

EWR Alliance

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East West Rail Phase 2

A1 Compound Construction – Construction Traffic Management Plan (CTMP)

Client name: EWR2

Date: 06 April 2019





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Appendix 1 Construction Access Routes and Public Rights of Way

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- 1.2 Constraints - HGV Construction Access Route – Assessment and Selection
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1. Purpose

This document has been prepared to assist the East West Rail Alliance (EWRA) and its contractors to implement traffic and pedestrian management control measures when carrying out construction and related works on the Project site.

This document relates to the construction of the 2A1 Main Works Compound, which forms part of the enabling works package, and is to be carried out in preparation for the main construction works.

The term 'traffic', wherever used in this Traffic Management Plan (TMP), encompasses both vehicles and pedestrians movement.

Traffic management shall be undertaken in a manner that shall provide for the safety of all EWRA staff, subcontractors and the public and ensures that road and footpath users are not exposed to foreseeable risks.

During the construction period, traffic will be managed and integrated into the existing road highway network.

All work will be carried out during the working hours of:

- 07:00 to 18:00hrs Mondays to Fridays
- 07:00 to 13:00hrs on Saturdays.

Work undertaken outside these hours will be planned in advanced and will require EWRA Senior Project Management approval. The prior consent (Section 61) from Local Authority will be required to protect the EWRA Alliance from any legal action being taken by the Local Authority.

This document addresses the systems and procedures that should be followed to warn, inform and guide Traffic past, through or around all works related to project site.

All workers, employees, subcontractors, employers and the management team, involved in the construction of the project shall adhere to this Traffic Management Plan.

To ensure minimal disruption to the general public and work on site the control and management of traffic should involve the co-ordination and control of the following:

- All delivery vehicles and their loading and unloading.
- Access to the project area by the staff and operatives
- Vehicular and pedestrian traffic past the work area.

It is not practicable for this TMP to cover all situations that could arise, it may therefore be necessary for the relevant person in control of the traffic management for a specific activity on site to modify the control measures to address the particular circumstances based on the hazard(s) identified.

1.1 Scope

This TMP relates to the operational vehicular & pedestrian movement and management within the 2A1 compound and the registering of all vehicle visitors via a new Voyage Control (VC), Delivery Management System (DMS) throughout the compound installation and prior to the issue and acceptance by the Oxfordshire County Council of Transport and Works Act Order (TWAO) Condition 14a of the Development Section 2A1 Construction Traffic Management Plan.

The proposed access/ egress for the site compound will be from Bicester Road for both light and heavy vehicles in line with the designated Light Goods Vehicle (LGV)/Heavy Goods Vehicle (HGV) vehicle access routes.

The plant identified to undertake the works has been assessed so there is sufficient width to access the site directly off the road. This will ensure that the impact on the public and highway users are minimised as there will be no requirement to unload plant and materials from the highway or local road, rather vehicles will be able to pull directly off the road into the works area.

It is envisioned that vehicle movements will comprise of daily operative access and initial access for plant / equipment.

1.2 General Requirements

- All vehicle visitors **MUST** book their relevant delivery/collection on to the EWRA VC (DMS).
- For the purposes of Compound Construction EWRA will schedule deliveries during the hours of 0900hrs and 1530hrs during the working week.
- Delivery vans and vehicles entering/exiting site shall use the designated permitted route shown on the designated access route details in appendix 1 of this document.
- All traffic controllers shall be suitably accredited and wear the required Personal Protective Equipment (PPE) at all times e.g. helmets, safety boots and high visibility vests etc.

2. Roles and Responsibilities

2.1 Implementation

The implementation of this plan is mandatory on all office and site activities. To implement the 2A1 TMP, the EWRA project team will:

- Communicate the details of this plan to all personnel on site during the mandatory site induction. This training will be recorded and provided to the project Safety Advisor
- Reiterate aspects of the TMP as required during regular pre-start meetings, tool box talks, and other necessary occasions.
- Develop a Vehicle Movement Plan, where required, for specific areas of the construction site.
- Place a copy of each Vehicle Movement Plan developed for a particular area at each entry gate for all personnel to review if required.
- All plant will be provided with a copy of the Vehicle Movement Plan related to their role in the construction zone.

2A1 Compound manager or designated site co-ordinator will ensure that all staff receive pre-works briefings and are briefed on the content of the relevant information described in the 2A1 TMP

The Section 2A construction team shall be responsible for ensuring this 2A1 TMP is updated prior to commencement on site and periodical reviewing and monitoring of the procedures set down within. The TMP will be revised and more appropriate procedures implemented if the original traffic management practices are not proven to be effective.

A number of key personnel of the EWRA Alliance are involved with works covered by this plan, including

Management and Site Teams as per table below:

Table 1: 2A1 EWRA project team contact details

Name	Role	Organisation	Contact details	Tick to confirm number works and has been tested
Steve Gola	Section Delivery Lead	EWR Alliance	07469414938	✓
Ian Jolliffe	Construction Manager	EWR Alliance	07710760891	✓
Paul White	H&S Adviser	EWR Alliance	07468719054	✓
	Construction CRE	EWR Alliance		✓
Paula Collins	Environmental Manager	EWR Alliance	07387233777	✓
Adrian Iswariah	Programme Logistics Manager	EWR Alliance	07469414905	✓
John Barrie	Security Manager	SELECT	07384526295	✓
Emma Jayne Last	Traffic Management, Plan & Transport Manager	EWR Alliance	07468 470676	✓
Adam Kulacz	Section Logistics Manager	EWR Alliance	07957 880554	✓
Dave Eaton	Compound Supervisor	EWR Alliance	07867419935	✓
Mantas	Vehicle Marshal	EWR Alliance	07469038717	✓
Mantas	Gateman	EWR Alliance	07469038717	✓

Any divergence from the plan shall be amended and the plan re-issued to the Project Team.

2.2 Site team members responsibilities

Works Supervisor - have responsibilities for two areas of traffic management, the Work Area and Employees under their control and shall ensure the following for each area of responsibility:

Work Area:

- A documented traffic management risk assessment is completed, and the procedures and control measures implemented on site.
- Written consent from the relevant authority is in place before any work in a road reserve is commenced by EWRA or a person working on behalf of EWRA.
- Road users, pedestrians and EWRA staff can continue with their respective undertakings in relative safety and with the minimum of inconvenience.
- All site related works are correctly barricaded and sign-posted using the relevant approved signs.
- All signs and devices used are in good condition and are removed at the completion of the work.
- All site related works do not commence until all signage is in place, even in an emergency it is essential that safety is observed for both staff and road/footpath users.

All lit areas are:

- Switched off during daylight hours.
- Checked at night time to confirm they are working and correctly aligned.
- The traffic management plan is reviewed regularly to ensure it is still suitable.
- If any person is injured the incident is reported to the Project Manager and the relevant authorities.

