



Havant Thicket Reservoir – Main Pipeline works

Construction Traffic Management Plan

Work Area W4

HTR-WAB-PI-W4-PL-W-0001

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For Approval

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Issue and Revision Record

Havant Thicket Reservoir – Main Pipeline Works

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1 Abbreviations and Definitions

Client	=	Portsmouth Water Limited
Contractor	=	Ward and Burke Construction Limited
CTMP	=	Construction Traffic Management Plan
CSS	=	Construction Support Site
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 partially 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 P0 [FUW] (Bedhampton, associated infra.)	
2a	Pipeline Section P0 [WAB] Shaft W1 works (ex. Shaft)	
2b	Pipeline Sections P1/P2 Shafts W2/W3	
3	Pipeline Sections P3/P4 Shafts W3/W4/ED	P
4	Pipeline Sections P5/P6 Shafts ED/W5/W6	
5	Pipeline Sections P7/P8 Shafts W6/W7/W8	
6	Pipeline Section P9	
7	Pipeline Section P10 [FUW] (Reservoir, associated infra.)	
8	Purbrook Way Culvert	
9	Dunsbury Way Culvert	
10	Middle Park Way Culvert	
N/A	Shaft W1 (<i>subject of separate Reserved Matters Application APP/24/00204 linked to original outline planning permission APP/20/00991</i>)	P (Previously Discharged)

3 Site Details

- a) The site area for Shaft W4 is located within Bedhampton, Havant, in Hampshire.
- b) Shaft W4 is located within Stockheath Meadow fields, with the site entrance off Stockheath Lane. Shaft W4 is located at the southern end of this green space, north of the river and sitting at the cross-roads of two existing public footpaths. The site will only be accessed by both pedestrians and site traffic via Stockheath Lane.
- c) The Shaft W4 site generally features residential properties to the south, east, and west, as well a group of allotments directly to the west. Trosnant Federation of Schools can be located to the southeast of the proposed site entrance point from Stockheath Lane, with its own road entrance from the eastern side of Stockheath Lane further south along the road. The entrance to the allotments is north of the proposed site access point off Stockheath Lane, on the western side of Stockheath Lane.
- d) The green space (Stockheath Meadow) features intersecting public footpaths which currently pass through the proposed site compound area, as well as a PRoW that runs close to the norther banks of the stream and along the southern edge of the compound boundary. The proposed shaft location sits at the intersection of these footpaths from 4 directions.
- e) Hermitage Stream lies to the south and west of the compound.

