



Havant Thicket Reservoir – Main Pipeline works

Construction Traffic Management Plan

Work Areas W2 & W3

HTR-WAB-PI-W2-PL-W-0001

30th September 2025

Rev: A5.C01

For Construction

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Issue and Revision Record

Havant Thicket Reservoir – Main Pipeline Works

Document Title: Construction Traffic Management Plan Work Areas W2 & W3
Project Number: C725
Client Project Number: HTR

Client: Portsmouth Water Limited
Project Location: Meyrick Road, Havant, PO9 1NR

Rev	Date	Originator	Checker	Approver	Description
P01	19/08/25	T. Helen	T. Foster	B. Curran	Initial Release
P02	11/09/25	T. Foster	T. Helen	B. Curran	Amended to Client comments
C01	30/09/25	T. Foster	T. Helen	B. Curran	Revised to Construction Issue

Document Status: A5
Document Reference: HTR-WAB-PI-W2-PL-W-0001

Information Class: Standard

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1 Abbreviations and Definitions

Client	=	Portsmouth Water Limited
Contractor	=	Ward and Burke Construction Limited
CTMP	=	Construction Traffic Management Plan
fCTMP	=	Framework Construction Traffic Management Plan
HGV	=	Heavy Goods Vehicle
HTR MPW	=	Havant Thicket Reservoir Main Pipeline Works
HTR MRW	=	Havant Thicket Reservoir Main Reservoir Works
POR	=	Portsmouth Water Limited
RAMS	=	Risk Assessment / Method Statement
TPC	=	Travel Plan Coordinator
UTX	=	Under Track Crossing
WAB	=	Ward and Burke Construction Limited
LPA	=	Local Planning Authority
HBC	=	Havant Borough Council
PRoW	=	Public Right of Way

2 Introduction & Aims

- a) This Construction Traffic Management Plan (CTMP) has been prepared by Ward and Burke (WAB) for the works involved in the construction of the Havant Thicket Reservoir Main Pipeline Works (HTR MPW), and has been prepared based on the information provided within the Framework Construction Traffic Management Plan (fCTMP) and the Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary).
- b) This document is required to discharge Condition/s 25, 24, and 28 of permission reference HBC APP/24/00405. The requirements of these Conditions and where within this document the requirements are addressed are set out in Table 2.1, Table 2.2, and Table 2.3 below.

Table 2.1 – Condition 25 of App/24/00405

Condition 25 – Construction Traffic Management Plan (CTMP)	
<p><i>Prior to commencement of any phase of development a full Construction Traffic Management Plan (CTMP) in accordance with the framework CTMP (reference HTR-ATK-XX-XX-RP-Z-0077 dated 31 March 2021 or as amended) and Works Area Summary (ref HTR-WAB-PI-ZZ-TN-W-0006 Rev P03) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Hampshire County Council as local highways authority). The CTMP should confirm site compound arrangements, access details, all works on the highway and any works in the PRow network, and reinstatement plans.</i></p> <p><i>Reason: To ensure the safe and efficient operation of the highway network and to safeguard residential amenity.</i></p>	
Detail	Where addressed
Vehicle routing plans	Section 5.1 Appendix B, C, D
Proposed programme and duration	Section 9
Number of construction personnel including travel arrangements and mitigation where necessary	Section 10
Alterations to the highway, including temporary and / or permanent, to enable construction	Sections 4, 5 & 9
Details of the number of construction and delivery vehicles using the public highway	Section 10
Traffic management details	Sections 5 & 6
Compounds and laydown area details	Appendix A
Highway condition surveys	Section 7 e) Section 12 e) Section 14 Para 5
Methods for managing the site to prevent mud onto the highway	Section 13 e)
Details of on-site contractor parking	Section 13 a), b), c)

Table 2.2 – Condition 24 of App/24/00405

Condition 24 – Details of Bus Stop Relocation and Footpath Diversion Routes	
<p><i>Prior to the closure of any bus stops and roads, details shall be submitted to and approved in writing by the Local Planning Authority, of alternative temporary bus stop locations and pedestrian and vehicular diversions and walking routes, to include provision for fencing adjacent to the Hermitage Stream, and construction details of any diverted routes. Once the development is completed these temporary locations will be removed and the land reinstated to its former condition.</i></p> <p><i>Reason: In the interests of sustainable travel and inclusive access and accord with the NPPF.</i></p>	
Detail	Where addressed
Temporary Bus Stop Locations	Section 7 j)
Pedestrian Diversions / Walking Routes	Sections 5 b), 7a), b), d), f)
Vehicular Diversions	Section 7 i)
Diversion Route Construction Details	Section 7 a), b)
Reinstatement	Sections 4 & 9 d) to f)

Table 2.3 – Condition 28 of App/24/00405

Condition 28 – Details Inclusive Access and Disabled Parking	
<p><i>Prior to any public use of any temporary footpaths and permanent footpath diversions, including the closure and reprovion of any disabled parking bays, details shall be submitted and approved in writing by the Local Planning Authority of a scheme indicating the provision to be made within that phase for people with disabilities. The agreed scheme shall be implemented before the footpath, diversions and parking concerned are brought into first use.</i></p> <p><i>Reason: In the interests of social inclusion and sustainable development.</i></p>	
Detail	Where addressed
Closure / Reprovion of Disabled Parking Bays	Section 7 h)
Disabled People Provision (Temporary Footpaths & Footpath Diversions)	Section 7 a) to b)

- c) This plan sets out how construction traffic and site operations will be managed. It sets out the parameters in which we will work including hours of operation, traffic routing, safe vehicular access and egress and how the impact of the construction traffic will be mitigated. The plan is a “live” document and will be subject to regular review.
- d) The plan will be issued to and agreed with the local planning authority and the relevant governing highway authorities.

- e) The relevant phase/s of the condition/s (listed in Table 2.1, Table 2.2, and Table 2.3) this document revision seeks to address are specified in Table 2.4 below. Previously discharged phases of the condition, as well as those to be discharged in future submissions, are also listed.

Table 2.4 – Phase Submission Checklist

Phase Ref	Elements Covered	Discharge in this Submission
1	Pipeline Section 0 (Bedhampton, associated infra.)	
2a	Pipeline Section 0 and Shaft 1	
2b	Pipeline Sections 1 & 2 and Shafts 2 & 3	✓
3	Pipeline Sections 3 & 4, Shaft 4 and ED Chamber	
4	Pipeline Sections 5 & 6 and Shafts 5 & 6	
5	Pipeline Sections 7 & 8 and Shafts 7 & 8	
6	Pipeline Section 9	
7	Pipeline Section 10 (Reservoir, associated infra.)	
8	Purbrook Way Culvert	
9	Dunsbury Way Culvert	
10	Middle Park Way Culvert	
N/A	Shaft 1 (<i>subject of separate Reserved Matters Application APP/24/00204 linked to original outline planning permission APP/20/00991</i>)	✓ (Previously Discharged)

3 Site Details

- a) The site areas for Shaft W2 and Shaft W3 are located within Bedhampton, Havant, in Hampshire.
- b) Shaft W3 is located in the northeastern corner of the Hooks Farm playing fields, off Hooks Farm Way. Shaft W2 is located in the southwestern corner of the playing fields, closest to Fraser Road. Both the sites will only be accessed by both pedestrians and site traffic via Hooks Farm Way.
- c) The Shaft W2 and Shaft W3 sites generally feature residential properties to the north, east, and west, as well as St Thomas More's Primary School to the west, and Bidbury Infant and Junior School to the south.
- d) The playing fields are used by Havant Rugby Football Club, with an artificial pitch and clubhouse/carpark to the south and east of Shaft W2 and Shaft W3 respectively, with access from Fraser Road.
- e) A small public children's play area is located at the northwestern corner of the playing fields.



