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Previous Versions

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P02	Revised in line with NG comments	01-03-22	GG	AH	AS
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CONTENTS

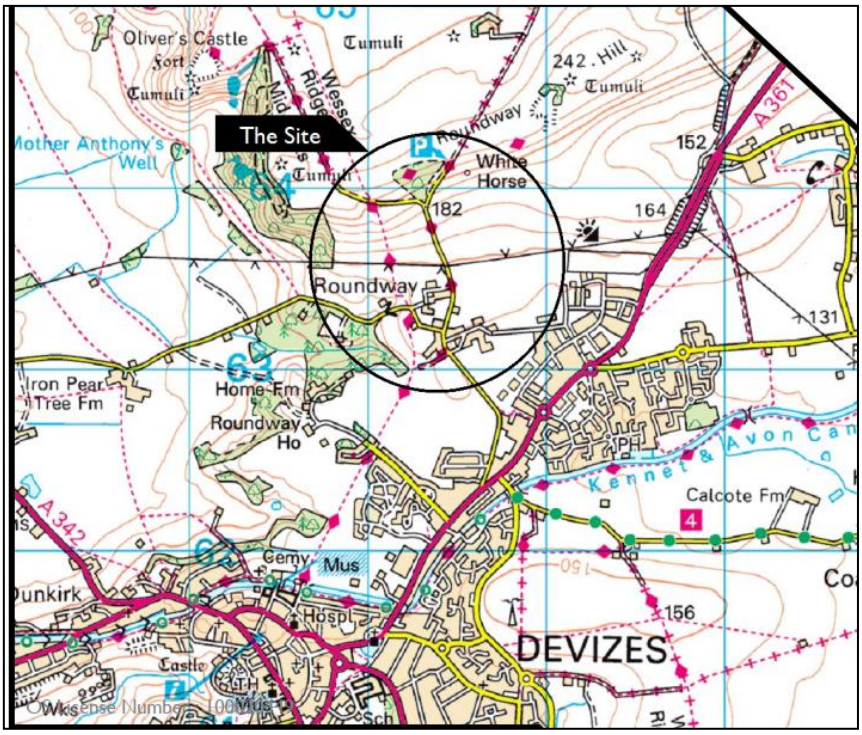
1 Introduction 3
1.1 Project Scope & Location 3
1.2 Objectives & Aims 4
1.3 Scope of the TMP 5
2 Transport Context 6
2.1 Devizes, Wiltshire County Council 6
3 Transport networks 8
3.1 Road networks 8
3.2 Amendments to walking routes 17
3.3 Public Transport - Bus routes 20
3.4 Routes for local schools and colleges 21
4 Traffic Management 22
4.1 Anticipated consents required: 22
4.2 Other construction activities 23
4.3 On-going liaison 23
4.4 Impacts of road closures on emergency services 25
5 Managing construction movements 26
5.1 Expected working hours 26
5.2 Movements in CDM area 27
5.3 Local travel plans / setting to work 29
5.4 Delivery management to support local travel plans 29
5.5 Lorry Routes approvals and monitoring 36
5.6 Forecast flows by vehicle types and activities 36
6 Road Network Management 41
6.1 Protection of highway assets 41
6.2 Temporary access points 41
6.3 Haul roads and crossings 43
6.4 Monitoring highway condition 43
6.5 Safety management 43
6.6 Crash data recording and review 46

1 INTRODUCTION

1.1 PROJECT SCOPE & LOCATION

North Wessex Downs Visual Impact Protection (VIP) project involves the removal of approximately 4 km of 400kV overhead power transmission lines and 4.6km of underground with high voltage cable placement in trenches.

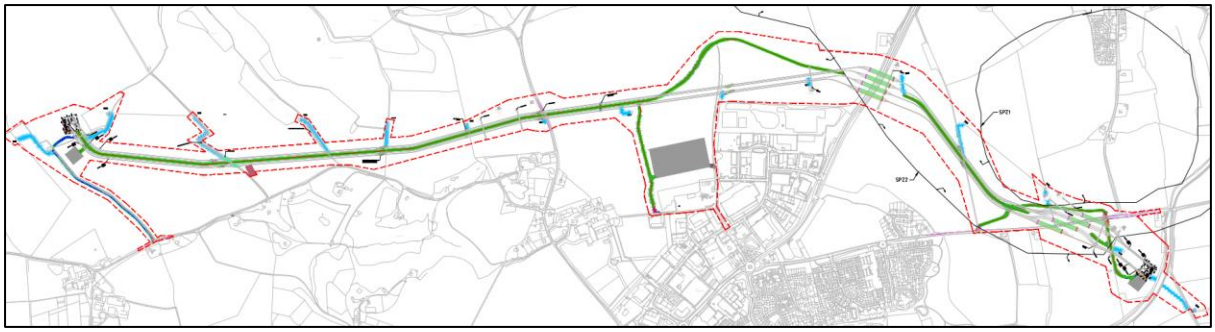
The scheme is located in Wiltshire, approximately 2km north of Devizes within the North Wessex Downs Area of Outstanding Natural Beauty (AONB). The western extent of the scheme is located in Rowdefield, approximately 1.5km northwest of Devizes with the eastern extent of the scheme located near Northfields, approximately 2km north east of Devizes.



Centre of the scheme

At each end of the proposed route, sealing end compounds will be required to connect the underground cables to the current overhead transmission lines via the Western Cable Sealing End Compound (WCSEC) and Eastern Cable Sealing End Compound (ECSEC). The cable route follows a similar path to the existing overhead powerline route, the pylons of which, referenced YYM033 to YYM047.

The diverted circuit will consist of cross linked polyethylene (XLPE) cables, installed in individual ducts across agricultural land. For the majority of the route, the circuit will be installed in an open cut trench at an approximate depth of approx. 9000mm (to top of duct). The cable route will cross three roads (Folly Road, A361 and Horton Road) two of which will be installed via trenchless techniques, horizontal directional drill (HDD).



Route Overview

1.2 OBJECTIVES & AIMS

It is intended that this Traffic Management Plan (TMP) is a standalone live document that will be updated and modified as agreed with the relevant authorities (Wiltshire County Council) as the project progresses and as details are clarified prior to the start of works on site. The TMP may also need modification to reflect other developments in the area whose details are uncertain at this moment in time but subject to their programmes and progress, may have an effect on the public highway network at the time of construction of the project. For example: road works, road closures, installation of utilities in the carriageway, etc.

The plan will be regularly reviewed and revised to allow for the development of the site and the environment. This will be the responsibility of the site manager who will manage logistics with assistance from the project manager and safety advisor.

This TMP proposes mitigations for minimising disruption to existing users on the public highway network caused by construction and associated dismantling works for the project. These include managing construction both HGV and LGV traffic along the main access routes to and from the main and satellite construction compounds.

This TMP sets out the strategy and measures to be adopted within the project in respect to construction traffic in order to:

- Facilitate site access points and routes for the delivery of construction materials and equipment.
- Provide temporary access routes within site working areas where necessary
- Manage the impacts arising from temporary closure of roads, public rights of ways and the permissive footpath route required at times during the project, including the provision of alternative diversion routes where possible;
- Maintain communication with local authorities and residents throughout construction activities and monitor the conditions of the highway surfaces.

1.3 SCOPE OF THE TMP

This document will describe the methods & approvals required to access site to undertake the following activities:

- General site access to all areas of the construction activities & for delivery of materials and equipment
- Open cut cable trench excavations through Folly Road
- Delivery of cable drums to site
- Management of vehicles off main public roads, avoiding use of Conscience Lane and Folly Road
- Bio security while moving between sites/ tenant farmers' land
- Lowering conductor between towers YYM46 and YYM47 to de-string OHL during outages, on Spaniel's Bridge Road
- Erection and dismantling of scaffolding adjacent to A361, Horton Road and Spaniel's Bridge Road/ over canal
- Lowering conductor between towers YYM39/40, YYM42/43, YYM45/46 to de-string OHL for dismantling after outages

Refer to 5417-MMD-CIVXX-XX-DR-CGN-10077 'Construction Access Strategy Stage 2 Works'.

2 TRANSPORT CONTEXT

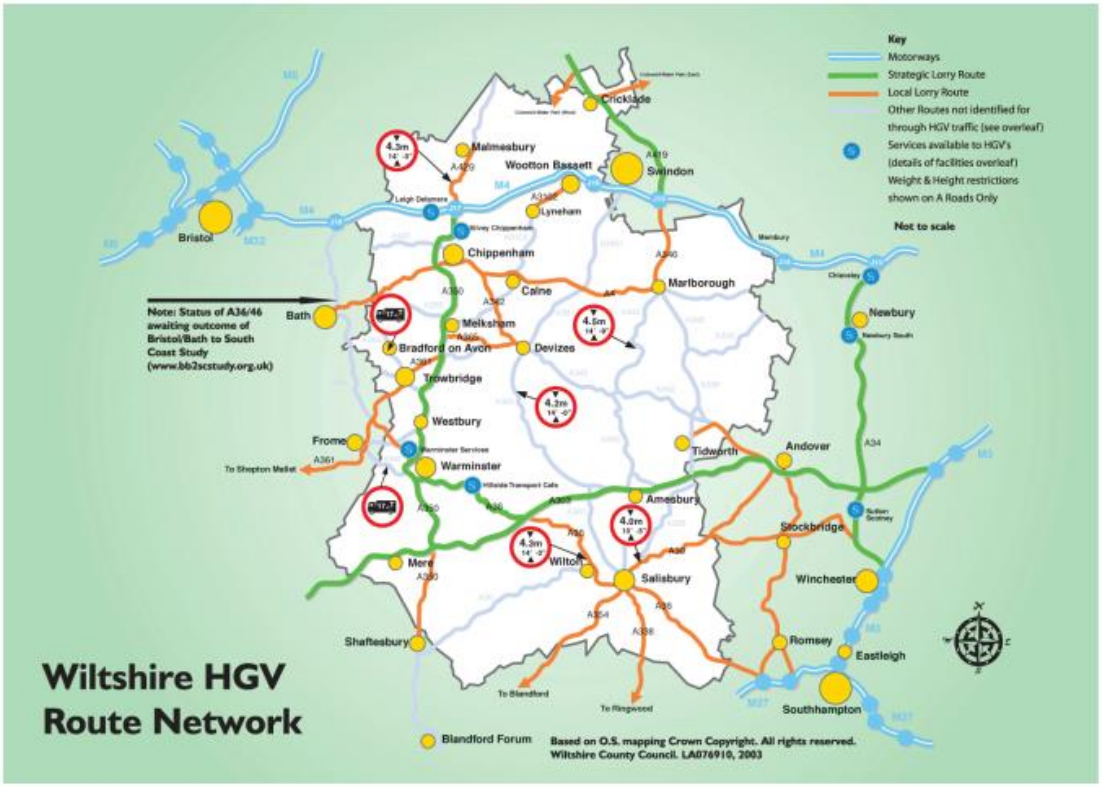
2.1 DEVIZES, WILTSHIRE COUNTY COUNCIL

Approximately 85% of freight in Wiltshire is distributed via HGVs, which is in line with national distribution patterns. This demand is increasing. National figures suggest that although HGV traffic has grown more slowly than car traffic, the government's 'National Road Traffic Forecast' indicates continuing growth at over 2% per annum. Vans and light goods vehicles (LGVs) have increased relatively quickly over recent years, probably a contributing factor is the increase in home deliveries and this trend is predicted to continue.

