

Broadford Bridge

Construction Traffic Management Plan

Celtique Energie

14 August 2014

Final Rev 2

9Y0895

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1 INTRODUCTION

1.1 Background

1.1.1 Celtique Energie Weald Ltd. (the “Applicant”) is proposing to undertake exploratory hydrocarbon works at a site at Wood Barn Farm, Adversane Lane, Broadford Bridge, Billingshurst, West Sussex hereafter referred to as ‘the Site’.

1.1.2 The works are temporary and comprise the siting and development of a temporary borehole, well site compound and access road including all ancillary infrastructure and equipment, on land at Wood Barn Farm, Broadford Bridge, for the exploration, testing and evaluation of hydrocarbons in the willow prospect.

1.1.3 The Site received planning permission in February 2013. In support of the planning application (WSSCC/052/12/WC), the Applicant proposed to prepare and agree a Construction (Traffic) Management Plan (CTMP) in mitigation of the traffic impact arising from the works. The CTMP would cover the monitoring, control and enforcement measures for works’ traffic.

1.1.4 In determining the application West Sussex County Council (WSSCC) applied the following condition:

CONDITION No 20

No development shall take place, including any works of demolition, until a Construction/Traffic Management Plan has been submitted to and approved in writing by the County Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- *the method of routing of vehicles during development;*
- *the loading and unloading of plant, materials and waste;*
- *the storage of plant and materials used in construction of the development;*
- *the erection and maintenance of security hoarding/fencing; and*
- *the provision of wheel washing facilities.*

1.1.5 A breakdown of the condition and how and where it is addressed in this report is provided below.

Condition breakdown	EIA Measure
1. Produce a Traffic Management Plan	The CTMP report is the mechanism for discharging the condition
2. the method of routing of vehicles during development	Section 3, 4 and 5 set out the control and monitoring measures along with corrective procedures.
3. the loading and unloading of plant, materials and waste	Section 3, 4 and 5 set out the control and monitoring measures along with corrective procedures. A site layout is provided at Appendix C .
4. the storage of plant and materials used in construction of the development	A site layout is provided at Appendix C illustrating location of material storage.
5. the erection and maintenance of security hoarding/fencing	A site layout is provided at Appendix C illustrating location of security fencing.
6. the provision of wheel washing facilities	Section 3, 4 and 5 set out the control and monitoring measures along with corrective procedures.

1.2 Roles and responsibilities

1.2.1 It is expected that this CTMP will be delivered by the Contractor appointed to carry out the works. Nonetheless the responsibility for ensuring that measures set out in this CTMP are delivered remains with the Applicant; with WSCC as the enforcing agency.

1.2.2 Any concerns regarding the failure of part or all of this CTMP to implemented should be addressed to the Applicant and WSCC. Contact details are provided below.

Geoff Davies CEO Celtique Energie Holdings Ltd Newlands House 40 Berners Street London W1T 3NA +44 (0) 207 255 6100	Dominic Smith Principal Planner Strategic Planning West Sussex County Council 2nd Floor Northleigh County Hall Chichester PO19 1RH 0330 222 5711
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1.3 Scope

1.3.1 The CTMP is intended to be a live document to be reviewed and updated as appropriate by the Applicant during the construction programme with inputs from the highway authority.

1.3.2 Following this introduction the report will be structured as follows:

Section 2: The freight movements which are predicted to occur (i.e. types of vehicles, routing, time of day, day of week);

Section 3: The controls and processes that the Applicant will implement to ensure these movements are not exceeded;

Section 4: The approach to monitoring the freight movements and how this information will be distributed; and

Section 5: Corrective measures/actions to be taken if these limits are exceeded.

2 FREIGHT MOVEMENTS

2.1 Freight & Plant Trips

Introduction

2.1.1 The main transport effects of construction are additional traffic (especially Heavy Goods Vehicle – HGV - movements) on roads leading to the Site. The period comprises 4 phases which are:

- Phase 1 - Construction of the access road and well site;
- Phase 2 - Mobilisation of Drill Rig - set up and drilling mode;
- 3a – Testing (gas), evaluation programme and rig dismantling;
- 3b – Testing (oil), evaluation programme and rig dismantling;
- Phase 4a – Restoration; and
- Phase 4b - Retention.

2.1.2 The number of daily freight, plant and light vehicle trips will vary over the duration of the works according to phase. Traffic volumes have been derived from estimates of the total quantities of materials and activities that will be needed on site for each phase in order to undertake the proposed works. The traffic volumes include delivery of material and plant, construction workers and removal of waste.

2.1.3 **Table 2.1** details vehicle movements by Phase.

Table 2.1 – Activities and Associated Vehicles and Plant Movements

Phase	Duration		No. of Daily Movements (two-way)		
	Best Case	Worst Case	Cars / Vans	HGVs	Total
Phase 1	6 weeks	6 weeks	13	22	35
Phase 2	1 week	1 week	27	28	55
	5 weeks	9 weeks	27	6	33
Phase 3a	1 week	1 week	27	28	55
	1 week	3 weeks	4	2	6
Phase 3b	1 week	1 week	27	28	55
	1 week	11 weeks	4	2	6
Phase 4a/4b*	6 weeks	6 weeks	13	22	35

*Phase 4b duration is 30 months in the worst case however traffic movements would only be expected during 6 weeks of this period.

2.1.4 **Table 2.1** shows that total two-way traffic movements will typically average 35 a day during the 6 weeks establishing the site (Phase 1) and again in the 6 weeks site restoration / retention (Phase 4). There will also be a short term peak in traffic movements over two 3-4 day periods when the rig is mobilised during Phase 2 and demobilised during Phase 3.

Vehicle Type

2.1.5 Of the vehicle movements outlined in **Table 2.1**, typically vehicle types will be as follows:

- Light vehicles – cars and small vans;
- 20t tipper trucks;
- 12m flatbed delivery lorries;
- Water tankers; and
- Drilling rig transportation.

2.1.6 Typical dimensions of the likely vehicles types are provided as **Appendix A**.

2.2 Daily Profile of Freight Deliveries

2.2.1 **Table 2.2** details projected HGV and car / van trips outlined in **Table 2.1** by time of day for the peak and average periods of demand. The contractor will be required to manage HGV deliveries to avoid the weekday peak hours (08:00 – 09:00 & 17:00 – 18:00). Whenever possible the contractor will also manage HGV deliveries to avoid school finishing times (15:00 – 16:00) although at times it may be necessary make deliveries of stone during school finishing times in order to meet the construction programme. The contractor will also be required to manage light vehicle movements to avoid the weekday peak hours (08:00 – 09:00 & 17:00 – 18:00) and school finishing times (15:00 – 16:00).

2.2.2 The contractor will also be expected to manage an even distribution throughout the day to avoid 'bunching'. Further details of control measures are contained in **Section 3**.

2.2.3 The trips outlined in **Table 2.2** will be expected to occur on a weekday and Saturday. The hourly profiles are provided as an approximation of typical hourly demand. **Table 2.2** also provides a guide to the contractor and supply chain when arranging deliveries and will

help to ensure that periods of intense activity are managed to ensure that deliveries avoid the sensitive hours.

Table 2.2 Daily Profile of Freight and Plant Deliveries

Phase	07:00 – 08:00	08:00 – 09:00	09:00 – 10:00	10:00 – 11:00	11:00 – 12:00	12:00 – 13:00	13:00 – 14:00	14:00 – 15:00	15:00 – 16:00	16:00 – 17:00	17:00 – 18:00	18:00 – 19:00	Total Two-way movements
Phase 1	7	0	3	4	3	3	3	3	0	3	0	6/7	35/36
Phase 2	14	0	1	1	1	1	1	1	0	0	0	13/14	33/34
Phase 3	2	0	0	1	0	0	1	0	0	0	0	2	6
Phase 4	7	0	3	4	3	3	3	3	0	3	0	7	36

2.3 Abnormal Indivisible Loads

2.3.1 There are no abnormal indivisible loads anticipated to be delivered to the Site. However there may be some unconventional heavy vehicles relating to the transportation of the drill to and from site during Phases 2 and 3.

2.3.2 The movement of unconventional heavy vehicles will be planned to avoid peak hours and school start and finish times. Furthermore, when unconventional heavy vehicles are expected the contractor will be required to manage the arrival and departure of other HGVs to ensure that the site is clear to accept the delivery therefore preventing vehicles having to wait on the highway.

2.3.3 Information relating to the movement of any unconventional heavy vehicles which may be scheduled will be provided to the Parish Council.