Figure 3.1 Site Location (Shaft W2 and Shaft W3)

4 Scope of Construction Activities

The scope of the works to be undertaken during the pipeline works construction phase at Shaft W2 and Shaft W3 is as follows:

- Construction of new access road into the site from Hooks Farm Way under agreement with Highways Department (S278 or similar agreement).
- Construction of haul road between site shaft compounds
- Establishment of Shaft W3 site compound in northeastern corner of playing fields
- Establishment of Shaft W2 site compound in southwestern corner of playing fields
- Construction of concrete tunnelling shafts, including excavation works
- Set up of tunnelling plant and equipment at Shaft W2 compound
- Pipe jack tunnelling works
 - Shaft W2 Launch
 - Shaft W3 Reception
- Open cut pipe installation through playing fields
- Pipework and ducting installation within shafts and tunnels
- Backfill and reinstatement of site compound areas and playing fields

5 Proposed Works Area Access Point

- For the works taking place at Shaft W2 and Shaft W3, construction traffic will access and egress the site using a new entrance installed on Hooks Farm Way. See indicative layout drawing in Appendix A: Shaft W2 & W3 Compound Indicative Layout/s.
- The gated site entrance at Hooks Farm Way will be manned to ensure only authorised vehicles enter the site, and to manage the interface with the public when crossing past the site entrance. A sweeper will be available to clean the public highway if required.
- The speed limit will be 10mph when entering and exiting the site access and along all haul roads within the site.
- Access arrangements are as follows:

Table 5.1 – Access Summary

Works Area:	Shaft W2, W3 & P2 – Havant Rugby Football Club
Adjacent Road/s:	Hooks Farm Way, Hooks Lane, Fraser Road
Access Via:	Hooks Farm Way
Entrance what3words:	///shaped.fried.dull

5.1 Access Route

- Sections of the road network to be used to deliver the pipeline scheme have been categorised into specific route elements, with combinations of elements producing the specific routes to each site. These have been detailed within the approved Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) HTR-WAB-PI-ZZ-TN-W-0006.
- Shaft W2, Shaft W3 and the P2 open cut works are within the southern two thirds of the pipeline. Construction traffic will travel via the Northern Access Route and B2149 to Junction 2 of the A3(M). Traffic will travel south on the A3(M) to Junction 3, where vehicles will enter the local road network. Any tractor and trailers (T&Ts) will cross the A3(M) at Junction 2, head south on the A3 and re-cross the A3(M) at Junction 3 and join the local road network.
- Construction route elements for HGV's can be found in Appendix C: Vehicle Route Elements. For W2 and W3, vehicles are to use route elements RE1, RE2, RE3 and RE4, in order to reach site, and the reverse order when leaving the site.
- Construction route elements for Tractor and Trailers can be found in Appendix D: Vehicle Route Elements (Tractor Trailer). For W2 and W3, vehicles are to use route elements RE1 (T&T), RE2, RE3 and RE4 in order to reach site, and the reverse order when leaving the site.
- HGV's are to use the following route elements and roads listed within Table 5.2 when accessing and leaving the site/s. This exact route is represented visually in Appendix B: Traffic Routing Plan, with the full route to the site entrance/s at W3 highlighted in red:

Table 5.2 – Area W2, W3 & P2 Travel Route (HGV)

Travel Route: RE1, RE2, RE3, RE4 (reverse for return/exit) journey)

Construction Support Compound at Reservoir	↓
Northern Access Route and B2149 to A3(M) J2 Southbound	↓
Exit A3(M) J3 Southbound, Hulbert Road to Local Road Network	↓
Purbrook Way, Barncroft Way, Hooks Farm Way	↓

- j) Tractor and Trailers are to use the following route elements and roads listed within Table 5.3 when accessing and leaving the site/s:

Table 5.3 – Area W2, W3 & P2 Travel Route (Tractor Trailer)

Travel Route: RE1 (T&T), RE2, RE3, RE4 (reverse for return/exit)

Construction Support Compound at Reservoir	↓
Northern Access Route and B2149 to A3 (London Road)	↓
A3 to Hulbert Road and A3(M) J3 Westbound Exit onto Hulbert Road	↓
Purbrook Way, Barncroft Way, Hooks Farm Way	↓

6 Management of Vehicle Movements

- a) All vehicle drivers delivering to site will have been provided with delivery instructions prior to arrival on the measures to be employed to provide a safe and un-disruptive arrival. Delivery instructions will be issued to all suppliers and contractors at the time of placing an order. Instructions will be issued as part of the purchase or sub-contract order. These instructions will then be passed to drivers prior to arrival.
- b) The delivery instructions will include information relating to timings, routing to the site access point and health and safety considerations.
- c) All vehicle HGV movements and deliveries to the work area/s will be required to be booked in, prior to arrival, to ensure that facilities for access, unloading and loading are not overwhelmed. This will limit traffic numbers to those outlined in section 10 Vehicle Types and Numbers.
- d) A Logistics Manager will control the vehicle movements on and off site, through the operative at the site gate and vehicle marshals. An approximate timetable and schedule of expected deliveries will be prepared for each work shift, and communicated to the site team at the start of the shift.
- e) Delivery vehicles will have sufficient space to turn within the compound/s to prevent reversing onto the public highway from the site compounds.
- f) All sub-contractors will be required to book in deliveries with the logistics manager. Deliveries should aim to be pre-arranged with 48hrs notice from Sub-Contractors and will be factored into the overall vehicle movement cap detailed in section 10 Vehicle Types and Numbers.

7 Interface with Existing Rights of Way & Highways

- a) For the duration of the works at Shaft W2 and Shaft W3, the existing east west PRoW across grassland at the northern end of the playing fields is to be temporarily diverted. Pedestrians will be directed across the site entrances on the tarmacked public footpath, and onto/along Hooks Lane, an existing hard surfaced track. This temporary closure and diversion will require a TTRO to be in place prior to commencement. The timber knee rail at the end of Hooks Lane will be removed for the duration of the works, and reinstated upon completion.
- b) Hooks Lane will be suitable for those previously unable to utilise the PRoW across grassland (e.g. wheelchair users). Hooks Lane is a surfaced track and will be able to be used to travel from Hooks Farm Way to the end of Hooks Lane, along the northern edge of the playing fields. The removal of the knee rail at the eastern end of Hooks Lane, and improved surfacing as part of the site entrance works, will ensure this path is sufficiently wide and navigable.
- c) The construction of the new site access on Hooks Farm Way will require a S278 (or similar agreement) to be in place prior to commencement. Specific traffic management details will be provided in support of this application when the design is completed and approved by Hampshire County Council.
- d) The public footpath on the southern side of Hooks Farm Way will be closed during the construction of the new site access. This will be secured through a TTRO to ensure safe pedestrian movement along Hooks Farm Way. Once the temporary site access has been constructed, the footpath will re-open to the public, with a banksman managing the site crossing to ensure safety.
- e) A condition survey of the existing public highway either side of the site access gate/s will be completed prior to the start of any works, as well as upon completion of the works, as part of the S278 (or similar agreement) approval and construction process.
- f) Upon completion of the new site access, where existing footpaths cross or interface with construction traffic (i.e. at the site entrances) warning signage and designated points will be formed to allow pedestrians to safely cross. The site entrance will be signed in both directions warning vehicular traffic of the pedestrian risk, also warning pedestrians of the risk of construction traffic. The site entrance will be manned, and this interface/crossing managed, during site operating hours. The crossing will be a fully asphalted roadway; the access should require minimal maintenance, not limited to but including a regular road sweep (this will be dependent on the time of year and volume of traffic).
- g) Parking Suspensions (29Nr.) are required throughout the duration of the works at W2 and W3 to allow safe, unimpeded access by construction vehicles to the site via Hooks Farm Way. Parking surveys have shown there to be sufficient alternative nearby parking available during these suspensions at peak times. These suspensions will be secured via a TTRO, to be in place prior to works commencement. Further details can be found within the Pipeline Construction Traffic Management Plan Strategy (Work Areas Summary) HTR-WAB-PI-ZZ-TN-W-0006.
- h) No disabled parking bays are required to be suspended as part of these works.
- i) No vehicular diversions are required as part of these works.
- j) No temporary bus stops are required as part of these works.

8 Stakeholder Management and Communications

- a) Portsmouth Water and Ward and Burke's Stakeholder and Communications staff will work together to ensure advance notice of our works is published to all stakeholders associated with the required works. Pre-commencement public meetings with relevant stakeholders will also be held by the Stakeholder and Communications Staff.
- b) Means of contacting the Portsmouth Water Communications team will be publicised to enable stakeholders or members of the public to raise any issues or concerns whilst works are carried out. Any issues are to be logged and closed out as soon as practicably possible.
- c) This CTMP document is to be submitted to and approved LPA, alongside consultation with schools in close proximity to the works (including St Thomas More's Catholic School and Bidbury Infant and Junior School). Engagement with these key stakeholders (including but not limited to regular updates, clear communication and actioning of issues and concerns, safety briefings, visits to schools, clear and effective signing and messaging) is to take place prior to works commencing, as well as throughout the full construction period.
- d) Appropriate public facing safety signage is to feature at the site boundaries to clearly communicate the general risks of construction works (and specifically construction traffic) to members of the public, including users of the play area located to the northwest of the access road to and from the Shaft W3 compound area.
- e) The site management team will deal with any urgent issues on a day-to-day basis, and a dedicated person will be a point of contact on site. Any traffic marshals or gate person at the site access point/s will be the first point of contact with any member of the public during site operating hours, with any items raised to be recorded and subsequently reported to site management and the Portsmouth Water Communications staff.
- f) Portsmouth Water's Stakeholder and Communications Manager will continue to meet and liaise with the various public stakeholder forums throughout the duration of the works. All feedback from these groups can then be dealt with as required.

9 Programme and Sequence of Works

- a) Works to the Hooks Farm Way access point will commence in Q1 2026. All permits and permissions for the entrance works will be granted by HCC Highways following a S278 agreement or similar.
- b) Following the completion of the access point/s, construction will commence on site haul roads to the areas for the Shaft W2 compound and the Shaft W3 compound within the playing fields.
- c) With the site haul roads complete, this provides access to the works area/s for the construction of the 2Nr. Shaft compounds, which will contain site offices and welfare.
- d) Construction works for the shafts, tunnels and pipework are expected to commence in Q1 2026, with an approximately 20-month long construction period. Upon completion of these works, the shafts are to be backfilled, the compounds removed, and landscape reinstatement is to take place.
- e) Landscape reinstatement is to be as per approved drawings (or approved further revisions) for W2 and W3:
 - a. HTR-ATK-PL-XX-DR-L-0002-P06
 - b. HTR-ATK-PL-XX-DR-L-0003-P07
- f) The site access from the public highway will be restored to its original configuration, to be agreed within the S278 or similar agreement.

