

Construction Traffic Management Plan (CTMP)

11/05/2026

**Berewood Southern Access Infrastructure
Works**

For

Grainger Plc



0 Document Management

0.1 Document History

Revision Number	Brief description of Revision	Author	Reviewer	Date
00	Initial draft	LP	JE	11/05/2026
01	Addition of PRow map	LP	JE	25/06/2026
02	Various following Hampshire Highways Comment	JE		24/08/2026
03	Updated with comments received from the planning team.	LP	AB	23/09/2026
04	Updated Comments & Swept Path Analysis	LP	AB	09/10/2026

0.2 Approval (If required)

Name	
Signature	
Date	Click or tap to enter a date.

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1 Introduction

The purpose of this Construction Traffic Management Plan is to demonstrate how the Principal Contractor and any specialist contractors propose to control the impact of construction vehicles on the local road network during the construction phase of the proposed development.

The Construction Traffic Management Plan aims to maximise safety for all highway users, including contractors and residents in the vicinity of the site. Consideration has also been given to minimising the impact of the construction traffic on the local highway network. The Construction Traffic Management Plan applies to the construction phases of the proposed development only, incorporating enabling works and construction activities.

An important part of this Construction Traffic Management Plan is the acknowledgement that liaison with the local highway authority would be required to ensure that the construction programme avoids any concurrent works in close proximity to the development site. This will naturally occur as part of the works as individual traffic permits will be agreed for all works in the public highway i.e. s.278 works forming part of the scheme.

Public transport operators who operate services to the wider area are unlikely to be materially affected by the proposals; however, transport operators and coordinators would be informed of any temporary traffic management requirements on public transport corridors by the Principal Contractor.

It is important that construction traffic is managed and integrated into the existing road network. This would maintain safety on the highway whilst minimising the risk of inconvenience and disruption to the public. This would be achieved through careful management, programming and co-ordination of the works, with the aim of:

- Safely managing the volume and frequency of construction related trips;
- Minimising the impact on the surrounding transport network in terms of vehicle movements, public transport and vulnerable road users;
- Endeavour to ensure that materials delivered to the site travel as short a distance as practically possible;
- Contribute to minimising the potential impacts of noise generating activities, and to minimise air quality related issues; and
- Maintain clear access on the local road network for other road users.

The Principal Contractor will:

- Address the Traffic issues likely to be involved in the management of the construction phase.
- Plan, manage and monitor the construction phase providing adequate resources and competent site management that is appropriate to the risks envisaged during the project.
- Provide contractors with the necessary information about the project that they need for them to carry out their work safely and without risk to health.
- Facilitate the co-ordination, co-operation, and communication between contractors on the site.
- Provide inductions to all visitors and contractors attending the site.