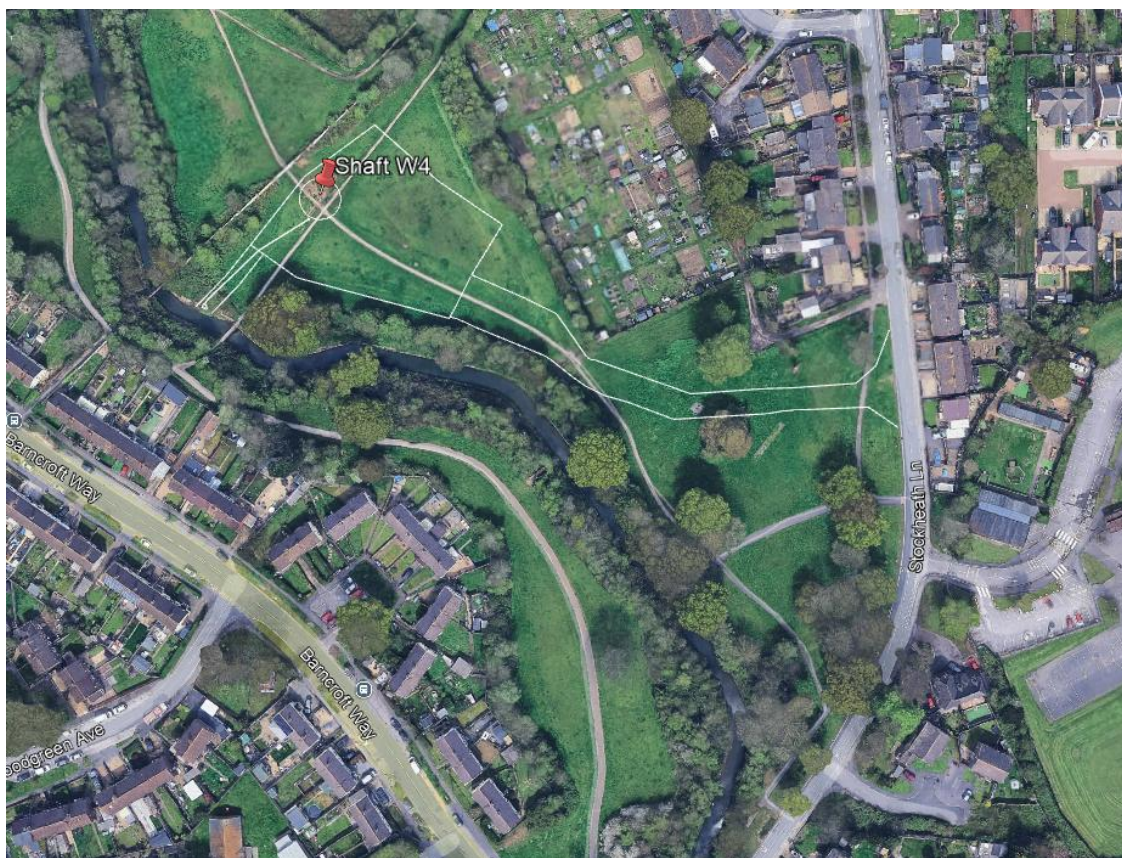


Figure 3.1 Site Location (Shaft W4)

4 Scope of Construction Activities

The scope of the works to be undertaken during the pipeline works construction phase at Shaft W4 is as follows:

- Construction of new access road into the site from Stockheath Lane under agreement with Hampshire Highways Department (S278 agreement).
- Construction of haul road towards site shaft compound
- Establishment of Shaft W4 site compound and mobilisation of equipment
- Construction of concrete tunnelling shaft, including excavation works
- Set up of tunnelling plant and equipment at Shaft W4 compound
- Pipe jack tunnelling works
 - Shaft W4 Launch
 - Pipeline Section P3
 - Pipeline Section P4
- Pipework and ducting installation within shafts and tunnels
- Backfill of shaft, and reinstatement of site compound areas, green space, and road access point to existing.

5 Proposed Works Area Access Point

- a) For the works taking place at Shaft W4, construction traffic will access and egress the site using a new entrance installed on Stockheath Lane. See indicative layout drawing in Appendix A: Shaft W4 Compound Indicative Layout.
- b) The site entrance at Stockheath Lane 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.
- c) The speed limit will be 10mph when entering and exiting the site access and along all haul roads within the site.
- d) Access arrangements are as follows:

Table 5.1 – Access Summary

Works Area:	Shaft W4 - Stockheath Meadow
Adjacent Road/s:	Barncroft Way, Stockheath Lane
Access Via:	Stockheath Lane
Entrance what3words:	///twigs.mute.view

5.1 Access Route

- e) 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.
- f) Shaft W4 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.
- g) Construction route elements for HGV's can be found in Appendix C: Vehicle Route Elements. For W4, vehicles are to use route elements RE1, RE2, RE3 and RE4, in order to reach site, and the reverse order when leaving the site.
- h) Construction route elements for Tractor and Trailers can be found in Appendix D: Vehicle Route Elements (Tractor Trailer). For W4, 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.
- i) 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 W4 highlighted in red:

Table 5.2 – Area W4 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, Stockheath Lane	↓

- 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 W4 Travel Route (Tractor Trailer)

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

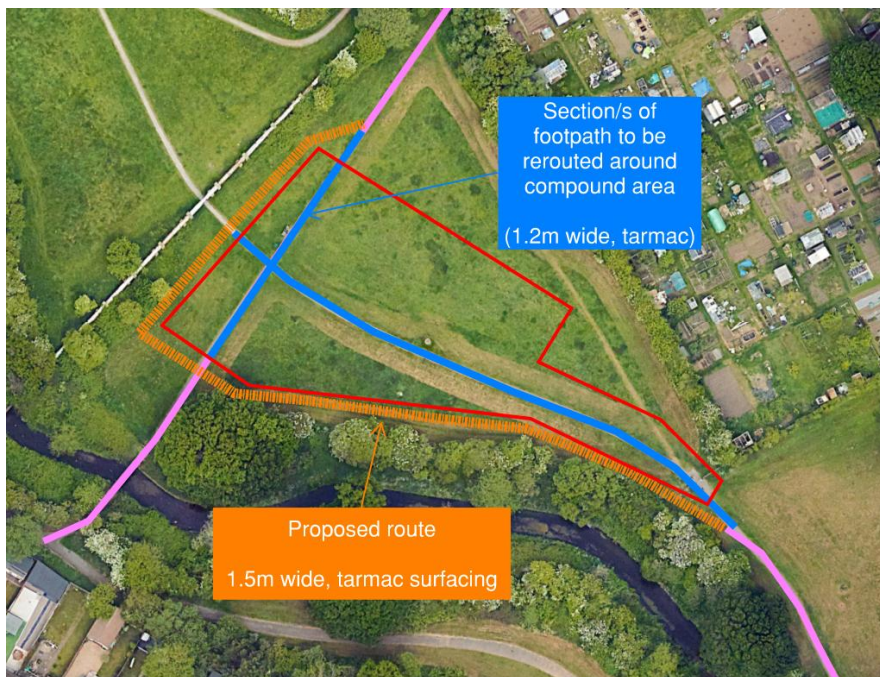
Construction Support Compound at Reservoir	↓
Northern Access Route and B2149 to A3 (London Road)	↓
A3 to Hulbert Road and A3(M) J3 Westbound Exit onto Hulbert Road	↓
Purbrook Way, Barncroft Way, Stockheath Lane	↓

