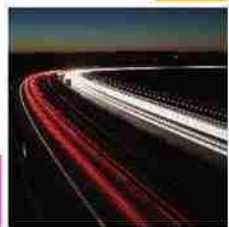


Regional Delivery Partnership

*A585 Windy Harbour to
Skippool Junction*

DCO Minor Changes
– Environmental Statement Assessment



Document Control

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|-----------------------|--|-----------------------|----------|
| Contract Title | National Highways- Regional Delivery Partnership | | |
| Scheme Title | A585 Windy Harbour to Skippool Junction | Client Ref No. | HE548643 |
| Report Title | Traffic Regulation Order Changes – Environmental Statement | | |
| File Name | HE548643-KIER-EGN-A585-RA-ZL-0001 TRO & WH ESA | | |
| Revision | P03 | | |
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Record of Issue

| Rev | Status | Date | Description / Purpose | Author | Checked | Approved |
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| P01 | DRAFT | 11/10/23 | Draft 2 for comment | | | |
| P02 | S3 | 16/10/23 | Windy Harbour Junction added | | | |
| P03 | Final | 11/10/23 | National Highways recommended amendments | | | |
| | | | | | | |

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Contents

| | | |
|------------|------------------------------------|----|
| 1.0 | Scope | 4 |
| 2.0 | Contents of this Assessment | 4 |
| 3.0 | Conclusions or Recommendations | 5 |
| Appendix A | DCO TRO Schedules | 6 |
| Appendix B | DCO Works Order No.94 | 11 |
| Appendix C | Schedule of TRO Amendments | 13 |
| Appendix D | Environmental Statement Assessment | 16 |



| | | |
|--|------------------------|--------------------------------|
| Authorised by: KDS Design Director – Major Projects | Page 3 of 18 | FOR-TRP-MP-059-KDS |
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1.0 Scope

Several minor amendments to the Development Consent Order (DCO) for A585 Windy Harbour to Skippool Junction Scheme have been proposed. It has been recognised that these amendments may potentially impact the environmental outcomes of the scheme, set out in the Environmental Statement submitted with the DCO application. Therefore it has been proposed to carry out an Environmental Statement Assessment in order to identify and assess those impacts and whether it would lead to a non-material or material change to the consented DCO.

There are four recognised minor amendments to the DCO to be assessed:

1. Amendments to the speed limit boundaries within the DCO area, due to inaccuracies within the dimensions listed within original order.
2. A new 40mph restriction on A585 (T) Amounderness Way in the vicinity of Skippool Junction, to slow traffic on the approach to the new traffic signals and pedestrian crossings. This was shown on the drawings within the DCO but not included within the order schedule.
3. Removal of the proposed shared footpath/cycleways on the detrunked section of Mains Lane and replacement with mandatory cycle lanes within the existing carriageway. This at the request of Lancashire County Council and aligns with updated recommendations within cycle design guidance.
4. Omission of one pedestrian/cycle crossing arm from the four arm signal junction at Windy Harbour, to reflect accessibility on the junction approaches and to improve traffic signal performance.

The Authorisation for the existing, approved, permanent Traffic Regulation Orders (TROs) as part of this scheme was given within the Statutory Instrument 2020 No.402, The A585 Windy Harbour to Skippool Highway Development Consent Order 2020, Section 16, Made 09th April 2020. Details of the TROs are contained within Schedule 3, Parts 6, 7 and 8.

The changes to the TROs will not alter the traffic flow and journey time forecasts, as the alterations more accurately reflect the assessed proposals.

The additional pedestrian crossing arm at Windy Harbour Junction is identified in Works Order No. 94 of the DCO, with the extract shown in Appendix B. The proposal to omit the crossing is due to the lack of any linking facilities on the existing and proposed A585 to the south of the junction. The omission of the crossing also results in a slight improvement in the efficiency of the signals for general traffic, reducing queue lengths and vehicle delay which gives slight emissions reductions.

The amendments fall within the Limits of Deviation as laid out in Chapter 2 of the Environmental Statement, Document Ref: HE548643-ARC-EGN-A585-RP-LE-3072.

The outcome of this assessment will be recorded within the scheme Evaluation of Change Register, Document Ref: HE548643-KIE-GEN-A585-RE-ZM-0002, which forms part of the PCF SGAR products package.

2.0 Contents of this Assessment

A copy of the relevant schedules from The A585 Windy Harbour to Skippool Highway Development Consent Order 2020 are contained within Appendix A.

