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New Healthcare Facilities

OVERDALE ACUTE HOSPITAL

Client: Government of Jersey



ORIGINATOR

BOUYGUES UK

TITLE

TRAFFIC MANAGEMENT PLAN

	Name	Signature	Date
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REVIEWED	M.CHUET	MC	14/09/26
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INTRODUCTION

The purpose of this Traffic Management Plan is to introduce controls to minimise the impact of the additional traffic related to the construction project to the Westmount Rd and adjacent roads.
The construction of the new building will consist of a lower ground floor, ground floor, first, second and third floor with associated plant on the fourth floor.
The site lies on an escarpment either side of the Westmount Road.
All works will be undertaken in accordance with the Health and Safety (Management in Construction) (Jersey) Regulations 2016.

This complete Traffic Management Plan, reference NHFOV-BYG-XX-XX-PC-PM-500012, Revision C01, is issued as S4 – Suitable for Review and Authorisation. It has been prepared as the current project Traffic Management Plan for review by the relevant project stakeholders and authorities.

This document shall not be used as the approved operational method for a specific activity until the required supporting documents, permits, RAMS, drawings and approvals for that activity have been completed, reviewed and authorised.

OBJECTIVES:

The aim is to safely plan deliveries, collections and vehicle movement on and around site, so as to prevent traffic congestion within the confines of the site and on public roadways that access to and from the Westmount Road and nearby residential and commercial properties.
This is achieved by giving a clear understanding of the overall management of the construction site traffic throughout the Overdale Acute Hospital Project duration. It will endeavour to determine the separate responsibilities on Bouygues UK Project Management Team.
It describes access/egress arrangements to the construction areas, holding area, logistics area and public access areas around the Overdale Acute Hospital Project complex for both vehicle and pedestrian traffic.

The suitability of the proposed HGV routes and traffic-control arrangements will be verified through an observed inter-peak movement trial, as specified in Appendix 2, before routine daytime movements of 16.6 m articulated vehicles are authorised.

The plan will be regularly reviewed and amended by the Project Management Team to incorporate changes to the construction site environment, vehicle and pedestrian traffic, access arrangements and logistics operations.

The traffic will be managed so that:
- The movement of traffic, for both the public and workers, continues safely and efficiently.
- Delays and disruption are kept to a minimum.

1) Supporting documents

External Reference Documents

The following external and project reference documents relating to traffic management have been used to develop this TMP and shall be considered together with the requirements of this document.

The current applicable revision or version of each document shall be used. Where a legal, regulatory or authority requirement changes, the Project Management Team shall review the potential impact on this TMP and update the relevant sections where required.

The following documents have been identified as applicable references:

- Construction Traffic Management Plan, ref NHFOV-MCE-ZZ-ZZ-RP-ZZ-000002 – CTMP
- Road Works and Events (Jersey) Law 2016
- Road Traffic (Signs) (Jersey) Order 2026
- Working Safely on Jersey Roads – An Approved Code of Practice
- applicable Jersey DVS requirements for P30 permits and vehicle compliance
- applicable Highway Authority and Parish requirements

Supporting document register

The supporting documents listed in **Appendix 4 - Applicable and Supporting Document Register** are required to complete the traffic-management arrangements for the current and future construction phases.

Some of these documents are currently being prepared, reviewed or validated and are therefore not yet available as approved documents. The status shown in the register reflects the current position at the date of issue of this TMP.

Where a supporting document is required for a specific activity, the activity shall not commence until the relevant document has been completed, reviewed and authorised. The approved document shall then be referenced by its document number, title, revision, date and approval status.

Once the outstanding supporting documents have been completed and authorised, they shall be incorporated into the relevant appendix or referenced as separate controlled documents. The TMP shall be updated at the next appropriate revision, or earlier where the document is required to control an activity or where the change may affect public traffic, pedestrians, the highway network, businesses, highway assets or utilities.

The inclusion of a document in this register does not constitute approval of that document

2) Traffic affected

The groups of traffic affected are:

- Traffic accessing and working on site works.
- Traffic connected directly with delivery/collection vehicles, staff vehicles and visitors' transport.
- Vehicles of other contractors and suppliers to the project.
- Local traffic : members of public, traffic associated with the crematorium, emergency vehicles, local delivery vehicles
- Public transport (bus network)

3) Persons at risk

The persons that can be affected or put at risk by the traffic on and off site are:

- Site Staff and all operatives, including agency and subcontractors
- Visitors to site
- Members of the public
- Persons with disability
- Children attending school

4) Site Working Hours and Access Times

The site normal working hours will be 08:00 – 18:00 during the week and 08:00 – 13:00 on Saturday. Non-noisy works and deliveries may occur outside of the main site working hours, subject to prior notice and approval in writing by the Chief Officer.

Avoiding peak periods.
The deliveries of materials and equipment will generally be scheduled to avoid the network peak period and school pick-up/drop-off times. Deliveries during peak times will be considered on a case-by-case basis.

In certain circumstances deliveries will be required during peak times, e.g.

- For health and safety reasons where an element of the work cannot be completed to a safe condition within the normal day.
- Quality assurance e.g. completing concrete pour to ensure structural elements are not compromised.
- Where required due to other restrictions i.e. erecting and dismantling of tower cranes, road closures etc.

In any of the above events, the event will be controlled with a focussed traffic management risk assessment to ensure risk is managed along the route.

School Holiday Periods – Modified Traffic Peak Restrictions

The traffic management restrictions during school pick-up/drop-off times apply only during school term time. During school holiday periods, deliveries shall avoid network peak traffic periods only. School pick-up and drop-off time restrictions (7:30am to 9:00am and 2:30pm to 4:00pm) shall not apply during these periods.

The Project Manager will coordinate with the local authority calendar to confirm school holiday dates and adjust delivery scheduling accordingly.

Early Morning Deliveries (Before 07:00)

In addition to standard site working hours (08:00 – 18:00 weekdays, 08:00 – 13:00 Saturday), self-unloading vehicles may deliver or collect materials before 07:00 in order to avoid the network peak period and associated traffic congestion.

This arrangement applies specifically to:

- Low-loader articulated units delivering plant and equipment for hire
- Waste collection vehicles removing waste skips and bins from site

The collection point shall prevent noise from extending beyond the fences. A trial will be carried out at the beginning of the works and at each change of phase to verify that it does not cause any nuisance.

Adverse Weather Conditions – Delivery and Works Hour Exemptions

In the event of forecast adverse weather conditions that would prevent safe operation of lifting equipment, unloading machinery, or concrete placement operations, exemption from the standard delivery and production hours specified in this Traffic Management Plan may be requested. Such exemption requested by Bouygues UK shall require written agreement by Chief Officer of States of Jersey.

Where the proposed exemption affects route restrictions, delivery times, traffic management measures or the use of the public highway, Bouygues UK shall also consult and obtain the agreement of the relevant Highway Authority, Driver and Vehicle Standards (DVS) department and Parish, as applicable. All required written approvals shall be recorded and retained within the project documentation.

Exemption Request Procedure:

Requests shall be submitted to the Chief Officer of States of Jersey a minimum of 24 hours in advance of the planned works. The request must include: the reason for exemption, a description and location of the planned works, and the proposed alternative timing.

The exemption is designed to ensure safe execution of critical lifting operations, particularly during the structural frame phase where tower cranes, material hoists, and telehandler unloading operations are required.

Alternative timings may be proposed for: earlier morning start, extended evening works, or continuous Saturday morning working.

Special Traffic Management – Concrete Pour Operations:

Concrete deliveries shall be booked in advance and planned outside school drop-off and pick-up times wherever reasonably practicable.

In the event of an exceptional concrete pour operation during these school periods, one qualified Traffic Marshal shall be positioned at the Queen's Road / St John's Road junction to protect pedestrians and control the concrete vehicle movement.

The temporary interruption of public traffic required for this arrangement shall be covered by a specific Road Works Permit application for the relevant intersection and period. The application shall include the proposed Traffic Marshal position, traffic-control arrangements, pedestrian protection measures and emergency-vehicle arrangements.

The Traffic Marshal shall stop the vehicle if pedestrians are crossing, if an emergency vehicle approaches or if the manoeuvre cannot be completed safely.

Concrete deliveries shall be suspended if the road, pedestrian crossing, emergency route or Site access cannot be kept clear.

Vehicle Booking System

The Logistics Manager shall own and administer the online delivery booking system. All delivery and collection vehicles shall be pre-booked before travelling to the Site.

Suppliers and transport operators may submit booking requests, but bookings shall only become confirmed after review against Site capacity, route restrictions, vehicle dimensions, permit requirements, available unloading and storage areas, required plant and equipment, and other planned movements.

The booking process, including user roles, access rights, booking cut-off times, conflict checks, exception approvals, changes, cancellations, no-shows, late arrivals, rejected vehicles, audit records and information sharing with the gatehouse and Traffic Marshals, shall be defined in **Appendix 7 – Booking System SOP.**

Each booking shall identify, as a minimum:
- the planned date and time;
- the type of delivery and materials or equipment being delivered;
- the vehicle type, registration, dimensions, weight and configuration;
- the applicable P30 status and permit reference, where relevant;
- the proposed access gate and route;
- the required unloading, storage or laydown area;
- the crane, hoist, lift or forklift requirements;
- the planned inbound or outbound movement; and
- the supplier and transport operator contact details.

Where relevant, the system may also record the vehicle's fuel type and journey information to support environmental and emissions monitoring.

A vehicle without a valid booking, permit or required supporting documentation shall not be admitted to the Site or released onto a controlled route.

The booking system shall be used in conjunction with the Construction Logistics Register and shall be updated when the planned vehicle category, route, delivery frequency, unloading arrangement or permit status changes.

Appendix 7 – Booking System SOP shall be completed, reviewed and authorised before the booking system is used as the formal control system for project deliveries.

5) Permits

Permit strategy

Two separate permit arrangements apply:
- P30 permits, which concern the dimensions, weight and authorised routes of specific vehicles, trailers and abnormal loads.

- Road Works Permits, which concern the temporary stopping, holding or release of public traffic by Traffic Marshals at defined locations.

A P30 permit does not authorise the control of public traffic. A Road Works Permit does not replace a P30 permit where the vehicle is subject to P30 requirements.

P30 permits

The following vehicles or vehicle combinations require P30 authorisation before using Jersey roads, subject to the applicable Jersey requirements: (www.gov.je):

- Vehicles or trailers over 7 feet and 6.5 inches wide (2.3 metres)
- Rigid vehicles over 30 feet and 6 inches long (9.3 metres)
- Articulated vehicles over 36 feet and 1 inch long (11 metres)
- Trailers (draw bar type) over 22 feet long (6.7 metres)
- Vehicles with a maximum axle weight over 10,500 kilograms
- Vehicles with a gross weight over 32 tons

These vehicles must hold a P30 permit for them to be driven on Jersey roads. The permit includes both the drawing vehicle and the trailer. There are 2 types of P30 permits, permanent or temporary. Both types of P30 permit only allow vehicles to travel on specified routes.
No vehicle or trailer travelling on a P30 permit may be used on a parish by-road without written permission of the Constable of that parish.

The Logistics Manager shall verify the actual vehicle dimensions, height, axle loads, axle spacing, gross mass and configuration against the applicable P30 requirements.

Where reasonably practicable, the project will use vehicles already based in Jersey and operating under valid local authorisations. Temporary P30 permits shall be obtained for vehicles or trailers arriving from the UK mainland or the European Union where required by their dimensions, weight or configuration.

No vehicle requiring a P30 permit shall be released for transport to the Site until the permit, approved route and supporting information have been checked. The Logistics Manager shall maintain a record of the relevant vehicle registrations, permit references, approved routes and expiry dates.

Temporary P30 vehicles shall only use the routes specified in their permits. Parish by-roads shall not be used without the written permission of the relevant Constable. A copy of this permission shall be carried in the vehicle.

Bouygues UK shall notify the Parish of St Helier in advance of exceptionally large or heavy loads and shall ensure that the agreed route is followed. Such movements should avoid network and school peak periods unless otherwise approved.

The bridge and roundabout on the return route and the underpass connecting the car parks shall be included in the route and structural assessment for abnormal or exceptional loads. The assessment shall cover both inbound and outbound routes.

Where required, the registration number of a non-P30 drawing unit shall be logged with Driver and Vehicle Standards before it is used with an articulated trailer.

Further information is available at:
https://www.gov.je/Travel/Motoring/OversizedVehicles/Pages/P30

Road Works Permits

Road Works Permits are required where Traffic Marshals temporarily stop, hold or release public traffic on or adjacent to the public highway.

A separate permit application and site-specific traffic-management method statement shall be prepared for each relevant intersection and for each direction of travel, including:

- the inbound route;
- the outbound route;
- the site entrance and access gates; and
- any other location where public traffic or pedestrian movements are temporarily controlled.

The relevant locations include, as applicable:

- Queen's Road / St John's Road;
- St John's Road / Tower Road;
- Tower Road / Westmount Road;
- the relevant return-route junctions; and
- the site entrance.

Each method statement shall define the intervention location, route direction, duration, Traffic Marshal positions and qualifications, equipment, signs, radio protocol, hold points, positive route-clear confirmation, pedestrian and accessibility arrangements, emergency-vehicle arrangements, activation and cancellation conditions, and the procedure for vehicles already within the controlled section.

Nathan shall submit the applications online on behalf of Bouygues UK, unless another competent person is formally appointed. The permits will be subject to the duration and renewal requirements set by the relevant authority.

Road Works Permit applications, written approvals and associated drawings shall be retained as controlled project records. A permit application shall not be treated as an approval. The intervention shall not commence until written approval, the approved drawings, the method statement and the required Traffic Marshal resources are available.

Approved permit arrangements shall be communicated to the Traffic Marshals, Site Entrance Traffic Marshals, Banksmen, Security Guards, delivery drivers and other affected personnel.

Permit records and booking system

The booking system shall record the permit status for each planned movement, including: vehicle and trailer details;

- P30 status and permit reference, where applicable;
- approved route;
- Parish permission, where applicable;
- Road Works Permit reference;
- inbound or outbound direction; and
- permit expiry date.

A vehicle or vehicle combination without the required permit, approval or supporting documentation shall not be released for the planned movement.

6) Signage

All areas leading to the project will have finger / signboards erected leading the main / official construction traffic route to site.
The signage used on site will either be pictorial or, as necessary, may be multi-lingual appropriate to the current workforce (probably English, French, Portuguese and Polish). These will be situated around the site where deemed necessary.

A controlled sign schedule and signage drawing shall be included in **Appendix 9.**

The schedule shall identify each sign by reference, description, location, direction of visibility, mounting arrangement, owner, inspection frequency, maintenance responsibility, installation date and removal date.

The signs shall comply with the applicable Jersey requirements and shall be approved by the relevant Highway Authority and Parish before installation.

The drawings shall include a clear title, drawing number, revision, date, scale where applicable, north arrow and legend. Any stop-work graphic and advance public-information signs shall be included in the relevant drawing.

All signs shall be inspected before each traffic-management intervention and removed when the intervention is complete or the permit has expired.

SITE TRAFFIC OUTSIDE COMPOUND

7) Road Transport

Primary Access Routes

The preferred route to site for construction and delivery vehicles will be via Queens's Road A9 / St John's Road / Tower Road / Westmount Road, coming from the north. This is the only approach possible for vehicles larger than 7.5T. Vehicles exiting the Site should follow the northbound route.

