

## **LEEDS RECYCLING & ENERGY RECOVERY FACILITY - HGV TRAFFIC MANAGEMENT PLAN**

### **SUMMARY**

1. The aim of the HGV Routing Strategy is to reduce the impact of HGVs on the Halton Moor and East Park Parade through restricting the use of the respectively named roads and in particular Newmarket Lane. Hauliers will be encouraged to resist taking alternative routes to approach the Recycling and Energy Recovery Facility (RERF) passing along minor roads through residential areas and instead to stick to the main road network.
2. As a good neighbour, Veolia will also seek to reduce the number of other waste delivery vehicles travelling through Halton Moor and East Park Parade. It is important to recognise that collection vehicles will have to use residential streets during their collection rounds and the scope of this Routing Strategy is outside of that requirement. Given the location of the site, its accessibility from the main road network and existing highway restrictions on residential roads (such as Newmarket Lane) it seems unlikely that the drivers will use residential roads. This Routing Strategy will further reinforce the importance of following acceptable routes.
3. The Routing Strategy will apply to all waste vehicles under Veolia's direct control and are:
  - Veolia owned HGVs
  - Veolia owned waste delivery vehicles
  - Veolia owned bulk haulage vehicles
  - Any third parties who have haulage contracts with Veolia ES Leeds Ltd
  - Construction phase third party hauliers
4. Whilst Veolia has no direct control over third party vehicles, Veolia will also expect third parties (including Local Authority waste collection vehicles) to follow the HGV route.

5. Veolia will distribute the approved HGV Routing Plan to ALL drivers visiting the site as part of their Site Induction and an instruction to routinely follow acceptable routes.
6. Veolia will meet with representatives from the Local Waste Collection Authority to support the implementation of the site rules by these third parties.
7. Any complaints received concerning Veolia owned vehicles, or haulage vehicles contracted to Veolia which are reported to have travelled through the residential areas of Halton Moor and East Park Parade will be dealt with by the Site Manager. Drivers found to have travelled through these routes will be reminded of the Routing Strategy, and will be formally warned if proven to disregard the instructions. Ultimately, repeat offenders will be banned from the RERF site.
8. Any complaints received concerning third party waste vehicles which are reported to have travelled through the Halton Moor and East Park Parade areas will be forwarded to the relevant company / Local Waste Collection Authority for further action. Any action taken will be fed back to Veolia for information.
9. Drivers can be banned from site at the Site Manager's discretion.

## **1. INTRODUCTION**

### **1.1 BACKGROUND**

Leeds City Council has granted permission for the development of a Recycling and Energy Recovery Facility (RERF) on the former wholesale market site at Newmarket Approach, Cross Green, Leeds, LS9 0RJ. For the purposes of clarity, a 'HGV' is a Heavy Goods Vehicle which is designed to transport materials, i.e. a vehicle which has a weight exceeding 7.5 tonnes..

### **1.2 PLANNING PERMISSION**

Planning Permission Reference Number 12/02668/FU (with an accompanying Section 106 Legal Agreement issued on 4th April 2013) includes an obligation to agree a Traffic Management Plan with the Local Planning Authority prior to commencement of development. The Section 106 states that the approved Traffic Management Plan must be implemented throughout the RERF's operational life.

Section 106, Schedule 1 (Developer Covenants) states:

*“6.3 To use reasonable endeavours to inform HGV hauliers of the routes as may be specified in the Traffic Management Plan.”*

This document sets out how Veolia ES Leeds Ltd intends to implement the HGV routing strategy.

## **2. HGV ROUTING**

### **2.1 APPROVED ROUTE**

#### **HGVs:**

The route for Transport HGVs (i.e. vehicles with a weight exceeding 7.5 tonnes), is via the A63 linking to other main roads and the motorway network. This is shown on the Plan entitled 'HGV Routing' included at Appendix 1.

HGVs contracted to Veolia ES Leeds Ltd and visiting the RERF are specifically prohibited under this Routing Strategy from driving through Halton Moor and East Park Parade.

#### **Veolia Owned HGVs:**

Veolia ES Leeds Ltd, as a good neighbour, will also direct other Veolia-owned waste delivery vehicles to follow the Routing Strategy. Veolia-owned waste delivery vehicles shall not drive through Halton Moor and East Park Parade when these vehicles visit the RERF. The exception is those waste delivery vehicles collecting waste from properties at Halton Moor and East Parade.

#### **Approach to the RERF:**

Veolia-owned waste delivery vehicles approaching from the north of the RERF from the A64 (York Road) are required to use Marsh Lane leading onto the A61 and subsequently the A63. This is shown on the Plan at Appendix 1.

#### **Departure from the RERF:**

All Veolia-owned vehicles and those vehicles which have contracts with Veolia ES Leeds Ltd must turn left onto the A63 when exiting the site but are not permitted to drive through Halton Moor via Newmarket Lane. Instead vehicles will use the same route as detailed above for HGVs with use of the A63, A61, surrounding main road and motorway networks.