Details of Works Order No.94 are contained in Appendix B.

A schedule of the identified TRO amendments is contained within Appendix C.

The Environmental Statement Assessment (ESA) is contained within Appendix D.



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|--|------------------------|--------------------------------|
| Authorised by: KDS Design Director – Major Projects | Page 4 of 18 | FOR-TRP-MP-059-KDS |
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3.0 Conclusions or Recommendations

The ESA shows that the changes associated with amended speed limits within the DCO will have no impact upon the assessment set out within the Environmental Statement. The extension of the speed limits will have a slight People & Communities benefit from safety on the pedestrian crossing but otherwise no impact.

The cycle lane provision will have minor benefits for Air Quality and Climate Change.

The omission of the pedestrian crossing will have slight negative impacts for People & Communities but a positive air quality impact from the slight improvement to the efficiency of the junction.

Overall the changes are deemed to have a neutral impact upon the predicted outcomes of the DCO submission.

Subject to confirmation from the Secretary of State with regards to the proposed amendments to Works Order No.94, the impacts are deemed to be non-material.



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|--|------------------------|--------------------------------|
| Authorised by: KDS Design Director – Major Projects | Page 5 of 18 | FOR-TRP-MP-059-KDS |
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Appendix A DCO TRO Schedules



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|--|------------------------|--------------------------------|
| Authorised by: KDS Design Director – Major Projects | Page 6 of 18 | FOR-TRP-MP-059-KDS |
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SCHEDULE 3 Articles 11 and 15
CLASSIFICATION OF ROADS, ETC.

PART 1
TRUNK ROADS

| (1) Road | (2) Extent |
|---|---|
| A585 at Skippool Junction cross roads | Entire junction within Point 1 of the Streets, Rights of Way and Access Plans (Sheet 1) |
| A585(T) between Skippool Junction and Skippool Bridge Junction | Shown within Point 1 of the Streets, Rights of Way and Access Plans (Sheet 1) |
| A585 at Skippool Bridge Junction | Entire junction within Point 1 of the Streets, Rights of Way and Access Plans (Sheet 1) |
| A585(T) between Skippool Bridge Junction and Poulton Junction | Shown by Point 7 of the Streets, Rights of Way and Access Plans (Sheets 1 and 2) |
| A585 at Poulton Junction cross roads | Cross roads shown by Point 8 of the Streets, Rights of Way and Access Plans (Sheet 2) |
| A585(T) between Poulton Junction and intersect with de-classified Garstang New Road | Shown by Point 9 of the Streets, Rights of Way and Access Plans (Sheets 2 and 3) |
| A585(T) between intersect with de-classified Garstang New Road and Windy Harbour Junction | Shown by Point 14 of the Streets, Rights of Way and Access Plans (Sheet 4) |

PART 2
CLASSIFIED ROADS

| (1) Road | (2) Extent |
|---|---|
| A596 Garstang Road East (west of proposed Poulton Junction) | Shown by Point 10 of the Streets, Rights of Way and Access Plans (Sheet 2) |
| B3269 Lodge Lane Bridge | Shown by Point 12 of the Streets, Rights of Way and Access Plans (Sheet 3) |
| Garstang Road East (to be re-classified as the B5269) | Shown by Point 11 of the Streets, Rights of Way and Access Plans (Sheets 2 and 3) |
| Mains Lane between Skippool Bridge Junction and Shard Road Junction (to be re-classified as the A585) | Shown by Point 19 and 18 of the Streets, Rights of Way and Access Plans (Sheet 1) |

PART 3
UNCLASSIFIED ROADS

| (1) Road | (2) Extent |
|---|--|
| Mains Lane between Shard Road Junction and Little Singleton Junction | Shown by Point 17 of the Streets, Rights of Way and Access Plans (Sheets 1, 2 and 3) |
| De-classified Garstang New Road between Little Singleton Junction and Garstang footbridge | Shown by Point 15 of the Streets, Rights of Way and Access Plans (Sheet 3) |

PART 4
OTHER PUBLIC RIGHTS OF WAY

| (1) Public right of way | (2) Extent |
|---|--|
| Non-segregated footway/bicycle track (including crossing facilities over Skippool Junction, Skippool Bridge Junction, Poulton Junction and Little Singleton Junction) | Shown with Points 1, 8, 10, 11, 18, 17, 16, 15 and 14 of the Streets, Rights of Way and Access Plans |

PART 5
ROADS TO BE DE-TRUNKED

In the administration areas of Lancashire County Council, Wyrre Council and Fylde Borough Council

The section of highway between Point A on Sheet 1 of the Traffic Regulation Measures and De-Trunking Plans, being a point 488 metres west of Shard Road Junction and Point C on Sheet 3 of the Traffic Regulation Measures and De-Trunking Plans, being a point 678 metres east of Little Singleton Junction for a distance of approximately 2700 metres in a south easterly direction.

