

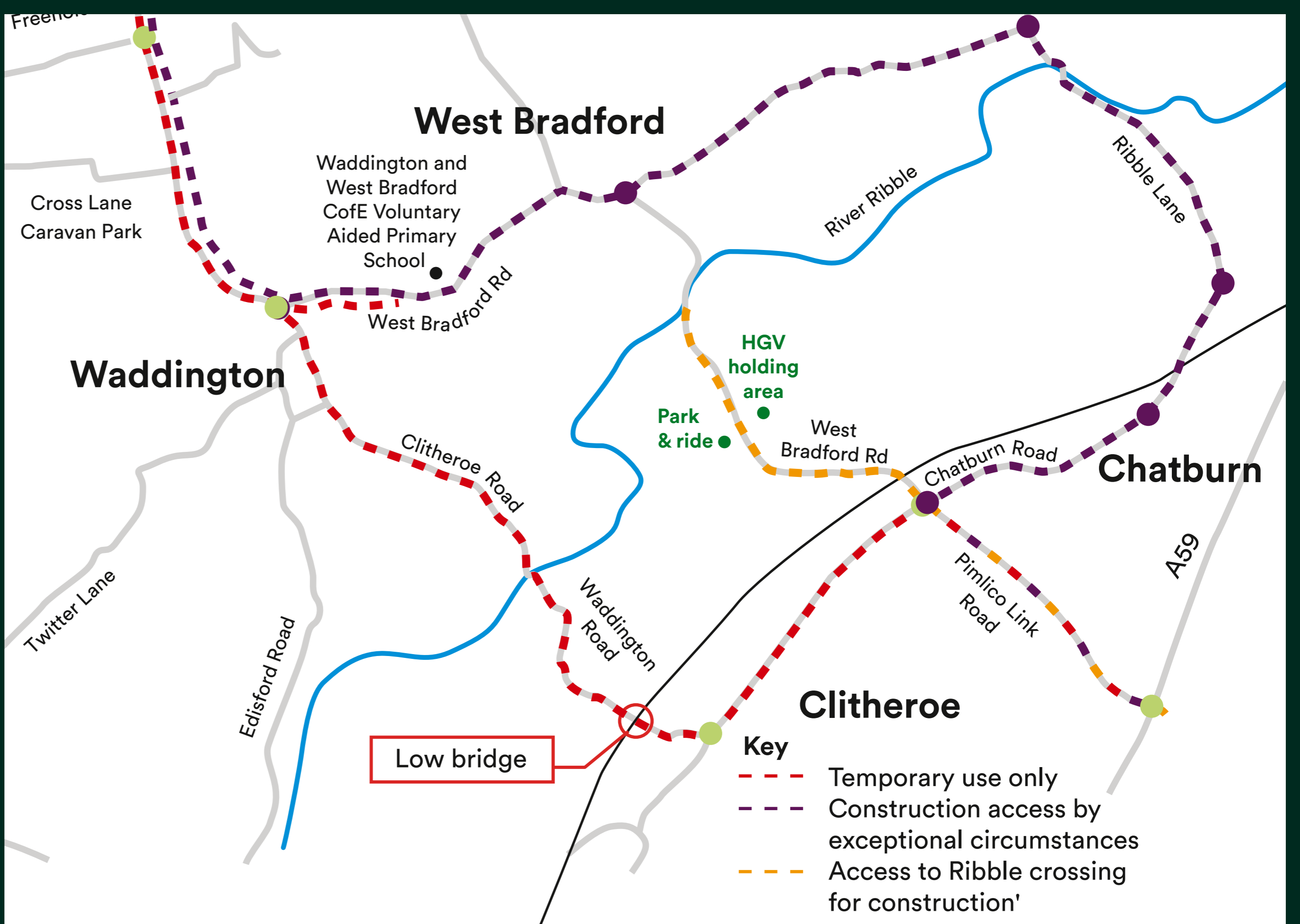
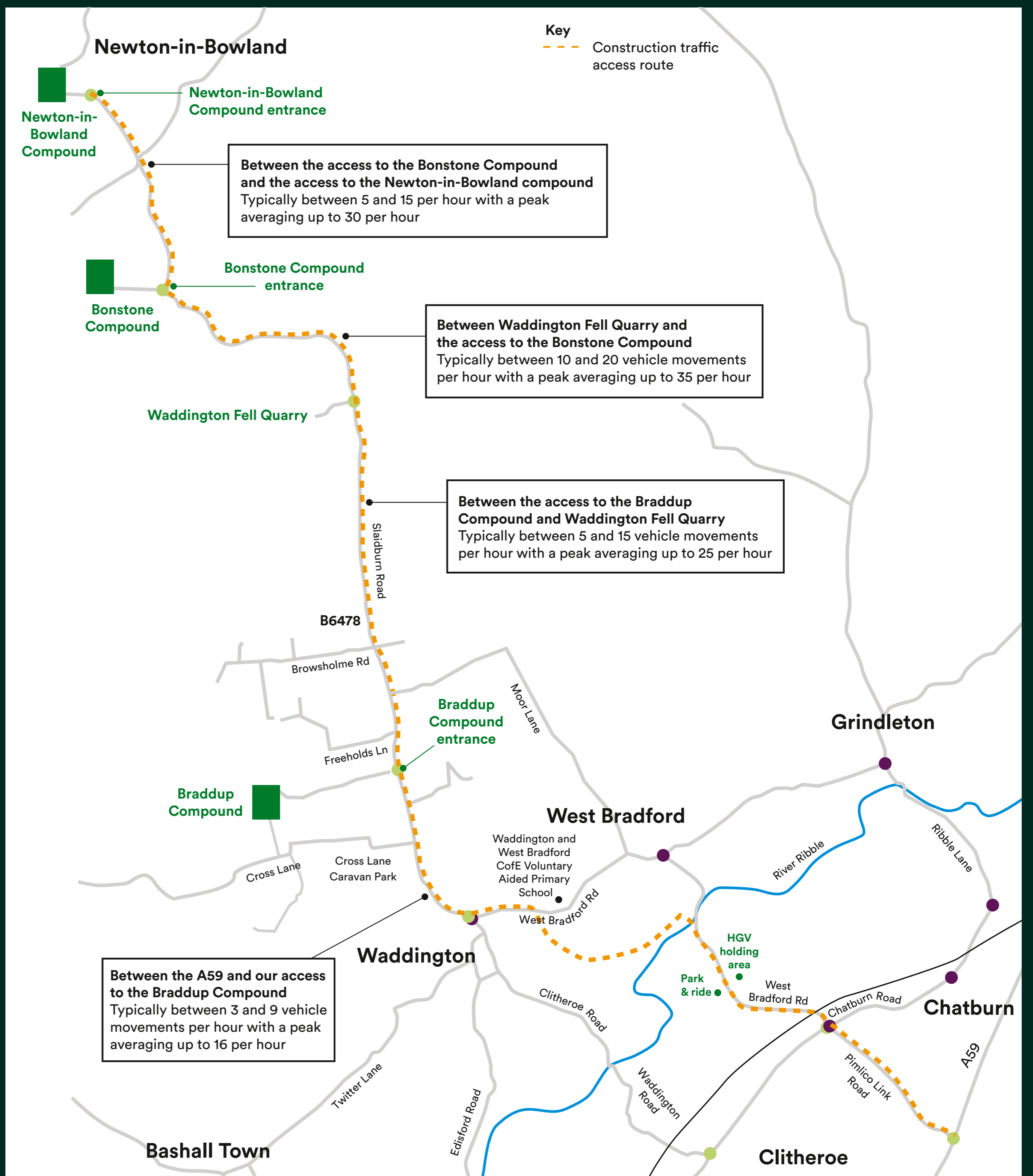
Update on construction traffic access – Ribble Valley

