APPENDIX N: DEMOLITION AND CONSTRUCTION TRAFFIC MANAGEMENT PLAN

The West Midlands Rail Freight Interchange Order 201X

Demolition & Construction Traffic Management Plan

June 2018 - WSP

Revision	Date	Author
Draft for Stage Two Consultation	21 June 2017	WSP
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Contents

1. INTRODUCTION

1.1.1 WSP have been commissioned by Four Ashes Ltd to assess the transport impact of progressing a Strategic Rail Freight Interchange (SRFI), at Four Ashes, South Staffordshire, known as West Midlands Interchange (WMI).

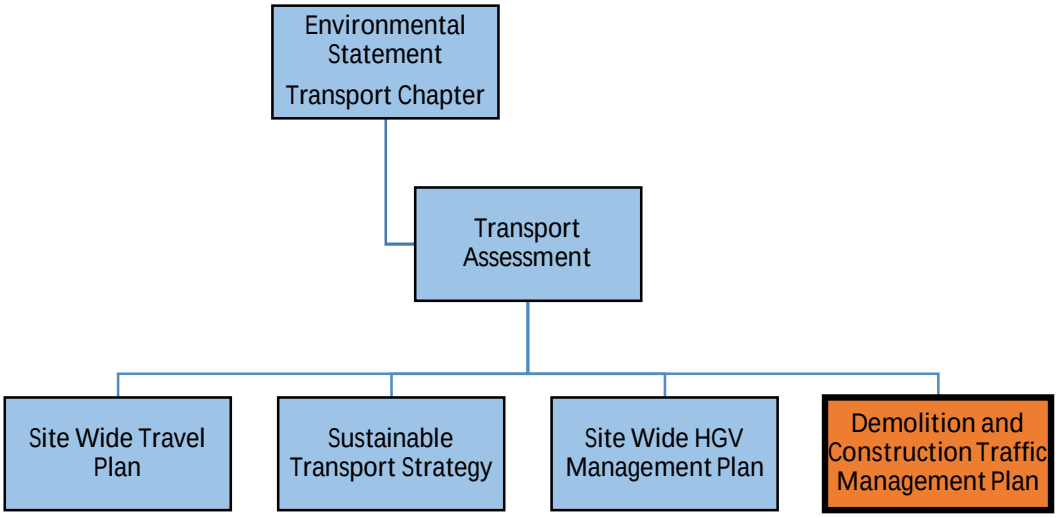
1.1.2 The Site is located on approximately 10km north of Wolverhampton and lies immediately west of Junction 12 of the M6. The Site bounded by the A5 to the north, the A449 to the west, the M6 to the East and Station Drive / Straight Mile to the south. The Site location in relation to the surrounding motorway network is shown in Figure 1.

1.1.3 WSP have produced 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.

1.1.4 This Demolition and Construction Traffic Management (DCTMP), along with the Site Wide Travel Plan (SWTP) and Site Wide HGV Management Plan (SWHGVMP) supports the Transport Assessment (TA) which considers the transport strategy for the construction and operation of the Proposed Development.

1.1.5 The hierarchy of these documents is set out in Diagram 1 which shows the relationship of the DCTMP in relation to the other documents.

Diagram 1: Transport Document Hierarchy



1.1.6 A Transport Assessment (TA) has been produced which considers the transport strategy for the construction and operation of the Proposed Development.

1.1.7 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.

1.1.8 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 Travel Plan Co-ordinator under the employment of FAL. The SWTP will be used as an overarching document within which individual occupiers 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.

1.1.9 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.

1.1.10 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 required to produce Occupier HGV Management Plans (OHGVMP's) and agree these with the local planning authority prior to occupation of the rail terminal and new warehouse units on site being brought into use.

1.1.11 Finally, this document, the DCTMP provides details on the requirements for the management of transport impacts associated with the construction phases of the Proposed Development.

