

Cuadrilla

Roseacre Wood

Draft Traffic Management Plan

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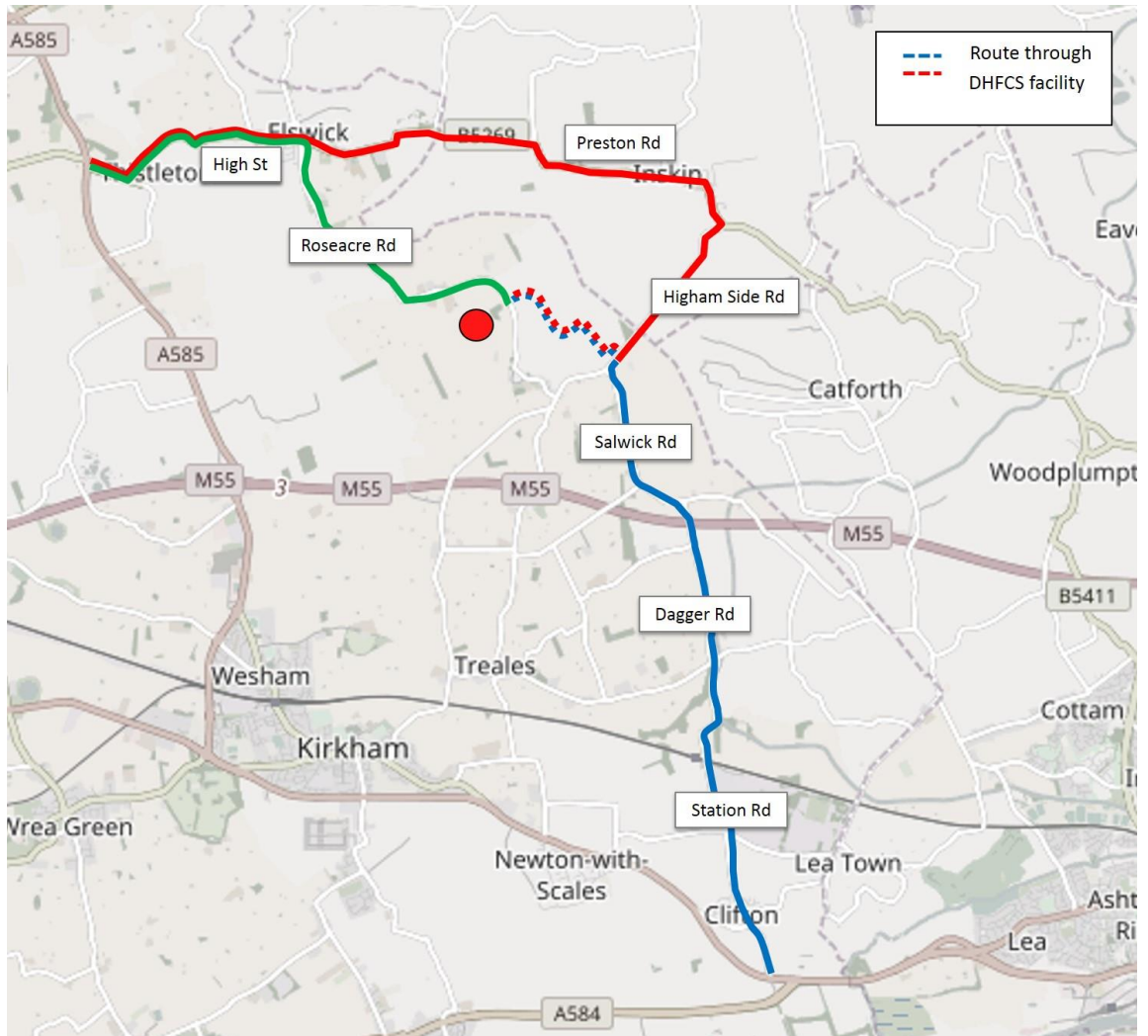
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1 INTRODUCTION

