

APPENDIX I: SITE WIDE HGV MANAGEMENT PLAN

The West Midlands Rail Freight Interchange Order 201x

Site Wide HGV Management Plan

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WSP

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1. INTRODUCTION

1.1 BACKGROUND

1.1.1 WSP have been appointed by Four Ashes Ltd to provide transport advice and prepare a Site Wide Heavy Goods Vehicle Management Plan (SWHGVMP) in relation to the Proposed Development of West Midlands Interchange (WMI) in South Staffordshire, a Strategic Rail Freight Interchange (SRFI) on land south west of M6 Junction 12.

1.1.2 The Proposed Development comprises:

- An intermodal freight terminal with direct connections to the West Coast Main Line, capable of accommodating up to 10 trains per day and trains of up to 775m long, including container storage, Heavy Goods Vehicle ('HGV') parking, rail control building and staff facilities;
- Up to 743,200 square metres (gross internal area) of rail served warehousing and ancillary service buildings;
- New road infrastructure and works to the existing road infrastructure;
- Demolition and alterations to existing structures and earthworks to create development plots and landscape zones;
- Reconfiguring and burying of electricity pylons and cables; and

1.1.3 The SWHGVMP focuses specifically on achieving efficient road freight movements to and from the site on a site wide basis and to help ensure environmental, traffic and amenity impacts are minimised. The SWHGVMP is part of a suite of documents which address the environmental and transport matters for which significant impacts have been identified in the Environmental Statement (ES) and thus where mitigation measures are required. Diagram 1.1 shows the relationship between the Transport Chapter of the ES, the Transport Assessment and the suite of transport management plans and strategies.

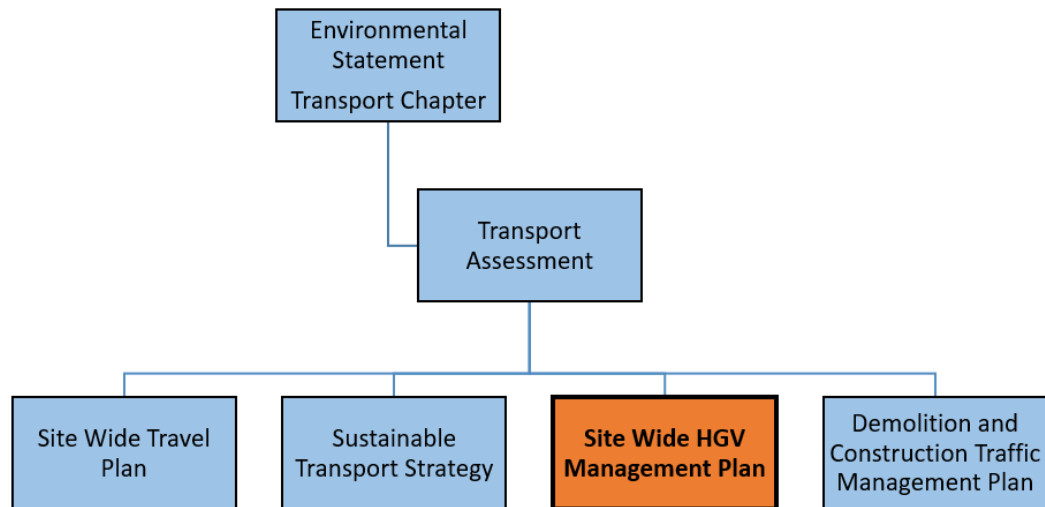


Diagram 1.1 - Transport Document Hierarchy

- 1.1.4 A Transport Assessment (TA) has been produced and is included in Technical Appendix 15.1 of the ES. The TA considers the transport strategy for the construction and operation of the Proposed Development.
- 1.1.5 The TA is supported by additional transport documents. These include the Site Wide Travel Plan (SWTP), the Demolition and Construction Traffic Management Plan (DCTMP) and the Site Wide HGV Management Plan. The implementation of these three documents will be secured through the DCO Requirements.
- 1.1.6 The SWTP describes the various measures that would be implemented in order to maximise the use of non-car modes of transport for travel to/from the Proposed Development. In addition, there are proposals to improve walking and cycling infrastructure in the local area, to encourage further use of non-car modes of transport. The overall management and implementation of the SWTP will be the responsibility of the Site Wide Travel Plan Coordinator under the employment of FAL. The SWTP will be used as an overarching document within which individual occupiers of more than 50 employees will produce their own Occupier Travel Plans (OTP). OTPs will be required to be in place prior to occupation of the rail terminal and new warehouse units on site.

- 1.1.7 The Sustainable Transport Strategy is also included as an appendix to the Transport Assessment. This sets out the strategy to improve the bus, walking and cycling infrastructure. Contributions towards key elements of the Sustainable Transport Strategy, including shuttle buses, will be secured through the Section 106 Agreement and improvements to walking and cycling infrastructure are included on the General Arrangement drawings, secured by the Protective Provisions with Highways England and Staffordshire County Council.
- 1.1.8 The Site Wide HGV Management Plan sets out the key requirements and management guidance for individual occupiers to follow and implement. It governs all HGV movements to and from the warehouses and rail terminal. Individual Occupiers will be expected to produce Occupier HGV Management Plans (OHGVMP's) and agree these with the Transport Steering Group (TSG) prior to occupation of the rail terminal and new warehouse units on site being brought into use). OHGVMP's should be in accordance with the SWHGVMP. Where occupiers choose not to prepare an OHGVMP, they will be governed by the SWHGVMP.
- 1.1.9 Finally, the DCTMP provides details on the requirements for the management of transport impacts associated with the construction phases of the Proposed Development.
- 1.1.10 Once the principal contractor has been appointed there will be opportunity for them to review and adjust the DCTMP in agreement with the local authorities.
- 1.1.11 It is expected that individual occupiers will also develop their own Delivery and Servicing Plans.

1.2 THE BENEFITS OF HGV MANAGEMENT PLANS

- 1.2.1 HGV Management Plans are important logistic and management tools which, when implemented as part of a wider transport strategy, help ensure the most efficient, safe and reliable movement of HGVs upon the local transport network, particularly during peak hours.
- 1.2.2 Key to the success of an SWHGVMP is the application of suitable measures, which are proposed to include the following:
- Appointment of a Plan Coordinator – This role will be undertaken by the **Site Wide Travel Plan Coordinator (SWTPC)** who will be appointed for the whole site, as opposed to individual plan co-ordinators;

- Overseeing the SWTP and the SWHGVMP will be the Transport Steering Group (TSG). The status and constitution of the TSG is set out in the Site Wide Travel Plan (SWTP) and the membership is anticipated to include Staffordshire County Council (SCC), South Staffordshire District Council (SSDC), Highways England (HE), Wolverhampton City Council (WCC), SWTPC and Four Ashes Ltd (FAL);
- Responsibility for managing the SWHGVMP will be with the **Site Wide Travel Plan Coordinator and the developer**;
- Responsibility for reviewing the SWHGVMP will be with the **SWTPC and the TSG**;
- **Vehicle Booking System (VBS)** – The adoption of a VBS is common practice at a number of similar facilities. A VBS is employed for management purposes, allowing operators to schedule the arrival of HGVs to ensure efficiency and avoid a build-up of waiting vehicles;
- **Early arrival bays and on site driver welfare facilities** – Provision of short term parking areas for HGVs which arrive before their booking slot, allowing them to wait on site and therefore not impacting on the local highway network or existing off-site lorry parking facilities;
- **Controlled Parking Zone on Common Infrastructure Roads** – To prevent lorries parking on the service roads;
- **Strategic Directional Signage** – Advanced Directional Signage is proposed to be introduced from the M6 and M54 to ensure drivers remain on the strategic road network. In addition WMI will be signed along the A5 and existing weight limit signs are proposed to be refreshed to ensure HGVs stay on the strategic network; and
- **A449 Penkridge Ban** – Prohibit WMI HGVs from travelling on the A449 between M6 Junction 13 and the Gailey Roundabout.

1.3 HGV CLASSIFICATION

- 1.3.1 For monitoring purposes HGVs will be based on the Department for Transport (DfT) classification for Other Goods Vehicles class 2 (OGV2) as set out below:

- Other Goods Vehicle 2 (OGV2): Includes all rigid vehicles with four or more axles and all articulated vehicles.

1.3.2 The HGV monitoring system will cover OGV2 as defined above in order to control all larger commercial vehicles on the A449 north of Gailey Roundabout.

1.4 STRUCTURE OF THIS REPORT

1.4.1 This report is set out as follows:

- Chapter 2 - Scope and Objectives
- Chapter 3 - Policy Review
- Chapter 4 - Site Characteristics
- Chapter 5 - Freight Strategy
- Chapter 6 - Toolkit of Measures
- Chapter 7 – Routing and Signing Strategy
- Chapter 8 - Implementation Plan
- Chapter 9 - Monitoring and Management
- Chapter 10 – Summary

2. SCOPE AND OBJECTIVES

2.1 INTRODUCTION

2.1.1 This report is part of a suite of documents which include the Transport Assessment, the Site Wide Travel Plan and Environmental Assessment to support the Proposed Development of a Strategic Rail Freight Interchange (SRFI) in South Staffordshire on land near M6 Junction 12, approximately 10 km north of Wolverhampton town centre.