All subcontractors and suppliers involved in the project will be briefed on this preferred and designated route. All subcontractors and suppliers shall be contractually required to comply with the preferred and designated route described above. This requirement will be included in all sub-contract documentation



Figure 7 - Construction traffic access routes (from Arup Transport Assessment NHF0V-ARP-XX-XX-RP-TP-000003)

Residential properties

Residential properties are directly adjacent to the access route at the following locations:

- Westmount Road, between the northern and southern permanent car parks
- Tower Road, beyond the intersection with Westmount Road
- St Johns Road at the East end of Tower Road

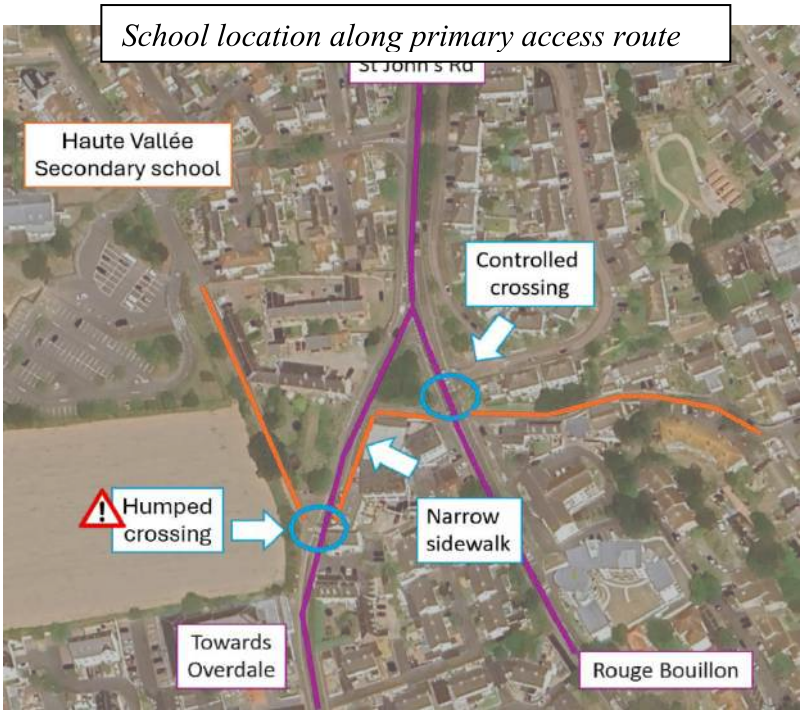
In the southerly direction, there are a few residential properties including apartments prior to the descent down Westmount Road and past People's Park.

School Proximity

There are no Schools in the immediate vicinity of the site however there is main thoroughfare to Haute Valley school intersecting with St Johns Road to the North, and Helvetia School located in the center of St Helier (on the route of HGV access to site). There is also a Nursery at the bottom of Westmount Road (which is the route to site for smaller vehicles).



School location along primary access route



St Johns Road / Queen's Road Intersection

Controlled crossing on Queen's Road and Footpath between Queen's Road and St John's Road





Humped crossing on St John's Road





Observed HGV Movement Trial

Before routine daytime movements of 16.6 m articulated vehicles are authorised, Bouygues UK shall undertake an observed inter-peak HGV movement trial, subject to confirmation of the required arrangements with the relevant Jersey authorities.

The trial shall be undertaken during the inter-peak period, with the target time being approximately 11:00. It shall assess representative vehicles on both the inbound and outbound routes, including:

- a 16.6 m articulated vehicle;
- an 11 m articulated vehicle; and
- a rigid vehicle exceeding 9.3 m, where available.

The trial shall assess the movements through the complete approved route, including the relevant junctions, narrow sections, pedestrian crossings, Cheapside, Elizabeth Place and the site access arrangements.

The trial shall record and assess, as a minimum:

- vehicle arrival and journey times;
- the duration of traffic interruptions;
- interactions and conflicts with public traffic;
- queue length and queue recovery time;
- wheel tracking and carriageway overrun;
- parking conditions and vehicle clearance at Peirson Road/Cheapside;
- the requirement for temporary parking restrictions, barriers or other physical measures;
- marshal positions, visibility and required resources;
- pedestrian protection and crossing arrangements;
- radio coverage, communication clarity and positive route-clear confirmations;
- the treatment of vehicles already within the controlled section;
- emergency-vehicle access and release arrangements; and
- recovery actions in the event of an obstruction, communication failure or unsafe condition.

The trial shall be carried out in accordance with the Observed HGV Movement Trial Specification included in Appendix 2.

The results shall be recorded in a formal trial report and reviewed by the Project Management Team and the relevant authorities. The trial report shall identify any corrective measures required to the routes, parking controls, marshal resources, communication arrangements, traffic-management drawings, RAMS or delivery procedures.

Routine daytime movements of 16.6 m articulated vehicles shall not commence until the trial results have been reviewed and the required corrective measures have been incorporated into the relevant controlled documents and approved by the Project Management Team and the relevant authorities.

Controlled HGV movement scenarios

HGV movements shall be planned and operated as controlled inbound and outbound batches in order to prevent opposing HGVs from occupying the same constrained section of the approved route at the same time.

The proposed scenarios, presented in Appendix 3, consider the delivery of up to 14 HGVs over approximately 4 to 5 hours, or up to 8 HGVs over approximately 2 hours where four unloading areas and four internal waiting positions are available.

The maximum number of HGVs released from the port or dispatched from the Site shall normally be limited to two vehicles per batch.

The next inbound batch shall not be released until the previous batch has arrived on Site and the Logistics Manager has confirmed that the route, unloading capacity, internal holding capacity and required Traffic Marshal resources are available.

Outbound movements shall not commence until the following inbound batch has arrived on Site, unless an alternative sequence has been specifically validated during the observed HGV movement trial and approved by the Project Management Team and the relevant authorities.

These scenarios remain subject to validation during the observed HGV movement trial and shall not be used as the approved operational method until Appendix 3 has been reviewed and authorised.

Risk Management

The swept path report in ***Appendix 1***, details the control measures proposed for:

- Queen's Road/St John's Road
- St John's Road/Tower Road
- Tower Road/Westmount Road
- Queen's Road/Rouge Bouillon Roundabout
- Westmount Road/St Aubin's Road

The impact of road closures on blue light routes and walking and cycling paths will be assessed with each road closure, as a specific RAMS will be issued for each closure. This document and its communication procedures shall be submitted by Bouygues UK to the competent highway authority, notified to local service providers and affected businesses, and made available to the public through defined publicity channels.

High-sided vehicle operations will be subject to case-by-case wind impact assessment based on specific needs and conditions

The Infrastructure and Environment department has confirmed making the necessary modifications to pedestrian refuge islands at The Parade/Gloucester Street & Cheapside/Elizabeth Place to enable low-loader to manoeuvre without over-running

Structural route checks

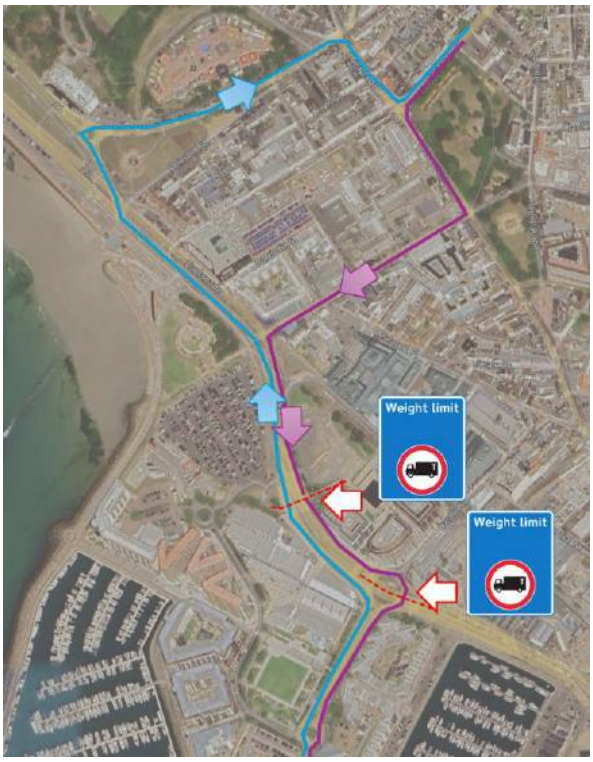
Two sensitive structural points have been identified along the proposed routes:

- the bridge at the exit of the Esplanade car park, where the route passes over
- on the return route, the bridge and roundabout on Route de la Libération, where the route passes over the Ring Road.

These locations shall be included in the route and structural assessment for vehicles and vehicle combinations requiring P30 authorisation, including abnormal or exceptional loads.

The assessment shall verify the vehicle height, gross mass, axle loads, axle spacing and configuration. It shall cover both inbound and outbound routes and confirm that the proposed vehicle can pass safely and legally.

No vehicle requiring a specific structural or route approval shall be released until the required P30 authorisation, route approval and any relevant Parish permissions have been obtained in writing.



6) Vehicles arriving at site

Construction Logistics Requirements and Vehicle Compliance

Bouygues UK shall prepare and maintain a Construction Logistics Register identifying all significant deliveries, collections, plant movements and abnormal loads associated with the Works.

As a minimum, the Construction Logistics Register shall identify:

- the relevant activity and construction phase
- the material, plant or equipment
- the planned delivery dates, times and frequency
- the vehicle type, dimensions and weight
- the number of vehicle movements
- the proposed delivery routes
- the traffic-management requirements
- the potential impacts on the highway network, pedestrians, businesses, highway assets and utilities
- the proposed mitigation measures.

Where reasonably practicable, Bouygues UK shall use consistent drivers for regular deliveries to the Site. This is intended to promote familiarity with the approved routes, site-access arrangements and local highway constraints, particularly within St Helier, where vehicle movements may involve restricted road widths and tight turning manoeuvres.

All goods vehicles subject to Jersey DVS requirements and used in connection with the Works shall hold a valid Jersey DVS Certificate of Compliance and shall be maintained under a documented inspection and maintenance system.

The project shall not require full FORS or CLOCS certification where this cannot reasonably be achieved by a Jersey-based operator. In such cases, an approved equivalent compliance route shall be used, based on demonstrable controls for:

- vehicle inspection and maintenance
- driver competence and induction
- defect reporting and close-out
- load security
- vehicle and driver safety
- incident and near-miss reporting
- management of vulnerable road users
- compliance with the approved delivery routes and traffic-management arrangements.

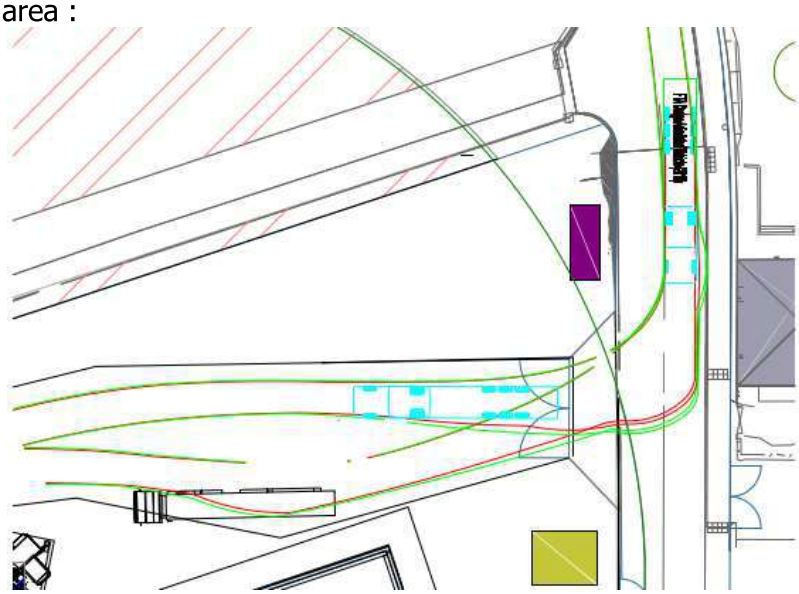
The Construction Logistics Register and the supporting vehicle-compliance records shall be reviewed before the relevant delivery, collection, plant movement or abnormal load takes place.

Dimensioned holding areas

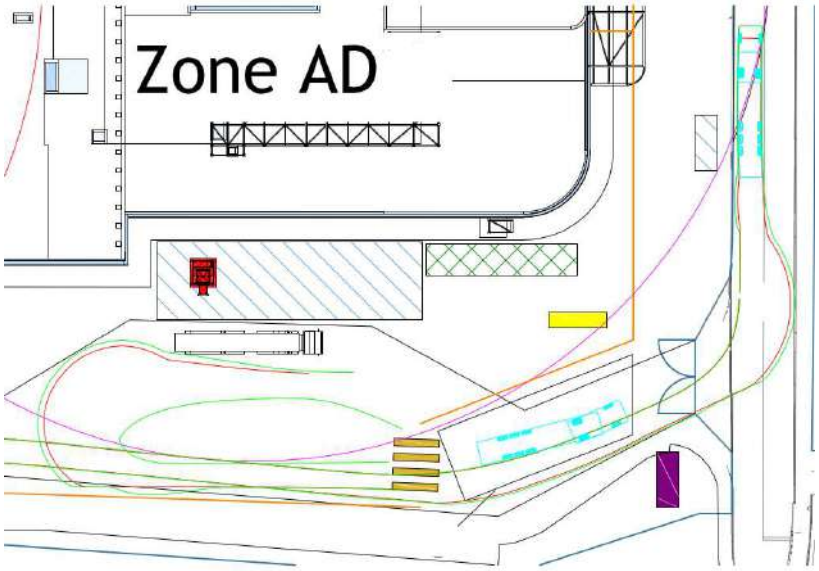
The Site Installation and Layout Plan shall show the Site entrance, access gates, holding areas, unloading areas, turning areas and internal vehicle routes with dimensions and capacity.

The plan demonstrates the maximum credible vehicle-arrival pattern, including the gate processing time and the number of vehicles that can be safely held off the public highway.

The northern arrangement shows the capacity for two vehicles within the Site and one vehicle in the unloading area :



The southern holding and turning area shows its available capacity and shall be subject to a ground and hillside stability assessment.



No vehicle shall queue, wait, reverse or be checked in on the public highway. If the Site entrance or holding area is unavailable, the vehicle shall proceed to the approved temporary waiting or diversion area until the Site is ready to receive it.

Gate control and off-highway holding

All delivery and collection vehicles arriving at the Site shall be pre-booked through the approved booking system. The gatehouse check shall verify the existing booking, vehicle registration, driver details, vehicle category and delivery destination. The gate check is not intended to create a prolonged registration process.

The normal gate processing time is approximately two minutes and should not exceed five minutes unless a safety or compliance issue requires further investigation. Exit processing should normally take less than one minute.

Outside controlled HGV movements, delivery and collection vehicles shall be booked at intervals of not less than ten minutes, unless a specific concrete-pour or logistics method statement provides an approved alternative.

No vehicle shall queue, wait, reverse or be checked in on the public highway. If the Site entrance is occupied, or if a vehicle arrives early, late or without a valid booking, the driver shall be instructed to proceed to the approved off-highway holding or diversion area. The driver shall not wait on Westmount Road or any other public road.

The public highway and the site access shall be kept clear at all times to allow emergency vehicles to pass without delay. No vehicle, holding area, delivery operation or traffic-management activity shall obstruct the emergency route. If an emergency vehicle approaches during a delivery, vehicle movement or traffic hold, the operation shall be placed on hold and the Traffic Marshals shall release a safe passage immediately.

A Traffic Marshal shall be available for each planned delivery, including early or late arrivals. Vehicles shall only be released from the holding area when the Site entrance and the internal route have been confirmed as available.

The holding area shall have a defined maximum capacity and shall be shown on the approved Site Installation and Layout Plan. Its use shall be subject to a check of ground and hillside stability. The holding area shall not be used if its capacity, stability or safe access cannot be confirmed.

If the holding area reaches its capacity, or if the Site entrance cannot safely receive the vehicle, the vehicle shall be directed to the approved temporary diversion or waiting area. No vehicle shall be admitted to the Site or released onto a controlled route until the required booking, permits, Traffic Marshal resources and receiving capacity have been confirmed.

Site car parking access

Workers and staff will park in the Site Car Park area and walk from there by the designated access route to the Access Control cabin to gain access onto site.
A drawing showing these arrangements will be updated as necessary and will be displayed in Security cabins and Access Control cabin. Copies of the drawing will be kept with the Traffic Management Plan documentation and will be relayed to appropriate personnel via Toolbox Talks and at induction.