Given the location of the site, its accessibility from the main road network and existing highway restrictions on residential roads (such as Newmarket Lane) it seems

unlikely that the drivers will revert to using residential roads. The routes of access/egress outlined above and in Appendix 1 represent the most efficient routes for hauliers. However this Routing Strategy will further reinforce the importance of following acceptable routes.

### **3. IMPLEMENTING THE ROUTING STRATEGY**

An information leaflet for drivers will be produced and distributed to all drivers as part of their Driver's Induction Pack to inform them of the approved route of access to and egress from the site, a simple explanation of the reasons for the Route and a plan clearly illustrating the agreed HGV route. The leaflet will also be disseminated to Veolia's HGV contractors for their internal distribution to relevant drivers. Veolia has found leafleting directly to the Drivers to be very effective at assisting with the implementation of Site Rules at other sites around the Country. Any 3<sup>rd</sup> Party using the RERF will be obliged to comply with all site instructions (including the details within the induction pack) and repeated failure to do so will lead to exclusion of the driver(s) from the site.

### **4. ENFORCING THE ROUTING STRATEGY**

#### **4.1 VEOLIA DRIVERS**

A large number of HGV drivers visiting the site will be Veolia employees. Veolia ES Leeds Ltd is able to control the actions of its own drivers, through management procedures and, if required, disciplinary measures.

Any drivers of Veolia owned vehicles or HGV drivers, contracted to Veolia, proven not to be following the agreed Routing Strategy will be reminded of the requirements of the Strategy and will be formally warned by the Site Manager. Any driver who continues not to follow the agreed routing strategy will be banned from site at the discretion of the Site Manager. Given its implications the exclusion of individuals from

site is a last resort but is available to the Site Manager and has been employed successful across the Country as an 'ultimate deterrent.

#### **4.2 THIRD PARTY DRIVERS (INCLUDING LOCAL COLLECTION AUTHORITY VEHICLES)**

This group of Drivers who operate for third parties, including waste collection authority drivers and drivers delivering construction materials, are not under Veolia's direct control. Veolia will work with its 3rd party customers to ensure those customers and its drivers are aware of the HGV Routing Strategy.

A copy of the HGV Routing Strategy Plan will be provided to all third party drivers at the weighbridge and as part of their Site Induction. Veolia will require all third party drivers to adhere to the Routing Strategy Plan and make them aware of the importance of following it. However, it must be noted that Veolia ES Leeds Ltd are not able to discipline third party drivers using the public highway roads within appropriate weight limits. To encourage compliance with the HGV Routing Plan, the RERF Site Manager will periodically meet with representatives from the Waste Collection Authority to discuss site issues including adherence to the agreed HGV Routing Strategy. Any formal warnings issued to drivers will be recorded by the Site Manager, backed up by written correspondence with a senior manager at the relevant 3<sup>rd</sup> Party Company or raised at meetings with the WCA.

Each time Veolia ES Leeds Ltd receives a complaint concerning a third party vehicle not adhering to the agreed HGV Routing Strategy, that complaint will be forwarded to the relevant company or Waste Collection Authority. Ultimately, any driver shown to be disregarding the agreed Routing Strategy will be banned from the RERF at the discretion of the Site Manager – this will be on the basis of a three incidents of proven non-compliance and then the driver in question is excluded from future use of the RERF (ultimately this judgement is made by the Site Manager).

#### **4.3 COMMUNITY LIAISON GROUP**

Whilst Site Staff and Site Management employed at the RERF cannot monitor all HGV movements, one of the roles of the Leeds RERF Community Liaison Group during the site's operational phase would be to give feedback on the effectiveness of the routing arrangements.

This could include highlighting any instances of Veolia-owned vehicles and Bulk HGV drivers contracted to Veolia not following the agreed route. Members of the Community Liaison Group will be encouraged to provide as much information as possible about instances of non-compliance and this will be followed up by the Site Manager.

#### **4.4 REPORTING OF BREACHES**

Veolia ES Leeds Ltd will encourage any incidents of a breach of the routing agreement to be reported to relevant site staff immediately, together with the location of the HGV, time of observation, direction of travel and its number plate. This will be encouraged through the established Community Liaison Group who, it is hoped, will help to disseminate the message throughout the surrounding Community.

With these details the Site Manager will be able to investigate the sighting and in the case of repeated breaches take appropriate action where necessary, which can include banning the driver from the site. All complaints will be followed up and the findings of investigations reported back to the complainant.

Should it become apparent that the routing arrangements are persistently being breached then Veolia ES Leeds Ltd will work with the Local Highways Authority to identify alternative methods of preventing such breaches which may include traffic orders or traffic management measures.