Gateman/vehicle marshal - will be Construction Plant Competence Scheme (CPCS) trained and appointed to control access to and from the site, this operative will be responsible for sighting oncoming traffic beyond any obstructions in visibility and ensuring oncoming traffic has slowed and is aware of any egressing vehicle/s. This operative will be responsible for:

- Sighting oncoming traffic beyond any obstructions in visibility
- Ensuring oncoming traffic has slowed and is aware of any egressing vehicle
- Responsible for ensuring that the condition of the access track and public highway is not affected either by increased use or deposits of mud or debris from the work site
- Responsible for contacting the supervisor should the provisions in place to prevent this become insufficient.
- The gateman will be required to wear highway compliant high visibility clothing and a detailed risk assessment and task briefing will be developed for this operation.

Site Security Guard – dedicated site security guards will be in control of:

- The site access security to ensure no members of the public can enter the site.
- During the core working hours the site security management will be controlled by EWRA staff.
- Outside the core working hours the worksite will be controlled and managed by SELECT Security.

Employees – will:

- Be competent to work on or near the roadways.

- Have a general awareness of traffic safety issues.
- Be informed of the public relations aspect of their work and instructed they should not allow themselves to be provoked by members of the public.
- Have access to and use the following safety equipment and PPE: High visibility vest or shirt, UV protection eyewear and sunscreen (SPF 30 standard or better), Wide brimmed hat/ safety helmet, Steel cap safety footwear, Appropriate clothing to protect against UV radiation, Hearing protection (where appropriate), Eye protection (where appropriate).

All other operatives/subcontractors - carrying out work activities on or immediately adjacent to the site will:

- Receive a detailed Orientation of the section – highlighting First Aid location / muster points etc.
- Take reasonable care for their safety and that of those around them.
- Follow the applicable requirements of this Traffic Management Plan.
- Prior to proceeding with any work, contact their supervisor or a EWRA Site Management Team member for clarification of any requirement applicable under this traffic management plan, if they are uncertain of what is required or how it is implemented
- Wear high visibility vest or shirt where required under this TMP
- Always obey the applicable road rules for pedestrians and drivers
- Always follow safe driving practices, including using the correct thoroughfare in accordance with any posted speed limits and safety requirements in a manner that does not put at risk their safety or that of any other persons (e.g. passengers, fellow workers or members of the public)
- Parking will be within the site works area, no parking will be permitted on the street or in community centre car parks. All parking will be as per parking signs and rules and avoid creating any form of safety hazard when parking or parked within the site.

Incident/Accident Reporting - In the event of an incident/accident, the following information is recorded using the Accident & Incident Reporting and Investigation Form Template:

- Names and addresses of those involved.
- Names and addresses of any witnesses.
- Actual types of signs and devices at the site.
- Photographs of signs and devices at the site at the time of the incident.
- Details of the surface and the width dimension of the travelled path.
- Details of any hazard at the site.
- Details of the prevailing weather.

Risk Assessment - Risk assessment is an essential part of effective health and safety management and involves five stages:

- Identify the hazards
- Decide who might be harmed and how
- Evaluate the risks and decide on precautions
- Record the findings and implement them
- Review the risk assessment and update if necessary.

Standards - A legal framework for the management of construction transport risks is contained in the following legislation:

- Health and Safety at Work etc Act 1974 (HSW Act)
- Management of Health and Safety at Work Regulations 1999 (Management Regulations)
- Construction (Design and Management) Regulations 2007 (CDM)

- Work at Height Regulations 2005
- Supply of Machinery (Safety) Regulations 1992
- Provision and Use of Work Equipment Regulations 1998 (PUWER)

3. Traffic management

When an EWRA Site Management Team member, subcontractor or their workers conducts work on the road or footpath it creates an abnormal situation that requires the provision of suitable signage, barricading, guarding, etc for users including vehicular and pedestrian traffic.

Regardless of the nature of the works, the complexity or how long it shall take, the purpose of this TMP is to ensure the safety of the Public highway users (Vehicles and pedestrians) Site Management Team, subcontractors and their workers to minimise the inconvenience to all parties.

The basic communication requirements of the traffic management plan are to provide:

- Advance warning of a change in traffic conditions in time for the users to adjust.
- Information and Guidance as to where to go to safely negotiate the work site. That is delineation of travel path and its separation from the work site and any necessary barricading.

3.1 Highway Traffic

This Traffic Management Plan includes the logistics strategy for the ongoing operations of 2A1 compound working within Section 2A for vehicular movements and space constraint mitigation to minimise impacts on the public highways at compound access/exit. The logistics strategy will follow the principles outlined below which will not have a material increase on traffic flow:

- All vehicles travelling to site will use the approved EWRA access routes.
- All deliveries will be co-ordinated for a just in time delivery during weekdays and weekends utilising the EWRA delivery management system VC (DMS);
- There will be times when vehicle movements such as abnormal or wide loads will be co-ordinated as to the highway code,
- An abnormal load is a vehicle that has any of the following: a weight of more than 44 tonnes, an axle load of more than 10 tonnes for a single non-driving axle and 11.5 tonnes for a single driving axle, a width of more than 2.9 metres, a rigid length of more than 18.65 metres.
- Vehicle movements are estimated to average the volumes stated in Table below except for abnormal loads. This is the Commitment we have Agreed in the Environmental statement

Table 2: Daily Trip Generation (two-way vehicle trips)

Activity	Daily Two-Way Vehicle Trips			
	Staff and Operatives	LGV's	HGV's	Total
Main Compound set up	127	60	12	199
Preliminary works	87	40	12	139

No of Vehicles (total daily) allows for each vehicle movement, all deliveries will be booked in via the Delivery Management System (DMS), once all available slots are fully booked, this will determine the number of vehicles/deliveries and access into the site compounds per shift. Car parking is not included.

All deliveries will be co-ordinated for a just in time delivery during weekdays and weekends utilising the EWRA VC (DMS); For information regarding approved vehicle access routes see Appendix 1, section 1.1.

3.2 Access A1 compound

Perimeter gated hoarding or security fencing will be constructed as primary boundary for controlling access.

All construction traffic will be via the agreed construction routes in accordance with the principles laid out in the TWAO Environmental Statement. The proposed access/ egress for the A1 compound will be via gated access, off Charbridge roundabout, Bicester Road, Launton OX25 6EP, for both light and heavy goods vehicles (LGV and HGV) in line with the designated LGV/HGV vehicle access routes (See Appendix 1).

The Main Construction Routes to Compound A1 will strictly follow the established routes as per the TWAO. During enabling and the main construction works all HGV and LGV traffic into this compound will be off Bicester road immediately south of the Charbridge Roundabout. There will be no construction traffic routed via Launton Village..