1.1.12 Once the principal contractor has been appointed there will be opportunity for them to review and adjust the measure set out DCTMP in agreement with the local authorities.

1.1.13 During the construction of the SRFI it will be necessary for various plant, equipment and material to be transported to and from the Site. This DCTMP has been produced to consider vehicular construction traffic and how it can be managed effectively to minimise the adverse impact on the local and strategic highway network.

1.1.14 Due to the 15 year timescale involved in constructing the SRFI this DCTMP is intended to be an evolving document and as construction of the various phases of the development become live, production of bespoke document's for individual phases may be appropriate. This document therefore provides the Framework within which the Demolition and Construction Traffic Management Strategy will be developed.

1.1.15 This DCTMP is set out under the following structure

- Section 2 provides an overview of the development proposals with regard to the indicative phasing of the various site parcels;
- Section 3 sets out an overview of construction traffic (HGV and construction workers) associated with the development and the likely route assignment for construction traffic;
- Section 4 details measures that will be introduced as part of the DCTMP to minimise the adverse impact on the local and strategic highway network; and
- Section 5 provides a summary of the measures and sets out future monitoring of the DCTMP.

2. DEVELOPMENT PROPOSALS AND PHASING

2.1 DEVELOPMENT PROPOSALS

2.1.1 The proposed development covers the application for

- 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.

2.1.2 In addition to the on-site works, three junctions will be created to accommodate access onto the Site. These are as follows;

- Access One – Three arm roundabout located off the A5, midway between the existing M6 J12 roundabout and the A5/A449 Gailey roundabout;
- Access Two - Four arm roundabout replacing the current junction arrangement at Gravelly Way; and

- Access Three – Four arm roundabout off Vicarage Road.

2.1.3 Accesses One and Two will provide key links into the Site for construction traffic, and form the A5 / A449 Link Road, through the Site, which will negate the need for HGV construction traffic to use the Gailey roundabout thus providing a more direct route to the Site from the motorway junctions of the M6 Junction 12 and M54 Junction 2 and avoiding this sensitive local junction.

2.1.4 Access Three would not be used for construction traffic other than during the build out of this part of the Site, as this is a secondary access primarily serving specific parcels of the Site only.

2.1.5 The existing access to the minerals works may also be used as entrance to the Site during the early stages of construction.

2.2 INDICATIVE DEVELOPMENT PHASING

2.2.1 Construction and occupation of the development will take approximately 15 years, commencing in 2021 through to completion in 2036, with construction of the Site generally taking place in a north to south direction.

2.2.2 Indicative phasing proposals have been prepared that show how the Illustrative Masterplan could be developed.

2.2.3 Whilst there will be some requirements for demolition, this will largely consist of Site clearance and would be expected to have a lower level of worker activity than during the full construction of the scheme. Therefore the DCTMP focuses on the activities associated with the construction of WMI.

2.2.4 On the basis of the indicative phasing, it is proposed to construct a quantum of floor area that would be accessed from the A5 prior to completion of the link road and rail terminal, which will operate as standard commercial warehousing.

2.2.5 Following on from this, the A449/A5 Link Road would be constructed through the Site providing the key route through the Site and subsequent warehouse accesses roads within WMI.

3. CONSTRUCTION TRAFFIC IMPACT

3.1 CONSTRUCTION TRAFFIC

3.1.1 At this stage without details of the construction materials a detailed assessment of construction traffic movements cannot be made. However based on previous examples, an initial assumption has been made to forecast the AADT in the first year of construction. This estimate equated to a total of 426 vehicular trips of which 240 were HGVs and 186 were light vehicle movements.

3.2 DISTRIBUTION, ASSIGNMENT AND ROUTING

3.2.1 Details of vehicular routing will be subject to discussion and agreement with SCC and HE, but to minimise the impact on the local area HGV construction traffic will be directed to use M6 Junction 12, and then access through the main Site access from the A5.