Summary of site access times by vehicle type

The table below summarizes by vehicle type the possible access times to the site.
The identified categories are:

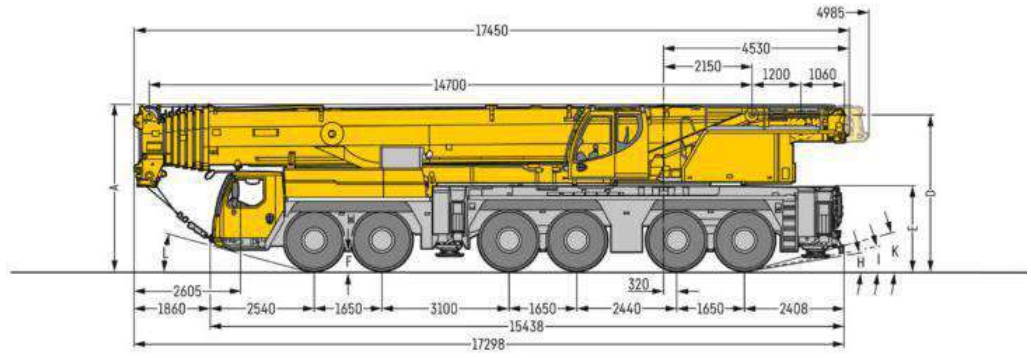
- Deliveries with Jersey compliant trucks
- Deliveries with Jersey permanent P30 permit, including concrete mixer trucks, waste collection trucks, low loaders
- Deliveries with temporary P30 permits
- Exceptional deliveries

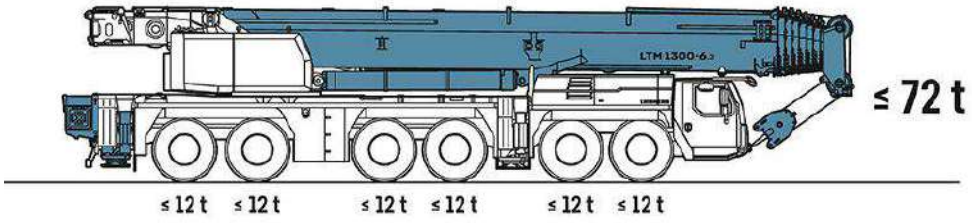
Concrete mixer truck delivery forecast amounts to 2 trucks per half hour, i.e. 4 arrivals/departures.
Temporary P30 permit delivery forecasts are detailed in the following section.
Local partner deliveries do not count against temporary P30 permits and will be performed using standard Jersey trucks or vehicles with permanent P30 permits.

Category	5:00 AM	5:30 AM	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM
No NA = No Noisy Activities																																		
Imput																																		
School drop-off & pick-up						7:30 to 9:00am														2:30 to 4:00pm														
Peak period AM/PM						7:30 to 8:30am																		4:30 to 5:30pm										
Recycling Park - La Colette						7:30am	-		-		-		-		-		-		-		4:00pm													
St Helier Harbour																																		
RO/RO Freight Vessel discharge weekday UK			6to7am																															
RO/RO Freight Vessel charge weekday UK					7to8am																													
RO/RO Freight Vessel discharge saturday FR																																	9to10pm	
RO/RO Freight Vessel charge saturday FR					7to8am																													
Construction Site Hours																																		
Usual opening hours					7:00am												to										7:00pm							
Usual Weekday working hours and unload					No NA	8:00am											to								6:00pm		No NA						
Usual Saterday working hours and unload					No NA	8:00am				to					1:00pm		No NA		No NA		No NA		No NA		No NA		No NA						
Deliveries - Jersey compliant																																		
Jersey compliant deliveries on site							8:00am										to								6:00pm									
Deliveries - Jersey permanent P30																																		
Jersey Concrete trucks									9:00am					to					2:30pm		2:30 4pm		00pm to 6:00pm											
Concrete deliveries - Slab pouring in/out									2	2	2	2	2	2	2	2	1																	
Concrete deliveries - Vertical pouring in/out																	2	2	2	-														
Jersey P30 trailers & tractor (depending on	limits set by the authorities)								9:00am					to					2:30pm				:00pm to 6:00pn											
Self unload - Waste colllection vehicules			6 to 7am						9:00am					to					2:30pm				:00pm to 6:00pn											
Self unload - Low loaders			6 to 7am						9:00am					to					2:30pm															
Deliveries - Reccurent Temporary P30																																		
UK or FR Trailers with Jersey tractor & driver									9:00am					to					2:30pm															
Trailers deliveries									Refer to delivery forecast																									
Deliveries - Exceptional Temporary P30																																		
Mainland mobile crane, lowloader for gene	case by case scenario with UK/FR driver and Jersey Police Escort																																	

Exceptional deliveries will concern for example the mobile crane for crane dismantling, flatbed delivery of cold storage units and final generators of the hospital.

Example of technical information required for exceptional deliveries : 300T crane including layout and axle weight distribution.





Site Receiving Capacity

The Site receiving capacity has been assessed against the planned delivery rates and available unloading areas. Under standard operating conditions, concrete mixer deliveries shall be booked in five-minute slots, providing a theoretical gate-processing capacity of up to 12 concrete mixers per hour. Other delivery and collection vehicles shall be booked at intervals of not less than ten minutes, providing a theoretical gate-processing capacity of up to six vehicles per hour.

The Site will provide one unloading area for each tower crane, one unloading area for the concrete pump when required and two additional unloading areas served by the telehandler. This provides six unloading areas in total. Based on an estimated unloading time of 30 minutes for a fully loaded vehicle, the theoretical unloading capacity is up to eight to twelve vehicles per hour, subject to the availability of the relevant crane, concrete pump, telehandler, unloading area and site personnel. The gate-processing capacity shall not be considered as the Site receiving capacity where the unloading areas or internal routes are occupied.

During the civil works phase, the forecast includes approximately 40 light vehicles for workers and staff. Concrete deliveries for floor slabs are expected at a rate of one mixer every 10 to 15 minutes over a period of approximately four hours, subject to the approved concrete-pour method statement and available Site capacity. Concrete deliveries for walls are expected at a rate of approximately two mixers per hour over a period of approximately two hours. Other deliveries are expected to include approximately four HGV material deliveries per week, two light-vehicle deliveries per day, two waste collections per day and cleaning vehicles when required.

During the peak envelope and internal-fit-out phase, the forecast includes approximately 110 light vehicles for workers and staff, 10 to 12 HGV movements on three days per week, and 5 to 6 HGV movements on three other days per week. Other planned movements include approximately five light-vehicle deliveries per day, six waste collections per day and cleaning vehicles when required.

These figures are planning forecasts and shall be reviewed against the Construction Logistics Register, the approved booking system, the Site Installation and Layout Plan and the relevant phase-specific logistics method statements. Deliveries shall only be confirmed where the gate, internal route, unloading area, holding capacity and required Traffic Marshal resources are available. Concrete mixers and other HGVs shall not form uncontrolled convoys, and the approved minimum separation between vehicle movements shall be maintained.

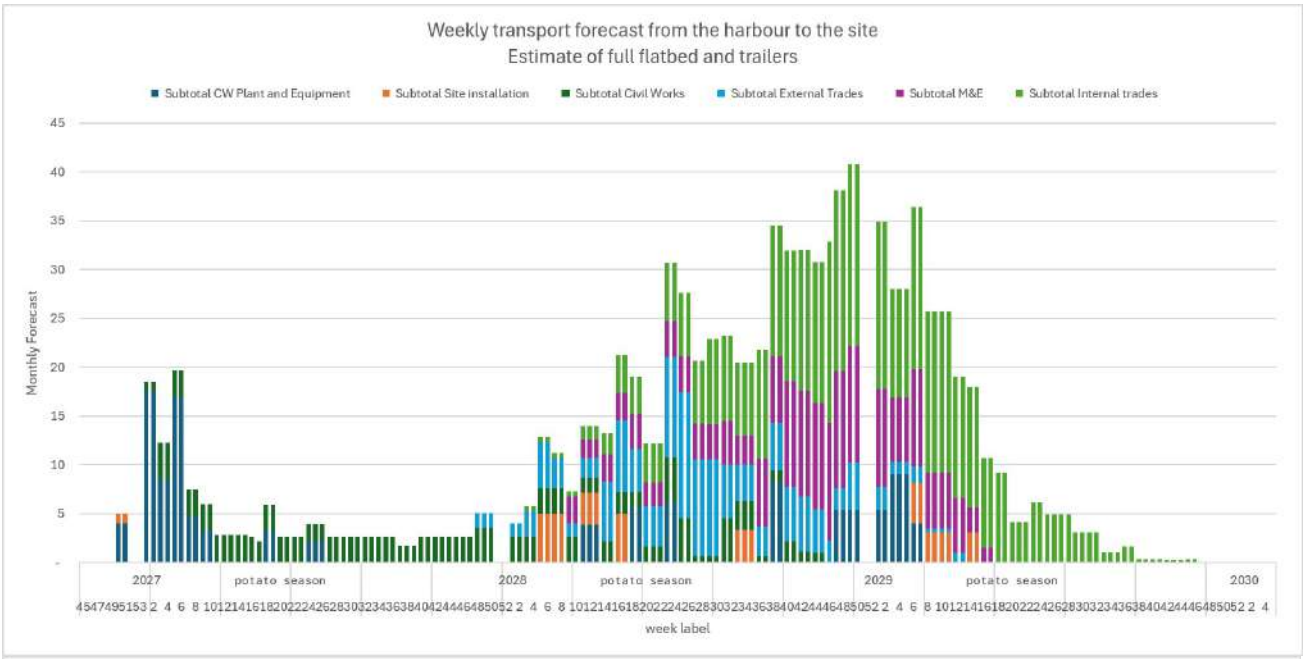
HGV Transport Forecast

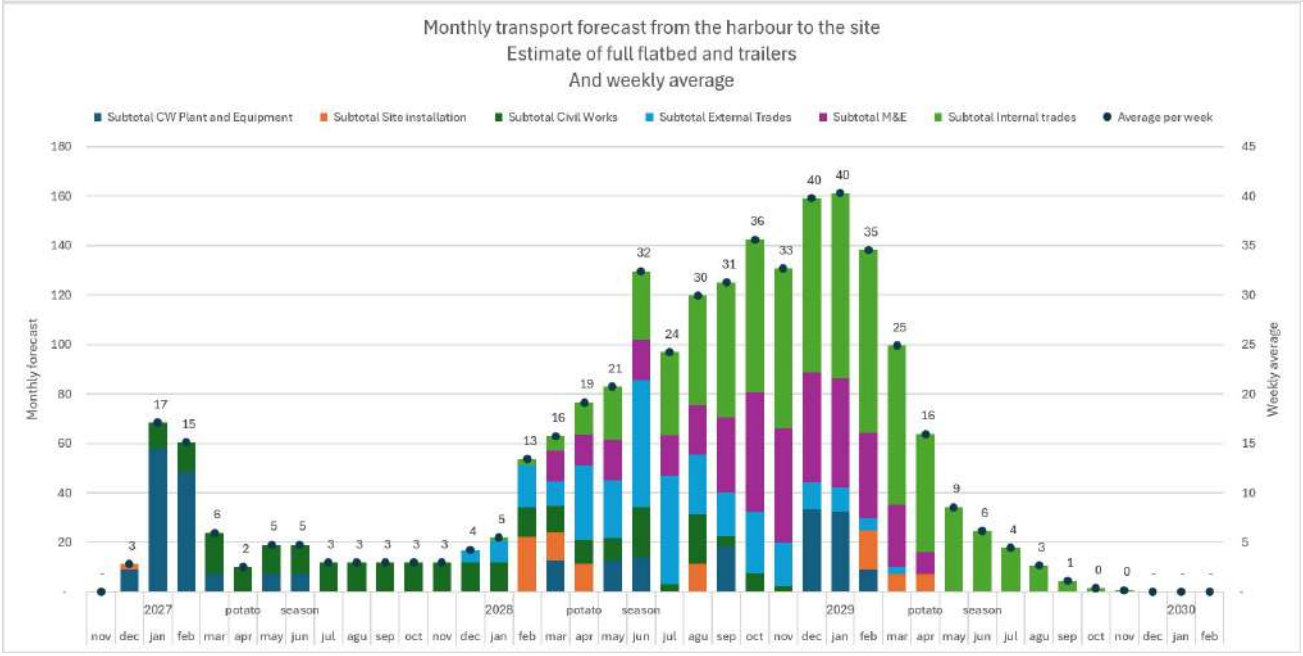
We have updated the forecast for full transport loads by 13.5m trailers or flatbeds from the port to the site for the entire project. This estimate is made on a weekly basis and summarized by month for better visibility.

This projection shows that the delivery peak is between June 2028 and February 2029 with 30 to 40 trucks per week, or an average of 6 to 8 trucks per day. The exact delivery dates will depend on site demand and maritime freight availability.

It would seem that Wednesday and Thursday are the quietest days for non-food freight. These days will therefore have a higher volume of transport than other days of the week.

The Construction Logistics Register shall be updated when a new vehicle category, delivery route, abnormal load or significant change in delivery frequency is introduced. The revised information shall be reviewed as part of the TMP review process and shall trigger a review where the change may affect the highway network, pedestrians, businesses, highway assets or utilities.





7) Site car parking

Three parking areas have been identified around the Site:

- Public crematorium car park: the parking spaces currently located along the road will be relocated to designated spaces along the field to the north, identified as the future car park.

These spaces are reserved for crematorium visitors and shall not be used by the construction project.

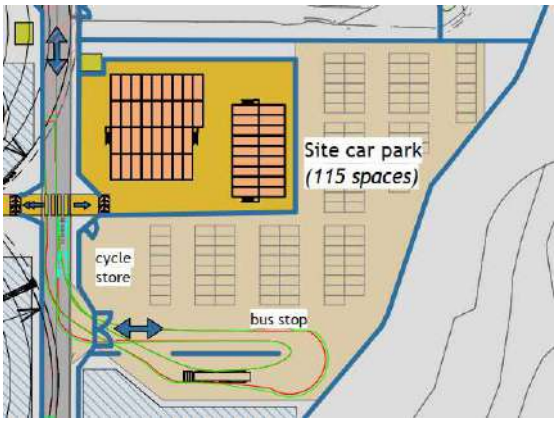
- Private parking around Mulcaster House offices: these spaces are reserved for personnel working in the Mulcaster House offices and shall not be used for construction-site parking.
- Temporary Site car park: a temporary car park will be provided on the field to the south, identified as the future car park. This will be the only designated parking area available to staff working in the temporary Site offices and to construction workers. Access to this car park will be controlled and the car park will be closed outside Site office working hours.

Site car parking is restricted to the designated temporary Site car park. Staff and workers shall display or present their valid access permit to gain access to the car park.

No parking shall be permitted in the Site Works areas, Logistics areas, outside the hoarded Site areas or on public roads in adjacent residential areas.

The parking arrangements, access controls and pedestrian route between the temporary Site car park and the Access Control cabin shall be shown on the approved Site Installation and Layout Plan and Site Car Parking Plan.

Compliance with the parking arrangements shall be monitored as far as reasonably practicable by Site Security and Logistics personnel. Unauthorised vehicles shall be refused access, instructed to leave the area or reported to the Project Logistics Manager. Parking shall not obstruct the public highway, emergency access, pedestrian routes, Site access gates or delivery and unloading operations.



8) Pedestrian access to main site

Pedestrian access to the main site is via the designated pedestrian route from the car park or, if arriving by foot or public transport, via the public footpaths. Access into the main site is through the approved entry locations. Pedestrian access by site personnel travelling between site works areas outside of hoarded/fenced areas must be by the most direct route via designated footpaths.

Pedestrian access and egress through any of the vehicle access gates is prohibited.

The Access Control gate will be a turnstile accessible to allowed personnel only under the supervision of the logistics/security team. Visitors will sign in on a temporary basis following a brief induction by authorised personnel or their host. They will be accompanied at all times while on site and will sign-out upon leaving.

Visitors will be issued with a 'Visitor' electronic access card on a temporary basis following a brief induction by authorised personnel or their host. They will be accompanied at all times while on site and will return the 'Visitor' card upon leaving.

The footway along Westmount Road adjacent to the Site has been widened to improve pedestrian safety and accessibility, including for persons with reduced mobility. The widened footway shall be kept clear of vehicles, materials, equipment, signs and other obstructions at all times

A clearly marked pedestrian route will be provided between the Site car park and the temporary Site offices to allow persons with reduced mobility to access the ground floor of the temporary Site offices safely. The route shall be kept clear of vehicles, materials and other obstructions at all times.

