

Cuadrilla Bowland Limited

**Temporary Shale Gas Exploration  
at Preston New Road**

Traffic Management Plan

LCC Application Ref:

LCC/2014/0096

Document Ref: TMP001

Issue 11 | 12 June 2017

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 230382

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# Document Verification

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# Document Verification

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# 1 Summary

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This report presents a Traffic Management Plan (TMP) for shale gas exploration works at a site on the A583 Preston New Road, Lancashire (the Site). The TMP is required in order to satisfy condition 11 of the planning permission granted on 6 October 2016 for works referred to in this report as the Preston New Road Exploration Works (PNR EW) (planning permission granted on appeal – ref no: APP/Q2371/W/15/3134386; Application Ref: LCC/2014/0096). The planning condition is replicated below:

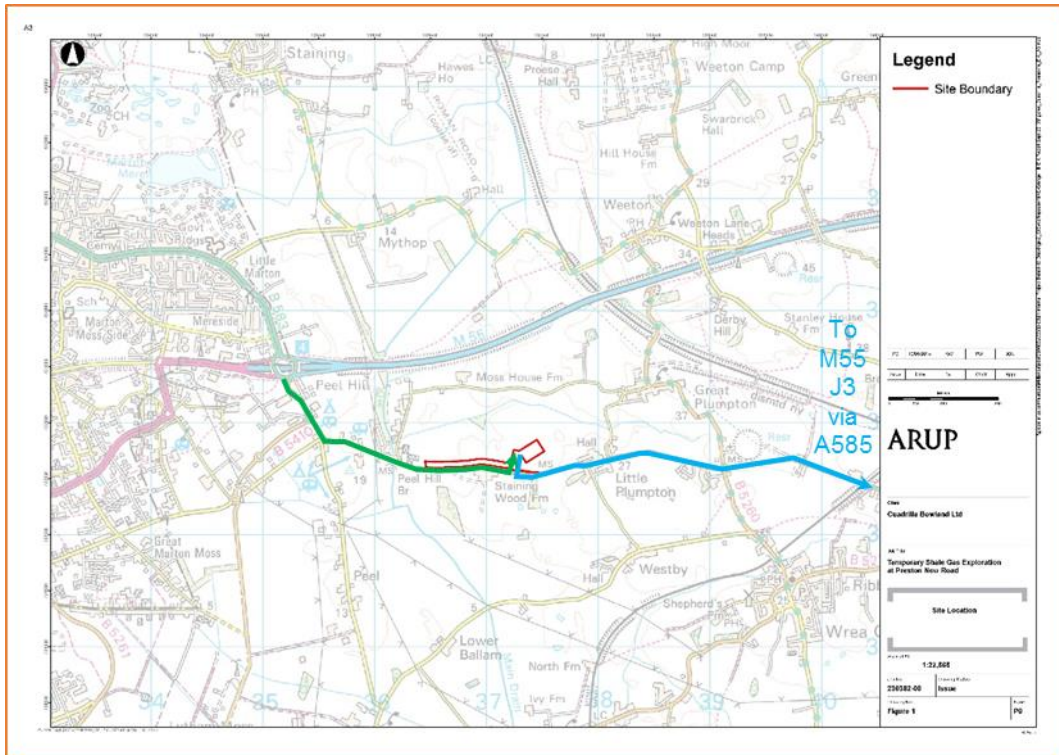
- 11. “No construction works shall commence on the site until a traffic management plan has been submitted to and approved in writing by the County Planning Authority. The traffic management plan shall include vehicle routeing to and from the site (from the M55); traffic management measures; provision for the sheeting of vehicles bringing materials to and from the site; times of access/egress; and emergency procedures on and off site. The traffic management plan shall be implemented as approved with links to monitored data and adhered to throughout the duration of the development.”*

The TMP sets out the framework for managing site traffic, and in particular Heavy Goods Vehicles (HGVs), to and from the Site during the construction, operation and decommissioning of the facility.