Due to the rural nature of the county, freight movements will have a noticeable impact on the highway network. This has resulted in issues with increased vehicle emissions from road-based freight traffic, increased noise, pollution and deteriorating air quality. It also results in freight vehicles using inappropriate roads in sensitive rural or residential areas.

A number of key roads and junctions across the county suffer from peak-hour congestion. This was evident during Stage 1 surveys. Whilst improving capacity along these roads and at these bottlenecks would be a solution it is the general opinion that there needs to be a move away from continually increasing the road capacity, rather towards managing and maximising the existing network and managing transport demand upon it.

Current advisory freight routes



- **Strategic Freight routes**: M4, A303, A350, A36, A419
- **Local freight routes:** A338, A429, A36, B4040, A350, A3102, A365, A354, A342, A30, A3026, A343, A4, B4696, A346, A361

The council's proposed 'Local' freight routes primarily direct vehicles between urban centres and significant traffic generators; wherever possible, these routes avoid unnecessary deviation onto less appropriate routes such as residential or sensitive areas.

Working time regulations require drivers to stop at defined time intervals during their working day. Traffic and other delays can make it difficult to reach planned stopping points and searching for parking facilities can cause congestion and frustration to drivers and the public. Drivers require safe and secure locations for overnight parking. The council is in the process of formally designating the locations of suitable stopping places.

"A study of lay-bys and other areas used for parking within the county has been undertaken, to establish where HGVs park for both long and short breaks and where non prescribed parking occurs. The study assessed 114 possible lorry parking areas (LPAs) within Wiltshire including lay-bys for short term rest periods. Applying a set of criteria that considered, amongst others, safety, location and facilities, the parking areas were assessed, and a final 50 LPAs have been suggested as becoming designated LPAs.

Included in the 50 are two car parks that are controlled by Wiltshire Council that have been nominated for HGV use. These are: ***Station Road - Devizes*** *and* ***George Lane - Marlborough****. Both these car parks currently offer limited HGV parking between 6pm and 8am. The coverage and the capacity of these facilities within Wiltshire have generally been found to be sufficient."*

Wiltshire Local Transport Plan 2011-2026 Freight Strategy

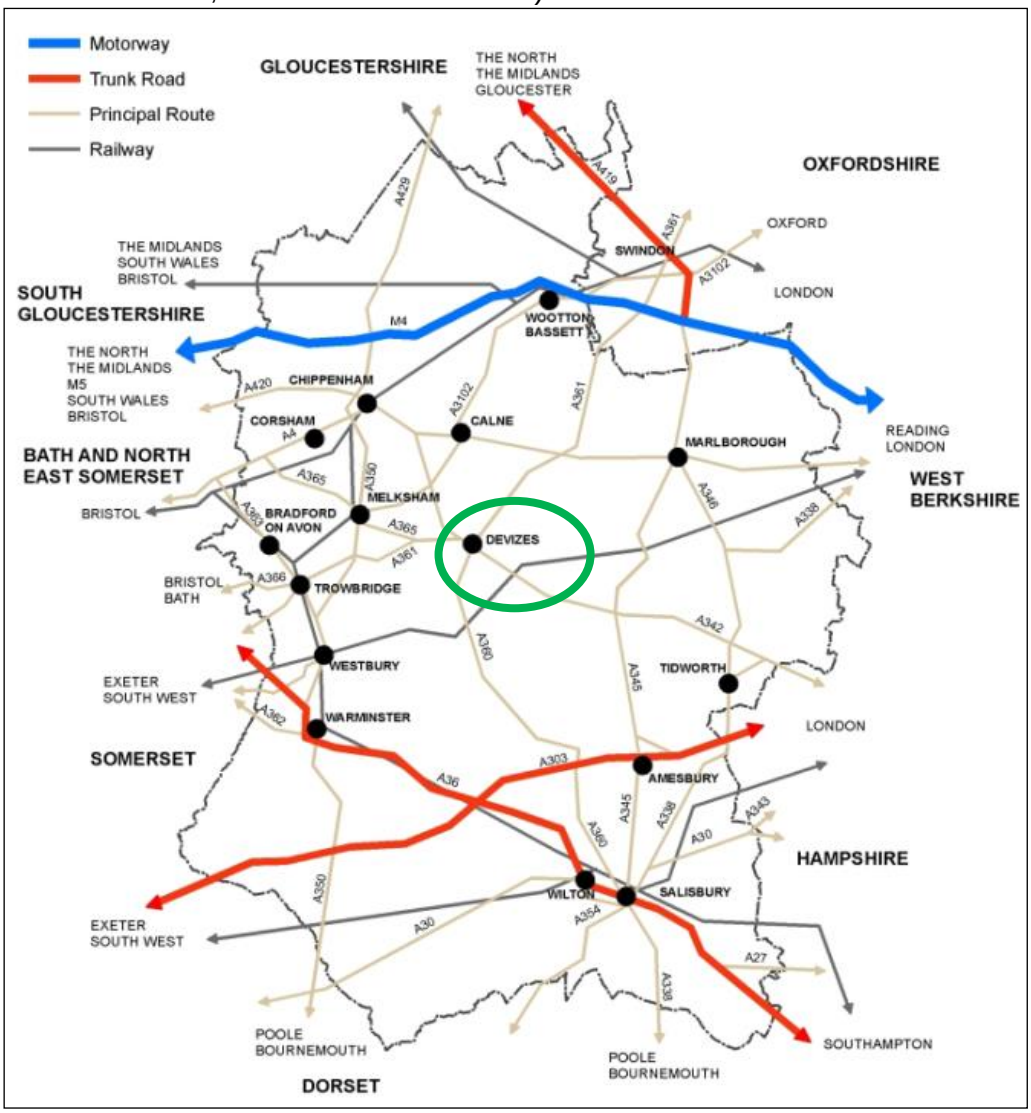
3 TRANSPORT NETWORKS

3.1 ROAD NETWORKS

The site will be accessed primarily via the **M4 motorway onto either the A350 or the A361** then directly into the Industrial Estate (Hopton Road) to avoid construction traffic onto local roads and residential streets.

If required during inclement weather / winter and at the request or approval of the highway authority it may be necessary to salt or grit public highway routes/ access that are shared.
The site is intersected by two roads – the A361 that runs in a north easterly direction near the east of the site, and Horton Road that runs in an east – west orientation at the south eastern end of the site.

To the north, the site is accessed from major roads/ motorways (M5 – M4, from the north/ west, M4 from the east, A35/A36 from the south).



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BIM Code:	5417-PTDC-CABXX-XX-RP-PDM-000076	Version	P03	Status	S4

Main Route to Site

Main Construction Comound:

- M4 Junction 17 (From the West)
- A350 -> A361



OR

- M4 Junction 15 (From the East) *cable drum delivery route
- A346 -> A4 -> A361



- Turn right onto Waller Road





- Turn left onto Hopton Road



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BIM Code:	5417-PTDC-CABXX-XX-RP-PDM-000076	Version	P03	Status	S4

- Follow road to the right then turn right onto private road leading to Wiltshire Concrete



- Follow the road left in front of Wiltshire Concrete



- Turn right into main construction compound, BM04



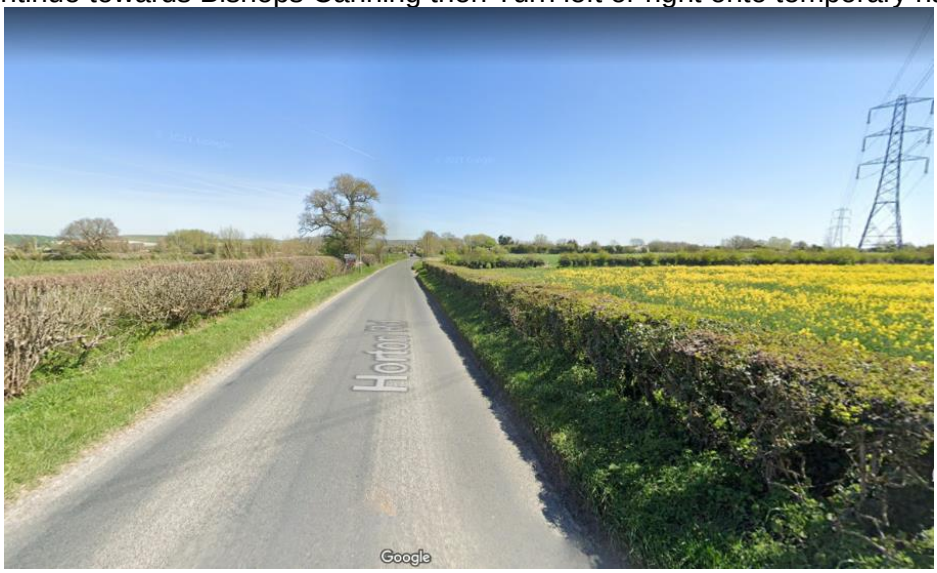
East CSEC/ Satellite yard

- M4 Junction 15
- A361 (towards Devizes)
- Turn left onto Horton Road (1st Exit towards Horton/ Bishops Canning)





- Continue towards Bishops Canning then Turn left or right onto temporary haul road





