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TINKER LANE
TRAFFIC MANAGEMENT SCHEME

For the Discharge of Condition 12 of Planning Permission 1/16/00773/CDM

Prepared for: IGas Energy Plc

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APPENDICES

Appendix 01: TL6/3 – Proposed Site Access Swept Path Analysis

1.0 Introduction

This Traffic Management Scheme (TMS) has been produced to discharge Condition 12 of planning permission 1/16/00773/CDM, as follows:

12. The Construction Phase shall not commence until a Traffic Management Scheme (TMS) to detail how vehicles and drivers will be managed has been submitted to and approved in writing by the MPA. The TMS shall include details of the following for all Phases of the development:

a) Abnormal loads including types, numbers, timings and traffic management measures including rail possession and police escort measures as appropriate;
b) Traffic management measures to prevent vehicles from using the north-west bound carriageway layby to the north of the application site;
c) The distribution of average HGV movements throughout the day;
d) Measures to ensure that abnormal loads and HGVs do not encroach upon highway verges.

The development shall be undertaken in accordance with details contained within the approved TMS for the life of the development.

Reason: ***Details are required prior to the commencement of development to ensure that vehicular movements can be satisfactorily accommodated by the highway network, would minimise wide vehicle conflict and would not cause unacceptable impact upon amenity, in line with Policy M3.13 (Vehicular Movements) of the Nottinghamshire MLP.***

All traffic associated with the development (including HGVs and staff travel) is considered in this plan, as well as how traffic will be managed to minimise the impact on the existing highway network and road users.

The TMS sets out the main headings and provides an overview of the issues and proposed measures for the management of traffic associated with the development. However, it is important to note that it has been written as a 'living document', and is intended to be updated as and when required.

2.0 Traffic Management Scheme

2.1 HGV Routing

Transport assessment work supporting the planning application for the site identified a preferred HGV route to and from the site; routing HGVs west along the A634 then north or south along B6045 where they will gain access to the A1/A1(M) to the north or south of Blyth (see Figure 1). HGVs returning to the site would use this route in the opposite direction. The routing was agreed with the local authorities.

