET 4 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 500 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number: HE548643-ARC-TTM-S2_ML_003-DR-D-3004
(HE PIN | Originator | Volume | Location | Type | Role | Number)

FOR CONTINUATION SEE HE548643-ARC-TTM-S1_ML_002-DR-D-3002

ACCESS MAINTAINED

NEW SKIPPOOL BRIDGE (NORTH DECK)

OLD MAINS LANE RETAINING WALL (WEST END)

OLD MAINS LANE RETAINING WALL (WEST END)

OLD MAINS LANE LINK ROAD

SKIPPOOL BRIDGE JUNCTION

PETROL STATION OPEN

WORKS ACCESSES

PEDESTRIAN / CYCLEWAY ROUTES DIVERTED TO SOUTH SIDE OF A585 AT SKIPPOOL JUNCTION

PEDESTRIAN / CYCLEWAY ROUTES DIVERTED TO SOUTH SIDE OF A585

30

30

30

E. 335700
E. 335800
E. 335900
E. 336000
N. 440500
N. 440400

Skippool Bridge (site of)
Skippool Bridge
Donus
The Cottage
Vyre Lodge
Main Dyke
Pond
The Breck Holiday Home Park
Path (um)
Aqueduct
Drain
The Beech
Manor House Stables
The Old Barn
The Old Cottage
Meadow View Barn
The Farmhouse
The Breck
206
210
196

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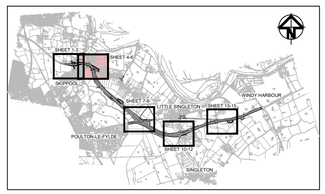
- TRAFFIC MOVEMENTS
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL / BRIDGE STRUCTURE (UNDER CONSTRUCTION)
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT
- PEDESTRIAN ROUTE TO BE DIVERTED



0 10 20 30 40 50

SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN
SKIPPOOL BRIDGE JUNCTION : PHASE 1B
REGULATION 5(2)(q)
SHEET 5 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 500 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number: HE548643-ARC-TTM-S2_ML_003-DR-D-3005
(HE PIN | Originator | Volume | Location | Type | Role | Number)

FOR CONTINUATION SEE HE548643-ARC-TTM-S1_ML_002-DR-D-3003

ACCESS MAINTAINED

OLD MAINS LANE LINK ROAD

PETROL STATION CLOSED

NEW SKIPPOOL BRIDGE (SOUTH DECK)

PEDESTRIAN / CYCLEWAY ROUTES DIVERTED TO NORTH SIDE OF A585 AT SKIPPOOL JUNCTION

PEDESTRIAN / CYCLEWAY ROUTES DIVERTED TO NORTH SIDE OF A585

30

30

E. 335700 E. 335800 E. 335900 E. 336000

N. 440500 N. 440400

Skippool Bridge (site of)

Newbrook

Donus

Wyre Lodge

The Cottage

Riverside

Main Dyke

Bridge

Pond

The Breck Holiday Home Park

Path (um)

Aqueduct

Drain

The Old Barn

Meadow View Barn

The Old Cottage

The Farmhouse

Manor House Stables

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KEY:

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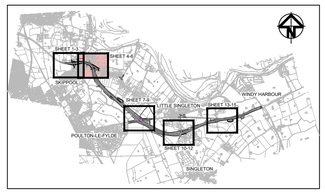
- AREA NOT INCLUDED WITHIN THE DCO BOUNDARY
- TRAFFIC MOVEMENTS
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL / BRIDGE STRUCTURE (UNDER CONSTRUCTION)
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT
- PEDESTRIAN ROUTE TO BE DIVERTED



0 10 20 30 40 50

SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

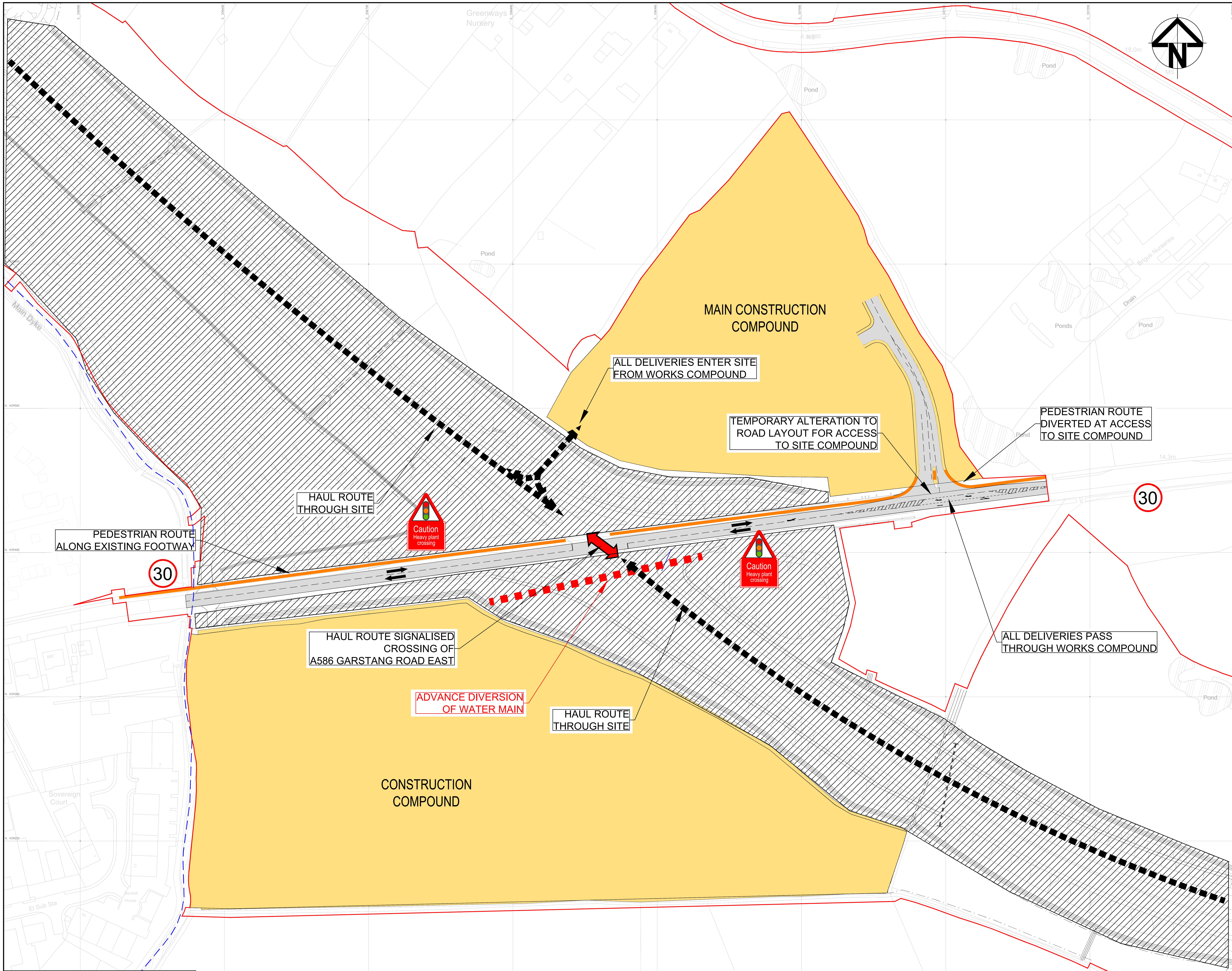
Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN
SKIPPOOL BRIDGE JUNCTION : PHASE 2
REGULATION 5(2)(q)
SHEET 6 of 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 500 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number: HE PIN | Originator | Volume | Location | Type | Role | Number
HE548643-ARC-TTM-S2_ML_003-DR-D-3006



