Southampton to London Pipeline Project

Construction Traffic Management Plan (CTMP)

Revision No. 1.0

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London Borough of Hounslow

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1 Introduction

1.1 Overview

1.1.1 Esso Petroleum Company, Limited (Esso) has been granted a Development Consent Order by the Secretary of State to replace 90km (56 miles) of an existing pipeline with 97km of new pipeline to transport aviation fuel between Boorley Green in Hampshire and the Esso West London Terminal storage facility in Hounslow. The replacement pipeline is 97km long, taking into account that it cannot follow the line of the existing pipeline along its whole length due to new developments and environmental constraints.

1.1.2 Esso has already replaced 10km of pipeline between Hamble and Boorley Green in Hampshire. 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. The areas of land to be permanently or temporarily used for the project are known as the Order Limits.

1.1.3 Of the 97km pipeline route, 106m is through the London Borough of Hounslow between (507 005E, 173 347N) and (507 126E, 173 380N), all contained within Esso's West London Terminal storage facility.

1.1.4 It is anticipated that works to install the pipeline will start in 2021 and be completed in 2023. The installation of the pipeline is planned to be completed within a two-year construction period. On completion of the installation works the contractor will hydrotest the pipeline and any post-construction monitoring required will be carried out.

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 Authorised 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 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 the London Borough of Hounslow.

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 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 this 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 Whilst there are no highways or PRoWs within the LB Hounslow directly affected by the works, under the terms of the Development Consent Order (DCO) Requirement 7, no stage (as defined in Schedule 1 of the DCO) of the authorised development must commence until a CTMP relating to that stage has been submitted to and approved by the relevant planning authority following consultation with the relevant highway authority. In line with Requirement 7 of the DCO, this CTMP is in accordance with the Outline CTMP.

1.3.3 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.

1.3.4 This CTMP relates to the main construction phase, when the vast majority of traffic will be generated by site works.

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 permit schemes therefore overlap many of the street work powers set out in Part 3 of the DCO that this CTMP would normally apply to.

1.4.2 In accordance with Article 9 of the DCO 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 and PRoW works required for the project.

1.4.3 There are no highways directly affected within LB Hounslow..

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 routeing 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 CTMP

1.6.1 Throughout this document, each good practice measure has been assigned a reference number, for example (G7).

1.6.2 This 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 There are further overarching generic commitments within the CoCP which the project must consider during execution.

Table 1.1: Commitments addressed by the CTMP

Ref	Commitment	Section(s)
G7	Appropriate site layout and housekeeping measures would be implemented by the contractor(s) at all construction sites. These may include: • 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.	3.3 8.2
G14	An appropriate speed limit would be imposed on vehicles travelling on site.	3.1
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.	3.1 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.	2.2 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: • dust management and control measures; • location and protection of sensitive environmental sites and features; • adherence to environmental buffer zones;	3.2 8.2

	• noise reduction measures; • working with potentially contaminated materials; • flood risk response actions; and • agreed traffic routes, access points etc.	
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 8.1
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 4.2 6.3
	• show the location of construction compound(s), access routes, site boundaries, entry/exit points;	3.1 4.2
	• develop measures to promote safe access to and from site;	3.1
	• detail each road crossing including the technique for installing the pipeline, access points and traffic management requirements;	3.1 5.1
	• 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
	• make drivers aware of designated access routes;	3.2 4.2
	• provide appropriate temporary signage directing HGV drivers to relevant compounds;	3.1
	• show the location of temporary road closures including temporary diversion routes agreed with the relevant highway authority;	5.1 6.1 6.3
	• manage Abnormal Indivisible Loads;	4.4
	• provide proof of concept for the proposed measures, for example large vehicle swept path analysis at pinch points on the public highway;	6.1
	• provide a Travel Plan for transport of the construction workforce; and	3.2 3.3
	• provide measures for the monitoring of the CTMP and details of appropriate actions in the event of a non-compliance.	9.1

2 Authorised Development

2.1 Schedule and Phasing

2.1.1 We anticipate that works to install the pipeline will start in 2021 and be completed in 2023. The programme is anticipated to follow the phasing outlined in the Stages of the Authorised Development, subject to the requirements of the permitting process.