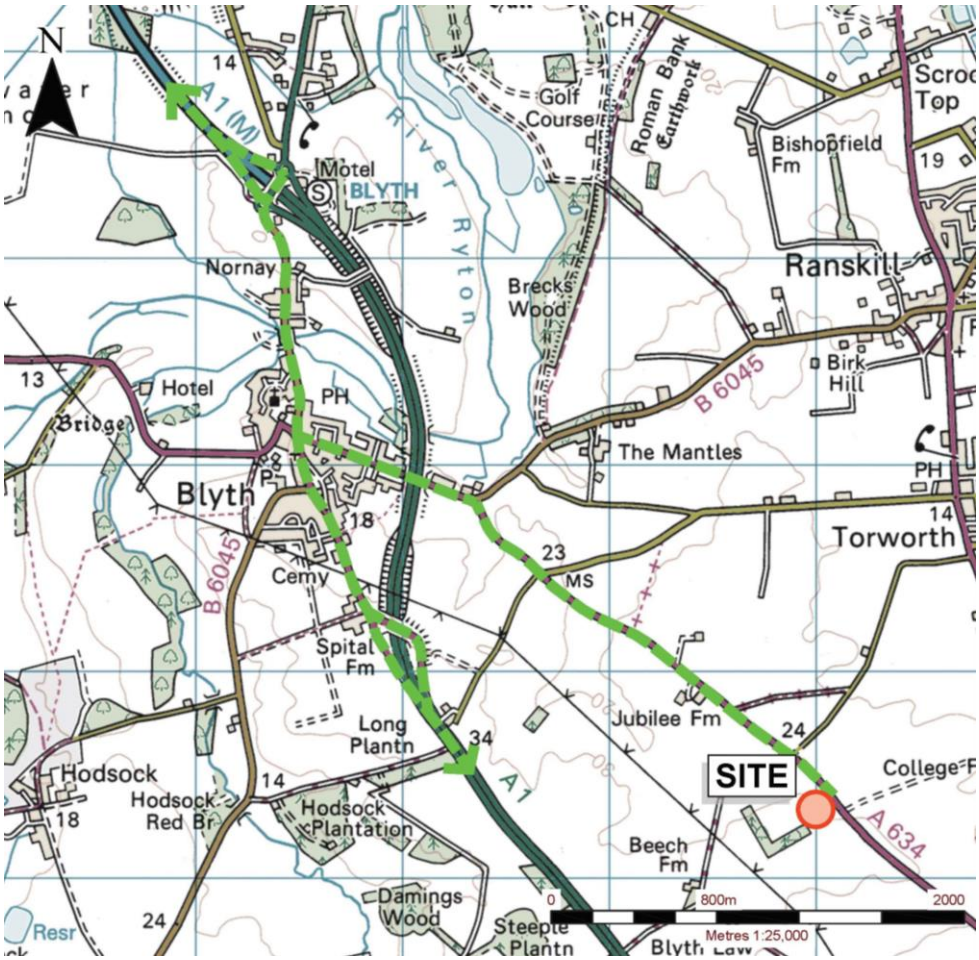


Figure 1: HGV Routing Scheme

2.2 Abnormal Loads

2.2.1 Determining an Abnormal Load

Nottinghamshire Police states that an 'abnormal load' is a vehicle that has any one or more of the following factors in place:

- a weight of more than 44,000 kilograms;
- an axle load of more than 10,000 kilograms for a single non-driving axle and 11,500 kilograms for a single driving axle; and/or
- a width of more than 2.9m; or a rigid length of more than 18.65m.

2.2.2 Routing & Timing of Abnormal Loads

Nottinghamshire Police state that they do not routinely escort abnormal loads but do allow the use of private escort vehicles for the majority of movements by hauliers, either by providing their own vehicles or employing a third party.

As a general rule they do not require any escort vehicles (Police or private) on the following roads:

- on motorways (in Nottinghamshire on the M1 between junctions 24 and 27), loads up to 4.6m wide, 30m long and 130t in weight are allowed to move without an escort;
- on the A1, A46 and A610 only loads of up to 4.3m wide, 30m long and 130t in weight are allowed without an escort; or
- on all other roads, loads must be below 4.12m wide, 30m long and 100t in weight without escort.

However, they will provide a police escort on request of the haulier or where it is deemed necessary due to the size of the load or other extenuating circumstances.

Nottinghamshire Police states that they do not allow the movement of abnormal loads in Nottinghamshire during peak traffic periods between 7:30 and 9:30hrs and 16:30 and 18:30hrs and on the M1 motorway between 15:00 and 20:00hrs on Fridays and Sundays, adding:

> *'We will generally allow abnormal loads to be moved during the hours of darkness on motorways and the A1, providing the load remains solely on these roads and is lit and signed in accordance with legal requirements. The movement of abnormal loads on all other roads is NOT permitted during the hours of darkness except with the agreement and permission of the Abnormal Loads Officer first'.*

2.2.3 Abnormal Load Procedures

Any abnormal load routing will be undertaken adhering to the relevant regulations with full notification provided in line with the Nottinghamshire Police requirements.

The abnormal load haulier will be experienced in undertaking abnormal load routes and the application procedures.

For abnormal loads, at least two working days' notice is required to the relevant local authorities, bridge and structure owners such as Network Rail and Police forces along the proposed route in order that they can approve or reject the proposed movement.

The Highways England's Electronic Service Delivery for Abnormal Loads (ESDAL) can be used to:

- plot the route;
- notify the police, highways and bridge authorities of abnormal load movements around the road network;
- get advance notice of any possible route problems; and
- save vehicle details and routes for future use.

If the ESDAL facility is not used a completed abnormal loads movement application form must be provided to Nottinghamshire Police.

2.2.4 Number of Abnormal Loads

These would occur as part of a two week period for the delivery of the drilling rig and then a further two week period for the removal of the rig. Each two week period would generate 16 movements of oversize vehicles.

2.3 Prevention of Layby Use

In accordance with Condition 18, the Construction Phase shall not commence until formal measures are in place to prevent vehicles using the north-west bound carriageway layby to the north of the application site for the life of the development.

HGV drivers will be notified of the closure to the layby by means of a site induction and an accompanying information sheet.

2.4 Distribution of HGV Movements

2.4.1 HGV Movement Profiles

HGVs arrival and departures will be no more than those permitted by Condition 13 and scheduled as to operate as evenly as practicable throughout the hours of the day permitted by Condition 9, avoiding the periods restricted within Condition 10.

A typical weekday outside of the school holidays of the Primary School of St Mary and St Martin permits for 9 hours of HGV movements. Table 2-1 draws from Section 6 (traffic) of the planning application and the requirements of Condition 13 to summarise the average number of HGV movements per hour for each phase of the development.