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- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL } UNDER CONSTRUCTION
- BRIDGE STRUCTURE } UNDER CONSTRUCTION
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT

0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1250 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN POULTON JUNCTION : PHASE 1 REGULATION 5(2)(q) SHEET 7 OF 15

Status	S8 - DCO SUBMISSION
Revision	0
Scale	1 : 1250 @ A1
Date	OCT 2018
Drawn By	G.HERRING
Checked By	M.SIMMONS
Approved By	N.HENDERSON
PINS No.	TR010035
Original Size	A1
Drawing number	HE548643-ARC-TTM-S4_ML_002-DR-D-3007

HAUL ROUTE THROUGH SITE

MAIN CONSTRUCTION COMPOUND

ALL DELIVERIES ENTER AND LEAVE SITE FROM WORKS COMPOUND

TEMPORARY ALTERATION TO ROAD LAYOUT FOR ACCESS TO SITE COMPOUND

PEDESTRIAN ROUTE DIVERTED AT ACCESS TO WORKS COMPOUND

PEDESTRIAN ROUTE USES PERMANENT CROSSING

PEDESTRIAN ROUTE ALONG EXISTING FOOTWAY

Caution Heavy plant crossing

Caution Heavy plant crossing

30

30

HAUL ROUTE SIGNALISED CROSSING OF A586 GARSTANG ROAD EAST

ALL DELIVERIES PASS THROUGH WORKS COMPOUND

HAUL ROUTE THROUGH SITE

CONSTRUCTION COMPOUND

Pond

Pond

Pond

Ponds

Pond

Drain

Main Dyke

N

NOTES:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE CONSTRUCTION INFORMATION - DOCUMENT REFERENCE TR010035/APP/APPENDIX 6.2.1

KEY:

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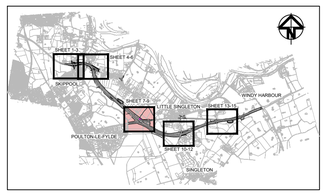
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL / BRIDGE STRUCTURE (UNDER CONSTRUCTION)
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT



0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1250 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN POULTON JUNCTION : PHASE 2 REGULATION 5(2)(q) SHEET 8 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 1250 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number: HE548643-ARC-TTM-S4_ML_002-DR-D-3008

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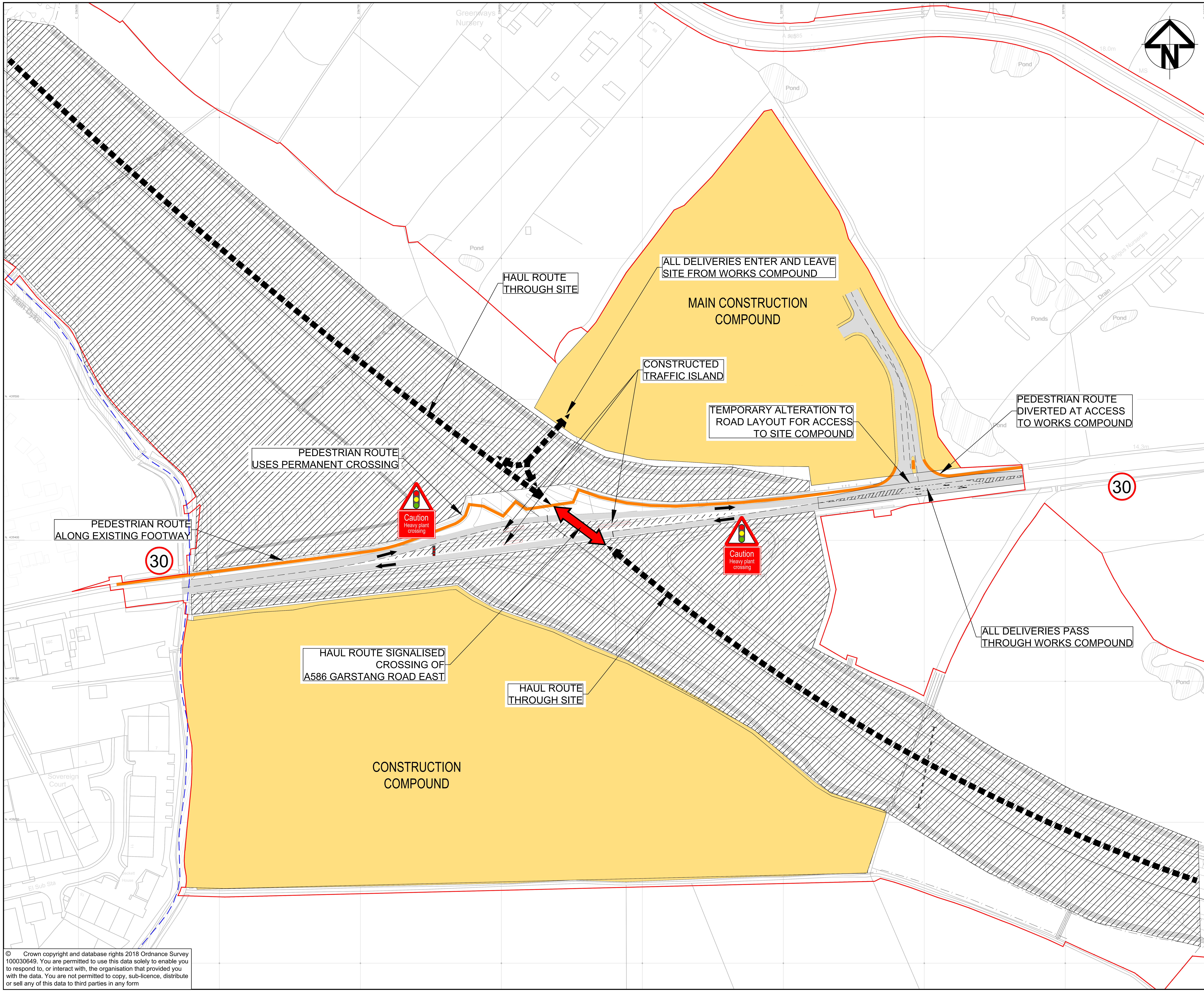