- 1.1 This is the draft Traffic Management Plan (TMP) for the proposed Temporary Shale Gas Exploration Works at the Roseacre Wood Exploration Site, Lancashire (the “Exploration Site”).
- 1.2 The draft TMP sets out the framework for managing development traffic, and in particular Heavy Goods Vehicles (HGVs), to and from the Exploration Site during the construction, operation and decommissioning of the proposed facility.
- 1.3 The work phases of the project are as follows:
- a) Construction of the site access and access road;
 - b) Site construction;
 - c) Drilling of each of the four exploration wells;
 - d) Hydraulic fracturing of each of the exploration wells;
 - e) Flaring of gas during the initial flow test of each well;
 - f) Installation of the gas pipeline and connection to the national grid;
 - g) Extended flow testing of each of the wells;
 - h) Decommissioning of each of the wells;
 - i) Decommissioning of the Site operational compound including all the development incorporated in the land edged red on plan no. PNR-EW-001 Location Plan;
 - j) Restoration of the Site;
 - k) Removal of the access road, reinstatement of the access to the original farm access dimensions and reinstatement of the adjoining hedgerows removed as part of the creation of the new access.
- 1.4 For the avoidance of doubt the TMP does not cover works associated with Section 278 works.
- 1.5 The HGV routing strategy comprises a multiple route approach whereby all HGV traffic will access and depart the Exploration Site via one of three HGV Routes highlighted in **Figure 1**.

Figure 1 – Proposed HGV Routes



1.6 The HGV Routes are summarised as follows:

- **Green Route:** from A585 to the Exploration Site via B5269 Thistleton Road, Elswick High Street and Roseacre Road;
- **Red Route:** from A585 to the Exploration Site via B5269 Thistleton Road, Elswick High Street, Lodge Lane, Preston Road and Higham Side Road and through the Ministry of Defence's (MoD) Defence High Frequency Communications Site (DHFCS) Inskip facility; and
- **Blue Route:** from A583 to the Exploration Site via Clifton Lane, Station Road, Dagger Road, Salwick Road, Inskip Road and through the DHFCS Inskip facility.

- 1.7 The combined total of HGV movements using all three routes on any day will not exceed 50 two-way HGVs per day (i.e. 25 HGVs in and 25 HGVs out). Some examples of how this would work are as follows:
- **Utilising 1 Route:** If the Green Route is used by the Developer for 50 two-way HGVs on a particular day then no HGVs could use the Red or Blue routes that day.
 - **Utilising 2 Routes:** If the Green Route is used by the Developer for 30 two-way HGV movement on a particular day (i.e. 15 each way) then 20 two-way HGV movements (i.e. 10 each way) could route on the Red Route but no HGVs could use the Blue Route.
 - **Utilising 3 Routes:** If the Red Route is used by the Developer for 30 two-way HGV movements on a particular day then the Green and Blue Routes could be used by up to 20 two-way HGV movements (e.g. 10 two-way HGV movements on the Green Route and 10 two-way HGV movements on the Blue Route).
- 1.8 The Developer will use reasonable endeavours to keep each of the HGV Routes available for use by development HGVs, within its powers, throughout the period of the development, save for the Red and Blue Routes during the Extended Flow Test phase.
- 1.9 The Traffic Management procedure will ensure that no two development HGVs are travelling to or from the Exploration Site on the same HGV Route at the same time, i.e. no two development HGVs servicing the Exploration Site will meet each other on any one of the three HGV Routes except for the section of Green and Red Routes that overlap.
- 1.10 This TMP has been produced to formalise the management of development HGV traffic between the Exploration Site and the A585 and A583. All directly employed staff, contractors, suppliers and sub-contractors who will be driving a HGV on the routes will be informed of this document and will be contractually required to adhere to the restrictions, mitigations and obligations contained hereafter.
- 1.11 The TMP will be monitored by the Developer and it may subsequently be amended or updated from time to time but only in consultation and agreement with Lancashire County Council (LCC).