A preferred route for HGVs has been identified. All HGV traffic will access and egress the Site on a ‘left-in/left-out’ basis unless an obstruction is being observed, see section 3.7. The preferred access to the Site for HGVs will take place via a direct route along the A583 from junction 4 of the M55 Motorway. To egress the Site, HGVs will turn left and follow the A583 and A585 to join the M55 Motorway at junction 3. However see section 3.7 to manage obstruction at the site entrance.

The routes to be used are presented below. For the avoidance of doubt, these routes will be used by all PNR EW HGVs (including those of contractors and subcontractors) at all times during all the stages of the project and accordance with section 3.7.

**Figure 1: Site Access and Routes for HGVs**



This TMP has been produced to formalise the management of HGV traffic between the Site and the Strategic Road Network (SRN), being the M55 at junctions 3 and 4. All directly employed staff, contractors, suppliers and sub-contractors will be informed of this document and shall be contractually required to adhere to the restrictions, mitigations and obligations contained hereafter.

The TMP will be monitored by Cuadrilla and it may subsequently be amended or updated from time to time in consultation and agreement with Lancashire County Council (LCC).

## 2 On-Site Activities

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This section of the TMP outlines the traffic management procedures, controls and protocols that will be applied to the Site in terms of on-Site activities. These procedures, controls and protocols will be applied throughout the duration of the project.

### 2.1 Site Management

The Site Management Team will be responsible for the implementation of the TMP by all directly employed staff, contractors, suppliers and sub-contractors. Contact details for the Site Management Team will be provided to LCC prior to commencement of the project. LCC will be informed as soon as reasonably practicable following any changes to these contact details. It will be the responsibility of the Site Management Team to ensure that all directly employed staff, contractors, suppliers and sub-contractors comply with the TMP.

The Site Management Team will coordinate the arrival and departure of HGVs and control access and egress from the Site on a daily basis by:

- Preparing and implementing a daily plan/schedule of HGV movements to and from the Site broken down into a half hourly profile;
- Registering and recording all HGV arrivals and departures broken down into half hourly profiles;
- Communicating with vehicle drivers, via radio or other safe and appropriate means of communication and prior to leaving their origin site;
- Keeping a record of incidents and issues arising on a daily basis; and
- Reviewing and updating the TMP (following approval by LCC) as the project progresses.

The detail of how this will be achieved is set out in the remainder of this document.

The Site Management Team will be responsible for ensuring that the public highway is kept clear of mud and debris originating from the Site. The Site Management Team will oversee the sign-in procedure for in-coming and out-going HGV drivers. The sign-in procedure will record driver name, vehicle registration, sign-in, and sign-out times as a minimum.

All information will be made available to LCC within 7 days of being requested.

### 2.2 Site Access

There will be a single main access point into and out of the Site, which will be used for all vehicles accessing the Site throughout the duration of project. Entry for HGVs will be via a preferred left turn into site (from the A583) and exit for HGVs will be a left turn out (onto the A583) in the form of a priority junction as shown in Drawing PNRJ-ARP-DR-CH-0001. Other vehicles (i.e. those that are not HGVs) would be able to enter and exit the Site from either direction. See section 3.7 in the event of an obstruction.









A secondary access to the Site will be formed to provide occasional access for National Grid Local Transmission System connection and maintain their equipment installed at the connection point from the Site to the gas grid. This access will be a 'farm gate' style and will be used for the connection and occasional maintenance (of the National Grid facility) only. This access does not form part of the TMP.

Within the Site perimeter, all traffic will be subject to a 10mph site speed limit.

Site security will control access to the Site. The Site gates will be set back from the highway boundary to allow incoming vehicles to enter the Site and stop in advance of the gate, thus ensuring that the highway is not obstructed at any time.

All traffic entering and leaving will be logged based on vehicle classification as either Ordinary Goods Vehicle (OGV)1 and OGV2 as defined in Table 2.1 of Design Manual for Roads and Bridges Volume 7 Section 2 (HD24/06) as reproduced below. All information will be made available to LCC within 7 days of being requested.