In June 2021 we submitted our planning applications for the Marl Hill and Bowland Tunnel sections. Following further consultation and review of feedback from the public, we have amended our proposals for construction traffic access to our compounds within the Ribble Valley. The temporary haul road and bridge over the River Ribble would be adopted as the main route, with a period of 9 months at the start of the works using the road network whilst the River Ribble and River Hodder crossings are constructed. We have submitted an update to our planning application to reflect this traffic management proposal which is illustrated to the right.

Use of the road network during temporary bridge construction

We anticipate construction of the temporary haul road and bridges over the River Ribble and River Hodder to take around 9 months. During this time we would need to use the existing road network previously referred to as Route Option 1 (red and purple dash) and illustrated in the following map. The red route through Clitheroe and Waddington would be the main route during this initial work, with typically between 3 and 9 vehicle movements per hour and a peak average of up to 16 vehicle movements per hour.

The purple route through Chatburn, Grindleton and West Bradford would only be used by exception for vehicles that are unable to travel under the low bridge. The infrequent use of this route avoids the need for road modifications and sustained traffic management through Chatburn, Grindleton and West Bradford, and as such these modifications have been removed from our planning application. There would also be infrequent occasions where our vehicles would have to cross either the West Bradford or Newton-in-Bowland bridges to access the north banks of the River Ribble and River Hodder to enable bridge construction. The crossing of the existing bridges and use of the purple access route by HGV's for our construction would be subject to prior agreement from the local highway authority and advance notice would be given to local residents.



Update on construction traffic access – Ribble Valley

Additional measures to facilitate safe and controlled construction traffic

We recognise that whilst the creation of two temporary bridges over the River Ribble and the River Hodder reduces the impact on the existing road network, further measures would be beneficial in reducing the impact on the local rural road network. It will be essential for all of our drivers to have training specific to the access arrangements we have in place. This would include ensuring awareness of hazards along the route, and how to drive on roads shared with pedestrians, cyclists and equestrians.

Park and Ride & holding facility

We have proposed a park and ride facility to reduce the number of light vehicles on the network as far as possible. Our plans also include for a HGV Holding Area at the Ribblesdale Cement Works which would allow us to control the flow of vehicles to site. The HGV Holding Area would also allow us to hold vehicles during busy periods around the school drop off and pick up (before 09:00 and between 14:45 and 16:00) further reducing impacts.