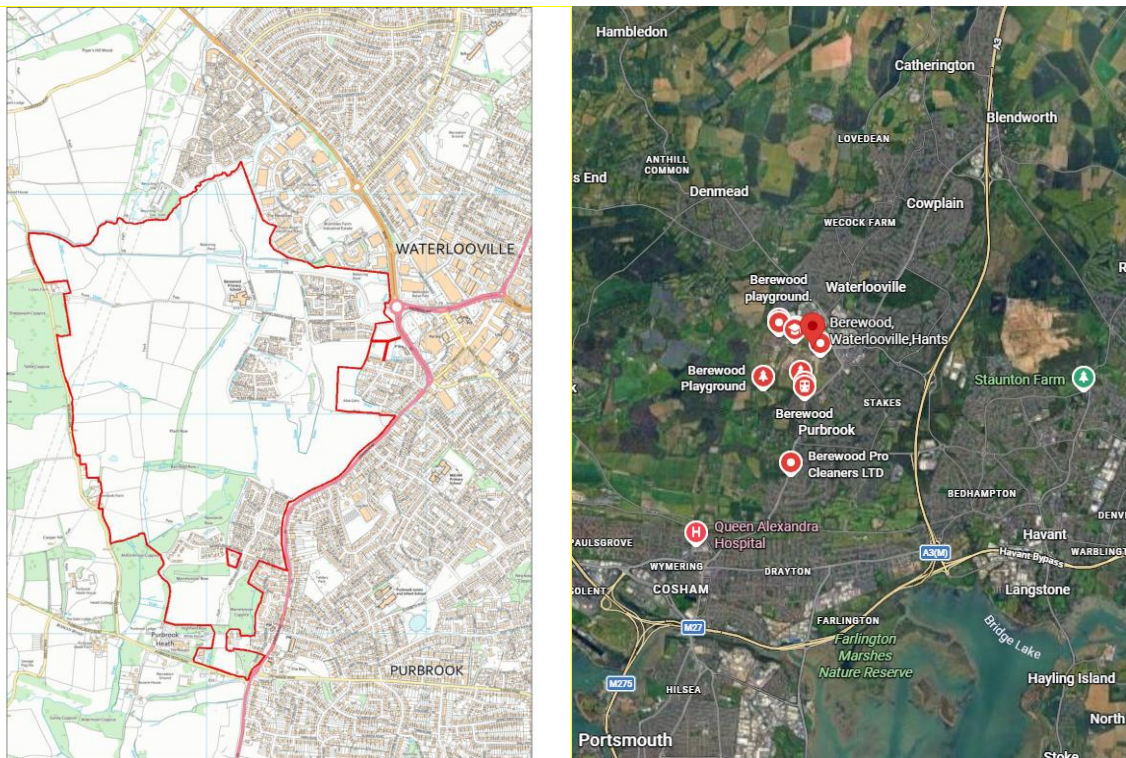
2 Project Details

2.1 Project Description & Location

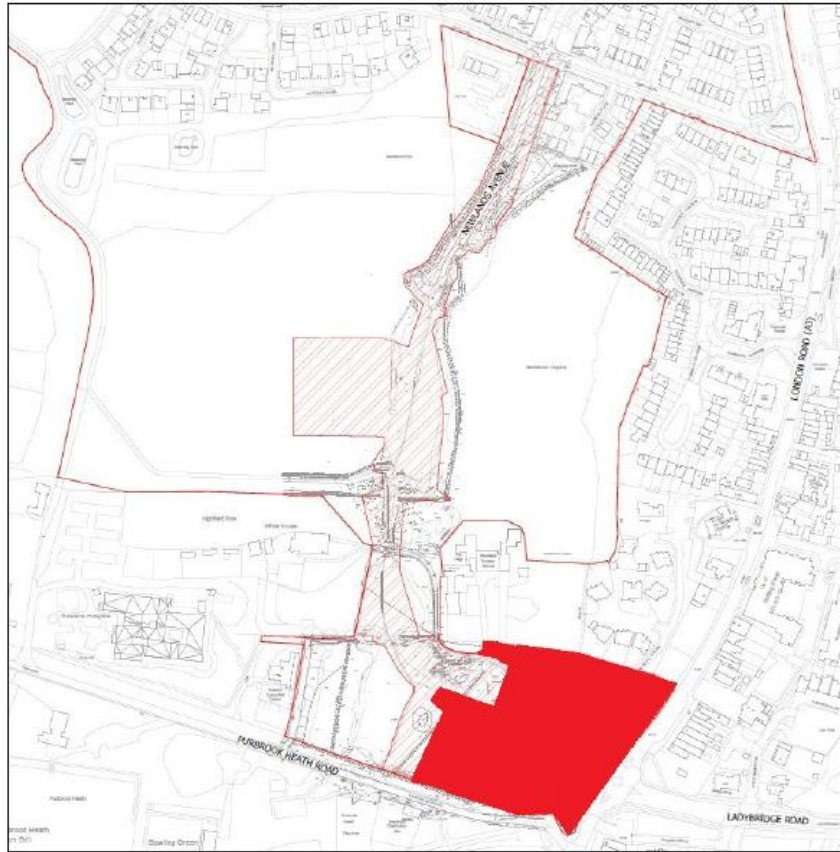
The project involves works including road construction, highways drainage, traffic islands, alterations to existing highway infrastructure, new street lighting, road markings, traffic signs, and headwalls and ditching.

Berewood is located to the west of the town of Waterlooville in Hampshire. The site itself is approximately 200 hectares in size and is bounded to the east by the A3, London Road, and arable fields to the west. Proxima Park forms the northern element of the development beyond the River Wallington, whilst the south is bounded by Purbrook Health Road and its associated properties.

The overall Berewood masterplan development is located –



The area of the new Southern Access is shown below (in red) and adjoins to the Phase 4 works.



2.2 Scope of the Works

The project involves works including road construction, highways drainage, traffic islands, alterations to existing highway infrastructure, new street lighting, road markings, traffic signs, and headwalls and ditching.

Site set up:

- Stoning up of welfare areas, materials storage and parking area.
- Erection of security fencing and gates at site entrance.
- Installation of welfare cabins, generator and storage containers.

Construction of the new road alignment, traffic islands, roundabout:

- Excavation down to formation
- Placement of sub-base
- Kerb and drainage Installation
- Manhole installation
- alterations of existing kerbs, drainage, traffic islands and signage.
- Tarmac
- Coloured surfacing
- White lining
- Sign erection
- Street Lighting
- Landscaping including ditches and attenuation ponds

Any works to the live carriageway will be undertaken under traffic management including lane closures, speed restrictions and temporary traffic lights.

2.3 Programme Details

Construction Start Date	November-2026
Construction Programme	9 months
Planned Completion Date	July-2027

2.4 Site Working Hours

The normal site working hours will be between the following times:

- Monday to Friday : 08:00am to 18:00pm
- Saturday : 08:00am to 13:00pm
- Sunday, bank or public holidays: Subject to agreement with client

Working outside of these hours is not anticipated, but if specifically required, must be requested and agreed to by the client before commencing. This will only be for a specific procedure or due to a safety, or similar, requirement.

During the works waste removal and material delivery will be time to avoid peak traffic whenever possible. All site vehicles will exit the site by the dedicated works access points. Deliveries will be arranged to avoid the standard morning and evening peak hours (08:00-09:00 and 17:00-18:00) and outside of the Saturday morning peak hours (12:00-13:00).

No deliveries will be allowed during the school drop off and pick-up peaks (08:30-09:00 and 15:00-16:00) to account for the site's close proximity to Berewood Primary School.