2.1.2 The scope of this document centres on the permanent HGV management, both within and surrounding the Site.

2.2 SCOPE OF SITE WIDE HGV MANAGEMENT PLAN

2.2.1 The report is intended to provide the basis for an HGV transport strategy to be implemented and amended as the Proposed Development becomes operational which covers the following:

- Introduce information on government policy at all levels upon which the HGV transport strategy will be based;
- Explain a wide range of measures available for use at this site and put forward those measures that seem most appropriate and beneficial;
- Provide a strategy for the management of road based HGVs to and from the Site together with the methods and measures by which these will be achieved; and
- Endeavour to create a plan for an HGV partnership for the express purpose of promoting the newly implemented SRFI and the associated facilities (including the SWHGVMP) across the local industrial neighbourhood.

2.3 SWHGVMP OBJECTIVES

2.3.1 The objective of this strategy is to minimise the impact of HGV traffic associated with WMI on the local highway network and on local communities. The strategy recognises the need to reduce levels of congestion and emissions from vehicles as well as reducing and minimising impacts on the surrounding environment and community. The scope of these objectives can be characterised as follows:

1. Reducing congestion potentially associated with HGV movements to and from the Site;
2. Reducing carbon emissions potentially caused by HGV transport associated with the Site;
3. Reducing the impact caused by noise potentially associated with HGVs connected to the Site;
4. Reducing the impact on the surrounding environment of HGVs potentially associated with the Site; and
5. Ensuring that sufficient provision is available on Site to ensure that it is not necessary for WMI HGVs to park in other areas near the Site.

3. POLICY AND GUIDANCE

3.1 INTRODUCTION

3.1.1 This section provides an overview of relevant European, national and regional policy and guidance.

3.2 EUROPEAN POLICY

3.2.1 European policy encourages the use of rail for freight carriage. The latest document detailing this was the EU white paper 'A Strategy for Revitalising the Community's Railways'. Directives 91/440 and 2001/13 put in place policy to encourage rail freight competition.

3.3 NATIONAL POLICY

3.3.1 The National Policy Statement for National Networks (DfT, 2014) sets out the need for development of road, rail and SRFI projects on the national networks.

3.3.2 Paragraph 2.4 of the National Policy Statement for National Networks states "Modal shift from road and aviation to rail can help reduce transport's carbon emissions as well as providing wider transport and economic benefits". It also states in Paragraph 2.51 that "Through developments such as SRFIs, it is likely that there will be local impacts in terms of land use and increased road and rail movements, and it is important for the environmental impacts at these locations to be minimised".

3.3.3 The transport policy paper 'Rail Freight Transport' (September 2016) aims to promote the use of freight transport by rail to limit road congestion and reduce transport carbon emissions. It states that "Transporting freight by rail offers significant benefits to the UK economy:

- By reducing road congestion;
- Improving industry productivity; and
- Cutting carbon emissions and air pollution."

3.3.4 The proposed development and this SWHGVMP will support the aims of this with regards to minimising the local impacts of the development.

3.4 REGIONAL POLICY

3.4.1 Transport for the West Midlands (TfWM) have detailed a West Midlands Freight Strategy which states “The approved West Midlands Freight Strategy and Implementation plan helps to provide TfWM with the tools to work together with businesses, and a programme to deliver a West Midlands that shines as a beacon for practice in urban logistics management, providing:

- Improved access to the West Midlands by road and rail;
- New ways of managing deliveries which provide businesses and residents with high quality access to goods and services;
- A range of techniques to reduce emissions, noise, and congestion caused by goods vehicles;
- Support for the introduction of very low emissions or zero emissions delivery systems; and
- Commitment to deliver these improvements through a partnership with businesses and government.”

4. SITE CHARACTERISTICS

4.1 BACKGROUND

4.1.1 This section provides a brief overview of components of the Proposed Development, followed by an outline of the existing site conditions with regard to HGV transport possibilities. This is undertaken in order to fully understand currently available options for the promotion of an HGV movement strategy for the site. This can then be used to assess which additional tools will be required to achieve the objectives of the HGV Management Plan as set out within Chapter 2.

4.2 SITE LOCATION

4.2.1 The Site currently consists of a patchwork of fields for arable farming with some sand and gravel extraction in the north eastern part of the Site.

4.2.2 There are several residential properties situated within close proximity to the Site, including a parcel of homes to the north on Croft Lane and along the A5 and Vicarage Road. Other properties adjacent to the site include a police station and highways depot.

4.2.3 The West Coast Mainline (WCML) railway and Staffordshire and Worcestershire Canal both run through the site. Calf Heath Wood is located in the centre of the site.

M6

4.2.4 Junction 12 of the M6 is situated approximately 1km to the east of the proposed site access on the A5, providing connection to the north and south of the UK via the wider motorway network. The M6 Junction 12 is a large conventional priority controlled grade separated roundabout with four approach arms.

4.2.5 To the north the M6 provides a strategic route towards Stafford, Stoke-on-Trent and Newcastle-under-Lyme. Beyond that it provides connections to Liverpool and Manchester (via the M62) Preston, Lancaster, Kendal, Carlisle and Scotland.

4.2.6 To the south the M6 provides links with Walsall, Birmingham and Coventry before merging with the M1.

M6 TOLL

4.2.7 The M6 Toll is situated approximately 2.5km south of M6 J12 and provides a 27 mile route towards M6 junction 3a to the east of Birmingham. The toll road provides an alternative route through the midlands.

A5

4.2.8 The A5 runs on an east to west alignment along the northern border of the site and consists of a single carriageway road with a width of approximately 10m and is subject to a 50mph speed limit that is enforced by cameras. In the vicinity of the Site the A5 is part of the Strategic Road Network (SRN), with Highways England (HE) being the relevant highway authority. This section of the A5 also has a number of residential properties located on either side, with direct access onto the carriageway.

4.2.9 To the west of the site the A5 facilitates routes towards the A449 via a priority controlled roundabout junction known locally as the Gailey Roundabout while continuing west towards the A41 and Telford.

4.2.10 To the east of the site the A5 provides connection to M6 Junction 12 and continuing east onto Cannock. At this point the A5 provides further connection to the M6 Toll and continues east towards Tamworth and onto Northampton.

4.3 PROPOSED DEVELOPMENT

4.3.1 The Proposed Development comprises:

- An intermodal rail freight terminal with connections to the West Coast Main Line (WCML) capable of accommodating up to 10 trains per day and trains of up to 775m long and including container storage, HGV parking, rail control building and staff facilities;
- Up to 743,200 square metres of rail served warehousing and ancillary service buildings;
- New road infrastructure and works to the existing road infrastructure;
- Demolition of existing structures and structural earthworks to create development plots and landscape zones;

- Repositioning and burying of electricity pylons and cables; and
- Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas.

4.4 TRANSPORT BENEFITS

4.4.1 From a transport perspective, the location is well-suited to the provision of an SRFI because;

- It can provide direct access to the national rail network;
- It is located within close proximity of a motorway junction and has direct access to the strategic road network; and
- It is close to several large built up areas including Wolverhampton, Walsall and Stafford.

4.4.2 The potential impact of the development on local roads and villages surrounding the site will be considerably lessened through the implementation of this SWHGVMP, particularly through Penkridge and the direction of HGVs to use designated roads.

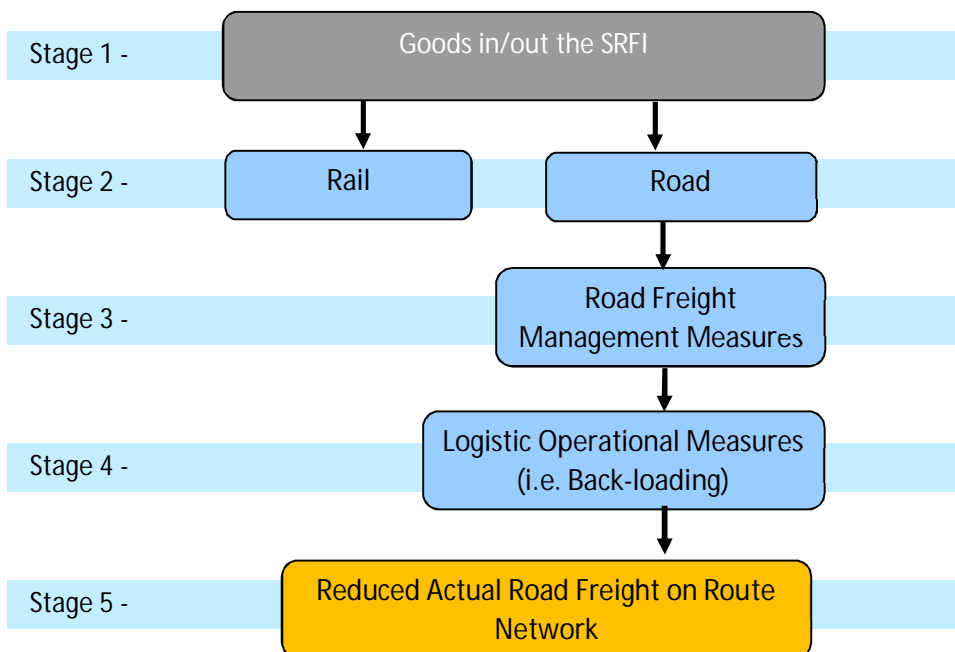
5. STRATEGY FOR FREIGHT MANAGEMENT

5.1 INTRODUCTION

5.1.1 The Site presents excellent opportunities for alternatives to road freight transport. Therefore a key tool in reducing overall congestion and carbon emissions is to ensure a shift, where possible, of goods to non-road modes. The remaining road movements created by the site will be managed through the SWHGVMP, streamlined and mitigated, using logistic techniques, to create a situation where minimal disturbance will be caused to the environment and locality. The strategy will follow a policy of 'remove, reduce and mitigate' for the remaining impacts of road freight transportation.

