

## **APPENDIX 1**

### **EFW Transportation Matters (Update)**

#### **Conditions**

A number of conditions were attached to the grant of consent which had to be discharged prior to the commencement of either the Base Enhancement Works (Stage 1 of the construction phase) or Main Construction Work (Stage 2). In all cases suitable details were submitted by MVV in order to allow the associated Conditions to be discharged. The Appendix considered at the last Planning Committee meeting provided a detailed breakdown of the various highway-related conditions that have been discharged thus far and this report provides further details.

#### **Off-Site Highway Works**

The alterations to the signal controlled junction of Wolseley Road with Weston Mill Drive were subject to a Grampian Condition (45) linked to Phase 2 (Main Construction Works) of the build programme.

The Local Highway Authority can confirm that the minor alterations to this junction have now been delivered to the satisfaction of the Highway Authority (following a detailed highway inspection of the works) and that the developer can now be released from their obligations under the terms of the Section 278 Agreement.

The completion of the signal controlled junction on Dockyard Access Road North (approved as part of the details submitted for Condition 33 – Street Details Phase 1) has now allowed the two junctions to be operationally linked as originally intended. Liaison with colleagues within the Urban Traffic Control Section of PCC has confirmed that both junctions are operating well without any issues being reported.

The works identified at the A38 Weston Mill Drive Junction (Grampian Condition 44 and Highways Agency Direction 46) are now almost complete, with the only outstanding matters relating to the provision of an electrical supply for traffic signs on the A38 and the undertaking of remedial works highlighted during a detailed inspection of the works.

#### **Monitoring of Highway Works**

As mentioned above, all off-site highway works have been secured and delivered through Section 278 Agreements which has necessitated routine site inspections (there are outstanding remedial works in respect of the A38 Weston Mill Drive Junction).

The operation of the traffic signals at the entrance to the site off Dockyard Access North continued to be monitored by the Urban Traffic Control Section

within PCC with the ability of being able to make responsive changes to the operation of the Camel's Head signals (if required).

In respect of monitoring the number of traffic movements being made to and from the EfW site, although not required by condition the Local Highway Authority have recommended that MVV install Automatic Traffic Counters on the site access road. The provision of such will not only record the number of vehicles but also the vehicle type. This would allow the number of vehicles entering the site during the construction phase of the works to be monitored and compared to data included within the Construction Traffic Management Plan (Conditions 35 and 48). Further traffic monitoring is undertaken through the provision of Automatic Traffic Counters on Weston Mill Drive.

The provision of the HGV Route Plan (Condition 42) necessitated the erection of temporary 'yellow on black' signs at previously identified locations indicating the routes that construction traffic should use in order to access the EfW plant using pre-defined and agreed routes. These sites have since been visited and apart from signs highlighting the location of the contractor car parking area (which is yet to come into use and is likely to be subject to change moving from the Goschen Yard to the Keyham Quarry site), all of the required signs have been erected.

To date neither the Local Highway Authority nor the Watchman Team within Amey have received any transport-related complaints associated with the movement of construction traffic generated by the EfW site being constructed.

### **Construction Workers Travel Plan (CWTP)**

Measures from the CWTP dated February 2012 that have been implemented by MVV so far are as follows:-

- Appointed a Site Travel and Transport Coordinator (STTC).
- Made available a budget of £20k in accordance with requirements of S106 agreement
- Communicated the principles of the CWTP via the induction for all site workers
- Implemented the electronic registration system for all site staff
- Undertaken travel surveys (including individual's travel plans)
- Informal car sharing (which is providing data to support the introduction of a more formal system)
- Operation of a parking permit system on site
- Dedicated cycle parking
- Showers, locker and changing facilities

MVV have now reviewed the CWTP in light of the travel survey information collected and revised it to improve the measures proposed in respect of public transport provision. This involves replacing the shuttle bus system (with pick-up points around the City) with dedicated bus passes (linked to site passes) for use on commercial bus services including routes 26, 29, 43, 43a and 43b.

MVV will review the effectiveness of this measure during the construction period, as the number of site workers increases, and introduce the dedicated shuttle bus service bus if data shows this to be an appropriate additional transport measure, for example if construction workers are recorded as lodging within an accessible distance of the proposed bus route. Such an approach is considered acceptable to the Highway Authority.

As the numbers on site have remained substantially the same as those during the Preliminary Works phase and there is still only one key sub-contractor on site, it was considered that the amount of construction worker traffic did not necessitate the implementation of off site parking arrangements yet.

In addition, owing to a later than planned commencement of the Main Construction Works it was not possible to prepare the Goschen Yard off site parking area due to nesting seagulls. Consequently MVV entered into negotiations with the MOD for a suitable alternative parking area. This has resulted in the offer of the Keyham Quarry car park, which MVV will be taking up. This is an established car park and offers a shorter route to the site. Consequently there are no objections to its' use as such by the Highway Authority. MVV will be supplementing this off site car park with a shuttle bus service between the Keyham Quarry car park and the site. Having obtained the use of the Keyham Quarry car park, the shuttle bus contract will be finalised shortly.

### **Section 106 Contributions**

Weston Mill Drive Contribution - £100,000

This contribution has now been received and will be used to fund improvements to the junction of Weston Mill Drive with Ferndale Road should future development proposals come forward which would necessitate alterations to this junction.

Low Noise Surfacing Contribution- £68,000

This contribution has now been received and can now be included within future re-surfacing programmes (within the next 18-24 months).

CWTP Contribution - £20,000

This contribution has now been paid into the dedicated CWTP Account and is available for the STTC to spend in accordance with the initiatives and measures as set out in the CWTP document.

**25<sup>th</sup> October 2012**