2.5 Details of the Project Team

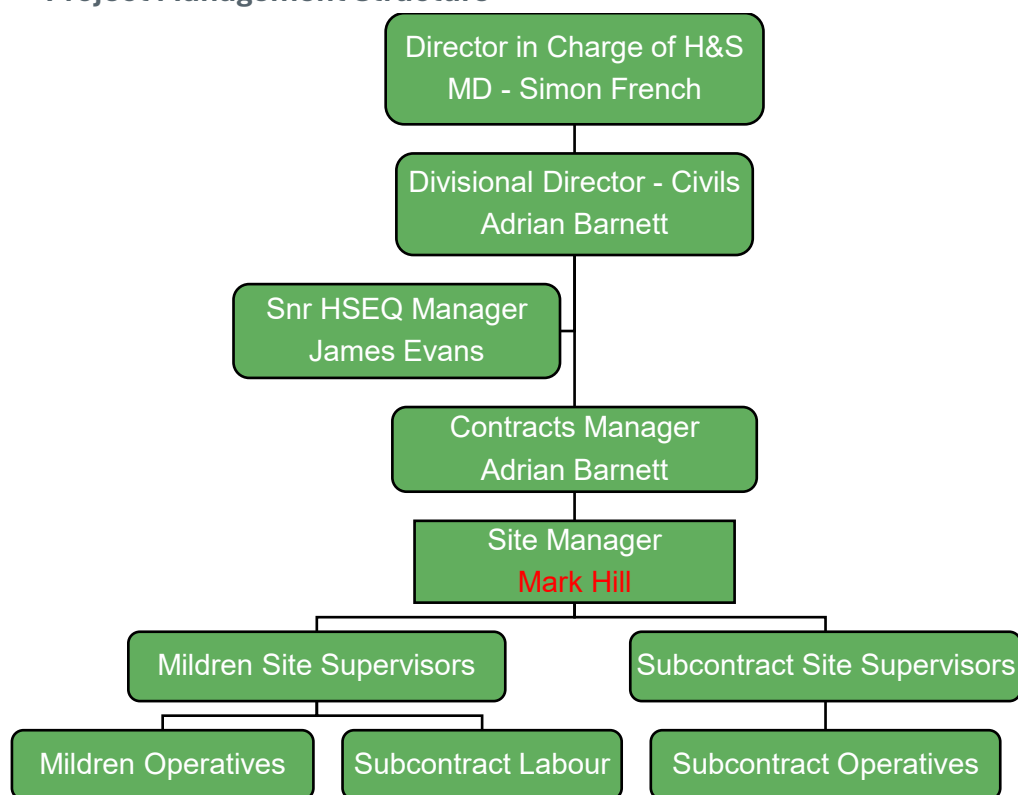
CLIENT	Grainger Plc Chris Williams cwilliams@graingerplc.co.uk 07990 379610
PRINCIPAL DESIGNER	Scott White and Hookins Mark Palphreyman mpalphreyman@swh.co.uk
PRINCIPAL CONTRACTOR	Mildren Construction Ltd Adrian Barnett adrian.barnett@mildrenconstruction.co.uk 01202 487480

Contact details for the following roles would be made available following appointment:

- The project manager with day-to-day responsibility for the development (if different to the above) including monitoring compliance with the construction management plan.
- The person responsible for community liaison and dealing with any complaints from members of the public, regulatory bodies, and occupiers of other adjacent premises.
- The head office or registered address of the main contractor with responsibility for implementation of the construction management plan; and
- The address where the main contractor's company accept receipt of legal documents is.

3 Management Commitment

3.1 Project Management Structure



3.2 Management Roles & Responsibilities

The Managing Director is the director in charge of project management for the Principal Contractor and they and other directors will visit the site during the works. The management structure at Principal Contractor is shown above in section 3.1.

The office-based management team will provide information and co-ordinate the planning of environmental management prior to commencement of works on site at which point that responsibility will transfer to the project / site manager with the support of the office-based management team as required.

Overall control of site management will remain the responsibility of the project / site manager.

Job Title	Responsibilities	Person(s) Responsible
Construction Director	See Appendix B	Richard Holmes
Contracts Manager	See Appendix B	Adrian Barnett
Site Manager	See Appendix B	Mark Hill
Site Environmental management	See Appendix B	Mark Hill
Site Waste Champion	See Appendix B	Mark Hill

3.3 Client Requirements

This CTMP addresses client requirements / goals for the project, including:

- Access / egress arrangements
- Pedestrian and vehicle segregation
- Vehicle movements and access routes
- Deliveries including restricted hours
- Signage and instructions
- Public protection
- Reducing risk and inconvenience to road users and pedestrians
- Traffic control measures for the project

4 Construction Traffic Risk Management

4.1 Site Security

As the works are taking place within and near to existing local amenities, Heras fencing will be installed only. There will however be no access to pedestrians near to the construction works.

Site hoarding and fencing will be kept in a state to ensure suitable security throughout the construction period to ensure the area is safe from trespass by unauthorised persons.