(Existing) Bellmouth entrance, BM08 (left turn) – to be upgraded



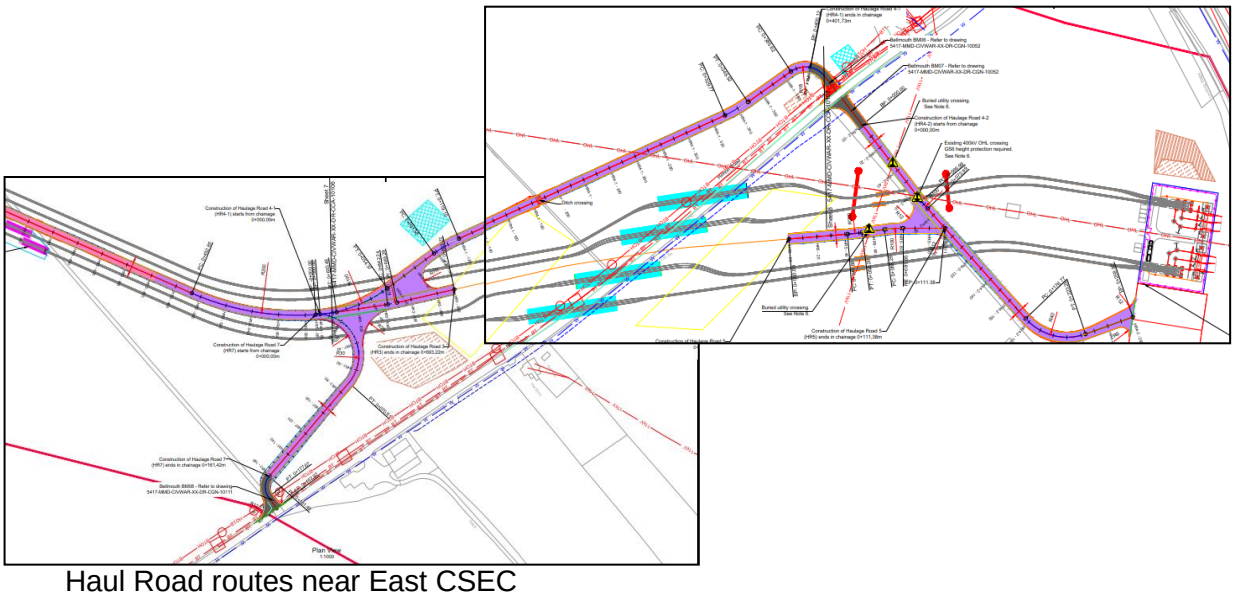
Bellmouth entrance, BM06 (second left turn)



Exit from YYM45 haul road to the north (left) and bellmouth entrance to East CSEC (right)



East CSEC compound entrance – existing entrance to be upgraded temporarily for construction phase, BM07 / then made permanent, BM10



Haul Road routes near East CSEC
(extract from 5417-MMD-CIVWAR-XX-DR-CCA-10108 & '110)

The intention is to have a route system the removes the need for right hand turns onto site. The first access off Horton Road is a left turn to access the works east of the A361. This side of Horton Road can be used to cross to the other side towards the East CSEC by using the second bellmouth. This avoids, where practicable, having to turn right off Horton Road to enter during the main works. When existing the East CSEC construction traffic will be instructed to turn left towards the A361.

3.2 LIST OF TEMPORARY AND PERMANENT ACCESSES

Bellmouth	Type	Associated main road	Drawing Reference
BM09	PERMANENT	Conscience Lane	5417-MMD-CIVWAR-XX-DR-CGN-10113
BM01	TEMPORARY	Folly Road	5417-MMD-CIVWAR-XX-DR-CGN-10050
BM02	TEMPORARY	Folly Road	5417-MMD-CIVWAR-XX-DR-CGN-10050
BM03	TEMPORARY	Private road/ Hopton Road	5417-MMD-CIVWAR-XX-DR-CGN-10051
BM04	TEMPORARY	Private road/ Hopton Road	5417-MMD-CIVWAR-XX-DR-CGN-10112
BM06	TEMPORARY	Horton Road	5417-MMD-CIVWAR-XX-DR-CGN-10052
BM07	TEMPORARY	Horton Road	5417-MMD-CIVWAR-XX-DR-CGN-10052
BM08	TEMPORARY	Horton Road	5417-MMD-CIVWAR-XX-DR-CGN-10111
BM10	PERMANENT	Horton Road	5417-MMD-CIVWAR-XX-DR-CGN-10114

*From West to East; there is no BM05

3.3 AMENDMENTS TO WALKING ROUTES

It is expected that public access will be maintained, where reasonably practicable, and appropriate measures will be implemented to ensure that the local community, economy and transport networks can continue to operate effectively. This strategy will be agreed with the local council and Wiltshire Council.

There will need to be temporary diversions or controlled crossing points on a number of walking routes & bridleways (Public Rights of Ways) to retain access, where safe and appropriate. There will also be permanent diversion at the western CSEC (ROWD32).

Public rights of Ways or Permissive Routes affected: **ROWD32, DEV163, DEV136, DEV158, BCAN6, BCAN8, BCAN34**

These will have to be controlled via a traffic light crossing point system or temporarily manned during the construction activities that cross them i.e. overhead works. The personnel will be contactable using two way radio for overhead line works. For cable trenching activities, either these routes will have to be keep open, where reasonably practicable, or temporarily diverted to maintain access for walkers, horse riders and pedal cyclists. All will have appropriate signage indicating all temporary and permanent diversions of PRoW i.e. 'Warning Construction Traffic →', 'Caution Heavy Plant Crossing' , 'Road Works',



Refer to 5417-MMD-CIVXX-XX-DR-CGN-10089 'Public Right of Way Access Plan'



PROW - ROWD32 (Farm Track)



DEV163 track

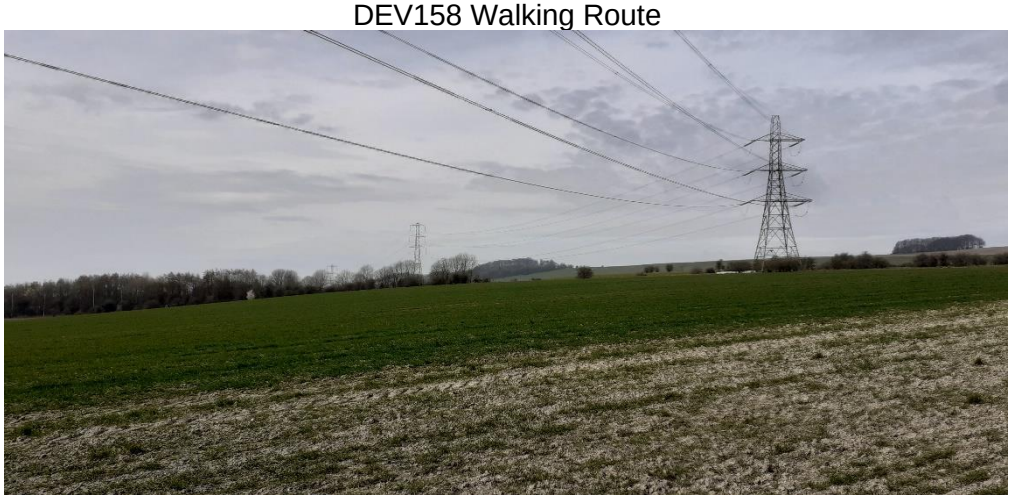




DEV136 Walking route



DEV158 Walking Route



BCAN6 & BCAN8



BCAN34 Canal

These measures will consider the regular maintenance and condition of public roads, cycleways and PRoW so that they do not deteriorate due to use by construction traffic i.e. road sweeping, resurfacing works, track panels with extra grip for wet boggy areas, if required.

3.4 PUBLIC TRANSPORT - BUS ROUTES

There are two bus services are along Horton Road that will have an interaction with construction routes – 49 & 102. These routes could be potentially affected crossing traffic but are not directly affected as none of our accesses/egresses infringe directly on these bus stops.

These buses run in and out of Devizes:

- 49 - Swindon – Devizes – Stagecoach (Pink, North/ Green, South)
- 102 - Pewsey - Devizes – Salisbury Reds (Pink, East/ Red, West)



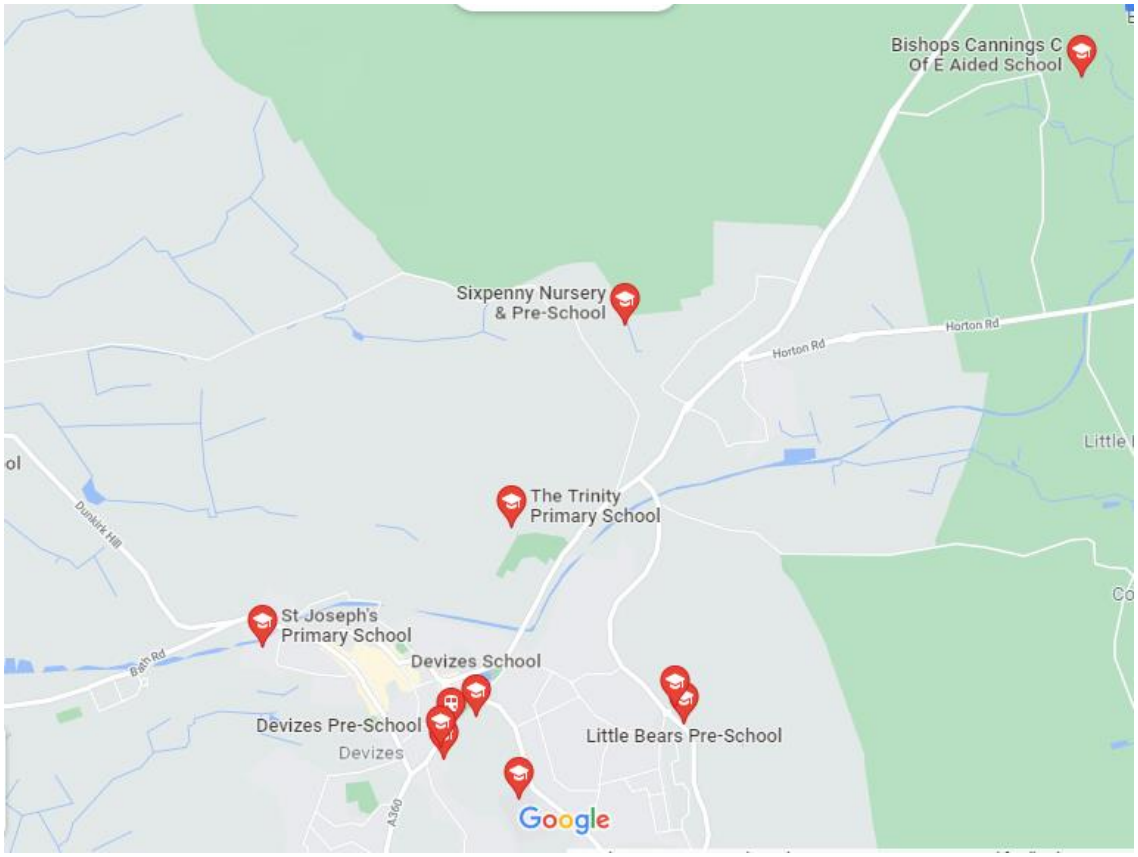
Bus routes heading out of the north of Devizes



49 & 102 Bus routes along Horton Road

Vehicles turning into site and leaving site will be controlled by plant and vehicle marshals to ensure there are no issues interacting with Horton Road, affecting either of these bus routes. Any other work on or near the road will be controlled with traffic management i.e. installation of bellmouths and erecting/dismantling of scaffolding.

3.5 ROUTES FOR LOCAL SCHOOLS AND COLLEGES



Again, we do not foresee any direct impact on local schools and colleges as site can be accessed from Hopton Industrial Estate and Horton Road.

