

Bethell Construction Ltd

## Hoyles Lane Supply and Demand

Construction Traffic Management Plan

**CONTRACT:** Hoyles Lane Supply and Demand (C&D PO 004)

**LOCATION:** Preston

**CLIENT:** United Utilities

**DESIGNER:** BCL

**CONTRACT NUMBER:** UU6222

**PROJECTWISE REF:** 80061057-02

**PLAN PREPARED BY:** Jamie Foxcroft

Rev	Date	Author	Description
0	01/08/23	J Foxcroft	Draft Issue
1	08/09/23	J Foxcroft	Temporary Bridge removed / Haul Road Added
2	16/10/23	J Foxcroft	Blackpool Road accesses amended
3	27/11/23	J Foxcroft	General Amendments

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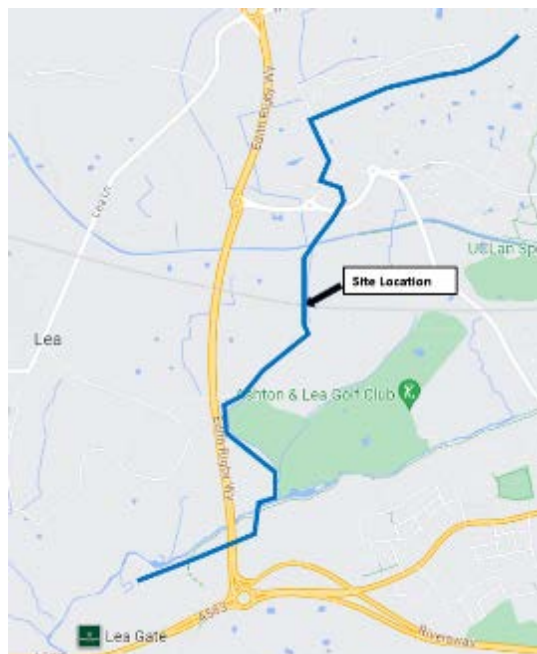
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## Introduction

This Construction Traffic Management Plan (CTMP) covers Hoyles Lane Supply and Demand. The proposed works are needed to resolve maintenance issues relating to local flooding and to resolve the impact of the Northwest Preston Strategic Development Site Plan on the Lea Gate Catchment area up to and including foreseeable property development/built by 2040.

To alleviate this issue, United Utilities have engaged Bethell Construction to design and construct the renewal of approximately 4.2km of foul sewer between 147 Hoyles Lane to Lea Gate Pumping Station, Preston.



This CTMP has been prepared to support the planning applications, addressing the following points:

- Minimising the generation of construction traffic where possible
- Managing the operational impact of such vehicle movements on the immediate local highway
- Identifying key routes for delivery vehicles which avoid sensitive locations and restricts heavy goods traffic to appropriate highway links, where practical.
- Limit deliveries and collections at school drop off and pick up times.
- Manage pedestrian segregation.



- The protection of third-party structures from detrimental settlement and vibration
- Ensuring site safety

## Programme

Traffic Management in the form of

- Lane closures
- Temporary traffic lights on local roads will be required at different times during the construction process to ensure the safety of the workforce and road users. Disruption shall be kept to a minimum and residents kept informed as to progress and any potential for change.

## Working Hours

During the construction period, the normal working hours shall be as per the Framework Agreement. Working outside the Framework Agreement will require agreement with the Project Manager.

- Mondays to Fridays 08:00 to 18:00
- Saturdays 08:00 to 13:00
- Sundays and Bank Holidays: no working (without prior agreement with UU Project Manager and the Local Authority)
- Large deliveries to the Main Compound on Sidgreaves Lane will be managed wherever possible to ensure they avoid pick up and drop off times at Lea Endowed School (08:30 – 09:15 and 14:45 – 15:30)
- Large deliveries to other locations on site will be managed, wherever possible, to avoid the busier traffic periods (07:30 – 09:00 and 16.30 – 17:30).

## Site Compound

The main site compound shall be located at the end of Hoyles Lane on Sidgreaves Lane, directly adjacent to the pipeline working area. Supplementary welfare facilities and storage shall be required at Sidgreaves Lane, Blackpool Road and Riversway compounds to minimise travel between the work areas.





Hoyles lane / Sidgreaves Lane - Main Compound (above)



Access 5 - Sidgreaves Lane North- Compound (above)





Access 2 - Lea Gate Access / Blackpool Road Compound (above)



Access 1 - Riversway Access / Compound (above)

## Delivery Driver Disciplinary Process

All suppliers shall receive clear delivery instructions and restrictions at the point of placing orders, including but not limited to:



- Permitted routes to, and away from the point of delivery.
- Delivery time restrictions
- Vehicle size restrictions
- PPE requirements
- Any other relevant information

Contravention of delivery instructions shall result in cautions being sent to the relevant supplier employing the identified driver. Drivers of identified vehicles will be issued with an official warning and any further offences will result in suspension or barring from the site.