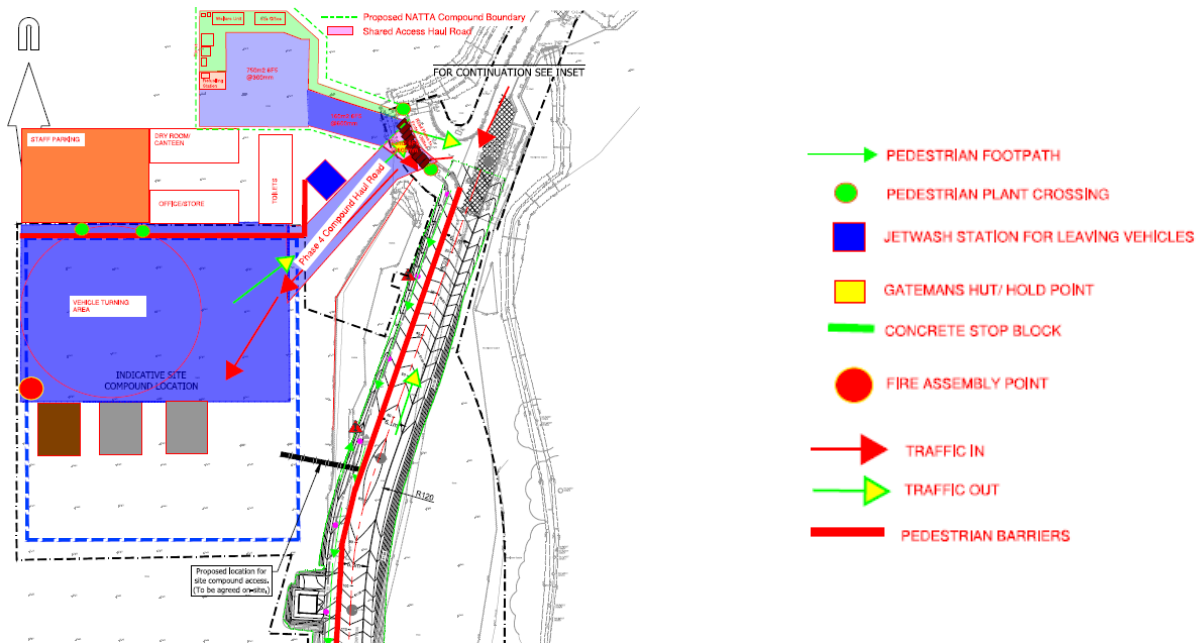
A secure gated entrance will be provided as shown on the site layout.

The perimeter security fences, and the traffic / pedestrian management will be monitored and maintained by Site Management in a safe condition throughout the duration of the project.

All plant not in use, will be secured and immobilised.

4.2 Site Facilities and Welfare

Mildren Construction will provide site offices and welfare facilities all in accordance with the CDM 2015 Regulations, Schedule 2. The site offices and compound are to be located as shown below:



4.3 Parking of Construction Personnel & Visitors Vehicles

Contractor and visitor parking will be provided within the site compound. There will be no parking elsewhere on site unless with express permission of the site manager. If vehicles are parked in construction areas, for unloading materials, the vehicle must be returned to the designated parking area as soon as possible.

The parking of construction vehicles and private vehicles on highways outside of the construction area is not permitted. All visitors, personnel employed on the construction of the project, and all delivery vehicles to the project, will be provided with adequate parking facilities within the site area.

No parking will be allowed in the surrounding roads ensuring access routes to other businesses are maintained at all times.

In the event that parking demand temporarily exceeds the capacity of the site compound, an overspill parking area will be utilised along the constructed Phase 4 Infrastructure Road, south of the Marrelsmoor Avenue / Poppy Fields junction.