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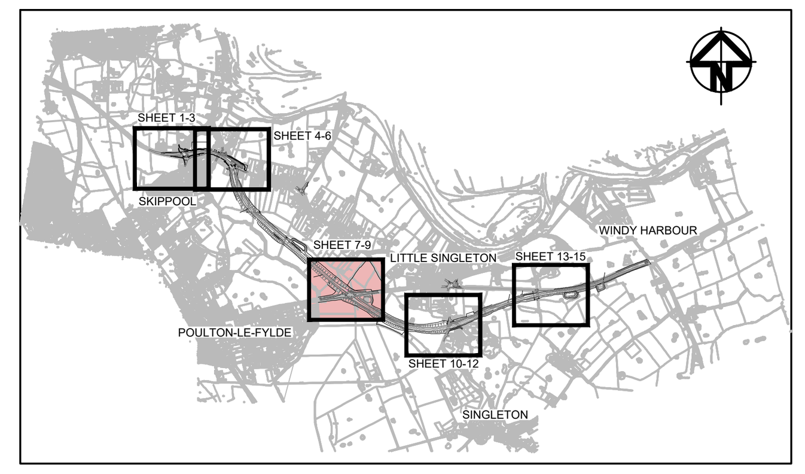
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL } UNDER CONSTRUCTION
- BRIDGE STRUCTURE } UNDER CONSTRUCTION
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT



0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1250 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

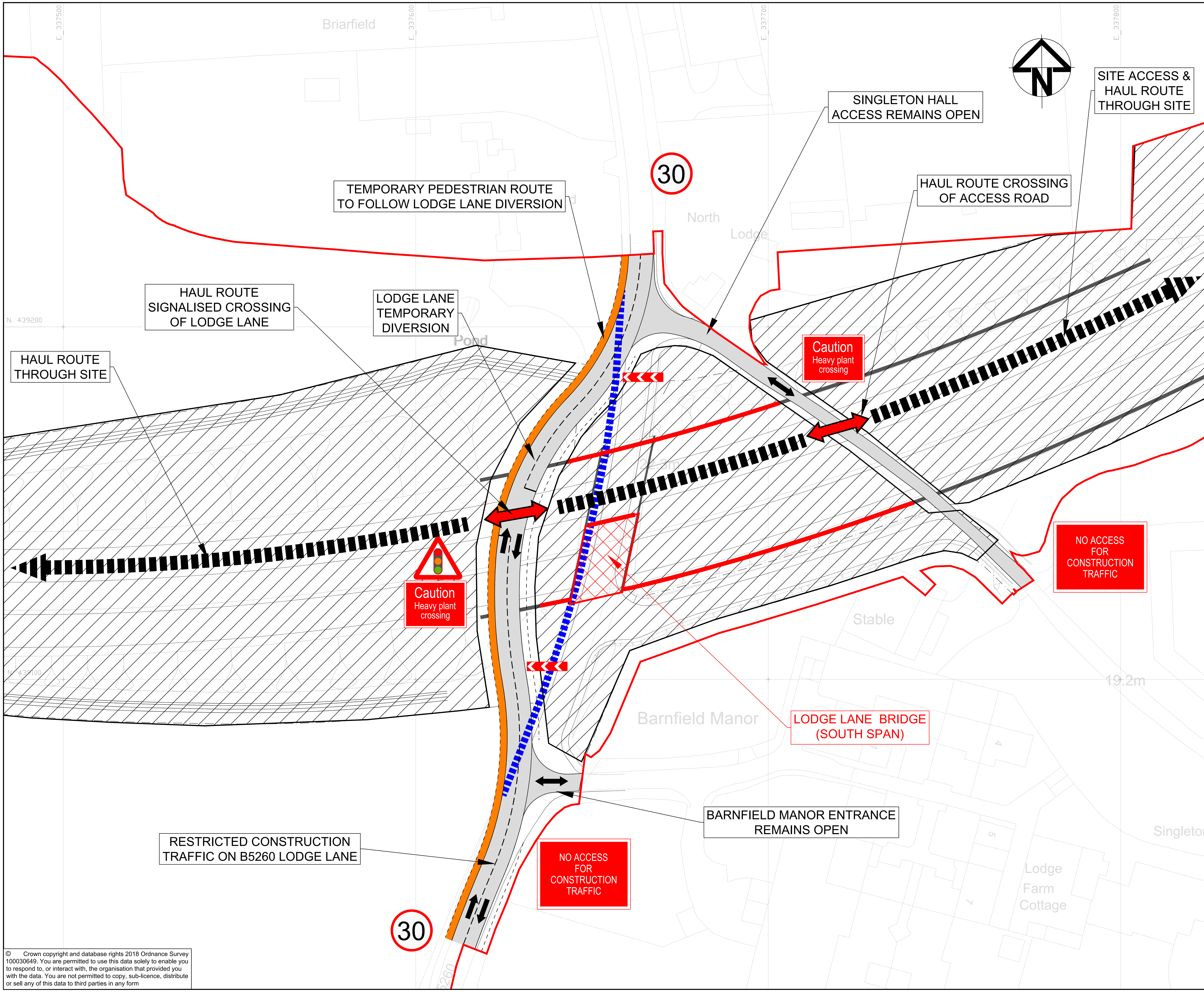
Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN
POULTON JUNCTION : PHASE 3
REGULATION 5(2)(q)
SHEET 9 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 1250 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number (HE PIN | Originator | Volume | Location | Type | Role | Number): HE548643-ARC-TTM-S4_ML_002-DR-D-3009



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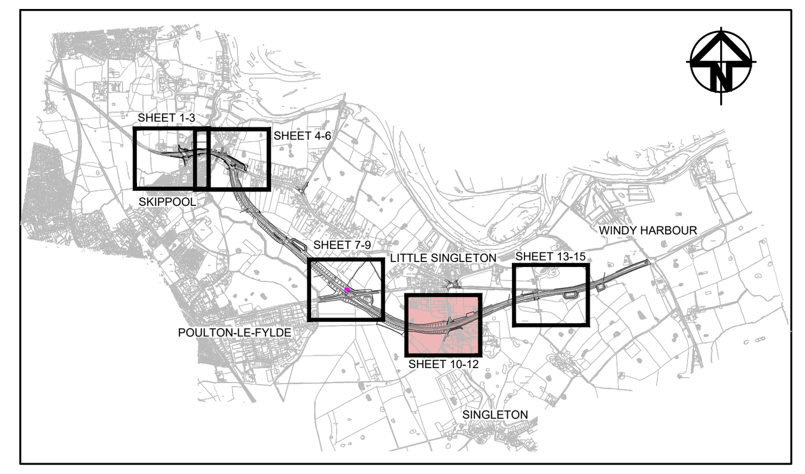
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL } UNDER CONSTRUCTION
- BRIDGE STRUCTURE } UNDER CONSTRUCTION
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- TEMPORARY SPEED LIMIT
- PEDESTRIAN ROUTE TO BE DIVERTED
- SHARP DEVIATION OF ROUTE SIGN