The Bicester Road access gate will serve HGV, LGV vehicles and staff/operatives for the duration of the construction works, onto the planned haul road towards the east alongside the railway corridor.

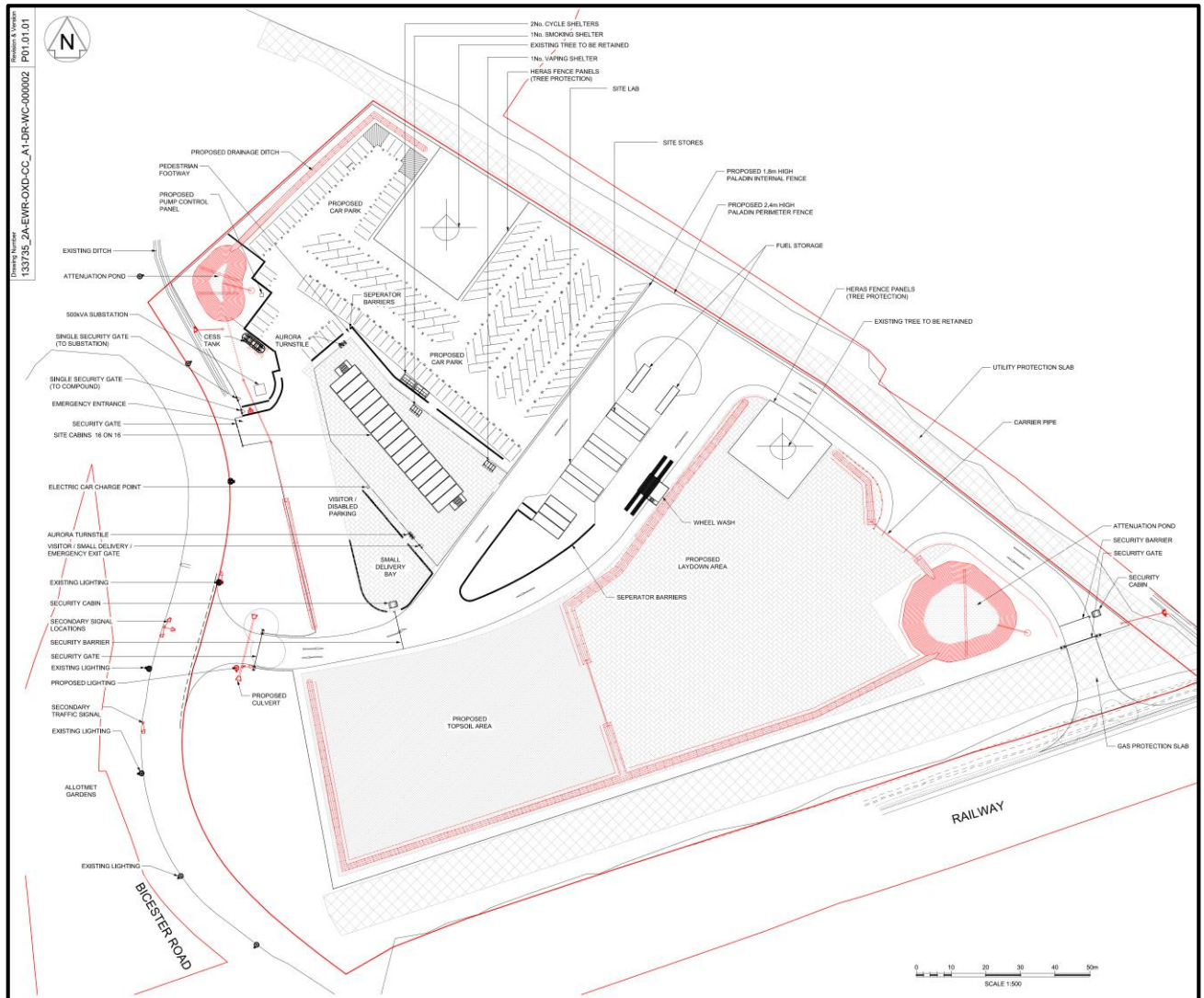
Figure 1: Charbridge roundabout and access gates location



Pedestrians will be given priority with all construction vehicles either making deliveries or collections under the continuous control by a Traffic Marshal. If deemed necessary this will be more than one person.

Once materials are delivered to the A1 compound it will be redirected to one of the laydown compounds areas as Figure below.

Figure 2: A1 compound layout



Vehicles will enter and exit site in a forward position; hence avoiding the need for reversing with entrance/exit gates remaining closed at all times other than for deliveries/collections.

Loading and unloading will be via a Lorry Mounted Crane Vehicle such as a Hiab.

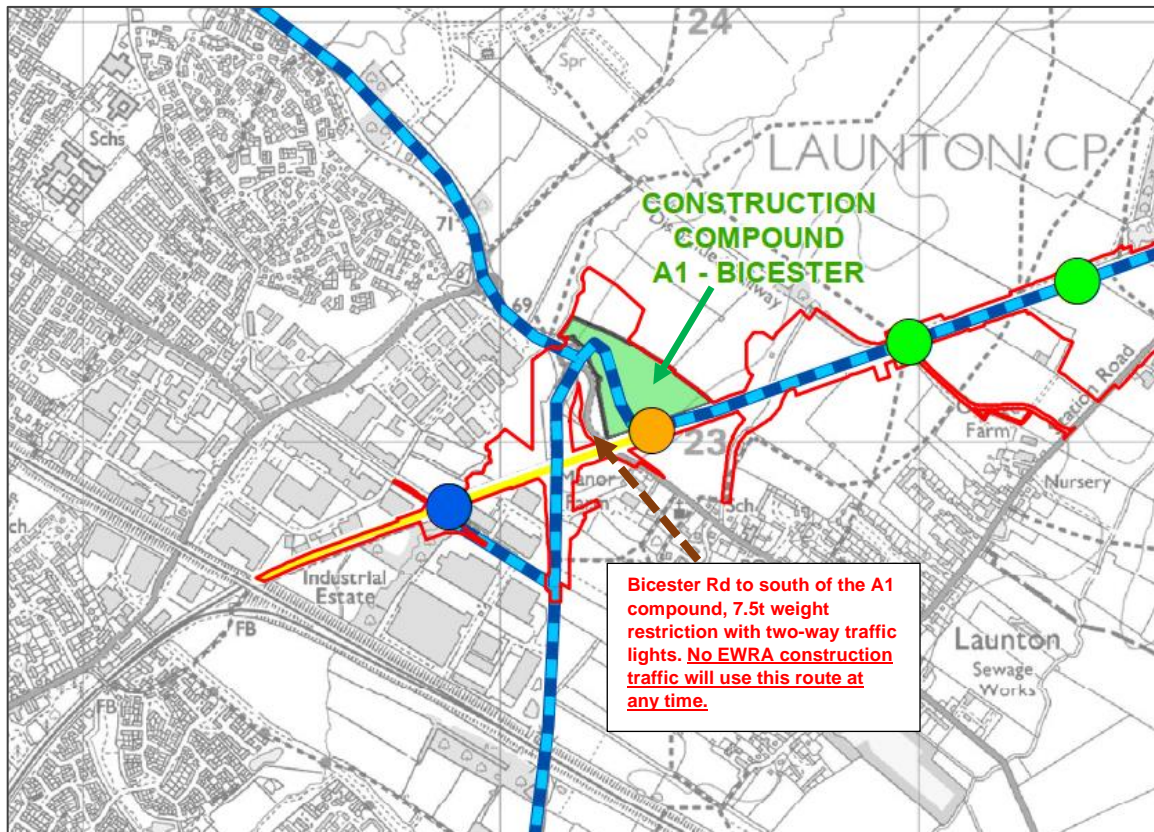
Lifting will be covered with a “lifting assessment” form filled out by the lifting supervisor.