Table 2-1
Forecasted Average HGV Movements

Phase	Average Hourly HGV Movements (Assuming the maximum daily number permitted by Condition 13 and an Even Profile)
Construction	6.7 HGV movements per hour (3.9 HGV movements per hour over a 7 day period during term time)
Drilling	6.7 HGV movements per hour during drill rig transportation (3.9 HGV movements per hour over a 7 day period during term during drill rig transportation) 1.3 HGV movements per hour during drilling
Evaluation	0 Movements
Decommissioning & Restoration	6.7 HGV movements per hour (3.9 HGV movements per hour over a 7 day period during term time)

Whilst the aim will be for an even traffic movement profile, both for site operation purposes and to minimise the impacts on the local highway network, realistically there would be some level of fluctuation.

However, the HGV movement numbers are relatively small ensuring that such fluctuations would not result in unacceptable highway or site access operating conditions.

In accordance with Condition 13, the operator shall keep daily records of all HGV movements to and from the site and such records shall be supplied to the MPA in writing within two weeks of a written request for such records being made by the MPA.

2.5 Highway Verge Overrun Prevention

The swept-path requirements for abnormal loads and HGVs has been assessed. The software Autotracks was used to simulate the swept-paths of the larger vehicles accessing and egressing the Site. The assessment is attached at Drawing TL6/3, see Appendix 1, which demonstrates that each vehicle can manoeuvre in and out of the site without any issues. Each vehicle would enter and exit the site in a forward gear. Nevertheless, all HGV drivers/hauliers/contractors will complete an induction which includes instruction that vehicles must at no time overrun or park on the highway verges.

The highway verges will be observed as part of the site's overall monitoring and reporting procedures.

Any HGVs reported overrunning or parking on the highway verges, will be investigated. If an occurrence is deemed to an unjustifiable breach of the site rules an escalating sanctions regime equal to that that described within the Paragraph 3 ii) of the First Schedule within the Section 106 agreement will be used.

2.6 Staff Travel

It is estimated that 15 members of staff would be employed throughout the construction of the wellsite. A similar number will typically be employed during each shift of the drilling phase. There will be additional staff on site from time to time including consultants carrying out monitoring work, suppliers and management support staff.

Where appropriate, work crews (including those involved with drilling and construction) will travel to / from the site via crew vans, with the remainder of staff accessing the site by car sharing (where possible).

3.0 Site Management

3.1 Introduction

Monitoring and reporting procedures will be implemented at the site prior to the commencement of the construction works and will be maintained throughout the life of the scheme.

The procedures will encourage all stakeholders to report any issues, breach of restrictions or risks to site management.

Site staff and drivers will be expected to contribute to the monitoring and reporting programme, highlighting any instances where unwanted material is deposited on the highway from site vehicles or where they believe there may be a risks or improvements to be made.

Site management contact details will be advertised at the site access in order to allow members of the public to report any issues.

Regular staff/contractor briefing sessions will be undertaken on site regarding HGV restrictions, implemented measures and operational preferences.

The Site Manager, or their delegate, will be responsible for the completion of regular audits confirming compliance to the Traffic Management Scheme and the Conditions of the Planning Permission.

3.2 Journey Management Induction

Prior to visiting the site, drivers will have completed an induction and been provided with an accompanying information sheet.

The induction outlines:

- Location of the site
- Site Description
- Method(s) of arranging access to the site
- Route Restrictions
- Time Restrictions
- Layby Closure & Damage to Verges
- Access & Departure Procedures
- A requirement to Report Hazard Observations and Incidents
- Penalties of non-compliance
- Monitoring of local roads for non-compliance

3.3 HGV Routing Scheme

All HGVs owned or controlled by the Owner or the Operator and used for the purpose of the Development shall follow the routes shown on the HGV Routing Scheme Map, see Figure 1.

As set out in Condition 14, the Construction Phase shall not commence until HGV signage, details of which have been previously submitted to, and approved in writing by, the MPA, has been installed in accordance with the approved details. The signage shall be maintained throughout the life of the development.

Drivers of HGVs under the direct control of the Owner and the Operator or otherwise lawfully entering and leaving the Site, are to complete the Journey Management Induction setting out and requiring compliance with the permitted HGV Routing Scheme.