2 ON-SITE ACTIVITIES

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

HGV Daily Cap

2.2 The Developer is legally committed to restricting HGV movements to and from the Exploration Site to a maximum of 50 two-way HGV movements per day (i.e. 25 HGVs in and 25 HGVs out of the Exploration Site per day) for the duration of the development.

Site Management

2.3 The Site Management Team will be responsible for the implementation of the TMP by all directly employed staff, contractors, suppliers and sub-contractors. LCC will be provided with a key contact name and telephone number for the development as well as a deputy.

2.4 The Site Management Team will oversee the sign-in and sign-out procedure for incoming and outgoing development HGVs. The sign-in and sign-out procedure will record driver name, vehicle registration, route taken to access the Exploration Site, route required for departing the Exploration Site, sign-in, and sign-out times as a minimum.

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

Coordination of Vehicle Arrivals & Departures

2.6 The Site Management Team will coordinate the arrival and departure of HGVs to and from the Exploration Site so that no two development HGVs are travelling on the same HGV Route at the same time in opposite directions, except for the section of overlap of the Green and Red routes. The co-ordination will be achieved by:

- Preparing and implementing a daily plan/schedule of HGV movements to and from the Exploration Site broken down into an hourly profile;
- Registering and recording all HGV arrivals and departures broken down into hourly profiles along with the route taken by each HGV to and from the Exploration Site;

- Communicating with HGV drivers, via radio or other safe and appropriate means of communication prior to leaving their origin site and during their journey to the Exploration Site;
- Keeping a record of any incidents and issues arising on a daily basis; and
- Reviewing and updating the TMP (following approval by LCC) as the project progresses.









2.7 Schedules of planned HGV arrivals to the Exploration Site will be drawn up by the Site Management Team in advance with allocated arrival and departure routes and estimated times of arrival and departure for each HGV. This will provide the Site Management Team with a plan of how many HGVs are expected at the Exploration Site and by which route, which will allow them to proactively manage arrivals to the Exploration Site.

Site Access

- 2.8 There will be a single main access point into and out of the Exploration Site, which will be used for all vehicles accessing and egressing the Exploration Site throughout the duration of the project.
- 2.9 Within the Exploration Site perimeter, all traffic will be subject to a 10mph site speed limit.
- 2.10 Site security will control access to the Exploration Site. The Exploration Site gates will be set back from the highway boundary to allow incoming vehicles to enter the Exploration Site and stop in advance of the gate, thus ensuring that the highway is not obstructed at any time.

2.11 All traffic entering and leaving will be logged based on vehicle classification as either Ordinary Goods Vehicle 1 (OGV1) or OGV2 as defined in Table 2.1 of Design Manual for Roads and Bridges Volume 7 Section 2 (HD24/06) and reproduced below.

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

HGV Delivery Hours

2.12 HGVs will be permitted to access and egress the Exploration Site on weekdays between the hours of 07:30 and 16:30, except for the darker months of November – January (inclusive) when the hours will be reduced to 08:00-16:00.

2.13 It is proposed that development HGVs will only be permitted to route via the Red Route between the hours of 09:00-15:00 in order to avoid the school sensitive hours. This restriction will only be in place during school term time and outside of school term time the hours for the Red Route will revert to the hours set out in paragraph 2.12 above.

2.14 These hours are referred to throughout the TMP as the HGV Hours.

- 2.15 The co-ordinated planning of the arrival of vehicles will ensure that development HGVs do not access or egress the Exploration Site outside of the HGV Hours, save on the nine occurrences referred to at paragraph 2.17 below, and that no two development HGVs meet each other on any one of the specified HGV Routes except for the section of overlap of the Green and Red Routes.
- 2.16 There will be no HGV deliveries to or from the Exploration Site on a Saturday, Sunday or public holiday except in an operational emergency and agreed in advance with Lancashire police. For these purposes an operational emergency is defined as a serious risk to personal safety or environmental harm.
- 2.17 In addition, development HGVs may also access and egress the Exploration Site outside of the HGV hours on Monday to Friday except for public holidays on up to nine occurrences.