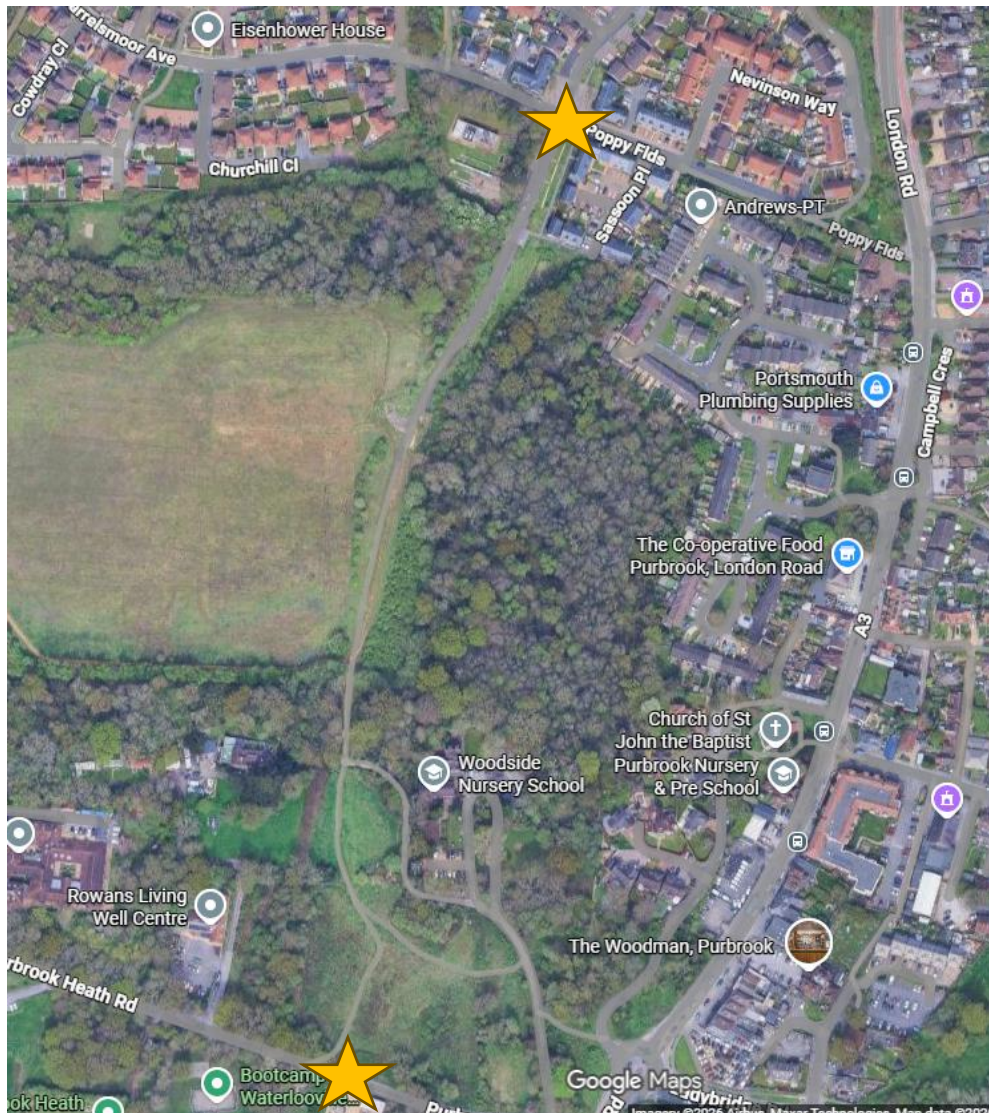


This shall be the only approved parking location outside of the site compound and may only be used with the permission of the Site Manager. No contractor, visitor or delivery vehicle parking shall be permitted elsewhere within the Berewood development, on surrounding residential roads or on the public highway. All personnel will be briefed on these restrictions during site induction.

4.4 Access and Egress from the Site – Deliveries, Site Personnel and Visitors

The “Site Setup and Logistics layout” (Appendix C) indicates the proposed welfare, logistics and parking arrangements.

The main access route on and off site will be via Purbrook Heath Road or Newlands Avenue, dependant on the stage of the works.



Construction traffic shall follow the approved Berewood development routing strategy at all times. Construction vehicles shall not utilise Grainger Street, Milk Lane or London Road south of Milk Lane unless specifically authorised under an approved traffic management arrangement.

Vehicles accessing the site from the north shall utilise Newlands Avenue and the Western Link Road (Marrelsmoor Avenue), or approved Phase 5 infrastructure routes where available. Approved vehicle routes will be communicated to all suppliers and subcontractors prior to commencement of works.

The Southern Access Junction works will not commence until suitable sections of the Phase 4 Infrastructure Road have been constructed and surfaced to accommodate construction traffic. This will minimise the risk of mud and debris being transferred onto the existing highway network and roads within the Berewood development.

Additional signage will be placed along the road in the vicinity of the compound entrance to advise other traffic of the movement of construction vehicles and to direct construction vehicles efficiently to the site / compound entrance.

Any temporary directional signage proposed on the public highway shall be installed only following approval by the Highway Authority and the granting of any required licences or permits. All signage shall be maintained in a safe and legible condition throughout the duration of the works.

Pedestrian access to the work areas will be segregated from the main vehicular access to the site.

Efforts will be made prior to vehicles leaving the site to ensure vehicles will not deposit debris on the highway. Appropriate wheel washing facilities will be provided as required. A road sweeper will also be employed as required to assist in maintaining the condition of the highway.

Access through the works is to be maintained at all times for emergency vehicles.

The entrance to the construction compound and site would be kept clear and clean. Appropriate cleaning/sweeping would be carried out.

Vehicles associated with the development works would not park on the local highway network.

All deliveries shall only access the site via the agreed access route during normal working hours as dictated.

All visitors and site personnel shall report on first arrival to the site office, located in the compound where further instructions shall be given.

Visitors shall not enter the works areas without permission from the site manager.

Materials will be received inside of the works area to limit disruption of flows of traffic.

4.5 Deliveries, Loading and Unloading of Plant and Materials and Storage

Deliveries will be scheduled outside of both the standard morning and evening peak hours (08:00-09:00 and 17:00-18:00) and outside of the Saturday morning peak hour (12:00-13:00). No deliveries will be allowed during the school drop off and pick-up peaks (08:30-09:00 and 15:00-16:00) to account for the site's close proximity to Berewood Primary School;

A delivery booking system will be implemented and managed by the Site Manager. Delivery time slots will be allocated to suppliers to prevent congestion and ensure that unloading activities can be undertaken safely within the site compound. Deliveries will be coordinated to minimise the likelihood of multiple heavy goods vehicles requiring access to the compound at the same time.

Vehicles arriving ahead of their allocated slot may be instructed to wait away from the site until directed to proceed.

The access points to the highway are not to be obstructed.

All materials storage will be within the development area and managed by the site manager on a daily basis. Some storage will be in secure, lockable containers, and some materials will be stored within a fenced compound.

Access on and off site will be controlled and programmed to minimise queuing of vehicles causing potential obstruction hazards in the vicinity of the site. As required, a traffic control banksman will be nominated to safely direct vehicles to and from the site work and delivery areas. Clear access will be maintained around the site at all times, ensuring clear access for emergency vehicles at all times. Pedestrian routes will be segregated with provision of crossing points as required.

The loading and unloading of vehicles will be carried out within the site boundary, under the control of the trade supervisors and our own designated site personnel.

Specific laydown areas will be made available for all materials. This will be managed by the site manager on a daily basis.

Parking and material deliveries will be co-ordinated so that clear access and emergency escape routes are maintained at all times.

All vehicles shall enter and leave the site in a forward gear. Reversing movements onto the public highway will not be permitted under any circumstances. Where reversing is required within the site boundary, this shall be undertaken under the control of a trained banksman in accordance with the relevant risk assessment and method statement.

Contractors will be made aware of their responsibilities with regards storage of hazardous materials to ensure they are suitably stored in areas where they will not affect others or the environment. The arrangements for storage of such items will be detailed in the risk assessments / method statements provided by subcontractors.

4.6 Traffic Control Measures

The following control measures are to be implemented to minimise and control any potential traffic issues:

- All site personnel and visitors to the site are to report to the compound to receive a site-specific induction before being allowed access to the site. The induction will include arrangements for safe access and egress into the site, specific routing arrangements and speed limits.
- Deliveries will be booked where possible to ensure the peak hours of 08:00-09:00 and 17:00-18:00 are avoided.
- No deliveries will be allowed during the school drop off and pick-up peaks (08:30-09:00 and 15:00-16:00) to account for the site's close proximity to Berewood Primary School.
- Priority is to be given to local vehicles at all times. All construction traffic is also to give way to any pedestrians/vehicles.