2.3.4 Any movement of unconventional heavy loads in excess of 44 tonnes will be notified to the WSCC Abnormal Loads team. At the request of WSCC, reference has been made to the guidance at the following link which will be adhered to if it proves necessary:-

http://www.westsussex.gov.uk/living/roads_and_transport/roads_and_footways/traffic_management/abnormal_and_heavy_loads.aspx

Notwithstanding the above, it is not intended that any abnormal indivisible loads will be delivered to the Site.

2.4 Road Safety

2.4.1 Signage to inform motorists that the local roads are accommodating construction traffic and advising of the Site access will be provided in accordance with Chapter 8¹ and the

¹ Traffic Signs Manual, Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations Part 1 Design. Department for Transport. 2009

Safety at Street Works and Road Works² and are detail in drawing no. 3261/WL/15, a copy of which is provided at **Appendix B**.

- 2.4.2 A bound surface (approximately 15.0m back from the edge of the public highway) will be provided within the Site to prevent mud and debris being trafficked onto the public highway. Road sweeping will be carried out at the request of WSCC to keep the highway adjacent to the Site access clear of mud and debris. WSCC have agreed that this proposed approach is acceptable for controlling dirt and debris being trafficked onto the public highway and as a consequence, wheel washing facilities will not be required. However the Site will be monitored by WSCC to ensure that the proposals are effective.
- 2.4.3 Areas will be designated within the Site to enable plant, materials and waste to be loaded / unloaded and vehicles to U-turn entirely within the Site at a distance from the public highway. Contractors / suppliers will not be permitted to either wait on or load / unload from the public highway. The exception will be during the early stages of site establishment during which fencing will need to be delivered in order to protect trees along the site frontage prior to construction of the site access. This will necessitate single way working controlled by temporary traffic lights with deliveries of fencing being made between the lights.
- 2.4.4 Security hoarding/fencing will be erected and maintained in order to prevent unauthorised access to the Site. A Site layout is provided at **Appendix C** illustrating the location of security hoarding/fencing and material storage.
- 2.4.5 Further details of control measures are contained in **Section 3**.
- 2.4.6 There has been some discussions regarding speed limits on Adversane Lane.
- 2.4.7 Independently of the exploratory works, WSCC are currently progressing a Traffic Regulation Order for a permanent 50 mph speed limit on Adversane Lane. These works are within the control of WSCC and, whilst some of the signs have already been erected on street, it cannot be guaranteed that the necessary signage and the sealing and introduction of the Order will be completed prior to the exploratory works commencing on site.
- 2.4.8 The applicant has considered whether a temporary speed limit may be required on Adversane Lane for the duration of the exploratory works which remains an option. However, the visibility from the access is fully compliant with requirements for the national speed limit of 60mph. Hence the introduction of a reduced speed limit on Adversane Lane is not necessary as a mitigation measure in relation to the exploratory works.

² Safety at Street Works and Road Works. Department for Transport. 2001

2.5 HGV Distribution and Assignment

- 2.5.1 At this stage in the project there is no supply chain data available to inform this process other than an expectation that waste products and non-specialist bulk items such as concrete, aggregate and steel, etc. will be sourced from the local area.
- 2.5.2 In line with WSCC policy, construction traffic will be routed to the Site to and from the north via A29 and Adversane Lane. This will maintain heavy vehicle traffic on WSCC's advisory lorry route network for as long as possible. The Advisory Lorry Route Network is identified as suitable for use by heavy vehicles. The A29 connects the A27 in the south and A24 to the north.
- 2.5.3 The Site access junction has been designed to discourage traffic approaching from the south and turning left into the Site.

2.6 Swept Path Analysis

- 2.6.1 At the request of WSCC, further swept path analyses of the site access and the A29/Adversane Lane junction have been carried out. These have modelled the ability of a 20t tipper truck, a flatbed lorry and a tanker to pass through these junctions. Of these three vehicles, the tipper truck will be the most frequent type of vehicle travelling to and from site and the tanker and flatbed, which are considered the 'worst-case' vehicles, will be much less frequently used.
- 2.6.2 The plans at **Appendix D** show that all three vehicles can easily turn right into the site access. Similarly, all three vehicles can safely turn left out of the site although in order to do so, they will cross over the centreline by some 600mm for the tanker, 450mm for the tipper truck and 700mm for the flatbed. This is considered acceptable as such a manoeuvre will only take place infrequently and for a short period of time. Visibility along Adversane Lane is good so drivers of oncoming vehicles can see each other and the carriageway is some 6.1m wide at this point so that the possibility of any conflict is low.
- 2.6.3 It has been assumed that vehicles leaving the site which pass through the A29/ Adversane Lane junction will turn right on the A29 towards the larger centres of population to the north. Similarly, vehicles coming to the site will approach from the north. The plans at **Appendix E** provide a swept analysis of the A29/Adversane Lane junction and show that all three types of vehicles can pass through the junction without encroaching on the opposite side of the road or the verges.
- 2.6.4 These swept path assessments show that such vehicles can safely use the site access and the A29/Adversane Lane junction and hence there is no need to provide any additional management measures to those described elsewhere in this CTMP.

3 CONTROL PROCESSES

3.1 Introduction

3.1.1 This section outlines the control processes that the Applicant will require the contractor and their supply chain to adhere to and contribute towards.

3.2 Management Measures

3.2.1 A separate planning application has been submitted to WSCC for the erection of security gates and cabins at the site access. These will be manned 24 hours a day. The security staff in these cabins would be on hand to open and close the access gates as necessary. The presence of site personnel will also enable any unforeseen issues or emergencies to be managed in a responsible and responsive manner.

3.2.2 In addition, staff will have radio equipment to enable them to communicate with drivers. Hence, drivers will be able to radio ahead for the security gates to be opened sufficiently in advance of their arrival to avoid queuing back on to the public highway or two vehicles having to pass each other at the access. This facility will also allow staff to follow the location of approaching vehicles at any given time. They will then be able to control the departures of vehicles from the site to avoid any conflict between oncoming vehicles on the public highway in the direct vicinity of the site.

3.3 Delivery Route Compliance

3.3.1 The delivery routes will be communicated by the contractor to all individuals and companies involved in the transport of materials and plant to and from site.

3.3.2 Information signs will be erected at the Site which will include a telephone number for the public to report concerns. This telephone number will also be provided to the local Parish Council.

3.4 On-Street Waiting

3.4.1 It will be communicated to the contractor and supply chain that they are not permitted to either wait on or load / unload from the public highway. The exception will be the delivery of fencing in the early stages of site establishment as described in para 2.4.3. The

contractor and supply chain will be advised in advance of the times when deliveries can be received and required to meet those delivery windows.

3.5 Booking System

3.5.1 The Contractor will be responsible for managing the demand for deliveries and exports for their own fleet and that of their supply chain partners to ensure they comply with agreed daily traffic profiles (outlined in **Table 2.2**) and to avoid bunching.

3.5.2 The contractor will be required to keep an up to date record of deliveries and exports from the site.

3.6 Communication Strategy

3.6.1 An information pack will be distributed to all individuals involved in the transport of materials and plant to and from the Site. The pack will be a convenient size so it can be stored in a truck cab.

3.6.2 The pack will include key information on delivery routes (including a copy of the Advisory Lorry Network) and clearly set out procedures for dealing with emergencies and disciplinary measures for non-compliance.

4 MONITORING FREIGHT MOVEMENTS

4.1 Monitoring Strategy

4.1.1 The HGV movements associated with the Works will be continuously monitored through the use of the Booking System. This will require the Contractor to keep an up to date record of deliveries and exports from the Works.

4.1.2 The information will be provided to WSCC upon request for checking against the agreed application profile.

4.2 Stakeholder Input

4.2.1 Contact numbers will be on display at the Site entrance for the general public to raise any concerns with the Applicant directly. All enquiries will be recorded and responded to within five working days. The enquirer will receive a written response (copied to WSCC) detailing what action has been taken, if necessary.

5 CORRECTIVE MEASURES

5.1 Introduction

5.1.1 This section provides a summary of the mechanisms that will ensure that the proposed control measures are effectively implemented.

5.2 Correction Process

5.2.1 A three stage correction process is proposed:

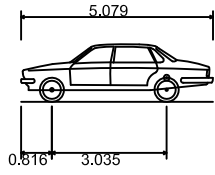
- Stage one – West Sussex County Council highlight a potential breach and request the Applicant to review the data and concerns. The Applicant and WSCC will then agree the extent of the breach of controls, if it is material and agree action. This is likely to be a Contractor warning at this stage.
- Stage two – If a further material breach is identified the main contractor will be given a further warning and required to produce an action plan to outline how the issue will be rectified and any additional mitigation measures proposed.
- Stage three – Should further breaches still occur the Contractor will be required either to remove the offender from Site or to stop using an offending supplier.