- Near YYM45-46 off Horton Road is the access to **Bishops Cannings Church of England Aided School** (Devizes SN10 2LA), assumed 08:30am-03:30pm

- Near YYM40-41 off Hopton Road pass Wiltshire Concrete is the access for **Six Penny Nursery & Pre-School** (Roundway, Devizes SN10 2LT), Monday to Friday 07:30am-06:00pm

Where reasonably practicable, construction traffic will minimise past schools from 30 minutes before and 30 minutes after school start and finish times.
In any case this will be considered when traffic management works are planned with Wiltshire Council i.e. avoid rush hours for main disruption (08:00-09:00am and 03:30-05:30pm)

4 TRAFFIC MANAGEMENT

4.1 ANTICIPATED CONSENTS REQUIRED:

For works that come under New Roads and Street Works Act (NRSWA) 1991, Balfour Beatty will nominate a person to manage and arrange traffic management. They may also need to attend any NRSWA meetings with highway authorities to co-ordinate work and prepare and submit the required information and notice (Section 55 'Notice for Starting Works').

The scheme will require works to be carried out under Section 50 Street works License – 'to place, or retain, apparatus in the street'.

1. **Temporary access / Bellmouths S278 – all C roads**
    a. **Conscience Lane, Folly Road/ Lane (**if full extent of road is classified**), Horton Road** – traffic management
    b. Includes vegetation clearance as required

2. **HDD under A361 and Horton Road** – no traffic management required

3. **Temporary Interference – public rights of way (PRoW)**

4. **Permanent Interference - public right of way, ROWD32**

5. **For Folly Road open cut cabling works** – traffic management / temporary diversion into field
    a. Including reinstatement

6. **Delivery of cable drums to main construction compound** – traffic management / no parking signs in industrial estate on Waller Road and Hopton Road

7. **For A361, Horton Road and Canal/Spaniel's Bridge Road wiring protection scaffolds & wiring works**
    a. erection over a highway any scaffolding or structure, with traffic management
    b. includes vegetation clearance as required
    c. temporary closure of canal and tow path traffic for installation & removal of scaffold netting
    d. Stop and Go pedestrian traffic control of tow path during OHL works

8. **For Folly Road, A361, Horton Road and Spaniel's Bridge Road de-stringing OHL works** (minor works notice)

4.2 OTHER CONSTRUCTION ACTIVITIES

- Ongoing vegetation clearance to maintain visibility on Folly Road, private road off Hopton Road and Horton Road,
- Minor road improvement works (in front of Wilshire concrete), private road

See below, ongoing vegetation clearance requirement on Horton Road, BM07/BM10 (left, left turn/ right, right turn)





4.3 ON-GOING LIAISON

High Level Site Works Summary		956.0d	10-Jan-24	22-Aug-26
Tree Clearance	SUM1000	41.0d	10-Jan-24	19-Feb-24
Fencing Installation	SUM1020	36.0d	06-Feb-24	12-Mar-24
Main Compound Set Up	SUM1010	79.0d	17-Jan-24	04-Apr-24
4x OHL Foundation Works	SUM1030	58.0d	15-Feb-24	12-Apr-24
Access Installation	SUM1040	76.0d	06-Mar-24	20-May-24
4x Tower Assemble & Erect	SUM1050	44.0d	17-Apr-24	30-May-24
Outage 1 - North - Cct1 - Diversion	SUM1060	33.0d	13-May-24	14-Jun-24
Outage 2 - South - Cct2 - Diversion	SUM1090	33.0d	05-Aug-24	06-Sep-24
HDD Works	SUM1070	135.0d	20-May-24	01-Oct-24
Duct Installation	SUM1080	142.0d	04-Jun-24	23-Oct-24
CSE Works	SUM1110	202.0d	11-Sep-24	31-Mar-25
Cable Installation	SUM1100	254.0d	02-Sep-24	13-May-25
Jointing	SUM1120	204.0d	06-Dec-24	27-Jun-25
Terminations	SUM1130	108.0d	18-Mar-25	03-Jul-25
Commissioning / Testiing	SUM1140	31.0d	23-Jun-25	23-Jul-25
Outage 3 - North - Cct1 - Final Arrangement Outage	SUM1160	40.0d	04-Aug-25	12-Sep-25
Partial Reinstatement (A365 to Eastern Compound)	SUM1150	56.0d	24-Jul-25	17-Sep-25
Outage 4 - South - Cct1 - Final Arrangement Outage	SUM1170	40.0d	15-Sep-25	24-Oct-25
Trackway Removal	SUM1190	24.0d	19-Nov-25	12-Dec-25
Tower Dismantling	SUM1180	58.0d	23-Oct-25	19-Dec-25
Final Reinstatement	SUM1200	174.0d	02-Mar-26	22-Aug-26

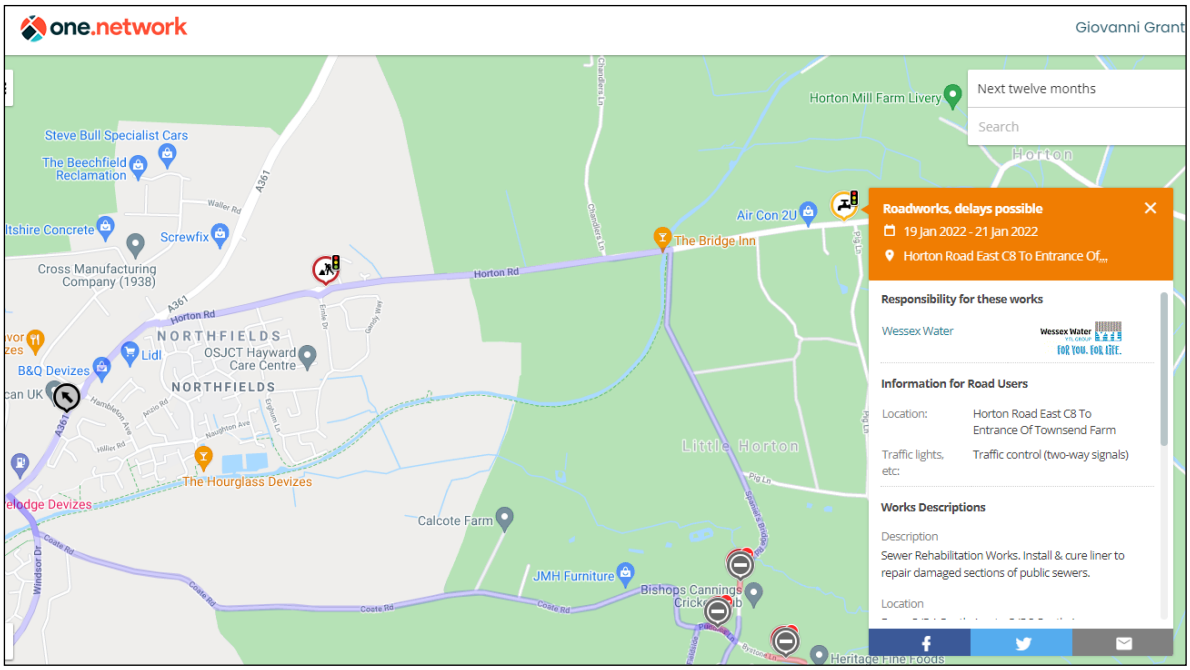
High Level Construction Programme

Using the construction programme, Balfour Beatty will work with National Grid and organise/attend (where required) traffic liaison groups with key stakeholders to ensure dates and durations of works are shared to enable the highways authorities to carry out their network management duties. In this way the local communities who may be directly affected will be regularly engaged with and keep informed.

Specific measures will be discussed in advance with the local highway authorities and any other appropriate authorities (Wiltshire County Council & Devizes Town Council). Prior to the commencement of the works, then Balfour Beatty will ensure that this traffic management plan

is regularly updated following consultation with those previously mentioned authorities, the emergency services and other relevant key stakeholders.

The team will also consult the online system - One Network (through Wiltshire County Council One.network) in order to maintain awareness of any road works or diversions in place along the key roads into site: Folly Road, A361, Hopton Road, Horton Road and Spaniel's Bridge Road.



Example for upcoming works on Horton Road (above)

Public Highway and Traffic Management Signage

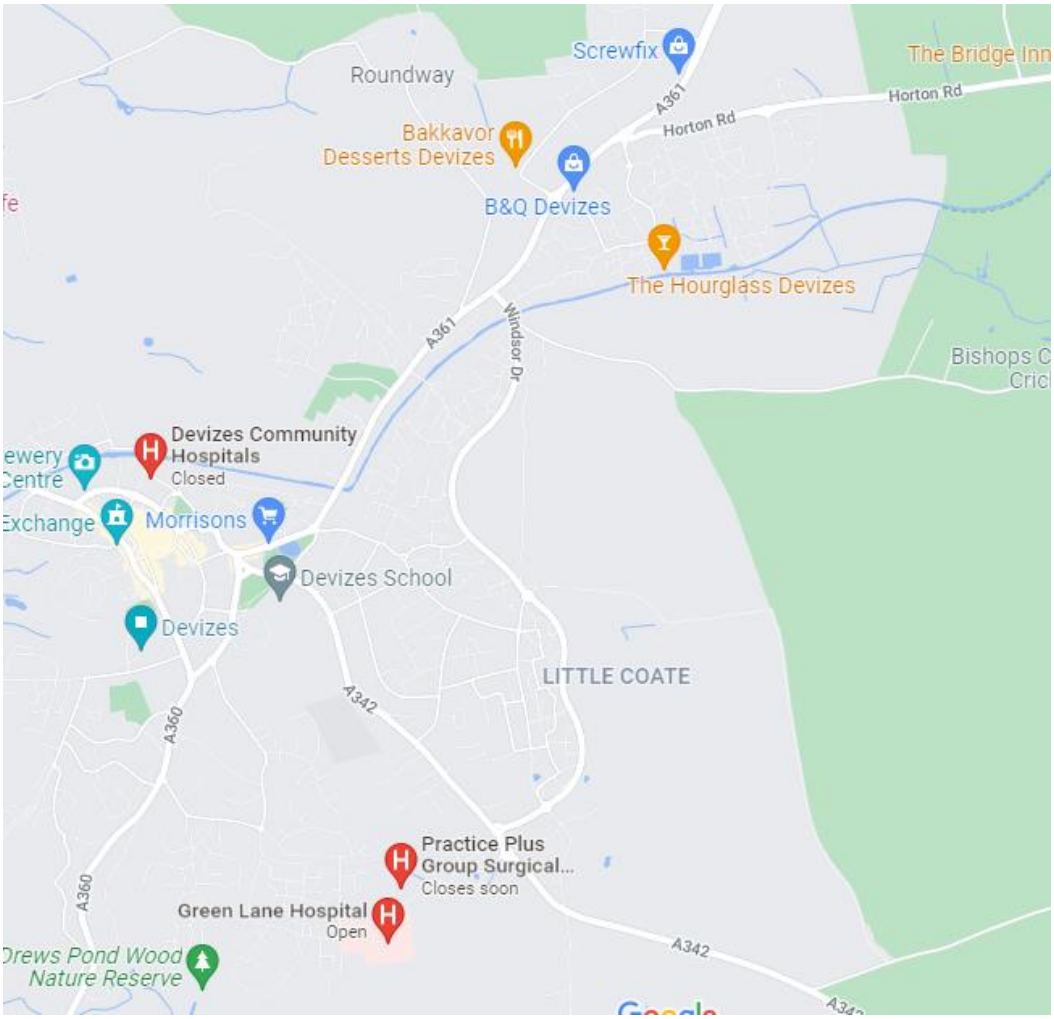
All construction traffic will be routed to minimise so far as reasonably practicable disturbance and inconvenience to local residents and road users. This will provide direction for construction traffic, deliveries and emergency services.

