

Where can I view the Construction Traffic Management Plans?

Key documents are available on The Moors at Arne Project pages on the Dorset Coast Forum website: www.dorsetcoast.com/groups/the-moors-at-arne-coastal-change-project/further-information/

Key features of the plan include a diversion route prohibiting HGVs accessing the site from Soldiers Road, West Lane or Nutcrack Lane and a temporary 20mph speed limit along Arne Road and New Road. Signage will also direct construction traffic away from Wareham Town Centre.

How many additional vehicles will be using local roads during the project?

Maximum estimated figures are:

- Year 1 – 1185 HGVs & 4202 LGVs
- Year 2 – 1801 HGVs & 7200 LGVs
- Year 3 – 834 HGVs & 8440 LGVs

All vehicles are expected to make one trip in and one trip out.

During construction of the site compound there will be a maximum of 45 HGV deliveries a day. This figure represents maximum capacity of the sub-contractor. Around 300 HGV deliveries are expected over the 3 week period of site set up with an average of 20 HGV deliveries per day.

There will be significantly fewer vehicle movements from November – March as most site activity will be paused during these months

No Construction Traffic will park in Sunnyside Car Park, on Arne Road or surrounding roads.

How will local residents be kept informed about abnormal loads or periods of increased HGV movements?

We will provide local residents with as much notice as possible via our mailing list (please complete the form at kier.uk/arne if you wish to be added). This is the fastest way to get updates.

Notices will also be posted on local community noticeboards and the [Dorset Coast Forum](http://www.dorsetcoastforum.com) website.

How will you ensure that HGVs stick to the diversion route and 20MPH speed limit?

The Construction Traffic Management Plan will be distributed to everyone involved in the project. The CTMP clearly outlines the HGV route and speed restrictions and these requirements form part of the contract with our sub-contractor.

The majority of HGV deliveries will be conducted by one local sub-contractor with most deliveries undertaken by the same 2-3 drivers. The Kier site team will conduct

a face-to-face briefing with the sub-contractor including clear guidance on the Hierarchy of Road Users.

Clear signage will be displayed along the route.

Please email arne@kier.co.uk if you see something that looks unsafe. We will take all reports seriously.

What time will HGVs be travelling in and out of the site? Will there be HGV deliveries on weekends?

Permitted site working hours are between 0700 hrs and 1900 hrs, Monday to Saturday. HGVs are anticipated to start arriving from 0730 – 0800 hrs. It is envisaged that there will be very few HGV deliveries arriving to site after 1600 hrs.

Deliveries to site, where feasible, will be outside the peak times of 08.00 - 09.00 and 14.30 - 16.30.

The intention is for all movements to take place Monday – Friday, planning conditions do allow for Saturday working if needed. If the programme of works falls behind there may be the option to ask to extend to 7 days a week. This would have to be with the agreement of Dorset Council.

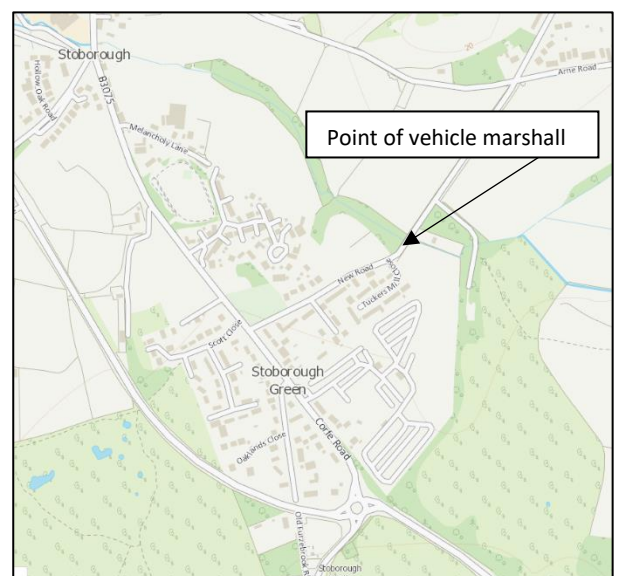
How many staff expected to travel to and from the site each day?

There is parking capacity for up to 50 LGVs (mainly cars and vans) but there will usually be fewer vehicles on site day to day. If additional parking space is needed there is contingency within the site. At no time will site staff use Sunnyside Car Park or the surrounding roads.

How will you coordinate vehicle movements so multiple HGVs don't end up blocking the road?