PART 6
SPEED LIMITS

| (1) Parish(es) | (2) Road name, number and length | (3) Speed Limit |
|-------------------|--|--------------------|
| Poulton-le-Fylde | A585 (eastbound) From where the A585 Amosunderness Way meets Skippool Junction heading east along its length to a point 135 metres south of Skippool Bridge Junction for a total distance of 920 metres As shown on Sheet 1 of the | 40 miles per hour |



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|--|------------------------|---------------------------------|
| Authorised by: KDS Design Director – Major Projects | Page 7 of 18 | FOR-TRP-MP-059-KDS |
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| (1) Parishes | (2) Road name, number and length | (3) Speed Limit |
|------------------|--|--------------------|
| | Traffic Regulation Measures and De-trunking Plans | |
| Poulton-le-Fylde | A585 (westbound) From a point 373 metres south of Skippool Bridge Junction heading west along its length to where the A585 Amounderness Way meets Skippool Junction for a total distance of 1112 metres As shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans | 40 miles per hour |
| Poulton-le-Fylde | A388 Breck Road From Skippool Junction to a point 41 metres south from Skippool Junction for a total distance of 41 metres As shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans | 40 miles per hour |
| Poulton-le-Fylde | B5412 Skippool Road From Skippool Junction to a point 37 metres north from Skippool Junction for a total distance of 37 metres As shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans | 40 miles per hour |
| Singleton | Old Mains Lane From Skippool Bridge Junction along its length to a point 213 metres north west from Skippool Bridge Junction for a total distance of 213 metres As shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans | 30 miles per hour |
| Singleton | Skippool Bridge Junction eastbound between A585 and the re-classified A588 Mains Lane for a total distance of 217 metres As shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans | 40 miles per hour |
| Singleton | Skippool Bridge Junction westbound between the re-classified A588 Mains Lane and A585 for a total distance of 110 metres | 40 miles per hour |

| (1) Parishes | (2) Road name, number and length | (3) Speed Limit |
|-----------------|---|--|
| | As shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans | |
| Singleton | A585 (eastbound) From a point 135 metres south of Skippool Bridge heading east along its length to a point 306 metres north west from Poulton Junction for a total distance of 995 metres As shown on Sheet 1 and 2 of the Traffic Regulation Measures and De-trunking Plans | National de-restricted speed limit (70 miles per hour) |
| Singleton | A585 (westbound) From a point 306 metres north west from Poulton Junction heading west along its length to a point 373 metres south of Skippool Bridge Junction for a total distance of 801 metres As shown on Sheet 1 and 2 of the Traffic Regulation Measures and De-trunking Plans | National de-restricted speed limit (70 miles per hour) |
| Singleton | A585 (eastbound) From a point 306 metres north from Poulton Junction heading east along its length to a point 280 metres south east of Poulton Junction for a total distance of 589 metres As shown on Sheet 2 of the Traffic Regulation Measures and De-trunking Plans | 50 miles per hour |
| Singleton | A585 (westbound) From a point 280 metres south east from Poulton Junction heading west along its length to a point 306 metres north west of Poulton Junction for a total distance of 589 metres As shown on sheet 2 of the Traffic Regulation Measures and De-trunking Plans | 50 miles per hour |
| Singleton | A585 (eastbound) From a point 280 metres south east of Poulton Junction heading east along its length to a point 238 metres west from Windy Harbour Junction for a total distance of 2094 metres | National de-restricted speed limit (70 miles per hour) |