## Vehicle Cleaning

The temporary site haul roads shall be formed from quarried stone. The surrounding public roads shall be monitored, and a road sweeper will carry out maintenance as necessary.

## Public Rights of Way

The following existing public right of ways and footpaths have been identified as being affected by the construction works –

- Hoyles Lane 6-8 FP4 & 6-8 FP6
- Hoyles Lane
- Lea Road
- Riversway
- Lancaster Canal Tow Path
- Darkinson Lane 6-8 FP43
- Savick Brook 6-8 FP22, 23 & 24
- The Guild Wheel

Using signage and secure fencing, these footpaths will remain open during the construction period.





Existing PRoW Footpath (purple) 6-8 FP04 & 06



Existing PRoW Footpath (purple) 6-8 FP22, 23, 24 & 45







*The Guild Wheel (blue)*

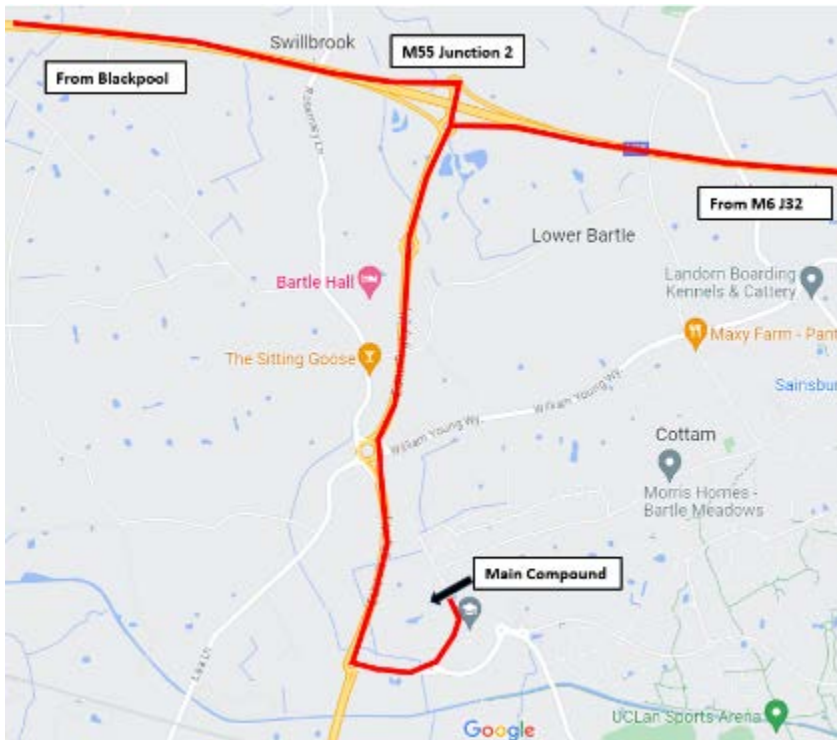


## Traffic Routes

### Main Compound and Hoyles Lane

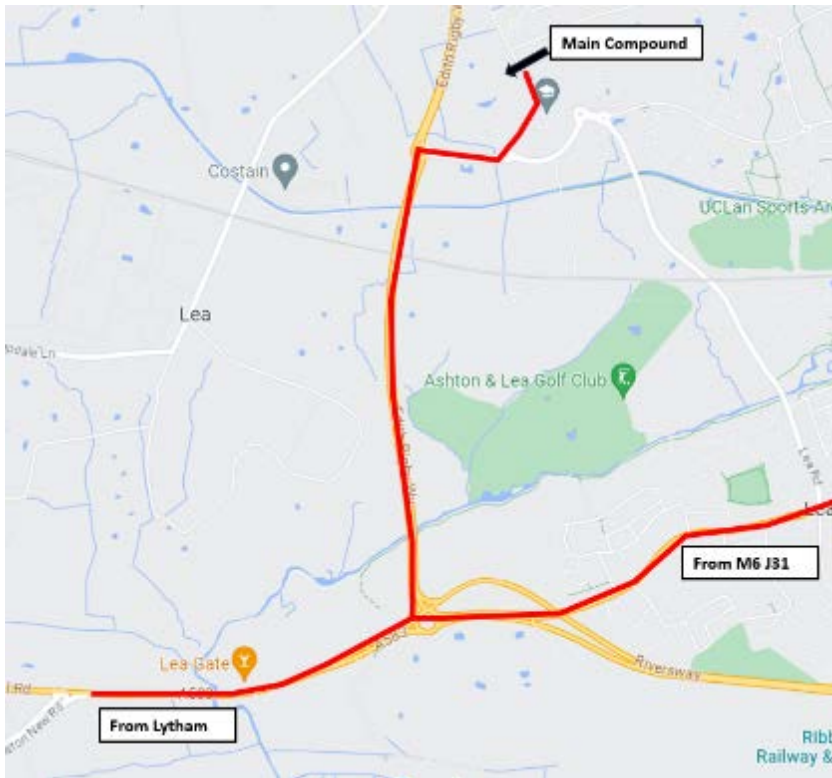
The site is located close to the A582 Edith Rigby Way and the M55 Motorway. The default route for access wherever possible for all HGVs to ensure that residents and roads are not adversely impacted will be via the M55 coming off at Junction 2 and heading south along Edith Rigby Way. The site can also be accessed from the south along Blackpool Rd and heading North along Edith Rigby Way.