**Table 2.1 Commercial Vehicle Classes and Categories**

Commercial vehicle (cv)	cv class*	cv category
	Buses and Coaches	PSV
	2-axle rigid	OGV1
	3-axle rigid	
	3-axle articulated	OGV2
	4-axle rigid	
	4-axle articulated	
	5-axle articulated	
	6 (or more) -axle articulated	

\* Classed by axles in contact with the road

PSV = Public Service Vehicle

OGV = Other Goods Vehicle



## 2.3 Operational Hours

HGVs will only be permitted to enter or leave the Site between specified hours as set out in condition 19 of the planning permission granted on 6 October 2016. These hours are summarised as follows:

- Delivery or removal of materials, and works associated with the delivery and removal of plant and equipment – 07:30-18:30 Monday to Friday (except public holidays), 08:30-12:00 on Saturdays (except public holidays); and
- Essential repairs to plant equipment used on site may require HGV movements outside of these hours.

The co-ordinated planning of the arrival of vehicles as set out in Section 3.6 will ensure that vehicles do not arrive at the site outside of the permitted hours.

## 2.4 Vehicle Maintenance and Inspection

The following measures will be implemented at the Site to minimise effects on the public highway:

- All vehicles carrying loose materials will be sheeted prior to leaving the Site;
- All materials will be securely loaded;
- All vehicles will be subject to a visual inspection prior to leaving the Site to confirm that the above steps have been followed; and
- During the construction stage, wheel-washing facilities will be provided at the Site access to be used as required. These will be regularly monitored and maintained by the Site Management Team as per the construction method statement.

## 3 Off-Site HGV Traffic Management

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This section of the TMP outlines the traffic management procedures, controls and protocols that will be applied to HGVs travelling between the SRN (M55 Junctions 3 and 4) and the Site.

The programme will accord with the time period set out in the planning conditions for the PNR EW, in that all drilling and hydraulic fracturing operations will be completed within a period of 30 months from the date of commencement of the drilling of the first well and site restoration can be completed within 75 months from commencement of development.

### 3.1 Permitted HGV Routes

The use of the routes from the M55 junction 4 and from the M55 junction 3 are the only routes proposed for HGVs during all phases of the project.

The permitted routes will be subject to a daily visual inspection by the Site Management Team. Road Sweepers will be kept on standby to ensure that in the unlikely event of debris or mud being deposited on the road then it will be cleared within an agreed timescale.

During the construction of the junction and access road, it will be readily apparent to site operatives if HGVs cause debris to be deposited on the highway. The situation will be continually monitored during this phase of work.

### 3.2 LCC Coordination Meetings

Regular coordination meetings will take place between the key Site Management Team members and LCC. The timing of such meetings will be agreed between the parties. The TMP will be discussed at these meetings as appropriate.

In addition direct communication will take place with LCC via email, phone and other means of communication as appropriate.

A report will be presented to LCC on a quarterly basis to summarise the key work undertaken and any agreed actions between all parties. The format of that report is to be agreed, but will include information including the summary of daily classified vehicle movements.

### 3.3 Driver Education

All contracted drivers will receive a code of conduct and be educated on the details of the TMP. A contractor on boarding for suppliers and contractors on commencement of the project will be followed up by regular meetings and correspondence between drivers and the Site Management Team held as appropriate.

These meetings/ correspondence will include a review of how well the plan is working, any changes that may improve its operation and Q&A sessions to reinforce and test knowledge and understanding of the code of conduct.

The Site Management Team will be granted instant access to all line managers of suppliers and contractors. This will enable a two-way dialogue on issues arising

through the implementation of the plan. In this regard, driver feedback and experience will be an important element in helping to continually improve and refine the TMP as necessary throughout the life of the project.

A log of driver comments will be held to identify recurring issues, patterns and themes and allow improvements to be made to the plan. This will also allow specific issues with individual drivers to be identified and addressed.

Written evidence of the above will be included as part of the quarterly report submitted to LCC.