10 Vehicle Types and Numbers

- a) Vehicle movements on and off site will be made up of (but not limited to) the following vehicle types:

Table 10.1 Vehicle Types and Usage

Vehicle Type	Usage
Small van / car	Commuting
Box vans – 3-7.5t	Materials & goods
Curtain sided lorry	Materials & goods
Tankers	Fuel, water, waste disposal
Tippers	Deliver aggregate
Rigid HGV – beaver tail	Deliver equipment
Articulated HGV	Deliver plant
Tractor & Trailer	Deliver plant / equipment

- b) During the peak of construction works, we expect to have 30Nr. members of staff who will require to use the site access from Hooks Farm Way, spread across both the W2 and W3 compounds.
- c) The approved Construction Worker Travel Plan (HTR-MrW-CWTP-v3, with the WAB CWTP appended) contains further details of plans to mitigate the impact of commuting members of staff on the local highway network.
- d) For vehicles serving the W2 and W3 Compounds, daily HGV movements will be limited to those indicated in Table 10.2 below, plus a buffer factor of 10%. Approval will be sought for any increases required for specific ad-hoc activities.

Table 10.2 – Daily Pipeline Construction Trip HGV Numbers (W2 & W3)

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of peak (Days)
RE1	10	22	40	22
RE2	12	26	50	22
RE3	12	26	50	22
RE4	12	26	50	22
RE1 (T&T)	2	6	10	22

11 Vehicle Movement Timings

- a) The majority of vehicle movements will occur before and after peak hours, with no construction to take place outside the hours of 08:00-18:00 Monday to Friday or 08:00-13:00 on Saturday, with no Sunday or Public Holiday working (with the exception of Specific works agreed in writing with the Local Planning Authority in advance, and the P1 Under Track Crossing (UTX) works beneath the railway).
- b) All deliveries to Shaft W2 and Shaft W3 will be instructed to approach the site access point from the north via junction 3 of the A3(M). This routing will avoid interfacing with peak traffic flows in the built-up areas of Havant.
- c) Tractor and trailer deliveries will be instructed to approach the site access point from the north via the A3 London Road. This routing avoids the use of the tractor and trailer on the motorway network.
- d) HGV deliveries will avoid peak times 08:00-09:00 & 17:00-18:00. Deliveries will also avoid peak times 12:00-13:00 on Saturdays.
- e) Nearby school pick-up and drop-off times are as follows:
 - a. Bidbury Infant and Junior School (08:40 and 15:10)
 - b. St Thomas More's Catholic School (08:45 and 15:15)
- f) HGV deliveries are not to travel to site in a 1-hour window around these times (between 08:10-09:15 & 14:40-15:45).

12 Communication and Monitoring of the Plan

- a) The contents of the traffic management plan will be briefed to all personnel on site (including subcontractors) as part of the site induction and will be refreshed over the period of the works in the pre-start daily activity briefings.
- b) This CTMP document is to be submitted to and approved LPA, alongside consultation with schools in close proximity to the works (including St Thomas More's Catholic School and Bidbury Infant and Junior School). Engagement with these key stakeholders (including but not limited to regular updates, clear communication and actioning of issues and concerns, safety briefings, visits to schools, clear and effective signing and messaging) is to take place prior to works commencing, as well as throughout the full construction period.
- c) Vehicle traffic routes are as per the traffic routes in Appendix C: Vehicle Route Elements and Appendix D: Vehicle Route Elements (Tractor Trailer).
- d) Vehicle numbers will be monitored to ensure that volume, frequency and timing of arrivals coincide with stated numbers and times.
- e) A pre-condition survey of the public highway at the proposed access point to W2/W3 will take place prior to commencement of works as part of the S278 or similar agreement. Highway conditions on Hooks Farm Way around the new access point will be monitored during the construction period to detect any defects requiring attention. A post-condition survey will also take place following completion of the works to identify and complete appropriate remedial action.
- f) Any accidents or incidents involving vehicles entering or leaving the site will be recorded and investigated, and reported to the relevant authorities if necessary.
- g) The Traffic Management Plan will be overseen and monitored by both the WAB Logistics Manager and Travel Plan Coordinator, while implementing Ward and Burke's 'Plant and People Campaign' (Appendix E: Plant and People Campaign).
- h) Should changes be required to be made to the plan, these will be discussed with Portsmouth Water & HCC Highways.

13 Arrangements on Site

- a) Car parking will be provided on site for approximately 12Nr. vehicles total across both the Shaft W2 and Shaft W3 compounds. This provides for site staff for this section of works only. See indicative layout in Appendix A: Shaft W2 & W3 Compound Indicative Layout/s.
- b) Vehicle sharing will be carried out to ensure that site staff are not using the surrounding public roads to park, with parking only permitted within the site compound.
- c) Access onto site for vehicles will be via a gate manned during site working hours. The site layout will allow for vehicles to pass safely on the way in and out of the compound.
- d) Segregated pedestrian walkways and access points will provide safe routes for staff within the site, with access to site compounds by authorised personnel only.
- e) Hard surfacing will be provided within the compound/s to assist with keeping vehicles clean and negate the need for wheel washing will. A tarmac surface will be installed from the site access for the initial 20m from the existing highway where feasible, and site roads appropriately surfaced with stone to reduce mud and debris from being transferred onto the public highway. A sweeper will be available to clean the public highway if required.

14 Risk Assessment

RISK RATING Likelihood (L) x Severity (S)		HAZARD SEVERITY (S)				
		1	2	3	4	5
		Negligible Negligible injury, no absence from work	Slight Minor injury requiring first aid treatment	Moderate Injury leading to a lost time accident	High Involving a single person's serious injury/death	Very High Multiple serious injuries/death
1	Very Unlikely: A freak combination of factors would be required for an incident/accident	LOW	LOW	LOW	LOW	LOW
2	Unlikely: A rare combination of factors would be required for an incident/accident	LOW	LOW	LOW	MEDIUM	MEDIUM
3	Possible: Could happen when accidental factors are present but otherwise unlikely	LOW	LOW	MEDIUM	HIGH	HIGH
4	Likely: Not certain to happen but an additional factor may result in an incident/accident	LOW	MEDIUM	HIGH	HIGH	HIGH
5	Very Likely: Almost inevitable that an incident/accident would result	LOW	MEDIUM	HIGH	HIGH	HIGH
LOW RISK (Score 1 – 6)		May be acceptable, however, review task to see if risk can be reduced further.				
MEDIUM RISK (Score 8 – 10)		Task should only proceed with appropriate consultation with specialist personnel and SHEQ team. Where possible the task should be refined to take account of the hazards involved or the risks should be reduced further prior to task commencement.				
HIGH RISK (Score 12 – 25)		Task must not proceed. It should be refined, and further control measures put in place to reduce risk. The controls should be re-assessed for adequacy prior to work commencement				

Likelihood: How often could the hazard occur? Consider the task, frequency, duration, method of work, employees involved.

Severity: How serious would the hazard's effects are if realised? Consider the type of hazard: Biological, ergonomic, physical, and chemical.

Risk = Likelihood x Severity

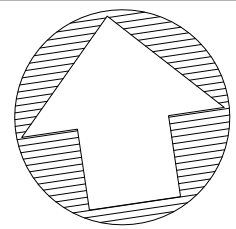
Risk Assessment				
Hazard	Risk	Risk Rating	Control Measure in addition to this in the Framework CTMP	Resultant Risk Rating
Delivery truck movements and vehicle movements on site	<ul style="list-style-type: none"> Public Operatives Parked cars Moving cars Site Visitors 	3 x 4 = 12	<ul style="list-style-type: none"> Strict Speed Limit of 10 mph on site. Plant & people movement to be segregated All deliveries to drive with care and vigilance Site gates to remain closed 	1 x 4 = 4
Interface with public vehicles	<ul style="list-style-type: none"> Public Operatives Parked cars Moving cars 	3 x 4 = 12	<ul style="list-style-type: none"> Schedule and plan deliveries during off-peak times Implement a call-before-arrival approach, so that the site team can ensure that access routes are clear Deliveries to be pre-booked to avoid rush hour times Place orders in bulk to avoid separate, small deliveries Request that smaller deliveries are delivered on smaller vehicles Vehicles to follow signposted routes from principal road network Parking suspensions to be in place via TTRO to ensure routes are sufficiently wide and unobstructed. 	1 x 4 = 4
Interface with pedestrians	<ul style="list-style-type: none"> Injury or harm to any pedestrian walking along the same route as site access route 	4 x 3 = 12	<ul style="list-style-type: none"> Warning signage to be erected and maintained along access route for clear warning to pedestrians Segregated walkways to be established and maintained within the compound and works areas Provide signed and manned designated crossing points for pedestrians. Deliveries to avoid peak times and school pick-up and drop-off times to minimise interactions with the public at busy periods. 	1 x 4 = 4
Proximity to Schools / Play Area	<ul style="list-style-type: none"> Injury or harm to any pedestrian walking along the same route as site access route Injury or harm to any pedestrian when crossing site entrances 	3 x 5 = 5	<ul style="list-style-type: none"> Warning signage to be erected and maintained along access route for clear warning to pedestrians Provide signed and manned designated crossing points for pedestrians. 	1 x 5 = 5

