

A590 High and Low Newton Bypass Newsletter 4 - Spring 2007

Farewell Winter

Hopefully the winter weather should be coming to an end and work on the construction of the Bypass can restart at the tempo that Laing O'Rourke established last year.

The heavy and prolonged rain has meant that local footpaths have become impossible to maintain in a passable condition and some silt pollution of watercourses has occurred. Laing O'Rourke's staff have worked carefully to control these problems but natural forces have prevailed for the time being.

Over the winter some work has continued with the workforce coping with all weathers. Construction of the four bridges and the dry stone walling has progressed well and drainage outfalls have been constructed.

The emphasis of the work over the next months will be on excavating the deep cutting at Head House with excavated material being taken to the embankment areas. Once this cutting has reached formation level under the new Head House Road bridge site, work will start on the bridge itself.

This work has required the pedestrian route on Head House Road to be closed. It will remain closed until such time that it is safe for use by the public.

The target for completion is for Spring 2008 as originally planned.

Whats been happening

Our winter work programme has concentrated on items that could be carried out in bad weather

without causing severe damage to the site and the surrounding roads.

Most noticeably, earthwork operations with heavy plant have been almost at a standstill to minimise the effect upon the natural materials. If we had tried to work through the winter, we would have made large quantities of material unsuitable for use within the works. As a result, we would have had to take more material off site before replacing it with imported suitable material.

The bypass requires some imported earthworks material to be brought onto site. The majority of this has been delivered through the winter and used to construct embankments near Cartmel Lane. In addition to the traffic management benefits, discussed later, completion of these embankments has a positive effect upon our programme and will reduce the number of vehicles that will need to visit the site during the summer.

We have installed the majority of the major culverts that are required to carry water that drains from the fells across the bypass to rejoin the original watercourses to the west of the bypass. Wherever possible, the natural filtering provided by the temporary ponds that used to form in low lying fields has been replaced by carefully designed ditches and culverts.

Construction of the four underpasses has progressed well. This should enable us to create a construction route through the site and to open Oak Head Road, Ayside Bridleway, Barrows Green Road and Cartmel Lane across the site on their new permanent alignments in the summer.

One of our most difficult tasks has been trying to keep public footpaths and other pedestrian routes

across the site open and useable. Unfortunately, the wet weather and the need to ensure public safety has made this impossible and we have had to close all pedestrian routes across the site for the time being, the closure of Head House Road to pedestrians will start immediately after Easter. We will be re-opening these routes, or suitable alternatives, as soon as we can make them passable and safe to use.

The first trees, to be provided as part of the scheme, have been planted in an off site location agreed with the landowners.

Construction of the bypass has involved the diversion and realignment of electricity, water and telephone services. There have been a number of unavoidable service disruptions as a result of these diversion works.

We apologise for any inconvenience caused by these bypass related service disruptions. We will continue to minimise the risk of further damage by carefully marking the routes of the mains across and close to the works. However, some of the service providers have been working locally to improve their service to the area and, as a part of this work, have caused service disruptions. If you are told that future disruptions are due to the bypass works please inform David Ralley who will ensure that you are kept informed of progress on repairs.

Whats happening next

As soon as the weather permits, our earthmoving plant will return to site and start work on the excavation of the 9m deep Head House cutting. Material from the cutting will be taken to embankment areas at both ends of the bypass. About 2/3rds of the total quantity of earth to be moved by the scheme remains to be moved.

Construction of Head House Bridge will start as soon as the earthworks excavation has reached the future road level of the bypass and the footings for the piers can be excavated.

Dry stone walling has continued throughout winter with a reduced number of gangs working. The

majority of the remaining walls to be built on the scheme will be built on the embankments that have yet to be constructed. As soon as possible the walling gangs will start to erect walls on the completed embankments. More than ½ of the walls have yet to be constructed.

Installation of the drainage for the paved surface of the road will progress as the earthworks reach foundation level.

Weather permitting, we are planning to start placing the first road pavement material in May.

Traffic Management

Shortly after Easter, the road layout at Cartmel Lane junction will be revised to create a long term temporary arrangement. This layout will eliminate the current roundabouts and provide a more direct route for A590 through traffic.

This is a major improvement to our original proposals and has been made possible by the unforeseen economic availability of a quantity of waste material from Burlington Quarry. We have used this material to complete some of the permanent embankment at the southern end of the scheme. This has enabled us to revise our traffic management programme and to avoid a prolonged period during which a traffic signal controlled plant crossing would have been required across A590.

Temporary traffic signals will be in use on A590 to enable us to construct the connection between the new alignment and the existing Lindale Bypass. There will be a period of approximately two weeks duration, when A590 traffic may be subject to delays.

Current proposals are for the two week period to start on 11th April. More detailed information will be circulated when we are confident of the actual dates.

After completion of these traffic management periods, we do not anticipate further traffic management on A590 until the end of the year when we will be constructing the final tie ins between the bypass and the existing road.

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(Calls from BT landlines to 0845 numbers will cost no more than 4p per minute; mobile calls usually cost more)

Safe driving at roadworks

Remember that tiredness can kill. Take regular breaks from driving.



During 2006 two workers were killed and 19 seriously injured in the course of their work on Highways Agency roads.

For the safety of all road users and roadworkers, when you are approaching roadworks:

- Keep within the speed limit – it is there for your safety.
- Get into the correct lane in good time – don't keep switching.
- Concentrate on the road ahead, not the roadworks.
- Be alert for works' traffic leaving or entering roadworks.
- Keep a safe distance – there could be queues in front.
- Observe all signs – they are there to help you.