All deliveries drivers will require to wear full PPE when on site and will be provided with a summary of site rules issued/ advised when they sign in.

3.3 Local Traffic restrictions

Due to the bridge (EWRA ref No: OXD36) weight restrictions and agreement with local authorities and Parish Councils construction traffic will not be routed through the village of Launton.

Figure 3: Route Restrictions Adjacent to Compound A1



3.4 Public Rights of Way (PROW)

During compound construction there will be no associated closures of Public Rights of Way.

3.5 Parking at A1 Compound

Parking, except for plant within the A1 compound area, will be restricted to marked parking areas. For parking areas location plan See Figure 5 above.

- Speed limit is strictly 5mph
- Reverse parking only.
- Access gates are provided for easy access/egress from car parking bays to the fenced off pedestrian walkways
- Plant within the A1 compound will park in designated areas.

3.6 Personnel access compounds areas

Security gates will be used to ensure that only authorised personnel can enter. This will include the use of electronic access control systems (ACS) such as AURORA for EWRA:

In addition to controlling access, ACS will provide up-to-date and accurate accounting for on-site personnel and can assist with controlling health and safety and Fire Emergency Preparedness Plan (FEPP).

For more details on site access arrangements (See EWRA Security Management Plan 133735-EWR2-PLN-MAN-000002).

Site visitors - Anyone not carrying out any physical work attempting to gain access to the project offices or respective sites by vehicle or on foot, who is not in possession of a valid permanent security pass will be treated as a visitor.

All visitors will be by appointment only and must in all cases be authorised by one of a list of senior project personnel at each site. Site security will be provided with the signed visitors form by the respective manager/host prior to the visit. This will reduce the potential for non-essential or unauthorised visits to occur.

All visitors except for authorised collection or delivery drivers shall be the responsibility of the permanent pass holder host at all times whilst on site.

- All visitors must sign in at security.
- Always use the pedestrian walkways, access gates are provided for a safe and easy access to site office.
- Where required all visiting personnel will wear adequate PPE

Visitor Inductions can be arranged but will require an inducted escort at all times when on the project if available.

3.7 Pedestrians access routes

Safe pedestrian access routes from car parks and external access point within 2A1 compound and work areas and around general site offices, welfare and car park areas are provided within 2A1 compound.

Where pedestrian and vehicle routes cross, appropriate crossing points for people will be provided. Crossing points will be suitably marked and signposted as show in this compound traffic management plan.

Pedestrians accessing compounds operational areas must wear EWRA approved PPE at all times.

Within the EWRA compound or working areas, it is EWRA's responsibility to design and implement pedestrian routes, crossing points and vehicle segregation areas and communicate them to all compounds users as soon as practically possible.

4. Construction Traffic

All deliveries and collections will be co-ordinated for a just in time delivery during weekdays and weekends utilising the EWRA delivery management system VC (DMS).

The project route maps show the authorised routes that all construction traffic will be directed along, to gain access to the A1 compound.

2A1 Compound vehicle access control shall be manned at all times by an approved and competent Traffic Marshal/Gateman.

4.1 Site Traffic Rules

Immediately upon arrival to the A1 access gate all deliveries to the site will report to the security/gateman. Where all vehicles will undergo safety checks specified in VC guides. This will be communicated to all suppliers and subcontractors at their pre-start meetings and via VC (DMS).

The entire delivery operation both onto and off site will be controlled by a Security Industry Authority/The Construction Industry Training Board (SIA/CITB) trained and certified Traffic Marshals from the point of guiding a vehicle to its designated off-loading area until guiding the vehicle back onto the Bicester Road. Both the Traffic Marshal and drivers will be expected to know and understand the relevant safety procedures and correct signalling systems.

- No delivery vehicles are to reverse without the direction of a Traffic Marshal.
- Flashing Beacons or Hazard lights must be in use at all Times.
- Seat belts must be worn at all times.
- In all areas not specifically designated as safe, PPE must be worn at all times when alighting the vehicle. At a minimum the EWRA requires hard hat, gloves, glasses, safety boots and hi viz.

The access point will be designed to ensure that no vehicle entering the site is restricted in pulling fully off the public highway. An allowance within the works site will be made for all vehicles to park, unload and manoeuvre so that all egressing vehicles are able to pull out of the access road in a forward direction. There will be no reversing onto the local road.

To prevent mud and debris accumulating out on the local road the access point / track will be stoned / repaired / reinstated in any areas that pot-holes have formed or areas that are not currently stoned, in addition a parking area will be formed with hard standing. This will ensure that the daily vehicles entering and exiting site do not access onto loose ground where mud and debris can accumulate on the vehicle and be transported off site and onto the road.

Plant and vehicles that need to work within site and are likely to accumulate mud will not exit the site until they have been washed down on site with wheel wash and inspected to ensure the wheels and wheel arches are clean and clear debris. In addition, there will be a road sweep on call should it be required to clean and maintain the road.

4.2 Delivery Management Specifics

It is planned that all logistics for compounds construction and subsequent operations will be scheduled, routed and controlled via a delivery management system (DMS), Voyage Control (VC) which will be managed by Logistics team. It is anticipated that all deliveries will be confirmed with 48hrs notice.

All planned deliveries will be communicated to relevant teams via VC App. An internet connected tablet device with all relevant deliveries/collections information will be provided to access control teams (Gateman) who will be carried out relevant checks of the vehicles.

This will allow for the precise routing of individual delivery loads and vehicles, clear time slot and prioritisation control, clear measurement of vendor compliance and performance and identification of source and destination of individual loads.