- Suitable signage will be erected on approach to the site and along the access roads informing pedestrians and road users of the presence of construction traffic and relevant vehicle and pedestrian routes.
- All delivery vehicles accessing/egressing the site will be guided by a competent banksman. The banksman will ensure that the vehicles are not permitted into or out of the site until it is safe to continue.
- Deliveries will be arranged in advance where possible to ensure that there is no congestion on the public highway. The surrounding highways will be kept clear at all times.
- A holding point will be implemented within the works area to hold any traffic accessing / egressing the site to avoid any traffic build. HGVs will be allowed to leave site when the banksman is satisfied that it will not impact any local traffic or pedestrians.
- There is to be no reversing without a banksman at any time.
- All vehicles are to adhere to the speed limits at all times. On-site speed limits will be dictated by clear signage along the access track.
- Vehicles leaving the site will be sheeted to ensure materials are secured.
- Parking for site personnel will be maintained within the compound and site boundary. There will be no parking outside of the site boundary permitted at any time.
- Car sharing will be implemented to reduce the number of vehicles within the works area.
- Pedestrian walkways will be implemented to ensure pedestrians and plant/vehicles are suitably segregated.
- Additional measures are to be implemented to effectively segregate vehicles and pedestrians when subcontractors are working on site.
- Any changes to the arrangements or to this CTMP will be communicated to site personnel and visitors.

4.7 Pedestrians & Cyclists

The vehicular routing plan minimises travel through residential or built-up areas, to avoid pedestrian and cyclist activity as far as possible.

Safe pedestrian routes through or around the highway works will be maintained throughout the construction phase to allow pedestrians to continue their journeys as safely, conveniently, and accessibly as possible. This will be achieved through the use of barriers to separate pedestrians from vehicles, clearly signed diversion routes, and temporary lighting where appropriate.

This also applies to the treatment Public Rights of Way (PRoW) routes 218/33/1 or 108/19/1 that traverse the Phase 4 site and along the northern boundary of the S278 site works. Access to the PRoWs will be retained wherever possible and should works affect the route, a temporary diversion will be put in place to ensure pedestrian safety and minimise impact.

A trained banksman or traffic marshal will be provided where construction activities interface with pedestrian, cyclist or Public Right of Way movements. Their role will include controlling vehicle movements, monitoring interactions with members of the public and ensuring that access through and around the works remains safe.

If a PRoW does require to be temporarily closed or diverted, a Temporary Traffic Regulation Order (TTRO) would be necessary applied for via a TTRO / Notice application form a minimum of 4-6 weeks in advance of the closure or diversion. Once approved, advanced warning signs will be required at each end of the closure, a minimum of two weeks before the closure starts.



Map Key

Right of Way	
—	Footpath (England & Wales), Core Path (Scotland)
—	Restricted Byway
—	Byway
—	Bridleway
—	National Trail / Coastal Path

Map showing public right of way

4.8 Wheel Washing Facilities

Wheel washing facilities will be maintained and available for the duration of the works. All vehicles leaving the site shall have their wheels inspected and cleaned as necessary before entering the public highway. The wheel wash facility will be located as close as practicable to the site exit point. A road sweeper will also be available throughout the construction period and deployed as required to ensure that mud, debris and other materials are not deposited on the highway. Regular inspections of the site access routes will be undertaken by site management to maintain safe and clean highway conditions.

4.9 Risk Assessments & Method Statements (RAMS)

Risk Assessments and Method statements shall incorporate consideration of traffic factors. All traffic hazards identified will be documented with associated mitigation controls. All RAMS will be kept on a register with review dates.

4.10 Incident management

Mildren Construction will document any near misses, incidents and accidents immediately upon knowledge of the situation. This reporting will follow the HSEQ accident/incident notification procedure.

The project / site manager shall be responsible for reporting all near misses, accidents and incidents to the HSEQ department.

4.11 Expected Vehicle Movements

The below table outlines the estimations of the total vehicle movement numbers during the project. It should be noted that the list of vehicles is not exhaustive and that the precise type and composition of the fleet of construction vehicles used by the contractor could vary.

Vehicle Type	Load Capacity	No. of trips daily (one-way)	Total no. of movements daily (two-way)	Notes
Transit van	1T	8	16	Assuming 4 gangs on site.
7.5T flat bed	3T	8	16	Assuming on site to service the gangs.
Tipper truck	15T	2	4	Delivery of aggregates and muck away as an average of 1 per day throughout the works.
Concrete mixer truck	8m ³	1	2	As an average throughout the works.
Low loader	25T	1	2	Plant delivery at the start and collection at the end with limited deliveries throughout the works – assumed max. of 10 throughout the works.
Articulated lorry	24T	1	2	Bulk deliveries such as kerbs, manhole rings and pipes only -max. of 6 throughout the works.
Contractor vehicles (car / transit van)	N/A	5	10	-
TOTAL		26	52	-

6 Communication and Training

6.1 Induction

All project personnel, including subcontractors, will be required to complete a mandatory site induction prior to commencing works. The induction will provide an overview of the traffic and pedestrian management requirements and control measures to be implemented throughout the works in accordance with the approved Traffic Management Plans. Indicative topics to be covered include:

- Traffic management arrangements and site access/egress procedures.
- Safe pedestrian management measures and diversion routes.
- Roles and responsibilities relating to traffic and pedestrian safety.
- Vehicle movements, delivery management, and banksman requirements.
- Use and maintenance of barriers, signage, cones, and temporary traffic control measures.
- Procedures for working adjacent to live traffic and public interfaces.
- Temporary lighting requirements for pedestrian and traffic routes, where applicable.
- Incident and emergency reporting procedures relating to traffic management.
- Measures to maintain access for residents, businesses, and emergency services.
- Requirements for communication and coordination with the public and relevant stakeholders regarding traffic management changes.

