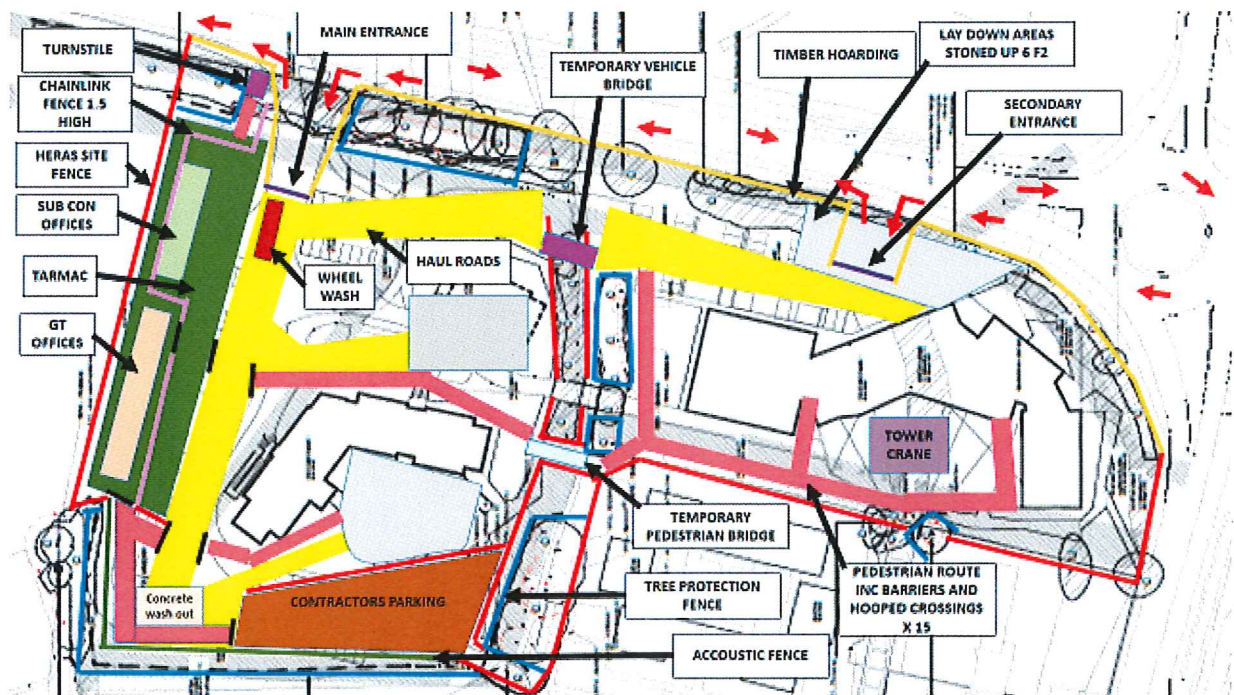


APPENDIX 15 SITE TRAFFIC MANAGEMENT PLAN

- 1/ All traffic entering and leaving the site will turn left in and left out to minimise disruption of passing traffic
- 2/ No site deliveries will be received before 08.00 and after 18.00.
- 3/ All site operatives will park on site see plan attached
- 4/ Road sweeper will on call off for use as required
- 5/ A wheel wash will be on site for the construction phase of the project
- 6/ Entrance gates will be set back from Felpham way to avoid traffic disruption
- 7/ All plant, delivery and waste loading and offloading will be at designated areas on site
- 8/ Site hoarding will be erected around the site perimeter
- 9/ The public will be kept informed of all works ongoing through the construction phase in the form of news letters from GT and personal interaction from UoC-BRC
- 10/ At peak we will be expecting 40 material deliveries a day and will have approximately 30 spaces for onsite parking, delivery vehicles will be both rigid and articulated, mobile cranes will be in use as well as concrete wagons and pumps



There will be parking on site which we anticipate forming as part of the enabling works and where possible we will encourage car sharing to restrict the cars on site, all deliveries will be met by our gateman at the site entrance and directed accordingly onto site minimising interface with the local traffic.