	<ul style="list-style-type: none"> • Unauthorised persons gaining access to the site and internal haul roads 		<ul style="list-style-type: none"> • Engage with schoolchildren and schools on a regular basis, educating on the dangers of construction sites and construction traffic • Regular stakeholder engagement, including advance notice of works and traffic arrangements • Secure site fencing and hoarding at boundaries of site haul roads and shaft compounds, as well as secure and manned gates and pedestrian entrances at staff access points. 	
Use of existing public highways	<ul style="list-style-type: none"> • Mud and debris carried off site to existing highway • Damage to existing highways by HGVs 	4 x 3 = 12	<ul style="list-style-type: none"> • Site access from/to the Highway to be tarmacked for a minimum of 20m where possible to reduce deposits of mud on the highway • Site haul roads to be hard surfaced, maintained regularly and kept free of mud and debris • Gate person to ensure all vehicles leave site clean and refuse exit if substantial amounts of muck is still present on any vehicle • Monitor and maintain any damage that may become present to public highway • Pre and post condition surveys carried out to assess condition of existing highway and determine impacts from construction work. • Road sweeper available to maintain cleanliness of public highways as a last resort. 	1 x 3 = 3
Machinery on site	<ul style="list-style-type: none"> • Death or injury due to machinery movement causing crushing. 	4 x 3 = 12	<ul style="list-style-type: none"> • All machines to have necessary reversing camera and or convex mirror • Machine movements to be segregated from pedestrian • All personnel to keep to pedestrian walkways • Do not enter areas during earthmoving operations, especially controlled zones, unless machine operators in the area are aware of your presence, make operators aware of your presence • Wear high visibility clothing. 	1 x 3 = 3

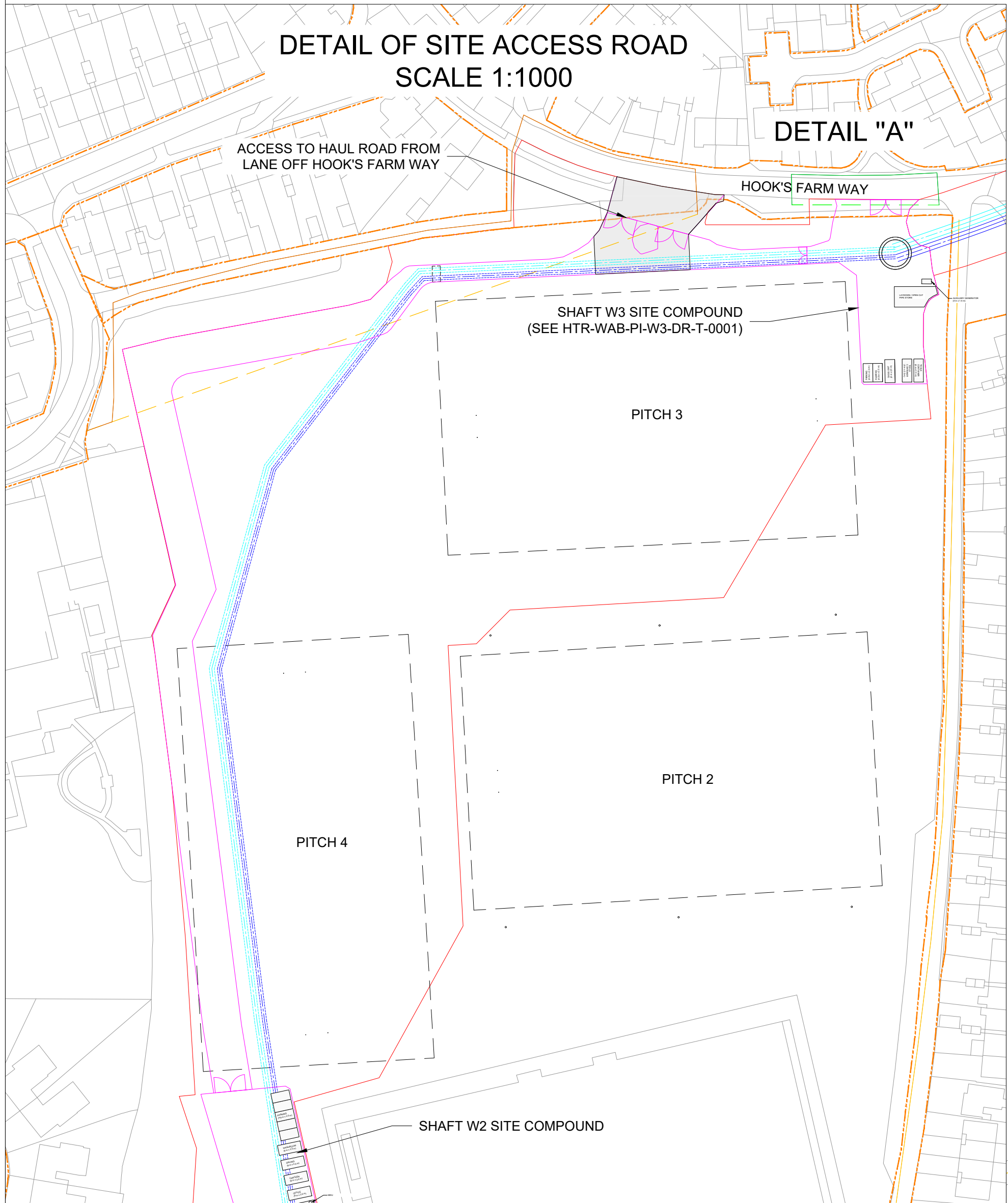
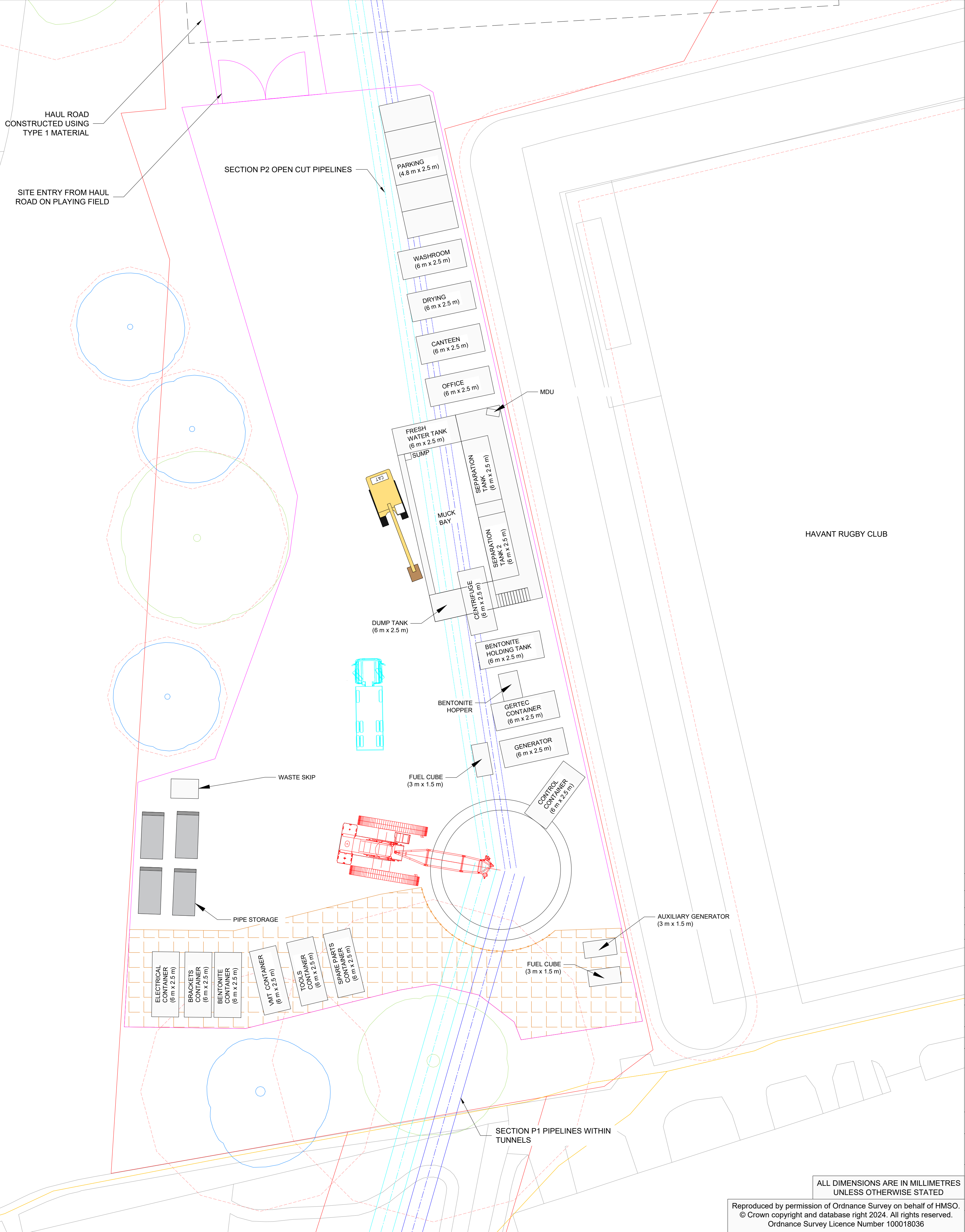
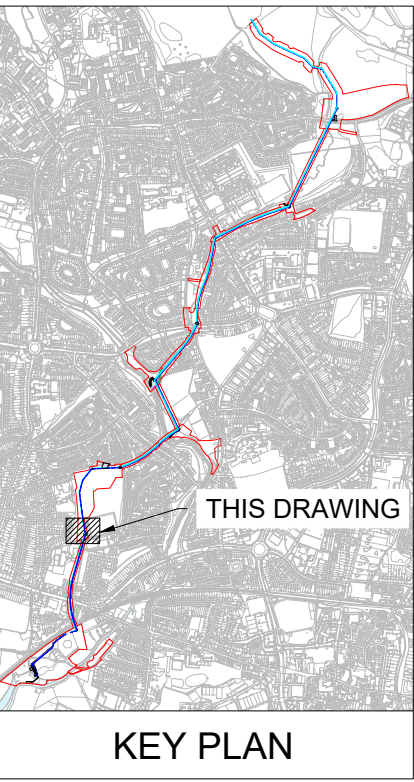
			<ul style="list-style-type: none"> Use pedestrian walkways where available; do not walk along haul routes. Gain operatives' eye-contact when approaching Maintain hearing and only use mobiles in safe locations away from moving vehicles. Personnel will be disciplined if they are found not to follow the rules and guidance of the site 	
Crane	<ul style="list-style-type: none"> Overtuning Loads overhead collapse Crushing or impact from load Wind load to formwork panels 	2 x 4 = 8	<ul style="list-style-type: none"> Only to be set up and used with an approved crane pad TW design Set up crane to avoid over-sailing Appoint banksman Exclusion zones to be in place No lifting in wind above 13m/s, or as manufacturers recommendations A crane lift plan is to be completed by an appointed person Tag lines to be used A whistle is to be blown by the banksman to alert of a lift when there are personnel in the vicinity of the lift 	1 x 4 = 4
Site Traffic	<ul style="list-style-type: none"> Congestion, vehicles have a collision as they reach required zone. 	3 x 3 = 9	<ul style="list-style-type: none"> Ensure that a banksman/gateman is always in place to direct trucks moving in and out of site. 	1 x 3 = 3
Manoeuvring vehicles in compound	<ul style="list-style-type: none"> Injury and Damage 	3 x 3 = 9	<ul style="list-style-type: none"> Provide segregated pedestrian walkways within the compound Provide designated unloading areas for each shaft compound Ensure vehicles are directed by a competent banksman when navigating around the compounds. 	1 x 3 = 3
<p>RISK ASSESSMENT HOLD POINT</p> <p><i>Review likely hazards</i></p> <p><i>Review all mitigations in place and ensure the control measures are suitable and sufficient.</i></p>				