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Appendix A

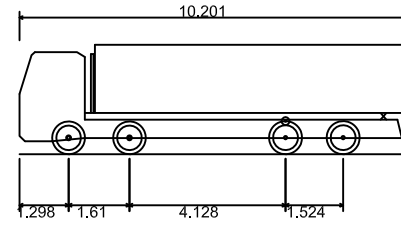
DO NOT SCALE

EXPECTED CONSTRUCTION TRAFFIC



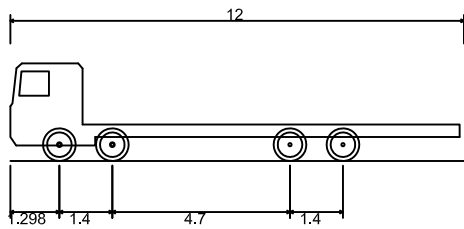
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 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.900m

TYPICAL LIGHT VEHICLE



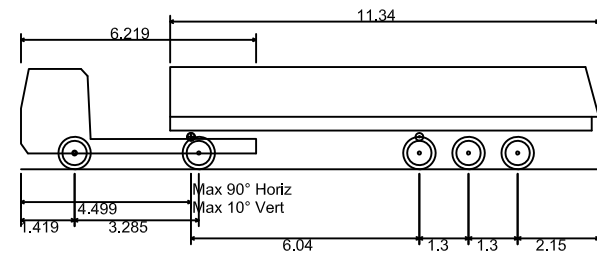
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 Overall Body Height 2.893m
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 Max Track Width 2.500m
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 Kerb to Kerb Turning Radius 11.550m

TYPICAL 20t TIPPER TRUCK



Overall Length 12.000m
 Overall Width 2.500m
 Overall Body Height 3.928m
 Min Body Ground Clearance 0.412m
 Track Width 2.471m
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 Kerb to Kerb Turning Radius 11.900m

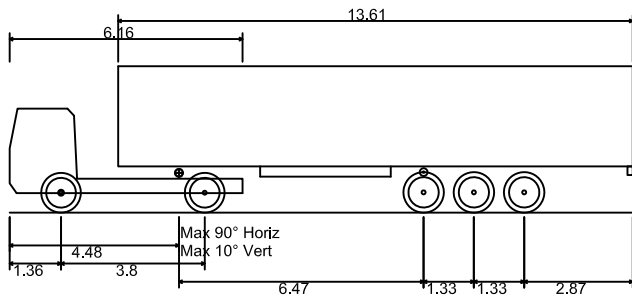
TYPICAL FLATBED DELIVERY LORRY



Overall Length 15.289m
 Overall Width 2.500m
 Overall Body Height 2.704m
 Min Body Ground Clearance 0.419m
 Track Width 2.450m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 6.670m

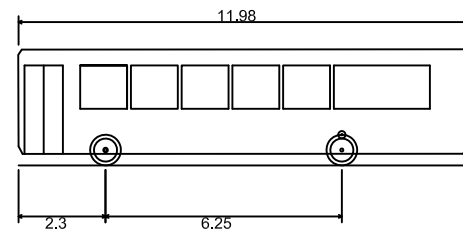
TYPICAL TANKER

FOR COMPARISON



Overall Length 16.480m
 Overall Width 2.550m
 Overall Body Height 3.870m
 Min Body Ground Clearance 0.515m
 Max Track Width 2.470m
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 Kerb to Kerb Turning Radius 6.550m

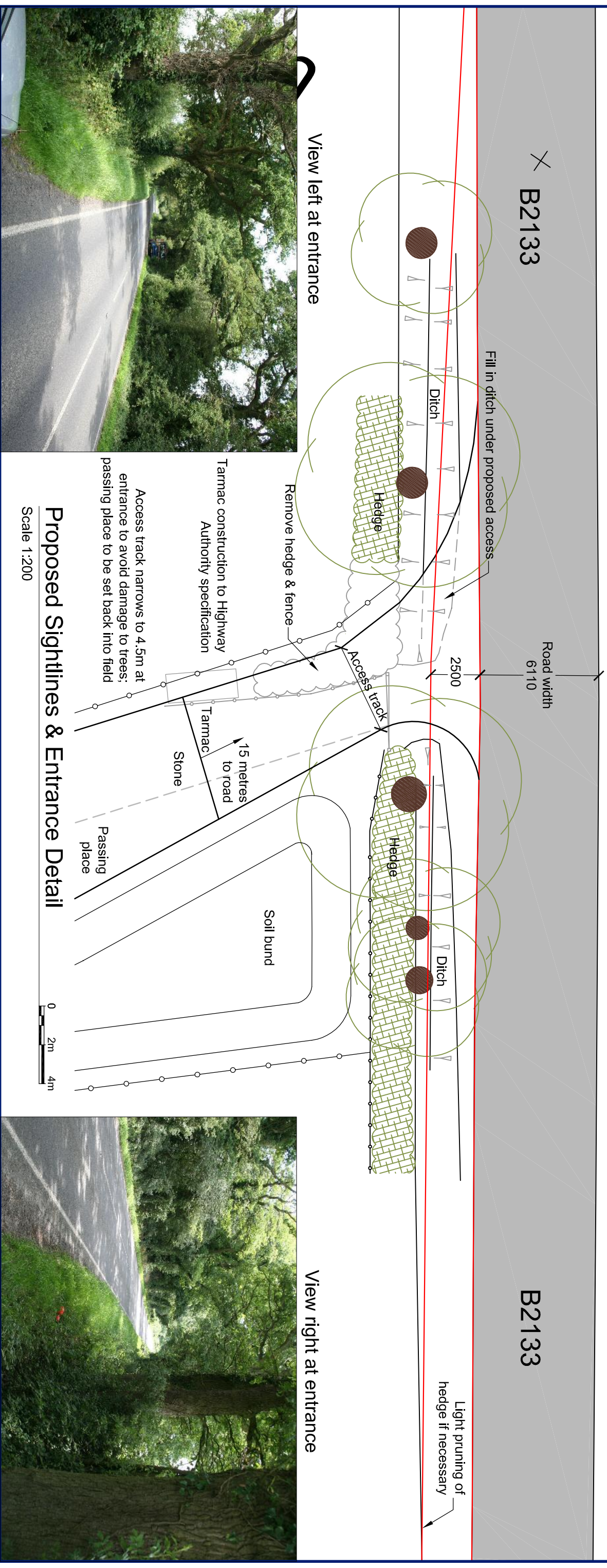
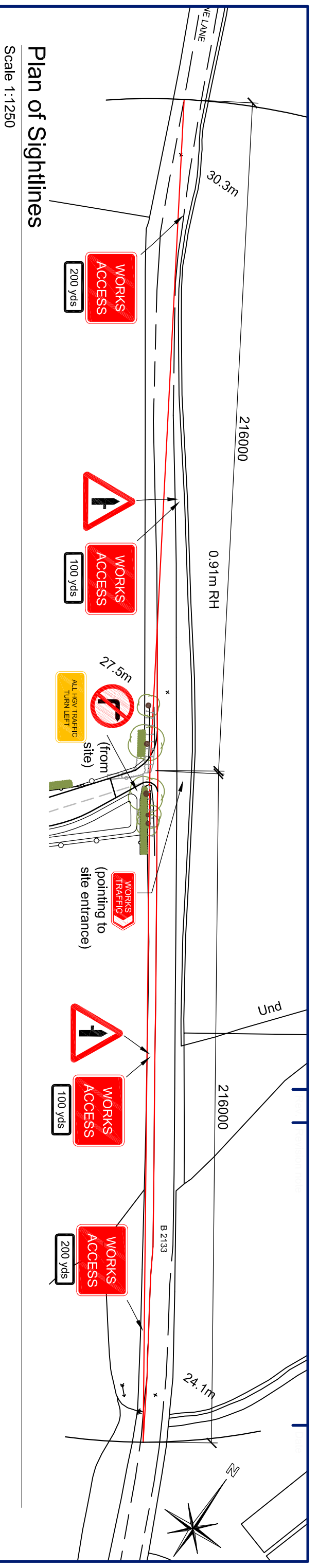
FTA DESIGN ARTICULATE VEHICLE



Overall Length 11.980m
 Overall Width 2.440m
 Overall Body Height 3.070m
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 Kerb to Kerb Turning Radius 10.368m

