



The Transport Assessment which formed part of the Environmental Statement of the planning application for the Northacre MBT and HRC included reference to a Transport Plan being put in place which would address HGV routing when the site was operational. This has been carried through into condition 12 of the planning permission which says :

No operations shall commence on site until the applicant has submitted to the Waste Planning Authority and received written approval of a Transport Plan for the routeing of HGV's to and from the site. The plan shall provide for a sign to be erected and thereafter maintained at the site exit advising drivers of vehicle routes agreed with the Waste Planning Authority and identify the arrangements for:

*monitoring of the approved arrangements;
ensuring that all drivers of vehicles under the control of the applicant are made aware of the approved arrangements; and
the disciplinary steps that will be exercised in the event of default.*

The approved plan shall be implemented throughout the life of the site.

The purpose of this Transport Plan is therefore to show the HGV routing that will be adopted and promoted for all traffic associated with the MBT and HRC as well as provide the monitoring arrangements for ensuring that the routing is being adopted by drivers using the site, having first been fully advised them of the routing arrangements.

The Transport Assessment (TA) identified all traffic which will be associated with the combined operations of the HRC and the MBT. This Transport Plan is concerned only with the HGV element of the proposals.

The planning application included provision for parking of Refuse Collection Vehicles (RCVs) which are used to collect black bag waste from households and Kerbsiders which collect recyclable materials from households. Although the initial development of the site will not include overnight parking of these vehicles, the Transport Plan covers routing and monitoring for them.



Westbury has been the centre of protracted discussions regarding a by-pass of the A350 for the town centre. The impact of the by-pass when constructed hasn't been included in this Transport Plan. It can be updated at that time if necessary.

A further consideration of the implementation of a transport plan, as noted in the planning condition, is that it is not possible for the operators of the MBT and HRC to control all HGV's associated with the facilities. At present waste collection in the west of Wiltshire is carried out by a third party, contracted to the Council. Hills will naturally seek the co-operation of the waste collection contract holder in routing of vehicles and provide a copy of this transport plan to the contract manager at Wiltshire Council for them to be able to play a role in enforcing it.

Vehicles which will fall within Transport Plan

Function	Estimated number of vehicles	Estimated number of daily trips	Under direct operator control
RCVs	12	20	No
Kerbsiders	5	5	Yes
Removal of SRF	2	6	Variable
Removal of Metals	1	1	No
Removal of inert waste/undersized organic material	3	3	Yes
Removal of materials from HRC	2	3	Yes



The construction period for the MBT and HRC is considered to be relatively short, however vehicles associated with this will be directed to avoid The Ham and Storridge Road area and to utilise the A350, Link Road, Westbury Trading Estate, Stephenson Road approach to the site. This will be implemented and monitored through the main contractor for the build.

Identification of the HGV Routing

HGVs removing the products of the MBT facility and the wastes and recyclables collected at the HRC will access the site from the north (A350) using the Link Road through West Wiltshire Trading Estate and Stephenson Road through the Northacre Industrial Estate. This is the most direct route considering their point of origin and will also be the return route that is used for the same reason.

The routes used by RCVs and Kerbsiders are considerably more complex as the areas which they cover will include all houses in and around Westbury as well as those across West Wiltshire. Consideration of the routes used is given in the TA. It has been assumed under current collection practices that on Mondays to Wednesdays, RCVs and Kerbsiders will travel north via the West Wiltshire Trading Estate. On Thursdays and Fridays all vehicles will travel east via Storridge Road/Station Road and Westbury.

The RCVs and Kerbsiders working in the local area will on occasion use The Ham and Storridge Road but this is necessary for them to efficiently carry out their role in household waste collection and is the current situation although the vehicles now have to travel to Calne in North Wiltshire each time they are full, before they can continue their local rounds.

Advising on HGV routing

Access from Hawkeridge Road onto the Link Road through the West Wiltshire Trading Estate is an established HGV route, with extensive signing off the A350 directing traffic towards Westbury's Industrial Estates. Signing on the approach to the Northacre site is considered of most significance, as once



drivers have arrived along the correct routing, they are most likely to return using the same route. Northacre is signed through the West Wilts Trading Estate.

Two principle methods will be used to advise all HGV drivers, not just those in Hills direct control, of the roads which should be used for both access and exit route.

On first contact with the site, either as an employee or through an external contractor, eg the company who remove metals for recycling, the routing arrangements will be provided in the form of a map (see below) and advised that this is a requirement of using the site, for the purpose of avoiding HGV traffic on routes which are otherwise largely residential. Provision of this information can be achieved at all levels of contact, from completion of new contracts, to the information being available at the weighbridge to be handed to drivers who may otherwise not have been aware.

The second information point for drivers will be the use of a sign on the exit of the MBT facility advising that a routing arrangement is in place and must be adhered to by HGVs unless their collection round dictates otherwise. Drivers will be advised to ask if they are unsure of the route to follow.

Monitoring of the effectiveness of the HGV Routing

Weighbridge personnel will enquire from vehicle drivers on a as to the roads they have used to access the site. If it appears that more than an incidental number of HGVs have deviated from the agreed routing, then the companies drivers and the contacts within external companies using the site will be re issued with the routing information along with a warning that it must be adhered to. The frequency of monitoring will initially be set at quarterly, but will be reduced to bi-annually after eighteen months, when all drivers are fully conversant with the routes.

Monitoring by Hills staff involve asking each HGV on a specific day what route they had taken and recording those associated with the MBT or HRC not



using appropriate routes. These can be reported to the Transport Manager who will take responsibility for identifying any individuals which need to be spoken to. Records of the monitoring outcomes will be retained at head office for three years.

A further form of monitoring may be exercised by the residents of The Ham and Storridge Road who can report vehicle registrations direct to the MBT facility staff. It is feasible that many of the vehicles they report are on the local roads as they are picking up refuse or recycling, but Hills will record and investigate any vehicle registrations received. Where requested they can also advise the local resident who reported the vehicle, the outcome of their investigation. The contact which has been made through the existing residents group of this area will be used to inform residents of the Ham and Storridge Roads of this Transport Plan prior to the facility being opened.

Action in the event of routing not being used.

Any driver employed directly by Hills who is identified as not having used the correct routing for the journey they were undertaking will be given in the first instance a verbal warning by the Transport Manager and a record will be made. Any subsequent identified breach within a twelve month period will be followed by a written warning and any breaches thereafter will be dealt with by the level of disciplinary action sanctioned by the Company HR procedures.

HGVs which are driven by those who are not employees of Hills will be informally reminded of correct routings and requesting that they use them. A further identified breach within 12 months will be given a written reminder of the routings and advised that further action will be taken should the issue arise again. If a third breach is detected, the Transport Manger will make formal complaint to the driver's employer and request notification of the disciplinary action taken.