15 Appendices

Appendix A: Shaft W2 & W3 Compound Indicative Layout/s

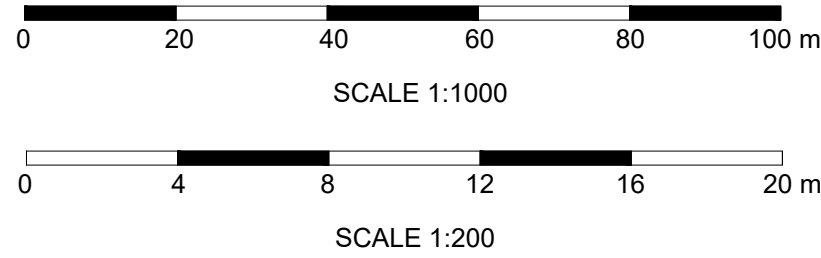


DETAIL A
SCALE 1:200



- Notes:
1. THE TEMPORARY SITE COMPOUND SHOWN IS FOR CONSTRUCTION OF SHAFT W2 AND SECTION P1 PIPELINES.
 2. FOR TEMPORARY SITE AREAS FOR CONSTRUCTION SECTION P2 OPEN CUT PIPELINES SEE HTR-WAB-PI-P2-DR-T-0002.
 3. FOR REINSTATEMENT SEE DRAWINGS: HTR-ATK-PL-XX-DR-L-0002 & HTR-ATK-PL-XX-DR-L-0003
 4. FOR ACCESS DETAIL SEE DRAWING: HTR-WAB-ZZ-ZZ-T-0004

- LEGEND
- FILL PIPELINE
 - RETURN PIPELINE
 - CONSTRUCTION SITE HOARDING
 - REDLINE BOUNDARY
 - RUGBY PITCH BOUNDARY
 - PUBLIC RIGHT OF WAY
 - PUBLIC RIGHT OF WAY CLOSURE
 - PROPOSED PUBLIC RIGHT OF WAY DIVERSION
 - FOOTPATH CLOSURE
 - PROPOSED FOOTPATH DIVERSION
 - HIGHWAYS MANAGED LAND BOUNDARY.
 - ROOT PROTECTION MATTING
 - CATEGORY A TREE
 - CATEGORY B TREE
 - CATEGORY U TREE
 - CATEGORY C TREE
 - ROOT PROTECTION AREA (RPA)



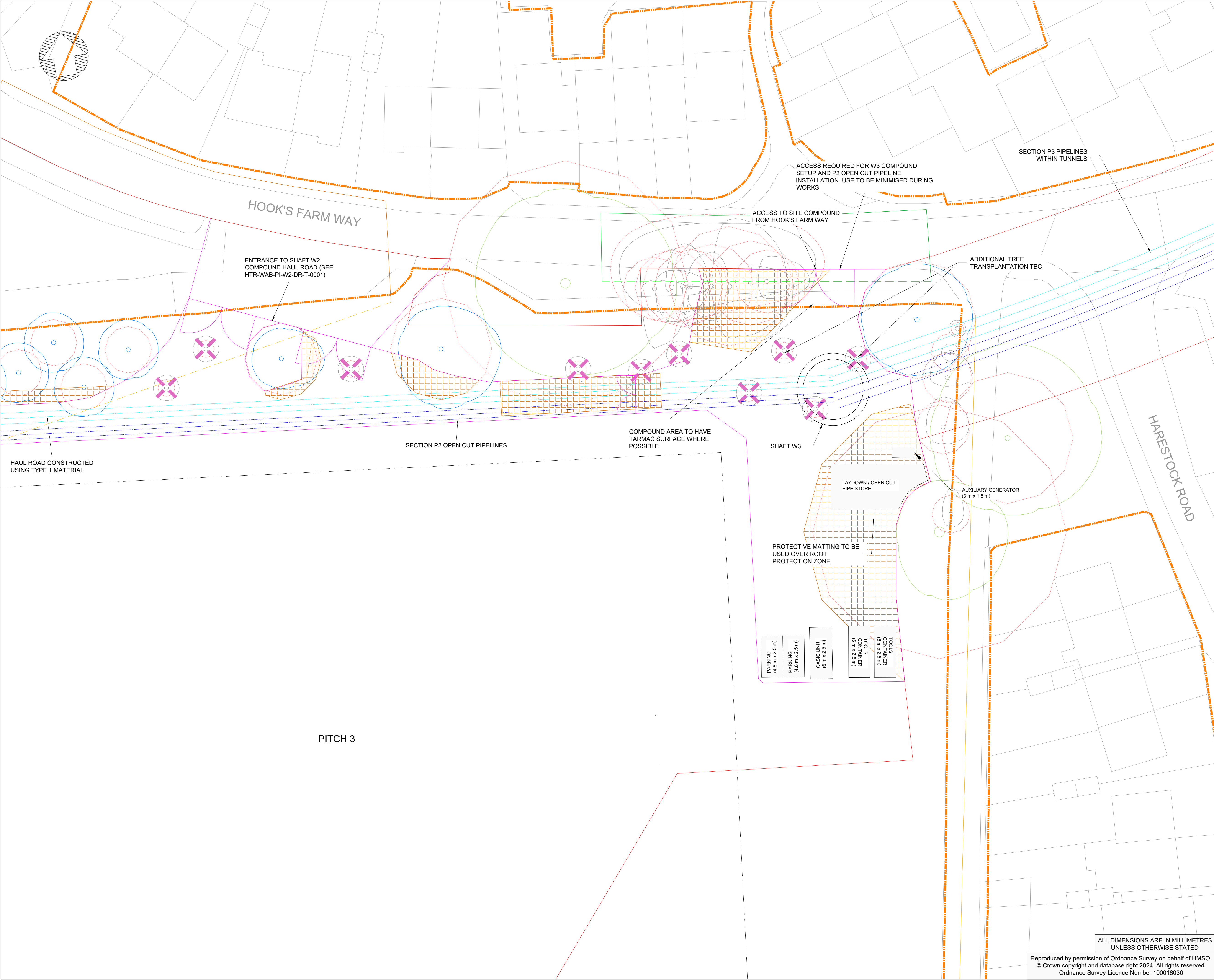
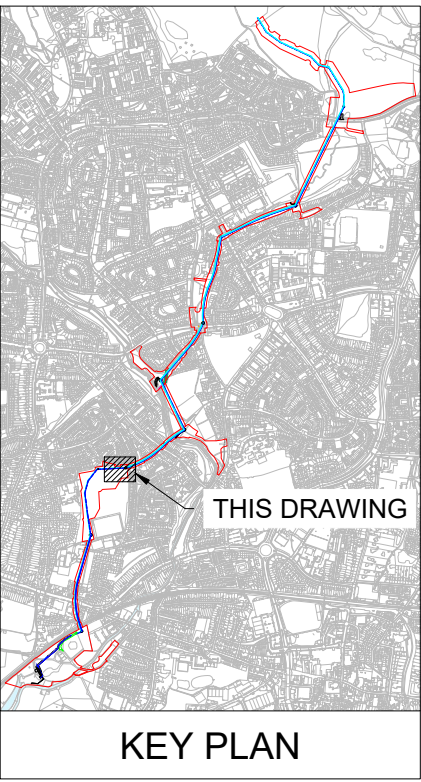
Rev	Drn	By	Ckd	By	App	Description	Date
P06	A4	JT	BP	BC		MODIFICATION OF P2 PIPELINE ROUTE	13/09/24
P05	A4	JT	BP	BC		PLANNING VERSION	03/05/24
P04	S4	JT	BP	BC		BOUNDARY CHANGES	07/02/24

