

Southampton to London Pipeline Project

Deadline 7

Outline Construction Traffic Management Plan
(CTMP) (tracked change)

Application Document: 8.49

Planning Inspectorate Reference Number: EN070005

Revision No. 3.0

April 2020





Contents

1 Introduction..... 1

1.1 Overview..... 1

1.2 Proposed Development..... 1

1.3 Purpose of the Outline CTMP 2

1.4 Permit Schemes 2

1.5 Document Structure..... 3

1.6 Good Practice Measures addressed by this Outline CTMP..... 4

2 Authorised Development..... 7

2.1 Schedule and Phasing..... 7

2.2 Vehicle Classification..... 7

2.3 Project Timescales 7

3 Construction Traffic Access 8

3.1 Temporary Access Points and Haul Roads..... 8

3.2 Construction Worker Training..... 8

3.3 Travel Planning..... 9

4 Construction Traffic Route Strategy 10

4.1 Overview..... 10

4.2 Principles Used to Determine Routes 10

4.3 Contingency Routes 11

4.4 Abnormal Indivisible Loads 11

5 Third Party Infrastructure 13

5.1 Road Network Structures 13

5.2 Road Condition Surveys..... 13

5.3 Rail Network Structures..... 13

6 Street Works and Traffic Management..... 14

6.1 Local and Strategic Road Networks 14

6.2 Management of Impacts of Street Works on Highway Users..... 14

6.3 Traffic management for general traffic including diversions..... 14

6.4 Working Hours..... 15

6.5 Local Considerations..... 15

7 Public Rights of Way..... 16

7.1 Public Rights of Way Permitting and Management..... 16

8 Community Liaison and Consideration 17

8.1 Community Liaison 17

8.2 Considerate Construction..... 17

9 Site Checks and Reporting..... 18

9.1 Site Checks 18

References 19

Appendix A. Typical Trenchless Crossing details 20

Appendix B. Typical Traffic Management Diversion Plan 21



Appendix C. Vehicle Classifications..... 22



1 Introduction

1.1 Overview

- 1.1.1 Esso Petroleum Company, Limited (Esso) has submitted an application for a Development Consent Order (DCO) to replace 90km (56 miles) of its existing 105km (65 miles) aviation fuel pipeline that runs from the Fawley Refinery near Southampton, to the Esso West London Terminal storage facility in Hounslow. The replacement is referred to as the project within this document.
- 1.1.2 Esso has already replaced 10km of pipeline between Hamble and Boorley Green in Hampshire and is now replacing the 90km of pipeline between Boorley Green and the Esso West London Terminal storage facility in Hounslow. The areas of land to be permanently or temporarily used for the project are known as the Order Limits.
- 1.1.3 The project will be broken down into a number of stages. These will be based on geographical areas and could in some instances follow planning authority boundaries but would also consider the location of technically challenging sections of works such as a trenchless crossing beneath a major road or river, which may transcend planning boundaries.
- 1.1.4 Works to install and commission the pipeline are expected to start from grant of Development Consent Order (DCO) and be completed by early 2023. Certain advance works may take place prior to development consent where consented under alternative regimes, for example, the Town and Country Planning Act 1990.
- 1.1.5 The development authorised by the Development Consent Order (DCO) must be undertaken in accordance with the Construction Traffic Management Plan (CTMP) pursuant to Requirement 7 of the DCO.

1.2 Proposed Development

- 1.2.1 The replacement pipeline starts near Boorley Green at the end point of the previously replaced pipeline. The route runs generally in a northeast direction via Esso's Pumping Station in Alton. It terminates at the Esso West London Terminal storage facility.
- 1.2.2 The project crosses or runs within the public highways and Public Rights of Way (PRoWs) at a number of locations. The highways and PRoWs along the route of the project are under the jurisdiction of Surrey County Council, Hampshire County Council, Highways England and a small section in Hounslow Borough Council.
- 1.2.3 A number of construction compounds have been identified for the laydown of plant and materials and logistics hubs for construction workers' parking, offices, and plant and materials. These sites are listed in the DCO schedule 1.



1.3 Purpose of the Outline CTMP

- 1.3.1 The purpose of the CTMP is to outline the approach to managing construction traffic, impacts on the local road network and Public Rights of Way (PRoWs) while constructing the project. The CTMP enables the commitments made relating to the management of traffic to be actioned within the project. Therefore, those commitments which haven't already been incorporated within the design, and require specific implementation, will be included within the CTMP. Commitments which are of a more generic nature across the majority of the site, are presented within the Code of Construction Practice (CoCP).
- 1.3.2 Under the terms of the Development Consent Order (DCO) Requirement 7, no stage (as outlined in Section 1.1) of the authorised development must commence until a CTMP relating to that stage has been submitted to and approved by the relevant highway authority following consultation with the relevant planning authority. Under Requirement 7 of the DCO, the final CTMP must be in accordance with the Outline CTMP.
- 1.3.3 The Outline CTMP has been produced to set out how the final CTMP would be structured and to provide clarity on what the final CTMP would contain. The final CTMP will provide a consistent approach to the control of traffic management activities for the project. It will outline site-specific measures that will be required to be implemented to help reduce effects on traffic.
- 1.3.4 Esso will put in place robust procedures to inform and supervise all those working on the project including its supply chain of contractors to make sure the control measures set out in the CTMP are adopted when undertaking the construction of the pipeline and ancillary works. The main responsibility for implementing these control measures will fall to Esso's principal contractor. The principal contractor will provide further detail of its plans and proposals as part of the submission the final CTMP for approval.

