

Appendix 18.2

C – Draft TMP

Cuadrilla

Roseacre Wood

Draft Traffic Management Plan

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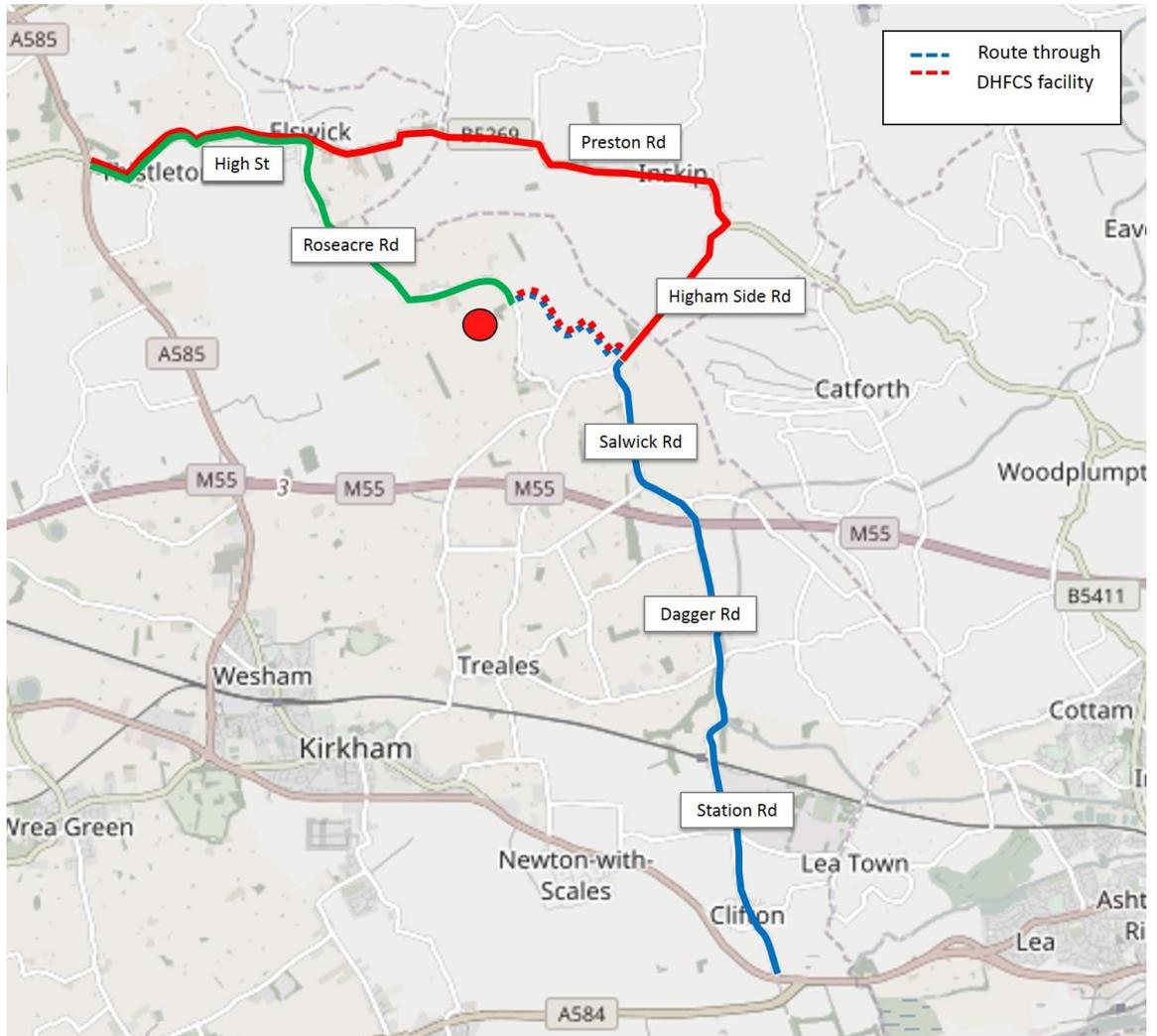
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1 INTRODUCTION

- 1.1 This report provides a draft Traffic Management Plan (TMP) for the proposed Temporary Shale Gas Exploration Works at the Roseacre Wood site, Lancashire (the “Site”).
- 1.2 The draft TMP sets out the framework for managing Cuadrilla traffic, and in particular Heavy Goods Vehicles (HGVs), to and from the 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. RW-EW-001 Exploration Works: 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 Following a detailed re-assessment of HGV route options, a preferred routing strategy for HGVs has been identified. The preferred routing comprises a multiple route approach whereby all HGV traffic will access and depart the Site via one of three HGV Routes highlighted in **Figure 1**.