5.1.2 The process for identifying where the transfer of road freight to other modes is possible and the associated management is shown in Diagram 5.1.

Diagram 5.1: Strategy Flowchart Table



5.1.3 The following sections briefly explain how the main rail and road initiatives will contribute to the strategy, Section 6 provides a more detailed toolkit of the measures which could be deployed and Section 7 describes a routing and signage strategy.

5.2 FREIGHT BY RAIL

5.2.1 The site benefits from being bisected by the West Coast Main Line (WCML), the single most important corridor for non-bulk rail freight in Great Britain, which forms a key component of the Government's plans to create a network of strategic rail freight interchanges capable of being served by the longest and largest freight trains. The WCML is already electrified (allowing access to more powerful and efficient electric locomotives) and cleared to the largest W10 loading gauge, able to carry high-cube (2.9m/ 9'6" high) containers. The Rugby- Birmingham- Stafford branch of the WCML passing the site carries a lower level of rail traffic than the alternative route via Rugeley. All this means access to rail from the Site is straight forward and appealing to occupiers at WMI.

5.3 FREIGHT BY ROAD

5.3.1 Where modal switch is not a viable option, improvements in road freight efficiency, scheduling and route planning will have a positive impact on reducing fuel usage, time saving and environmental impact. Options such as; back-loading, route planning and schedule management are available and can offer considerable improvements in efficiency and reduce the number of vehicles required in site operation.

5.3.2 Vacant space in lorries after a delivery can be used to remove goods from the site – this practice is known as 'back-loading'. This negates the need for a second vehicle to visit the site to remove goods or materials and reduces the traffic impact of the Interchange.

5.3.3 Route management can be used to reduce the overall distance travelled or avoid congestion black spots.

5.3.4 As detailed further in Section 6, delivery scheduling via a Vehicle Booking System (VBS) will be used by operators for commercial / management purposes to create an efficient profile of HGV demand with a consequential benefit of minimising the impact of development related HGVs on the highway network during the morning and evening peak periods.

5.3.5 It is expected that individual occupiers will develop their own HGV Management Plans, to be agreed by the TSG. If operators choose not to prepare their own HGVMP, then subject to agreement by the TSG, they will be governed by the SWHGVMP.

5.3.6 In terms of the promotion of the usage of the rail terminal, FAL will appoint a Rail Freight Co-ordinator responsible for identifying and implementing measures for the marketing and promotion of the rail freight terminal to warehouse occupiers on and off site.

5.3.7 It should be noted that the premise for the SRFI is to provide all the elements for a successful facility. This in turn will create the demand over time for rail use. Consequently, it is anticipated that whilst some operators may initially be proportionally biased towards HGV's following relocation from elsewhere, there will be a shift from HGV to rail use as each operator determines a strategy that allows them to benefit from the opportunities that the Interchange offers.

6. TOOLKIT OF MEASURES

6.1 INTRODUCTION

- 6.1.1 At a site-wide level, a number of measures to facilitate and encourage sustainable HGV management will be implemented at the WMI Strategic Rail Freight Interchange.
- 6.1.2 Key to the success of these measures will be the formation of the Transport Steering Group (TSG) who would be responsible for the monitoring and review of the measures set out. To ensure the day to day running of the SWHGVM a Site Wide Travel Plan Coordinator (SWTPC) would be appointed. Both the constitution of the TSG and the appointment of the SWTPC are set out in more detail in the SWTP.
- 6.1.3 It is important to stress that modern logistics practice seeks to operate distribution facilities and associated transport services as efficiently as possible, to minimise the level of resources and costs required to move a given volume of freight.
- 6.1.4 As well as measures to manage HGVs through a site, the distribution industry also makes extensive use of vehicle scheduling and routing packages. With HGV drivers' hours now further restricted by the Working Time Directive, and against a background of considerable shortages of HGV drivers, it is critical that HGV movements are kept clear of known bottlenecks whenever possible, to avoid wasting valuable driver hours and vehicle fuel/hours.
- 6.1.5 Although the individual end users are not known at this time it is expected that the volume of HGV movements associated with the operation of the development will be reduced as a result of implementing the following measures which have been specifically selected for WMI.

6.2 MEASURES

VEHICLE BOOKING SYSTEM

- 6.2.1 Occupiers of major distribution units, ports and inland intermodal terminals tend to operate Vehicle Booking Systems (VBS) as part of their normal supply chain management process, to ensure as far as possible that inbound and outbound deliveries are correctly sequenced, rather than have HGVs turn up unplanned and congest delivery bays, intermodal terminals and service yards. The VBS at WMI will be implemented upon first occupation.
- 6.2.2 A vehicle booking system would mean that any vehicle delivering or collecting at the Site would make a vehicle booking before the vehicle arrived at the terminal or warehouse. Bookings could be made via an internet based system by the hauliers for a given time slot.
- 6.2.3 Vehicle booking schemes have proven effective in the management of the flow of traffic by reducing the number of vehicles that arrive at any one time.
- 6.2.4 The arrival of their vehicles at the occupier's facility needs to meet their booked time slot, as any arrival outside their booked time slot is rejected from entering the terminal as is any vehicle that arrives without a booking.
- 6.2.5 This system therefore heavily deters hauliers from sending vehicles to the terminal without a booked time slot. This allows management of both journey ends, improving driver efficiency for operators. It will also ensure vehicle queuing is at an absolute minimum. As an example, this system has been successfully adopted at the DP World London Gateway.
- 6.2.6 In addition, a telephone helpline would be available in order to assist drivers with any queries relating to the booking system or routing to WMI.
- 6.2.7 Other benefits of the VBS system include:
- Reduction in vehicle turnaround time in the terminal - The occupier would be encouraged to only make bookings available for the number of vehicles that it can turn around within a reasonable time frame. As the element of queuing is removed and the vehicle turnaround times are consistent and reasonable, hauliers are able to plan their vehicle usage more effectively thus making the best use of the drivers hours.
 - Limit on Light Goods Vehicle Deliveries (LGV) - The VBS could also be used to regulate the number of LGV deliveries that occur in the peak hour. This

would include deliveries to on-site offices e.g. office supplies and consumables.

- 6.2.8 VBS's would be installed and operated by individual occupiers as part of their own Delivery and Servicing Plans, with specific details of how each VBS would operate provided to the TSG prior to implementation.

DRIVER WELFARE FACILITIES

- 6.2.9 Once on site, free driver welfare facilities will be accessible to all drivers using WMI, although these will not be available for use by wider HGVs in the area. Such facilities would be located within each warehouse location, ensuring ease of access for drivers. These facilities could include but not be limited to:

- Dedicated male and female toilet facilities for HGV drivers;
- Rest areas with heating/cooling facilities and access to food and drink vending machines; and
- Electric sockets for charging of mobile phones etc.

- 6.2.10 The provision of driver welfare facilities on Site will be more attractive for drivers to use for their mandatory breaks than nearby laybys.

PROVISION OF EARLY ARRIVAL BAYS

- 6.2.11 Whilst the Vehicle Booking System would ensure HGVS are allocated timed arrivals onto site, there may be occasions when vehicles, especially those travelling further distances arrive earlier than their allocated slot.

- 6.2.12 If a vehicle arrives outside of its booked time slot it is normal for them not to be allowed into the service yards of the individual warehouses. Therefore in order to avoid HGVs waiting on site roads and in local truck stops until their allocated time, early arrival bays will be provided on each plot for these vehicles. These will be before the gates into the service yards, located so as not to impede the operation of the highway network.

- 6.2.13 Each plot will include a number of short term early arrival bays to accommodate vehicles that arrive before their allocated arrival time. They will be available to use for approximately 30 minutes prior to a vehicle's booking slot which will help to prevent short term parking at existing truck stop facilities

in the local area and along the site access roads. Each development unit will be required to provide a minimum of three early arrival bays, up to a maximum of one bay per 7,000 sqm.

- 6.2.14 The early arrival bays will be provided so that HGVs are able to enter and exit in forward gear. Turning areas will be provided where required. These measures will ensure that there is no highway impact.
- 6.2.15 It is a “Requirement” of the Development Consent Order that each phase of the Proposed Development will need to provide details of the location of the HGV early arrival bays to be agreed as part of the detailed design approval. This will be specifically referenced within the “Requirements” Schedule of the Development Consent Order. A specific subsection of the “Requirements” will expressly state that the Highway Authority’s will need to be consulted on the design of the early arrival bays.

PROVISION OF EARLY OPENING

- 6.2.16 In addition to the early arrival bays, it is proposed that where operators of warehouses of over 5,000 sqm in size, that do not operate on 24 hour basis, will open their facilities earlier than their designated opening hours to allow for HGVs which may have arrived ahead of their booking slot. This is to ensure that any early arrivals by HGV’s do not impact on the operation of the surrounding highway network and to ensure a contingent measure in addition to the early arrival bays. This will be included within the specific lease arrangements for the occupiers.

DEVELOPMENT ZONING

- 6.2.17 In order to assist with directing HGVs to their specific destination with WMI, it is proposed that the Site will be designated into three areas. Whilst the exact form this will take will be agreed by the TSG prior to implementation and as part of the detailed design of the highway works, it is envisaged that this would consist of the three zones set out below:

- WMI North – general area served via the A5 access;
- WMI West – general area served via the A449 access (including the Intermodal Terminal), the A449/A5 Link Road; and
- WMI South – general area served via the Vicarage Road access.
- Designating specific zones within WMI will allow HGV movements to be signed to their specific destination as expediently as possible, particularly from M6

Junction 12 where there will be particular route preferences to reach the northern and southern areas of the Site.