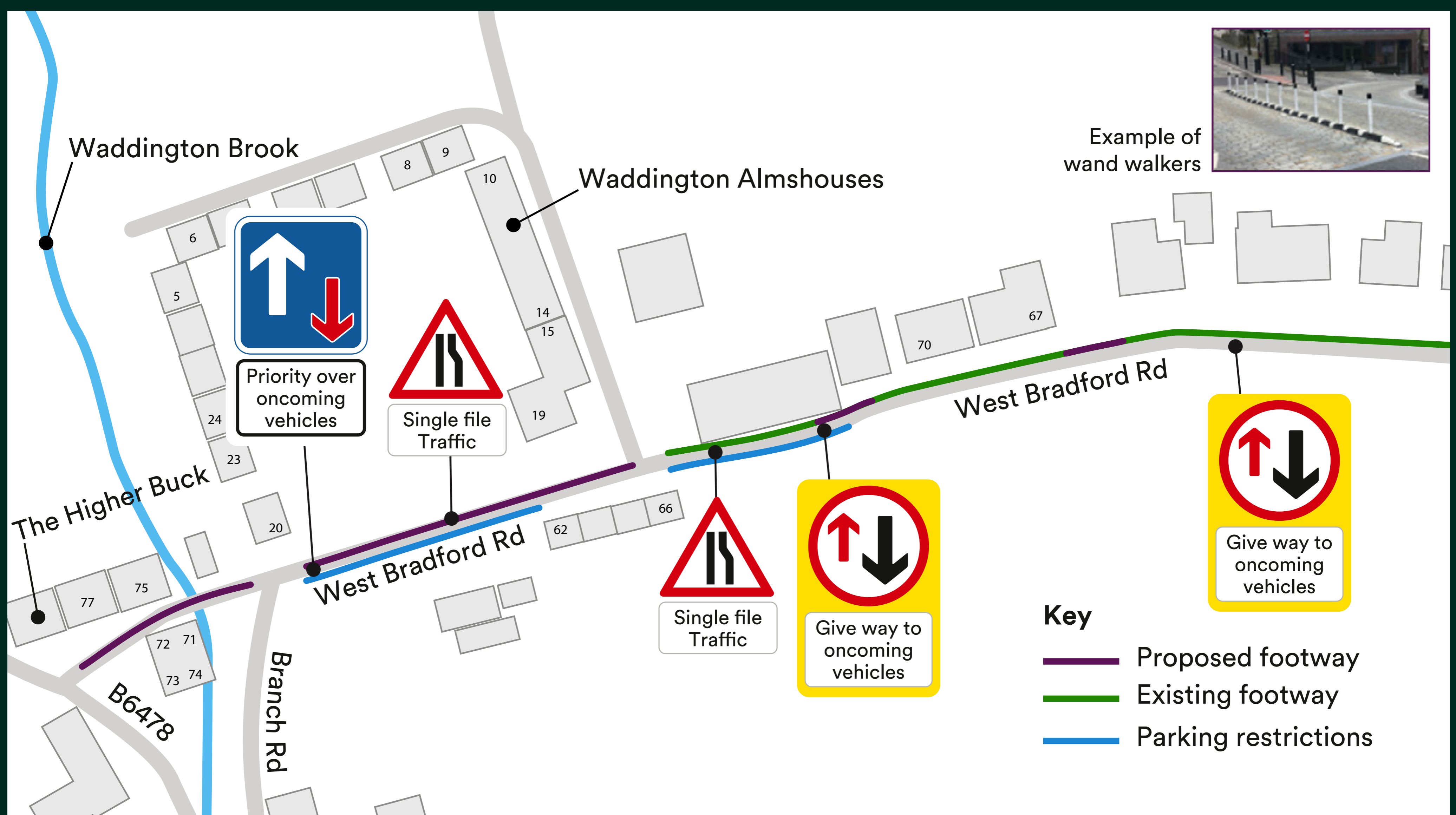
Waddington Fell Quarry

Waddington Fell Quarry remains a key part of our plans. Surplus material generated at the Newton-in-Bowland, Braddup and Bonstone compounds would be transported to the quarry for use in the restoration of the site, further reducing HGV movements on the road network south of the Braddup compound.

Road and parking restrictions

Along the Fell Road between Waddington and Newton-in-Bowland we would apply 30mph speed restrictions local to the compound access points that would apply to all road users. We would also put in place an advisory 30mph for the remainder of this road that our traffic would adhere to.

We have proposed physical measures such as road widening on sections of the route where there is a reduced width, and a priority passing system on West Bradford Road near to Waddington Almshouses. The priority passing would be controlled through the implementation of give-ways, either side of a narrow section of West Bradford Road. Priority would be given to east bound traffic. We would also put in place a dedicated pedestrian walkway, linking existing footpaths either using wand walkers or installing additional kerb line, to create a safe walking route from The Higher Buck to 70 West Bradford Road as illustrated below.



Along with the above measures we would still implement additional controls such as employing traffic marshals when moving the largest vehicles.