2.1.2 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 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.

2.1.3 The sequence of the construction activities can be found in the Code of Construction Practice, but are summarised below for clarity. Not all activities will be required at all locations. The effects of construction traffic associated with the activities is considered in this CTMP.

- early environmental mitigation works;
- route survey, setting out and record of condition;
- utility diversions;
- working area preparation;
- temporary fencing;
- pre-construction drainage;
- temporary access tracks for construction;
- establishment of logistics hubs;
- establish construction compounds;
- public highways and Public Rights of Way closures and diversions;
- topsoil removal and storage;
- haul road construction;
- pipe storage and stringing;
- welding and joint coating;
- trench excavation and pipe installation;
- installation of trenchless crossings;
- reinstatement; and
- testing.

2.2 Vehicle Classification

2.2.1 The project will 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 anticipates the use of abnormal vehicles for the delivery of some machinery or material. The use of abnormal loads, e.g. for delivery of construction plant, will be undertaken in accordance with Government guidance “transporting abnormal loads” (GOV.UK, 2019). Despite being classed as abnormal vehicles, the vehicles used by the project will not be so large to require the use of escort vehicles, and will for the most part only be marginally bigger than the threshold limit for classifying a vehicle as abnormal.

2.2.3 The proposed vehicular routes to compounds contained within Appendix C are the proposed routing plans for abnormal vehicles. When the response to each abnormal load movement order is received there will be a defined route agreed with the Police and Local Highway Authority that will be strictly followed.

2.2.4 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).

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 commitment G111, Esso would implement traffic management that is compliant with relevant standards, including Traffic Signs Regulations and General Directions (TSRGD) Chapter 8, and that an appropriate site speed limit of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas is 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 to allow both plant and the operatives access. These will be closed and locked when not in use. Operatives will be trained to control. 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.

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 are provided in Appendix A. Access to logistics hubs, construction compounds and work fronts would be managed through the local highway authority permit schemes.

3.2 Construction Worker Training

3.2.1 Implementing commitments 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).

3.2.2 To achieve this, all operatives will receive a general site induction before starting any works on the project. This will detail all general traffic management requirements throughout the project, and state where information on these requirements can be found. Operatives will also receive a specific briefing relating to their work area which will include information such as the agreed route to take to their work area, how access to the work front is achieved and controlled, and any specific traffic management requirements.

3.3 Travel Planning

3.3.1 A travel plan will be developed and followed by the contractor responsible for the installation (G111). This will include information on the location and purpose of logistics hubs and construction compounds, commuting routes for construction staff that will include local bus routes, and walk and cycle routes.

3.3.2 The purpose of the Travel Plan is to encourage sustainable transportation for the workforce, in a way that reduces both environmental and social impacts on the local areas that the scheme is operating in. To achieve this it will promote the use of sustainable travel solutions, such as car sharing and use of public transportation. Wherever practicable, operatives will meet at pre-determined locations to share a minibus to the workface to reduce the impact of cars being parked at unsuitable locations.

3.3.3 Once the Travel Plan has been prepared, it will be shared with the relevant Local Authority upon request.

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.

4.1.2 The following principles are to be adopted where practicable:

- Pipes delivered directly to site compounds as a preference rather than double handling via logistics hubs, although a small stock of pipes will be kept at the logistics hubs to ensure continuity of supply in the event of unforeseen transport issues.
- Works will be predominantly delivered by the main contractor, increasing plant and labour efficiencies compared to having multiple subcontractors

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 commitment 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.

4.2.2 The majority of Heavy Vehicles (e.g. delivery vehicles) will access the site works through the site compounds. The proposed routes to all compounds from A roads are included in Appendix C.

Light Vehicles

4.2.3 The principles for routing of project traffic formed of light vehicles (powered two wheelers, cars and light goods vehicles (defined in Appendix D)):

- 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

4.2.4 The principles for routing of project traffic formed of heavy vehicles (OGV1, OGV2 and PSV (defined in Appendix D) 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.

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 is safe to do so.

4.4 Abnormal Indivisible Loads

4.4.1 There is an expectation that there will be intermittent requirements for Abnormal Indivisible Loads (AILs) to be used on the project, predominantly for the delivery and movement of large items of plant. Although these deliveries are large enough that they are classified as AILs they are not so large that they will require escort vehicles. Should the vehicle / delivery 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 commitment G111.