6.2.18 An indicative signage strategy is shown at Figure 1.

RESTRICTING PARKING

- 6.2.19 The link road between the A449 and A5 will be a public highway and it will be made a designated clearway through a specific Traffic Regulation Order. This means that no waiting will be permitted on verges or footways at any time.
- 6.2.20 Along the other Site access roads appropriate parking controls will be put in place to prevent indiscriminate lorry parking. These roads will be patrolled by the Site Management Company and enforcement action could be taken against vehicles if necessary.
- 6.2.21 Subject to support from HE, off site restrictions are proposed at the proposed relocated A449 laybys. To prevent overnight long stay parking it is proposed that a Traffic Regulation Order is introduced to limit parking within these laybys to 2 hours between 6pm and 6am. The location of these laybys is shown in Figure 2.

SERVICES AND LORRY PARK FACILITIES

- 6.2.22 Whilst planning their journeys HGV drivers will need to take account of their booked arrival time at WMI together with their maximum driving time in accordance with the Working Time Regulations. When considering both factors it is likely that they will do so with the potential for resting at appropriate lorry parks.
- 6.2.23 Statutory breaks are clearly defined so drivers would be aware of when these need to be taken in relation to their drive time to WMI. This may necessitate breaks being taken further afield, but not within the immediate area surrounding the Site. Any drivers delivering or collecting goods would by definition be forced to take a break whilst goods are unloaded/loaded. Welfare facilities would be available for each unit as previously specified. This would ensure that pressure on surrounding HGV parking is not added to by WMI given that driver breaks would be taken on Site prior to commencing an onward journey.
- 6.2.24 Therefore the need for WMI drivers to park in the immediate vicinity of WMI is unlikely as operators will be keen to maximise driver time, which would not occur if breaks are taken close to WMI.
- 6.2.25 Due to the provision of early arrival bays it is unlikely that drivers would use lorry parks and services that are located under 20 kilometres to WMI. Statutory breaks are clearly defined so drivers would be aware of when these need to be taken in relation to their drive time to WMI.

- 6.2.26 It is more likely that lorry parks and service stations further away from the Site would be utilised for driver's breaks, and these would be spread across all geographic locations, ensuring that not one service area is disproportionately affected by an increase in vehicle numbers.
- 6.2.27 Annex A shows a number of established lorry parks within an approximate journey distance of 20-60 kilometres distance of WMI, and the HGV parking/fuel and rest facilities that could be used if required.
- 6.2.28 It can be seen from Annex A that there are a reasonable number of locations on the approaches to WMI from all directions that have HGV parking and fuel provision.

LAYBY PARKING

- 6.2.29 Laybys located adjacent to the carriageway, provide accommodation for drivers to park and rest for short periods of time.
- 6.2.30 The location of laybys and truck stops on the local highway network, within an approximate 6km radius of the Proposed Development is shown in Figure 2. This encompasses the main A road network in all directions, This includes the A449 through Penkridge, even though HGVs associated with WMI will be prohibited from using this route.
- 6.2.31 Whilst the use of these laybys cannot strictly be restricted for drivers visiting WMI, drivers would be encouraged to use the facilities at WMI rather than laybys on the roads surrounding WMI, as these will provide drivers with superior welfare facilities. Through the use of the vehicle booking system, along with the early arrival bays, HGV drivers travelling to WMI will naturally find the facilities at WMI more attractive than parking at off site facilities on the surrounding road network that are of a lower standard.
- 6.2.32 If concerns are reported regarding any unforeseen activity or inappropriate parking associated with WMI HGVs adjacent to the laybys shown within Figure 2, these will be considered by the TSG. If required by the TSG, the Contingent Traffic Management Fund will allow surveys to be undertaken of the areas where unforeseen HGV activity has been reported and if deemed necessary by the TSG, intervention measures such as further Traffic Regulation Orders could be promoted.

CONTROL OF HGVS ON SITE AND CONTINGENT HGV PARKING MEASURES

- 6.2.33 There is potential that unforeseen incidents or road closures could occur on the road network outside WMI, which would result in delays on the M6, A5 and/or the A449. To avoid exacerbating any such delays during these incidents, the SWTPC will recommend to individual operators that HGVs remain within WMI.
- 6.2.34 This is particularly important given the need to prevent WMI HGVs from using inappropriate routes at such times, particularly in terms of travelling through Penkridge and surrounding routes which are the subject of existing HGV bans.
- 6.2.35 The arrival rate of HGVs into the Site will also drop during such incidents which will reduce the demand on the site. However, for those HGVs which do arrive during these periods of disruption there would be the ability to use 'early arrival bays' in addition to locations within development areas to park vehicles.
- 6.2.36 It would clearly not be beneficial for HGVs to leave the Site during such incidents. It is acknowledged that traffic information is available on the internet and via satellite navigational systems. However, to ensure the most up to date information is made available to all drivers and that a consistent message is provided, Variable Message Signs (VMS) could be erected within WMI in appropriate locations (such as on the egress from development plots and the Intermodal Terminal area) so that vehicles can be informed of incidents and choose to remain within the Site. The system could also be linked to the Highways England and Staffordshire County Council control centres in order to ensure the most up to date and "real time" travel information is provided to vehicles. Whether this option is implemented will be considered by the TSG.
- 6.2.37 With approximately 2,900 HGV parking spaces able to be accommodated on Site, together with vehicle manoeuvring areas, there would be significant provision available to accommodate vehicles which would allow drivers to remain on Site until such time as access onto the strategic road network is clear, whilst also accommodating the reduced number of arriving HGVs.
- 6.2.38 In addition, through the VBS, operators will be aware of when vehicles are scheduled to arrive at WMI. In the event of operational difficulties, incoming HGVs can be alerted to any incidents that may have occurred and advised to avoid the area at times of network operational difficulty and delay the start of their trip or arrival.

- 6.2.39 In addition to delays on the road network this Plan will address any possible interruption to rail services at the intermodal terminal. This possibility and any consequential delays are likely to be rare as it would mean that there is either an unplanned short term closure of the WCML with consequential delays to freight trains or some long term planned closure.
- 6.2.40 For any short term or long term closure the measures set out in the previous paragraphs would continue to apply in order to minimise any impact on the local and strategic highway networks. These would apply to the warehouse movements where disruption to activity is likely to be minimal. For short term closures it would mean that deliveries from the intermodal terminal are delayed for a short period with slightly greater internal movements between the terminal and warehouses once services are resumed. If necessary, vehicles from the intermodal terminal can remain within either the terminal HGV stacking areas or the HGV parking area and will be encouraged to do so during such incidents. The SWTPC will monitor HGV movement from the terminal during this period to ensure that HGV's can remain within this part of the Site until their goods / containers are able to be dealt with at the relevant warehouse.
- 6.2.41 At the intermodal terminal when there is an unplanned short term closure there will be a delay in arriving goods and a delay in departing containers. HGVs arriving to pick up loads for delivery elsewhere will be advised of the interruption to service and will be given the same advice as for the road disruptions, namely; first advised to delay their journeys to the site and for those that do arrive parking will be accommodated at the intermodal site or at the early arrival bays elsewhere on site. The SWTPC will monitor the HGV parking during this period and HGV's will be encouraged to remain within the terminal.
- 6.2.42 In the event of containers being brought to the terminal by HGV's during short term rail closures, self-evidently it will continue to be possible for the operator to deal with such deliveries. Once HGV's are unloaded, there will be no need for them to remain at the terminal and they will leave the Site.
- 6.2.43 For long term planned closures there is again unlikely to be any significant impact on HGV operation within the site. Warehouses will continue to operate at the same level of activity, i.e. they will still need to process the same amount of goods. The only difference is that the volume arriving by rail will temporarily use HGVs.

- 6.2.44 For any long term closure the SWTPC will liaise with the terminal operator and the on-site occupiers in order to establish any amended delivery requirements. The SWTPC would report any amendments that may be required to either individual operator HGVMP or the SWHGVMP to the TSG for approval.
- 6.2.45 In the event that individual operators wish to implement an alternative set of contingent measures to manage HGV parking, then these will need to be agreed with the TSG.

VARIABLE MESSAGE SIGNS

- 6.2.46 There is the option for Variable Message Sign (VMS) information boards to be placed around the Site, advising of problems or congestion at sensitive highway locations in the area, allowing drivers to either remain on Site or alter their route if possible to avoid congestion before leaving the Site. The need for VMS will be considered by the TSG.
- 6.2.47 If considered necessary by the TSG, signs can be placed at key locations on the Site roads in order to provide HGV drivers with sufficient warning of congestion and incidents.

ECO-STARS FLEET RECOGNITION

- 6.2.48 To ensure improved fleet performance that would benefit the local environment, the SWTPC would work with the local Freight Quality Partnership, and promote the Eco-Stars scheme to operators.
- 6.2.49 Operators within WMI would be encouraged to sign up to the Staffordshire & Stoke Eco-Stars Scheme, to ensure best practice and efficient fleet operations.

IMPROVED VEHICLE STANDARDS

- 6.2.50 Vehicle technology and design has recently focused on fuel economy and emission savings. Carbon savings have been achieved via the use of remodelled cab and trailer bodies creating a more aerodynamic shape. These modifications can result in fuel savings of between ten and fifteen percent. New engines are now being produced which produce lower levels of emissions.
- 6.2.51 The SWTPC will liaise with individual operators to promote modern vehicle design and benefits and where possible, encourage operators to adopt these vehicle types for use in their fleets to ensure fuel economy and emissions savings are at modern levels and offer the best savings possible.