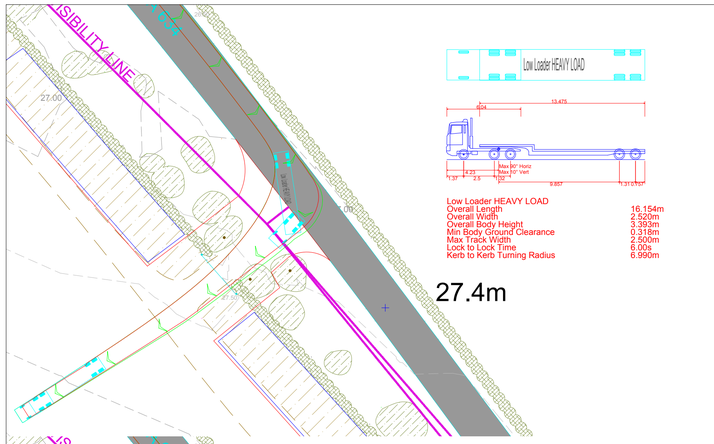
To ensure compliance, the requirements of the HGV Routing Scheme will be incorporated into the conditions of contract of all haulage contractors employed by the Owner and the Operator.

This will include an escalating sanctions regime whereby a warning will be issued for a first breach, a written warning issued for a second breach, and a notice suspending a contractor's haulage contract for a period of not less than 5 Working Days for a third breach. In the event that a contractor or its drivers fail to comply with the restrictions on four or more occasions, a contractor's haulage contract will be terminated.

All reasonable endeavours will be used to enforce such contractual requirements where any breaches come to the attention of the Owner and the Operator and to notify the Council of such breaches as soon as reasonably practicable or within 48 hours whichever is the sooner.

To monitor the routing of HGVs travelling to and from the Site, random spot checks at the exit to the Site and on local roads are to be conducted not less than four times per calendar year and evidence of which shall be provided to the Council within one month of a written request from the Council.

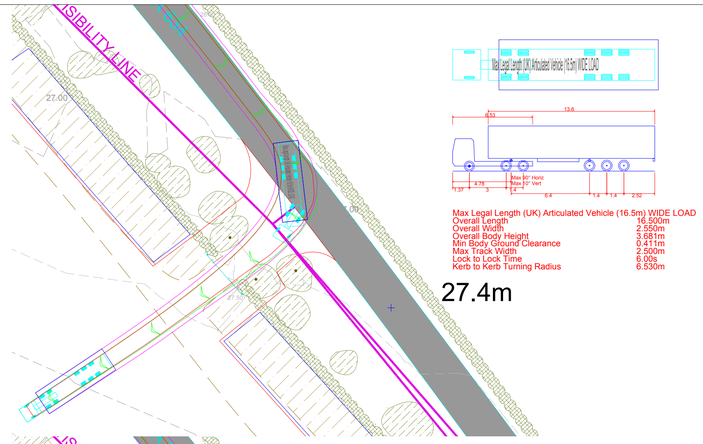
All drivers including HGV drivers are to be issued the HGV Routing Scheme Map indicating the routes to be used.