Appropriate road signs will be provided and maintained by the Traffic Management Contractor to guide construction traffic into and out of the site working areas in accordance with New Roads and Street Works Act (1991) NRSWA Guidance and as a minimum with the following signage:-

- Site entrance and exit – and one-way signage (where appropriate)
- Site speed limits
- Directional signage for construction vehicles
- Caution construction traffic / Construction vehicles turning
- Pedestrian warning signs & crossing signs

The traffic management contractor will be required to co-ordinate temporary signing with any other concurrent works to avoid conflict, confusion and clutter of signs.

4.4 IMPACTS OF ROAD CLOSURES ON EMERGENCY SERVICES



Local Hospitals or Health Centres

It is anticipated that for Wiltshire Police, the local fire service and ambulances services will face minimal disruption from proposed cabling and overhead line works.

The main routes (A360 & A361) out of the town will be unaffected and all work adjacent to or in the public highway will maintain minimum one lane of traffic trough traffic management with traffic lights (this includes Folly Road where temporary access to Roundway will be maintained during the day/overnight by creating a diversion into the field to the east).

The local emergency services will be contacted should it be necessary throughout the construction period if there are any delays to durations of traffic management, planned activities present specific hazards (i.e. working at height - lowering conductor), movement of AIL vehicles or large deliveries.

5 MANAGING CONSTRUCTION MOVEMENTS

5.1 Expected working hours

Project Working Hours (for main cable installation works)

Monday – Friday	07:00 -19:00
Saturday –(alternate weekends)	07:00 -13:00
Sunday – (alternate weekends)	07:00 -13:00

Project Working Hours (for Cable Sealing End Compound Construction works)

Monday – Friday	08:00 -18:00
Saturday –(alternate weekends)	08:00 -13:00
Sunday – (alternate weekends)	No Working Permitted
Bank Holidays	No Working Permitted

Includes 30 mins start up and close down and likely full duration of traffic movements (site working hours 0730-1700). This does not consider special working hours for abnormal load deliveries and for specialist activities such as cable installation.

Even though we do not envisage any works outside normal hours, where working outside normal hours is planned, the local Environmental Health Officer and occupiers of nearby residential or other sensitive properties who are likely to be affected will be informed, giving a minimum of 5 days' notice.

To avoid congestion on the public road network, deliveries or movements of abnormal loads through congested highways may be required outside peak times or outside site working hours. Written approval for all out of hours working will be gained prior to any works commencing. This is likely to be required for cable drum deliveries and Balfour Beatty's drum handling equipment and any large cranes that may be required for site works only.

The roads are used regularly during the week and would make receiving abnormal loads difficult during these times. It is suggested to carry out abnormal load deliveries late at night/early mornings/ or Sundays when there is less activity on these roads. This would be especially to the main construction compound while Wiltshire Concrete is not operational. This is to be agreed in advance with the local council, Wiltshire Police force and Wiltshire Concrete.

5.2 MOVEMENTS IN CDM AREA



Access Strategy

Traffic movements within the CDM areas and internal haul roads (above) will be in accordance to the site CDM Plan and Plant, Vehicle and Pedestrian Management Plan (PVPMP). Where necessary, barriers and signage will be positioned at suitable points approaching bellmouths and working areas to establish clear warning for third parties ('Construction Traffic Turning') and pedestrian segregation (i.e. near Folly Road).

Two gate men – one positioned on Hopton Road and one off the private road into site – will communicate via two-way radio to control traffic in and out of the compound to prevent Wiltshire Concrete and the small businesses being adversely affected by HGV vehicle movements. Once on site, plant and vehicle marshals will lead HGV's and other plant to and from workplaces in a safe manner whilst maintaining segregation between vehicles and pedestrians.

For both overhead line and cabling works, the intention is to minimise impact on highway users by utilising internal haul routes. All accesses off main roads into fields will be via 7m wide temporary stone haul road and parking in designated compound areas. There will be minimal damage to grass verges or kerbs once these around removed to install the bellmouths.

There will be a 5-mph speed limit within all compound areas. Speed limits along the haul road will be variable (5-15 MPH) depending upon activity and conditions. Private vehicles will not be allowed on the haul road. Reverse parking rule to be enforced.

Parking

Fulltime staff, operatives and visitors will park at the main construction compound, off Hopton Industrial estate. There will be limited parking at the satellite compounds for staff working there. All vehicles must reverse into marked bays. Pedestrians will be eliminated from the area by placing walkways within the car parking areas using barriers. Plant and Vehicle Marshalls will also be on hand to manage pedestrian traffic. All reversing and turning areas will be clearly marked.

Reversing has been eliminated, wherever practical, by incorporating a one way system into the site layout. All turning and reversing areas will be clearly marked and Plant and Vehicle Marshalls will control areas where there is the potential for people plant interface.

It is envisaged that there will be a total of between 60 and 70 staff on site at the busiest periods (to be during duct installation works and cable installation works) between May 2024 and May

2025. As mentioned above, the majority of staff shall be expected to park their vehicles within the designated parking spots in the Primary Construction Compound located to the rear of Hopton Road. To further reduce the numbers of staff vehicle movements, car sharing shall be implemented, especially for operatives working within the same gangs. Additionally, once on site, operational staff shall be directed to use the haul road to transport themselves across the site, to further reduce vehicle movements on the public highway.

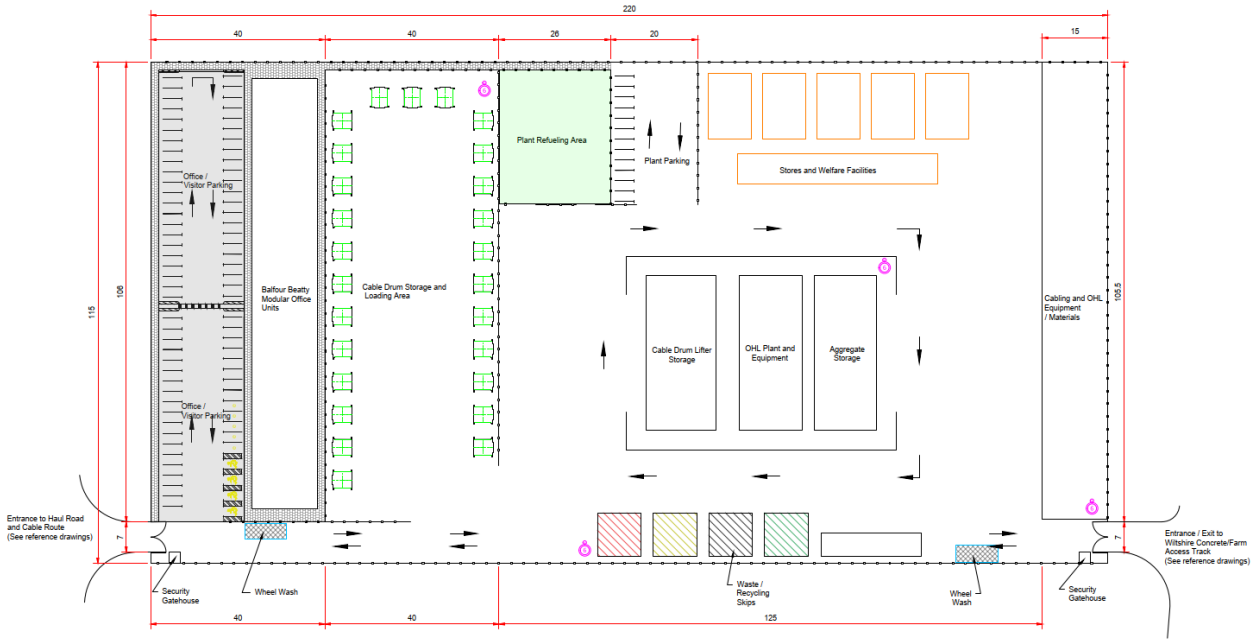
Site security

There will be a fixed guard (24/7) based at the proposed welfare/laydown and satellite compounds for permanent site security. There will also be security cameras located at each new compound as well as roaming guards at areas where there is exposed cable i.e. at sealing ends, joint bays, HDD area, etc.

There will be minimal lighting left overnight outside core working hours for the security team. Safety lighting around welfare areas will consist of PIR motion sensor / low energy lighting.

Balfour Beatty will secure working areas with herras fencing after each shift. During working hours site teams will use turning areas or holding bays to check or reject vehicles before they enter or exiting a site access point.

The holding area for large deliveries and lorries will be in CDM / welfare off Hopton Road Industrial Estate. A Security Guard will be at the point of access who will record all vehicles accessing and leaving the site. Once the driver is inducted, load is checked and approved, the delivery drivers will escort them to site



CDM Layout of Main Construction Compound
(refer to 5417-MMD-CIVXX-DR-CGN-10097)

Doc Title:	Traffic Management Plan			Activity ID	D229988
BIM Code:	5417-PTDC-CABXX-XX-RP-PDM-000076	Version	P03	Status	S4

5.3 LOCAL TRAVEL PLANS / SETTING TO WORK

Balfour Beatty will encourage the use of sustainable modes of transport to reduce the impact of workforce travel on local residents and businesses.

The Traffic management plan will be issued to workforce in work packs. Site Induction / driver flash cards will inform site teams about agreed construction routes, meeting points, temporary laydowns.

Daily sign in register will collect information on distance travelled to work, etc. Where possible teams/ gangs will travel in shared vehicles (welfare vans, six seaters) to reduce the amount of vehicle movements to and from site on public highways. Visitors to site will be advised to reduce single-occupancy car journey by car sharing or use public transport.