SITE TRAFFIC INSIDE COMPOUND

9) Pedestrian access around and between Site Works and Logistics Areas

Pedestrian access routes within the enclosed Site Office/Welfare area, Site Works areas, and Logistics area will be clearly defined by either green line markings on the ground, concrete baulks, guardrail barriers, tunnelled walkways, or a combination of these. Where walkways cross designated vehicle routes there will be pedestrian crossings that will be clearly defined by prominent signage giving advisory or mandatory instructions. All of the afore mentioned will be clearly detailed. Vehicles must always give way to pedestrians

Some access between areas will be via public footpaths, in such cases routes will be identified and instructions given to personnel of the most direct route to follow. These will be highlighted in red or clearly defined on the respective plan (drawing).

A drawing showing these arrangements will be updated as necessary and will be displayed in Security cabins and Access Control cabin. Copies of the drawing will be kept with the Traffic Management Plan documentation and will be relayed to appropriate personnel via Toolbox Talks and at induction.

10) Vehicle access to Site Works and Logistics areas

Vehicles accessing Site Works and/or Logistics areas will be given clear and concise directions by a Traffic Marshal on the route to be followed from the Holding area, this will be the most direct route and the Traffic Marshal will have established that the route is clear to travel without hold-ups.

Upon arrival at the designated access gate the vehicle will be met by a Traffic Marshal(s) and directed, with a Traffic Marshal if necessary, to the delivery off-load/collection loading point. Generally, where possible, a one-way traffic flow system will be followed. Where this is not possible it will usually require a Traffic Marshal being in attendance to ensure the safety of persons during vehicle movements.

Vehicles must stick to the internal haul road, to reduce the risk of collision with pedestrians. This haul road requires separate entry and departure gates.

If it is required that vehicles must depart from the haul road, then this requirement will be discussed with traffic marshal, to ensure safety of workers on site and in the area

Internal Haul Road Network and Circulation Plan
A peripheral haul road network has been designed to link the northern access gate with the southern access gate of the construction site, enabling continuous vehicle circulation and minimising reversing manoeuvres.

Haul Road Phasing:
- **Phase 1 (Prior to Completion of Structural Level 1):** The haul road will operate in two separate sections, each functioning as a cul-de-sac access. Vehicles entering from the North

will exit the North gate; vehicles from the South will exit the South gate. This arrangement will remain in place until Structural Level 1 is completed.

- **Phase 2 (Post Level 1 Completion):** Upon completion of the first structural floor, the complete peripheral haul road will become operational, allowing two-way circulation with designated crossing zones and vehicle passing areas.

Circulation Management:

- The haul road shall operate as a two-way circulation route with clearly defined zones for vehicle passing and turning manoeuvres;
- All vehicle movements on the haul road shall be guided by Traffic Marshals positioned at loading/unloading areas;
- Banksmen will be present at material unloading zones to manage vehicle reversing and positioning manoeuvres;
- A Banksman cover schedule will be prepared and shared with site personnel.

Temporary Circulation Restrictions:

During phases of underground services installation and external finishing works, the haul road may be interrupted in sections, creating degraded circulation conditions. These periods will require additional manoeuvring space and may increase local noise impacts. The timing and location of these restrictions will be detailed in advance in the Site Layout Plans and communicated to all site personnel via toolbox talks.

Reversing onto or from the public highway shall be prohibited. The site shall be arranged so that vehicles enter, turn around within the site and leave in forward gear wherever reasonably practicable.

Reversing within the site shall be exceptional and shall only be undertaken under a separately approved method statement with a trained site banksman in attendance. The method statement shall define the exclusion zone, pedestrian controls, communication method and stop signal.

A drawing showing these arrangements will be updated as necessary and will be displayed in Security cabins and Access Control cabin. Copies of the drawing will be kept with the Traffic Management Plan documentation and will be relayed to appropriate personnel via Toolbox Talks and at induction.

11) Storage areas

Storage of materials will be in designated areas only and will not obstruct either vehicle or pedestrian access ways. All storage will be at height of 1.5m or less.

12) Material Handling Equipment

If Forklift Trucks and any other 'ride on' equipment are used to handle loads only competent persons in possession of a valid certificate of training on the equipment will operate them. Reversing alarms, amber flashing beacons and mirrors will be fitted to load handling equipment. Traffic Marshals may be used if necessary. A Forklift Management Plan and a Hoist Management Plan detail the procedures relating to the operation and use of Forklift trucks and the Hoist on site.

Persons guiding cranes and slinging loads will be in possession of a valid certificate of training. They will be appointed by the lifting AP.

Reversing Alarm Specifications for Mobile Equipment

All motorised vehicles and mobile equipment operating on site, including but not limited to telehandlers (load handling equipment used for truck unloading operations), shall be fitted with reversing alarms to minimise noise impact on neighbouring properties.

Reversing alarms must be fitted with:

- Low-level white noise alarm system (in lieu of traditional high-decibel beepers);
- Amber flashing beacons;
- Mirrors for operator visibility.

This specification is mandatory for all telehandler and material handling equipment used in the logistics and site works areas. Compliance will be verified as part of the pre-start equipment safety checks.

13) Ground load bearing capacities

Any loading will necessitate specific assessment and approval by the Structural Engineer. This will be communicated to all subcontractors and will be detailed in the Lift Management Plan.

OTHER ISSUES

14) Vehicle Control off Site

The surrounding routes must be kept clean and clear and will be regularly inspected. Jet washers will be used to clean the wheels of vehicles before they leave site to prevent mud and debris from entering the public highway. Drivers will ensure vehicle wheels are clean before they leave site and this will be enforced by Traffic Marshals. Road sweepers will be used to clean the surrounding roads and footpaths so no site mud, debris or water leaves the site.

No vehicles should reverse onto the public highway or site roads when leaving site. If for any reason this has to be done then it will only be allowed under controlled conditions e.g. managed by the Traffic Marshal.

Signage to direct to the project will remain the responsibility of BYUK. This will include directions to car parking dedicated for staff, visitors. Bouygues UK will emphasise prohibitions at induction and will administer controls.

15) Information, Instruction and Training

Induction

As the Traffic Management Plan affects all personnel on site, they will be initially briefed as part of the Safety induction and later informed of any changes by toolbox talks

All drivers will receive s site driver's induction PRIOR to entering site. The induction will cover the requirements of the Traffic Management Plan, site rules and booking requirements.
All persons who have a responsibility under the Traffic Management Plan e.g. Site Manager, Logistics Operative/Team Leader/Storeman, Traffic Marshal, Banksman, Security Guards or new employees; will have training in order to carry out their duties safely.

All delivery drivers will be made aware of the "Site rules for delivery drivers" by the Security Guards or Traffic Marshals prior to being directed onto site. A copy of these rules are included in the Traffic Management Plan document that will form a part of any order and should be briefed to drivers by each supplier prior to travelling to site.

RWQ qualification

Any person controlling, stopping or directing public traffic, including traffic at the site entrance and at the junctions identified in the approved traffic-management arrangements, shall hold the relevant Jersey RWQ qualification or card for the activity being undertaken.

Bouygues UK shall maintain a Public-Highway Marshal Competency Matrix identifying, as a minimum:

- the name and employer of each marshal;
- the assigned role;
- the relevant RWQ qualification or card;
- the activities that the marshal is authorised to undertake;

- the expiry date of the qualification;
- radio-communication training status; and
- the nominated replacement or backup marshal.

Public-highway marshals shall operate in accordance with the applicable Road Works Permit, the approved site-specific traffic-management drawing and method statement, the relevant RWQ requirements and the **Working Safely on Jersey Roads – An Approved Code of Practice.**

A public-highway marshal is responsible for controlling traffic on or adjacent to the public highway. This includes stopping, holding or releasing public traffic, protecting pedestrians, controlling the movement of HGVs through approved hold points and maintaining access for emergency vehicles.

A site banksman is responsible for controlling vehicle movements within the construction site, including positioning, loading, unloading and reversing operations. A site banksman shall not control, stop or direct public-highway traffic unless separately qualified and formally appointed for that activity.

The Traffic Marshal Competency Matrix shall be included in **Appendix 4 – Public-Highway Marshal Competency Matrix**. The matrix shall be updated when new marshals are appointed, qualifications expire or the traffic-management arrangements change.

16) Inspection & Monitoring

Bouygues UK will conduct condition surveys on the roads adjacent to the works sites before and after completion of works.

Bouygues UK will carry out regular site inspections within the construction area as well as outside of the site boundaries as required. During these inspections they will, amongst other points, check that all access routes both for pedestrians and vehicles are safe for use.

Inspection and monitoring regime

The Logistics Manager shall maintain a measurable inspection and monitoring regime.

The minimum requirements shall be:

- daily checks of the site entrance, holding area, pedestrian routes and road cleanliness
- checks before each controlled HGV movement
- weekly review of booking compliance, late arrivals, rejected vehicles and unauthorised parking
- monthly review of incidents, near misses, complaints, route compliance and queue performance
- a formal audit at each project phase change or significant route change.

The following KPIs shall be recorded and reviewed:

- vehicles arriving without a valid booking
- late arrivals
- rejected or redirected vehicles
- highway queuing events

- maximum queue length and recovery time
- route deviations
- pedestrian conflicts
- near misses and incidents
- road cleanliness defects
- unauthorised parking
- public complaints
- communication failures.

Corrective action shall be initiated when an agreed threshold is exceeded. Trends shall be reported to the Project Manager, Client and Highway Authority where relevant.

Review triggers

The CTMP shall be subject to a formal review at least once every three months, or sooner if any of the defined review triggers occur:

- a change in project phase;
- a change to the approved route;
- a new vehicle type or vehicle dimension;
- an incident or near miss;
- a repeated or increasing complaint trend;
- a change in permit conditions;
- a failure of traffic control or communication;
- an instruction from the Highway Authority, DVS or Parish; or
- a finding from the HGV movement trial requiring additional controls.

17) Incident Response Process

Environmental incidents

All Environmental incidents will be managed in accordance with the 'Manage Environmental Incident' process (ENV.07), contained in the Bouygues UK COMPASS management system. The requirements of process ENV.07 will be implemented in the event of:

- Fuel, oil or hazardous product spillage
- Unexpected discovery or suspected discovery of contaminated land, protected species/habitat or non-native invasive species, archaeological or buried human remains
- Breach of a licence consent, Section 61 Agreement and/or receipt of a Section 60 Notice or another Enforcement Notice

All environmental incidents will be reported and managed through the Environmental Incident Record available on Fieldview.

In the event of an environmental fuel, oil or hazardous product spill incident, that requires external assistance, will be contacted, following consultation with the Environmental Advisor supporting the Region / Business Unit.

LCM Environmental Incident Hotline - Environmental Protection

- Tel: **01534 709535** Email: envprotection@gov.je

Local Water Authority Emergency Contact :
- Jersey Water 24-hour Emergency: **01534 707302**

Contact for project Ecologist :
- Nurture Ecology Ltd : 01534 481211

Should an environmental incident require assistance from a Regulatory Authority, the Project Lead or person delegated by them will notify the Environment Advisor/Manager, who will then make the necessary contact.

Road Cleaning and Housekeeping

The section of Westmount Road directly in front of the site, together with adjacent roads near the site access, shall be maintained in a clean condition at all times. Road sweeping and jet washing operations will be carried out regularly using mechanical sweepers and/or jet washing equipment.

Vehicle wheels will be cleaned by jet washer facilities located at the site exit gates prior to departure onto the public highway. Drivers will be required to ensure their vehicle wheels are clean before leaving site, with enforcement managed by Traffic Marshals.

Should resources prove insufficient, road cleaning and sweeping works will be sub-contracted to an approved specialist contractor and scheduled outside peak traffic periods where reasonably practicable.

Emergency and Breakdown Procedure

The Emergency and Breakdown Recovery Plan shall be included in Appendix 8 and shall cover vehicle breakdowns, collisions, load shifts, route obstructions, emergency roadworks and traffic-control failures.

Before each movement, the transport operator shall confirm that the vehicle is fit for use and that suitable recovery arrangements are available. Recovery contractor details, contact numbers, equipment and estimated response times shall be recorded in the emergency contact schedule.

If a vehicle breaks down or the route becomes blocked, further vehicle movements shall be stopped. Drivers shall not wait on the public highway or select an unapproved diversion.

The Logistics Manager shall notify the Site Manager, transport operator, relevant authority, gatehouse and other affected parties. The route shall only be reopened following confirmation that it is safe and legally available.

Traffic incident

In the event of a traffic incident, the immediate priorities shall be to protect people, stop further vehicle movements and maintain access for emergency services.

The Traffic Marshals shall stop the affected movement, secure the area and provide a safe passage for emergency vehicles. The incident shall be reported to the Site Manager, Logistics Manager, transport operator and relevant authorities as required.

The incident shall be recorded, including the location, time, vehicles involved, traffic-control measures, injuries, damage, delays and immediate actions taken. Evidence shall be preserved where required.

The route shall not be reopened until the relevant authority or an appointed competent person has confirmed that it is safe. Following the incident, the Project Management Team shall review the need to amend the CTMP, RAMS, drawings, permits, training or traffic-control arrangements.

18) Construction key staff duties

In regard to the Traffic Management Plan during Main Contract works

The responsibilities defined in the table below distinguish between Traffic Marshals controlling public-highway traffic, Traffic Marshals controlling the site entrance and Banksmen controlling vehicle movements within the site. These roles shall not be combined unless the person holds the required competence, qualification and formal appointment for each activity.

	Reports to	Responsible for	Replacement
Project Manager Project H&S Manager	Project Director	Assisting in the preparation, reviewing and implementation of the plan.	Project Logistics Manager
Project Logistics Manager	Project Director Production Manager	Preparing, reviewing and implementing the Traffic Management Plan, including delivery planning, vehicle booking, route management, marshal coordination and traffic-monitoring arrangements.	Project Manager
Site Manager	Project Director Production Manager	Managing the implementation of the Traffic Management Plan within the construction site and coordinating with the Project Logistics Manager.	Other member of site personnel nominated by the Production Manager
Logistics operative/Team Leader/Storeman	Project Director Site Manager	Receiving and managing deliveries, supervising the implementation of the delivery and access arrangements, and supporting the Site Superintendent and Traffic Marshals.	Other member of site personnel nominated by the Site Manager
Traffic Marshal (Public-Highway)	Project Director, Site Manager, Site Foreman in charge of the area and Project Logistics Manager	A trained, qualified and formally appointed person responsible for controlling, stopping, holding and releasing public traffic on or adjacent to the public highway. The Traffic Marshal shall operate in accordance with the approved Road Works Permit, the site-specific traffic-management drawing and method statement, the marshal communication protocol and the applicable RWQ requirements. The role includes controlling HGV movements through approved junctions, protecting pedestrians, maintaining emergency-vehicle access and preventing head-on conflicts during controlled HGV movements.	Other trained and suitably RWQ-qualified member of site personnel nominated by the Site Manager, Site Foreman or Project Logistics Manager
Traffic Marshal (Site entrance)	Site Manager, Site Foreman in charge of the area and Project Logistics Manager	Controlling vehicle and pedestrian movements at the site entrance and within the site access area. The role includes checking delivery bookings, confirming vehicle instructions, controlling access to and from	Other trained member of site personnel nominated by the

		the holding area, opening and closing site gates, coordinating with Security and Banksmen, and ensuring that vehicles do not queue or wait on the public highway. This role does not include controlling public-highway traffic unless the person is separately qualified and formally appointed as a Traffic Marshal (Public Highway).	Site Manager, Site Foreman or Project Logistics Manager
Banksmen (Inside the site)	Site Manager Site Foreman in charge of the area Project Logistics manager	A competent person appointed to guide vehicle positioning within the construction site, including movements from the holding area to unloading areas, loading and unloading operations and internal haul-road movements. The Banksman shall coordinate with the Traffic Marshal and shall operate in accordance with the approved task-specific method statement. The Banksman does not control, stop or direct public-highway traffic unless separately qualified and formally appointed as a Traffic Marshal (Public Highway).	Other trained member of site personnel nominated by the Site Manager or Site Foreman
Slinger/Signaller	Project Director Site foreman in charge of the area	A competent person responsible for attaching and detaching loads, checking the lifting accessories before use where required, and communicating with the crane operator during lifting operations. The Slinger/Signaller shall work in accordance with the relevant Lift Plan and lifting RAMS. This role is separate from the Traffic Marshal role.	Other trained member of site personnel nominated by the Site foreman
Security guards	Project Director Project Logistics manager	Controlling vehicle and pedestrian access to the site, checking access permissions and coordinating vehicle access with the Traffic Marshal (Site Entrance). Security Guards shall not control public-highway traffic unless separately qualified and formally appointed as Traffic Marshals (Public Highway).	Other trained member of site personnel nominated by the Project Logistics Manager

19) Site/Project Basic Rules:

- To observe, and abide by, road traffic controls, restrictions, signage and directions
- Give way to Emergency vehicles
- No parking/waiting adjacent to site
- Do not attempt to deliver if not pre-booked.