- Delivery, unloading and storage areas for materials, removal of waste materials – consider vehicle / pedestrian conflict.
 - There will be 2 way sets of lights set up at both entrances to site off Felpham Way to control traffic entering and exiting site due to the pedestrian / cycle path in front of the site entrance gates, these will only be operational during site hours and removed at end of each day to allow free flow of pedestrian / cyclist's.
 - Deliveries will be via main access gate off Felpham Way, all deliveries will be met by our gateman and directed accordingly.
 - Unloading and storage will be in the relevant area according to the type of delivery
 - All vehicles will be marshalled by a trained banksman
- Existing services –

There are numerous existing services indicated on the services survey drawing for the site.

- Prior to any excavation works commencing a permit to break ground will be issued by our dedicated utility's site manager with all relevant safety actions to be followed and undertaken.
- Foul pumping main-
 - There is a live foul pumping main running south to north within the site parameters, the foul main will be identified by Southern water prior to GT works commencing on site and a **"no dig"** exclusion zone will be set up over and 3m each side of the main. **Prior** to any works being undertaken within this zone the Snr Project Manager will counter sign the permit to dig, failure to comply will result in instant dismissal.
- Reptile relocation –

UOC will employ a specialist contractor to undertake all survey and removal of reptiles and amphibians from the site as required.

- Archaeology works –
 - UOC will employ a specialist contractor to undertake all necessary duties as required by the archaeology team.
- Partial or full demolition of existing flint wall –

A specialist will be employed to undertake the works and their method statement and risk assessment will be viewed prior to works commencing, although the removal and stacking method statements have been previously issued to the planning department. Whilst undertaking the works the area will be fenced off by means of heras panels from the UOC and access will predominantly via GT site.

- Erection and dismantling of tower crane –
 - A site specific method statement will be issued prior to the erection and dismantling of the tower crane which will cover the works including all exclusion zones and traffic marshalling required to enable the works to be undertaken safely.
- Culvert works
 - Prior to works commencing site specific RAMS will be issued detailing works and also interface with watercourse including any over pumping that will be required, timing of the works will also be looked at to ensure optimum time is utilised i.e. when the stream is at its lowest flow.
- Highway works
 - Full RAMS will be issued prior to works commencing which will include but not limited to;

measures are included in the work risk assessment and that the significant risk assessments and safe systems of work are briefed to all those who will be involved in the works.

In addition to risk assessments and method statements permits to work will be issued for the following activities which will be carried out on this project:

Project specific list

- Excavations – any breaking of ground activity
- Working under overhead cables
- Work in confined spaces
- Loading or dismantling temporary works
- Diving operations N/A
- Electrical works on distribution systems
- Hot works
- Working at height using Harness, Safety Nets, rope climbing etc
- Working adjacent live foul rising main
- Temporary Works
- OtherTBC.....

Those authorised to issue permits are identified on site responsibilities matrix in the appendix.

- Site access and egress points
 - The site will have 1 main access point for the duration of the construction phase of the project which will be inboard off Felpham Way for both foot and road traffic with separate gates for both situated on the Eastern boundary of the site, the traffic gates will be inboard from Felpham Way to allow a lorry to access up to the site gates without blocking the main road. Due to the site being divided across the centre by a narrow stream which prevents access to the south of site initially a second access road will be required to the same design as the main access point, this will be approximately 50m north of the roundabout at the junction of Felpham Way and Upper Bognor Road ,plan attached in Appendix 15, entry and access to both entrances will be by left turn only .The culvert located at the centre of site will be constructed early in the construction process to give access to the south of site, this will enable access to the whole site from the north entrance at which point the south entrance will be closed.
 - Pedestrian routes will be provided for access to and from the work faces with clear crossing points as required.
 - Traffic will be restricted to the haul roads with a maximum speed limited of 5mph.
- University's access to site and interface with contractors

GT management will control access onto site for the site works and also Visitors at the main gates:

- Access to the University's grounds to undertake the works for the road amendments will be undertaken outside of busy periods and in conjunction with the University, access will be by the University's grounds.
- Access for contractors to undertake the works to the stone wall will be from the GT site where possible although some deliveries may have to be via the University grounds in conjunction with the University.
- Access for contractors and materials for undertaking the works to the pedestrian walkway will be via GT site and the University grounds in conjunction with the University.
- Interface between contractors' plant and local traffic