6.2.52 In addition, operators will be advised of the benefits of specific lorry based satellite navigational systems.

REGULAR MAINTENANCE CHECKS OF VEHICLES

- 6.2.53 Regular checks can create savings in both fuel consumption and carbon emissions. Badly maintained vehicles especially where incomplete combustion occurs emit much higher levels of emissions;
- 6.2.54 Regular checks on goods vehicles will be encouraged at WMI. The Site operator will seek to create a culture within the Site where high standards of goods vehicle maintenance is maintained both by hauliers associated with the Site but particularly those Heavy Goods Vehicles based and used within the WMI Site. This will ensure savings in both fuel consumption and carbon emissions.

BACK-LOADING

- 6.2.55 Back-loading is the practice of making use of spare capacity on the both legs of a delivery journey. It makes more efficient use of valuable resources, such as fuel and driver time, by finding loads that need to be shipped between similar areas as those visited by the vehicle. For example, collecting additional loads for the empty or partially loaded return journey of an outbound delivery can improve fuel efficiency, increase vehicle and driver utilisation and remove the need for an additional vehicle journey. This can be achieved by finding loads that need to be moved between similar areas as the two points planned for the vehicle. What matters is that unproductive journeys are minimised and income is maximised.

6.3 SUMMARY OF BENEFITS OF MEASURES

- 6.3.1 Using a combination of the above measures and logistic techniques in the volume of traffic can be managed, therefore helping to minimise concentrated impact from HGV traffic on the surrounding area
- 6.3.2 Providing a Site Wide HGV Management Plan means that the total HGVs arriving and departing the Site can be managed in the most efficient manner.
- 6.3.3 All occupiers and drivers will be able to receive up to date and real time information.
- 6.3.4 All drivers will be able to use welfare facilities at each plot, thereby ensuring that there is no additional demand for these services in the local area.
- 6.3.5 The use of the most up to date vehicles and technology should minimise the environmental impact of the Site, in addition to fulfilling the overall benefit of removing long distance HGV movements from the highway network.

7. ROUTING AND SIGNAGE STRATEGY

7.1 INTRODUCTION

7.1.1 A routing and signage strategy has been devised for HGVs travelling to WMI. This strategy will be implemented by providing the appropriate road signs on the public highway and the information will be disseminated to all occupiers and operators to direct goods vehicles travelling to and from the Site to use the most suitable routes.

7.1.2 Figure 1 shows the proposed HGV routes and signage strategy to the Site and this is discussed in more detail below.

7.2 HGV ROUTING STRATEGY

7.2.1 The close proximity of the Site to the M6 Junction 12 is one of the reasons for the promotion of this Site. It is therefore intended that the M6 is the primary means of access for goods vehicles. The A5, which is part of the SRN in this location, offers a direct link to the motorway network. The Site also has direct access to the A449, another road on the SRN, which in turn provides access to the M54.

7.2.2 The preferred routes are shown on Figure 1 and are summarised below:

- From M6 (north) - leave the M6 at Junction 12, use A5 to access WMI;
- From M6 (south) - leave the M6 at Junction 12, use A5 to access WMI;
- From M6 Toll – join M6 at Junction 11, leave the M6 at Junction 12, use A5 to access WMI;
- From M54 - leave the M54 at Junction 2, use the A449 north to access WMI.

7.2.3 Strategic route signage would be provided on the M6, M6 Toll and M54 motorways to advise all drivers to use Junction 12 on the M6 and Junction 2 on the M54 for WMI. An indicative signage strategy is shown on Figure 1.

7.2.4 Whilst access via the above motorway junctions would be promoted in publicity material, there may be some vehicles who have had prior business in the local area and then need to access WMI, for example via the A5 from the west of Gailey or east of M6. More local signs will be provided on the other primary roads around the Site in order to direct HGVs to remain on these roads.

7.3 HGV SIGNING STRATEGY

7.3.1 An indicative signage strategy has been prepared for HGV's, which is shown on Figure 1. For HGVs travelling on the M6 (S) signs will be added prior to Junction 10 for the M54 instructing drivers to continue to M6 Junction 12. For HGVs travelling on the M6 (N) signs will be added north of M6 Junction 13 instructing drivers to continue to M6 Junction 12.

7.3.2 For the M6 Toll there will be signs in advance of Junction T7 advising drivers to continue to the M6 and then use Junction 12. From the M54 signs will be needed to direct HGVs to Junction 2 and the A449. For HGVs coming from Cannock on the A5 signs will initially direct them to continue towards Junction 12.

7.3.3 In the immediate vicinity of WMI the signing will become more specific in order to direct vehicles to their destination via the most appropriate accesses. These will be determined on the basis of the shortest distance from the public highway and avoiding any inappropriate local roads. In order to do this WMI will be signed for the following three zones:

- WMI (North) – served by the A5 access and A449 / A5 Link Road;
- WMI (West) – served by the A449 access and A449 / A5 Link Road; and
- WMI (South) – served by the Vicarage Road access and link road through the Site.

7.3.4 All drivers coming to the Site will be informed in advance of destination relevant zone in order to follow the appropriate signage.

7.4 HGV RESTRICTIONS

7.4.1 Directing HGVs away from certain routes is important in order to avoid them using inappropriate roads, such as minor rural lanes and areas with significant housing. As part of the proposed HGV routing strategy HGVs originating from or going to WMI will be advised from travelling along the following specific roads surrounding the Site and where appropriate, be subject to existing HGV restrictions:

- Station Drive / Station Road – there is an existing height restriction under the rail bridge preventing HGVs from being able to use this route. HGV drivers travelling to or from WMI will be informed of this physical restriction and additional warning signs will be provided to enhance the current signing. In addition, it is proposed to ban the right turn from the A449 south, thereby further reducing the possibility of vehicles using this road.
- Straight Mile – this road is a local road unsuitable for HGV traffic and is subject to local HGV restrictions.
- Crateford Lane - this road is a local road unsuitable for HGV traffic. As part of the proposed HGV routing strategy HGV drivers will be advised not to use this route. To assist in enforcing this, Crateford Lane will be made one way eastbound onto the A449 at the Site access.

7.4.2 There are a number of existing HGV restrictions around WMI and these are shown in Figure 3.

7.4.3 Figure 4 shows the additional signs required to implement the two specific additional changes referred to above, namely the right turn ban into Station Drive and making Crateford Lane one way. In addition two additional advisory signs are shown to the west of the A449 advising HGVs that the roads are unsuitable for HGVs.

7.4.4 Following consultations with Staffordshire County Council (SCC) it has been agreed if there is evidence that WMI HGVs are using the minor roads around the Site then further restrictions could be promoted if approved by SCC with funding from the Contingent Traffic Management Fund if agreed by the TSG.

7.5 PENKRIDGE HGV RESTRICTION

- 7.5.1 WMI HGV traffic will be banned from using the A449 between Gailey Roundabout and M6 Junction 13 unless it is a local journey with an origin or destination along the A449 south of Junction 13.
- 7.5.2 In order to enforce the WMI HGV ban through Penkridge, the most up to date and appropriate technology, to monitor and track vehicle movements will be applied to identify any WMI vehicles using this route. Based on current technology this could be ANPR cameras which would be strategically located on the A449 immediately south of Junction 13 and on the accesses to each development plot and the intermodal terminal at WMI.
- 7.5.3 These ANPR cameras will automatically and continuously record and match the registration plates of vehicles and will identify any WMI HGVs travelling to or from the Site along the A449 through Penkridge.
- 7.5.4 The registration details of those vehicles making deliveries to the local area, which requires access from the A449 between Junction 13 and the Gailey Roundabout will be included within a Site 'white list'. Random checks will be carried out by the SWTPC to confirm these vehicles had operational business in the Penkridge area.
- 7.5.5 The identification of these HGVs will form part of the specific routing strategy for WMI HGVs at all times except when there is a complete closure of an M6 carriageway.
- 7.5.6 It is acknowledged that the A449 south of Junction 13 is a signed route in the event of a full closure of either the northbound or southbound carriageway between Junctions 12 or 13. In these circumstances the restrictions of WMI HGVs using the A449 will be waived.
- 7.5.7 The review of any usage of this route by WMI HGVs will be undertaken at a regular interval which is to be determined by the TSG. At the time of each review the SWTPC will obtain details of any M6 carriageway closures between Junctions 12 and 13 so that the HGV identification can be waived for the period of closure.
- 7.5.8 The ANPR cameras will be in operation from first occupation and will continuously record HGV movements to and from WMI for a minimum of 15 years from first occupation unless otherwise determined by the TSG.
- 7.5.9 Each individual tenant will be responsible for agreeing to ensure their supply chain is aware of the restriction on the A449 through Penkridge.

- 7.5.10 Future tenants of the Site will be made aware of the HGV restrictions prior to occupation and will be required to inform their drivers and / or fleet operators serving their Site of the restriction. There will also be signs on the access road that will further remind drivers of the restriction on exit from the Site.
- 7.5.11 Financial penalties (as set out in Section 9) will be levied against each tenant in the event that the Penkrige HGV ban is not adhered to. Each tenant can decide whether they pay the charge or whether it is passed on to the relevant driver.
- 7.5.12 A summary report of the analysed data, violations and enforcement action taken will be issued to the TSG every six months for 15 years, with subsequent monitoring to be agreed by the TSG.