20) Site Rules for Delivery Drivers

Driver's safety rules:

- No reversing of delivery vehicles without a Traffic Marshal. (Within, in or out the project)
- Site speed limit is 5 MPH (8 KM/H).
- Drivers are to obey all instructions given to them whilst on site either by the Security staff or Traffic Marshal, or any member of the Bouygues UK staff.
- No access is permitted on to the backs of lorries/trailers without full edge protection / safe systems of work.
- Drivers are not to use mobile phones while driving.
- Drivers WILL remain in their vehicles unless they are wearing minimum acceptable site PPE at all times:
  - Head protection with chin strap
  - Eye protection
  - Hand protection

- Hearing protection (If required in TMP Risk Assessment)
- Safety footwear
- High visibility clothing
- When directed, they are to wait in a safe area.
- If the vehicle is left unattended. It must be left in a safe and secure manner. i.e. brakes applied & engine switched off and the keys removed.
- Only authorised persons may enter the vehicle unloading / loading area.
- If the driver leaves his vehicle he must inform Site Security where he is going e.g. toilet, canteen etc.
- Drivers will not be allowed to walk around the main site area unless they have attended a full site safety induction or they are escorted.
- All vehicles are to STOP at the exit gate and prior to moving out onto the public highway.
- BEWARE of pedestrians and other road users when leaving the site.
- Do not unload vehicle without assistance – mechanical and safety.

21) Off Loading Stores/Equipment

Your vehicle will be marshalled to the respective crane off-loading area due to the restrictions imposed by the Traffic Management Plan. Traffic Marshals are planned within the construction site to accompany deliveries to the unloading point.

Note: It is the responsibility, of the driver's employer to ensure that their drivers have their correct PPE before they come to site, in case they have to leave their cab to assist in any way the off-loading of their vehicle or to access the safe area.

No PPE. no leaving cab or unloading.

APPENDICES

Appendix 1 – Swept path report

Appendix 2 – Observed HGV Movement Trial Specification

Appendix 3 – HGV Movement Scenario – Step-by-Step Process

Appendix 4 - Applicable and Supporting Document Register

Appendix 5 – Marshal Competency Matrix*(To be updated following the HGV movement trial)*

Appendix 6 – Radio Communication Protocol*(To be updated following the HGV movement trial)*

Appendix 7 – Booking System SOP*(To be prepared)*

Appendix 8 – Emergency and Breakdown Recovery Plan*(To be prepared)*

Appendix 9 – Traffic Sign Schedule and Drawings *(To be prepared)*

- END -

Appendix 1 Traffic management – Swept path analysis

Date: 23/08/2026 – rev C01
Prepared by: Vincent CARTON

Study scope

We have carried out a swept path analysis using 2 configurations:

- 11m long artic lorry (8m trailer, 2.55m wide); subject to P30 local authorisation.
- 16.6 m long artic lorry (13.6m trailer, 2.55m wide); subject to P30 local authorisation.

We also considered the traffic evolution along the route in our mitigation measures analysis.

We identified three traffic periods:

- Peak traffic hours: 7:30am to 9:00am and 4:30pm to 5:30pm
- School drop-off/pick-up times: 7:30am to 9:00am and 2:30pm to 4:00pm
- Off-peak periods: 9 :00am to 2:30pm

As outlined in the TMP, 16.6 m long artic lorry will be scheduled off-peak.

Standard Jersey lorries and concrete mixers will typically be planned outside school drop-off and pick-up times. However, as detailed the TMP, and particularly for exceptional concreting operations, supplementary mitigation measures will be deployed based on site locations.

Index

- Page 2 : Preferred inbound and outbound access route
- Page 4 : Junction 1 - Peirson Road / Cheapside
- Page 5 : Junction 2 - Cheapside / Elizabeth Place
- Page 6 : Junction 3 - Queen's Road / St John's Road – Forward route
- Page 10 : Junction 3b - Queen's Road / St John's Road – return route
- Page 12 : Junction 4 & 5 - St John's Road / Tower Road / Westmount Rd - forward route
- Page 15 : Junction 4b & 5b - St John's Road / Tower Road / Westmount Rd – return route
- Page 17 : Junction 6 - Queen's Road / Elizabeth Place
- Page 19 : Junction 7 & 8 - Elizabeth Place / The Parade / Gloucester Street - return route
- Page 20 : Planned Resources Overview

Preferred inbound and outbound access route

The following are the preferred routes for travelling from the port to the site (forward and return). Junctions 1 through 8 have been analyzed in detail to determine specific traffic management requirements

Forward route: junctions 1 through 5



Return route: junctions 3 to 8



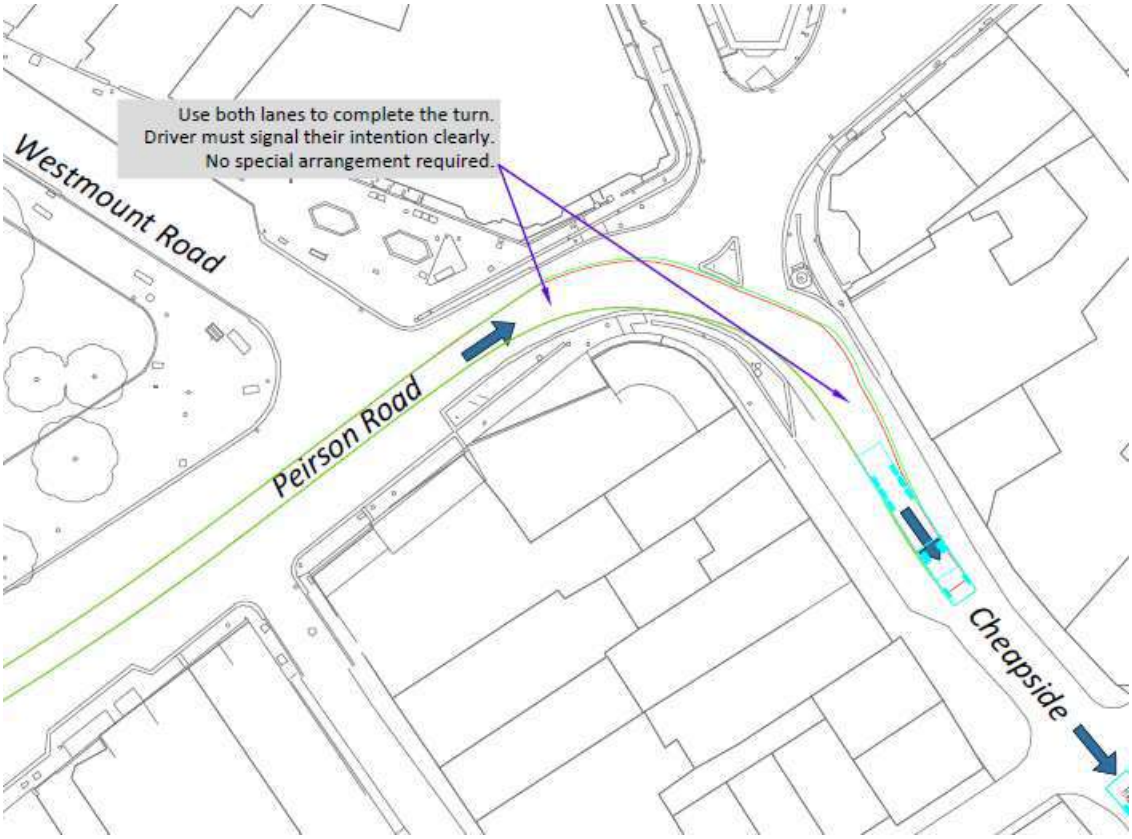
Planned Resources Overview

	9.3m Rigid vehicle	11m artic lorry - Inbound and outbound	16.6m artic lorry - Inbound	16.6m artic lorry - Outbound
P30 exemption permit	-	case by case	mandatory	mandatory
1 – Peirson Road / Cheapside	-	-	-	-
2 – Cheapside / Elizabeth Place	-	-	-	-
3 – Queen's Road / St John's Road	-	1 traffic marshal - at school pick up and drop off	2 traffic marshals	2 traffic marshals
4 – St John's Road / Tower Road & 5 – Tower Road / Westmount Road	-	-	2 traffic marshals	3 traffic marshals
6 – Queen's Road / Elizabeth Place	-	-	-	-
7 – Elizabeth Place / The Parade	-	-	-	-
8 – The Parade / Gloucester Street	-	-	-	-

Junction 1 - Peirson Road / Cheapside
For both lorries configurations and all traffic periods

Both lorries' configurations may turn right into Cheapside, utilizing both lanes of the one-way street to complete the manoeuvre.

The driver must signal their intention clearly. Given the low traffic speeds in this area, this manoeuvre is considered low risk and does not require any special arrangements.

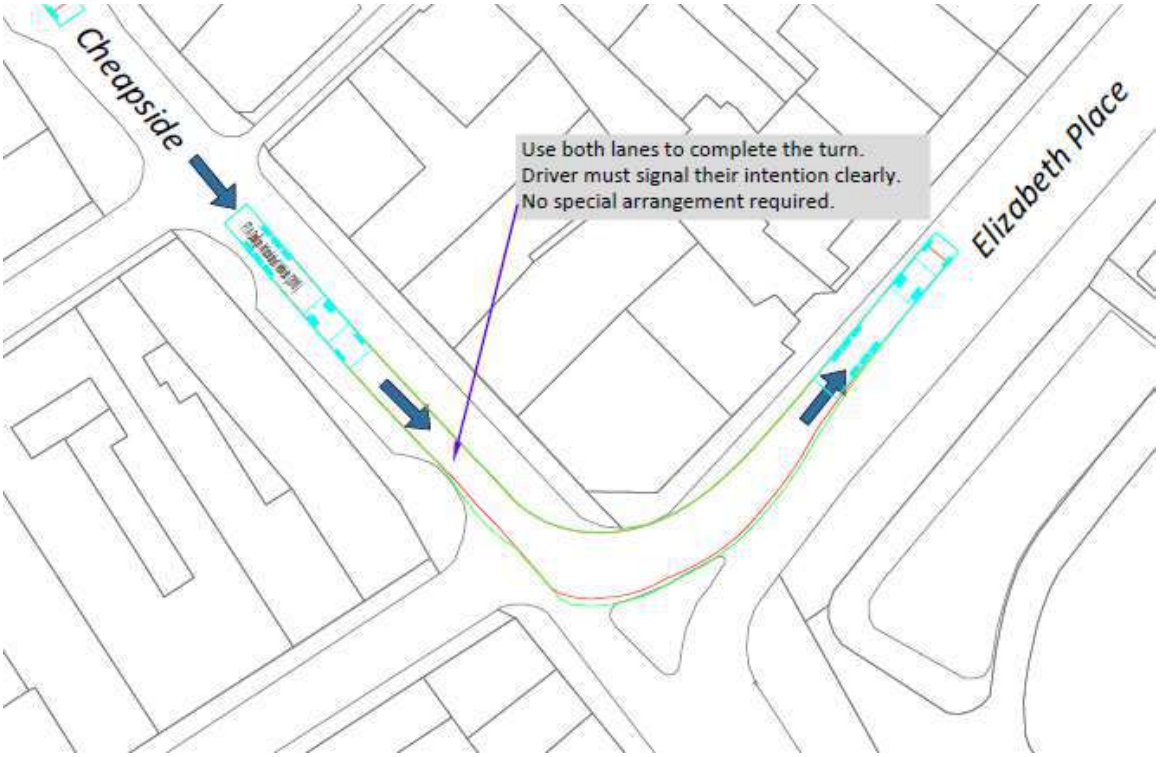




Junction 2 - Cheapside / Elizabeth Place
For both lorries configurations and all traffic periods

Both lorries' configurations may turn left into Elizabeth Place, utilizing both lanes of the one-way street to complete the manoeuvre.

The driver must signal their intention clearly. Given the low traffic speeds in this area, this manoeuvre is considered low risk and does not require any special arrangements.





Junction 3 - Queen's Road / St John's Road – Forward route



11m artic lorries & concret truck off-peak period

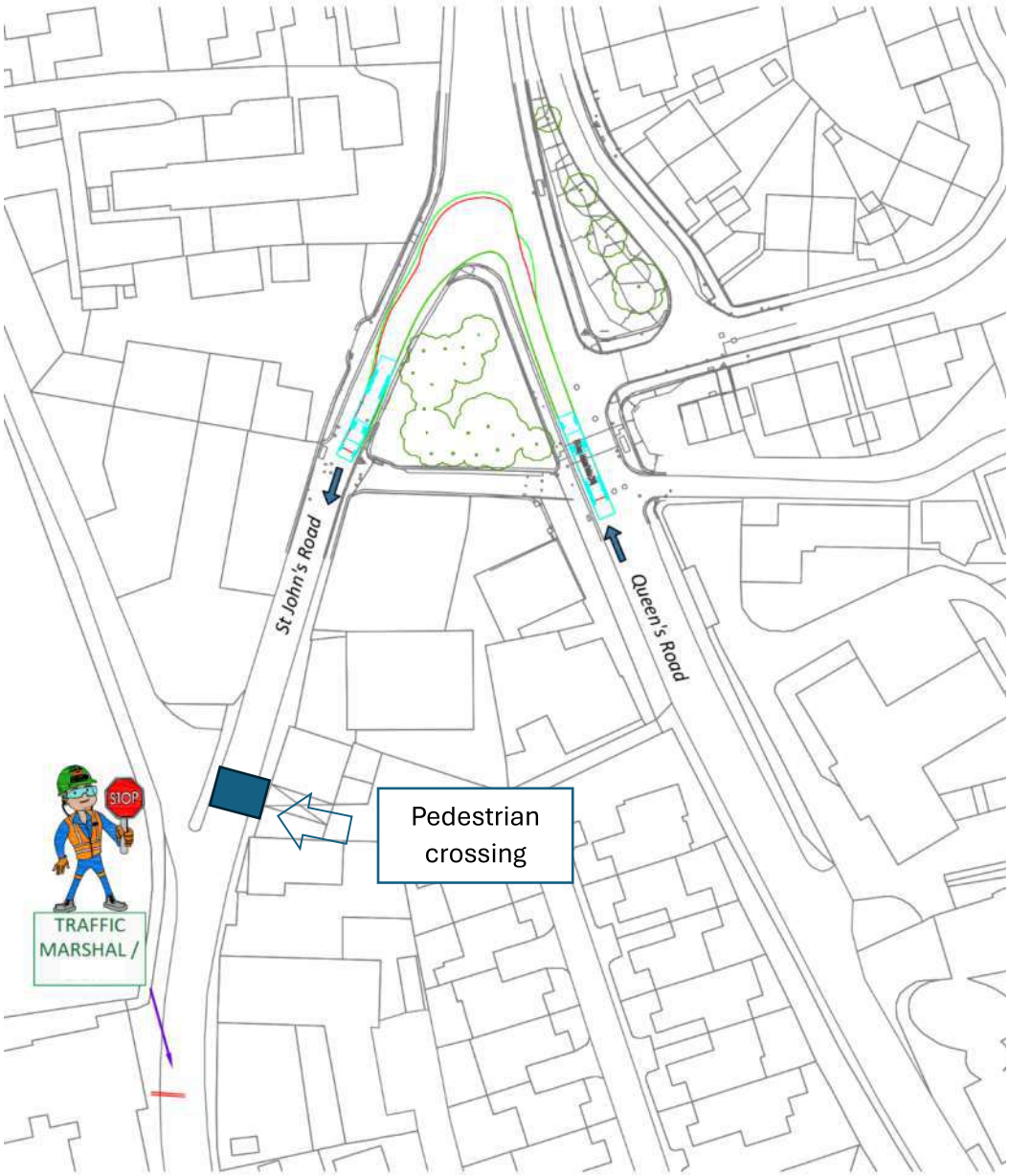
For deliveries arriving from either direction on Queen's Road (including concrete truck mixers from local batching plants), no traffic management is required.