1.4 Permit Schemes

- 1.4.1 Part 3 of the Traffic Management Act 2004 (TMA) introduced permit schemes as an alternative framework to the notification system under the New Roads and Street Works Act 1999 (NRSWA) for highway maintenance and improvements works. The permits schemes therefore overlap ~~and duplicate~~ many of the street work powers set out in Part 3 of the DCO that this CTMP would normally apply to.
- 1.4.2 As part of its early engagement with the highway authorities, Esso has agreed to utilise the permit schemes in effect for Surrey County Council and Hampshire County Council (the Permit Schemes) in order to best coordinate the street or PRoW works required for the project.
- 1.4.3 A permit application requires the following information:

- illustrations and plans wherever possible. Activities on streets subject to Special Engineering Difficulty (Schedule 4 of NRSWA) will require a plan, as will works which require temporary multiway traffic lights;
- inspection units;
- size and depth;
- reinstatement type;
- planned techniques;
- traffic managements;
- location;
- duration;
- phasing;
- contact details; and
- proposed conditions.

1.4.4 If the highway authority does not agree with the conditions in the application, it can refuse the application (requiring a new application or permit modification) or respond using a permit modification request.

1.4.5 A permit issued under the Permit Schemes will specify in detail the activity that is allowed. The types of conditions include: timing and duration; road space; traffic management provisions; manner in which specified works are to be carried out; consultation and publicity; environmental conditions; and conditions to progress. The highway authority may also require the promoter to consult with persons likely to have apparatus in the street and comply with any reasonable requirements asked by the apparatus owner.

1.4.6 Permits for street works or works to a PRoW issued under a Permits Scheme will therefore cover many of the aspects detailed below in this CTMP. Due to the enforceable nature of Permit Schemes and the role of the highway authorities in considering and issuing the permits, compliance with permit conditions will necessarily take precedence over the CTMP in the case of any conflict between the terms of a permit and the requirements of the CTMP.

1.5 Document Structure

1.5.1 The remainder of the document is structured as follows:

- Section 2 – details the Authorised Development;
- Section 3 – details construction traffic management;
- Section 4 – details the construction traffic routing strategy;
- Section 5 – third party infrastructure;
- Section 6 – details the streetworks and traffic management;
- Section 7 – Public Rights of Way; and



- Section 8 – Community Liaison and consideration;
- Section 9 – Site checks and reporting

1.6 Good Practice Measures addressed by this Outline CTMP

- 1.6.1 Throughout this document, each good practice measure has been assigned a reference number, for example (G7).
- 1.6.2 This outline CTMP helps to set out how project commitments would be implemented. Table 1.1 summarises the commitments relevant to the CTMP. Where further detail is required this is set out in the following sections.
- 1.6.3 When planning deliveries, vehicle movements and temporary traffic management measures through the South Downs National Park, 'Relative Tranquillity' would be taken into consideration.
- 1.6.4 There are further overarching generic commitments within the CoCP which the project must consider during execution.

Table 1.1: Commitments addressed by the Outline CTMP

Ref	Commitment	Section(s)
DCO A35A9	Article 359 - Traffic Management (Surrey County Council) Permit Scheme Order 2013 (as amended) and Traffic Management (Hampshire County Council) Permit Scheme Order 2019 shall apply to the construction and maintenance of the authorised development <ul style="list-style-type: none"> • Important note: The full wording of Article 359 is provided in the Development Consent Order, which must be referenced to provide a full understanding of these permit schemes in relation to this outline CTMP 	5.3 6.1 6.2 7.1 7.2 9.1 9.2 10.2
G7	Appropriate site layout and housekeeping measures would be implemented by the contractor(s) at all construction sites. These may include: <ul style="list-style-type: none"> • managing staff/vehicles entering or leaving site, especially at the beginning and end of the working day; and • managing potential off-site contractor and visitor parking. 	8.2
G14	An appropriate speed limit would be imposed on vehicles travelling on site.	9.2
G15	Wheel washing would be provided at all logistics hubs and large compound access points on to the highway. An adequate supply of water would be made available at these locations at all times.	8.2
G16	Compound access points to the public highway would be constructed with temporary hard surfacing.	3.1
G19	When loading and unloading materials from vehicles, including pipes and excavated materials, drop heights would be limited.	8.2
G20	Water assisted road cleaners would be deployed on public roads where necessary to prevent excessive dust or mud deposits.	8.2
G21	Vehicle loads would be sheeted during the transportation of loose, potentially dusty or contaminated excavation material.	8.2
G22	Plant and vehicles would conform to relevant applicable standards for the vehicle type, would be correctly maintained and operated in accordance with manufacturer's recommendations and in a responsible manner.	2.2 8.2