5.4 DELIVERY MANAGEMENT TO SUPPORT LOCAL TRAVEL PLANS

Management of Deliveries

Where reasonably practicable, advance notification of materials and equipment to be delivered to site shall be provided to the Balfour Beatty site team 2-4 weeks prior (cable drum deliveries months in advance). This notification shall include details of the company, the date and time of the delivery, the type and size of the vehicle, and an itemised list of material or equipment. Deliveries of large items of equipment requiring mechanical offload must be coordinated with the relevant parties. The Balfour Beatty site team shall ensure that all deliveries are made at pre-arranged times, when site personnel, or appropriate subcontractors, are present to accept such deliveries. Balfour Beatty site team will not accept delivery of materials on behalf of contractors other than by prior arrangement.

It is expected that most plant shall be delivered to site using low loaders similar to that shown in the figure below:



All plant and machinery shall be delivered to the Primary Construction Compound located to the rear of the Hopton Road Industrial Estate. There are designated storage areas within all

three construction compounds. All machinery and plant will only be unloaded in this designated area only, under personal supervision of a PVM or banksman. Generally offloading of plant and materials shall be carried using a telehandler or forklift truck. Larger deliveries may require lifting off using a mechanical excavator. In some cases, specialist equipment such as cranes may be required. All loading and unloading shall be carried out using task specific RAMS and carried out by trained and competent operatives under suitable supervision.

Under no circumstances shall machinery, plant or any other materials be loaded or unloaded on the public highway. Plant and machinery required at the Eastern and Western Cable Sealing End Compounds may be either delivered to those locations or offloaded at the main compound and tracked or driven there if necessary. Consideration shall always be given to reducing the amount of traffic on the public highways and restrict construction related traffic to the haul roads wherever possible.

Abnormal Loads

Local residents and neighbours, who may be affected by large vehicle movements, shall be kept informed and appropriate actions shall be taken to mitigate the impact of these vehicle movements. Transport briefings and detailed logistics plans will be issued to all plant and material suppliers to ensure the appropriate routes and timings are complied with. Deliveries to site shall be planned, coordinated and managed and reasonable care will be taken so there is no stopping or queuing on the main roads.

The cable & overhead line conductor drums will be the largest items of equipment to arrive on site. These are classed as Abnormal Indivisible Loads (AILs), through size & weight. Said deliveries will only take place after seeking approvals and having agreement with the strategic Stakeholders (Wiltshire County Council, Wiltshire Police).

These deliveries will be timed to avoid the predictable peak traffic periods. Instead of during working hours Monday to Friday, they will be sent to site early mornings, late at night and/ or Sundays (Sunday deliveries to main compound only).

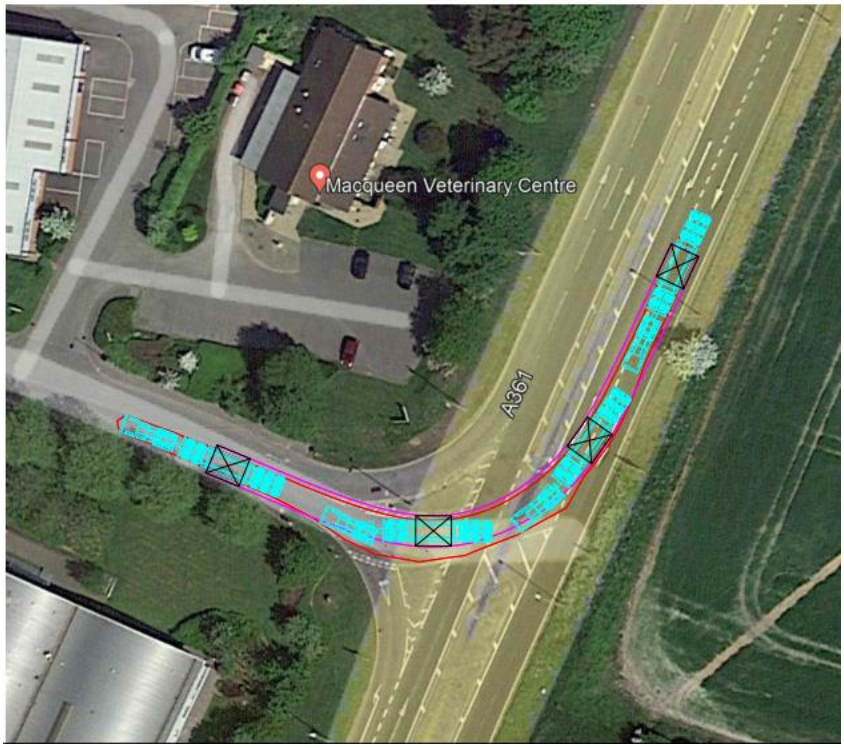
Convoys will comprise of agreed numbers of abnormal vehicles in convoy. These will be escorted by the haulage contractor (and the Wiltshire Police if required) in line with 'Self-Escorting of Abnormal Loads and Abnormal Vehicles' Code of Practice by the Highways Agency.

All movements of abnormal loads will be in accordance with associated legislation and submitted at least 10 weeks in advance.

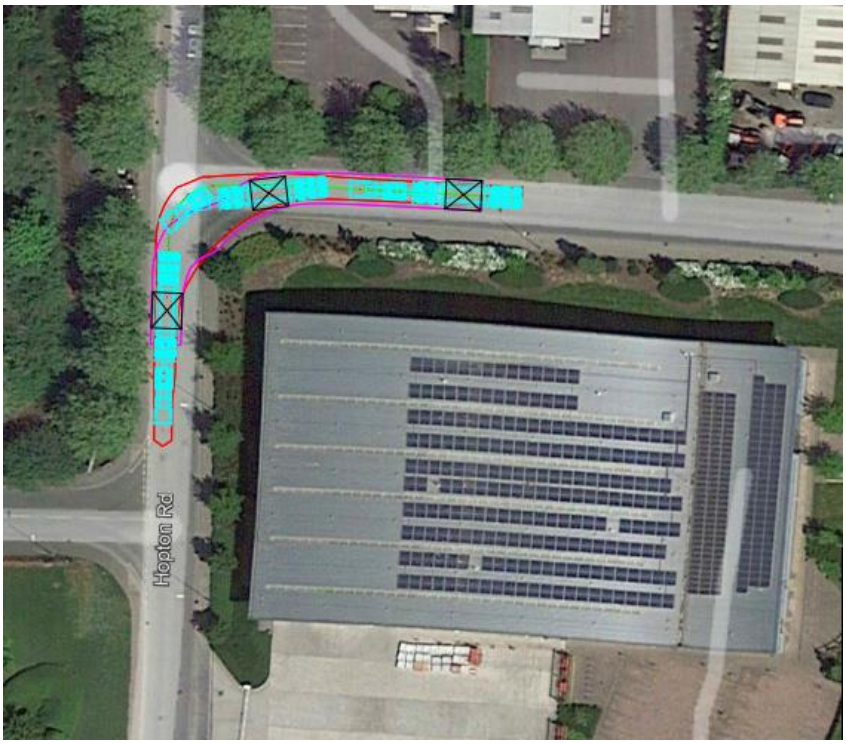
- Abnormal Indivisible Loads is Part II of the Road Traffic Act 1988
- Road Vehicle (Construction & Use) Regulations, 1986
- Road Vehicle (Authorisation of Special Types) (General) Order 2003 (the latter commonly referred to as S.T.G.O.)

Assessments of the swept path analysis for HGVs has been carried out for all potential haulage road entrances off the main road (A361) towards the main compound. Site visits with haulage contractors have further confirmed the routes are suitable for HV cable drum deliveries (see Appendix) to the ECSEC.

*All drawings are indicative only and will be verified in detailed design stage

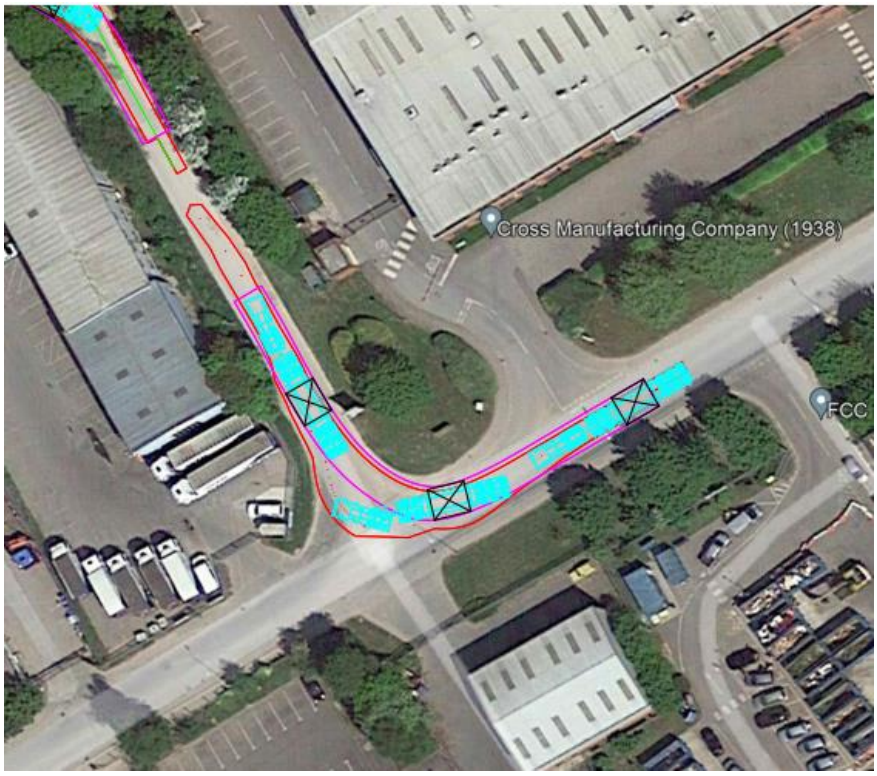


Right Turn into Hopton Park Industrial Estate from A361



Left Turn off Waller Road onto Hopton Road

Doc Title:	Traffic Management Plan			Activity ID	D229988
BIM Code:	5417-PTDC-CABXX-XX-RP-PDM-000076	Version	P03	Status	S4



Right Turn towards Wiltshire Concrete



Left turn in front of Wiltshire Concrete

These deliveries will require vegetation clearance (trimming of oversailing tree branches) and minor enabling works to facilitate the left hand turn toward the compound (below).



View of full turn



Vegetation clearance (trimming oversailing branches) looking back towards Wiltshire Concrete



Verge damage from HGV vehicles taking wide route for right hand turn

The lorries may require 'No Parking' signage to prevent cars from blocking roads and making turns tighter.



Route towards Wiltshire Concrete along Hopton Road

Expected Deliveries (Size and Number)

Based on the current Construction programme, the expected deliveries of larger items have been broken down into the following table. Please note this list is not exhaustive.