Viewing Area

- 2.18 The Developer will install and Designated Viewing Area close to the Exploration Site. The viewing area will provide users with a safe position from which to observe work and from which to conduct peaceful and lawful protest, if they wish.

Vehicle Maintenance and Inspection

- 2.19 The following measures will be implemented at the Exploration Site to minimise effects on the public highway:
- All vehicles carrying loose materials will be sheeted prior to leaving their origin and at the Exploration Site;
 - All materials will be securely loaded;
 - All vehicles will be subject to a visual inspection prior to leaving their origin and the Exploration Site to confirm that the above steps have been followed; and
 - During the construction and restoration stages, wheel-washing facilities will be provided at the Exploration 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.

Banksmen (Traffic Marshal)

- 2.20 A banksman will be used on Roseacre Road to manage all development HGV movements into and out of the Exploration Site access and the DHFCS Inskip facility access during all phases of the development, except during the Extended Flow Test (phase g). Further banksmen will be utilised, at the reasonable request of LCC.
- 2.21 Any banksmen used will be specially trained and will use the standard signals set out in the Health and Safety Executive's Guidance on the Health and Safety (Safety Signs and Signals) Regulations 1996 (Third Edition 2015).

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3 OFF-SITE HGV TRAFFIC MANAGEMENT

Introduction

- 3.1 This section of the TMP outlines the traffic management procedures, controls and protocols that will be applied to HGVs travelling between the A585 and A583 and the Exploration Site.

Permitted HGV Routes

- 3.2 The three HGV Routes set out in **Figure 1** from the A585 and A583 are the only routes permitted for development HGVs during all phases of the project. HGVs will not be routed through Wharles during any phase of the development.

Local Supply

- 3.3 Suppliers using local depots or facilities to supply the Exploration Site will route HGVs as soon as reasonably practicable onto the permitted HGV Routes. A record of any local deliveries will be kept by the Site Management Team.

HGV Route Maintenance

- 3.4 The permitted HGV Routes will be subject to a regular, periodic, 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 from the Exploration Site being deposited on the road then it will be cleared within a timescale to be agreed with LCC.

Driver Education

- 3.5 The Developer will develop and implement a comprehensive Driver Education Programme, which will be in force for the duration of the project. The objectives of the Driver Education Programme are to ensure that all HGV drivers driving to and from the Roseacre Wood site do so:

- In accordance with the UK Highway Code;
- In accordance with the approved Traffic Management Plan;
- In accordance with the approved planning conditions;
- With due regard to:

- local road conditions;
- local road users; and
- vulnerable users, in particular cyclists, pedestrians and horse riders.

3.6 An indicative Driver Education Programme is included in **Appendix A**. The Driver Education Programme will be agreed with LCC prior to commencement of the development.

A log will be held at the Exploration Site to identify any driver behaviour issues to allow any specific issues with individual drivers to be identified and addressed. Further information on the monitoring of driver behaviour is set out in Section 4.

Driver Communication

3.7 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 the Exploration Site. They will then need to make contact with the Site Management Team when they are approximately 1 hour from the Exploration Site.

3.8 If the driver is unable to make contact with the site, if for example due to communications equipment malfunction, they will have been already briefed to find a safe and secure HGV area to wait until contact is made and not to proceed to the HGV Routes. If a call is not received, the Site Management Team will proactively make contact with the driver. To enable clear lines of communication the Site Management Team will have a single dedicated phone number for logistics communication to prevent the phone being engaged by other site communication. The Site Management team will also track all HGVs via Geofencing software or equivalent online tracking software. During this call, they will be given an HGV Route to use (i.e. Green, Red or Blue) and informed of the conditions at the Exploration Site.