G23	All plant and vehicles would be required to switch off their engines when not in use and when it is safe to do so.	8.2
G26	Construction traffic movements would be kept to the minimum reasonable for the effective and safe construction of the project.	4.1
G28	Construction workers would undergo training to increase their awareness of environmental issues. Topics would include but not be limited to: <ul style="list-style-type: none"> • dust management and control measures; • location and protection of sensitive environmental sites and features; • adherence to environmental buffer zones; • noise reduction measures; • working with potentially contaminated materials; • flood risk response actions; and • agreed traffic routes, access points etc. 	3.2 8.2
G79	Pedestrian access to and from residential, commercial, community and agricultural land uses would be maintained throughout the construction period. Vehicle access would be maintained where practicable. This may require signed diversions. The means of access would be communicated to affected parties at least two weeks in advance.	7.1 8.2
G80	Where field to field access points would require alteration as a result of construction, alternative field access would be provided in consultation with the land owner/occupier. Recessed field access from local roads would be reinstated where agreed with the landowner.	7.1 8.2
G108	Audible vehicle reversing sirens, would be set to as low a setting as is compatible with safety requirements where possible.	8.2
G109	Noise implications would be considered when planning activities such as deliveries of pipe and bulk materials	8.2
G111	The CTMP would consider the traffic generated by construction vehicles and how the contractor(s) would manage the diversions and closures within the highway network (provided for under the development consent). The CTMP could also include, but would not be limited to, the following:	1.3
	<ul style="list-style-type: none"> • show the location of construction compound(s), access routes, site boundaries, entry/exit points; 	3.1
	<ul style="list-style-type: none"> • develop measures to promote safe access to and from site; 	3.1
	<ul style="list-style-type: none"> • detail each road crossing including the technique for installing the pipeline, access points and traffic management requirements; 	3.1
	<ul style="list-style-type: none"> • define routes that would be taken by Heavy Goods Vehicles (HGVs), light vehicles (including Light Goods vehicles with a gross weight less than 3.5 tonnes) and other site traffic; 	4.2
	<ul style="list-style-type: none"> • make drivers aware of designated access routes; 	3.2 4.2
	<ul style="list-style-type: none"> • provide appropriate temporary signage directing HGV drivers to relevant compounds; 	3.1



	<ul style="list-style-type: none"> • show the location of temporary road closures including temporary diversion routes agreed with the relevant highway authority; 	6.1
	<ul style="list-style-type: none"> • manage Abnormal Indivisible Loads; 	4.4
	<ul style="list-style-type: none"> • provide proof of concept for the proposed measures, for example large vehicle swept path analysis at pinch points on the public highway; 	6.1
	<ul style="list-style-type: none"> • provide a Travel Plan for transport of the construction workforce; and 	3.2 3.3
	<ul style="list-style-type: none"> • provide measures for the monitoring of the CTMP and details of appropriate actions in the event of a non-compliance. 	9
G114	All designated PRoW would be identified, and any potential temporary closures applied for/detailed in the DCO. All designated PRoW crossing the working area would be managed, including National Trails, with access only closed for short periods while construction activities occur.	7.1

2 Authorised Development

2.1 Schedule and Phasing

- 2.1.1 Works to install and commission the pipeline are expected to start from grant of Development Consent Order (DCO) and be completed by early 2023. Certain advance works (such as archaeological trial trenching or site preparation for the logistic compounds) may take place outside of the development consent order where consented under alternative regimes, for example, the Town and Country Planning Act 1990.
- 2.1.2 The construction schedule will continue to be developed as the project progresses and will need to take account of seasonal constraints such as animal breeding or hibernation seasons, working in schools and sports facilities, and reducing impacts associated with flood areas.
- 2.1.3 The project will be managed in sections, or stages based on area/location. The authorised development may not commence until a written scheme setting out all stages of the authorised development relevant to it has been submitted to the relevant planning authorities (DCO Requirement 3).
- 2.1.4 Throughout the installation of the pipeline there would be a number of work fronts. A work front is a specific area or location where a crew generally comprising up to 10 construction workers are carrying out a particular aspect of the main pipeline construction activities, including topsoil stripping, trench excavation, pipe installation backfilling of trenches and reinstatement. There may be several work fronts operating simultaneously.

2.2 Vehicle Classification

- 2.2.1 The project would require the use of standard HGVs and light goods vehicles as defined in the Transport Assessment that accompanied the DCO application.
- 2.2.2 The project does not anticipate the use of abnormal vehicles for the delivery of machinery or material. If there is the need to use abnormal loads, e.g. for delivery of construction plant, then this would be undertaken in accordance with Government guidance “transporting abnormal loads” (GOV.UK, 2019).
- 2.2.3 The contractor will be responsible for checking that vehicles and equipment conform to relevant applicable standards and that they are correctly maintained and operated in accordance with manufacturer’s recommendations. Also, that these are operated in a responsible manner such as switching off engines when not in use and when it is safe to do so (G22).