6.2 Meetings

HSEQ items will be discussed at all meetings, these include pre-start, monthly progress and weekly sub-contractor meetings. All actions raised will be documented on the action tracking register and subject to fortnightly audit by the HSEQ team and Contracts Manager HSEQ report.

6.3 Training

Any training needs will be identified through the Principal Contractor training matrix located at head office. Any specific training requirements will be identified prior to construction works commencement.

All site operatives will be required to complete appropriate training to ensure they are competent to carry out their duties safely, efficiently, and in compliance with environmental and health and safety regulations. As a minimum, operatives must hold a valid CSCS (Construction Skills Certification Scheme) card or equivalent. Site-specific inductions will be conducted prior to commencing work, covering key topics such as site rules, emergency procedures, environmental protection measures, waste management protocols, and hazard awareness.

7 Monitoring

7.1 Site Inspections

Site inspections will be in accordance with the following table:

Inspection	Who	Populated
Weekly site inspection	Site Manager	Weekly report

Fortnightly HSEQ inspection & monthly scored visit.	HSEQ Department	Contracts Manager / Site Manager / Contracts Director / Managing Director
Contracts Managers periodic inspection	Senior Manager (Contracts manager or Director)	HSEQ Department / Site Manager / Managing Director

Site inspections and audit results will be displayed in relevant areas as required and most recent inspections will be displayed on the site noticeboard.

7.2 Traffic Management Performance Review

Performance will be assessed and reviewed in accordance with the monthly HSEQ KPIs, site inspections and targets set out in the Construction Phase Plan (CPP) by the Principal Contractor.

7.3 Action Tracking

All actions arising from monitoring actions will be recorded in the action register, updated and monitored by the site manager. The action register will formulate part of the HSEQ monthly inspection and periodically assessed by senior management.

8 Community liaison, communication & complaints procedure

Attention will be given to the neighbouring residents, local businesses, and bus users during the project. Residents will be kept informed on a regular basis as the works progress.

The following will be provided:

- A display board will be prominently displayed detailing the nature of the works being undertaken, a contact name, telephone number (including a telephone number to be used outside normal working hours), and a postal address where any enquiries can be sent.
- A telephone number will be provided to local residents and businesses whilst the development works are taking place (in order to respond to any enquiries and complaints).
- A complaints register shall be kept and shall include complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints.
- All complaints received will be investigated and a response (even if pending further investigation) is to be given to the complainant as soon as reasonably practicable. Incidents relating to nuisance (e.g. complaints relating to noise, dust, vibration, mud on roads etc. made by the public, clients or Environmental Health Officers) shall be reported internally.

- Records of any complaints received in relation to the construction works and/or construction traffic relating to the site works will be recorded and retained. If significant, details of the complaint will be forwarded to the Local Authority, including:
 - Name of complainant
 - Address of affected property
 - Contact phone number
 - Date and time of complaint
 - Method of notification (i.e., complaint line, email, letter)
 - Type of complaint (i.e., noise or vibration)
 - Details of complaint
 - Any previous or related complaints

9 Appendices

Appendix A - Emergency contact details

Appendix B – Reporting an incident / accident

Appendix C – Traffic Management Plan

Appendix A – Emergency Contact Numbers

EMERGENCY CONTACT NUMBERS

During normal office hours the numbers for communication will be as follows: -

Principal Contractor – Principal Contractor

Site Manager	Mark Hill – 07384 796044
Contracts Manager	Adrian Barnett – 07775 805784
Construction Director	Richard Holmes – 07584 316952
All Other Principal Contractor Contacts	Principal Contractor Offices

For out of hours emergency cover the contact numbers will be as follows: -

FIRST LINE CALL:

Site Manager	Mark Hill – 07384 796044
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SECOND LINE CALL:

Contracts Manager	Adrian Barnett – 07775 805784
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CLIENT:

Project Manager	Chris Williams – 07990 379610
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If any alteration needs to be made to these arrangements formal notification will be provided to all interested parties in writing.