Advanced signage shall be used to direct traffic and by inserting obligations to follow certain routes into sub-contracts where necessary. Temporary site direction signs will be agreed with Lancashire County Council.



Access to the main compound from M55 Junction 2





Access to the main compound from Blackpool Road

The traffic routes from the main compound to the work areas are shown below –



Darkinson Lane & Savick North

Access to the work area between Savick Brook and the Lancaster canal is restricted. The existing bridge over the Lancaster canal has a weight limit of 18t and a width of 3m. Bethell plan to install a temporary haul road between Lea Road (Access 3) and Sidgreaves Lane (Access 4), to avoid routing vehicles over the bridge. Heading along Lea Road from the south there is a height restriction of 4.2m (13' 9") under an existing railway bridge.



A temporary road closure will be required along Darkinson Lane to allow for the installation of a pipe crossing. LCC Highways have agreed to give temporary access through the underpass for the stable owners. Vehicle restrictions will be in place but are to be confirmed.



The traffic routes from Lea Road to Sidgreaves Lane Haul Road to the work areas are shown below –



Savick West

Access to the work area to the west of Savick Brook Viaduct is to be accessed from Blackpool Road via the existing Lea Gate Pumping Station entrance. This access can only be accessed from the eastbound carriageway. Vehicles accessing along the westbound carriageway will have to travel to Freckleton via Preston New Road where there is a roundabout to turn around and rejoin Blackpool Road on the eastbound carriageway.



The traffic routes from Blackpool Road compound to the work areas are shown below –



Savick East

Access to the work area to the east of Savick Brook Viaduct is to be accessed from Riversway. This access can only be accessed from the eastbound carriageway. Vehicles accessing along the westbound carriageway will have to join Blackpool Road and come back on to Riversway via the new Edith Rigby Way Roundabout.



The traffic routes from Blackpool Road compound to the work areas are shown below –



## Traffic Management

Traffic Management in the form of lane closures and temporary traffic lights will be required at different times during the construction process to ensure the safety of the workforce and road users. Disruptions shall be kept to a minimum, and residents, businesses and institutions kept informed. The main phases are identified in the schedule below.

TM Reference	Location	Drawing Number	Purpose	TM Required	Approx Duration
1	Hoyles Lane	KWH020223GH	Inspections, CCTV and Survey Sewers	Mobile Stop and Go	1 Week
2	Hoyles Lane	KWH020223GH	Trial holes in existing carriageway	Lane closure / Road Closure	3 Weeks
3	Hoyles Lane	KWH020223GHv2	Replace Sewer in carriageway	Road Closure	12 Months
4	Darkinson Lane	TBC	Install sewer crossing	Road Closure	1 Week
5	Riversway	TBC	Access into work area	Lane Closure	6 Months
6	Sidgreaves Lane	KWH171123GH	Replace Sewer in carriageway	Road Closure	1 Month

All traffic management will be installed by a competent and experienced contractor with a maintenance crew on site where required.

Preliminary traffic management drawings are provided in Appendix 1. Final plans will be submitted for approval along with the permit applications and request for any closures.

## Construction Traffic Generation

The nature of the work will require surplus material to be removed from site and new material shall have to be brought in. The design of the permanent works has been developed to minimise the excess material produced, and volume of material brought into site. It is anticipated that HGV vehicle deliveries shall peak at 20 vehicles per day. The HGV vehicles will be required mainly for hauling excess material away from site, aggregates, concrete and various other material deliveries. Traffic will follow the routes identified on pages 9-12.

Full-load deliveries will be ordered wherever possible, to limit the number of vehicle movements. All loads will be secured and inspected prior to leaving site to avoid spillage onto the highway network.





Where abnormal loads are required for delivery and collection purposes, consultation will be held with the local authority's traffic services department. Such movements are expected to be infrequent and confined largely to the delivery and collection of large plant at the start and end of the project.

## Consultation

There are several stakeholders that shall be consulted and kept informed before and through the construction phase of the project, such as Lancashire County Council, schools, residents and businesses. Residents, schools and businesses shall also be kept informed in the way of letter drops to inform them on upcoming works that may affect them.