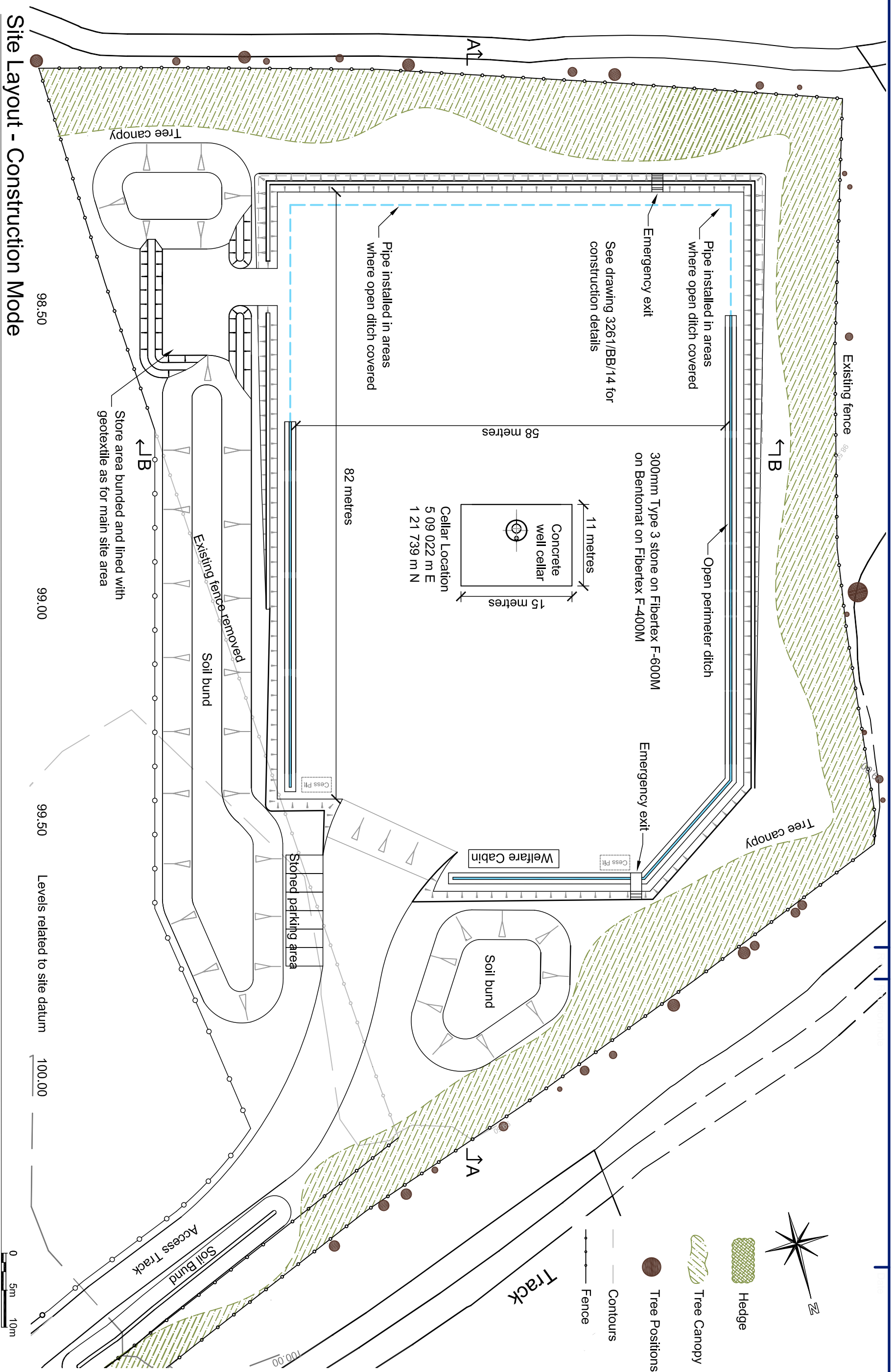
SINGLE DECK BUS

Appendix B



Appendix C

Site Layout - Construction Mode
Scale 1:500



R ELLIOTT ASSOCIATES LTD
CONSULTING STRUCTURAL & CIVIL ENGINEERS



Client: **Celtique Energie Petroleum**
Broadford Bridge
West Sussex

Job Title: **Broadford Bridge Site**

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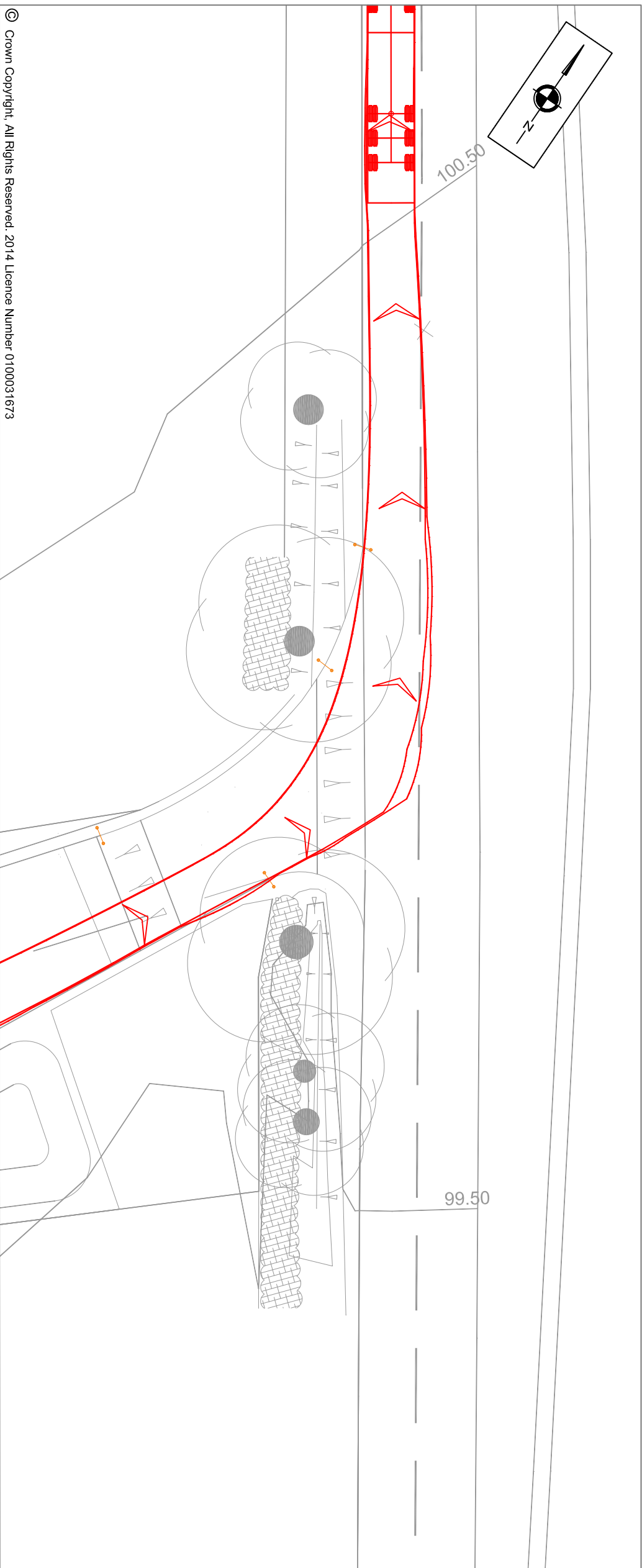
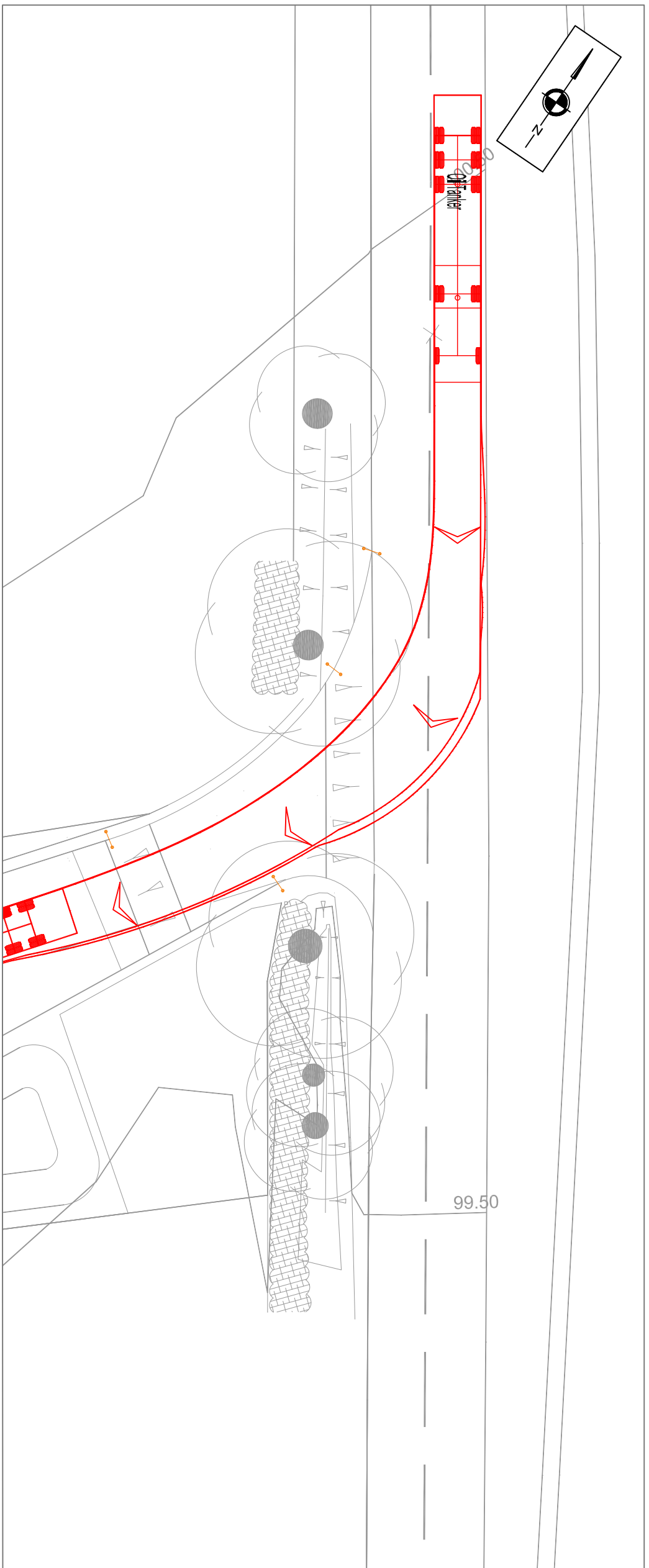
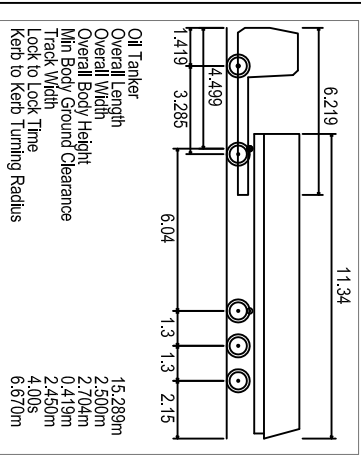
Drawn By: **AJNE**
Date: **May 2014**