3.9 They will then be required to make a further call to the Site Management Team when they are passing a pre-designated way point. At this point, they will be advised if the Exploration Site access is still clear and whether they are to proceed to the Exploration Site. Once they have entered onto their pre-designated HGV Route, the driver will be in live communication with the Site Management Team until they reach the Exploration Site.

- 3.10 If the Exploration Site access is obstructed when the driver calls the Site Management Team 1 hour from the Exploration Site, the driver will be told to park in a safe location and await further instructions from the Site Management Team.
- 3.11 If the Exploration Site access is clear when the driver makes the call 1 hour from the Exploration Site but then conditions change before they make a call at the pre-designated way point closer to the Exploration Site, the driver will be directed to a holding point to await further instruction.
- 3.12 If conditions do not change at the Exploration Site, the Site Management Team will contact the driver and instruct them to return to their origin.

HGV Route App

- 3.13 HGV Routing Apps already exist to assist HGV drivers with navigating along specific HGV Routes to their destination. The Developer will investigate developing a Roseacre HGV App, which would be provided to all HGV drivers and would be compatible with satellite navigation (satnav) systems. The App would allow the HGV driver to select their pre-designated HGV Route and would effectively enhance the satnav information to alert the driver to the passing places along the HGV Route.

Obstructions

- 3.14 The Developer will work closely with the Police and LCC in seeking to prevent the obstruction of the HGV Routes into and out of the Exploration Site by protestors or other events via all practical and reasonable measures.

Route Signage

- 3.15 A clear signage strategy, via temporary signs, will be implemented to ensure that all development HGVs use the permitted HGV Routes. All signage will be in accordance with the Traffic Signs Regulations and General Directions 2016 (TSRGD) (or any re-enactment or modification), will be agreed with LCC and will remain in place for the duration of the development. The signs will be amended during the Extended Flow Test phase, when only the Green Route will be utilised.
- 3.16 Signs warning of the presence of the Exploration Site access and the DHFCS Inskip Facility will be provided on the approach to the accesses (in both directions), to alert general traffic to

the presence of the accesses and the possibility of HGVs turning into/out of the Exploration Site and the DHFCS Inskip Facility.

Protection of Pedestrians, Cyclists & Equestrians

- 3.17 Pedestrians, cyclists and horse riders will 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 this document including the commitment not to make HGV deliveries or removals on Saturdays, Sunday and public holidays save in an operational emergency. The Driver Education Programme will include training in respect of protection of vulnerable highway users.

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4 MONITORING AND ENFORCEMENT

4.1 This section of the TMP describes how the various aspects of the TMP will be monitored and enforced.

Traffic Monitoring Scheme

4.2 The Developer will develop Traffic Monitoring Scheme for the monitoring of development HGVs, which will be agreed with LCC. The Traffic Monitoring Scheme will include the use of Automatic Number Plate Recognition (ANPR) technology or an alternative vehicle monitoring system agreed with LCC.

4.3 Where the Traffic Monitoring Scheme includes the use of ANPR, cameras will be installed:

(a) at the Exploration Site entrance;

(b) on each of the three permitted HGV Routes; and

(c) on the stretch of highway between B5269 Thistleton Road and the A585 on the Green/Red Route or on Thistleton Road through Thistleton village.

4.4 Those ANPR cameras will detect the number plates of all HGVs arriving and departing the Exploration Site and match those observed using the permitted HGV routes. This will enable the monitoring of the key components of the TMP as set out below.

Monitor Compliance with the HGV Cap

4.5 The number of HGVs entering and exiting the Exploration Site each day will be recorded as part of the Traffic Monitoring Scheme. This data will be used to monitor compliance with the HGV daily cap of 50 two-way HGVs per day.