4.4.2 For this document 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)
- Abnormal loads (Surrey County Council, 2019)

4.4.4 When abnormal loads are required, the relevant highway authorities and police will be notified and appropriate forms completed. This will be completed through the Electronic Service Delivery for Abnormal Loads (ESDAL) system. Preferred routes for AILs would will be used wherever practicable.

4.4.5 Other infrastructure owners such as Network Rail would be advised where appropriate. 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 Condition Surveys

5.1.1 Esso and the main contractor will undertake road condition surveys pre and post construction at locations where works are undertaken in accordance with the terms of any permit issued under the local highway authority permit schemes.

6 Street Works and Traffic Management

6.1 Local and Strategic Road Networks

6.1.1 Esso will adopt the permitting process (Article 9 of the DCO) 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 Whilst there are no roads where in line street works are required within the LB Hounslow, across the project Esso will 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 will adopt traffic management that is proportionate to the roads that it is required for. For example, in situations where single lane traffic management is to be adopted, either temporary traffic signals or stop-go boards could be used. The choice of which one is dependent on the type of road, the duration of the 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. This will be managed through the permit scheme where applicable.

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 will 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 will 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 Esso and its Contractor(s) will also comply with all its obligations regarding the New Roads and Street Works Act 1991 – Safety at Street Works and Roadworks: A Code of Practise.

6.3.5 All diversions that are required for construction of the pipeline project will adopt the principle that they would use the same standard of road (e.g. 'A' class) or higher, however final agreement on the most suitable diversion route to be used will form part of the Highway Authority's permit scheme process, dependent on previous experience of similar closures and/or consideration on the impact of other works/diversions in the surrounding area. 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.

6.3.6 There are no road crossing proposals within LB Hounslow.

6.4 Working Hours

6.4.1 Working hours will be in accordance with Requirement 14 of the DCO:

> "(1) Subject to sub-paragraphs (2), (3) and (4), construction works must only take place between 0800 and 1800 on weekdays (except Public and Bank Holidays) and Saturdays, except in the event of an emergency.
>
> (2) In the event of an emergency, notification of that emergency must be given to the relevant planning authority and the relevant highway authority as soon as reasonably practicable.
>
> (3) The following operations may where necessary continue or take place on an exceptional basis outside the working hours referred to in sub-paragraph (1)— (a) trenchless construction techniques which cannot be interrupted; (b) filling, testing, dewatering and drying; (c) works required to mitigate delays to the construction of the authorised development due to extreme weather conditions; and (d) commissioning of the pipeline works.
>
> (4) Nothing in sub-paragraph (1) precludes— (a) the receipt of oversize deliveries to site and the undertaking of non-intrusive activities; (b) start-up and shut-down activities up to an hour either side of the core working hours and undertaken in compliance with the CEMP; and (c) works on a traffic sensitive street where so directed by the relevant highway authority pursuant to a permit granted under the permit schemes and following consultation by the relevant highway authority with the relevant planning authority under the terms of such scheme.
>
> (5) In this Requirement— (a) "emergency" means a situation where, if the relevant action is not taken, there will be adverse health, safety, security or environmental consequences that in the reasonable opinion of the undertaker would outweigh the adverse effects to the public (whether individuals, classes or generally as the case may be) of taking that action; and.

(b) “non-intrusive activities” means activities which would not create any discernible light, noise or vibration outside the Order limits.

7 Community Liaison and Consideration

7.1 Community Liaison

7.1.1 The Community Engagement Plan outlines how the project will liaise with stakeholders.

7.1.2 Pedestrian access would be maintained in line with commitment (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."

7.1.3 Emergency access will be provided to support the emergency services. Vehicular access would be maintained where practicable.

7.1.4 The means of access will be communicated to the Local Authority, emergency and essential services to ensure accessibility is maintained.

7.2 Considerate Construction

7.2.1 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.

8 Site Checks and Reporting

8.1 Site Checks

8.1.1 In accordance with Commitment G10, 'regular site checks would be carried out across the project to monitor compliance 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'.