A Vehicle Marshall will be located on New Road, near to the sharp corner at times when a higher volume of deliveries are expected. This will mainly be during the compound and haul road construction phase when additional fill materials are being imported. The vehicle marshall will be in radio contact with the gateman at the site compound to ensure a coordinated approach.

Most deliveries will be carried out by one local company and their drivers will be in radio contact with one another to avoid a situation with 2 lorries meeting on a narrow road.



Escort vehicles will be used when an abnormal load is being delivered to site. Very few abnormal loads are planned, this will be items such as large plant and site cabins, mainly at the start of the construction period.

The site will have a specific manned HGV access gate for all deliveries. HGVs will be able to turn around within the site compound area.

What provision will be put in place to keep pedestrians, cyclists, and horse riders safe?

All project team members and sub-contractors will be briefed and adhere to the Construction Traffic Management Plan which clearly references the Highway Code Hierarchy of Road Users.

Specific reference is included for the following:

- To allow 1.5m clearance when passing cyclists. It is noted that neither New Road or Arne Road are wide enough to allow this.
- Vehicles passing pedestrians in a shared space must leave 2m between themselves and pedestrians. Drivers of unescorted vehicles are expected to slow down or stop to allow pedestrians to move to the verge. Verges will be maintained to allow for this. For escorted vehicles this will be managed by the escort.
- Passing of horses will be limited to 10mph.

Vehicle escorts will be used for abnormal loads and a banksman will be positioned at the site compound to greet and help manage deliveries.

Deliveries to site, where feasible, will be outside the peak times of 08.00 - 09.00 and 14.30 - 16.30.

How will existing passing places be affected?

We have commenced some tree and vegetation works in passing places to improve visibility and maximise the existing space to enable safer passing of vehicles.

We will maintain the condition of passing places throughout the project.

Will Kier commit to verge repairs where their delivery vehicles pull off the road?

Yes, Kier are committed to repair any damage caused to verges as a result of vehicle movements associated with the project. A proactive, day-to-day monitoring and maintenance regime will be in place upon commencement of works on site. Please report anything of concern to arne@kier.co.uk

Will Kier commit to keeping the local road clear of debris and mud?

Yes. Our compound area will be surfaced with pH neutral aggregate & compacted as a hardstanding so there will be minimal opportunity for vehicles (HGVs and cars) to come into contact with mud on site.

We will monitor the condition of local roads and clean as required.

Wheel wash facilities will also be available on site.

If you have any specific concerns or notice any debris/mud on local roads please report it via arne@kier.co.uk and we will follow up.

Why do we not use barges to bring material to site?

The project team actively consider this option. Constraints of navigation depth and tidal working meant this was not a practical option, alongside the cost and implication/suitable locations of loading and unloading.

Why not send traffic back via Soldiers Road?

The project team considered this as an option in looking into the most suitable route for HGVs to take. Soldier's road was surveyed and was deemed not suitable for use by heavy goods vehicles due to the need for the road to be fully resurfaced and passing places to be created.

What is the carbon footprint of all our traffic and the project as a whole?

The Environment Agency have committed to become carbon zero by 2030. As part of this commitment, all projects within the Environment Agency, have to undertake a carbon calculator. This looks at the impacts including construction; recording the carbon and seeking efficiencies to reduce carbon, where possible.

On the Moors at Arne, the project team have taken decisions that consider carbon reduction such as using as much onsite material as possible to create the tidal embankments. This will help to reduce carbon consumption, which also has less impact on the surrounding roads, through HGV movements.

Research is showing that intertidal habitats have a large capacity to collect and store carbon. The project team believe the intertidal habitat at the Moors at Arne would capture and store carbon faster than the grassland it replaces.

Will there be sufficient car parking once the scheme is complete?

Sunnyside car park has capacity for up to 15 cars and there will be 2 new accessible parking spaces adjacent to Arne Road. It is envisaged that the Moors at Arne scheme will act as an extension of the Arne Reserve rather than a new standalone attraction and would therefore not attract a completely new audience.

Arne Reserve has regularly attracted in excess of 100,000 visitors per year since 2014. In the future, The Moors at Arne scheme is expected to attract an upper limit

of 22,000 visitors per year, which would bring the total visitor numbers to The Moors at Arne scheme and Arne Reserve combined to approximately 122,000. Arne Reserve visitor numbers previously peaked at approximately 140,000 per year in 2017-18.

It is likely that visitors to the scheme will arrive/leave during off-peak hours and not stay all day so the need for any additional parking is not required.