EMERGENCY NUMBERS IN THE EVENT OF DAMAGE /INJURY TO/FROM SERVICES

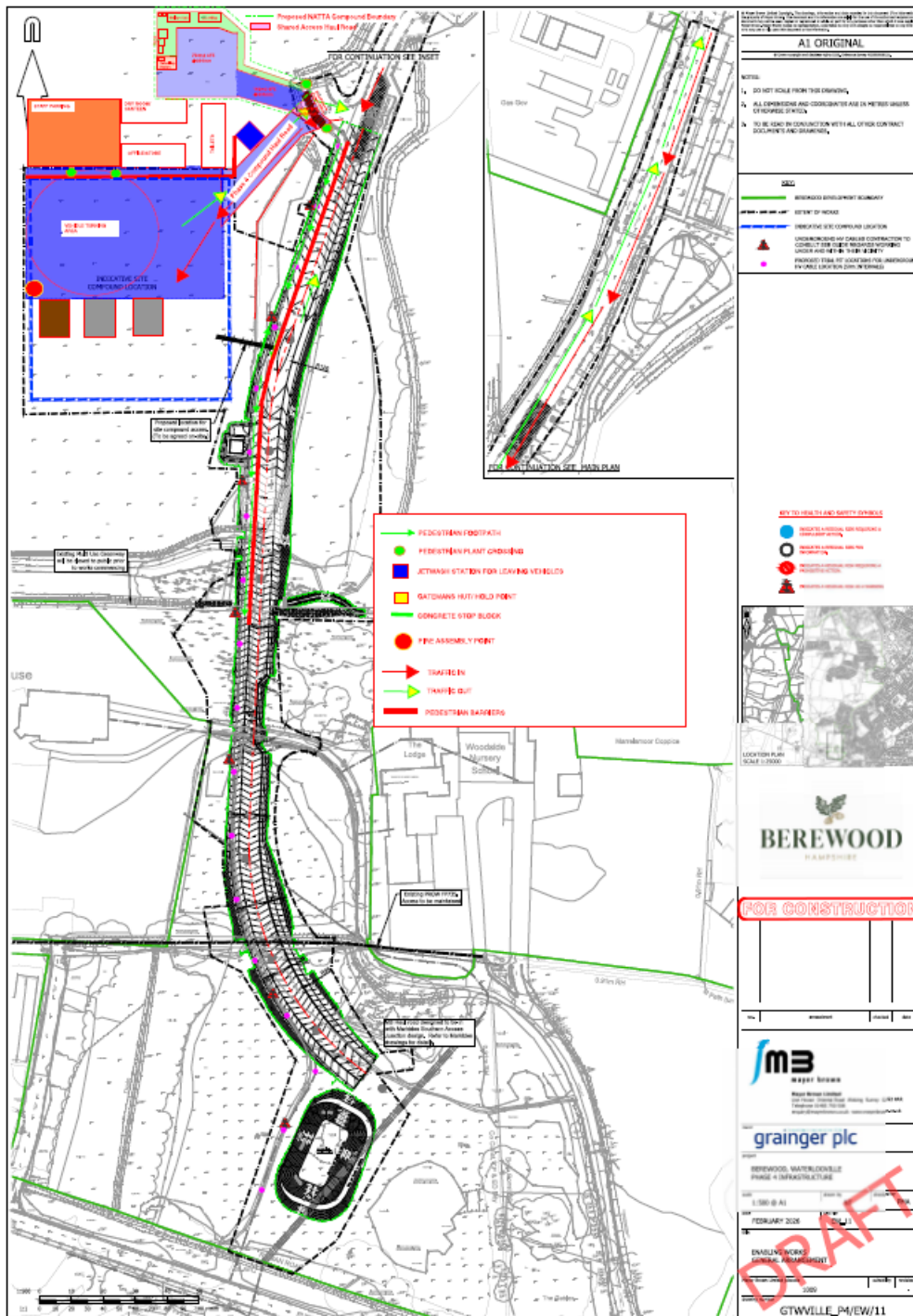
ELECTRICITY	SSE	08000 72 72 82
WATER	South East Water	0333 000 0365
TELEPHONE	BT	0800 9173993
GAS	Southern Gas Networks	0800 111 999
ENVIRONMENT	Environment Agency	0800 807060

Appendix B – Incident Reporting Procedures

REPORTING AN INCIDENT/ACCIDENT

FATALITY	<ul style="list-style-type: none"> -Report to Police (keep record) -who will notify HM Coroner. -Notify Health & Safety Director and/or HSEQ Manager. -(HSEQ Manager will report to HSE and confirm by e-mail.) -Notify employer if a subcontractor. -Notify Principal Contractor if not Principal Contractor-Enter into accident book. Complete Incident Record.
MAJOR INJURY, SERIOUS CONDITION, DANGEROUS OCCURRENCE	<p><i>For definition see schedule contained in RIDDOR or refer to Principal Contractor HSEQ Department</i></p>
	<ul style="list-style-type: none"> -Notify HSEQ Manager or if not available HSEQ Advisor. -(HSEQ Manager will report to HSE and confirm by e-mail.) -Notify Construction Director. -Notify employer if a subcontractor -Notify Principal Contractor if not Principal Contractor -Enter into accident book. Complete Incident Record.
OTHER REPORTABLE INJURIES – Over 7 days	<p><i>definition: -Any accident at work where because of an injury a person is incapacitated from work of their usual kind for 7 consecutive days – excluding day of injury, but including rest days, weekends etc.</i></p>
	<ul style="list-style-type: none"> -Notify HSEQ Manager or if not available HSEQ Advisor. -(HSEQ Manager will report to HSE and confirm by e-mail.) -Notify Construction Director. -Notify employer if a subcontractor -Notify Principal Contractor if not Principal Contractor -Enter into accident book. Complete Incident Record
MINOR ACCIDENTS	<ul style="list-style-type: none"> -Enter into accident book. Complete Incident Record -Email Incident Record to HSEQ Team.
NEAR MISSES	<ul style="list-style-type: none"> -Record on Near Miss Report Form -Email From to HSEQ Team.
ENVIRONMENTAL INCIDENT	<ul style="list-style-type: none"> -Notify HSEQ Manager or if not available HSEQ Advisor. -(HSEQ Manager will report to EA as appropriate and confirm by e-mail.) -Notify Construction Director. -Complete Incident Record.

Appendix C – Traffic Management Plan



20260330 - TM PLAN
BEREWOOD COMPOL