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|--|------------------------|--------------------------------|
| Authorised by: KDS Design Director – Major Projects | Page 8 of 18 | FOR-TRP-MP-059-KDS |
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| (1) Parishes | (2) Road name, number and length | (3) Speed Limit |
|-----------------|---|--|
| | As shown on Sheet 2, 3 and 4 of the Traffic Regulation Measures and De-trunking Plans | |
| Singleton | A585 (westbound) From a point 240 metres west from Windy Harbour Junction heading west along its length to a point 280 metres south east of Poulton Junction for a total distance of 2094 metres As shown on Sheet 2,3 and 4 of the Traffic Regulation Measures and De-trunking Plans | National de-restricted speed limit (70 miles per hour) |
| Singleton | Mains Lane For the whole length of Mains Lane between Shard Road Junction and Little Singleton Junction, a length of 1515 metres As shown on Sheet 1, 2, and 3 of the Traffic Regulation Measures and De-trunking Plans | 30 miles per hour |
| Singleton | (Re-classified B5260) Garstang Road East From a point 66 metres east of Poulton Junction along its length to Little Singleton Junction for a total distance of 719 metres As shown on Sheet 2 and 3 of the Traffic Regulation Measures and De-trunking Plans | 30 miles per hour |
| Singleton | De-classified Garstang New Road For the whole length of the de-classified Garstang New Road between Little Singleton Junction and Grange Footbridge, a length of 631 metres As shown on Sheet 3 of the Traffic Regulation Measures and De-trunking Plans | 30 miles per hour |
| Singleton | B5260 Lodge Lane From Little Singleton Junction along its length for a total distance of 532 metres As shown on Sheet 3 of the | 40 miles per hour |

| (1) Parishes | (2) Road name, number and length | (3) Speed Limit |
|-----------------|---|--------------------|
| | Traffic Regulation Measures and De-trunking Plans | |

PART 7
REVOCATIONS AND VARIATIONS OF EXISTING TRAFFIC REGULATION ORDERS

| (1) Parishes | (2) Road name, number and length | (3) Title of Order | (4) Revocations or Variations |
|-----------------|-------------------------------------|-----------------------|----------------------------------|
| Singleton | Mains Lane, A585, 2904 yards | Order 1973 (No.2) | Revocation |

PART 8
NEW TRAFFIC REGULATION ORDERS SOUGHT

| (1) Parishes | (2) Road name and number | (3) Traffic Regulation Sought |
|------------------|-----------------------------|--|
| Poulton-le-Fylde | A585 Breck Road | No entry on westbound carriageway at Skippool Junction for traffic travelling east, as shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans |
| Poulton-le-Fylde | A585 Breck Road | No entry on eastbound carriageway at Skippool Junction for traffic travelling west, as shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans |
| Poulton-le-Fylde | Breck Service Road | No through road for traffic entering Breck Service Road from A588 Breck Road, as shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans |
| Poulton-le-Fylde | A585 Breck Road | Prohibition of right turn movements for all traffic entering on to the A585 westbound carriageway from accesses to the south of the A585 Breck Road between Skippool Junction and proposed Skippool Bridge Junction, as shown on Sheet 1 |



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|--|------------------------|--------------------------------|
| Authorised by: KDS Design Director – Major Projects | Page 9 of 18 | FOR-TRP-MP-059-KDS |
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| | | of the Traffic Regulation Measures and De-trunking Plans |
| Poulton-le-Fyldc | A585 Breck Road | Prohibition of right turn movements for all traffic entering on to the A585 eastbound carriageway from accesses to the south of the A585 Breck Road between Skippool Junction and proposed Skippool Bridge Junction, as shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans |
| Singleton | A585 | No entry on westbound carriageway at proposed Skippool Bridge Junction for traffic travelling east, as shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans |
| Singleton | A585 | No entry on eastbound carriageway at proposed Skippool Bridge Junction for traffic travelling west, as shown on Sheet 1 of the Traffic Regulation Measures and De-trunking Plans |
| Singleton | A585 | No entry on westbound carriageway at proposed Poulton Junction for traffic travelling east, as shown on Sheet 2 of the Traffic Regulation Measures and De-trunking Plans |
| Singleton | A585 | No entry on eastbound carriageway at proposed Poulton Junction for traffic travelling west, as shown on Sheet 2 of the Traffic Regulation Measures and De-trunking Plans |
| Singleton | Mains Lane | One way road for traffic using the proposed "U" turn facility at Little Singleton Junction, as shown on Sheet 3 of the Traffic Regulation Measures and De-trunking Plans |
| Singleton | Garstang New Road | No through road for traffic entering Garstang New Road from Little Singleton Junction, as shown on Sheet 3 of the Traffic Regulation Measures and De-trunking Plans |



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|--|------------------------|--------------------------------|
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Appendix B DCO Works Order No.94



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Work No.94 – The construction of pedestrian crossing facilities and footpath at the termination of the new A585 dual carriageway at Windy Harbour Junction, tying in with existing crossing facilities at the junction, approximately 62 metres in length, as shown on Sheet 4 of the Works Plans.