WARD & BURKE

Drawing Suitability:	APPROVED FOR DETAILED DESIGN	Status:	A4
Contractors Drawing Number:	HTR-WAB-PI-W2-DR-T-0001		
Telephone:	Havant (023) 9249 9888		
Fax:	Havant (023) 9245 3632		
Website:	www.portsmouthwater.co.uk		
Registered Office:	PO Box 8 West Street Havant Hampshire PO9 1LG REGISTERED IN ENGLAND No. 2536455		
Date:	30/10/2024	Scale:	1:200
Sheet:	01 of 01	Sheet Size:	A1
Project Title:	HAVANT THICKET RESERVOIR		
Drawing Title:	BEDHAMPTON TO HTR PIPELINE SHAFT W2 SITE COMPOUND LAYOUT		
Portsmouth Water Drawing Number:		Rev:	P06

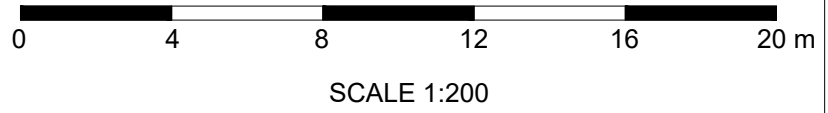
ALL DIMENSIONS ARE IN MILLIMETRES
UNLESS OTHERWISE STATED

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- Notes:
1. THE TEMPORARY SITE COMPOUND SHOWN IS FOR CONSTRUCTION OF SHAFT W3 AND SECTION P3 PIPELINES.
 2. FOR TEMPORARY SITE AREAS FOR CONSTRUCTION SECTION P2 OPEN CUT PIPELINES SEE HTR-WAB-PI-P2-DR-T-0002.
 3. TEMPORARY NETTING TO BE INSTALLED ALONG COMPOUND BOUNDARY FACING PITCH 3 TO PREVENT BALLS ENTERING COMPOUND, AS REQUIRED.
 4. REINSTATEMENT TO LTN1/20 AND HCC TG10 STANDARDS. SEE DRAWING HTR-ATK-PL-XX-DR-L-0003

- FILL PIPELINE
- RETURN PIPELINE
- CONSTRUCTION SITE HOARDING
- REDLINE BOUNDARY
- RUGBY PITCH BOUNDARY
- PUBLIC RIGHT OF WAY
- PUBLIC RIGHT OF WAY CLOSURE
- PROPOSED PUBLIC RIGHT OF WAY DIVERSION
- FOOTPATH CLOSURE
- PROPOSED FOOTPATH DIVERSION
- HIGHWAYS MANAGED LAND BOUNDARY
- CATEGORY A TREE
- CATEGORY B TREE
- CATEGORY U TREE
- CATEGORY C TREE
- ROOT PROTECTION AREA
- TREE TO BE TRANSPLANTED
- ROOT PROTECTION MATTING



P06	JT	BP	BC	REVISED PLANNING VERSION	21/10/24
P05	JT	BP	BC	PLANNING VERSION	03/05/24
P04	JT	BP	BC	BOUNDARY CHANGE	07/02/24
Rev	Dm	Ckd	Apv	Description	Date
	By	By	By		

WARD & BURKE

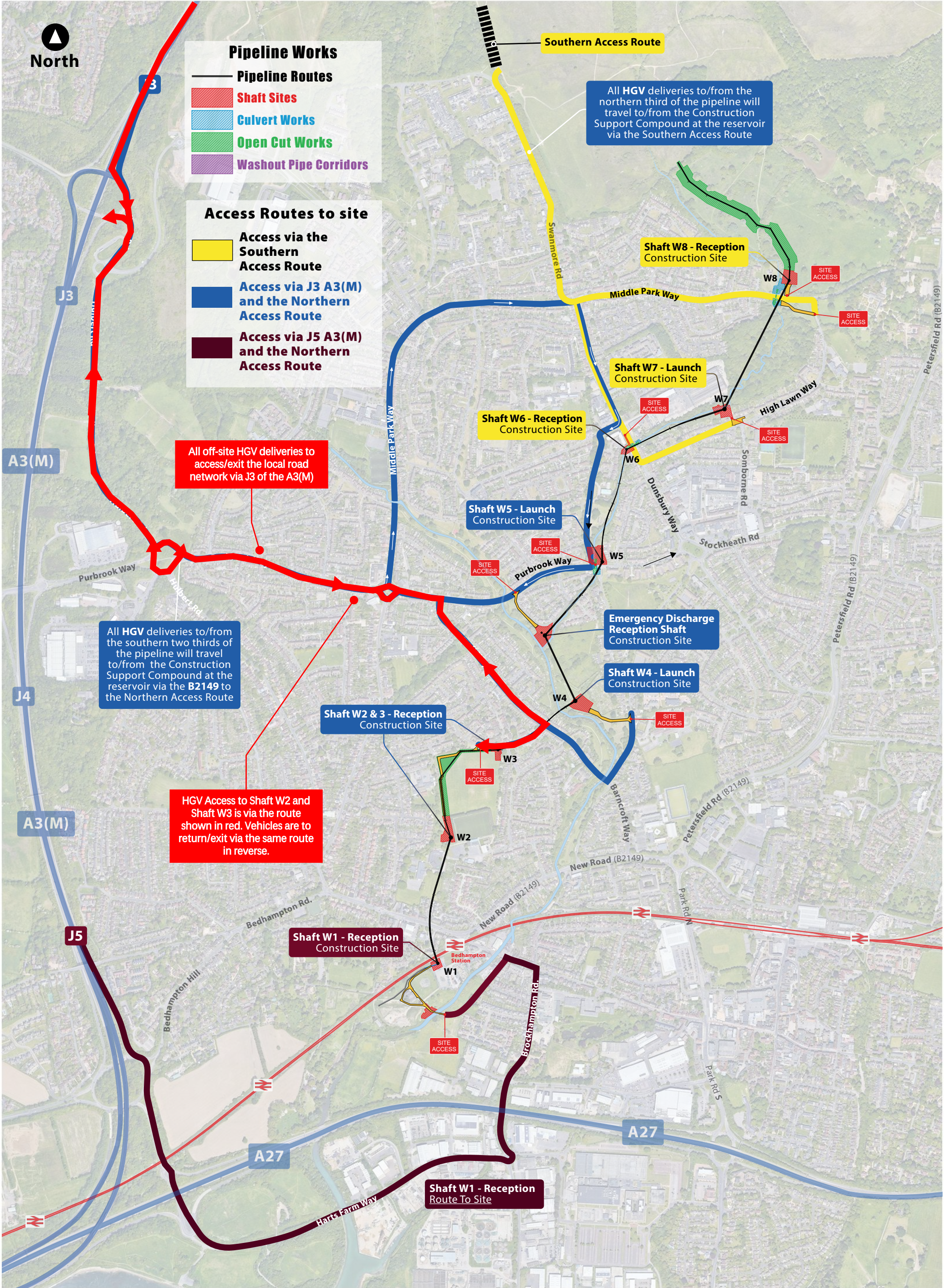
Drawing Suitability: APPROVED FOR DETAILED DESIGN			Status: A4	
Contractors Drawing Number: HTR-WAB-PI-W3-DR-T-0001				
Telephone: Havant (023) 9249 9888 Fax: Havant (023) 9245 3632 Website: www.portsmouthwater.co.uk Registered Office: PO Box 8 West Street Havant Hampshire PO9 1LG REGISTERED IN ENGLAND No. 2536455				
Date: 30/10/24	Scale: 1:200	Sheet: 01 of 01	Sheet Size: A1	
Project Title: HAVANT THICKET RESERVOIR				
Drawing Title: BEDHAMPTON TO HTR PIPELINE SHAFT W3 SITE COMPOUND LAYOUT				
Portsmouth Water Drawing Number:			Rev: P06	