2.3 Project Timescales

- 2.3.1 Works to install and commission the pipeline are expected to start from grant of DCO, subject to relevant approvals, and be completed by early 2023. An outline programme schedule with key activities will be set out within the final CTMP. More details of the schedule are presented within the CoCP and the Site-Specific Plans.



3 Construction Traffic Access

3.1 Temporary Access Points and Haul Roads

- 3.1.1 Temporary access would need to be managed at:
- logistics hubs;
 - construction compounds;
 - work fronts; and
 - haul roads
- 3.1.2 To deliver G111, Esso would implement traffic management that is compliant with relevant standards, including Traffic Signs Regulations and General Directions (TSRGD) Chapter 8 and that appropriate site speed limits are adopted.
- 3.1.3 Access control to the working areas would be in place for safety and security. Where practicable for logistics hubs and construction compounds, this may be achieved by providing security gates set back from the public carriageway (up to 20 metres where practicable), so that a single HGV does not block the carriageway and footway. In accordance with commitment G16 all access would incorporate temporary hardstanding where a suitable permanent surface is not already in place.
- 3.1.4 Entrance gates will be placed at each end to allow both plant and the operatives access. These will be closed and locked when not in use. However, access to work fronts would be laid out in a manner consistent with New Roads and Streetworks Act 1991. Control of access to haul roads from the public highway would be agreed with the Highways Authorities. Traffic would be controlled by use of stop / go boards or under traffic lights. All vehicles would be under the control of traffic marshals or a banksman.
- 3.1.5 All signage for temporary access to construction work sites would comply with relevant standards including Traffic Safety Measures and Signs for Road Works and Temporary Situations Chapter 8 (Department for Transport/ Highways Agency, 2009).
- 3.1.6 Standard layouts for access to logistics hubs and construction compounds will be provided as appendix to the final CTMP. In addition, a standard layout will be provided for open cut crossing carriageway. Access to logistics hubs, construction compounds and work fronts would be agreed/managed through permitting the local highway authority permit schemes ~~secured through draft DCO Article 35.~~

3.2 Construction Worker Training

- 3.2.1 Implementing G28 and G111, all construction workers would be provided with training. This would incorporate:
- project specific information relating to the construction of the pipeline;
 - good practice for commuting;



- how to find out about construction routes; and
- expected behaviour on site (e.g. noise considerations).

3.3 Travel Planning

- 3.3.1 A travel plan would be developed by the contractor responsible for the installation (G111). This could include information on the location and purpose of logistics hubs and construction compounds, the frequency and routes of minibuses that would transport construction staff between the hubs and compounds, local bus routes and walk and cycle routes. It would focus on promoting sustainable transport methods.



4 Construction Traffic Route Strategy

4.1 Overview

4.1.1 Routing of vehicles would support commitment G26 to keep construction traffic movements to a reasonable minimum

4.2 Principles Used to Determine Routes

4.2.1 This section sets out the principles that would be used to establish routes for project traffic to deliver G111. At any time, instructions from relevant authorities such as Highways England Traffic Officers, the police and local authority traffic diversions would take precedence over these principles.

Light Vehicles

4.2.2 The principles for routing of project traffic formed of light vehicles (Powered Two Wheelers, Cars and Light Goods Vehicles (defined in Appendix C):

- a route hierarchy that favours rural motorways and 'A' class roads where practicable and where this would not lead to excessive trip distance and journey time;
- avoidance of narrow roads except where required for access to project work sites including logistics hubs, construction compounds and work fronts, unless otherwise directed by appropriate authorities such as the police;
- single-track carriageway to be avoided where at all practicable; and
- during their daily commute, construction workers (including site-based staff) would be encouraged to follow these principles.

Heavy Vehicles

4.2.3 The principles for routing of project traffic formed of heavy vehicles (OGV1, OGV2 and PSV (defined in Appendix C) are:

- a route hierarchy that favours rural motorways and 'A' class roads where practicable and where this would not lead to excessive trip distance and journey time;
- avoidance of narrow roads except where required for access to project work sites including logistics hubs, construction compounds and work fronts;
- the use of residential roads would only be permitted where they form a direct route to project work sites;
- no single-track carriageway would be used except where it forms a direct route to project work sites; and
- abnormal loads would follow national and local guidance, as set out in Section 4.4.



Celia Crescent and Woodthorpe Road

- 4.2.4 Esso will use its reasonable endeavours to secure alternative access from Woodthorpe Road into Fordbridge Park. This will require a permit from Surrey Highways Authority and voluntary land rights from Spelthorne Borough Council (as the relevant land is outside of the Order Limits). If this alternative access has been secured, Esso agrees it will not use Celia Crescent as a vehicular access route into Fordbridge Park.