0 10 20 30 40 50
SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN
LODGE LANE : PHASE 1
REGULATION 5(2)(q)
SHEET 10 OF 15

Status	S8 - DCO SUBMISSION
Revision	0
Scale	1 : 500 @ A1
Date	OCT 2018
Drawn By	G.HERRING
Checked By	M.SIMMONS
Approved By	N.HENDERSON
PINS No.	TR010035
Original Size	A1
Drawing number	HE548643-ARC-TTM-S5_ML_003-DR-D-3010

E. 337500
E. 337600
E. 337700
E. 337800
N. 439200
N. 439100
Briarfield
North Lodge
Pond
Stable
Barnfield Manor
Lodge Farm Cottage
19.2m

30

TEMPORARY PEDESTRIAN ROUTE TO FOLLOW LODGE LANE DIVERSION

HAUL ROUTE SIGNALISED CROSSING OF LODGE LANE REMOVED

LODGE LANE TEMPORARY DIVERSION

HAUL ROUTE THROUGH SITE

SITE ACCESS & HAUL ROUTE THROUGH SITE

NO ACCESS FOR CONSTRUCTION TRAFFIC

LODGE LANE BRIDGE (NORTH SPAN)

NEW SINGLETON HALL ACCESS ROAD

BARNFIELD MANOR ENTRANCE REMAINS OPEN

RESTRICTED CONSTRUCTION TRAFFIC ON B5260 LODGE LANE

NO ACCESS FOR CONSTRUCTION TRAFFIC

30

B5260

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- WORKS SITE
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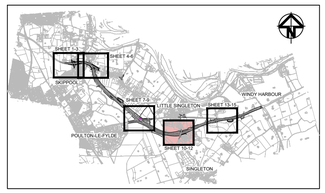
- RETAINING WALL / BRIDGE STRUCTURE (UNDER CONSTRUCTION)
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT
- PEDESTRIAN ROUTE TO BE DIVERTED
- SHARP DEVIATION OF ROUTE SIGN



0 10 20 30 40 50

SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

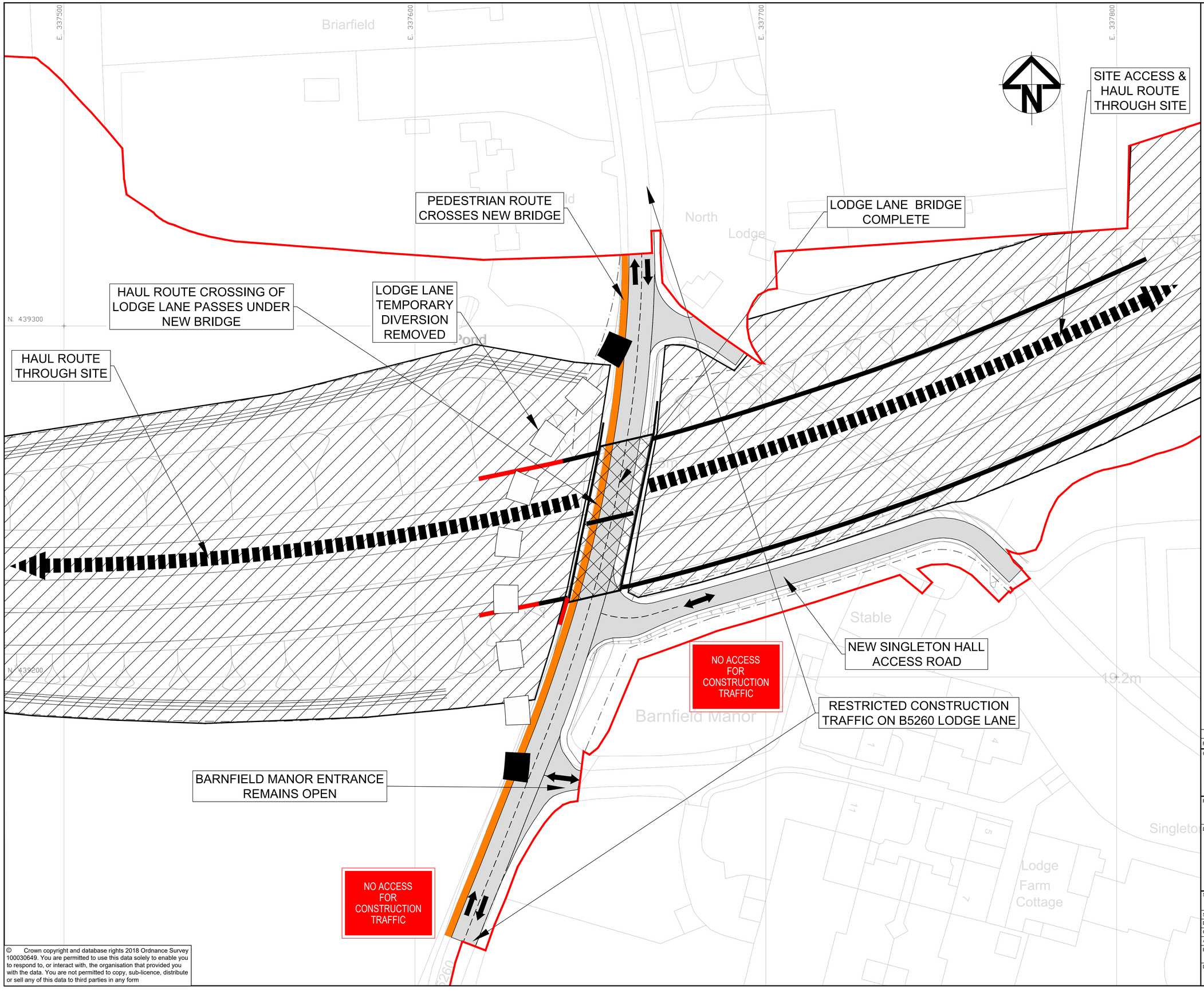
Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN LODGE LANE : PHASE 2 REGULATION 5(2)(q) SHEET 11 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 500 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number (HE PIN | Originator | Volume | Location | Type | Role | Number): HE548643-ARC-TTM-S5_ML_003-DR-D-3011



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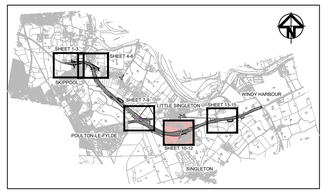
NOTES:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE CONSTRUCTION INFORMATION - DOCUMENT REFERENCE TR010035/APP/APPENDIX 6.2.1