## Complaints

Residents will be encouraged to report the time and registration number of any construction vehicles that are acting outside of this plan. Drivers of identified vehicles will be issued with an official warning and any further offences will result in suspension or barring from the site.

## Summary and Conclusions

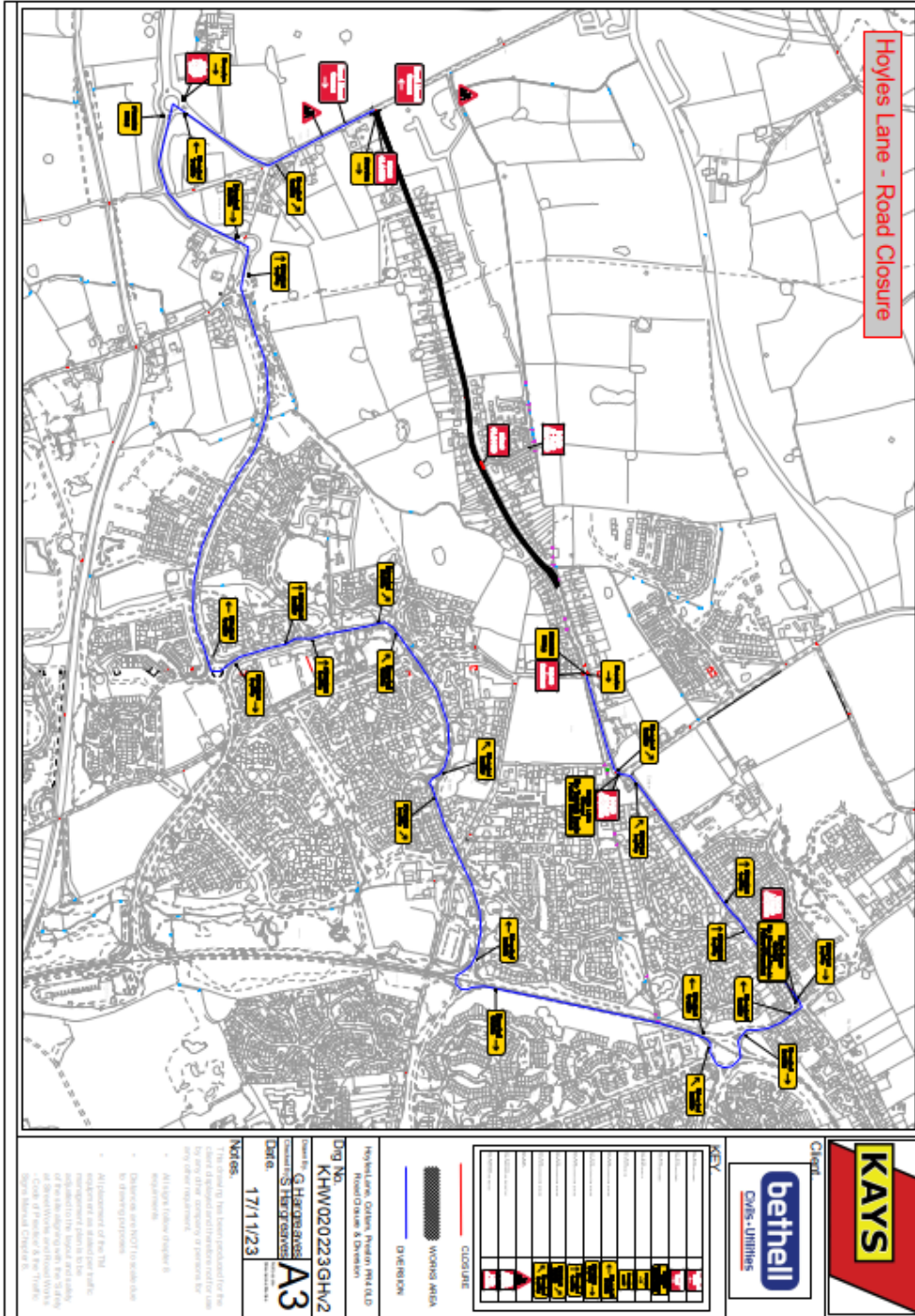
The CTMP provides information to ensure that the development works are organised and delivered in a manner that mitigates and safeguards the highway impact, safety, and amenity of the surrounding area.

The construction process will be managed and overseen by the Bethell Management Team, who shall jointly deal with the local authority, stakeholders, and members of the public.

Overall, it is considered that the measures and control processes outlined in this CTMP are appropriate to overcome the identified constraints associated with the site and enable construction traffic to be effectively and sustainably managed.



## Appendix 1



*Hoyles Lane Road Closure – Diversion Route*