7.6 LOCAL WEIGHT RESTRICTIONS

- 7.6.1 To the east of Junction 12 of the M6, there are local weight restrictions (7.5T weight restriction, except for access); located on roads travelling south of Watling Street (A5). Such restrictions will remain in situ but where appropriate signage for these restrictions may be enhanced if the TSG agree and approved by SCC.
- 7.6.2 Such restrictions would also be highlighted on any maps that would be supplied to visitors within pre-trip information.
- 7.6.3 No weight restrictions are currently located on roads, south of Watling Street to the west of the A449, e.g. Claygates Road, Ivy House Lane. To deter HGVs using these areas, positive signage to WMI will be provided prior to these junctions along the A5. If specific restrictions are considered as being necessary by SCC on these roads after occupation then they shall be agreed with the TSG and funded by the Contingent Traffic Management Fund.

7.7 STREET NAME AND NUMBERING

- 7.7.1 Early dialogue will take place with South Staffordshire District Council and Royal Mail with regard to street name and numbering of and within WMI.
- 7.7.2 Providing unique street names and postcodes would eliminate any confusion with existing addresses or postcode, which would ensure visitors to WMI can be easily directed to the individual sites by Satellite Navigation Systems.
- 7.7.3 A short form address for WMI can be associated with WMI to encourage drivers to use Junction 12 of the M6 (for example WMI, Junction 12, M6, STXX XX). Through use of such an address in marketing material, the address would become synonymous with WMI and would encourage drivers away from using the local road network.
- 7.7.4 Having the street naming and postcodes in place would be essential at least six months before occupation, to ensure the local authority can update information to the National Land and Property Gazetteers (NLPG) which would then be used by satellite navigation system companies.

8. IMPLEMENTATION PLAN

8.1 IMPLEMENTATION OF MEASURES

- 8.1.1 Implementation of the SWHGVMP measures will be an important part of the development process. Ultimately, the TSG will be responsible for monitoring and reviewing the SWHGVMP.
- 8.1.2 As with all plans and associated measures, it is necessary to set out a timescale for implementation and review. Using the toolkit of measures identified in Section 6, the measures in Table 8.1 will be reviewed by the TSG and provided at the SRFI when necessary.

Table 8.1: Implementation Measures

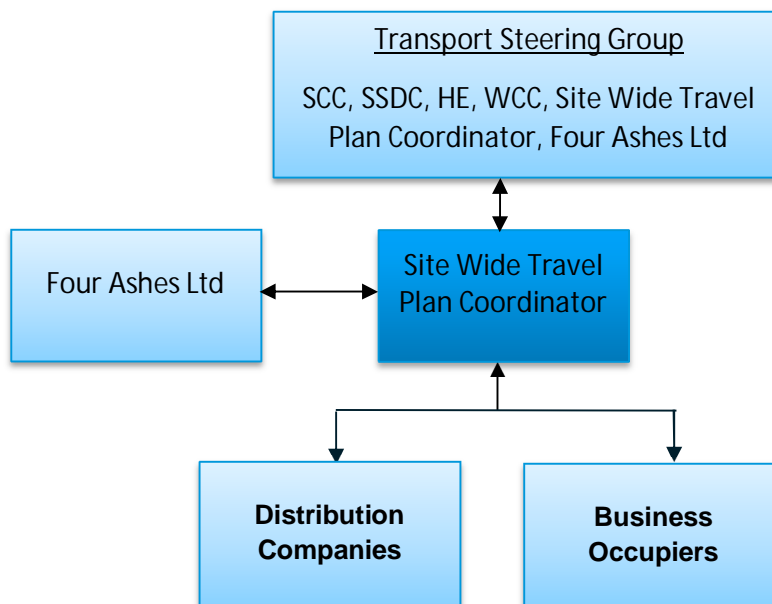
TIME	TASK/MEASURE	RESPONSIBILITIES	BENEFIT
Pre Occupation	Postal address and street name/numbering in place	South Staffordshire District Council Developer	WMI, HGV Drivers Visitors Local Residents
Pre Occupation	Advanced Directional Signage to WMI	WMI in liaison with SCC and HE	WMI, HGV Drivers Visitors Local Residents
Pre Occupation	Directional mapping to be produced and disseminated to future users through hard copies and web based information HGV Driver telephone helpline.	WMI	WMI, HGV Drivers Visitors
Pre Occupation	Appointment of SWTPC to additionally monitor HGV Management Plan	WMI	Single and co-ordinated management of all movements at WMI
First Occupation	TSG constituted to be responsible for HGV Management Plan	WMI	Single and co-ordinated management of all movements at WMI

TIME	TASK/MEASURE	RESPONSIBILITIES	BENEFIT
First Occupation	Vehicle Booking System	Warehouse operators to have their own Vehicle Booking System which is shared with SWTPC	WMI, HGV Drivers Visitors
First Occupation	Installation of up to date technology to monitor and identify WMI HGVs travelling between the Site and along A449 between M6 Junction 13 & each individual site	WMI in liaison with SCC	WMI, HGV Drivers Visitors Local Residents
First Occupation	Driver Welfare Facilities	WMI	WMI, HGV Drivers
First Occupation	Early Arrival Bays on Site	WMI	No off-site parking
First Occupation & Ongoing	WMI to join Freight Quality Partnership and promotion of Eco-Stars	WMI	WMI Operators
First Occupation & Ongoing	Encouragement of best practice logistics including back loading	WMI	WMI Operators

8.2 MANAGEMENT STRUCTURE

- 8.2.1 The SWHGVMP will be implemented and managed by the same people and bodies set up as part of the SWTP, namely the SWTPC and TSG. The SWHGVMP will be co-ordinated by a group of key personnel. This structure is shown in Diagram 8.1.

Diagram 8.1: Management Structure



8.2.2 In their capacity as HGV Manager, the SWTPC will be responsible for:

- Implementing, Managing and facilitating the most efficient use of SWHGVMP measures;
- Advising the TSG decision making process on which measures will be best to implement;
- Updating the SWHGVMP document as necessary;
- Liaising with local authorities and other freight-related businesses; and
- Attending Freight Quality Partnership meetings.

8.2.3 The SWTPC will be supported by representatives from each occupier. These support representatives will also act as the first point of contact for those employed by each occupier.

9. MONITORING AND MANAGEMENT

9.1 MONITORING

- 9.1.1 Monitoring of the SWHGVMP will be important in understanding the changing nature of HGV movements and the effectiveness of the toolkit of measures. Existing measures will be reviewed and alternative methods considered where necessary. This will include regular monitoring of the occupiers to ensure that they are maintaining best practice operations.
- 9.1.2 Monitoring will be on an annual basis from the first occupation for the first 3 years and then every three years thereafter for 15 years.

9.2 RESPONSIBILITY

- 9.2.1 The monitoring and review will be managed by the SWTPC and a report of the findings will be submitted to the TSG for review. This will ensure that a focus and momentum for the SWHGVMP is maintained.

9.3 PENALTIES AND FUNDS

- 9.3.1 WMI HGVs using the A449 through Penkrige will be continually recorded as described above. Any recorded vehicles will be identified in combination with which Site on WMI they are accessing. The individual Site occupiers will be penalised for each identified HGV transgression, which will be included within the terms of the lease. It will be at the discretion of the occupier whether this penalty is passed to others such as drivers or fleet operators.
- 9.3.2 The initial level of the fine will be agreed by the TSG closer to the time of occupation. The fine will be reviewed on an annual basis on the principle that it should be reduced if the number of HGVs is minimal or increased if the volume is deemed to be excessive.
- 9.3.3 All collected funds can be spent on dedicated measures to reduce and minimise the impact of HGV traffic associated with WMI on the relevant areas in the vicinity of the Site. The allocation of these funds will be agreed by the TSG.

9.4 REMEDIAL MEASURES

- 9.4.1 If there are persistent infringements from specific operators or occupiers remedial measures set out in Table 9.1 would be undertaken.

9.4.2 These measures are designed to resolve the infringements, although financial penalties will continue to be applied and the level of financial penalty can be regularly reviewed and adjusted by the TSG.

Table 9.1: Remedial Action Plan

Step	Task/Measure
1	Monthly analysis of infringements and issues to be reported by the SWTPC to TSG. This could result in review of travel patterns of individual occupiers and the development of voluntary measures
2	Steering Group to agree voluntary measures to seek to resolve any excessive and inappropriate vehicle movements
3	Where individual occupiers have suppliers which are consistently reported, the SWTPC will liaise with the occupier and seek to identify the reasons for this and agree direct measures to address this problem
4	Measures to be reported to the TSG and best practice in reducing infringements to be shared with other occupiers.

10. SUMMARY

10.1 SUMMARY

- 10.1.1 This document sets out that the Site Wide HGV Management Plan (SWHGVMP) is in compliance with national and local guidance for implementation by the applicant at the Site.
- 10.1.2 The SWHGVMP provides a package of measures tailored to the needs of the Site which aims to promote greener, cleaner travel choices and manage HGV movements.
- 10.1.3 By containing appropriate measures the Plan will assist in formalising the movements of HGVs. All staff, visitors and HGV drivers shall be made aware of the measures included within the SWHGVMP in order that positive benefits can be delivered and the number HGV movements are controlled.
- 10.1.4 This SWHGVMP presents the objectives and strategy for the delivery of measures to promote sustainable freight management. The measures contained are focused primarily on raising awareness of the routing and signing available for HGV operators and ensuring positive freight patterns are encouraged.
- 10.1.5 The subsequent Site SWHGVMP will be monitored and updated on a regular basis by the Transport Steering Group, with day to day activities carried out by the SWTPC.