On narrow access sections, drivers will coordinate with each other to perform crossings safely



Concrete truck – at school pick up and drop off

For deliveries arriving from either direction on Queen's Road, one traffic marshal shall be deployed to temporarily halt traffic on St John's Road and enable concrete trucks to pass safely through the pedestrian crossing frequented by schoolchildren.



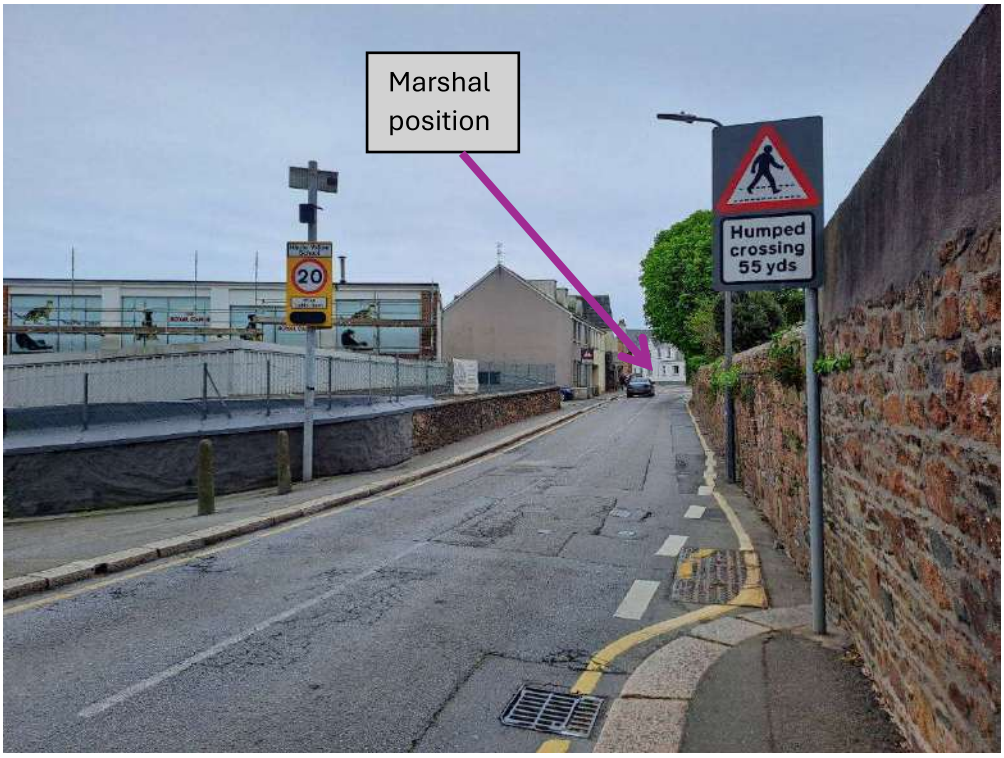
16.6m artic lorries

To facilitate a left turn onto St John's Road, lorries will require the use of both lanes on each connecting road.

Given the complexity of the manoeuvre, traffic volumes, and restricted visibility at this junction, we recommend deploying 2 traffic marshals as follows:

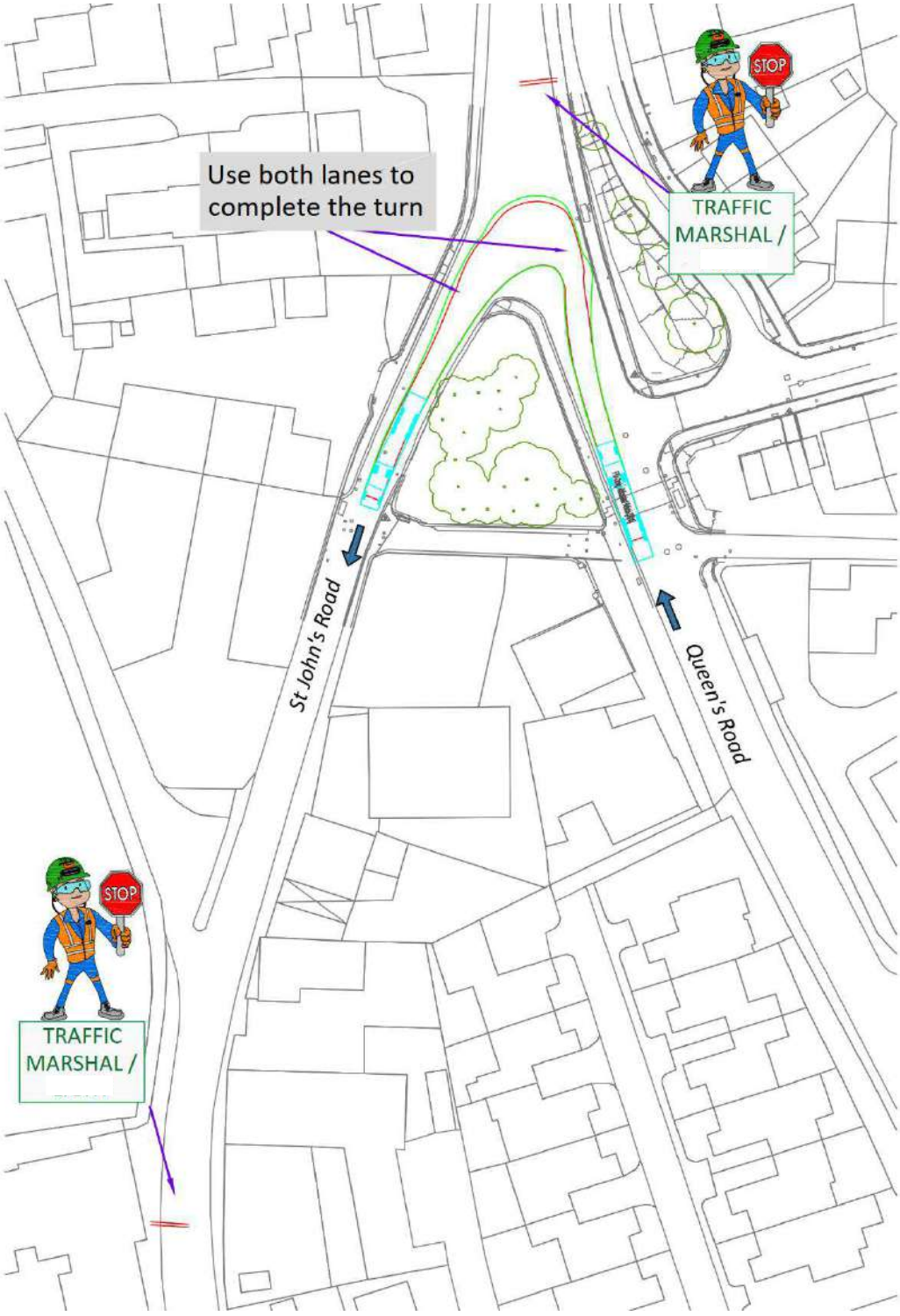
- One marshal to stop traffic approaching from St John's Road,
- One marshal to stop traffic approaching from Queen's Road (from the north);

The St John's Road marshal has clear sight lines to incoming vehicles



Due to the distance from the main construction site, traffic marshals will be deployed on a call-out basis only. All deliveries requiring traffic management must provide a minimum of 24 hours' advance notice to ensure marshal availability.

To secure this, every trailer from the port will be handled through a centralized management system for the entire project by the ByUK logistics team.


Use both lanes to complete the turn
TRAFFIC MARSHAL /
TRAFFIC MARSHAL /
St John's Road
Queen's Road
STOP
STOP

Junction 3b - Queen's Road / St John's Road – return route

11m artic lorries & concret truck

For deliveries departing northbound or southbound on Queen's Road, no traffic management is required

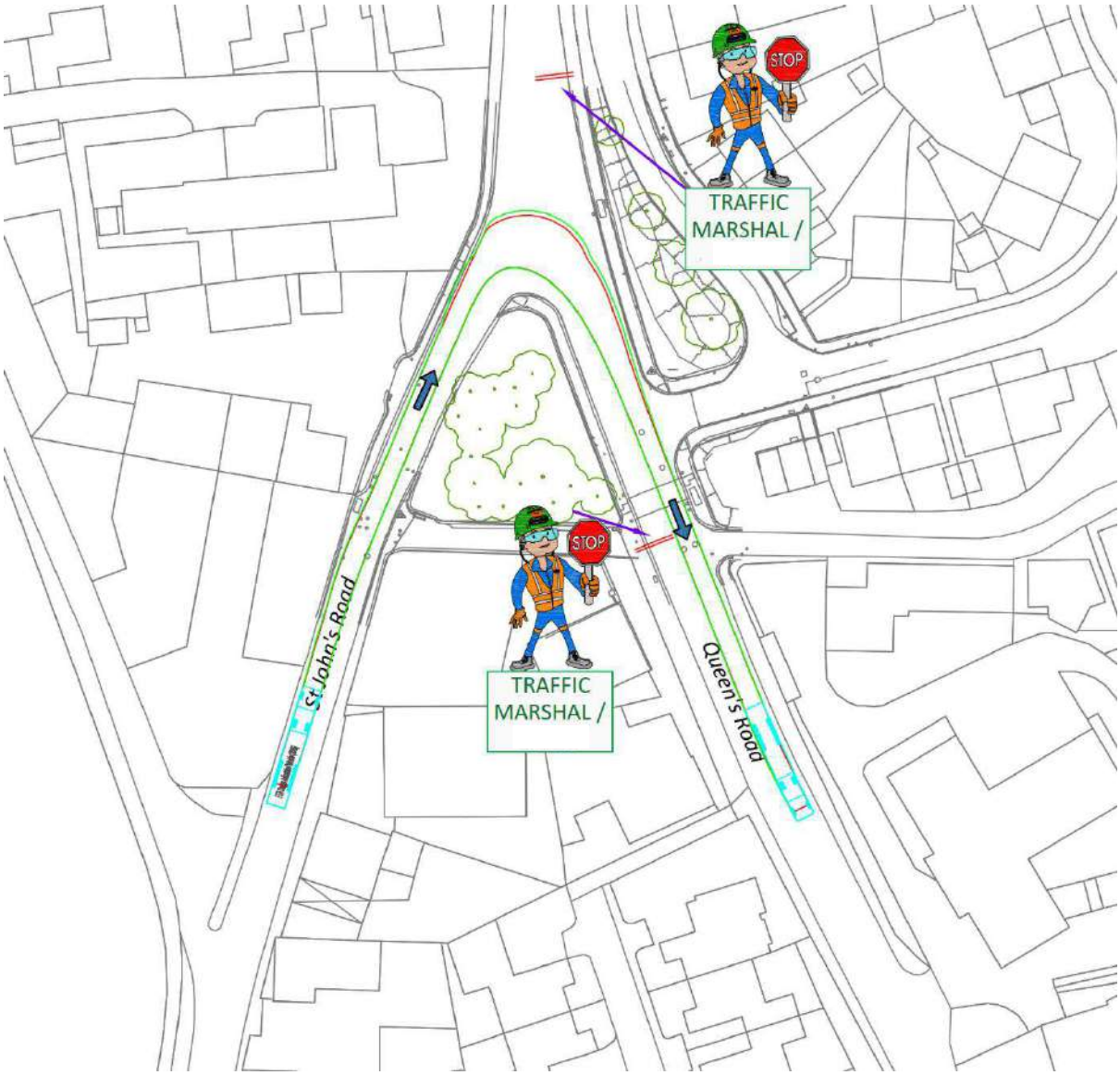


16.6m artic lorries

To complete the right turn into St John's Road, lorries will need to use both lanes.

Similar to the forward route, given the complexity of this manoeuvre, traffic volumes, and limited sightlines at this junction, we recommend stationing 2 traffic marshals as follows:

- one traffic marshal to halt southbound vehicles on Queen's Road attempting to turn right onto St John's Road during the truck's manoeuvre,
- a second marshal to stop northbound traffic on Queen's Road throughout the turning operation.



Junction 4 & 5 - St John's Road / Tower Road / Westmount Road - forward route

For articulated lorries up to 11 metres in length, this turn can be performed safely without extra support, as both the driver and oncoming traffic from Tower Road have unobstructed visibility and encounter only light traffic.





11m artic lorries & concrete truck – forward route

Lorries up to 11m in length can make the left turn without crossing the central white line, so no traffic marshal is necessary for this manoeuvre.

Junction in this direction has good visibility and does not require any specific arrangement.

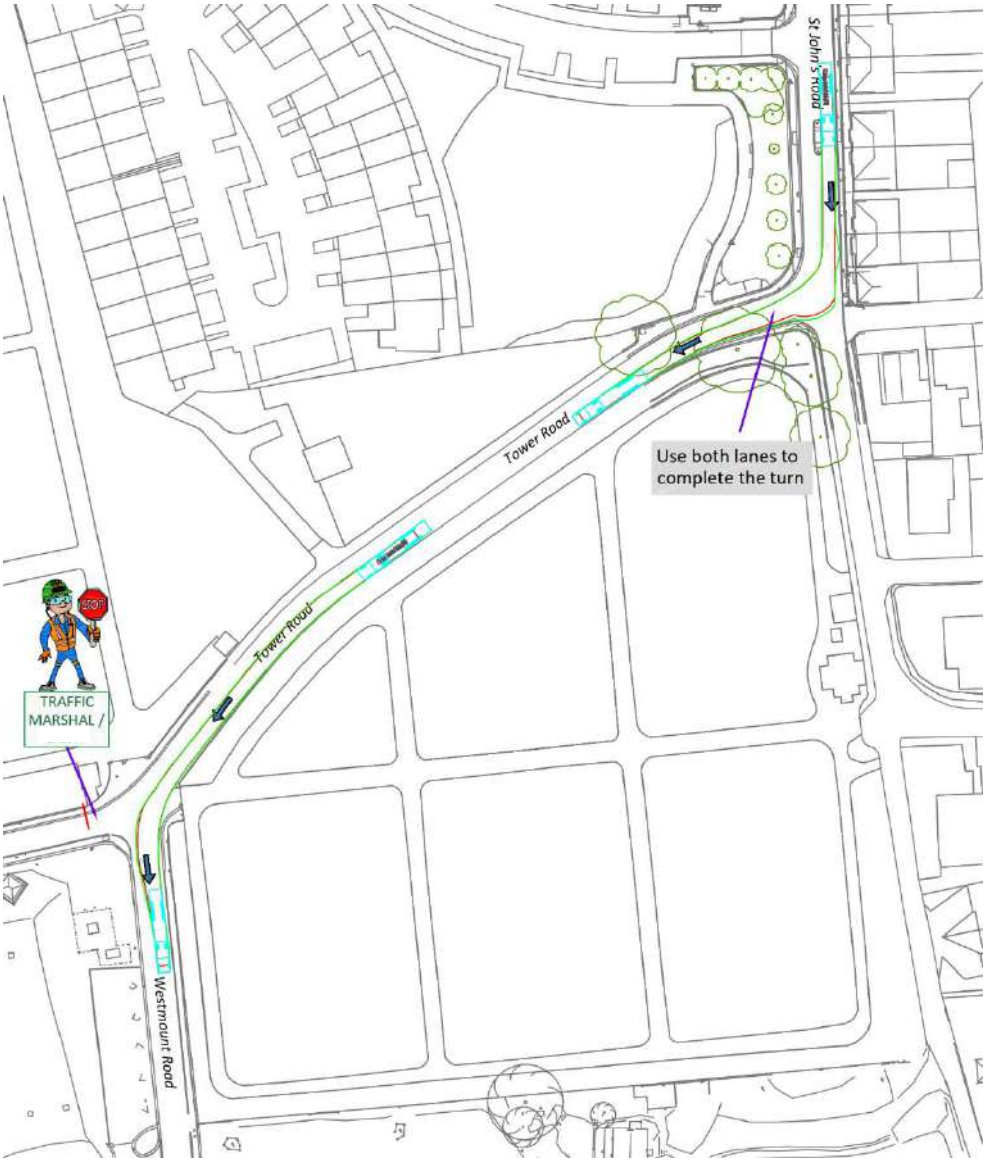


16.6m artic lorries

The 16.6m lorry is able to make a left turn into Westmount Road; however, due to the narrow width of Tower Road, it may be necessary for the lorry to encroach slightly over the central white line.