The benefits of using such a system are the ability to respond rapidly to queries relating to:

- Routing

- Punctuality
- Sustainability performance
- Damage to or complaints by the public due to EWRA vehicle behaviour
- Deconfliction with other works in the same area
- Precise control of when and where individual loads will arrive with the associated ability to minimise and eliminate stacking of vehicles on the highway
- Maintenance of standards

Any deliveries directed to the trace will be pre booked in advanced and communicated to a Gateman in form of Plans, drawings, instructions. Based on that information the Gateman will direct construction traffic to the relevant drop off points. The details traffic management system for that works will be developed once all infrastructure (compounds, haul roads etc) in place and will be updated as required in agreement between Construction and the Logistics teams.

Onsite management of small deliveries/collections for drop off (transit / courier drivers etc) which are not booked via VC DMS will be managed by the EWRA Gateman and direct to an approved small delivery/collection zones.

5. Traffic Signage and control

5.1 Principal of Signage

EWRA's Senior Construction Manager/Relevant Foreman shall ensure no matter how brief the work site is occupied careful consideration is given to signage of the site to:

- Provide advance warnings to drivers of changes in the surface of the roadway and/or in the changed traffic conditions and that personnel and/or plant are engaged in work.
- Adequately instruct and guide traffic safely through, past or around the work site.
- Provide separation of the travel path and the works area.

EWRA's Senior Construction Manager/Relevant Foreman shall ensure the following important principles are observed regarding traffic management signage:

- Signs and devices comply with those listed in Traffic Signs Manual Chapter 8 parts 1 and 2.
- Signs and devices will be erected and displayed before work commences.
- On approaches to the work area signs are erected in the following sequence and then removed in the reverse order.
- Advance warning signs.
- Other warning signs.
- Instruction signs
- Signs are placed within the driver's line of sight and at the same time not obscure other traffic devices from the driver's line of sight.
- All signs and devices are placed in the most advantageous positions having regard for the location and nature of the hazard, and the warning being conveyed, to provide the maximum visual impact for approaching traffic. Such signs and devices shall have an adequate clear view in advance of them (minimum 50m for 60 km/h, minimum 100m for 100 km/h).
- Signs and devices are placed in a manner and position, so they are not obscured from view by vegetation or parked vehicles.
- Signs and devices are placed in a manner and position so as not to become a possible hazard to workers, pedestrians or vehicles (e.g. divert traffic into an undesirable path).
- Signs and devices shall be regularly checked for effectiveness and maintained in a satisfactory condition.
- Signs and devices are selected and placed in a manner so as not to require a driver to disobey a law unless so directed by an authorised officer such as a police officer.
- Permanent signs which conflict with the signs required for the temporary work situation are covered or removed.
- Signs and devices are removed from the site when practical once the hazard ceases to exist. This not only restores the road/footpath to normal but is also an essential part of maintaining the credibility of the signs

5.2 Erection and Location of Signs

EWRA's Senior Construction Manager/Relevant Foreman shall ensure:

- All road signs are used with approved stands or erected on posts set into the ground, where permitted by the relevant authorities.
- All signs are placed in the most advantageous position, having regard for the nature of the hazard and the warning being conveyed, to provide the maximum visual impact for approaching drivers.

Where signs are erected on posts set into the ground the following applies:

- All signs will be 450mm back from the edge of the carriageway, whether this is kerbed or not. This applies to the sign face and not the post.
- The height of the sign should be a minimum 2.2m above the kerb or footpath to reduce the interference from parked cars.
- Where the signs are erected on temporary stands for short term work they should be erected on the road shoulder in un-kerbed areas no closer than 600 mm to the running lane. In kerbed areas the provisions outlined above for post-mounted signs shall be followed.

5.3 Advance and Intermediate Advance Warning Signs

Advance and Intermediate Advance Warning Signs alert approaching vehicles of changed road conditions, so road users may negotiate any travel path at an acceptable level of risk.

For EWRA purposes the Advance Warning Signs are limited to:

- Workers Ahead
- Roadwork Ahead
- Site Access Ahead

Intermediate Advance Warning Signs are used where, in addition to a general warning of the onset of the roadworks, a warning is needed either of a specific action of a driver or of the condition of the road.

The intermediate advance warning signs for EWRA purposes are:

- Diversion Ahead
- Prepare to Stop

Signs shall be erected in accordance with the Traffic Signs Manual. They shall be located so as not to interfere with vision splay. All signs on stands shall be weighed down with sandbags or equivalent.

The minimum distance for positioning of the advance warning signs shall be as determined in Chapter 1 of the Traffic Signs Manual and shown on the Traffic Management drawing produced for the work. The distance shall be measured from the sign position to the beginning of the taper area or the beginning of the diversion associated with the work site.

Advance Warning signs for vehicular traffic are not required in the following situations:

- Where work is sufficiently remote from the roadway that no action or extra vigilance is required of a driver other than would be normally required on that section of road.
- Where approach speeds are so low that no devices are needed to give advance warning i.e. signs and devices can be seen in plenty of time for drivers to take necessary action.

5.4 Site Access signage

Temporary signage will be installed to direct delivery vehicles to the compounds and access points via the correct construction access routes. Signs stating 'Construction Traffic Prohibited' will be clearly positioned to advise delivery vehicles of the incorrect routes.

Advanced temporary signage will be erected warning motorists and other highway users of site access points and all temporary signing strategy will be agreed with the LHAs.

5.5 Traffic Controller's Check

Traffic Controllers shall record that all the appropriate signs and traffic control requirements have been implemented according to the traffic management plan in place.

5.6 Termination Taper

This is the area indicating the end of the works. The use of three traffic cones or bollards should be sufficient in a taper. The typical spacing would be 5.0 to 15.0m.

5.7 Local Direction Signage Requirements for Emergency Services & Deliveries

It is not proposed to use any additional signage for the access points other than point of turn signs and advance warning signs.

Signing for emergency services will either be the standard works access signing or where a specific emergency access has been provided a standard emergency sign will be used.

Details of the exact locations of the EVAs will be provided at the TLG and forwarded to the Police, Fire and Rescue and Ambulances services. The co-ordinates of each works access and EVA will be provided in a format that is acceptable to each of the services.

5.8 Temporary Traffic Management Programme

Further details on the traffic management programme will be provided in subsequent updates of this TMP and WPP. These works shall have no significant impact on the local highway infrastructure.

For planned works the EWRA will have in place Temporary management system as per arrangement in Figures below, which will mitigate direct interface issues between local road users and EWRA construction route users.

All temporary traffic management requirements will be subject to submissions and notifications to the relevant highway authority.

6. Road Network Management

6.1 Protection of Highway Assets

There are no highway assets that have been identified specifically for protection.

Verges along the construction lorry routes will be monitored at regular intervals and any necessary remediation works highlighted will be carried out in consultation with the Local Highway Authority.

For road cleanliness the EWRA will be required to use all reasonably practicable measures to avoid/limit and mitigate the deposition of mud and other debris on the highway. In case EWRA construction traffic causes accidental damage to street furniture or signs, the incident will be notified on a case-by-case basis to the local highways authority to arrange appropriate further action and mitigating measures.