Figure 1 – Proposed HGV Routes



1.5 The HGV Routes are summarised as follows:

- **Green Route:** from A585 to the Site via B5269 Thistleton Road, Elswick High Street and Roseacre Road;
- **Red Route:** from A585 to the 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 Site via Clifton Lane, Station Road, Dagger Road, Salwick Road, Inskip Road and through the DHFCS facility.

- 1.6 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 Cuadrilla 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 Cuadrilla 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 Cuadrilla 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).
- 1.7 The TMP will ensure that no two Cuadrilla HGVs are travelling to the Site and from the Site on the same HGV route at the same time, i.e. no two Cuadrilla HGVs servicing the Site will ever meet each other on any one of the three HGV Routes set out above.
- 1.8 This TMP has been produced to formalise the management of HGV traffic between the Site and the A585 and A583. 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.
- 1.9 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

2.1 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.

Site Management

2.2 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 the commencement of the project. LCC will be informed as soon as reasonably practicable following any changes to these contact details.

2.3 The Site Management Team will coordinate the arrival and departure of Cuadrilla HGVs and control access to 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 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 the Site and from the Site;
- Communicating with HGV drivers en route to the Site via radio or other safe and appropriate means of communication and prior to leaving their origin 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.

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

2.5 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 and sign-out procedure for incoming and outgoing HGV drivers. The sign-in and sign-out procedure will record driver name, vehicle registration, route taken to access the Site, route required for departing the Site, sign-in, and sign-out times as a minimum.

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

Site Access

- 2.7 There will be a single main access point into and out of the Site, which will be used for all vehicles accessing and egressing the Site throughout the duration of the project.
- 2.8 Within the Site perimeter, all traffic will be subject to a 10mph site speed limit.
- 2.9 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.
- 2.10 All traffic entering and leaving will be logged based on vehicle classification as either Ordinary Goods Vehicle 1 (OGV1) or Ordinary Goods Vehicle 2 (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

- 2.11 HGVs will be permitted to access and egress the Site on weekdays between 07:30 and 18:30.
- 2.12 There will be no HGV deliveries to or from the Site on a Saturday or Sunday except in an operational emergency and agreed in advance with the police. No HGV deliveries will take place on public holidays.
- 2.13 In addition to this, it is proposed that no Cuadrilla HGVs will route via the Red Route between the hours of 08:00-09:00 and 15:00-16:00, in order to avoid the school sensitive hours. This restriction will only be in place during school term time.
- 2.14 In 'exceptional circumstances' (as defined in paragraphs 3.23 to 3.25) and following discussion with Lancashire Police, up to a maximum of nine single convoy deliveries or removals may be made outside of the specified hours provided they are carried out on Monday through Friday (not Saturday or Sunday) and only in relation to work phases c), d), e) or f).
- 2.15 The co-ordinated planning of the arrival of vehicles will ensure that HGVs do not arrive at the Site outside of the permitted hours and that no two HGVs accessing and leaving the Site meet each other on any one of the specified HGV Routes.

Vehicle Maintenance and Inspection

- 2.16 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 their origin, destination or the Site;
 - All materials will be securely loaded;
 - All vehicles will be subject to a visual inspection prior to leaving their origin, destination or 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

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 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 Cuadrilla HGVs during all phases of the project.
- 3.3 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 being deposited on the road then it will be cleared within an agreed timescale.
- 3.4 During the construction of the Site access 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.

LCC Coordination Meetings

- 3.5 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.
- 3.6 In addition, direct communication will take place with LCC via email, phone and other means of communication as appropriate.
- 3.7 A report will be presented to LCC on a quarterly basis (or whatever shorter period LCC requests) 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.

Driver Education

- 3.8 All contracted HGV drivers will be educated on the details of the TMP. An initial meeting will be held with contractors and suppliers working on the project to ensure they are aware of

the contents of the TMP and this will be followed up by further communication and correspondence between drivers and the Site Management Team as appropriate.