Monitor Compliance with the HGV Hours

4.6 The arrival and departure time of all HGVs entering and exiting the Exploration Site each day will be recorded by as part of the Traffic Monitoring Scheme. This data will be used to monitor compliance with the proposed HGV Hours.

Monitor Compliance with the Permitted HGV Routes

- 4.7 Where the Traffic Monitoring Scheme includes the use of ANPR, cameras will be installed on each of the three permitted HGV routes as well as at the Exploration Site entrance and if a number plate of a HGV arriving or departing the Exploration Site is not matched with a number plate of a HGV on one of the three permitted HGV routes then it will be concluded that the HGV did not comply with the permitted HGV routes and it will be classified as a breach.

Monitor Compliance with Co-ordination of Arrivals and Departures

- 4.8 The data collected pursuant to the Traffic Monitoring Scheme will enable the Developer to monitor compliance with no two development HGVs travelling on the same HGV route (i.e. Green, Red or Blue) at the same time in opposite directions. The exception to this is the section of overlap of the Green and Red Routes.

Passive Monitoring of the TMP

- 4.9 The Developer is required to establish a Community Liaison Group, which will meet at regular intervals throughout the duration of the development. The Community Liaison Group is a body of town and parish councillors, which is responsible for representing the views of the local community. The TMP will be added to the agenda of the Community Liaison Group meetings to enable any issues to be discussed and considered.
- 4.10 In addition, should members of the public or interested parties wish to make a complaint related to the development HGVs, particularly for elements that are not able to be monitored by the Traffic Monitoring Scheme such as driver behaviour, they will be able to do so using the agreed complaints handling procedure.
- 4.11 Community Liaison Group minutes will be made available on the developer's website and provided to members of the Community Liaison Group recording discussions of the TMP.

Monitoring Reports

- 4.12 For the first quarter of the project weekly monitoring reports will be submitted to LCC to demonstrate compliance with the TMP. Subsequent to this, and subject to LCC being satisfied that the Developer is complying with the TMP, the Developer will prepare a quarterly monitoring report and submit it to LCC for review. The reports will include:

- Record of number of two-way HGV movements per day to/from the Exploration Site;
- Record of non-compliance with the HGV hours;
- Record on non-compliance with the permitted routes;
- Record of non-compliance with the co-ordination of arrivals and departures;
- Record of issues raised by Community Liaison Group and the public/interested parties;
and
- Details of any action taken for any non-compliance of the TMP.

Disciplinary Action

4.13 The contractual arrangements with contractors and suppliers will set out the disciplinary procedures in relation to any non-compliance with the TMP. Disciplinary action will be taken and recorded on all instances of failure to comply with the TMP. 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.

5 COMMUNICATION, COORDINATION & REVIEW

- 5.1 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.

Community Communication

- 5.2 The TMP will be made publicly available on the Developer's website.
- 5.3 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.
- 5.4 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.
- 5.5 The views of local communities have informed the traffic management proposals for the development through a number of consultations. 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.
- 5.6 A Freephone community contact number will be 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 Exploration Site. Additionally, contact details of the Site Management Team will be provided to LCC and displayed at the Exploration Site entrance.

Emergency Services Liaison

- 5.7 The Developer will work closely with Lancashire Police to implement the TMP. The Developer will be in regular communication with the police to manage development HGVs.

LCC Coordination Meetings

- 5.8 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.

- 5.9 In addition, regular direct communication will take place with LCC in between meetings via email, phone and other means of communication as appropriate.

Review

- 5.10 The TMP will be reviewed every quarter as a minimum but also prior to the commencement of each phase of the project or where significant changes to traffic movement are likely to occur. Any changes will be required to be agreed with LCC.

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Appendix A

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OUTLINE ROSEACRE WOOD HGV DRIVER EDUCATION PROGRAMME

INTRODUCTION

The objectives of this indicative HGV driver education programme are to ensure that all HGV drivers driving to and from the Roseacre Wood site do so:

- In accordance with the UK Highway Code
- In accordance with the approved Traffic Management Plan (TMP)
- In accordance with any approved planning conditions
- With due regard to:
 - local road conditions;
 - local road users;
 - vulnerable users, in particular cyclists, pedestrians and horse riders.