4.3 Contingency Routes

- 4.3.1 In the event of any incident occurring that impacts on the safe and efficient operation of the road network, contingency routes would be provided by:

- pre-established Highways England traffic diversions; and
- diversions as set out by local highway authorities.

- 4.3.2 Further to this, the contractor would regularly monitor the website <https://one.network/> and liaise directly with highway authorities to establish where predefined project routes may be temporarily disrupted by other works or events and seek to establish alternative project routes that, as far as practicable, are consistent with the principles set out in Section 4.2.

- 4.3.3 In the event of any incident on the road network involving traffic and/or non-motorised users, project staff would only intervene where requested to do so by an authorised person (for example a police officer), such as moving project vehicles away from an affected area or amending traffic management where it may be safe to do so

4.4 Abnormal Indivisible Loads

- 4.4.1 No Abnormal Indivisible Loads (AILs) are expected to be required for the project. However, there may from time to time be a requirement for large plant to be delivered. Should this be sufficiently large that it is classified as an AIL, there is a standard process for managing the transport of such loads that would ensure compliance with G111.

- 4.4.2 AILs are vehicles defined as:

- carrying more than 44 tonnes (44,000kg);
- with 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 2.9m; or
- a length of more than 18.65m.

- 4.4.3 Detailed guidance, that would always be followed, can be found at:

- Special types enforcement guide (GOV.UK, 2018)
- Transporting abnormal loads (Hampshire County Council, 2019)



- Abnormal loads (Surrey County Council, 2019)
- 4.4.4 If abnormal loads are required, the relevant highway authorities and police would be notified and appropriate forms completed. Preferred routes for AILs would be used wherever practicable. A map showing these roads is available as Preferred routes for high and heavy abnormal load movements (Highways England, July 2012).
- 4.4.5 Where necessary, other infrastructure owners such as Network Rail would be advised. The period of notice required to be given to highway and bridge authorities varies by vehicle class and by type. Generally:
- for 40 to 80 tonnes, two working days' notice;
 - for 80 to 150 tonnes, five working days' notice; and
 - for loads over 150 tonnes, a 'special order movement' is needed requiring permission from the Secretary of State. This is administered through the Department for Transport and the Highways Agency.
- 4.4.6 Notice to the police would also be required in certain circumstances. Full details for all notice periods are set out in the Special types enforcement guide (Driver & Vehicle Standards Agency, May 2018).



5 Third Party Infrastructure

5.1 Road Network Structures

- 5.1.1 When the new pipeline crosses trunk roads and motorways a trenchless crossing has been introduced to avoid closures of these roads. A full list of locations where trenchless crossings are proposed to be used is provided in the Annex B of the CoCP.
- 5.1.2 For all other roads, the approach to crossing the road at each location would in turn determine the approach to managing traffic there. This would be done in accordance with the finalised CTMP.

5.2 Road Condition Surveys

- 5.2.1 Esso will undertake road condition surveys and pre and post construction at locations where works are undertaken in accordance with the highway terms of any permit ~~schedule in draft DCO Article 35~~ issued under the local highway authority permit schemes.

5.3 Rail Network Structures

- 5.3.1 When the new pipeline crosses a railway line a trenchless crossing has been introduced to avoid closure of the railway line. A full list of locations where trenchless crossings are proposed to be used is provided in the Annex B of the CoCP.
- 5.3.2 Traffic required in and around trenchless crossings at railways, including any traffic management that may be required would be managed in accordance with the finalised CTMP.



6 Street Works and Traffic Management

6.1 Local and Strategic Road Networks

- 6.1.1 Esso is proposing to adopt the permitting process ([article 9 of the draft DCO](#) ~~Article 35~~) that would require ongoing consideration of highway constraints (G111) and considerations including parking provision.

6.2 Management of Impacts of Street Works on Highway Users

- 6.2.1 Esso would comply with its obligations under the DCO and all relevant parts of the New Roads and Street Works Act 1991 (June 1991) and with the Traffic Safety Measures and Signs for Road Works and Temporary Situations Chapter 8 (Department for Transport/ Highways Agency, 2009) including Section D3.3 Lane Widths.
- 6.2.2 Esso would adopt traffic management that is proportionate to the roads that it is required for. For example, one-way working through traffic management could adopt temporary traffic signals or stop-go boards, depending on the type of road, the duration of works and the volume of traffic. In each case, this would be confirmed with the relevant highway authority, through the permitting process, in advance of works commencing.
- 6.2.3 Where practicable, deliveries of construction materials would be timed to fall outside of traditional peak traffic periods (i.e. 08:00 to 09:00 and 17:00 to 19:00 Monday to Friday) or as otherwise set out as part of the permit scheme. In urban areas in particular, this would reduce the number of large vehicles manoeuvring in more constrained areas and around vulnerable users and would also reduce the potential for disruption to traffic.
- 6.2.4 Esso would work with local highway authorities and bus operators to make arrangements for temporary relocation of bus stops.