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|--|------------------------|--------------------------------|
| Authorised by: KDS Design Director – Major Projects | Page 12 of 18 | FOR-TRP-MP-059-KDS |
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Appendix C Schedule of TRO Amendments



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| Authorised by: KDS Design Director – Major Projects | Page 13 of 18 | FOR-TRP-MP-059-KDS |
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WINDY HARBOUR DEVELOPMENT CONSENT ORDER PTRO REVIEW

Project Title : **A585 WINDY HARBOUR TO SKIPPOOL**

Kier Project Number : **1050902**

Project PIN : **548643**

The A585 Windy Harbour to Skippool Highway
Development Consent Order 2020



| Original Order | | New Order | | | | |
|-----------------------|------------------|--|--|-----------|---|---|
| DCO Ref | Parish | Road name, number and Length | Order | Contract? | Order | New Text |
| Sch.3, Part 6, Row 1 | Poulton-le-Fylde | A585 (eastbound) From where the A585 Amounderness Way meets Skippool Junction heading east along its length to a point 136 metres south of Skippool Bridge Junction for a total distance of 920 metres | 40 miles per hour | No | 01 PTRO application (speed only) A585 New alignment EB 40mph | The A585 from a point 300 metres west of the centreline with its junction with the A588/B5412 Skippool Junction, eastbound along the new dual carriageway to a point 173 metres south-east of the centreline with Mains Lane (Skippool Bridge Junction), a total distance of 926 metres |
| Sch.3, Part 6, Row 2 | Poulton-le-Fylde | A585 (westbound) From a point 373 metres south of Skippool Bridge Junction heading west along its length to where the A585 Amounderness Way meets Skippool Junction for a total distance of 1112 metres | 40 miles per hour | No | 02 PTRO application (speed only) A585 New alignment WB 40mph | The A585 westbound carriageway from a point 320 metres south-east of the centreline with Mains Lane (Skippool Bridge Junction) westbound along the new dual carriageway to a point 300 metres west of the centreline with its junction with the A588/B5412 Skippool Junction, a total distance of 1058 metres |
| Sch.3, Part 6, Row 3 | Poulton-le-Fylde | A588 Breck Road From Skippool Junction to a point 41 metres south from Skippool Junction for a total distance of 41 metres | 40 miles per hour | Yes | 07 PTRO application (speed only) A588 Breck 40 mph | A588 Breck Road from the centreline of the junction with A585 Amounderness Way to a point 41 metres south of centreline of the junction with A585 Amounderness Way a total distance of 41 metres |
| Sch.3, Part 6, Row 4 | Poulton-le-Fylde | B5412 Skippool Road From Skippool Junction to a point 37 metres north from Skippool Junction for a total distance of 37 metres | 40 miles per hour | No | 08 PTRO application (speed only) B5412 Skippool 40 mph | The B5412 Skippool Road from the centreline of the junction with A585 Amounderness Way to a point 45 metres north of centreline of the junction with A585 Amounderness Way a total distance of 45 metres |
| Sch.3, Part 6, Row 5 | Singleton | Old Mains Lane From Skippool Bridge Junction along its length to a point 213 metres north west from Skippool Bridge Junction for a total distance of 213 metres | 30 miles per hour | No | 12 PTRO application (speed only) Old Mains Ln 30 mph | Old Mains Lane (unclassified) from its junction with A588 Mains Lane for its whole length, a total distance of 425 metres |
| Sch.3, Part 6, Row 6 | Singleton | Skippool Bridge Junction eastbound between A585 and the re-classified A588 Mains Lane for a total distance of 217 metres | 40 miles per hour | No | 09 PTRO application (speed only) A588 Mains Ln 40 mph | The A588 Mains Lane from the centreline of the junction with A585 Bypass to a point 13 metres east of the centreline of the junction with A588 Shard Road a total distance of 616 metres |
| Sch.3, Part 6, Row 7 | Singleton | Skippool Bridge Junction westbound between the reclassified A588 Mains Lane and A585 for a total distance of 110 metres | 40 miles per hour | No | 09 PTRO application (speed only) A588 Mains Ln 40 mph | The A588 Mains Lane from the centreline of the junction with A585 Bypass to a point 13 metres east of the centreline of the junction with A588 Shard Road a total distance of 616 metres |
| Sch.3, Part 6, Row 8 | Singleton | A585 (eastbound) From a point 135 metres south of Skippool Bridge heading east along its length to a point 306 metres north west from Poulton Junction for a total distance of 995 metres | National de-restricted speed limit (70 miles per hour) | No | 03 PTRO application (speed only) A585 New alignment EB N mph | The A585 (eastbound) from a point 173 metres south-east of the centreline with A588 (Reclassified) Mains Lane, westbound along the new dual carriageway to a point 297 metres west of the centreline of the junction with A585 Garstang Road East, a total distance of 1010 metres |
| Sch.3, Part 6, Row 9 | Singleton | A585 (westbound) From a point 306 metres north west from Poulton Junction heading west along its length to a point 373 metres south of Skippool Bridge Junction for a total distance of 801 metres | National de-restricted speed limit (70 miles per hour) | No | 04 PTRO application (speed only) A585 New alignment WB N mph | The A585 westbound carriageway from a point 297 metres west of the centreline of the junction with A588 Garstang Road East westbound along the new dual carriageway to a point 320 metres south-east of the centreline with A588 (Reclassified) Mains Lane, a total distance of 810 metres |
