



**Title:** HMP Ranby – Site Entrance Proposal Transport Statement

Existing Arrangement

HMP Ranby is located on the A620 Straight Mile, approximately 1 mile east of Ranby village. The A620 is a 50mph road and traffic flow has been informally observed as normally moderate to light. The road is used by a mixture of domestic, commercial, agricultural and heavy goods vehicles as well as public transport. The proposed temporary entrance will be within an extended stretch of very straight road with a minimal gradient, resulting in excellent visibility. The land around the new entrance comprises of prison estate and agricultural land. There are a small number of houses on the opposite side of the road to the prison and a small estate adjacent to the existing prison entrance (approx. 250m east of the proposed entrance). The existing prison entrance serves all vehicles visiting site – including staff and visitor cars, FM deliveries and trade contractors – plus all traffic visiting the residential estate on Pilgrim Close. The temporary site access has been proposed to segregate construction traffic from routine prison traffic and pedestrians. This will reduce the risk of congestion backing up on to the high speed road.

Construction Traffic

The development for which this new access is required will start with enabling works from April 2024 followed by main works from September 2024. Project completion is currently planned for the summer of 2026. Most vehicle movements associated with the development will happen between 07:00 and 18:00 Monday to Friday.

Throughout each phase of construction, the site traffic can be split in to three categories:

- Personal vehicles
- Small goods vehicles
- Heavy goods vehicles

Below is a summary of the number and type of vehicle movements expected for each category.

Personal Vehicles

During the enabling works there is expected to be approximately 40 construction staff on site daily. This will rise to approximately 120 staff at the peak of main works. Due to the remote location of the prison there will be limited opportunity for staff to make use of public transport or active travel options but car sharing will be encouraged where possible. Contractor parking will be established within the existing prison estate.



### Small Goods Vehicles

Small goods vehicles such as transit vans, luton vans and flatbed trucks will be used by trade contractors working on site and couriers making deliveries of smaller materials. These vehicles will typically be on site for short periods with a high volume of movements.



### Heavy Goods Vehicles

Heavy goods vehicles will come and go from site throughout each working day. This will include, but is not limited to, aggregate/muck-away lorries, concrete wagons, pre-cast concrete deliveries, low-loaders, articulated flat-bed and curtain-sided lorries and roadsweepers. These vehicles will be on site for varying lengths of time depending on their function and site progress each day – typically up to two hours.



### Volumes of Traffic

Below is a summary of the forecast number of movements per day for each category of vehicle during enabling and main works. Note the number of movements includes access to and egress from site per vehicle (ie double the number of vehicles coming to site).

<b>Vehicle Category</b>	<b>Enabling Works Mvmt Per Day</b>	<b>Main Works Mvmt Per Day</b>
<i>Personal Vehicles</i>	80	160
<i>Small Goods Vehicles</i>	20	40
<i>Heavy Goods Vehicles</i>	32	44