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 W4, the existing 1.2m wide tarmacked footpaths that intersect the compound area are to be temporarily diverted. Pedestrians will be directed around the external boundaries of the site compound on a temporary tarmacked footpath, more closely following the route of the existing PRoW than the current footpaths. All existing route directions (north, south, east and west) will be maintained, with at most an additional ~25m added to any pedestrian journey around the boundary of the site compound. Where the existing footpaths lie within the site compound boundary they are to be removed for the duration of the works, and then reinstated upon completion.
- b) The existing footpaths are generally 1.2m wide and tarmacked with a mixture of edging detail present, heading in multiple directions at the crossroads. The existing footpath heading northwest at the crossroads transitions to gravel under and beyond the existing overland sewer pipe. The new temporary footpath around the site boundary will be 1.5m wide and tarmacked with a wearing course over stone subbase, and will seek to improve access through this area for all users through this increased width.



- c) The construction of the new site access on Stockheath Lane 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 and construction works when the design is completed and approved by Hampshire County Council through the S278 agreement.
- d) The public footpath that runs parallel to Stockheath Lane on its western side will be closed and temporarily diverted during the construction of the new site access. This will be secured through the S278 agreement to ensure safe pedestrian movement along Stockheath Lane. 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) Yellow lining works preventing stopping and/or loading (equivalent parking suspensions ~2Nr.) opposite the new site access are required throughout the duration of the works at W4 to allow safe, unimpeded access by construction vehicles to the site via Stockheath Lane. Parking surveys have shown there to be sufficient alternative nearby parking available at peak times. These yellow lining works/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 by the LPA, alongside consultation with schools in close proximity to the works (including Trosnant Federated Schools). 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.
- 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 Stockheath Lane access point will commence in Q4 2026. All permits and permissions for the entrance works will be granted by HCC Highways following a S278 agreement.
- b) Following the completion of the access point/s, construction will commence on site haul roads to the areas for the Shaft W4 compound within Stockheath Meadow.
- c) With the site haul roads complete, this provides access to the works area/s for the construction of the Shaft compound, which will contain site offices and welfare.
- d) Construction works for the shafts, tunnels and pipework are expected to commence in Q1 2027, 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, including footpath reinstatement.
- e) Landscape reinstatement is to be as per approved drawings (or approved further revisions) for W4:
 - a. HTR-ATK-PL-XX-DR-L-0004-P05
- f) The site access from the public highway will be reinstated and restored to its original configuration, to be agreed within the S278.

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 20Nr. members of staff who will require to use the site access from Stockheath Lane.
- 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 W4 Compound, 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 (W4)

Route Element	Average HGV trips (two-way)	85 th Percentile HGV trips (two-way)	Maximum HGV trips (two-way)	Duration of peak (Days)
RE1	8	12	36	1
RE2	10	18	42	1
RE3	10	18	42	1
RE4	10	18	42	1
RE1 (T&T)	2	6	6	153

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 W4 will be instructed to approach the site access point from the south 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 south 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. Trosnant Federated Schools (08:30 and 15:15)
- f) HGV deliveries are not to travel to site in a 1-hour window around these times (between 08:00-09:00 & 14:45-15:45).

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 Trosnant Federated Schools). 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 W4 will take place prior to commencement of works as part of the S278 agreement. Highway conditions on Stockheath Lane 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.
- 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 10Nr. vehicles total within the Shaft W4 compound. This provides for site staff for this section of works only. See indicative layout in Appendix A: Shaft W4 Compound Indicative Layout.
- 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) Hardcore surfacing will be provided within the compound/s to assist with keeping vehicles clean and negate the need for wheel washing. A tarmac surface will be installed from the site access for at least 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 when not in use. 	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	<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 are 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 	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 public areas/footpaths 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 	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 style="text-align: center;">RISK ASSESSMENT HOLD POINT</p> <p style="text-align: center;"><i>Review likely hazards</i></p> <p style="text-align: center;"><i>Review all mitigations in place and ensure the control measures are suitable and sufficient.</i></p>				