| Sch.3, Part 6, Row 10 | Singleton | A585 (eastbound) From a point 306 metres north from Poulton Junction heading east along its length to a point 280 metres south east of Poulton Junction for a total distance of 589 metres | 50 miles per hour | No | 05 PTRO application (speed only) A585 New alignment 50mph | The A585 from a point 297 metres west of the centreline of the junction with A586 Garstang Road East, to a point 297 metres east of the centreline of the junction with A586 Garstang Road East, a total distance of 594 metres |
| Sch.3, Part 6, Row 11 | Singleton | A585 (westbound) From a point 280 metres south east from Poulton Junction heading west along its length to a point 306 metres north west of Poulton Junction for a total distance of 589 metres | 50 miles per hour | No | 05 PTRO application (speed only) A585 New alignment 50mph | The A585 from a point 297 metres west of the centreline of the junction with A586 Garstang Road East, to a point 297 metres east of the centreline of the junction with A586 Garstang Road East, a total distance of 594 metres |
| Sch.3, Part 6, Row 12 | Singleton | A585 (eastbound) From a point 280 metres south east of Poulton Junction heading east along its length to a point 238 metres west from Windy Harbour Junction for a total distance of 2094 metres | National de-restricted speed limit (70 miles per hour) | No | 06 PTRO application (speed only) A585 New alignment N mph | The A585 from a point 297 metres east of the centreline of the junction with A588 Garstang Road East to a point 232 metres west of the centreline of the junction with A585 Fleetwood Road (Windy Harbour Junction) a total distance of 2240 metres |
| Sch.3, Part 6, Row 13 | Singleton | A585 (westbound) From a point 240 metres west from Windy Harbour Junction heading west along its length to a point 280 metres south east of Poulton Junction for a total distance of 2094 metres | National de-restricted speed limit (70 miles per hour) | No | 06 PTRO application (speed only) A585 New alignment N mph | The A585 from a point 297 metres east of the centreline of the junction with A588 Garstang Road East to a point 232 metres west of the centreline of the junction with A585 Fleetwood Road (Windy Harbour Junction) a total distance of 2240 metres |
| Sch.3, Part 6, Row 14 | Singleton | Mains Lane For the whole length of Mains Lane between Shard Road Junction and Little Singleton Junction, a length of 1515 metres | 30 miles per hour | No | 10 PTRO application (speed only) Mains Ln 30 mph | Mains Lane (unclassified) from a point 13 metres east of the centreline of the junction with A588 Shard Road to the centreline of the junction with Pool Foot Lane, a total distance of 1500 metres |
| Sch.3, Part 6, Row 15 | Singleton | (Re-classified B5260) Garstang Road East From a point 66 metres east of Poulton Junction along its length to Little Singleton Junction for a total distance of 719 metres | 30 miles per hour | Unknown | LCC to amend if necessary | N/A |
| Sch.3, Part 6, Row 16 | Singleton | De-classified Garstang New Road For the whole length of the declassified Garstang New Road between Little Singleton Junction and Grange Footbridge, a length of 631 metres | 30 miles per hour | No | 11 PTRO application (speed only) Garstang New Rd 30 mph | Garstang New Road (unclassified) from the centreline of the junction with Pool Foot Lane to a point 689 metres east of the centreline of its junction with Pool Foot Lane a total distance of 689 metres |
| Sch.3, Part 6, Row 17 | Singleton | B5260 Lodge Lane From Little Singleton Junction along its length for a total distance of 632 metres | 40 miles per hour | Unknown | LCC to amend if necessary | N/A |
| Not included | Singleton | A588 Shard Lane | 40 miles per hour | No | 13 PTRO application (speed only) A588 Shard Ln 40 mph | The A588 Shard Road from the centreline of the junction with A588 Mains Lane to a point 140 metres north of the centreline of the junction with A588 Mains Lane a total distance of 140 metres |
| Sch.3, Part 7 | Singleton | Mains Lane, A585, 2904 yards | Order 1973 (No 2) | Yes | 01 PTRO application (speed only) A585 New alignment EB 40mph | The existing 40mph speed limit is defined in the A585 (40mph Speed Limits) (No 2) Order 1973, extending from the junction with A588 Breck Road to the junction with A586 Garstang Road, a total distance of 2655 metres. This Order is proposed to be revoked in entirety. |
| Not included | Singleton | A585 New Garstang Road, existing 80 miles per hour | The Lancashire County Council (Various Roads, Various Locations, Fylde Borough, Lancaster City and Wyre Borough) (Revocation, Restricted Road, 30, 40 and 80mph Speed Limits) Order 2013 | No | 06 PTRO application (speed only) A585 New alignment N mph | The Lancashire County Council (Various Roads, Various Locations, Fylde Borough, Lancaster City and Wyre Borough) (Revocation, Restricted Road, 30, 40 and 80mph Speed Limits) Order 2013, Schedule 5, paragraph d) to be revoked and replaced in order to remove New Garstang Road A585 in its entirety. |