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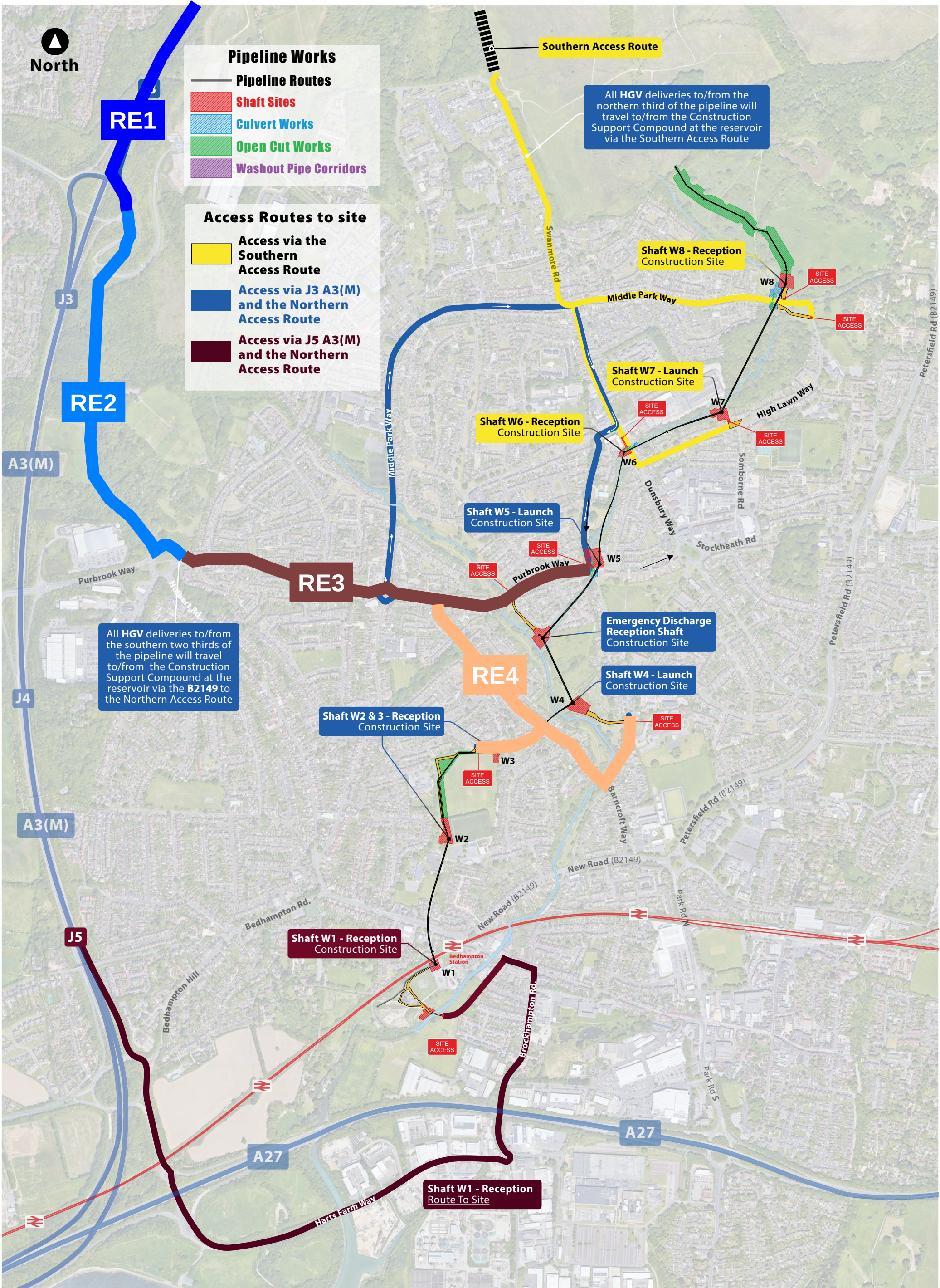
Appendix B: Traffic Routing Plan

Havant Thicket Reservoir Project - Main Pipeline Works: Construction Site Access Routes



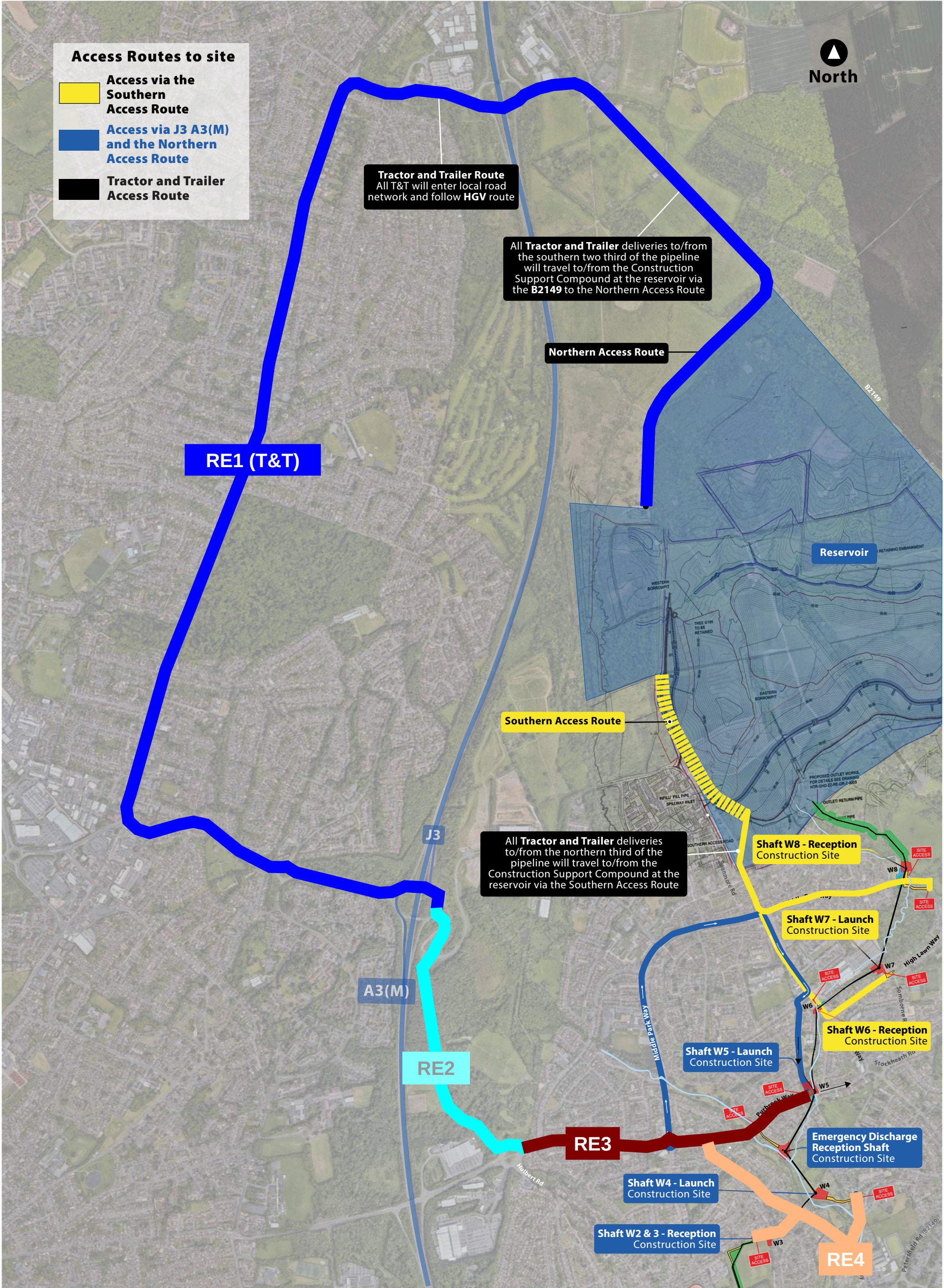
Appendix C: Vehicle Route Elements

Havant Thicket Reservoir Project - Main Pipeline Works: Construction Site Access Routes