8.1.2 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 CTMP. This would be in addition to the regular environmental inspections undertaken by the Environmental Clerk of Works (ECoW).

8.1.3 The contractor(s) will keep a log of all construction vehicles to be used as part of any works that will require access on to the public highway.

8.1.4 Checks will be carried out in line with requirements as agreed in any applicable Permit.

References

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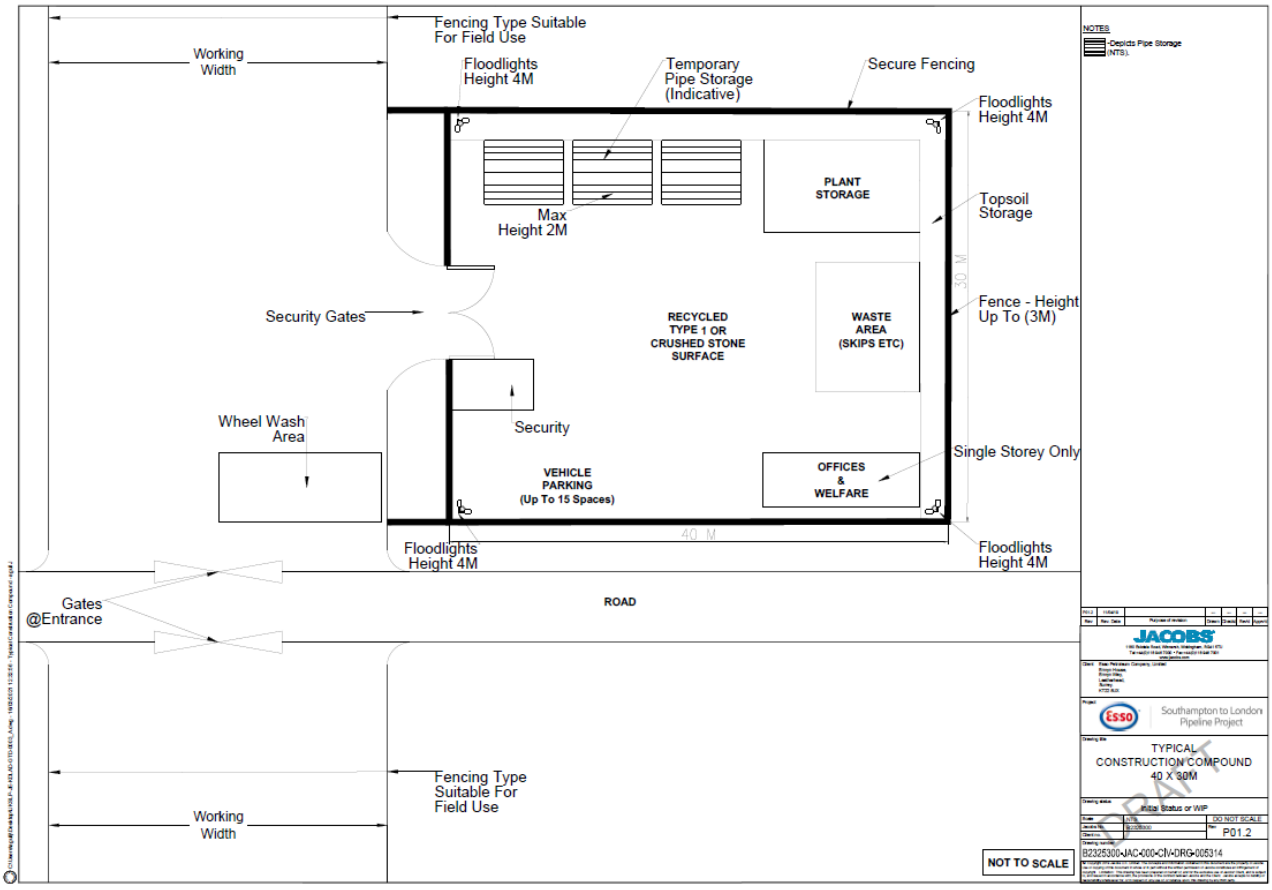
New Roads and Street Works Act 1991 (June 1991)

Appendix A. Standard Construction Compound Layout



Appendix B. List of Works Accesses in close proximity to LB Hounslow

Access Location Reference	Location	Access to Compound
9AT	west of Short Lane	5S
9AU	East of Short Lane	5T