ANNEX A

Annex A - Lorry Parking Provision between 20-60km Distance from WMI

Name	Postcode	Journey Distance to WMI (Km)	Location	Lorry Parking Spaces	HGV Fuel available
The Salt Box Café	DE65 5PT	65.3	Junction A511 meets A516	35	No
Hawkins Transport Village	DY6 7JS	23.1	A491 meets B4175	50	No
PJ's Transport Café	DE6 5GX	53.2	A50 meets A515	25	Yes
Birmingham Truckstop	B11 2EB	50.3	A45 Kings Road	100	No
Lincoln Farm Café and Hotel	B92 0LS	54.3	A452	150	Yes
Hilton Park	WV11 2AT	23.9	M6 between J10a and J11	64	Yes
Telford	TF11 8TG	21.2	M54 at J4	18	Yes
Stafford North	ST15 0EU	27.2	NB M6 between J14 and J15	60	Yes
Stafford South	ST15 0XE	50.8	SB M6 between J14 and J15	60	Yes
Frankley	B32 4AR	37.6	M5 between J3 and J4	70	Yes
Hopwood Park	B48 7AU	73.1	M42 at J2	56	Yes
Corley Eastbound	CV7 8NR	56.2	M6 between J3 and J3a	46	Yes
Corley Westbound	CV7 8NR	64.3	M6 between J3 and J3a	72	Yes
Tamworth	B77 5PS	38.9	M42 at J10	56	Yes
Midway Truckstop	SY13 3JT	52.3	A49 meets A41	35	No

FIGURES

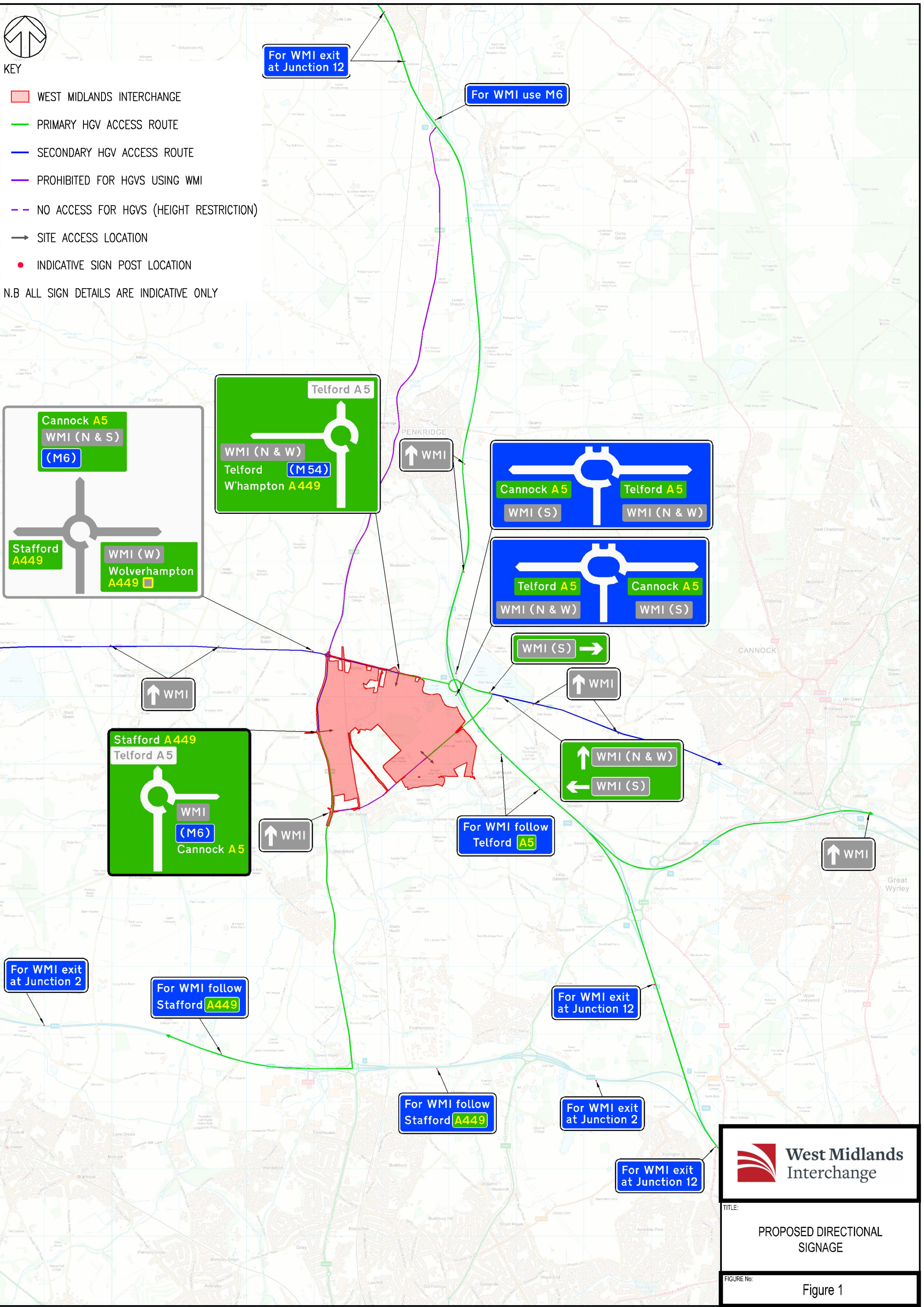


KEY

- █ WEST MIDLANDS INTERCHANGE
- █ PRIMARY HG V ACCESS ROUTE
- █ SECONDARY HG V ACCESS ROUTE
- █ PROHIBITED FOR HGVS USING WMI
- - - NO ACCESS FOR HGVS (HEIGHT RESTRICTION)
- SITE ACCESS LOCATION
- INDICATIVE SIGN POST LOCATION

N.B ALL SIGN DETAILS ARE INDICATIVE ONLY

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For WMI exit at Junction 2

For WMI follow Stafford A449

For WMI follow Stafford A449

For WMI exit at Junction 12


For WMI exit at Junction 2

For WMI exit at Junction 12

For WMI exit at Junction 12

For WMI use M6

For WMI follow Telford A5



West Midlands Interchange

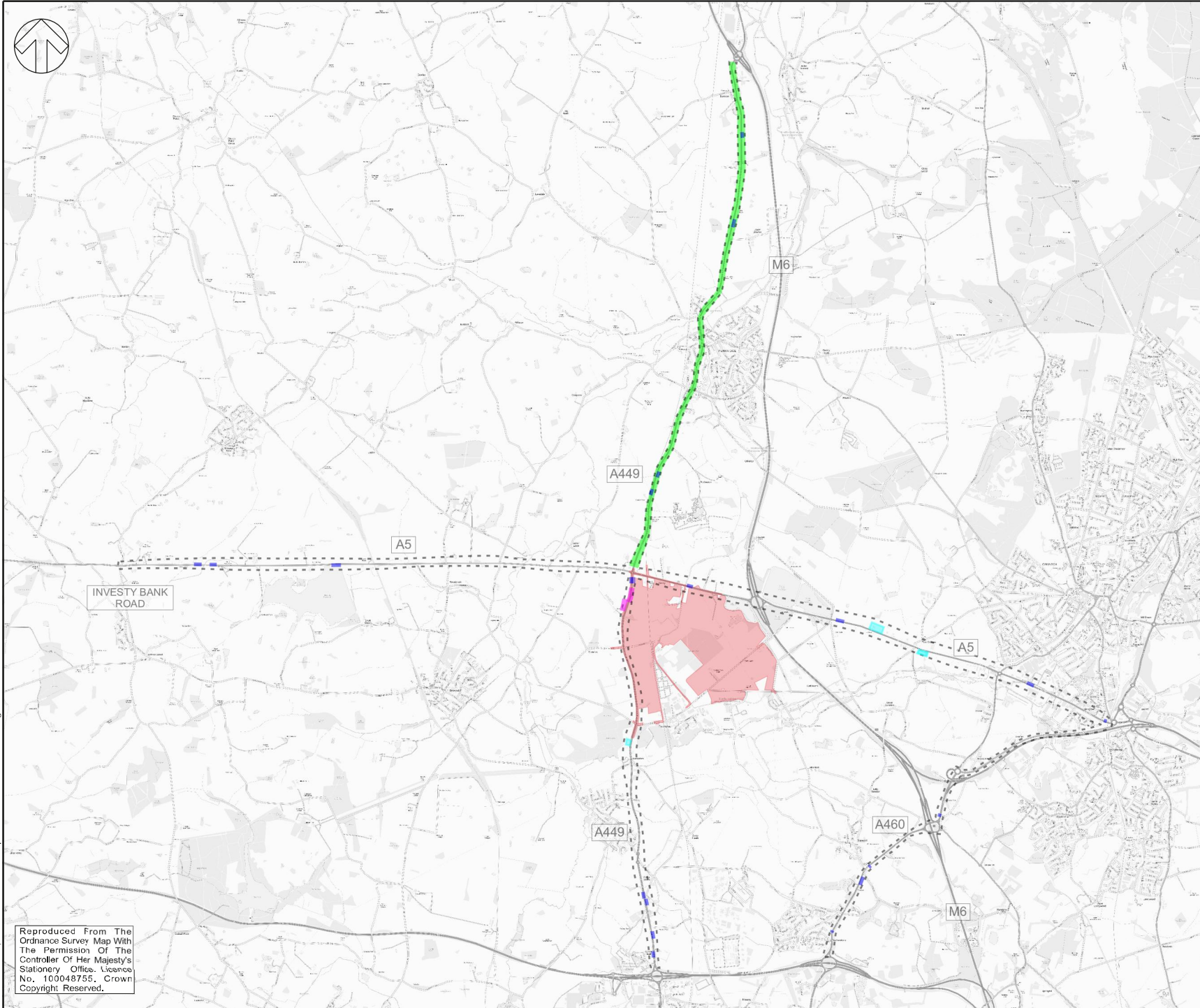
TITLE:
PROPOSED DIRECTIONAL SIGNAGE

FIGURE No:
Figure 1



Key:

- Site Location
- Area of Interest
- Layby / Bus Stop
- Truck Stop
- Area Subjected to WMI HGV Enforcement
- Proposed/Relocated Laybys



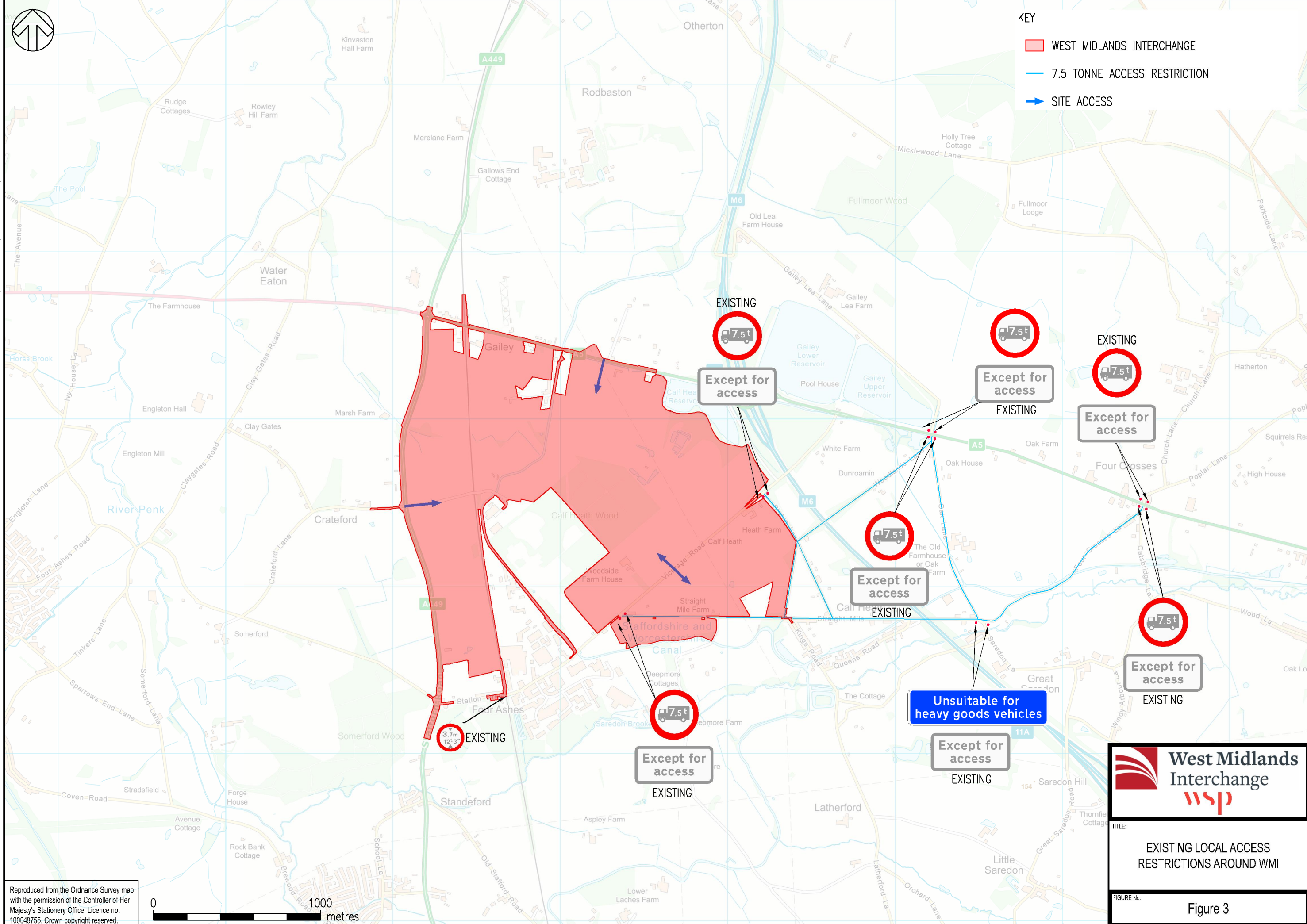
Reproduced From The Ordnance Survey Map With The Permission Of The Controller Of Her Majesty's Stationery Office. Licence No. 100048755. Crown Copyright Reserved.



TITLE: HGV Parking Areas to be Considered by Contingent Traffic Management Fund

FIGURE No: 2

File name: \\SER01BAS1UK.WSPGROUP.COM\PROJECTS\70001979 - WMI SRF\IE MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\FIGURES\TA17103170001979-FIG-EXISTING.DWG, printed on 25 July 2018 11:09:35, by Walton, Lewis



KEY

- WEST MIDLANDS INTERCHANGE
- 7.5 TONNE ACCESS RESTRICTION
- SITE ACCESS



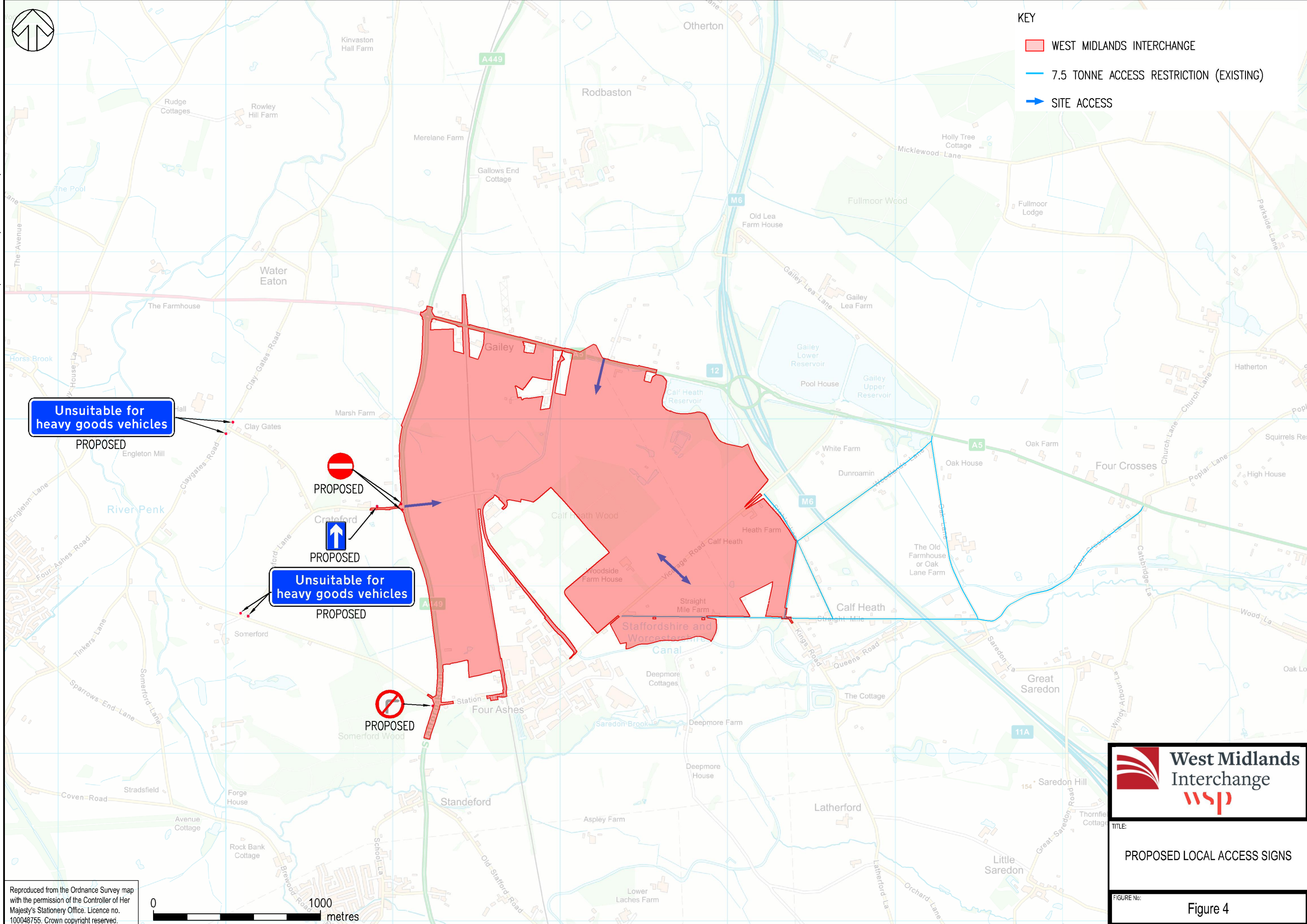
TITLE:
EXISTING LOCAL ACCESS RESTRICTIONS AROUND WMI

FIGURE No:
Figure 3

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- KEY**
- WEST MIDLANDS INTERCHANGE
 - 7.5 TONNE ACCESS RESTRICTION (EXISTING)
 - SITE ACCESS

Unsuitable for heavy goods vehicles

Unsuitable for heavy goods vehicles



TITLE:
PROPOSED LOCAL ACCESS SIGNS

FIGURE No:
Figure 4

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