Low Loader HEAVY LOAD

Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.990m

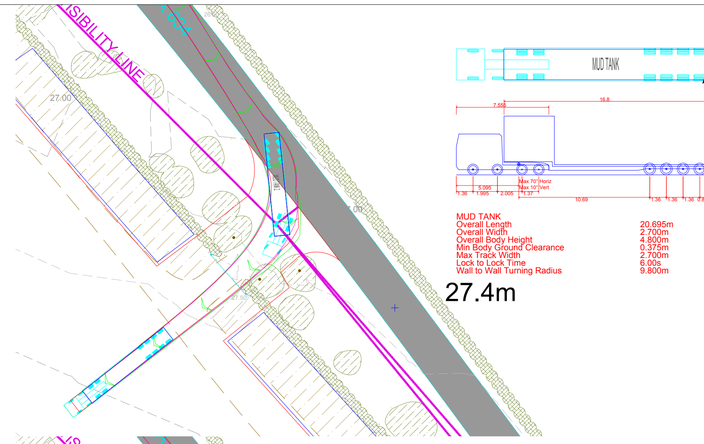
27.4m



Max Legal Length (UK) Articulated Vehicle (16.5m) WIDE LOAD

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.530m

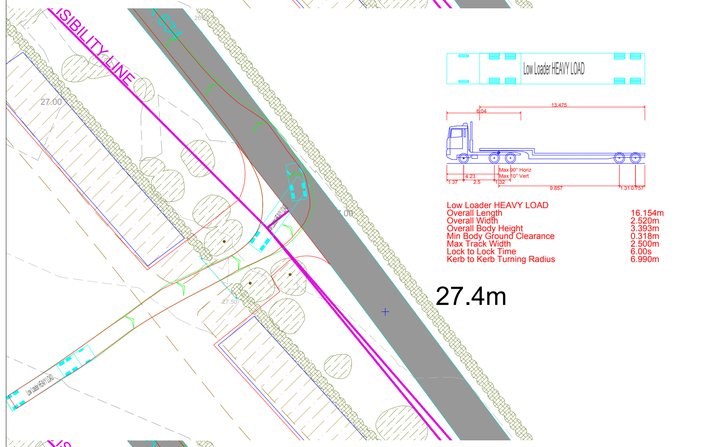
27.4m



MUD TANK

Overall Length	20.695m
Overall Width	2.700m
Overall Body Height	4.800m
Min Body Ground Clearance	0.375m
Max Track Width	2.700m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	9.800m

27.4m



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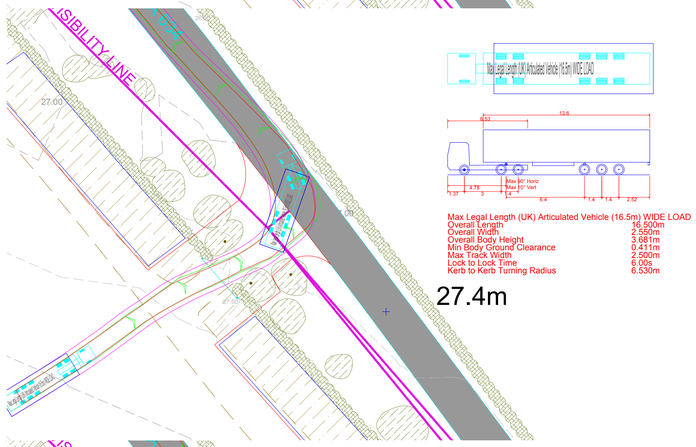

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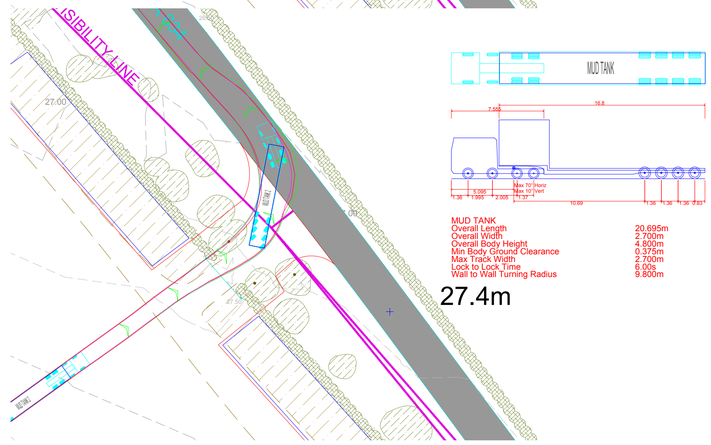

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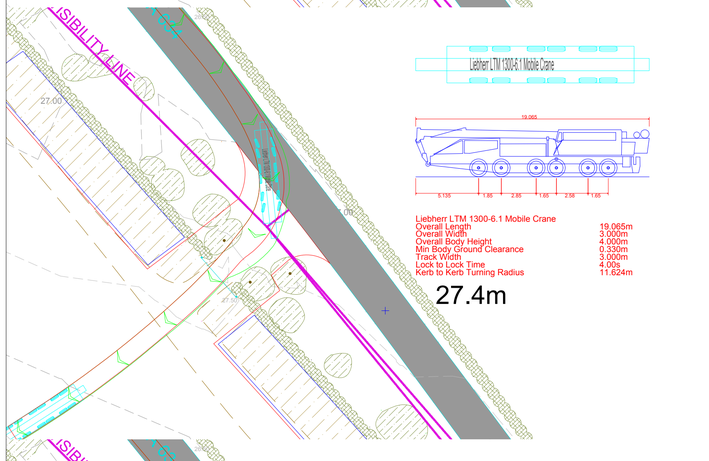
Overall Width	2.700m
Overall Body Height	4.800m
Min Body Ground Clearance	0.375m
Max Track Width	2.700m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	9.800m