This document is divided into two parts – that for regular drivers and for irregular drivers.

DRIVER & LOGISTICS INDUCTION PROGRAMME FOR REGULAR DELIVERIES

This programme will be used to educate drivers who are likely to regularly deliver to the site i.e. more than 2-3 times during each phase. They are most likely to be employed by the main contractors that Cuadrilla appoints for each phase of the project.

Mandatory Training

All logistics/ transport managers and regular drivers will be mandated to attend a Cuadrilla Induction Workshop session, ran by Cuadrilla's logistics team. This will cover, and not be restricted to:

- Overview of the works and operations planned at Roseacre Wood
- Presentation of the Red, Blue and Green Routes including, and not restricted to:
 - Video footage of each route
 - Clear guidance on the location and use of passing places
 - Guidance on ANPR use
 - Guidance and instruction on traffic signals at Dagger Road
- Presentation on best practice driving roads with vulnerable users eg equestrian, walkers, and cyclists based on the UK Governments Think! Campaign guidance or other best practice guidance available at that time. For example:
 - Cyclists: 1. Look out for cyclists, especially when turning - make eye contact if possible so they know you have seen them; 2. Use your indicators - signal your intentions so that cyclists can react; Give cyclists plenty of space when overtaking them, leaving as much room as you would give a car. If there is not sufficient space to pass, hold back. Remember that cyclists may need to manoeuvre suddenly if the road is poor or it is windy.
 - Equestrians: 1. Slow down and be ready to stop if necessary; 2. Look out for riders' signals to slow down or stop; 3. Watch out for sudden movements, horses can be easily frightened and unpredictable; 4. Do not sound your horn or rev your engine; 5. Pass wide and slow when overtaking; giving the horse plenty of room. Do not accelerate rapidly once you have passed them.

- Pedestrians Walking on Road: 1. Even if you are familiar with a rural road, never take it for granted as the conditions can be different every time; 2. Pass wide and slow; 3. Slow down and be ready to stop if necessary.
- Presentation of the Traffic Management Plan and all its contents
- Presentation on Delivery Procedures e.g.
 - Monitoring and log details
 - Rendezvous points outside of the routes
 - Security Issues including any protest activity
 - Convoys
- Presentation on relevant parts of Cuadrilla's HSE policy and incident reporting procedures
- Presentation on security arrangements including policing arrangements and what to do if protest action prevents the vehicle from accessing the site.
- Overview of Cuadrilla's disciplinary procedure should they fail to follow the instructions

A pack and electronic copy will be provided for each attendee to take away. It will be a contractual requirement that each driver reads the pack and watches the videos.

Refresher & Updates

Regular drivers and Logistics Managers will also be required to attend a refresher once every six months if the supplier is still regularly delivering to the site.

Any variation to the TMP in between training sessions will be emailed the Logistic Manager with drawings/video material if necessary to update the drivers.

All driver's necessary HGV credentials, including driving licence numbers, will be supplied by the supplier to ensure they are current and correct.

DRIVER & LOGISTICS INDUCTION FOR NON-REGULAR DELIVERIES

For intermittent suppliers where deliveries may be made once or twice only to site, the relevant Logistics Manager will be sent the training course, outlined above, as an online version which must be shared with the relevant driver. It will be a requirement that each driver has confirmed to the Logistics Manager that he has read the pack and watched the videos and signed a declaration to that effect.

Bespoke written details will also be sent specific to the route that will be used along with key delivery procedures and TMP compliance matters relevant to that delivery.

For drivers visiting the site for the first time they will usually be directed to a rendezvous point where they will be briefed as to their route in, police stance and what action to take in case of any unexpected events.