3.2.2 Construction vehicles would be required to respect existing HGV restrictions and specifically would be routed to avoid Penkridge.

3.2.3 The M6 Junction 12 provides the most direct route into the Site for those travelling from north, south or east. For construction vehicles traveling from Telford direction the Site can be accessed from the M54/A449/A5 until such time as the A449/A5 Link Road is open.

3.2.4 Due to the severance of the railway bridge and canal bridge, the construction access for the intermodal rail terminal would be required from the A449, in addition to the western side of the bridge construction.

3.2.5 In order to assist with directing construction traffic. The A5 will be known as WMI North Access and the A449 access will be known as WMI West Access.

3.2.6 Through having defined access zones will allow construction traffic to reach their destination in an efficient manner.

3.2.7 The signed construction routes are shown in Figure 2 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.

3.2.8 It is anticipated construction employee traffic, using private cars will have the same assignments as the operational development employees as set out in the Transport Assessment.

3.3 CONTINGENCY ROUTING

3.3.1 Information on closures regarding the M6 Junction 12 and north/south links, since 2014 have been supplied by the HE which indicates there has been no occurrences when all slip roads on/off the M6 Junction 12 were closed at the same time, Should the M6 around Junction 12 be closed due to unforeseen circumstances, the signed Highways England diversion routes will be used and the incident / length of time of closure noted by the Site Office.

4. MITIGATION

4.1 OVERVIEW

4.1.1 Construction vehicular routing will be directed via M6 Junction 12, the A5 to the new Site access. Prior to the opening of the A449/A5 Link Road any construction traffic associated with the intermodal terminal will access via the A449. Once the link road is constructed and operational, construction vehicles will be able to access the development through either the A5 or the A449 access, which will negate the need for HGV's to pass through the Gailey Roundabout to the North West corner of the Site. Further mitigation measures will be introduced to minimise any further impact on the highway network. These further measures are now considered.

4.2 STAKEHOLDER CONSULTATION

4.2.1 South Staffordshire District Council (SSDC). Highways England (HE) and Staffordshire County Council (SCC) will be notified prior to commencement of the works on Site and provided with a copy of the DCTMP. Given that the scheme will require works to the highway to be undertaken, it will be necessary to agree appropriate timings for this to take place with the Highway Authority's as part of the construction process.

4.3 COMMUNITY CONSULTATION

4.3.1 It is acknowledged that residents may not visit the Site access; consequently local information will be provided to residents with contact details of the Site Office. During construction external hoardings to the Site will also display contact information of the Site representatives.

4.4 HGV HOLDING AREAS

4.4.1 For construction vehicles which arrive to Site earlier than anticipated, an on-site holding area will be created to ensure no HGVs are waiting on the local road network.

4.5 VEHICULAR WHEEL WASHING

4.5.1 For the duration of the project a manually operated wheel washing facility will be set up to ensure vehicles leaving the Site are free from any derbies, minimising the negative impact of dust and debris on both the Strategic Route Network and other local roads. It will be the responsibility of the Site management to ensure this facility is manned and maintained during the construction process.

4.6 DUST & DIRT MANAGEMENT

4.6.1 In conjunction with vehicular wheel washing, the contractor will be responsible for measures to ensure that construction vehicles do not deposit mud or any other deleterious material on the public highway which potentially can, create hazards to other road users.

4.7 NOISE

4.7.1 Once appointed the contractor should be sensitive to the noise of any construction traffic and will ensure any construction vehicles carrying out noisy works do so at an appropriate time and immediate neighbours are informed in advance of such deliveries.

4.8 EXCEPTIONAL LOADS

Any exceptional loads, such as those over height or width requiring special attention, would be restricted to outside of peak traffic hours to ensure the local highway network is not disrupted. Notification of abnormal loads will be submitted via the Highways England Electronic Service Delivery for Abnormal Loads (ESDAL) and these movements will be agreed with SCC, and HE at the requisite time once details of the origin and dates of the deliveries are known.