### **3.4 Enforcement of Permitted Routes**

Strict use of the permitted routes will be a condition of the contractual arrangements of all supply orders and subcontracts. Non-compliance with the permitted routes will therefore represent a legal breach of contract. Disciplinary action is discussed further at Section 3.13.

A log will be maintained of the direction of arrival into the Site of all HGVs accessing the Site. Any HGV vehicles turning right into the Site will be immediately reported. The same actions will apply to any HGVs turning right out of the site.

Additional spot checks will be undertaken by the Site Management Team on a regular basis to ensure conformance with the permitted route. Disciplinary action will be taken against drivers who do not comply which may lead to contract termination with the contractor appointed.

Contact details will be publicised at the Site entrance and online to allow any member of the public to report non-compliance with the permitted route.

The above procedures will enable any incidents to be recorded, investigated and appropriate action to be taken. This will be included as part of the quarterly report submitted to with LCC.

### **3.5 Delivery Hours**

It is proposed that planned HGV movements will only be permitted to enter or leave the Site between the hours of 07:30-18:30 Mondays to Fridays (except public holidays) and 08:30-12:00 on Saturdays (except public holidays) unless agreed otherwise with LCC.

All contractors, suppliers and sub-contractors will be informed and instructed on these timing restrictions, and will be contractually obliged to adhere to the restrictions.

On rare occasions it may be necessary for HGVs to enter or depart the Site outside of these hours due to an emergency event or in order to ensure the continued safe operation of the facility.

Any such events would be captured in the daily log of vehicle arrivals/departures and would be included in the quarterly reporting to LCC (see Section 3.6) with details on the justification for taking place outside the permitted hours.

## 3.6 Co-ordination of Vehicle Arrivals and Departures

The Site Management Team will coordinate the arrival and departure of HGVs to and from the Site. This will be essential in order to manage the number of vehicles on Site at any one time.

The co-ordination will be achieved by:

- Developing a schedule of HGV arrivals at the Site;
- Monitoring and updating the implementation of the plan; and
- Implementing contingency measures to avoid conflicts and adapt to change.

Schedules of planned arrivals to the Site will be drawn up by the Site Management Team in advance with estimated times of arrival for each vehicle. This will provide the Site Management Team with a plan of how many vehicles are expected at the Site and will allow them to proactively manage arrivals to the Site.

A daily log will be maintained of all HGVs entering and exiting the Site. This will be reported to LCC on a quarterly basis. This will allow the actual number of vehicles to be compared against the forecasts presented in the TA. This information will inform any amendments to be made to the TMP as necessary based on actual vehicle numbers.

All HGV drivers will be required to contact the Site Management Team prior to departure from their journey origin to confirm their estimated time of arrival at Site.

## 3.7 Obstructions

Cuadrilla will work closely with the Police and Highway Authorities to prevent the obstruction of routes by protestors or other events into and out of the Site via all practical measures, agreed with all parties where appropriate. The primary route into site is left in left out travelling in the direction from J4 of M55, however this is subject to change depending on the obstruction or threat to HGV safety and/ or public safety travelling along the A583.

### 3.7.1 Risk Assessment

The primary route is left in left out however in circumstances which dictate that an alternative turn into site is required (right turn entry or exit) this will be for occasions which include:

- 1) Blocked entrance preventing a left turn into site
- 2) Threat of an obstacle confirmed by the Police
- 3) Police instruction
- 4) Loads or Abnormal Loads which require a right turn under controlled conditions by the Police

A dynamic threat risk assessment will be conducted by Cuadrilla's security team in consultation with the Police. The primary objectives of the dynamic threat risk assessment is to reduce and prevent disruption to the A583, maintain safety of motorised and non-motorised users of the highway.

If the dynamic threat risk assessment identifies any of those key objectives could be compromised an alternative route towards Site will be assessed as a potential solution. Cuadrilla will consult with the Police and inform Lancashire County Council Highways and Planning departments that a deviation from the preferred agreed route to either right in right out, right in left out or left in right out or a combination of the options as a temporary approach.