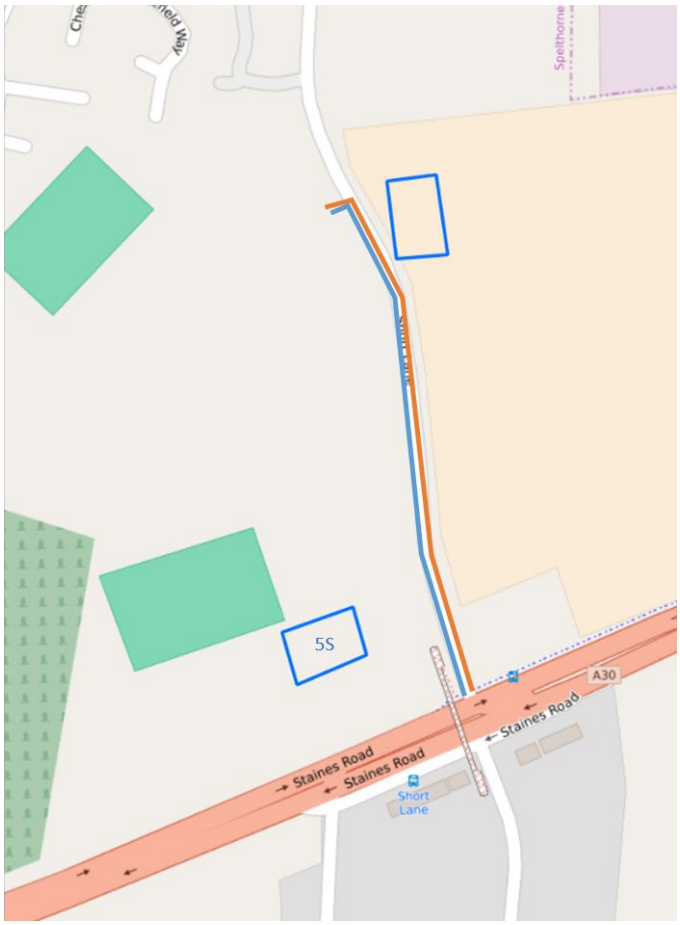
Appendix C. Proposed Vehicular Routes to Compounds in close proximity to LB Hounslow

The figures below show the proposed route for site traffic between the site compounds and the nearest suitable A road. Site traffic will prioritise use of the A road network. Routes to compounds are marked in blue, return routes are marked in orange.