Visibility at this corner is limited by a stone wall, creating a partially blind turn. Additionally, it has been observed that vehicles travelling eastbound on Tower Road often approach the junction at high speeds, as they accelerate to navigate the preceding long, narrow section. This combination of restricted sightlines and fast-approaching traffic increases the risk that oncoming drivers may not see the turning lorry in time.

To mitigate this risk, we recommend stationing a traffic marshal at the junction to stop eastbound traffic on Tower Road while the 16.6m lorry completes its manoeuvre.



Junction 4b & 5b - St John's Road / Tower Road / Westmount Road – return route

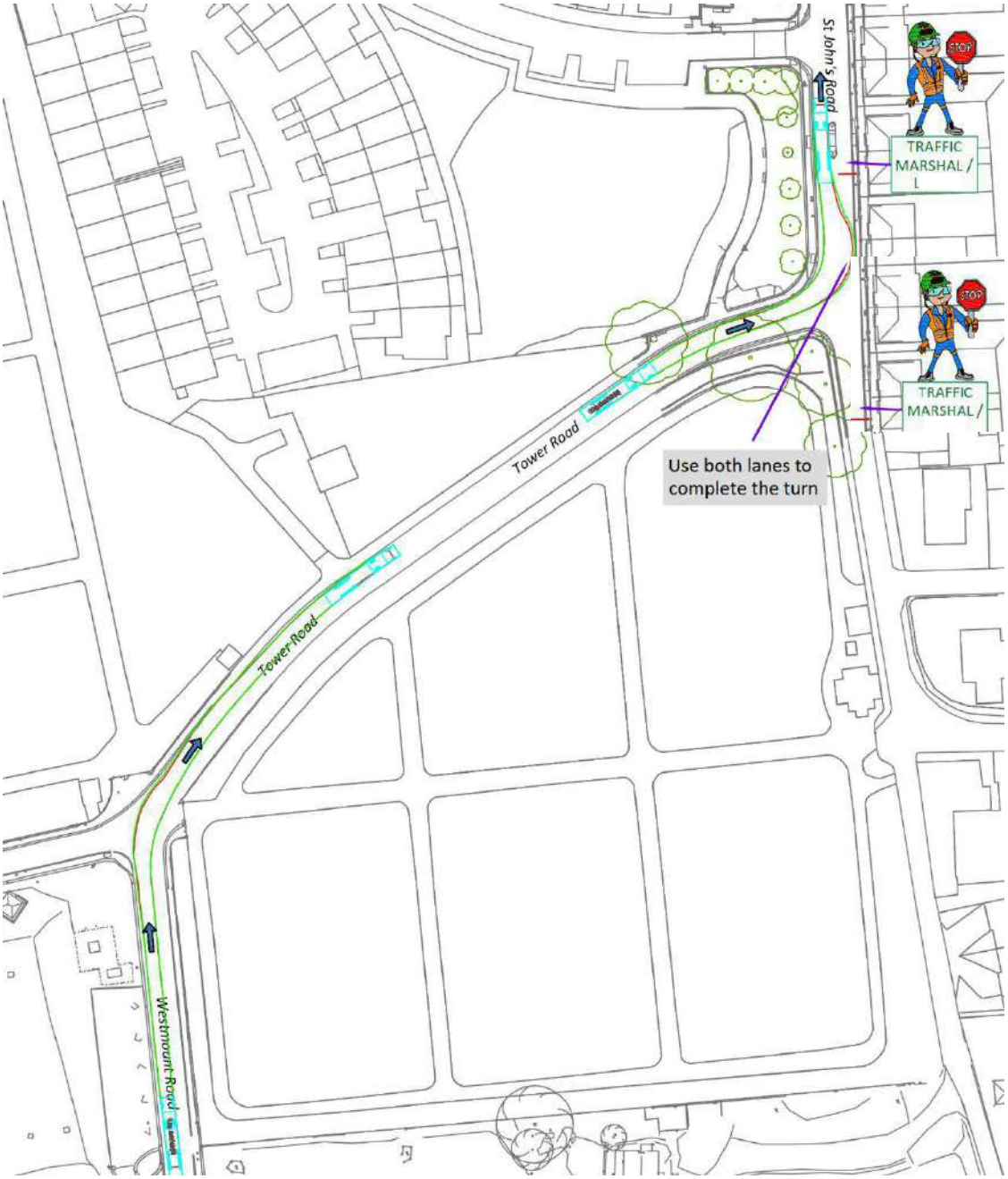
11m artic lorries & concrete truck

This junction permits safe passage without additional traffic management measures



16.6m artic lorries

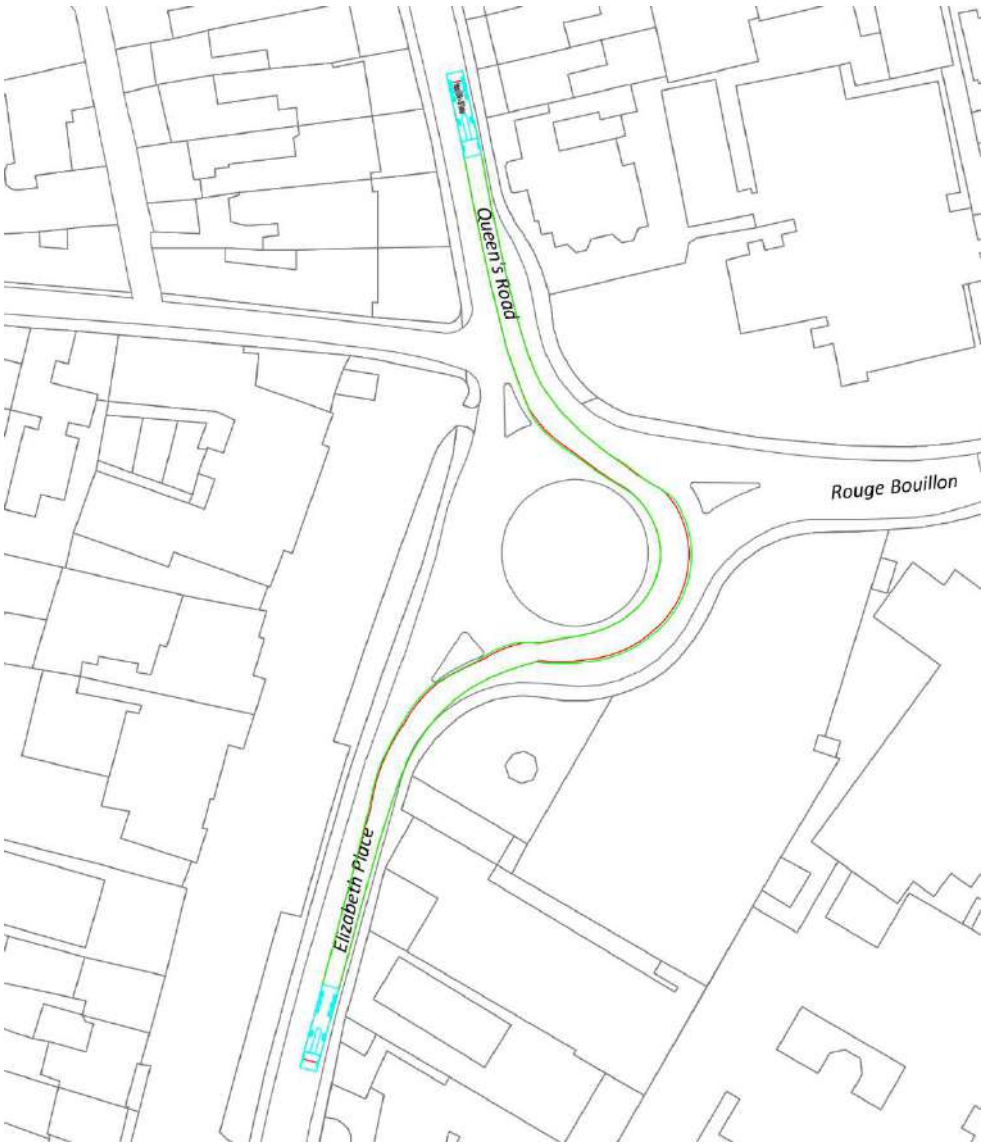
Lorries must occupy both lanes when turning left into St John's Road. As a result, a traffic marshal will be required to halt southbound traffic approaching from St John's Road during the manoeuvre.



Junction 6 - Queen's Road / Elizabeth Place

11m artic lorries & concrete truck – return route

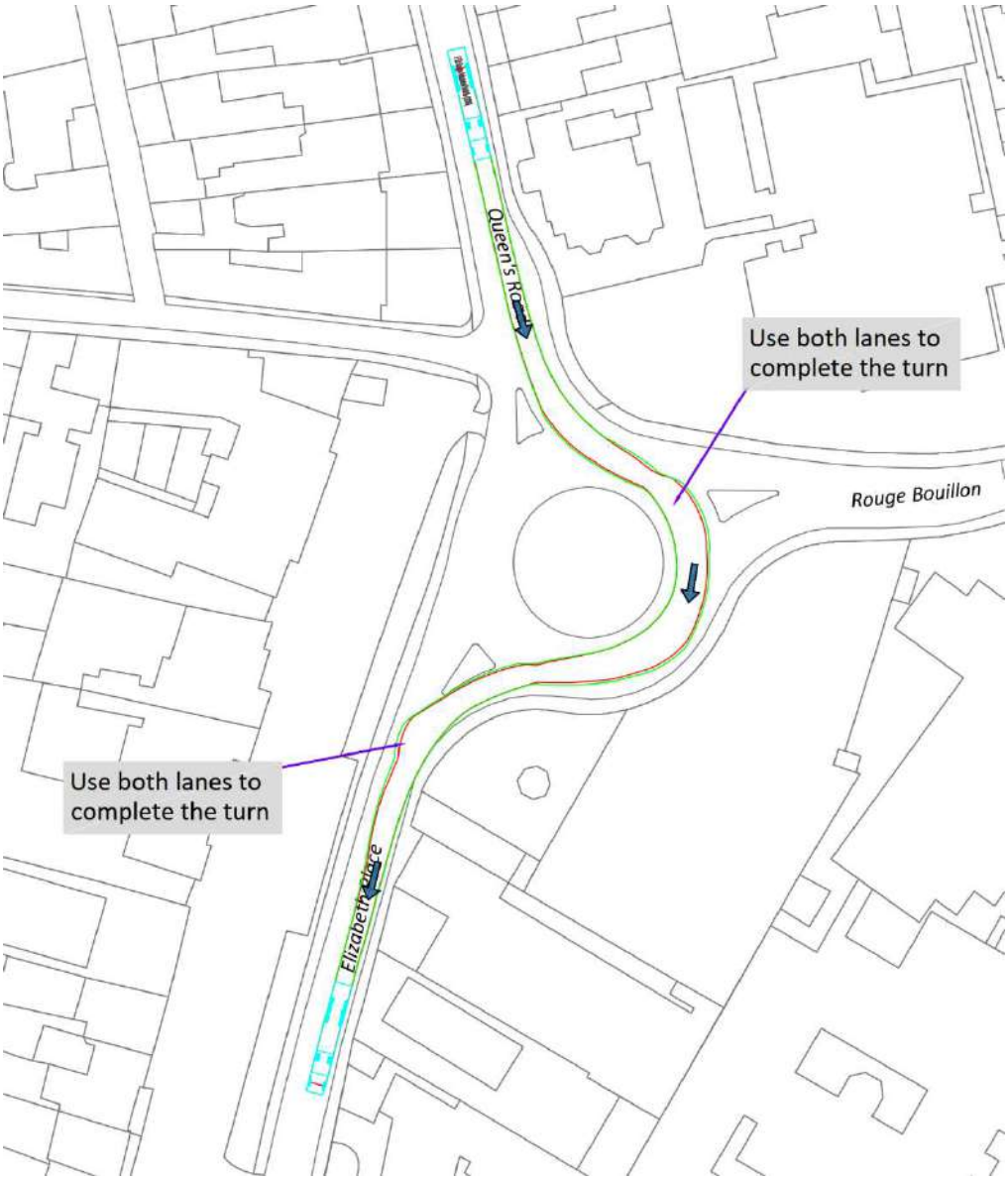
Lorries up to 11m in length can make the turn without crossing the central white line



16.6m artic lorries

To navigate the roundabout, lorries will be required to utilise both lanes, and drivers must indicate their intentions clearly to other road users.

When exiting the roundabout onto Elizabeth Place, lorries will again need to occupy both lanes. During this manoeuvre, a traffic marshal equipped with a stop/go sign will be stationed to halt northbound traffic approaching from Elizabeth Place, ensuring the lorry can exit the roundabout safely.



Junction 7 & 8 - Elizabeth Place / The Parade / Gloucester Street - return route

11m artic lorries & concrete truck

Lorries up to 11m in length can make the turn without crossing the central white line

16.6m artic lorries

Lorries must occupy both lanes to make the left turn into The Parade, and drivers are expected to indicate their intentions clearly.

To turn right into Gloucester Street, lorries will need to use both lanes and should provide clear signals to other road users.

Due to low traffic speeds and excellent visibility at this location, no additional traffic management measures are necessary.




The Parade
Use both lanes to complete the turn.
Driver must signal their intention clearly.
No special arrangement required.
Gloucester Street

Appendix 2 : Observed HGV Movement Trial Specification

1. Introduction

- Trial Objective: This trial aims to validate the feasibility and safety of daytime movements for 16.6m and 11m articulated vehicles.
- Context: The current plan schedules these vehicle movements between 09:00 and 14:30.

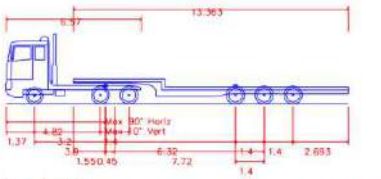
2. Specific Trial Objectives

The trial must assess and record the following elements :

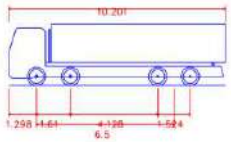
- Travel times along inbound and outbound routes.
- Potential conflicts with other vehicles, pedestrians, and cyclists.
- Queueing effects generated by heavy vehicle movements.
- Wheel tracking and overruns on bends and narrow sections.
- Marshal visibility and their ability to manage traffic safely and efficiently.
- Recovery actions needed in case of difficulties.
- The impact of parking and activity.
- The effectiveness of radio communications between marshals and drivers.
- The effectiveness of traffic management by one (or more) marshal(s) at critical intersections.
- Evaluate the effectiveness of observations conducted by external teams (lead vehicle and sweep vehicle) to identify challenges related to manoeuvres, conflicts, and communication

3. Scope of the Trial

- Date and Time: The trial must be conducted during inter-peak hours, specifically suggested around 10:00 or 11:00
- Vehicles: Representative vehicles of :
    - 16.6 m (articulated).
    - 11 m (articulated).



Low Loader	
Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Min Body Ground Clearance	0.320m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

    - A rigid vehicle over 9.3 m

- Routes: Along inbound and outbound routes, with particular attention to areas mentioned in the objectives.

4. Personnel and Equipment

- **Vehicles**: Each vehicle will be driven by a **local driver**. This is crucial for accurately assessing vehicle behavior, as local drivers are familiar with Jersey's road network and traffic conditions. The purpose is not to test driver competence but to simulate realistic operating conditions given local expertise
- **Marshals**:
    - Four marshals with RWQ (Road Works Qualifications) for road works will need to be available for the trial.
    - Marshals must have the authority to stand in the middle of the road.
- **Signage**: Traffic signage and traffic interruption panels in accordance with Jersey regulations





- **Communication:**
    - Marshals will communicate by radio on a specific licensed frequency for logistics. Radio communications checks will be an essential part of the trial.
    - The trial supervision team, marshals and drivers will communicate verbally or by telephone until an appropriate radio/comms system between marshals and drivers is validated
- **Observers:**
    - A team of observers will be strategically deployed along the route, including an observer in a lead vehicle and an observer in a sweep vehicle.
    - Fixed observers will be positioned at all critical intersections identified in the swept path analysis.
    - Role of observers: Document the driver's experience (from the lead vehicle), the heavy vehicle's impact on following traffic and the environment (from the sweep vehicle), and traffic dynamics at intersections (fixed observers).
- **Support Vehicles:**
    - A light vehicle will be used as a lead vehicle to alert upstream traffic and observe road conditions.
    - Another light vehicle will serve as a sweep vehicle to follow the tested heavy vehicle, observe traffic reactions, queues, and rear visibility for the HGV driver. An “Escort Vehicle – do not overtake” sign will be positioned on the vehicle.
    - These vehicles will also support data collection from an external perspective. As far as possible, escort vehicles will stay close to the truck; however, since this is

not mandatory, no additional priority measures or traffic interruption procedures will be implemented to ensure continuous convoy flow of cars and trucks.