Delivery Type	Location	Frequency	Expected Dates	Vehicle Type
CBS	Main Compound	Daily / every alternate date	04 Jun 24 to 23 Oct 24	20 Tonne Wagon
Concrete	Main Compound	Ad-hoc / as required basis	15 Feb 24 to 23 Oct 24	6m^3 Concrete lorry
Temporary site welfare / accommodation	Main Compound	One-Off	11 Nov 23	Hiab
OHL Conductor Drums	Main Compound	One-off	11 Apr 24	HGV / Flatbed
Fibre Optic Cable Drums	Main Compound	One-off	03 Sep 24	HGV / Flatbed
HDPE Cable Ducts	Main Compound	One-off	10 May 24	HGV / Flatbed
OHL Tower Steelwork	Main Compound	One-off	05 Apr 24	HGV / Flatbed
CSE Structures	Eastern and Western CSECs	One-Off	23 Oct 24	HGV / Flatbed
Gantry Structures	Eastern and Western CSECs	One-Off	22 Oct 24	HGV / Flatbed
Earth Switch Structures	Eastern and Western CSECs	One-Off	24 Sep 24	Flatbed
Surge Arrester	Eastern and	One-Off	22 Oct 24	Flatbed

Structures	Western CSECs			
400kV Surge Arrester	Eastern and Western CSECs	One-Off	29 Oct 24	Flatbed
400kV Earth Switches	Eastern and Western CSECs	One-Off	26 Nov 24	Flatbed
400kV Post Insulators	Eastern and Western CSECs	One-Off	06 Aug 24	Flatbed
400kV Busbars and Connectors	Eastern and Western CSECs	One-Off	16 Sep 24	Flatbed
Jointing Materials	Main Compound	One-Off	11 Nov 24	Hiab / Flatbed
Various Plant and Machinery	All Compounds	As Required	01 Nov 23 to 17 Sep 26	Small Tipper up to Low Loaders

A separate Cable drum delivery schedule has been created. It is per the figure below:

Cable Drum Deliveries		158.0d	27-Aug-24	22-Apr-25
Drum Delivery Arrive in UK Storage	CAB1480	0.0d		27-Aug-24
Cable Drum Delivery to Site - Section 6 - Group 1 & Group 2 (x6 Cable Drums)	CAB1530	0.0d		30-Aug-24
Cable Drum Delivery to Site - Section 3 - Group 1 & Group 2 (x6 Cable Drums)	CAB1740	0.0d		30-Sep-24
Cable Drum Delivery to Site - Section 3 - Group 3 & Group 4 (x6 Cable Drums)	CAB1910	0.0d		14-Oct-24
Cable Drum Delivery to Site - Section 4 - Group 1 & Group 2 (x6 Cable Drums)	CAB2070	0.0d		03-Nov-24
Cable Drum Delivery to Site - Section 4 - Group 3 & Group 4 (x6 Cable Drums)	CAB2230	0.0d		17-Nov-24
Cable Drum Delivery to Site - Section 5 - Group 1 & Group 2 (x6 Cable Drums)	CAB2420	0.0d		09-Dec-24
Cable Drum Delivery to Site - Section 5 - Group 3 & Group 4 (x6 Cable Drums)	CAB2590	0.0d		07-Jan-25
Cable Drum Delivery to Site - Section 2 - Group 1 & Group 2 (x6 Cable Drums)	CAB2900	0.0d		03-Feb-25
Cable Drum Delivery to Site - Section 2 - Group 3 & Group 4 (x6 Cable Drums)	CAB3030	0.0d		17-Feb-25
Cable Drum Delivery to Site - Section 1 - Group 1 & Group 2 (x6 Cable Drums)	CAB3130	0.0d		03-Mar-25
Cable Drum Delivery to Site - Section 1 - Group 3 & Group 4 (x6 Cable Drums)	CAB3310	0.0d		17-Mar-25
Cable Drum Delivery to Site - Section 6 - Group 3 & Group 4 (x6 Cable Drums)	CAB3660	0.0d		22-Apr-25

5.5 LORRY ROUTES APPROVALS AND MONITORING

As a part of the supplier agreement with haulage companies or material suppliers, GPS vehicle location and tracking system for tipper lorries will be enforced. These same tracking systems to be used for the movement of materials (i.e. CBS and stone) and waste can be used for the measurement -related traffic flows. monitoring for deviation from authorised routes. We will have a daily log of vehicles entering the compounds.

Balfour Beatty will then submit a list of roads showing the most appropriate routes. The lorry routes-will be signed and (as above) there will be a means of monitoring lorry use and any routes prohibited from use. Any large goods vehicles and abnormal loads will have clear identification displaying that they are construction heavy goods vehicles.

5.6 FORECAST FLOWS BY VEHICLE TYPES AND ACTIVITIES

The impact of road-based construction traffic will be reduced by implementing and monitoring clear controls on vehicle types, hours of site operation, parking/holding areas and routes for large goods vehicles. A phase-by-phase plan of operations showing the expected HGV movements to site is shown below, taken from the high level works summary shown below:

High Level Site Works Summary		956.0d	10-Jan-24	22-Aug-26
Tree Clearance	SUM1000	41.0d	10-Jan-24	19-Feb-24
Fencing Installation	SUM1020	36.0d	06-Feb-24	12-Mar-24
Main Compound Set Up	SUM1010	79.0d	17-Jan-24	04-Apr-24
4x OHL Foundation Works	SUM1030	58.0d	15-Feb-24	12-Apr-24
Access Installation	SUM1040	76.0d	06-Mar-24	20-May-24
4x Tower Assemble & Erect	SUM1050	44.0d	17-Apr-24	30-May-24
Outage 1 - North - Cct1 - Diversion	SUM1060	33.0d	13-May-24	14-Jun-24
Outage 2 - South - Cct2 - Diversion	SUM1090	33.0d	05-Aug-24	06-Sep-24
HDD Works	SUM1070	135.0d	20-May-24	01-Oct-24
Duct Installation	SUM1080	142.0d	04-Jun-24	23-Oct-24
CSE Works	SUM1110	202.0d	11-Sep-24	31-Mar-25
Cable Installation	SUM1100	254.0d	02-Sep-24	13-May-25
Jointing	SUM1120	204.0d	06-Dec-24	27-Jun-25
Terminations	SUM1130	108.0d	18-Mar-25	03-Jul-25
Commissioning / Testing	SUM1140	31.0d	23-Jun-25	23-Jul-25
Outage 3 - North - Cct1 - Final Arrangement Outage	SUM1160	40.0d	04-Aug-25	12-Sep-25
Partial Reinstatement (A365 to Eastern Compound)	SUM1150	56.0d	24-Jul-25	17-Sep-25
Outage 4 - South - Cct1 - Final Arrangement Outage	SUM1170	40.0d	15-Sep-25	24-Oct-25
Trackway Removal	SUM1190	24.0d	19-Nov-25	12-Dec-25
Tower Dismantling	SUM1180	58.0d	23-Oct-25	19-Dec-25
Final Reinstatement	SUM1200	174.0d	02-Mar-26	22-Aug-26

A month-by-month breakdown of vehicle movements for the duration of the project would be as follows (Contract award on 24 Oct '24):

Year	Month	Activity	Expected Type and number of Vehicle Movements (Trips to site)	Comments
2023	October	Contract award	Cars: 4-5	Site Visits by project staff
	November	Mobilisation / Ecological Mitigations	Cars: 4-5	Badger Sett closure
	December	Mobilisation	Cars: 4-5	Site Visits by project staff
2024	January	• Main Compound Establishment • Construct BM04 • Vegetation clearance • Easement Fencing Installation	• Cars: 4-5 • Vans: 2-3 • HGVs / HIABs: 2-3	• Site staff vehicles • Operatives transport • Deliveries of various materials
	February	• Topsoil stripping • Easement Fence install • Vegetation clearance • Install compound stone • Vegetation clearance • Install access to temporary towers (East and West CSEC) • Install foundations for Temporary OHL towers • Install foundations for new CSEC bases	• Cars: 6-8 • Vans: 6-8 • HGVs: 80-90	• Site staff vehicles • Operatives transport • Deliveries of materials (incl. compound stone)
	March	• Main compound works (Fencing) • Topsoil stripping • Construct BM01 and BM02 (Folly Road)	• Cars: 8-10 • Vans: 8-10 • HGVs: 15-20	• Site Staff vehicles • Operatives transport • Various deliveries

		• Construct BM06, BM07 and BM08 (Horton Road) • Haul Road Construction • Drainage Installation • Foundations for temporary towers		
	April	• Prepare HDD working areas • Scaffold for OHL Diversions • Assemble and erect temporary towers CCT1	• Cars: 8-10 • Vans: 8-10 • HGVs: 10-15	• Site Staff vehicles • Operatives transport • Various deliveries
	May	• OHL Diversions CCT1 • Assemble and erect temporary towers CCT2 • HDD Works	• Cars: 8-10 • Vans: 8-10 • HGVs: 8-10	• Site Staff vehicles • Operatives transport • Various deliveries
	June	• Duct Installation • OHL Diversion CCT1 • HDD Works	• Cars: 8-10 • Vans: 8-10 • HGVs: 20-25	• Site Staff vehicles • Operatives transport • Various deliveries (Incerase in HGVs due to CBS Deliveries)
	July	• Duct Installation • Joint Bay Installation • HDD Works	• Cars: 8-10 • Vans: 8-10 • HGVs: 20-25	• Site Staff vehicles • Operatives transport • Various deliveries
	August	• Duct Installation • Joint Bay Installation • OHL Diversion CCT2 • Cable Drum Deliveries • HDD Works	• Cars: 8-10 • Vans: 8-10 • HGVs: 30-40	• Site Staff vehicles • Operatives transport • Various deliveries
	September	• Duct Installation • Joint Bay Installation • OHL Diversion CCT2 • Cable Drum Deliveries • Western & Eastern CSEC Install • HDD Works	• Cars: 8-10 • Vans: 8-10 • HGVs: 30-40	• Site Staff vehicles • Operatives transport • Various deliveries
	October	• Duct Installation • Joint Bay Installation • Cable Drum Deliveries • Wester & Eastern CSEC Install • HDD Works • Cable Installation	• Cars: 8-10 • Vans: 8-10 • HGVs: 20-28	• Site Staff vehicles • Operatives transport • Various deliveries
	November	• Joint Bay Installation • Cable Drum Deliveries • Western & Eastern CSEC install • HDD Works • Cable Installation	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
	December	• Joint Bay Install	• Cars: 8-10	• Site Staff vehicles