Compound Reference	Planning Authority
5S	Spelthorne
5T	Spelthorne

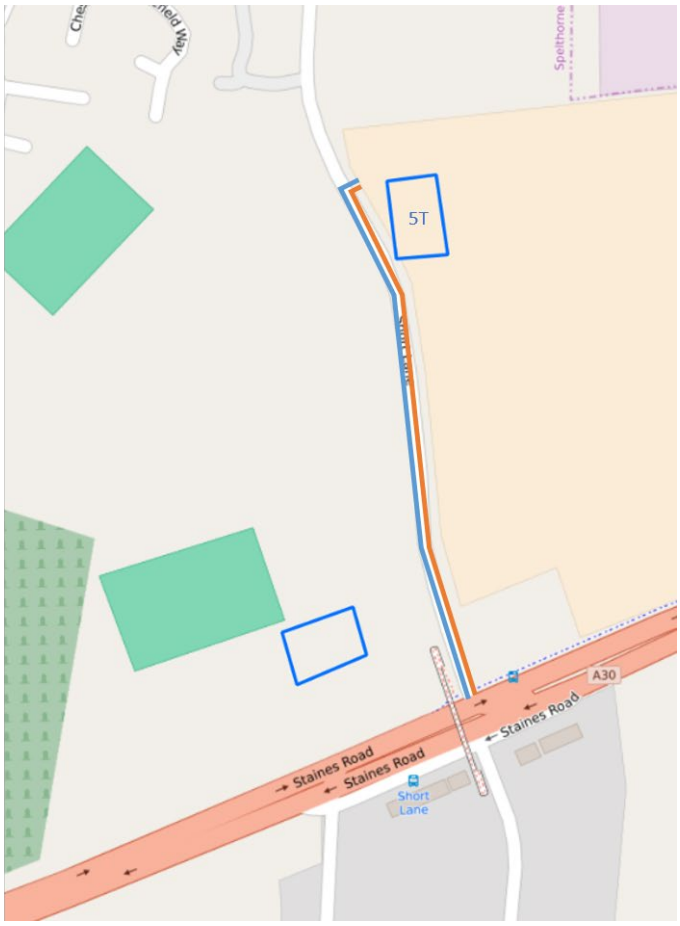
Compound Reference

5S



Compound Reference

5T



Appendix D. Vehicle Classifications

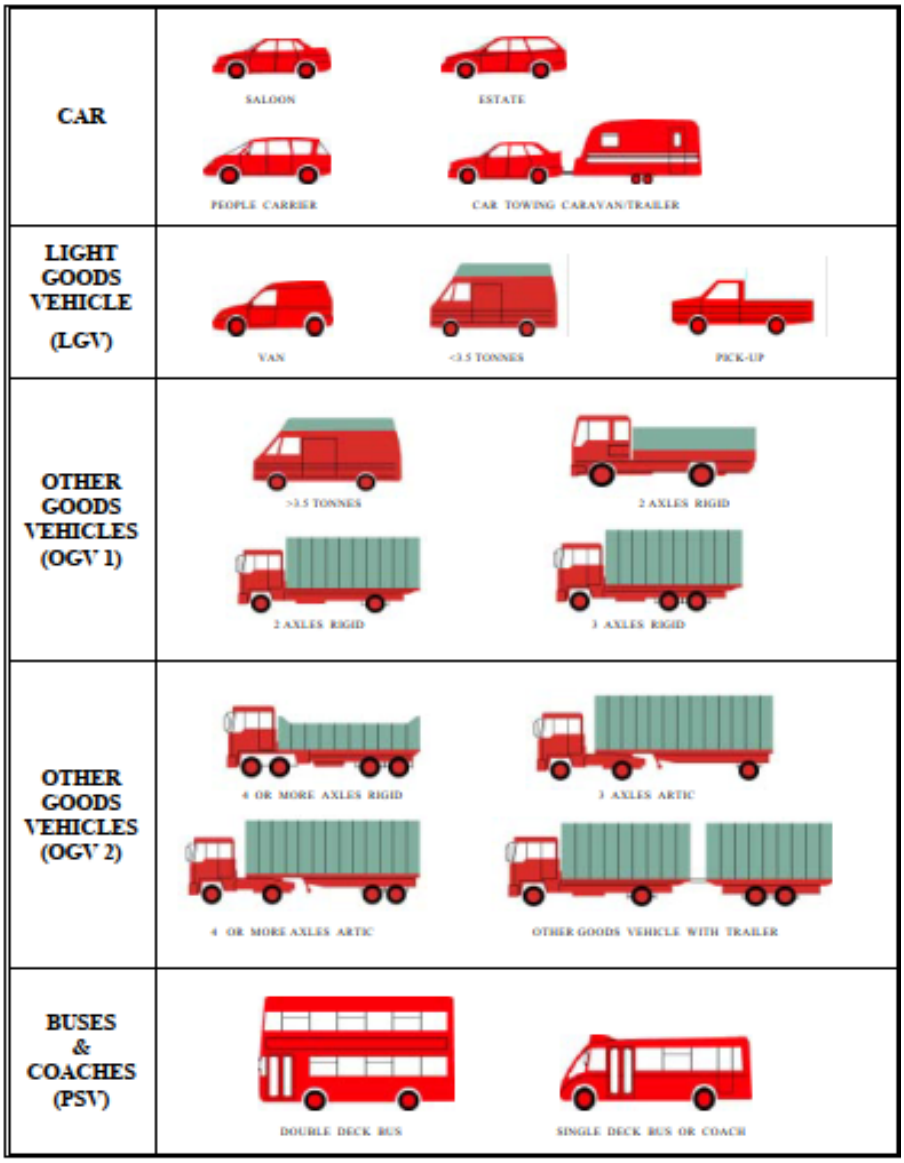


Figure 8/1: COBA Vehicle Categories