Rookery South Resource Recovery Facility (RRF)

Community Liaison Panel Transport Presentation 22nd February 2010.
Waterman Boreham Review of Transport Aspects of the Project.
Waterman Boreham Review of Transport Aspects of the Project.

- Initial assessment work undertaken by PBA.
  - Proposed access arrangements.
  - Initial considerations of traffic flows.
  - Previous presentation to the CLP.
  - Notes of the last CLP meeting.
Key Issues:-
Key Issues:

1. HGV’s flows to and from the site.
2. Hours of operation.
3. Control over the routes of the HGV’s
4. Impact of the development traffic.
5. Key receptors.
6. Potential mitigation.
Key Issues:

1. HGV’s flows to and from the site.
2. Hours of operation.
3. Control over the routes of the HGV’s
4. Impact of the development traffic.
5. Key receptors.
6. Potential mitigation.

All of the above in terms of the operation of the site and also the construction of the site.
HGV flows to and from the site.

- Daily flows to the site will involved approx 180 vehicles per day, into and out of the site.
- 22 vehicles two way in the morning peak.
- In the evening peak period the HGV movements will be very low due to the nature of the waste operation.
- The busiest hour will be between 11.00 and 12.00 when there could be up to 50 vehicles two way. That is one vehicle entering and leaving every two minutes.
HGV flows to and from the site.

- There will be some seasonal and weekly variations of up to 10% which will be considered, but generally the flows on a daily basis should be consistent.

- Although the business case for the site has been developed to handle 585,000 tonnes throughput of waste, consideration of waste up to 10% above this will be considered.

- It is likely that some refuse vehicles will be delivering to the site from the Bedford area and these are included in the figures above.
HGV flows to and from the site.

- The types of HGV’s delivering to the site will vary and these will range from Refuse vehicles to Bulk haulage lorries.
HGV flows to and from the site.

- Types of Lorries.

- Refuse Collection Vehicle
- Skip Lorry
- Roll On Lorry
- Bulk Loader
- FGT residues Tanker
Hours of operation.

- The hours of operation will be 5.00 til 23.00.
- This is to allow flexibility, but generally HGV will operate between 6.00 and 17.00.
- The bulk Loader HGV’s stored on site will leave the site between 5.00 and 7.00 in the morning and there will be 12 of these.
- The timing of the waste deliveries is to coincide with the operation of waste transfer stations.
Control over the routes of the HGV’s.

Covanta will enter into a HGV management plan with the Local Authority which will control the routes of vehicles. This will include:-

- No HGV’s will be allowed to turn right out of the site or enter via Stewartby.
- CCTV, GPS and traffic surveys monitoring will be ongoing.
- New directional signage on local routes to ensure drivers use the correct routes.
Control over the routes of the HGV’s.

- Regular liaison monitoring meetings with the Local Authority which could include local community groups.

These measures will be an obligation within the Section 106 agreement.
Lorry routing plan
Impact of the development traffic.

Green Lane at junction with A421

- The Highways Agency modelling of the new A421 suggests flows will be in the region of 500 vehicles in the future on Green Lane during the AM Peak period (08:00 – 09:00).

- The effect of the proposals on Green Lane will be to increase traffic by at most 73 vehicles, although the majority of these movements will occur between 07:00 – 08:00, prior to the Network Peak period. If at worst these vehicles did travel during this period there would be a 15% increase in vehicle movements between the site and A421.
Impact of the development traffic.

Looking at the existing A421 toward Marston Moretaine.

- Existing flows in the AM peak hour = 3,026 (two-way)
- Proposed Flows in the HA model = 871 (two-way)
- Development Traffic = 39 (two-way)
- Impact against proposed A421 movements = 4%
Key receptors.

• For the effect of traffic on issues including:-
  • Severance.
  • Driver delay.
  • Pedestrian and Cyclist amenity.
  • Fear and intimidation.
  • Accident and Safety.
  • And Hazardous Loads.

Key receptors are the routes and junctions used by the development traffic.
Routes and junctions assessed.
Key receptors.

Only in the context of Noise and Air Quality, which take account of the changes in traffic flow, are specific buildings considered.
Potential mitigation.

- Works to Green Lane.
- Assessment of the Rail crossing and potential upgrading.
- Ongoing monitoring.
- Records of CCTV and HGV movements.
- Continued liaison between Covanta and the Community.
Potential mitigation.

Works to Green Lane.
Questions / Further Consultation.