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| Authorised by: KDS Design Director – Major Projects | Page 14 of 18 | FOR-TRP-MP-059-KDS |
| Author: KDS Design Assurance Manager | Issue Date: 01/09/2023 | Rev No. Retained in SharePoint |
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WINDY HARBOUR DEVELOPMENT CONSENT ORDER PTRO REVIEW

Project Title : **A585 WINDY HARBOUR TO SKIPPOOL**

Kier Project Number : **1050902**

Project PIN : **548643**

The A585 Windy Harbour to Skippool Highway
Development Consent Order 2020



| Original Order | | | | New Order | | | |
|-----------------------|------------------|------------------------------|---|-----------|---|--|--|
| DCO Ref | Parish | Road name, number and Length | Order | Correct? | Critical | New Text | |
| Sch 3, Part 8, Row 1 | Poultton-le-Fyde | A585 Breck Road | No entry on westbound carriageway at Skippool Junction for traffic travelling east | Yes | | | |
| Sch 3, Part 8, Row 2 | Poultton-le-Fyde | A585 Breck Road | No entry on eastbound carriageway at Skippool Junction for traffic travelling west | Yes | | | |
| Sch 3, Part 8, Row 3 | Poultton-le-Fyde | Breck Service Road | No through road for traffic entering Breck Service Road from A585 Breck Road | Yes | | | |
| Sch 3, Part 8, Row 4 | Poultton-le-Fyde | A585 Breck Road | Prohibition of right turn movements for all traffic entering on to the A585 westbound carriageway from accesses to the south of the A585 Breck Road between Skippool Junction and proposed Skippool Bridge Junction | Yes | | | |
| Sch 3, Part 8, Row 5 | Poultton-le-Fyde | A585 Breck Road | Prohibition of right turn movements for all traffic entering on to the A585 eastbound carriageway from accesses to the south of the A585 Breck Road between Skippool Junction and proposed Skippool Bridge Junction | Yes | | | |
| Sch 3, Part 8, Row 6 | Singleton | A585 | No entry on westbound carriageway at proposed Skippool Bridge Junction for traffic travelling east | Yes | | | |
| Sch 3, Part 8, Row 7 | Singleton | A585 | No entry on eastbound carriageway at proposed Skippool Bridge Junction for traffic travelling west | Yes | | | |
| Sch 3, Part 8, Row 8 | Singleton | A585 | No entry on westbound carriageway at proposed Poultton Junction for traffic travelling east | Yes | | | |
| Sch 3, Part 8, Row 9 | Singleton | A585 | No entry on eastbound carriageway at proposed Poultton Junction for traffic travelling west | Yes | | | |
| Sch 3, Part 8, Row 10 | Singleton | Mains Lane | One way road for traffic using the proposed 'u' turn facility at Little Singleton Junction | No | No longer required due to design changes | N / A | |
| Sch 3, Part 8, Row 11 | Singleton | Garstang New Road | No through road for traffic entering Garstang New Road from Little Singleton Junction | Yes | | | |
| Sch 3, Part 1 | N/A | Trunk Roads | Clearway Order | Yes | | | |
| Not included | N/A | All Roads | Traffic Regulation Orders excepting the above | No | A585 PTRO application form (except speed) | Three locations where No Waiting At Any Time is required within the existing trunk road network. | |