4.9 CONSTRUCTION WORKING HOURS

4.9.1 The normal construction working hours, would be between 07:00-19:00 hours on weekdays and 07:00-13:00 hours on Saturdays ,excluding public holidays. :

4.9.2 No works will take place during public holidays or outside of the hours stated above, with the exception of pre-planned construction works to highway or rail infrastructure requiring possessions where first notified to the local planning authority and local residents, emergency works and works which do not cause noise that is audible at the boundary of the Order Limits.

4.9.3 All delivery vehicles and plant arriving and leaving the Site will comply with such time restrictions, although Site personnel will be permitted to access the Site shortly before these hours and exit shortly after.

4.10 PRE TRIP DIRECTIONAL INFORMATION

4.10.1 Pre-Trip information will be supplied to all contractors and visitors to WMI to advise them of these routes. This will be supplemented by temporary advanced directional construction signs to confirm to drivers to follow these routes.

4.11 OFF SITE DIRECTIONAL SIGNAGE

4.11.1 All signage to the development for construction traffic will be erected prior to works commencing on Site. A proposed signage route is shown in Figure 2.

4.11.2 The Construction Traffic Route, subject to agreement from HE and SCC, will be signed from the M6 Junction 12, M54 Junction 2, A5 and A449.

4.11.3 Temporary “Construction Access” will be placed on the approaches to the new access roads in both directions on the A5 and A449. This will inform other road users not associated with the Site to expect larger vehicles to be turning either into or out of the Site. Such warning signs will be placed in accordance with Chapter 8 of the Traffic Signs Manual and maintained for the duration of the construction period.

4.11.4 To the east of the M6 Junction 12, a prohibition of 7.5t vehicles is present on the roads south of the A5. To ensure construction vehicles do not uses these route, Temporary ‘no access for WMI construction’ will be erected to ensure compliance and temporary construction route signs on the A5 to WMI will be provided to ensure vehicles remain on the strategic road network.

4.12 CONSTRUCTION WORKERS TRAVEL PLAN

4.12.1 In line with the Site Wide Travel Plan for the operational development, suitable measures will be put in place to encourage travel by sustainable modes and reduce single occupancy vehicle travel. Bespoke measures will be developed as more is known about the number of construction workers required on Site and their origins but could include the following:

- Dedicated shuttle buses to the Ste from key locations such as Cannock, Wolverhampton and Walsall;
- Provision of information on public transport services in the area; and
- Information on local car share schemes.

4.12.2 Construction will continue beyond Site opening therefore construction workers will be able to take advantage of some of the measures set out in the Site Wide Travel Plan for WMI employees such as;

- Scheduled bus service enhancements;
- Electric Vehicle charging points;
- Personalised travel planning;
- Travel Plan website; and
- Dedicated WMI Car Share portal.

4.13 PARKING FOR CONSTRUCTION WORKERS

4.13.1 Single occupancy vehicle (SOV) trips will be seen as the last resort for construction workers travelling to the Site. However it is anticipated some car journeys will be made, either through SOV or multi occupancy vehicle journeys. To this end on-site parking will be provided to ensure no impact on surrounding roads which would result from construction workers parking their vehicles.

4.14 LOGISTICS PLAN

4.14.1 Once appointed detailed discussions will be undertaken with the contractor to investigate ways in minimising off site traffic movements. This may include:

- Wherever possible excavated spoil will be used on-site;
- The scope for recycling and/or reusing demolition materials on-site;
- Prefabrication of construction components off site will reduce the volumes of material deliveries of smaller components;
- All construction traffic entering and leaving the Site will be controlled through monitoring and recording movements. Vehicles making deliveries to the Site or removing spoil or demolition material etc., will travel via the designated route, which will avoid sensitive locations;
- Construction traffic would be controlled as far as possible to times outside the peak traffic hours;
- Exceptional loads would be restricted to outside of peak hours; and
- The Demolition and Construction process will be 'environmentally aware', with focus upon housekeeping, good quality hoardings and landscaping, wheel washers and a clean workforce.