6.2 Temporary Access Points

It shall not be necessary to create any temporary access points for the scope of these works. The Main access works will be via gated access point off the Bicester Road.

6.3 Haul Roads & Crossings

No haul road crossings have been identified within this works.

6.4 Monitoring Highway Condition

Any highway damage directly attributable to the EWRA identified during time of this works will be recorded and any remedial works will be consulted on with the LHA. A condition survey of construction access routes has been carried out, however portions of the routes specifically attributed to Compound A1 are all A roads which are already heavily used by commercial traffic. As per the TWAO Environmental Statement traffic assessment, the overall impact of EWRA traffic on these roads is evaluated as being non-significant. These roads already have an intrinsic heavy maintenance liability and therefore it is not reasonable for the EWRA to be held to a pre-condition survey assessment on these roads.

The Alliance has therefore excluded the A4421 Bicester Eastern Perimeter Road, The A34 from the M40 Junction 9 and the A41 from Neunkirchen Way (A4421) to Oxford Road (A34) from a pre-condition survey. The remainder of the construction access routes have been surveyed with the results published in Report 133735_RW-EWR-XX-XX-RP-CH-000041 East West Rail Phase 2 Pavement Assessment Report for Oxfordshire Council.

Prior to compound construction a visual record of the condition of the small section (approximately 100m) of Bicester Road used to access the compound will be made. EWRA has the power to make changes and repairs to roads under the authority of the TWAO and these powers may be exercised in order to mitigate any unnatural degradation of the road in this area. No construction traffic is planned to extend beyond the compound entrance point on Bicester Rd.

The use of the DMS allowing the EWRA to monitor construction traffic into the compound will be combined with monitoring of the entrance way to the compound and associated verges.

6.5 Safety Management

Where the scope of construction works and/or permanent works interfaces with the public highway, a mix of temporary road or lane closures may be required to allow the construction work to be undertaken for the safety of both the public and construction staff.

Each works activities will be assessed based on the scope of works required and duration that traffic management will be required and the nature of the highway. The most appropriate form of traffic management will then be selected with consultation with the LHA.

The method of noticing will be via Network Rail Streetworks Department – this is required by the TWAO Order and as a Network Rail project the EWRA is restricted in that interface. Network Rail Streetworks

will work with Oxfordshire LHA to ensure communication is not adversely affected. EWRA will in turn maintain an all informed net to ensure awareness by all stakeholders. This process has been discussed and agreed as workable by the LHA and EWRA via the ongoing Technical Working Group interaction. All traffic management will be undertaken by the EWRA or its nominated contractor in accordance with Chapter 8 - Traffic Safety Measures and Signs for Road Works and Temporary Situations of the Traffic Signs Manual (2009) Department for Transport.

6.6 Crash Data Recording & Review

All Road Traffic collisions (RTC) on public roads involving site vehicles or vehicles delivering to site will be recorded and investigated, as part of the requirements of Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS).

In accordance to EWRA reporting procedure details of these RTC's must be reported directly to VolkerRail Control Centre (VRCC), **telephone number 01302 791 187** which will generate notices of close calls on the AIRSWeb system adopted on this project.

Where an RTC has occurred inside the area of works a review will be undertaken by the Traffic Manager to ensure that the traffic management was of a suitable standard and make any recommendations, as deemed necessary to ensure that a high level of public and workforce safety is maintained. All RTC's on public roads involving site vehicles or vehicles delivering to site will be recorded and investigated, as part of the requirements of FORS and CLOCS standards and in accordance to VC DMS.

Details of these RTC's may be presented to the TLG with certain identifying details redacted to conform with the requirements of General Data Protection Regulation (GDPR)

7. Abnormal Loads

For the purposes of construction of the compounds no abnormal loads are currently foreseen. Should detailed design of the compounds prove otherwise, these will be subject to movement orders. Where a movement order is required that conflicts with the Construction Access Routes, the movement order will take precedence. Abnormal loads will generally be routed overnight to minimise conflict with other road users and in addition an escort vehicle will travel ahead of the load to hold oncoming traffic at suitable passing points.

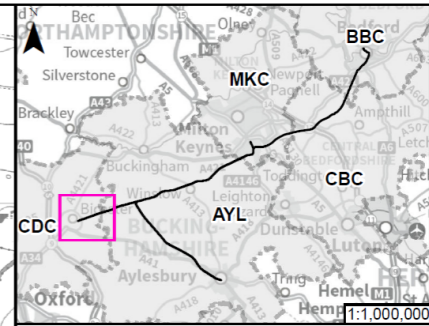
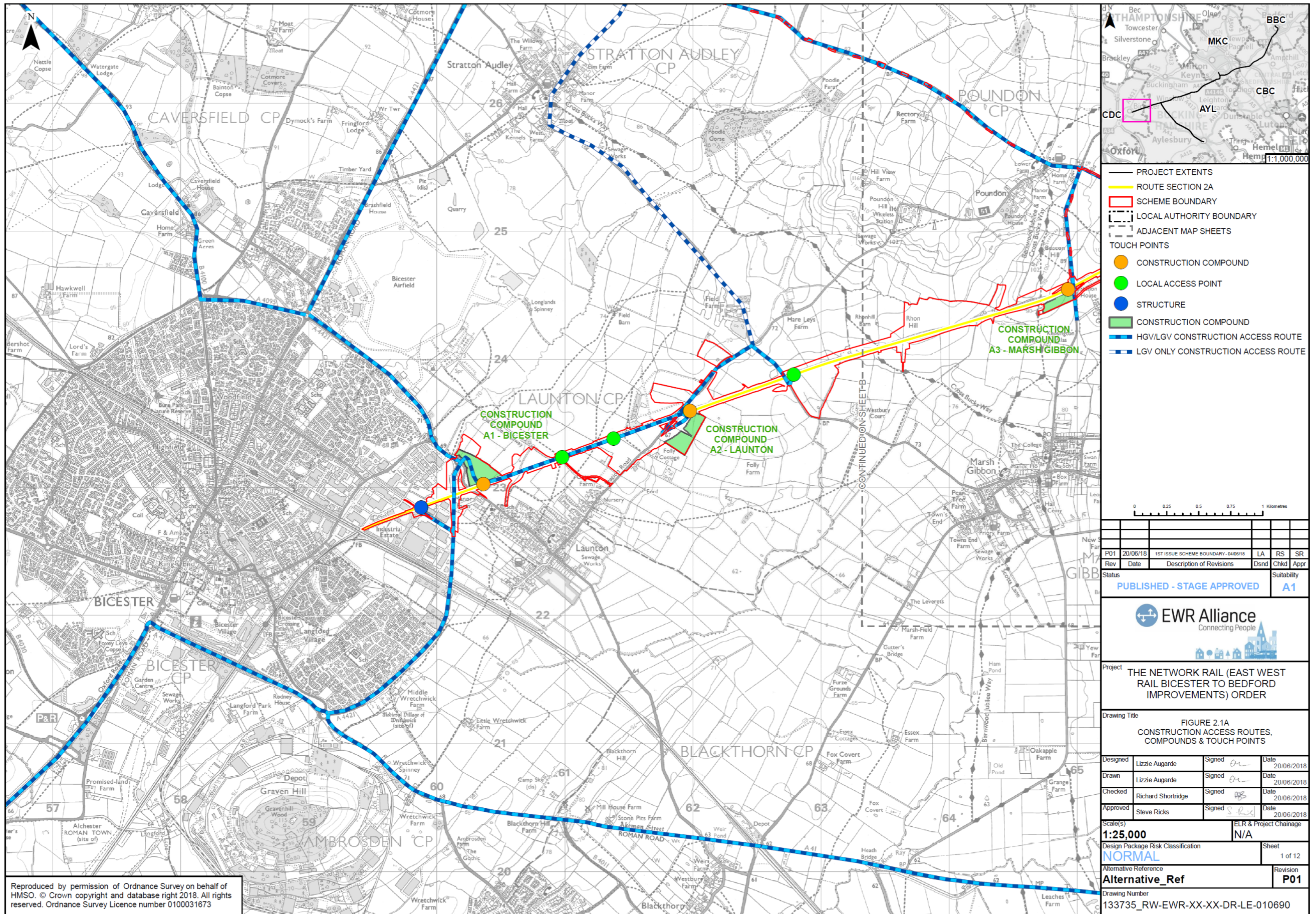
8. Records