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| Authorised by: KDS Design Director – Major Projects | Page 15 of 18 | FOR-TRP-MP-059-KDS |
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Appendix D Environmental Statement Assessment



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| Authorised by: KDS Design Director – Major Projects | Page 16 of 18 | FOR-TRP-MP-059-KDS |
| Author: KDS Design Assurance Manager | Issue Date: 01/09/2023 | Rev No. Retained in SharePoint |
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| Assessment Against Environmental Statement | Change 1: Amendments to speed and movement Traffic Regulation Orders within the DCO boundary, as listed in Appendix C. | Change 2: Extension of the boundary of the DCO, for purposes of a speed reduction, to include part of A585 Amounderness Way. | Change 3: Replacement of the shared footway/cycleway on Mains Lane with a mandatory on-carriageway cycle lane, with waiting restrictions. | Change 4: Omission of new pedestrian crossing arm at Windy Harbour Junction | Cumulative impact upon the DCO of all 4 changes. |
|--|---|---|---|--|---|
| Air Quality | No impact : Minor changes to start/finish points of speed restrictions. | No impact Most traffic would already be slowing for the junction without the change; the amendments ensure all drivers approach in safety. | Design change has no effect on air quality as there will be no impact on the proposed traffic figures. A safer cycle lane provision might increase the up-take of cycling in the area helping to reduce traffic on the local roads. | Neutral Slight negative impact from reduced pedestrian provision offset by slight positive impact from more efficient signal operation. | Neutral A mix of slight positive and negative impacts. |
| Cultural Heritage | No impact | No impact | No impact | No impact | No impact |
| Biodiversity | No impact | No impact | No impact | No impact | No impact |
| Landscape | No impact | No impact | No impact | No impact | No impact |
| People and Communities | No impact as the amendments are primarily administrative. | A minor benefit from slowing traffic on the approach to the new pedestrian and cycle crossings. | Minor benefit from retaining cyclists on the carriageway rather than shared use of existing footways. | Slight negative impact from reduced pedestrian provision | Neutral A mix of slight positive and negative impacts. |



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|--|------------------------|--------------------------------|
| Authorised by: KDS Design Director – Major Projects | Page 17 of 18 | FOR-TRP-MP-059-KDS |
| Author: KDS Design Assurance Manager | Issue Date: 01/09/2023 | Rev No. Retained in SharePoint |
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| | | | | | |
|--|--|---|--|--|---|
| Road Drainage and the environment | No impact | No impact | No impact | No impact | No impact |
| Geology and contaminated land | No impact | No impact | No impact | No impact | No impact |
| Materials | No impact | No impact | A slight increase in material use for the demarcation of the mandatory cycle lane. | A slight decrease in material use from retaining the existing signal infrastructure. | Neutral A mix of slight positive and negative impacts. |
| Climate | No impact : Minor changes to start/finish points of speed restrictions. | No impact Most traffic would already be slowing for the junction without the change; the amendments ensure all drivers approach in safety. | A dedicated cycle lane provision might increase the up-take of cycling in the area helping to reduce traffic on the local roads. | Neutral Slight negative impact from reduced pedestrian provision offset by slight positive impact from more efficient signal operation. | Neutral A mix of slight positive and negative impacts. |



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| Authorised by: KDS Design Director – Major Projects | Page 18 of 18 | FOR-TRP-MP-059-KDS |
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