4.14.2 As construction will be ongoing once the development has opened, some of the measures in the Site Wide HGV Management Plan will also be applicable.

5. SUMMARY

5.1 STRATEGY

5.1.1 To minimise the impact of construction traffic on the local network and communities, the mitigation measures set out in Chapter 4 will be agreed by SCC, and HE. This will ensure an agreed and transparent approach to managing the construction traffic to the Site.

5.1.2 The DCTMP will focus on being environmentally aware and the Site being a 'considerate neighbour' focusing on minimising disturbance to the local area. To ensure a national level of standard the appointed Contractor will be required to follow the Considerate Contractor's Scheme.

5.2 MONITORING

5.2.1 A programme of monitoring and review will be implemented to generate information by which the success of the DCTMP can be evaluated. Monitoring and review of the construction activity to the Site will be the responsibility of the Site contractor.

5.2.2 The process will provide an opportunity for construction operations and on-site procedures to be reviewed and new management measures implemented (if necessary). Monitoring will be documented and available to SCC and HE as the local highway authorities on request.

FIGURES

Key

- Site Location
- Motorway
- Trunk Road
- Main Road

Penkridge

Cannock

WOLVERHAMPTON

Walsall

M6

M6 J12

M6 J11

M6 J10

M6 J10A

M6 Toll

A5

A449

M54

M54 J2

M54 J1

1

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West Midlands Interchange

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TITLE:

Site Location and Local Highway Network

FIGURE No:

1

Key

- Site Location
- Primary Site Access
- Secondary Site Access

NO ACCESS TO WMI CONSTRUCTION TRAFFIC

WMI WEST

WMI

WMI WEST

WMI NORTH

CONSTRUCTION ACCESS AHEAD

WMI NORTH

SLOW MOVING VEHICLES

WMI

WMI

SLOW MOVING VEHICLES

WMI WEST

WMI

NO ACCESS TO WMI CONSTRUCTION TRAFFIC

WMI

NO ACCESS TO WMI CONSTRUCTION TRAFFIC

WMI North

WMI WEST

SLOW MOVING VEHICLES

NO ACCESS TO WMI CONSTRUCTION TRAFFIC

WMI

Stretton Park
The Doles
Rudge Cottages
Rowley Hill Farm
Merelane Farm
Mereview Cottage
Rodbaston Bridge
M6
Old Lea Farm House
Holly Tree Cottage
Micklewood Lane
Fullmoor
Fullmoor Wood
Wood
The Pool
Water Eaton
Stretton Mill
Stretton Bridge
River Penk
Ivy House Lane
Clay Gates Road
Gailey
Gailey Lea Farm
Gailey Lea Lane
Engleton Hall
A5
Greenforge Sailing Club
Calf Heath Reservoir
Pool House
Gailey Upper Reservoir
White Farm
The Hollies
Claygates Road
Four Ashes Road
Craleford Lane
Somerford
Old Lane Wood
Tinkers Lane
Sparrows End Lane
Somerford Lane
Somerford Wood
Somerford Park
Coven Road
Avenue Cottage
Pond Bay
Brewood Road
Saredon Brook
School La
A449
Standeford
Aspley Farm
Moat House Bridge
Latherford Lane
Latherford
Vicarage Road
Heath Farm
Calf Heath Wood
Straight Mile Farm
Straight Mile
Stable Lane
Woodlands Lane
Kings Road
Station Road
Station Drive
Four Ashes
Queens Road
Malt House Lane
Calf Heath
Cross Bridge
Four Crosses Lane
Saredon Lane
Great Saredon
Windy Arbour Lane
11a
Oak Lane

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West Midlands Interchange

TITLE:

CONSTRUCTION TRAFFIC SIGNAGE STRATEGY

FIGURE No: 2