- VC (DMS) including FORS / CLOCS inspections and Delivery logs on all vehicles in / out of compound
- Daily vehicle inspection logs (White Fleet)
- Daily Plant inspection forms
- Driver visitor site rules form
- One day vehicle visitor induction form
- Near Misses and Close Calls

Appendix 1 Construction Access Routes and Public Rights of Way

The following maps describe the proposed HGV, LGV, Staff and Operatives routes to the compounds as set out in the TWAO. The evaluation of route impact is for main construction works on the railway itself and therefore predicted traffic flow for individual compound construction is a fraction of main works numbers. These individual compound evaluations are described within further appendices relating to specific compounds.

1.1 LGV/HGV Access Routes for Section 2A



PROJECT EXTENTS

- ROUTE SECTION 2A
- SCHEME BOUNDARY
- LOCAL AUTHORITY BOUNDARY
- ADJACENT MAP SHEETS

TOUCH POINTS

- CONSTRUCTION COMPOUND
- LOCAL ACCESS POINT
- STRUCTURE
- CONSTRUCTION COMPOUND
- HGV/LGV CONSTRUCTION ACCESS ROUTE
- LGV ONLY CONSTRUCTION ACCESS ROUTE

Scale: 1:1,000,000

Rev	Date	Description of Revisions	Dsrd	Chkd	Appr
P01	20/06/18	1ST ISSUE SCHEME BOUNDARY-040618	LA	RS	SR

Status: **PUBLISHED - STAGE APPROVED** Suitability: **A1**



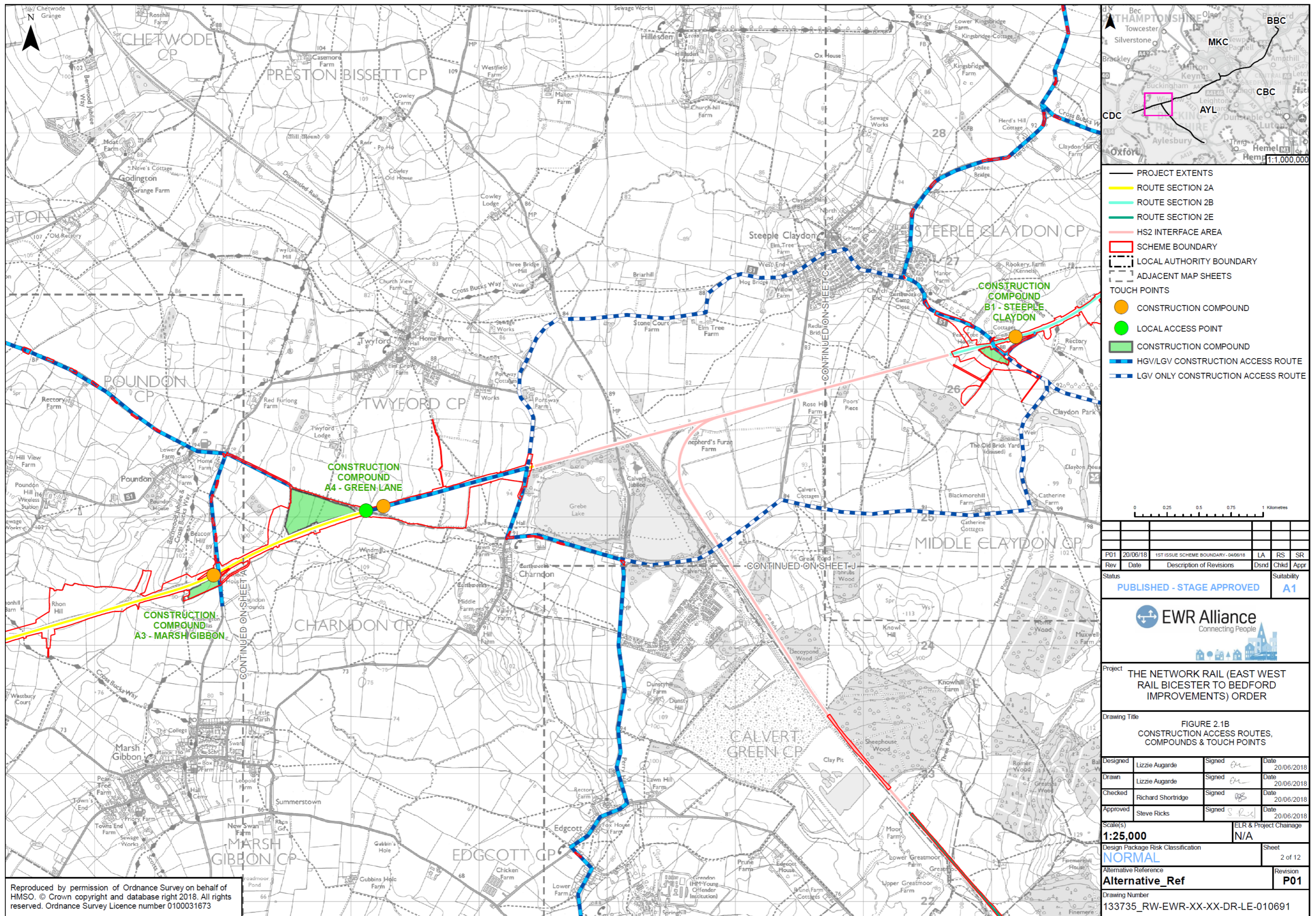
Project: **THE NETWORK RAIL (EAST WEST RAIL BICESTER TO BEDFORD IMPROVEMENTS) ORDER**