6.3 Traffic management for general traffic including diversions

- 6.3.1 Construction traffic would be subject to the routing principles set out in Section 4. Other road users (general traffic) would not be subject to these routes but would require management around works and other project sites. General traffic would also be provided with signed diversion routes where these may be required.
- 6.3.2 Traffic management - Esso would comply with its obligations under the DCO and all relevant parts of the New Roads and Street Works Act 1991 (June 1991).
- 6.3.3 Signage - Esso would comply with its obligations under the DCO and the Traffic Safety Measures and Signs for Road Works and Temporary Situations Chapter 8 (Department for Transport/ Highways Agency, 2009).
- 6.3.4 All diversions that are required for construction of the pipeline project would adopt the principle that they would use the same standard of road (e.g. 'A' class) or higher. In addition, a full point to point diversion would be provided to ensure that full



directions from one end of a road closure to the other are in place. This approach would ensure that all vehicles that would usually and legitimately use a road can continue to use it to complete their journey.

6.4 Working Hours

- 6.4.1 The approach to working hours is set out in Section 2.19 of the CoCP, which includes:
- 6.4.2 To reduce congestion on the public highways, and to meet the requirements of the local authorities and the police, where practicable, abnormal loads would be transported outside normal working hours

6.5 Local Considerations

- 6.5.1 Esso would take account of local events when programming its works. This includes commitment PC1 in relation to the Chertsey Agricultural Show and PC3 in relation to the Farnborough Air Show.
- 6.5.2 Vehicle access will be maintained at all times along the private access road that leads to HMP Bronzefield. The pipeline installation can take place in two halves and vehicular access maintained via traffic management (e.g. traffic lights/stop-Go boards).



7 Public Rights of Way

7.1 Public Rights of Way Permitting and Management

- 7.1.1 All PRowWs were identified and submitted in the application for development consent documents Access and Public Right of Way Plans (G114). These show the PRowWs that run close to or additionally, it could be included in site work plans to assist with management of PRowWs during construction works.
- 7.1.2 To implement commitment G79 Esso has produced draft PRowW and traffic management diversion plans and these have been reviewed and discussed with Surrey and Hampshire County Council Highways Authorities. These routes have been accepted in principle.
- 7.1.3 PRowWs will be managed through the permit scheme (article 9 of the draft DCO ~~Article 35~~). PRowW Plans were provided as part of the DCO application Access and Right of Way Plans (and they will be managed through the permit scheme (article 9 of the draft DCO ~~Article 35~~)).



8 Community Liaison and Consideration

8.1 Community Liaison

- 8.1.1 There is a Community Engagement Plan which outlines how the project would liaise with stakeholders.
- 8.1.2 Pedestrian access to residential and commercial properties would always be maintained (G79), with property owners and/or occupants notified at least two weeks in advance of work that would affect their property. This would include advice on the arrangements in place for deliveries to be made to properties.
- 8.1.3 Emergency access would always be provided for as required to support the emergency services. Full vehicular access would be maintained where practicable.

8.2 Considerate Construction

- 8.2.1 Esso has adopted the following commitments (G7, G15, G19, G20, G21, G22, G23, G28, G79, G80, G108 and G109) which are set out in Table 1.1 to manage the impact of the construction of the pipeline on the adjoining road network, properties and businesses.



9 Site Checks and Reporting

9.1 Site Checks

- 9.1.1 In accordance with Commitment G10, 'regular site checks would be carried out across the project to monitor accordance with the CEMP and other associated plans. Where nuisance is predicted or already occurring, appropriate remediation measures would be put in place to mitigate in accordance with measures outlined within the CoCP and CEMP. The frequency of inspections would be increased when activities with a high potential to cause nuisance are being carried out, or conditions increase the risk of nuisance'.
- 9.1.2 The contractor(s) will be responsible for record keeping and site checks during the construction period. The contractor would undertake regular audits and inspections as part of the compliance with the requirements of the final CTMP. This would be in addition to the regular environmental inspections undertaken by the Environmental Clerk of Works (ECoW).



References

Department for Transport/ Highways Agency. (2009). Traffic Safety Measures and Signs for Road Works and Temporary Situations Chapter 8. London: TSO.

GOV.UK. (2018). Special Types Enforcement Guide <https://www.gov.uk/government/publications/special-types-enforcement-guide/special-types-enforcement-guide#engineering-plant> (accessed December 2019).

GOV.UK. (2018). Transporting abnormal loads. <https://www.gov.uk/esdal-and-abnormal-loads> (accessed December 2019).

Hampshire County Council. (2019). Transporting abnormal loads. <https://www.hants.gov.uk/transport/transportoperators/hauliers> (accessed December 2019).

Surrey County Council. (2019). Abnormal loads. <https://www.surreycc.gov.uk/roads-and-transport/traffic-and-travel-information/large-goods-vehicles/abnormal-loads> (accessed December 2019).

Highways England. (July 2012) Preferred routes for high and heavy abnormal load movements. <https://www.gov.uk/government/publications/preferred-routes-for-high-and-heavy-abnormal-load-movements> (accessed December 2019).