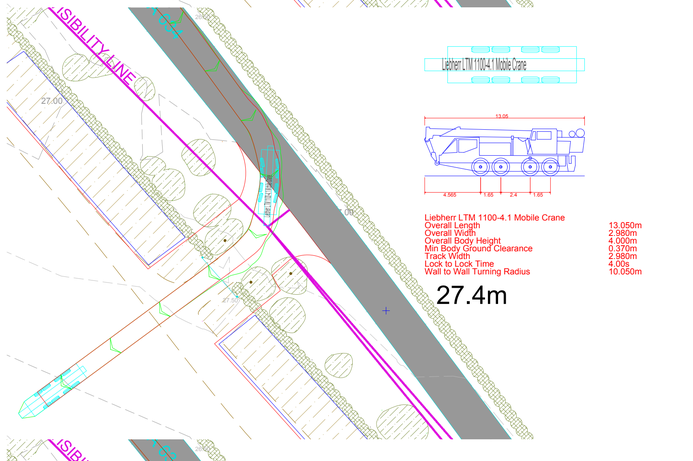
27.4m



Liebherr LTM 1300-6.1 Mobile Crane

Overall Length	19.065m
Overall Width	3.000m
Overall Body Height	4.000m
Min Body Ground Clearance	0.330m
Track Width	3.000m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	11.624m

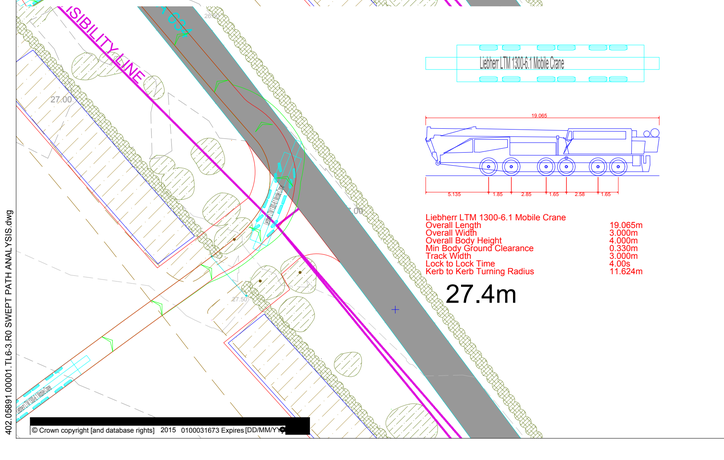
27.4m



Liebherr LTM 1100-4.1 Mobile Crane

Overall Length	13.050m
Overall Width	2.980m
Overall Body Height	4.000m
Min Body Ground Clearance	0.370m
Track Width	2.980m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	10.050m

27.4m



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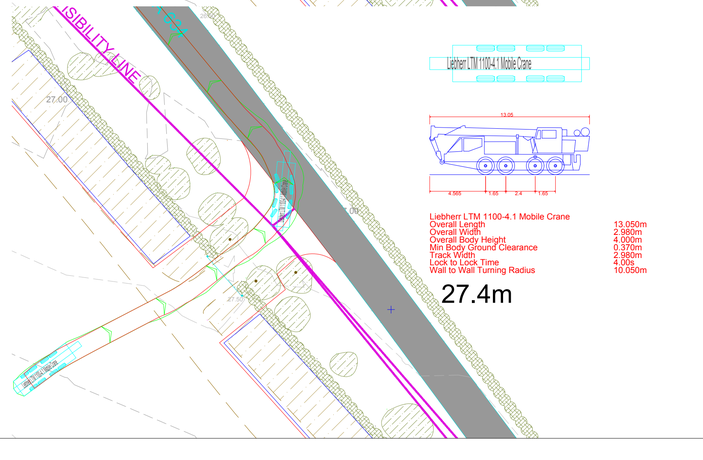
Kerb to Kerb Turning Radius	11.624m

27.4m



Liebherr LTM 1100-4.1 Mobile Crane

Overall Length	13.050m
Overall Width	2.980m
Overall Body Height	4.000m
Min Body Ground Clearance	0.370m
Track Width	2.980m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	10.050m

27.4m

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NOTES

0 10 20 30 40m 60 80 100

Metres 1:1000

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EXPLORATORY BOREHOLE

PROPOSED SITE ACCESS
SWEPT PATH ANALYSIS

TL6/3

Scale 1:1000 @ A1

Date NOVEMBER 2015

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