Drawing Title: **Site Layout - Construction Mode**
(1:500)
Drawing Number: **3261/BB/09**
Sheet Size: **A3**
Revision: **E**

Appendix D

NOTES

- 1) DO NOT SCALE FROM THIS DRAWING
- 2) THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY



REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design
 2 Mount Street, Manchester, M2 5WQ, Tel 0161 832 4400, Fax 0161 832 5111
 www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name: CELTIQUE ENERGIE WEALD LIMITED

Project Title: BROADFORD BRIDGE WEST SUSSEX

Drawing Title: SWEEP PATH ANALYSIS OIL TANKER SITE ACCESS

Drawn By: FJT Date: 15.08.2014

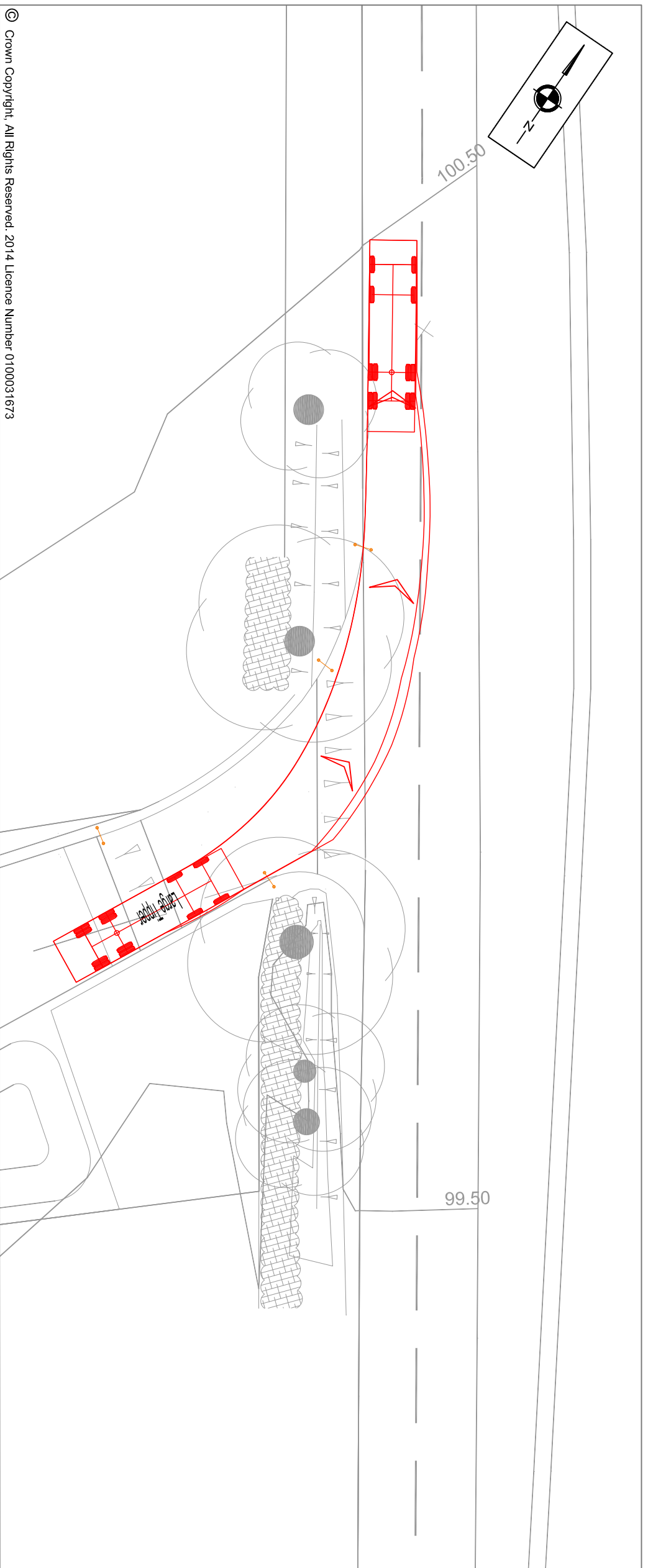
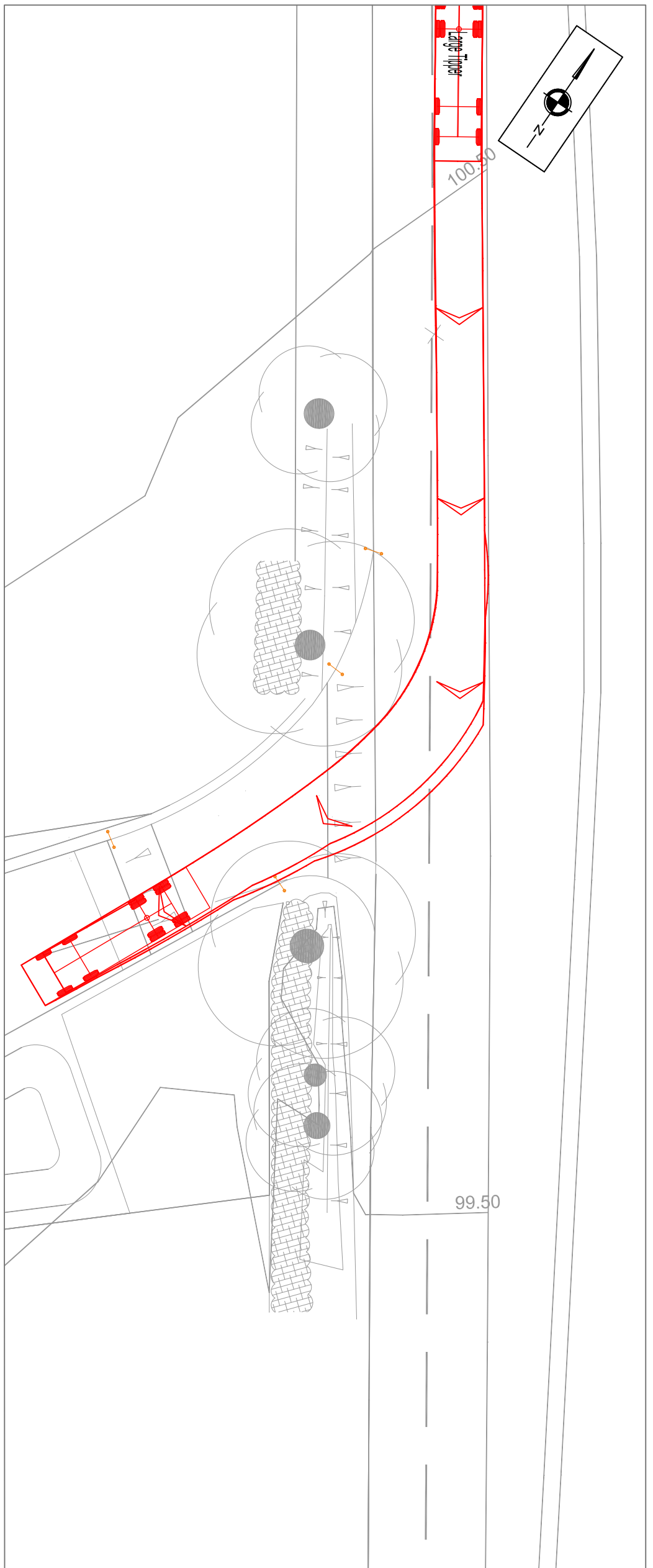
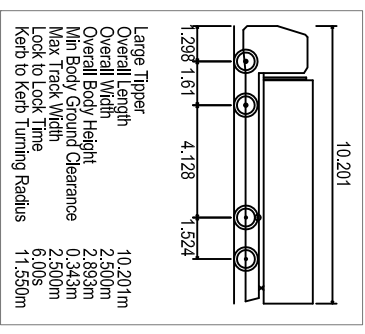
Checked: GWB Scale: 1:250 @ A3