Driver & Vehicle Standards Agency. (May 2018). Special types enforcement guide. <https://www.gov.uk/government/publications/special-types-enforcement-guide/special-types-enforcement-guide#documentation> (accessed December 2019).

New Roads and Street Works Act 1991 (June 1991)

Appendix A. Typical Trenchless Crossing details

Illustration A1.1. – HDD Cross Section

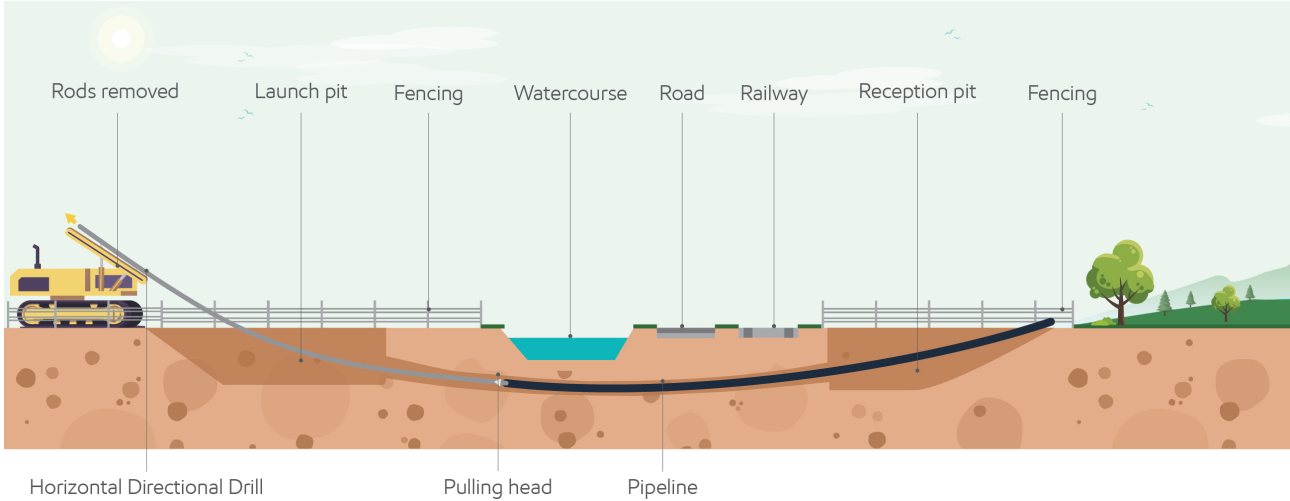
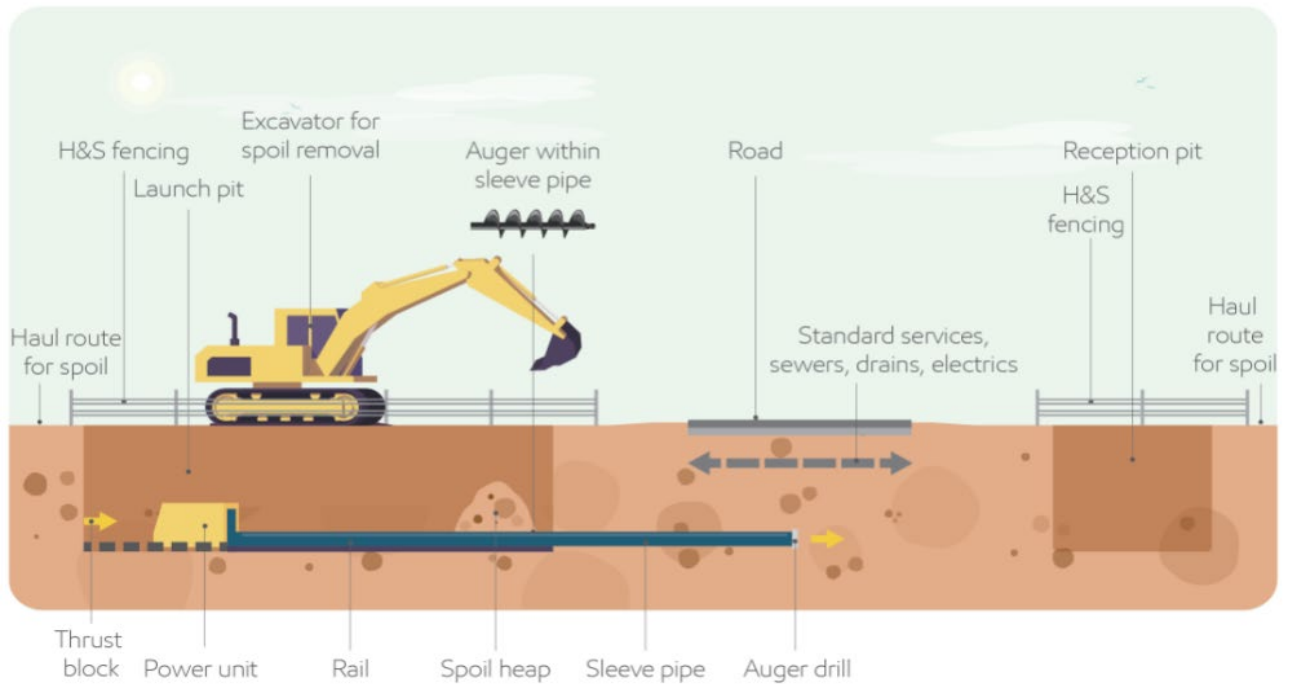
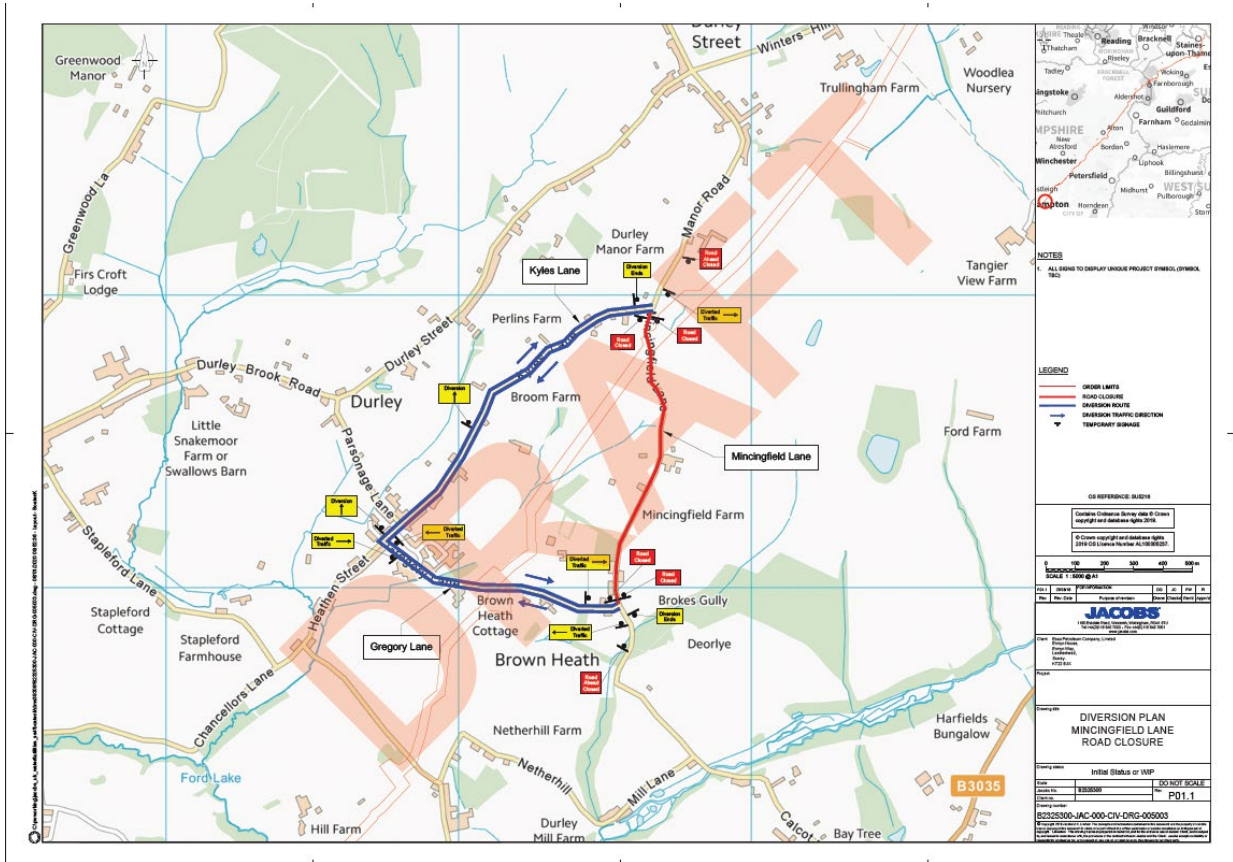


Illustration A1.2 – Auger Bore Cross Section





Appendix B. Typical Traffic Management Diversion Plan



Appendix C. Vehicle Classifications


















Volume 13 Section 1 Part 4 Traffic Flow Input to COBA		Chapter 8 Vehicle Categories
CAR	 SALOON  ESTATE  PEOPLE CARRIER  CAR TOWING CARAVAN/TRAILER	
LIGHT GOODS VEHICLE (LGV)	 VAN  <3.5 TONNES  PICK-UP	
OTHER GOODS VEHICLES (OGV 1)	 >3.5 TONNES  2 AXLES RIGID  2 AXLES RIGID  3 AXLES RIGID	
OTHER GOODS VEHICLES (OGV 2)	 4 OR MORE AXLES RIGID  3 AXLES ARTIC  4 OR MORE AXLES ARTIC  OTHER GOODS VEHICLE WITH TRAILER	
BUSES & COACHES (PSV)	 DOUBLE DECK BUS  SINGLE DECK BUS OR COACH	

Figure 8/1: COBA Vehicle Categories