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

3.10 A log will be held on Site to identify any recurring issues, patterns and themes and allow improvements to be made to the TMP as required. This will also allow any specific issues with individual drivers to be identified and addressed.

3.11 Evidence of the above will be included as part of the quarterly report submitted to LCC.

Enforcement of Permitted Routes

3.12 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 later in the TMP.

3.13 A log will be maintained of the direction of arrival and route taken into the Site and from the Site by all HGVs accessing the Site.

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

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

3.16 The above procedures will enable any incidents to be recorded, investigated and appropriate action to be taken promptly.

Coordination of Vehicle Arrivals & Departures

- 3.17 The Site Management Team will coordinate the arrival and departure of HGVs to and from the Site so that no two Cuadrilla HGVs are travelling on the same HGV route (i.e. Green, Red or Blue) at the same time in opposite directions. The co-ordination will be achieved by:
- Developing a schedule of HGV arrivals at and departures from the Site;
 - Monitoring and updating as required the implementation of the HGV daily plan; and
 - Implementing contingency measures to avoid conflicts, build in flexibility and adapt to change.
- 3.18 Schedules of planned HGV arrivals to the 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 Site and by which route, which will allow them to proactively manage arrivals to the Site.
- 3.19 A daily log will be maintained of all HGVs entering and exiting the Site. This will be reported to LCC on a quarterly basis.
- 3.20 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.

Obstructions

- 3.21 Cuadrilla will work closely with the Police and LCC to prevent the obstruction of HGV Routes into and out of the Site by protestors or other events via all practical measures, agreed with all parties where appropriate. If there is any obstruction of routes then the Site Management Team will have in place contingency planning to vary the particular permitted HGV Routes being used.

Risk Assessment

- 3.22 In 'exceptional circumstances', and following discussion with Lancashire Police, up to a maximum of nine single convoy deliveries or removals may be made outside of the specified hours provided they are carried out only in relation to work phases c), d), e) or f).

- 3.23 In circumstances where Cuadrilla believes that attempts to impede the delivery or removal of materials during the specified hours could pose a threat to HGV safety and/or public safety or public amenity, a dynamic threat risk assessment will be conducted by Cuadrilla's security team following discussion with the Police. The primary objective of the dynamic threat risk assessment is to reduce or prevent these threats.
- 3.24 If the dynamic threat risk assessment identifies that the risk of any of these threats is high, this will be deemed to be an 'exceptional circumstance'.
- 3.25 'Exceptional circumstances' would only apply for the scheduled delivery or removal of materials which are considered by Cuadrilla to be at high risk of direct action from protestors. This risk could be due to the nature of the equipment being delivered or removed (for example the drilling rig), the scheduled timing of the delivery or removal coinciding with known increased protestor activity, or a combination of the two.
- 3.26 The delivery or removal of materials undertaken as an 'exceptional circumstance' will be reported to LCC immediately, or at the start of the next working day.

Local Supply

- 3.27 Suppliers using local depots or facilities to supply the Site will route HGVs as soon as reasonably practicable onto the permitted HGV Routes.

Emergency Procedures

- 3.28 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.

Route Signage

- 3.29 A clear signage strategy, via temporary signs, will be implemented to ensure that all Cuadrilla HGVs use the permitted HGV Routes. All signage will be in accordance with the Traffic Sign Regulations and General Direction (TSRGD), agreed with LCC and will remain in place for the duration of the use of the HGV Routes.

- 3.30 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.

Protection of Pedestrians, Cyclists & Equestrians

- 3.31 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 including the commitment not to make HGV deliveries or removals on Saturday or Sunday, except in an operational emergency and where agreed in advance with the police. The driver education process will include training in respect of the protection of vulnerable highway users.

Maintaining Public Highways

- 3.32 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.

Disciplinary Action

- 3.33 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.

4 COMMUNICATION, COORDINATION & REVIEW

Introduction

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

Communication

- 4.2 The TMP will be made publicly available on the Cuadrilla website.
- 4.3 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.
- 4.4 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.
- 4.5 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.
- 4.6 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 and displayed at the Site entrance.

Emergency Services Liaison

- 4.7 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.

Review

- 4.8 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.

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