		• Cable Drum Deliveries • Cable Install • Joint Bay Scaffolding • Jointing • Western & Eastern CSEC Construction	• Vans: 8-10 • HGVs: 12-15	• Operatives transport • Various deliveries
2025	January	• Joint Bay Installation • Cable Drum Deliveries • Cable Installation • Joint Bay Scaffolding • Jointing • Joint Bay Reinstatement • Western & Eastern CSEC Construction	• Cars: 8-10 • Vans: 8-10 • HGVs: 20-25	• Site Staff vehicles • Operatives transport • Various deliveries
	February	• Cable Drum Deliveries • Cable Installation • Joint Bay Scaffolding • Jointing • Joint Bay Reinstatement • Western & Eastern CSEC Installation	• Cars: 8-10 • Vans: 8-10 • HGVs: 20-25	• Site Staff vehicles • Operatives transport • Various deliveries
	March	• Cable Drum Deliveries • Cable Installation • Joint Bay Scaffolding • Joint Bay Reinstatement • Western & Eastern CSEC Construction • Jointing	• Cars: 8-10 • Vans: 8-10 • HGVs: 20-25	• Site Staff vehicles • Operatives transport • Various deliveries
	April	• Cable Drum Deliveries • Cable Installation • Joint Bay Scaffolding • Joint Bay Reinstatement • Jointing / Terminating • Western & Eastern CSEC Construction	• Cars: 8-10 • Vans: 8-10 • HGVs: 20-25	• Site Staff vehicles • Operatives transport • Various deliveries
	May	• Joint Bay Scaffolding • Cable Installation • Joint Bay Reinstatement • Jointing / Terminating • Western & Eastern CSCEC Construction	• Cars: 8-10 • Vans: 8-10 • HGVs: 20-25	• Site Staff vehicles • Operatives transport • Various deliveries
	June	• Joint Bay Scaffolding • Jointing / Terminating • Western & Eastern CSEC Construction • Commissioning	• Cars: 8-10 • Vans: 8-10 • HGVs: 20-25	• Site Staff vehicles • Operatives transport • Various deliveries
	July	• Joint Bay Scaffolding • Jointing / Terminating • Western CSEC Construction • Commissioning • Partial Reinstatement	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
	August	• Partial Reinstatement	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport

				• Various deliveries
	September	• Partial Reinstatement	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
	October	• Redundant OHL Removal • OHL Scaffolding • Trackway Access Install	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
	November	• Redundant OHL Removal • OHL Scaffold Removal • Trackway install / Removal	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
	December	• Redundant OHL Removal • Trackway Removal	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
2026	January	• No Site Works	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
	February	• No Site Works	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
	March	• Main Yard Reinstatement • Satellite yards reinstatement • Tree planting • Access reinstatement	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
	April	• Main yard reinstatement • Satellite yard reinstatement • Tree planting • Access reinstatement	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
	May	• Main Yard reinstatement • Satellite yard reinstatement • Access reinstatement • Topsoil reinstatement	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
	June	• Main Yard reinstatement • Satellite yard reinstatement • Access reinstatement • Topsoil reinstatement	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries
	July	• Main Yard reinstatement • Satellite yard reinstatement • Access reinstatement	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various

		• Topsoil reinstatement		deliveries
	August	• Main Yard reinstatement • Satellite yard reinstatement • Access reinstatement • Topsoil reinstatement	• Cars: 8-10 • Vans: 8-10 • HGVs: 12-15	• Site Staff vehicles • Operatives transport • Various deliveries

**Please Note:* *All Site works complete by August 2026.*

**Please Note:* *Increase in HGV deliveries from June 2024 due to CBS Deliveries. Note that these deliveries are from Wiltshire Concrete – these are not expected to be using the main highway.*

ROAD NETWORK MANAGEMENT

5.7 PROTECTION OF HIGHWAY ASSETS

Temporary scaffolds will be erected while replacing the overhead line wires, as they will be slacked and hang lower than normal. This also reduces the risk of wire inadvertently falling on public roads, paths, canal, etc.

Where reasonably practicable measures will be put in place to avoid/limit and mitigate the deposition of mud and other debris on the highway, minor roads and footpaths. This is will include the following:

- Road sweeping with water sprays – to hard standing at access/egress points, to suppress dust while cleaning
- Vehicle wash down/ wheel wash points at each exit point on to the highway – where temporary haul routes become particularly muddy and material is transferred onto highway by HGVs that block drainage interceptors, gullies, etc.
- Localized silt fencing/ measures to prevent silt run off – if run off and ponding is significant adjacent to hoardings on the carriageways
- All vehicles transporting soil, loose and or dusty materials on public roads will be fully sheeted to reduce the risk of air pollution.

This is information will be fed directly into a detailed Construction Environmental Management Plan.

5.8 TEMPORARY ACCESS POINTS

Access Point Signing
Prior to the commencement of construction activities all routes will be signed with ‘advanced notice of works’.

Signing of Road Works
The temporary signing of road works will generally be in accordance with Chapter 8 of the Traffic Sign Regulations and General Directives. During the construction of the bellmouths, temporary traffic signal control. Road closures will be required while plant and site operatives are working in the carriageway and highway verges.

Vehicle Access and Egress

All traffic accessing or egressing site will have to strictly follow site rules. Site rules and one-way system map will be sent to all suppliers in the form of a Driver Flash Card. Organisations intending to make deliveries to site will be required to survey the access route in advance, taking into consideration weight and height restriction etc. Heavy loads shall be controlled by specific traffic movement plans developed by individual contractors in advance and approved by the Project Manager. Site rules will also be affixed to site entrance hoarding/fencing.

All vehicles shall carry a “Project Identity Card” clearly visible at all times whilst maneuvering onsite and access areas via the Haul Roads.

5.9 HAUL ROADS AND CROSSINGS

There are only two known exclusion zones for construction traffic during the main works – Conscience Lane and Folly Road. Areas with weight limits will be adhered to. All vehicles to follow prescribed construction traffic route.

5.10 MONITORING HIGHWAY CONDITION

A road condition dilapidation survey shall be carried out prior to any CDM work activities taking place in order to establish existing road conditions. The full extent of this survey will be agreed with relevant stakeholders, including the local highways authority. A baseline survey will be undertaken prior to construction. The road condition shall then be monitored throughout the contract and any necessary remedial works shall be agreed in consultation with the Local Authority Highways Dept. (Wiltshire County Council) and Highways agency (A361, Highways England). A final survey will be completed at the completion of the project and any areas identified that need repair or reinstatement shall be agreed also.

5.11 SAFETY MANAGEMENT

The main safety concerns with respect to traffic management of construction traffic is **Plant, Vehicle and People Interface.**

The following site rules for plant, vehicle and people interface will apply on this project:

- Site pedestrians must not go through any closed barriers or move any cones preventing access.
- Site pedestrians must only cross at designated crossing points when crossing from one route to another, or when accessing a work task area.
- Site pedestrians must remain in a position of safety whilst mobile plant or vehicles are being maneuvered.
- Site pedestrians must follow any instructions given by the Plant and Vehicle Marshal.
- The opening/closing of tail gates must be carried out by the vehicle driver.
- Exclusion zones to be set up, as required, to segregate works from access routes/pedestrian walkways.
- The site speed limit is maintained at 5mph (15mph on Haul Road with no work being undertaken).
- Plant may only be operated by those who have been suitably trained, are experienced and hold the relevant qualifications. Copies of these qualifications must be maintained on site.
- Daily and weekly checks of plant and vehicles shall be carried out with the records maintained in site files. These checks will be to specifically cover the following:
    - Mobile plant/vehicle mirrors, camera lenses and other visibility aids must be kept clear at all times
    - Audible reversing alarms must be fitted to all mobile plant and maintained
    - Mobile plant operators and vehicle drivers must not go through any closed barriers or move any cones preventing access.
    - Ensure all windows (front, side & rear) are clean and free of damage / obstructions
    - Camera lens is clean and fit for use

Balfour Beatty will mandate existing environment, sustainability, safety and quality plans for management of construction vehicles through the supply chain and any additional requirements from National Grid and the Local Highways Authority, a non exhaustive list measures are below:

- Vehicle safety checks – for vehicles 3.5t and over,
- Driver licence checks – carried out every 12 months
- Plant and vehicle daily & weekly inspections
- Vehicles that comply with Clean Air Zones and met targets for Ultra Low Emission Vehicles
- Techniques managing vehicle noise on the highway (white noise alarms, soft closing doors, low noise tyres for use in urban and suburban areas)
- Maintain CLOCS Membership & FORS Bronze MOCA (Multi Operating Centre Accreditation) - 20% of our operator licence centres audited on an annual basis. Balfour Beatty can look to upgrade membership where required.
- Implementation of driver training programmes (i.e. Balfour Beatty Permit to Drive for company vehicles) and training relevant to their specific environment (i.e. CPC or CPCS) or those to protect pedestrians and non-motorized traffic (i.e. NRWSA training)
- Vehicle safety measures including signage, mirrors, prevention of idling and use of technology (cameras) to remove blind spots (i.e. side scan detection/ audible left turn alarm/ viewable camera system) according to vehicle size, controls on reversing alarms on lorries and items of plant (part of supplier agreement)
- Briefings and toolbox talks on third party access , changes to plant/vehicle and pedestrian segregation procedures to be followed for the temporary or permanent closure or diversion of roads, PRoW or accesses

Vehicle compliance will be managed by a designated individual. One of their roles will represent that of a Vehicle Compliance Officer checking the activities above are compliant.

Signage & Physical barriers

Clearly displayed signs in the compound areas shall define segregation between people and vehicle / plant.

Signage shall include but not limited to:-

- Access / Egress
- Pedestrian Walkways/ Crossings
- Speed Limit Signs
- Reception
- Parking Bays & Reverse Parking
- Entering CDM/ Safety Notices/ PPE Board
- Loading and Unloading area


Balfour Beatty
Caution Site traffic
5
All personnel must report to Logistics Office
Enter Safely Work Safely
THINK SAFE BE SAFE!


Balfour Beatty
No unauthorised entry


Balfour Beatty
SAFETY STARTS HERE
No protective equipment no entry
Hard hats must be worn at all times on this site
High visibility vests must be worn at all times on this site
Safety footwear must be worn at all times on this site
Hand protection must be worn at all times on this site
Light eye protection must be worn at all times on this site


Balfour Beatty
ALL DRIVERS
Hard hats must be worn
Reflective clothing must be worn
Vehicles must only be reversed under the control of a banksman
5
Maximum speed limit


Balfour Beatty
Please reverse into parking bays
Reverse park policy in place


Balfour Beatty
P
Reverse Parking Only


Balfour Beatty
We apologise for any inconvenience caused during these alterations.


Balfour Beatty
Danger
Heavy Plant Crossing

5.12 CRASH DATA RECORDING AND REVIEW

Balfour Beatty implement a system of monitoring branded vehicles (telematics) for those who have passed a Permit to Drive assessment. It is possible to make arrangements with local highway authorities to report this data.

There is a Balfour Beatty procedure on reporting accidents and incidents with company vehicles. This covers how to deal with any highway incidents or vehicle breakdowns relating to construction traffic, especially at peak times.