### **3.8 Local Supply**

Suppliers using local depots or facilities to supply the Site will route vehicles as soon as reasonably practicable onto the primary road network.

### **3.9 Emergency Procedures**

In case of an on-site emergency, no vehicles (except emergency services vehicles) would be permitted to enter the Site. All vehicles and staff on-Site at the time of emergency will have to follow the instructions of the Site Management Team, who will be responsible for the wider emergency procedures relating to the Site.

In the case of an emergency event on the highway network that affects HGV access or egress from the Site the procedures set out in Section 3.7 shall apply.

### **3.10 Route Signing**

A clear signage strategy, via signs, will be implemented to ensure that all HGV traffic uses the permitted route. All signage will be in accordance with the Traffic Sign Regulations and General Direction (TSRGD), agreed with LCC/ Highways England and will remain in place for the duration of the use of the route.

It is proposed that one location is the M55 junction 4 exit arm from the motorway at the mouth of the roundabout with a secondary sign along the A583.

Signs warning of the presence of the Site entrance will be provided on the approach to the access (in both directions), to alert general traffic to the presence of the Site entrance and the possibility of HGVs turning into/out of the Site.

### **3.11 Protection of Pedestrians, Cyclists and Horses**

Pedestrians, cyclists and horse riders would be afforded protection in the form of the principles and procedures set out in the Highway Code. This will be reinforced by the controls and disciplinary actions set out within the TMP. It is important to note that this is not the case for the existing (i.e. not associated with the PNR EW) HGV movements that take place along the route.

### **3.12 Maintaining the Public Highway**

A highway condition survey (including photographic records) will be undertaken along the routes prior to works starting and will be submitted to LCC. This survey

will be updated at regular intervals, the frequency of which will be agreed with LCC, to identify any deterioration associated with Site traffic (including any damage to verges). Works will be undertaken to repair, improve and maintain the condition of local roads and protect verges throughout operations. Any works will be agreed prior to implementation with LCC Highways within a timeframe to be agreed with LCC.

More detail is provided in the Scheme for a Survey of Baseline Highway Conditions (document ref: TMP002).

### **3.13 Disciplinary Action**

The contractual arrangements with contractors and suppliers will set out the disciplinary procedures in relation to non-compliance with the TMP. Disciplinary action will be taken and recorded on all instances of failure to comply with the TMP without exception. The disciplinary measure taken will be dependent upon the severity of the non-compliance. Disciplinary measures that will be available to the Site Management Team will include:

- Verbal warnings to driver and contractor/supplier manager;
- Written warnings to driver and contractor/supplier manager;
- Banning of individual drivers from the project; and
- Termination of the contract with the supplier.

## 4 Communication, Co-ordination and Review

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This section of the TMP describes how the plan will be communicated to local residents and business, coordinated with other road users and reviewed and updated. These measures will apply throughout the duration of the project.

### 4.1 Communication

The TMP will be made publicly available on the Cuadrilla website.

Providing on-going information and updates to local residents, businesses and the wider general public is a key part of the TMP for the development.

Regular communication with the residents and businesses in the community will be undertaken by way of newsletters, letter drops and through the Community Liaison Group.

The views of local communities have informed the traffic management proposals for the development through a number of consultation events. On-going dialogue between the operator and the local community will be facilitated through the established Community Liaison Group to ensure that the TMP continues to ensure the safe operation of the highway network.

A Freephone community contact number is available 24 hours a day 7 days a week for the duration of operations. This number will be made available prior to the commencement of operations at the site. Additionally, contact details of the Site Management Team will be provided to LCC.

### 4.2 Emergency Services Liaison

Cuadrilla will continue to work closely with LCC as the highway authority and emergency services to keep all parties informed of the TMP including any changes or updates required as the project progresses.

### 4.3 Review

The TMP will be reviewed on a regular basis. The TMP will be reviewed every quarter as a minimum but also prior to each stage of the PNR EW where significant changes to traffic movement are likely to occur (i.e. construction, drilling, hydraulic fracturing, initial flow testing, extended flow testing and decommissioning).