KEY:

- DRAFT ORDER LIMITS
- LOCAL AUTHORITY BOUNDARY
- THE SCHEME (SHOWN FOR ILLUSTRATIVE PURPOSES)
- AREA NOT INCLUDED WITHIN THE DCO BOUNDARY
- TRAFFIC MOVEMENTS
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL / BRIDGE STRUCTURE (UNDER CONSTRUCTION)
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT
- PEDESTRIAN ROUTE TO BE DIVERTED
- SHARP DEVIATION OF ROUTE SIGN



0 10 20 30 40 50

SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

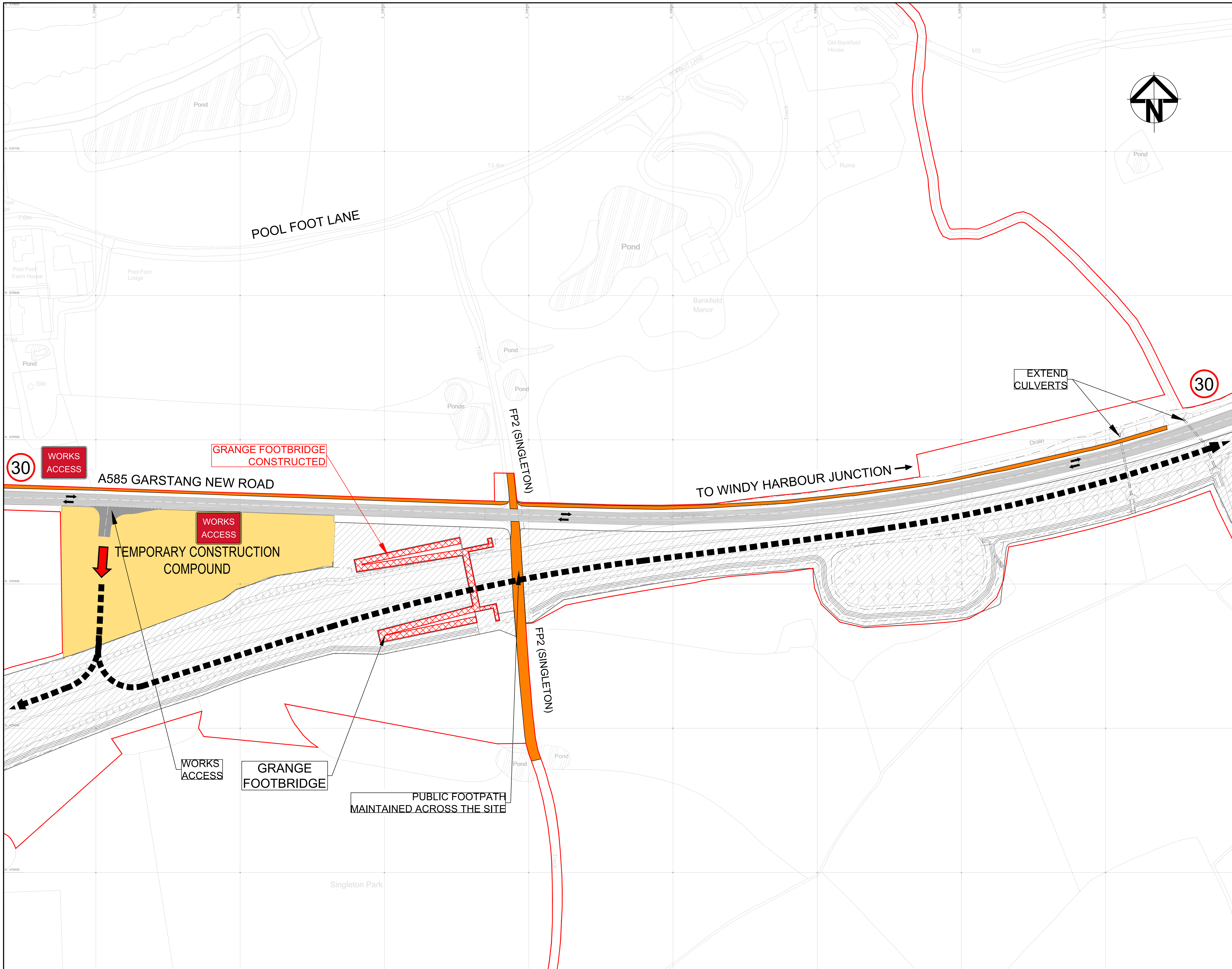
Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN
LODGE LANE : PHASE 3
REGULATION 5(2)(q)
SHEET 12 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 500 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number: HE548643-ARC-TTM-S5_ML_003-DR-D-3012
(HE PIN | Originator | Volume | Location | Type | Role | Number)



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NOTES:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE CONSTRUCTION INFORMATION - DOCUMENT REFERENCE TR010035/APP/APPENDIX 6.2.1

KEY:

- DRAFT ORDER LIMITS
- LOCAL AUTHORITY BOUNDARY
- THE SCHEME (SHOWN FOR ILLUSTRATIVE PURPOSES)
- AREA NOT INCLUDED WITHIN THE DCO BOUNDARY
- TRAFFIC MOVEMENTS
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL } UNDER CONSTRUCTION
- BRIDGE STRUCTURE } UNDER CONSTRUCTION
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title:
TRAFFIC MANAGEMENT PLAN
GRANGE FOOTBRIDGE : PHASE 1
REGULATION 5(2)(q)
SHEET 13 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 1250 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number: HE548643-ARC-TTM-SZ_ML_000-DR-D-3013

POOL FOOT LANE

A585 GARSTANG NEW ROAD

TO WINDY HARBOUR JUNCTION

GRANGE FOOTBRIDGE COMPLETED

PUBLIC FOOTPATH DIVERTED OVER FOOTBRIDGE

FP2 (SINGLETON)

TRAFFIC SWITCHED TO NEW CARRIAGEWAY

WORKS ACCESS

TEMPORARY CONSTRUCTION COMPOUND

GRANGE FOOTBRIDGE

WORKS ACCESS

30

Pond

Pool Foot Farm House

Pool Foot Lodge

Silo

Bankfield Manor

Old Bankfield House

Ruins

Ponds

Drain

Track

Singleton Park

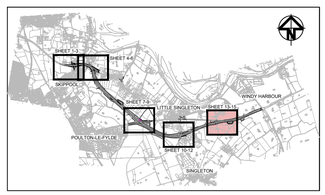
N

NOTES:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE CONSTRUCTION INFORMATION - DOCUMENT REFERENCE TR010035/APP/APPENDIX 6.2.1

KEY:

- DRAFT ORDER LIMITS
- LOCAL AUTHORITY BOUNDARY
- THE SCHEME (SHOWN FOR ILLUSTRATIVE PURPOSES)
- AREA NOT INCLUDED WITHIN THE DCO BOUNDARY
- TRAFFIC MOVEMENTS
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL (UNDER CONSTRUCTION)
- BRIDGE STRUCTURE (UNDER CONSTRUCTION)
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT



0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1250 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN
GRANGE FOOTBRIDGE : PHASE 2
REGULATION 5(2)(q)
SHEET 14 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 1250 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number: HE548643-ARC-TTM-S5_ML_005-DR-D-3014
(HE PIN | Originator | Volume | Location | Type | Role | Number)

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POOL FOOT LANE

A585 GARSTANG NEW ROAD

WORKS ACCESS

TEMPORARY CONSTRUCTION COMPOUND

COMPLETE WORKS TO DECLASSIFIED GARSTANG NEW ROAD

PUBLIC FOOTPATH DIVERTED OVER FOOTBRIDGE

TO WINDY HARBOUR JUNCTION

FP2 (SINGLETON)

TEMPORARY TRAFFIC DIVERSION

WORKS ACCESS

GRANGE FOOTBRIDGE

TEMPORARY 2-WAY TRAFFIC ON BYPASS WESTBOUND CARRIAGEWAY

30

Pond

Pool Foot Farm House

Pool Foot Lodge

Silo

Ponds

Old Bankfield House

Bankfield Manor

Ruins

Drain

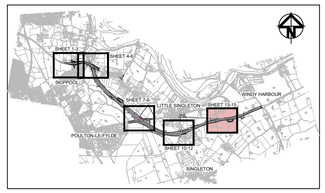
Singleton Park

NOTES:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE CONSTRUCTION INFORMATION - DOCUMENT REFERENCE TR010035/APP/APPENDIX 6.2.1

KEY:

- DRAFT ORDER LIMITS
- LOCAL AUTHORITY BOUNDARY
- THE SCHEME (SHOWN FOR ILLUSTRATIVE PURPOSES)
- AREA NOT INCLUDED WITHIN THE DCO BOUNDARY
- TRAFFIC MOVEMENTS
- WORKS MOVEMENTS
- TEMPORARY TRAFFIC ROUTE
- WORKS SITE
- TEMPORARY MARKINGS / CONES
- RETAINING WALL (UNDER CONSTRUCTION)
- BRIDGE STRUCTURE (UNDER CONSTRUCTION)
- MAJOR STRUCTURAL WORKS COMPLETED
- TEMPORARY PEDESTRIAN ROUTE
- ROAD CONE
- WORKS HAUL ROUTE
- 30 TEMPORARY SPEED LIMIT



0 10 20 30 40 50 60 70 80 90 100

SCALE 1:1250 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	MS	NH

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: TRAFFIC MANAGEMENT PLAN
GRANGE FOOTBRIDGE : PHASE 3
REGULATION 5(2)(q)
SHEET 15 OF 15

Status	S8 - DCO SUBMISSION	Revision	0
Scale	1 : 1250 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	M.SIMMONS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number: HE548643-ARC-TTM-SZ_ML_000-DR-D-3015

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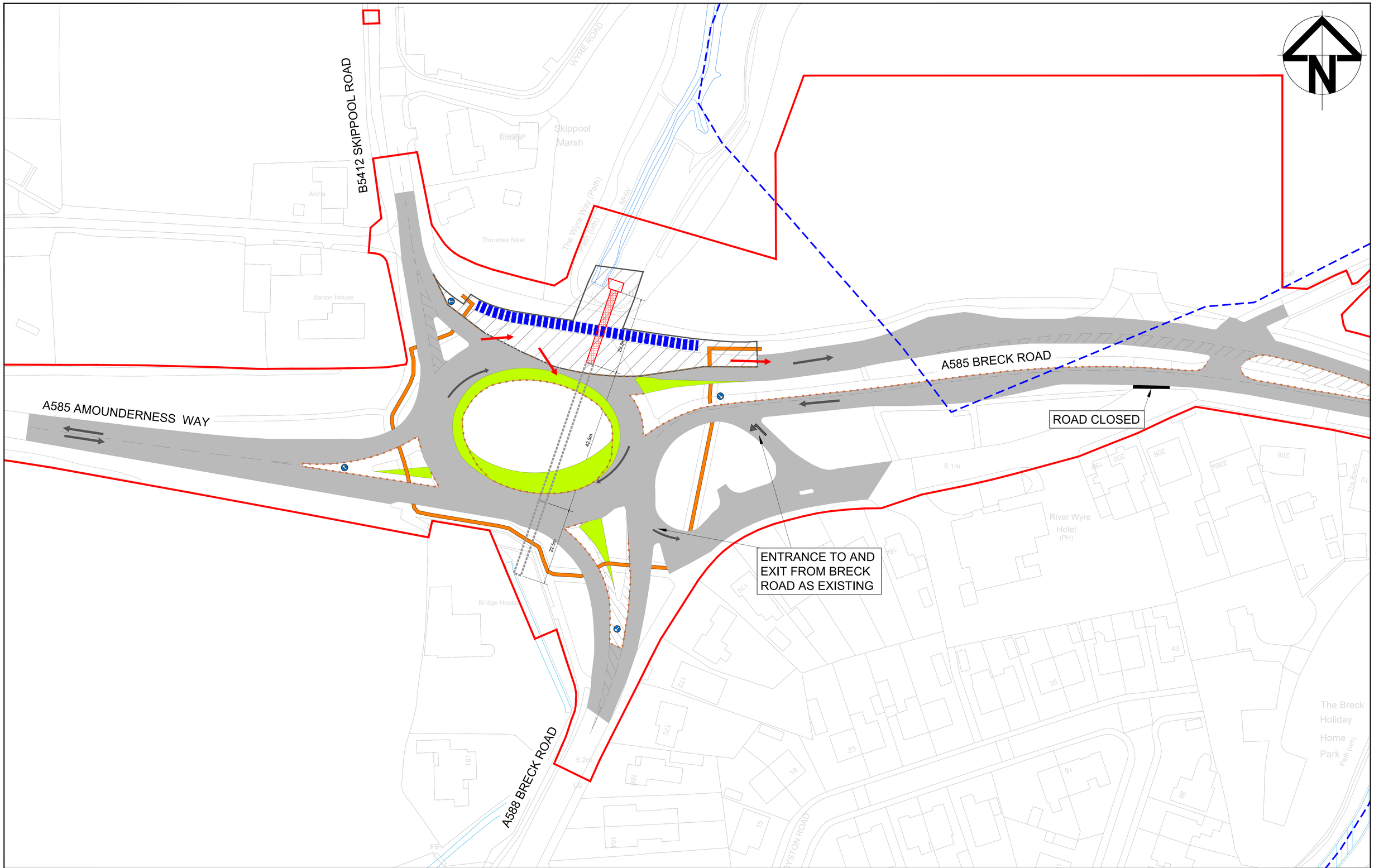