Status: PLANNING Approved/Unapproved: -

Drawing No. SCP/14809/ATR01 Rev. -

NOTES

- 1) DO NOT SCALE FROM THIS DRAWING
- 2) THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY



REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Transportation Planning : Infrastructure Design

2 Mount Street, Manchester, M2 5WQ, Tel 0161 832 4400, Fax 0161 832 5111
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

CELTIQUE ENERGIE WEALD LIMITED

Project Title:

BROADFORD BRIDGE
WEST SUSSEX

Drawing Title:

SWEPT PATH ANALYSIS
20T TIPPER TRUCK SITE ACCESS

Drawn By:	FJT	Date:	15.08.2014
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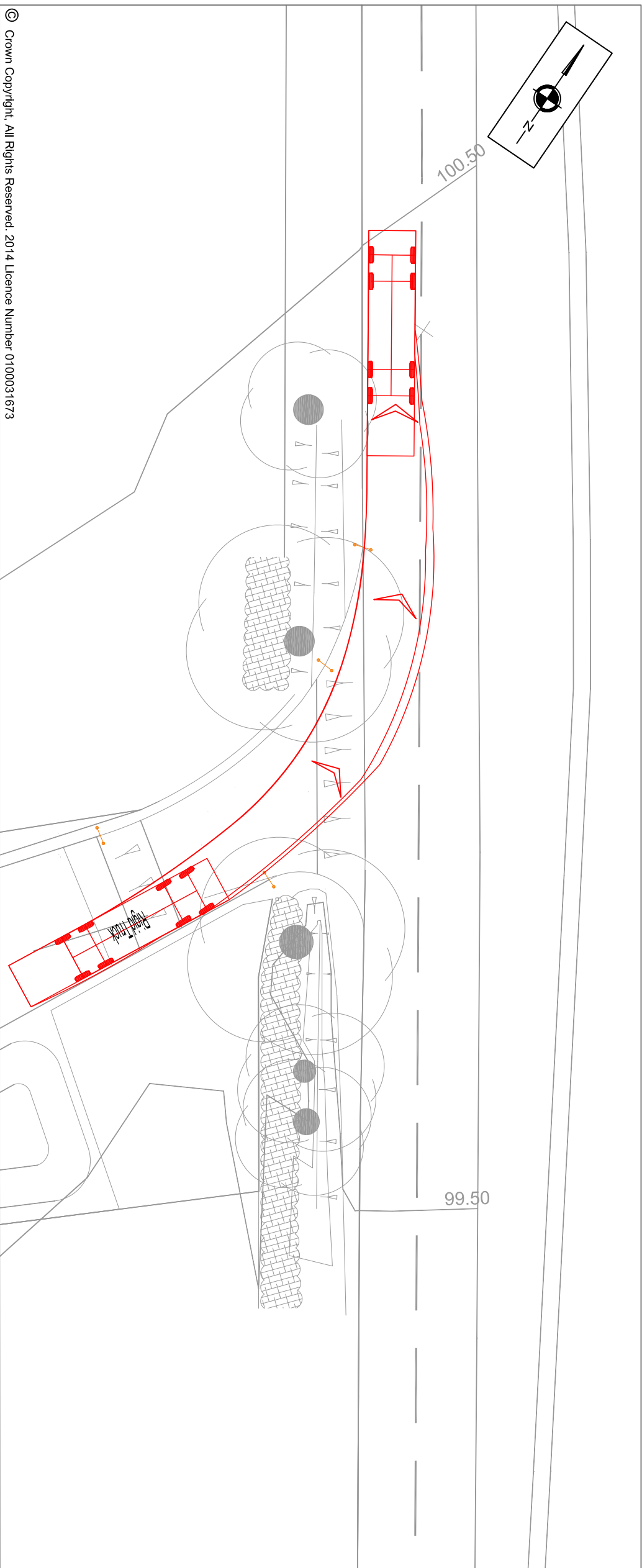
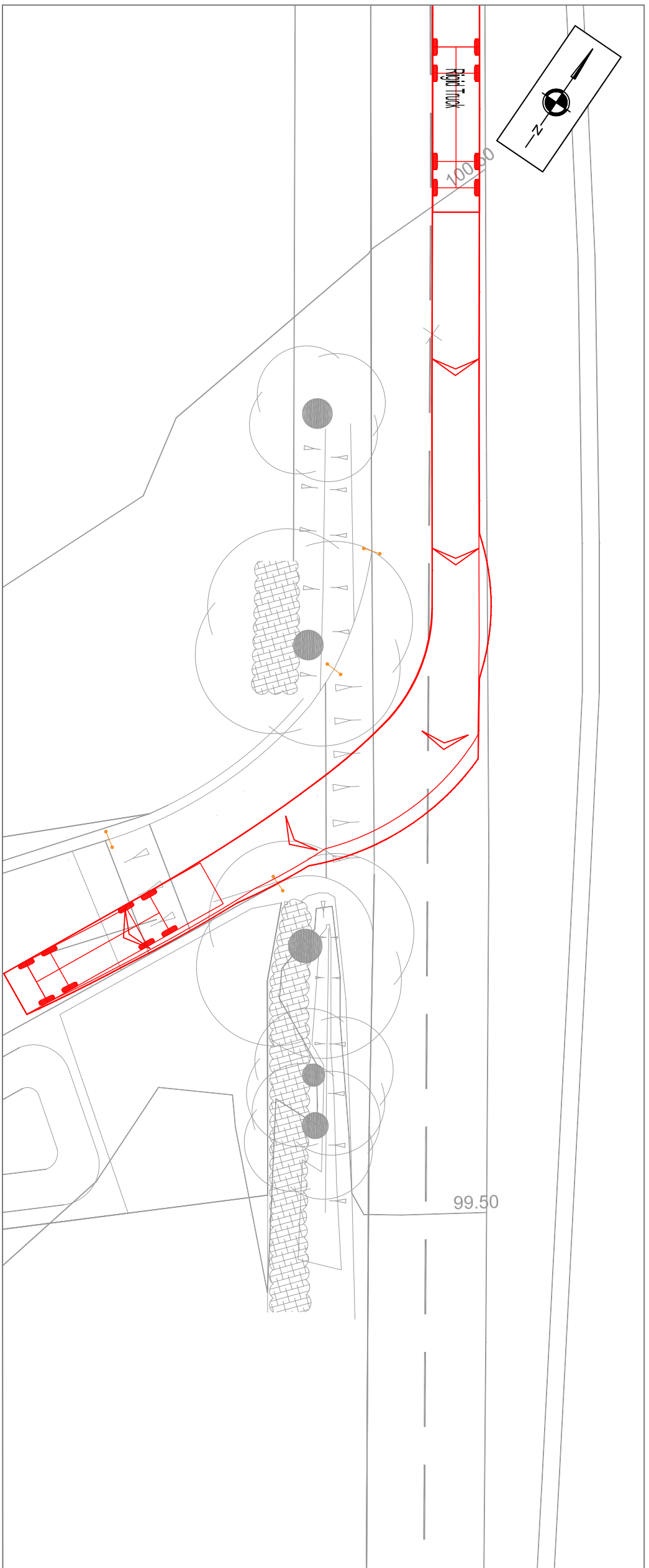
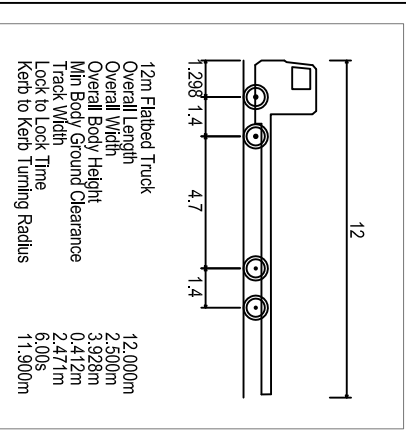
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Status:	PLANNING	Approved/Unapproved:	-
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Drawing No.	SCP/14809/ATR02	Rev.	-
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NOTES