Drawing Title: **FIGURE 2.1A CONSTRUCTION ACCESS ROUTES, COMPOUNDS & TOUCH POINTS**

Designed	Lizzie Augarde	Signed	<i>[Signature]</i>	Date	20/06/2018
Drawn	Lizzie Augarde	Signed	<i>[Signature]</i>	Date	20/06/2018
Checked	Richard Shortridge	Signed	<i>[Signature]</i>	Date	20/06/2018
Approved	Steve Ricks	Signed	<i>[Signature]</i>	Date	20/06/2018

Scale(s)	1:25,000	ELR & Project Chainage	N/A
Design Package Risk Classification	NORMAL	Sheet	1 of 12
Alternative Reference	Alternative_Ref	Revision	P01
Drawing Number	133735_RW-EWR-XX-XX-DR-LE-010690		

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- PROJECT EXTENTS
- ROUTE SECTION 2A
- ROUTE SECTION 2B
- ROUTE SECTION 2E
- HS2 INTERFACE AREA
- SCHEME BOUNDARY
- LOCAL AUTHORITY BOUNDARY
- ADJACENT MAP SHEETS
- TOUCH POINTS
- CONSTRUCTION COMPOUND
- LOCAL ACCESS POINT
- CONSTRUCTION COMPOUND
- HG/LGV CONSTRUCTION ACCESS ROUTE
- LGV ONLY CONSTRUCTION ACCESS ROUTE

Rev	Date	Description of Revisions	Desnd	Chkd	Appr	Suitability
P01	20/06/18	1ST ISSUE SCHEME BOUNDARY - 04/06/18	LA	RS	SR	
Status						A1



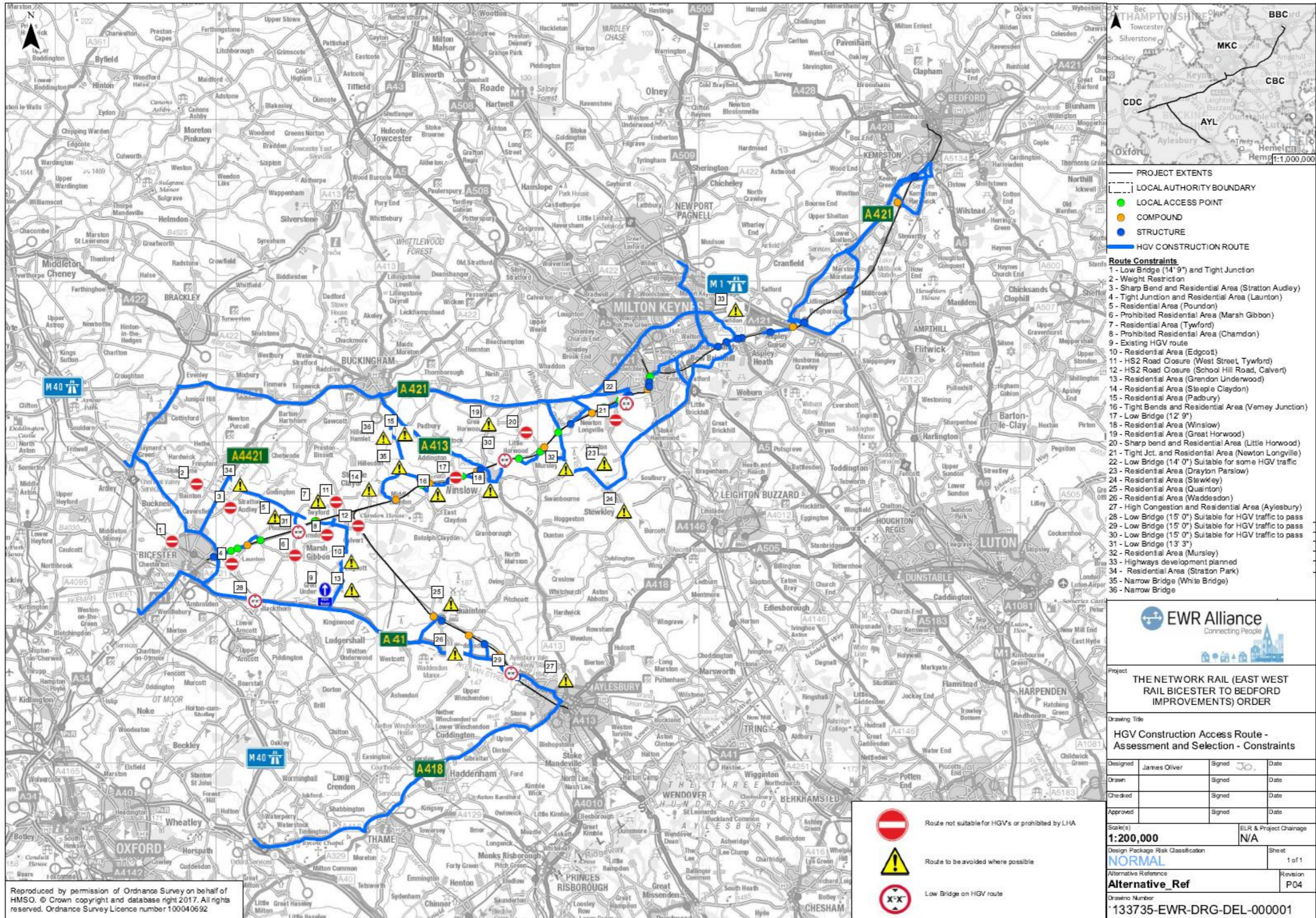
Project THE NETWORK RAIL (EAST WEST RAIL BICESTER TO BEDFORD IMPROVEMENTS) ORDER

Drawing Title FIGURE 2.1B CONSTRUCTION ACCESS ROUTES, COMPOUNDS & TOUCH POINTS

Designed	Lizzie Augarde	Signed	EA	Date	20/06/2018
Drawn	Lizzie Augarde	Signed	EA	Date	20/06/2018
Checked	Richard Shortridge	Signed	RS	Date	20/06/2018
Approved	Steve Ricks	Signed	SR	Date	20/06/2018

Scale(s)	1:25,000	ELR & Project Chainage	N/A
Design Package Risk Classification	NORMAL	Sheet	2 of 12
Alternative Reference	Alternative_Ref	Revision	P01
Drawing Number	133735_RW-EWR-XX-XX-DR-LE-010691		

1.2 Constraints - HGV Construction Access Route – Assessment and Selection



1.3 Public Rights of Way closures location plan