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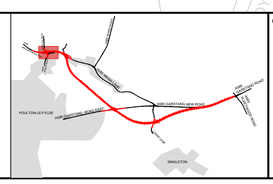
0 10 20 30 40 50

SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	PT	NH

LEGEND:

- DRAFT ORDER LIMITS
- LOCAL AUTHORITY BOUNDARY
- TEMPORARY TRAFFIC ROUTE
- TRAFFIC MOVEMENTS
- WORKS ACCESS / EGRESS
- FOOTWAY/CYCLEWAY TEMPORARILY CLOSED
- DIVERTED FOOTWAY/CYCLEWAY
- KEEP LEFT/RIGHT
- ROAD CONE
- TEMPORARY ROAD SURFACE
- WORKS SITE
- REPLACEMENT CULVERT SECTIONS:
- COMPLETE
- UNDER CONSTRUCTION
- TO BE CONSTRUCTED



Client: highways england

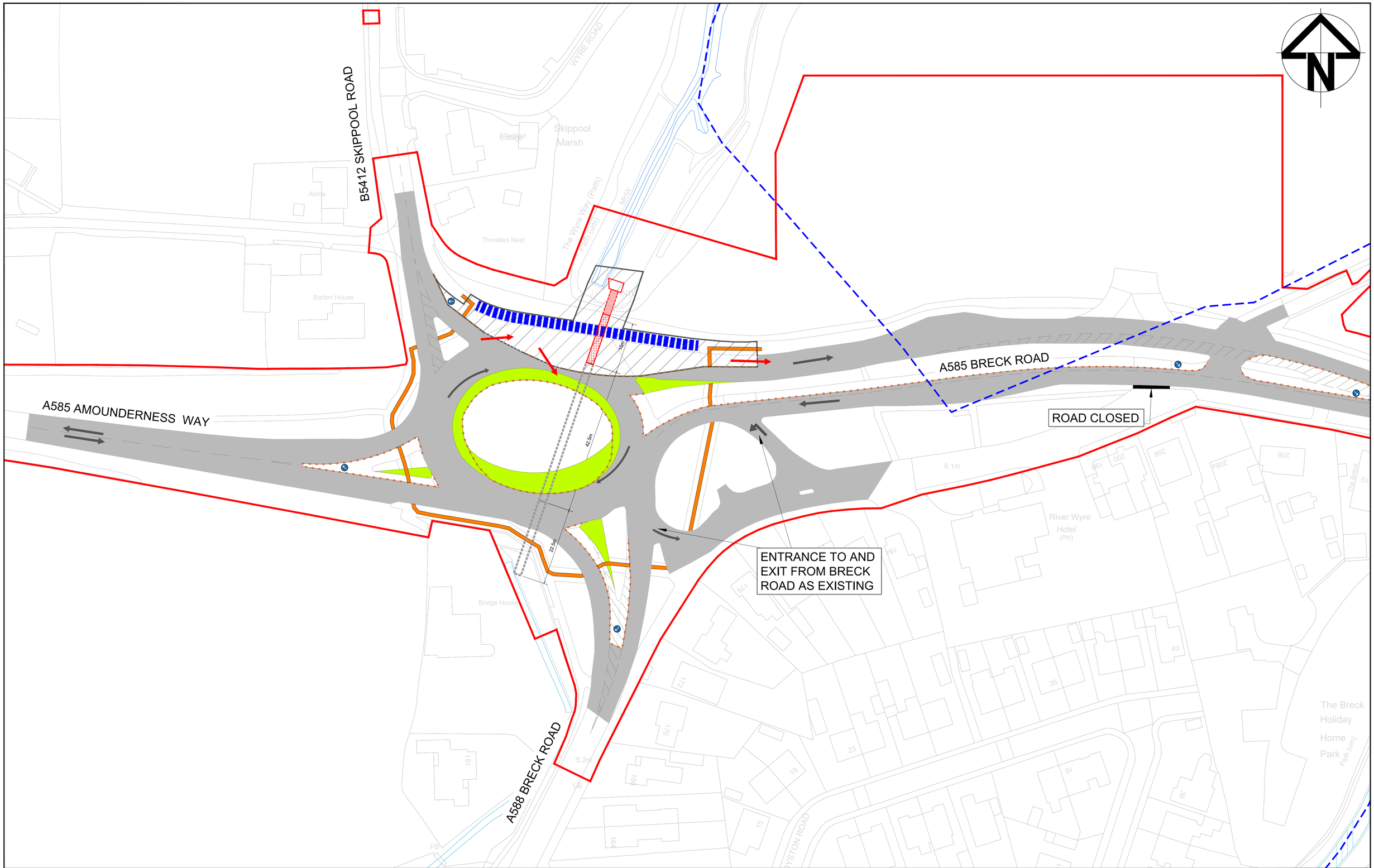
Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: SKIPPOOL CLOUGH CULVERT REPLACEMENT SHEET 1 OF 4 PHASE 1

Status	DCO SUBMISSION	Revision	0
Scale	1 : 500 @A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	P.THOMAS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number HE PIN | Originator | Volume | Location | Type | Role | Number

HE548643-ARC-TTM-S1_ML-002-DR-D-3019



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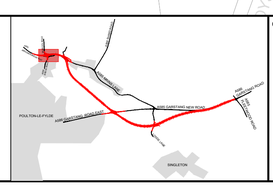
0 10 20 30 40 50

SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	PT	NH

LEGEND:

- DRAFT ORDER LIMITS
- LOCAL AUTHORITY BOUNDARY
- TEMPORARY TRAFFIC ROUTE
- TRAFFIC MOVEMENTS
- WORKS ACCESS / EGRESS
- FOOTWAY/CYCLEWAY TEMPORARILY CLOSED
- DIVERTED FOOTWAY/CYCLEWAY
- KEEP LEFT/RIGHT
- ROAD CONE
- TEMPORARY ROAD SURFACE
- WORKS SITE
- REPLACEMENT CULVERT SECTIONS:
- COMPLETE
- UNDER CONSTRUCTION (FIRST STAGE)
- UNDER CONSTRUCTION (SECOND STAGE)
- TO BE CONSTRUCTION