- 1) DO NOT SCALE FROM THIS DRAWING
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REVISIONS

REV	DESCRIPTION	DATE	BY
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www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

CELTIQUE ENERGIE WEALD LIMITED

Project Title:

BROADFORD BRIDGE
WEST SUSSEX

Drawing Title:

SWEPT PATH ANALYSIS
12m FLATBED SITE ACCESS

Drawn By:

FJT

Date: 15.08.2014

Checked:

GWB

Scale: 1:250 @ A3

Status:

PLANNING

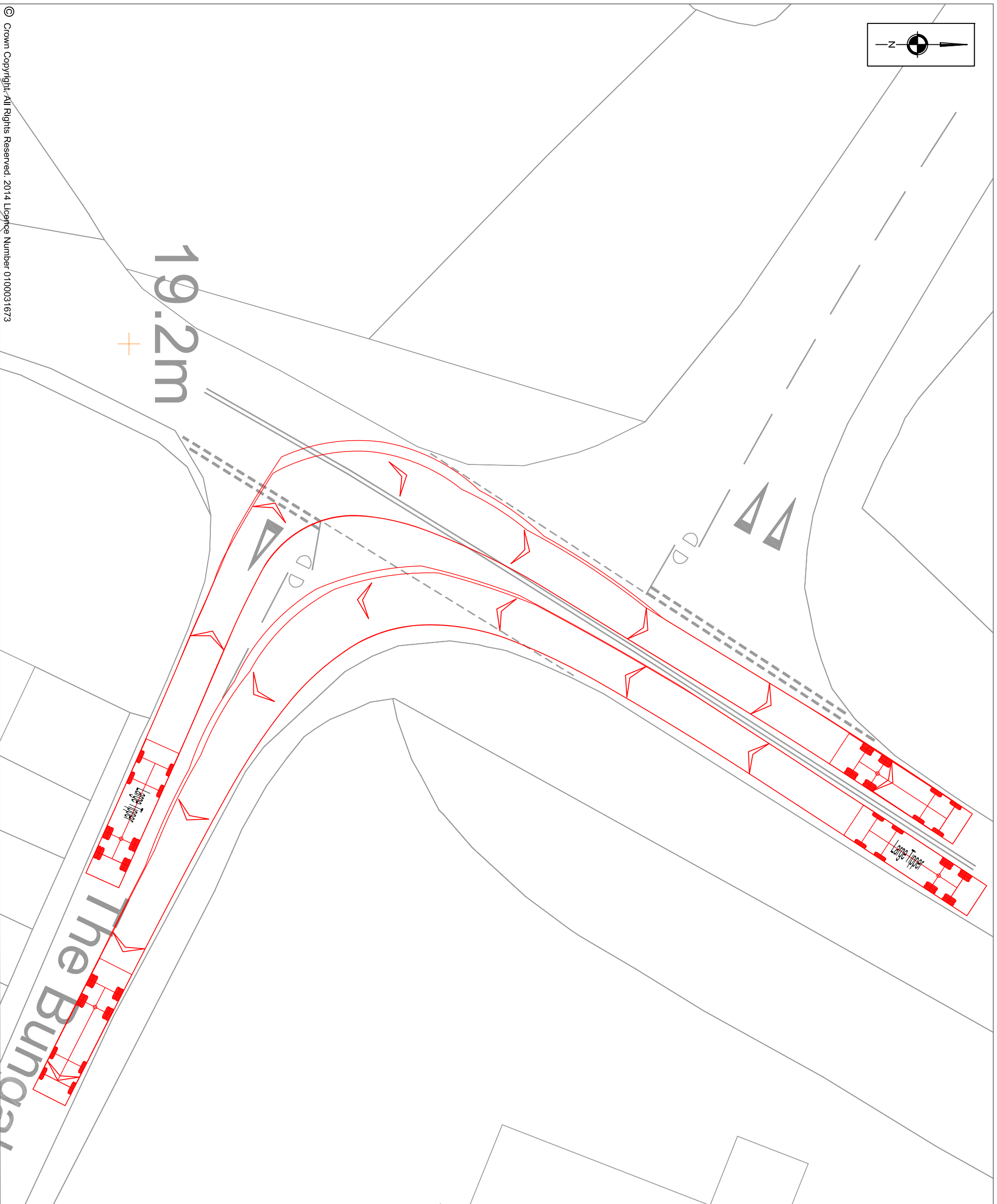
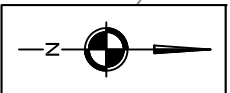
Approved/Unapproved:

Drawing No.

SCP/14809/ATR03

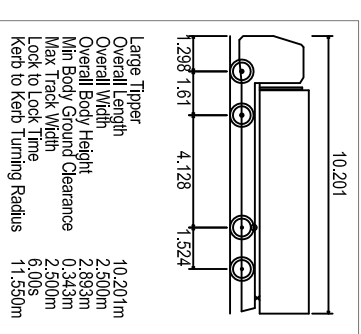
Rev. -

Appendix E



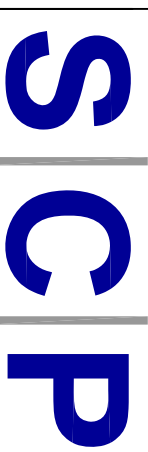
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REVISIONS

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Client Name:

CELTIQUE ENERGIE WEALD LIMITED

Project Title:

**BROADFORD BRIDGE
 WEST SUSSEX**

Drawing Title:

**SWEPT PATH ANALYSIS
 20T TIPPER TRUCK
 ADVERSANE LANE/A29 JUNCTION**

Drawn By:

FJT

Date: 15.08.2014

Checked:

GWB

Scale: 1:250 @ A3

Status:

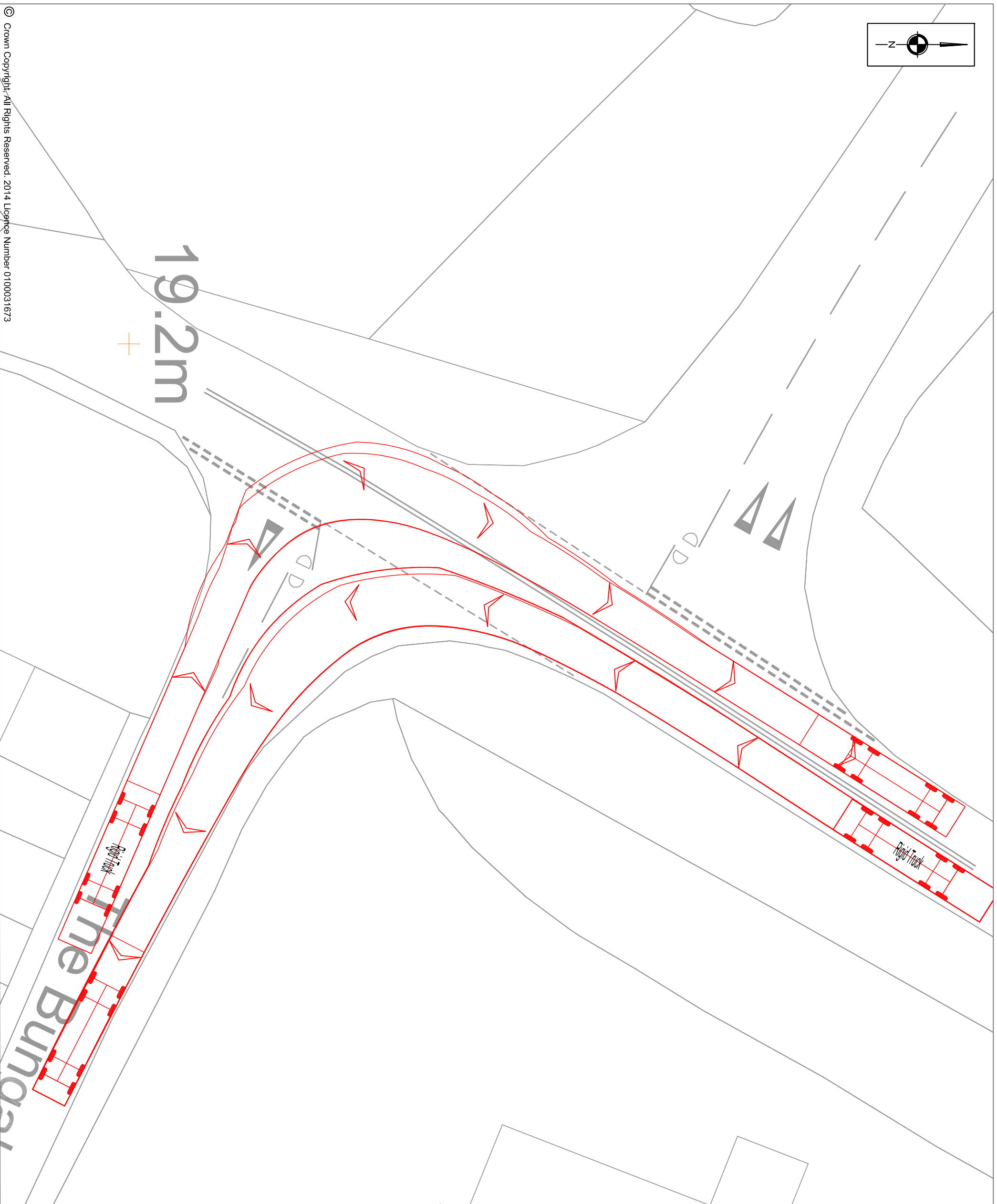
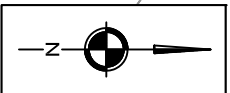
PLANNING

Drawing No.:

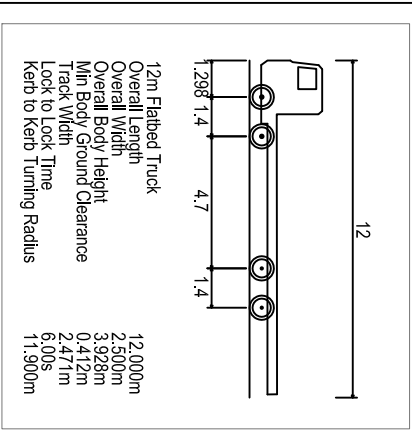
SCP/14809/ATR05

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Client Name:
 CELTIQUE ENERGIE WEALD LIMITED

Project Title:
 BROADFORD BRIDGE
 WEST SUSSEX

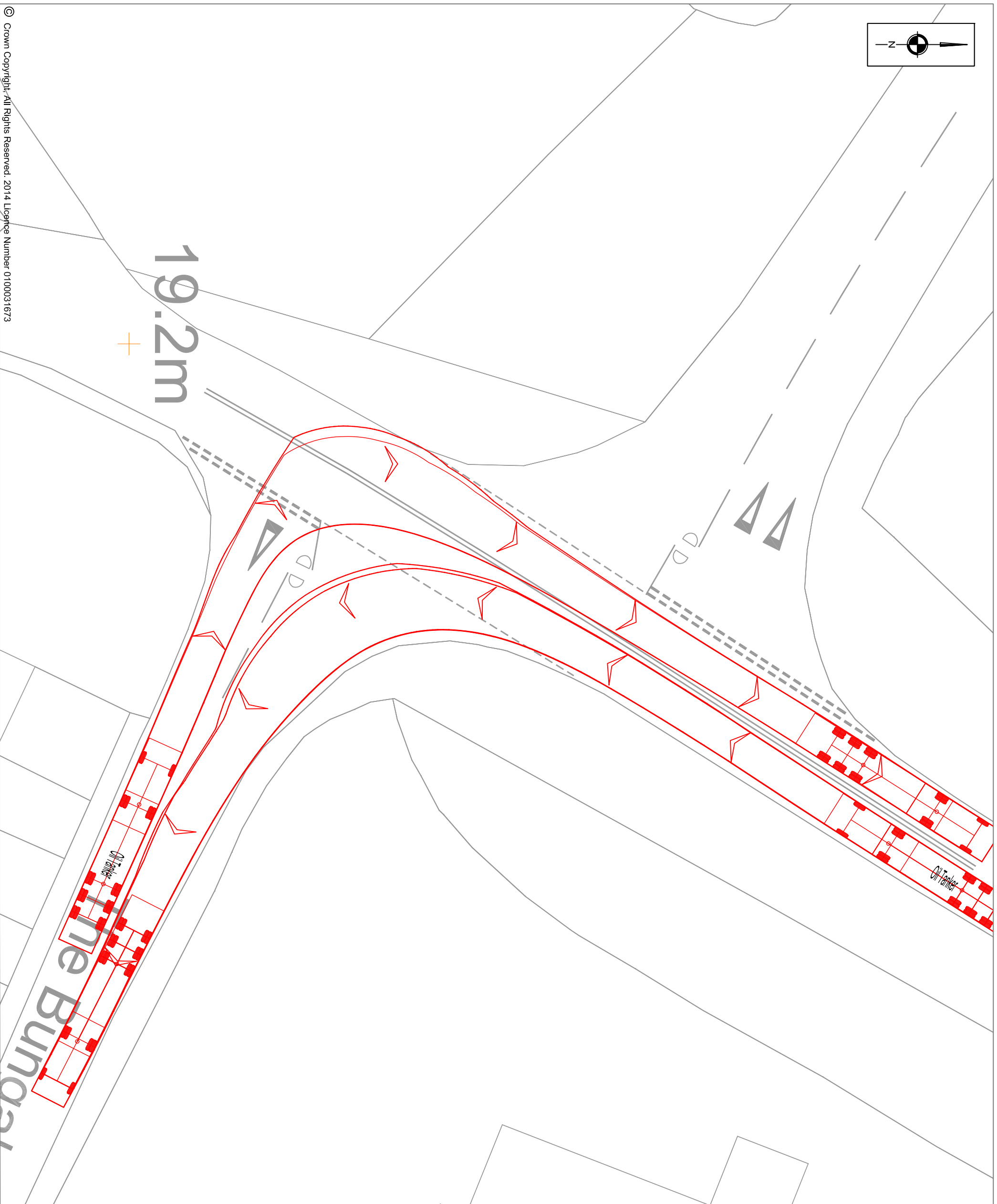
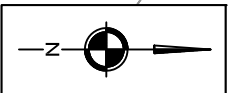
Drawing Title:
 SWEPT PATH ANALYSIS
 12m FLATBED TRUCK ADVERSANE
 LANE/A29 JUNCTION

Drawn By: FJT **Date:** 15.08.2014

Checked: GWB **Scale:** 1:250 @ A3

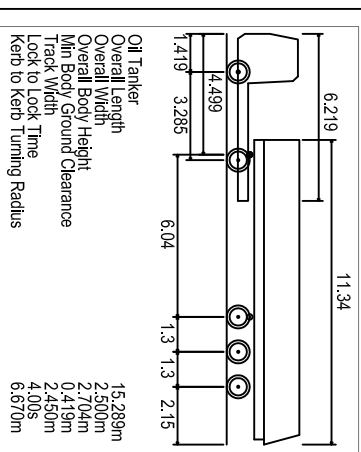
Status: PLANNING **Approved/Unapproved:** -

Drawing No.: SCP/14809/ATR06 **Rev.:** -



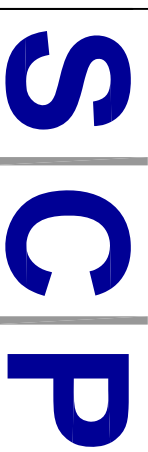
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REV	DESCRIPTION	DATE	BY
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REV	DESCRIPTION
-	-



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Client Name:
 CELTIQUE ENERGIE WEALD LIMITED

Project Title:
 BROADFORD BRIDGE
 WEST SUSSEX

Drawing Title:
 SWEPT PATH ANALYSIS OIL TANKER
 ADVERSANE LANE/A29 JUNCTION

Drawn By: FJT
Date: 15.08.2014

Checked: GWB
Scale: 1:250 @ A3

Status: PLANNING
Approved/Unapproved: -

Drawing No.: SCP/14809/ATR04
Rev.: -