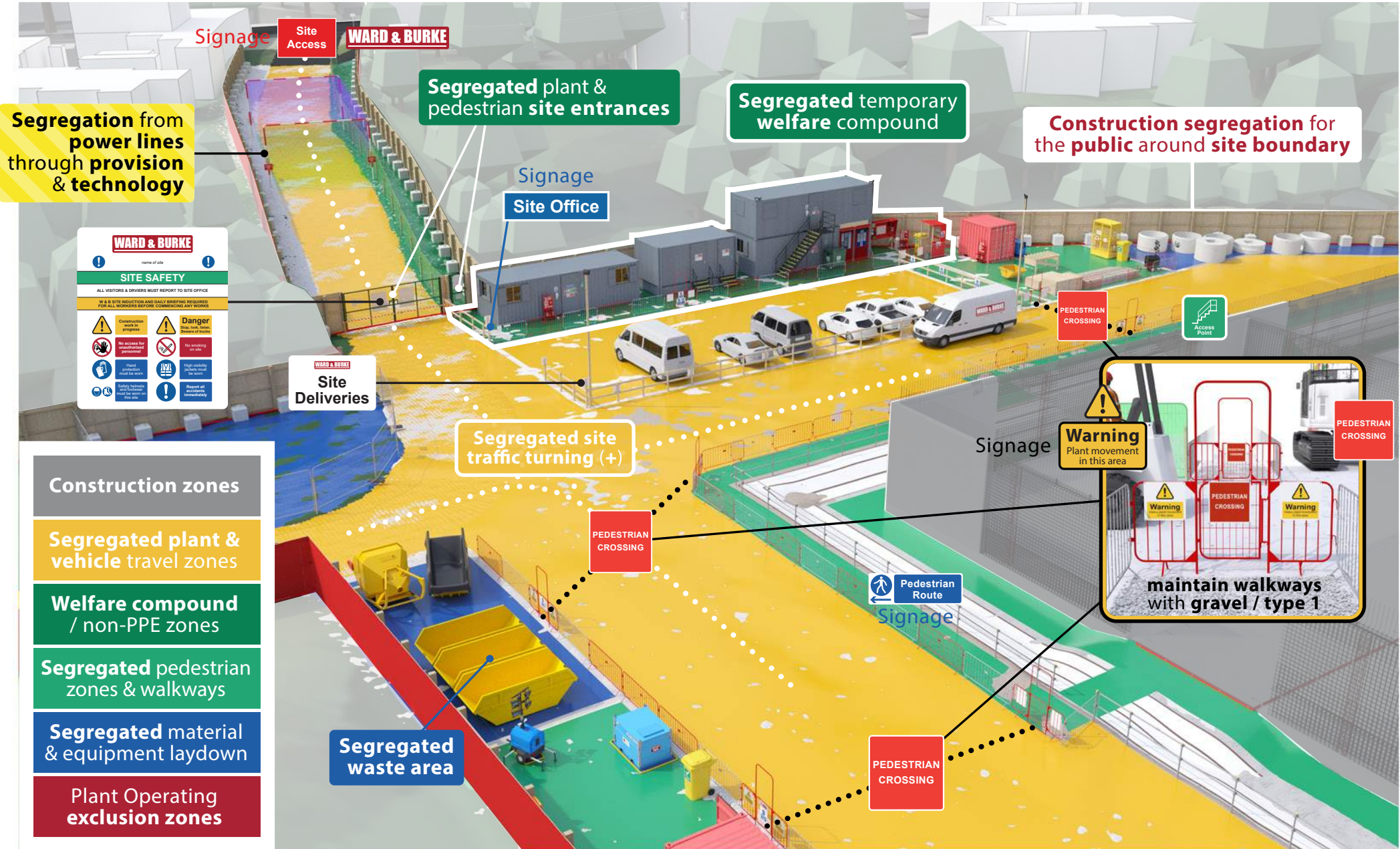
Appendix D: Vehicle Route Elements (Tractor Trailer)

Havant Thicket Reservoir Project - Main Pipeline Works: Tractor and Trailer Routes

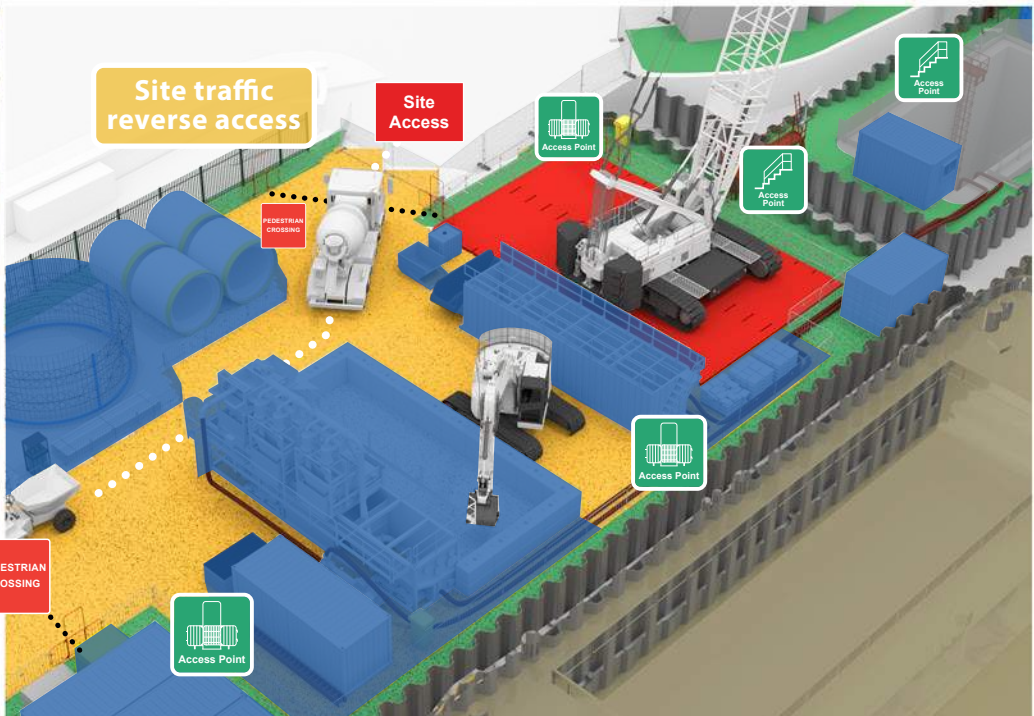


Appendix E: Plant and People Campaign

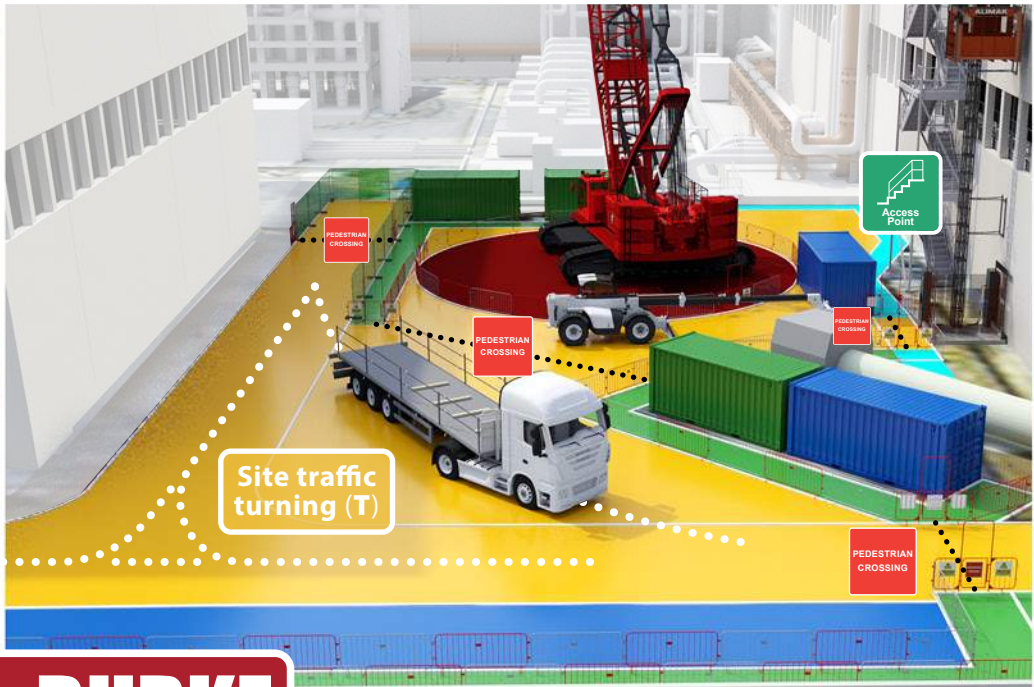
PLANT & PEOPLE - Avoid Unnecessary Human & Plant Interface



✓ **PLANT, DELIVERY & PEDESTRIAN ROUTES** ✓ **BANKSMEN** ✓ **FENCING** ✓ **ACCESS** ✓ **SIGNAGE**



✓ **YOU MUST MAINTAIN, RE-ASSESS, & ADAPT SEGREGATED ROUTES & ZONES CONTINUALLY**



WARD & BURKE