Client: highways england

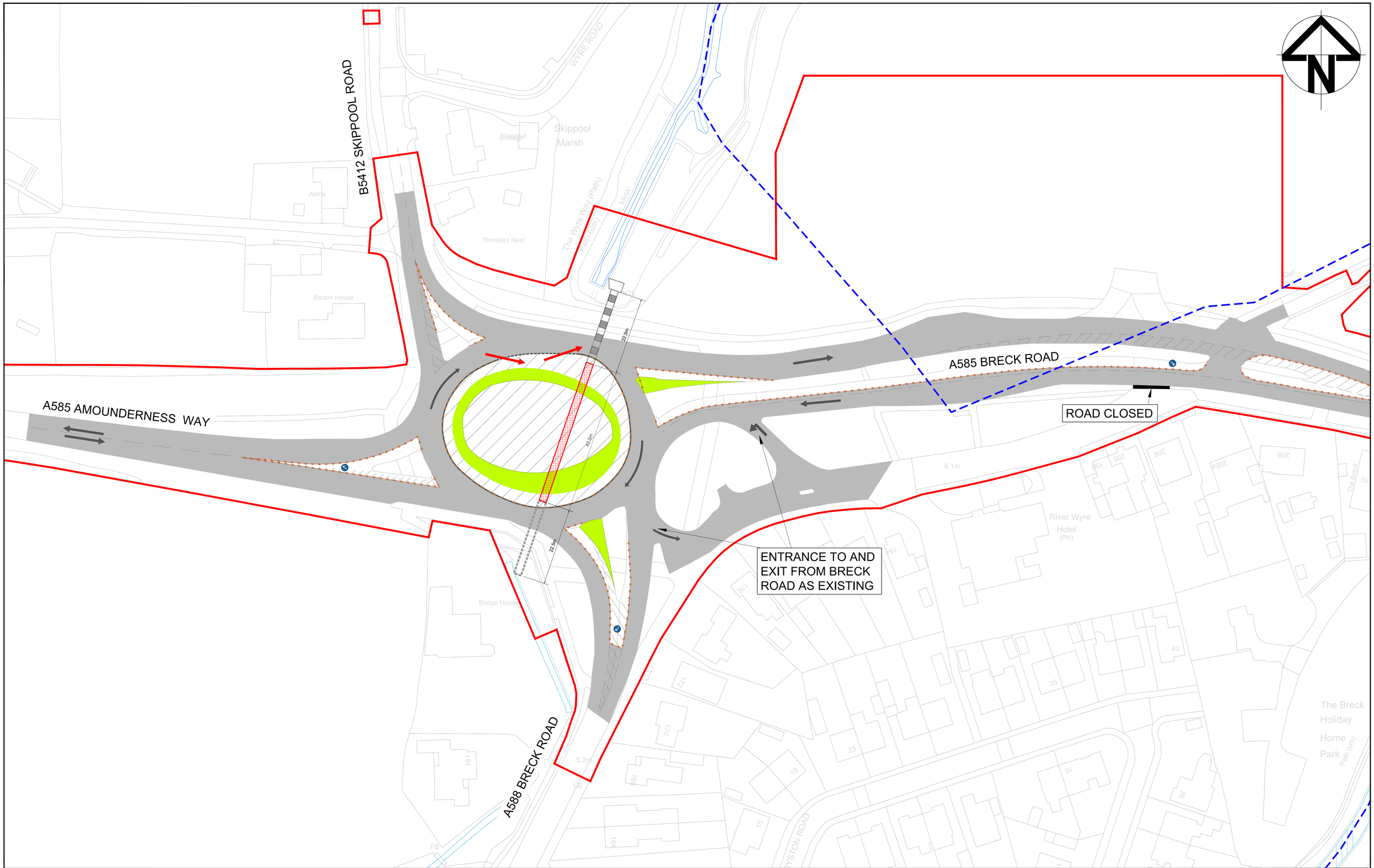
Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: SKIPPOOL CLOUGH CULVERT REPLACEMENT SHEET 2 OF 4 ALTERNATIVE PHASE 1(A)

Status	DCO SUBMISSION	Revision	0
Scale	1 : 500 @A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	P.THOMAS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number HE PIN | Originator | Volume | Location | Type | Role | Number

HE548643-ARC-TTM-S1_ML-002-DR-D-3020



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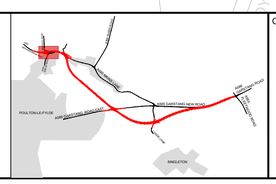
0 10 20 30 40 50

SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	PT	NH

LEGEND:

- DRAFT ORDER LIMITS
- LOCAL AUTHORITY BOUNDARY
- TEMPORARY TRAFFIC ROUTE
- TRAFFIC MOVEMENTS
- WORKS ACCESS / EGRESS
- FOOTWAY/CYCLEWAY TEMPORARILY CLOSED
- DIVERTED FOOTWAY/CYCLEWAY
- KEEP LEFT/RIGHT
- ROAD CONE
- TEMPORARY ROAD SURFACE
- WORKS SITE
- REPLACEMENT CULVERT SECTIONS:
- COMPLETE
- UNDER CONSTRUCTION
- TO BE CONSTRUCTED



Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: SKIPPOOL CLOUGH CULVERT REPLACEMENT SHEET 3 OF 4 PHASE 2

Status	DCO SUBMISSION	Revision	0
Scale	1 : 500 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	P.THOMAS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number HE PIN | Originator | Volume | Location | Type | Role | Number

HE548643-ARC-TTM-S1_ML-002-DR-D-3021

B5412 SKIPPOOL ROAD

A585 AMOUNDERNESS WAY

A585 BRECK ROAD

ROAD CLOSED

ENTRANCE TO AND EXIT FROM BRECK ROAD AS EXISTING

A588 BRECK ROAD

WYRE ROAD

Skippool Marsh

Chestnut Cottage

Aloha

Throstles Nest

The Wyre Way (Path)

Path (um)

MHW

MTL

Barton House

Bridge House

River Wyre Hotel (PH)

The Breck Holiday Home Park

Path (um)

22.5m

42.5m

22.5m

5.2m

6.1m

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0 10 20 30 40 50

SCALE 1:500 (A1) METRES

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
0	S8	OCT 2018	DCO SUBMISSION	GH	PT	NH

LEGEND:

- DRAFT ORDER LIMITS
- LOCAL AUTHORITY BOUNDARY
- TEMPORARY TRAFFIC ROUTE
- TRAFFIC MOVEMENTS
- WORKS ACCESS / EGRESS
- FOOTWAY/CYCLEWAY TEMPORARILY CLOSED
- DIVERTED FOOTWAY/CYCLEWAY
- KEEP LEFT/RIGHT
- ROAD CONE
- TEMPORARY ROAD SURFACE
- WORKS SITE

REPLACEMENT CULVERT SECTIONS:

- COMPLETE
- UNDER CONSTRUCTION
- TO BE CONSTRUCTED

Client: highways england

Project: A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title: SKIPPOOL CLOUGH CULVERT REPLACEMENT SHEET 4 OF 4 PHASE 3

Status	DCO SUBMISSION	Revision	0
Scale	1 : 500 @ A1	Date	OCT 2018
Drawn By	G.HERRING		
Checked By	P.THOMAS		
Approved By	N.HENDERSON		
PINS No.	TR010035	Original Size	A1

Drawing number HE PIN | Originator | Volume | Location | Type | Role | Number

HE548643-ARC-TTM-S1_ML002DR-D-3022