5. Trial Methodology

- Prerequisites
  - Gather all required information and evidence
- Permit Request
  - Permit application will be submitted per ByUK via the "Trafficworx" system; through the online form
  - Nathan Hewlett could submit the permit to the competent authorities
  - Receipt of approval from the Road Authority and special authorization from the Parish
- Trial Organization and Execution
  - ByUK is responsible for developing the trial document
  - ByUK is responsible for organizing the trial with assistance from DVS
- List of attendees: ByUK logistic staff, DVS, I&E dept GoJ **-To be updated**
- The tested heavy vehicle will be flanked by a lead vehicle and a sweep vehicle.
- Additional observers will be positioned at key intersections
- Data Recording:
  - Observers (lead vehicle, sweep vehicle, fixed observers) will use the dedicated form to record their specific observations.
  - Video/photo recordings may be used as a supplement to capture specific events and provide objective evidence for analysis
  - They will collect detailed observations on timings, conflicts, queues, wheel tracks, marshal visibility, radio communication, etc..

6. List of monitoring points and intersections with critical points

- Forward route
  - Start (Harbour)
  - Elizabeth's port Rd -> A1 roundabout
  - A1 Liberation Rd -> St Aubin’s Rd roundabout
    - Road traffic integration
  - St Aubin's Rd -> Junction 1
    - Road traffic integration
  - Junction 1 - Peirson Road/Cheapside:
    - Observation of parking, especially on the left side of the bend, and assessment of the need for physical barriers.
    - Wheel tracking and overruns on bends
    - Impact on traffic flow to use both lane
  - Junction 2 - Cheapside / Elizabeth Place
    - Conflicts with pedestrian crossing
    - Wheel tracking and overruns on bends
    - Impact on traffic flow to use both lane
  - A9 Rouge Bouillon -> Rouge Bouillon roundabout
  - A9 Queen's Rd -> Junction 3
  - Junction 3 - Queen’s Road / St John’s Road

        - Marshal’s position
        - Marshal's visibility
        - Marshal's communication
        - Marshal / driver communication
        - Waiting time for public traffic
        - Wheel tracking and overruns on bends
    - Junction 4 - St John’s Road / Tower Road :
        - Prevention of head-on conflicts.
        - Impact on traffic from Old St John's Road
        - Wheel tracking and overruns on bends
    - Junction 5 - Tower Road / Westmount Rd:
        - Marshal’s position
        - Marshal's visibility
        - Marshal's communication
        - Marshal / driver communication
        - Assessment of marshals' ability to manage simultaneous traffic flows
        - Waiting time for public traffic
        - Wheel tracking and overruns on bends
    - Arrival (Site Entrance)
        - Impact on traffic from Westmount Rd

- Return route
    - Start (Exit Main site)
    - Junction 5 - Westmount Rd / Tower Road
        - Prevention of head-on conflicts.
        - Wheel tracking and overruns on bends

    - Junction 4 - Tower Road / St John’s Road
        - Marshal’s position
        - Marshal's visibility
        - Marshal's communication
        - Marshal / driver communication
        - Assessment of marshals' ability to manage simultaneous traffic flows
        - Waiting time for public traffic
        - Wheel tracking and overruns on bends

    - Junction 3 - St John’s Road / Queen’s Road
        - Marshal’s position
        - Marshal's visibility
        - Marshal's communication
        - Marshal / driver communication
        - Waiting time for public traffic
        - Wheel tracking and overruns on bends

    - A9 Queen's Rd -> Junction 6
    - Junction 6 - Queen’s Road / Elizabeth Place
        - Wheel tracking and overruns on bends

    - A9 Rouge Bouillon -> Junction 2
    - Junction 7 - Elizabeth Place / The Parade

        - Wheel tracking and overruns on bends
        - Impact on traffic flow to use both lane

    - Junction 8 - The Parade / Gloucester Street
        - Wheel tracking and overruns on bends
        - Impact on traffic flow to use both lane

    - Gloucester Street -> A1 Esplanade
    - A1 -> Roundabout above the A1
    - Elizabeth's port Rd -> Harbour
    - Arrival (Harbour)

7. Post-Trial Analysis and Reporting

- Driver evaluation: interview on manoeuvring difficulties encountered
- Observation Evaluation: Comparison of collected data with safety and traffic flow objectives.
- Problem Identification: Highlighting encountered difficulties
- Recommendations: Proposing corrective measures and adjustments to the TMP, including:
    - Precise locations of hold points and marshal positions.
    - Detailed radio protocol and positive route-clear confirmation.
    - Traffic release sequences for each direction.
    - Measures regarding parking in Cheapside.
    - The potential need for multiple marshals at complex intersections.
- TMP Integration: The trial findings and recommendations will be detailed in the TMP, serving as evidence of operational acceptability for daytime movements. for daytime movements.

Trial Recording Form – Validation of Daytime Heavy Vehicle Movements

General Trial Information

• Trial Date: ____ / ____ / ____

• Trial Time Slot: _____h_____ to _____h_____ (Duration: _____ min)

• Actual Start Time: _____h_____

• Actual End Time: _____h_____

• Personnel Present (Names & Roles):

◦ Trial Coordinator: _____

◦ Marshal(s) (RWQ Qualified): _____ ▪ RWQ No.: _____

◦ Marshal(s) (RWQ Qualified): _____ ▪ RWQ No.: _____

◦ Marshal(s) (RWQ Qualified): _____ ▪ RWQ No.: _____

◦ Marshal(s) (RWQ Qualified): _____ ▪ RWQ No.: _____

Observer(s):

_____

_____

• Weather Conditions: (e.g., Sunny, Cloudy, Rain, Light/Strong Wind, Approx. Temp.) _____

• Observed General Traffic Level: (Low / Moderate / High) _____

Tested Vehicle Information

• Vehicle Type 1: Articulated 16.6 m

◦ License Plate: _____

◦ Driver: _____

• Vehicle Type 2: Articulated 11 m

◦ License Plate: _____

◦ Driver: _____

• Vehicle Type 3: Rigid > 9.3 m

◦ License Plate: _____

◦ Driver: _____

Customized observation form per intersection

Intersection / Singular Point Name: _____

Movement Direction: (Inbound / Outbound) _____

Observer(s) (Names & Roles): _____

Optional Marshal(s) (RWQ Qualified): _____ ▪ RWQ No.: _____

Optional Marshal(s) (RWQ Qualified): _____ ▪ RWQ No.: _____

Specific focus:

To be filled in per intersection with the specific points to observe (see List of monitoring points and intersections with critical points)

Observed General Traffic Level: (Low / Moderate / High) _____

Vehicle Arrival Time

Vehicle Departure Time

Vehicle Time Spent (min:sec)

Optional Marshal position (photos)

Optional Marshal Actions (photos)

Optional Radio Communication (Quality/Issues)

Detailed observations:

_____

_____

_____

_____

Immediate Recommendations (If any)

_____

_____

_____

_____

Appendix 3: HGV Movement Scenario – Step-by-Step Process

Proposed Operational Scenario – To be validated during the HGV Trial

Status of this Scenario

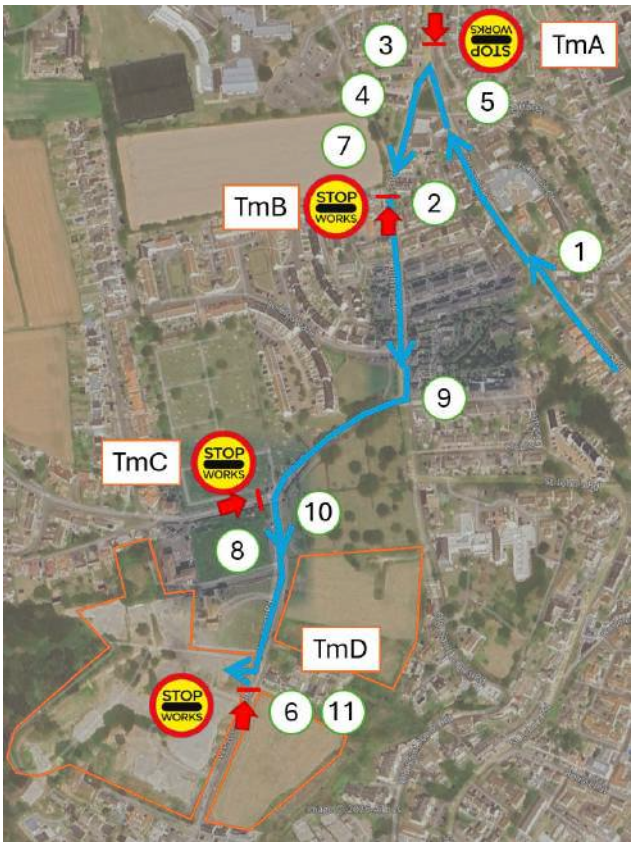
This HGV Movement Scenario – Step-by-Step Process defines the proposed method for controlling HGV movements between Queen's Road and the construction site, including the responsibilities of the Traffic Marshals, traffic hold points, radio communication, traffic-stoppage durations and emergency-vehicle arrangements.

The scenario shall be tested during the observed inter-peak HGV movement trial defined in **Appendix 2 – Observed HGV Movement Trial Specification**. It shall be reviewed and updated following the trial to incorporate the observed vehicle behaviour, marshal positions, traffic-control requirements, communication performance, actual stoppage durations and any corrective measures identified.

Routine controlled HGV movements shall not commence until the scenario has been reviewed and approved by the Project Management Team and the relevant authorities

Inbound Route

Overview of the 11 Stages:



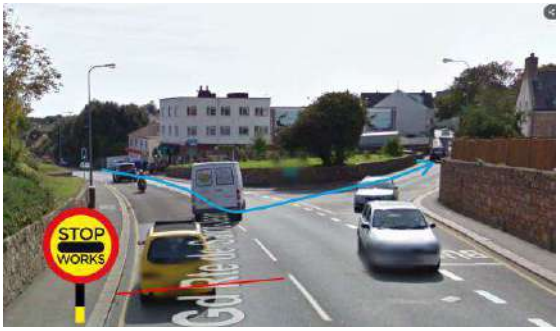
Position des Traffic Marshals

Traffic Marshal A (TmA) stationed on Queen's Rd

Traffic Marshal B (TmB) stationed on St Jhon's Rd

Traffic Marshal C (TmC) stationed on Tower Rd

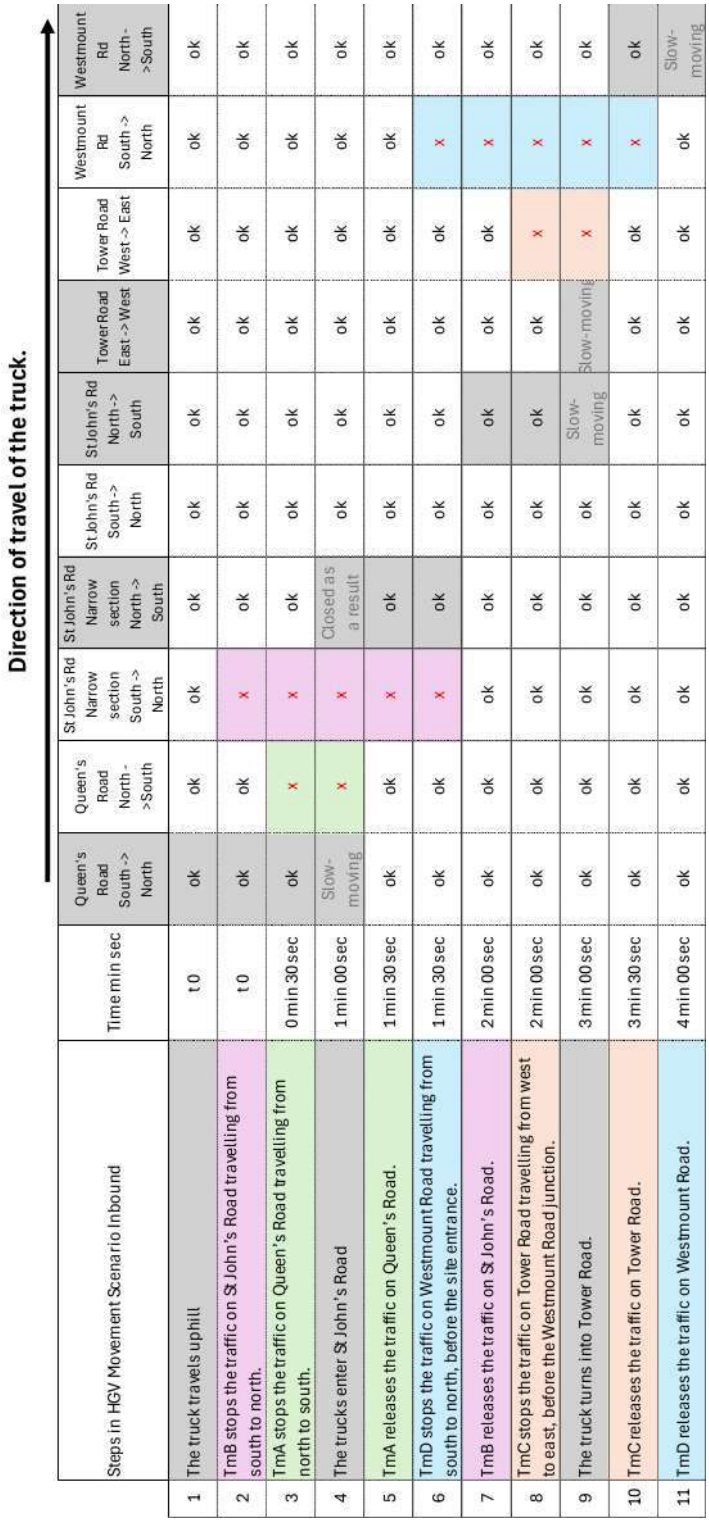
Traffic Marshal D (TmC) stationed on Westmount Rd



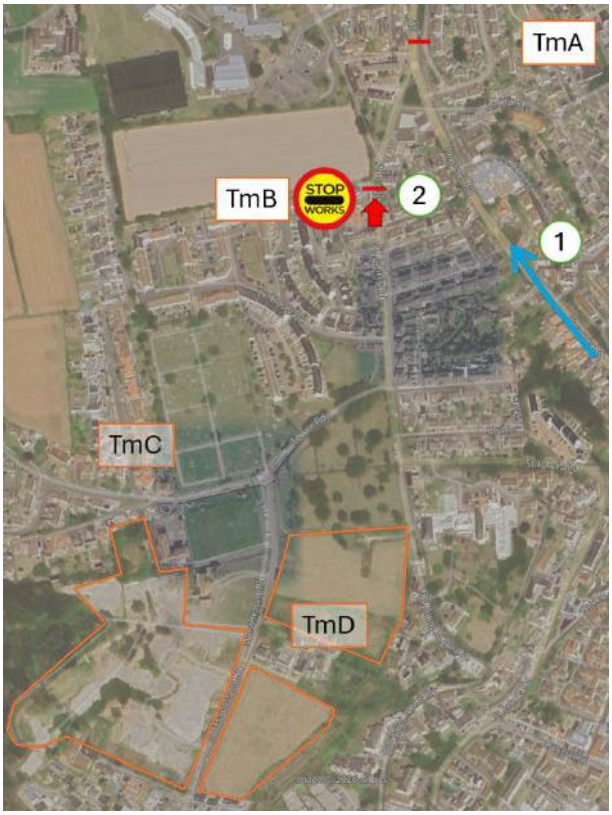


Inbound HGV Movement Scenario and Traffic Management Matrix

Traffic on Queen's Road is stopped for 1 minute
Traffic on the narrow section of St John's Road is stopped for 2 inutes.
Traffic on Tower Road is stopped for 1 minute and 30 seconds.
Traffic on Westmount Road is stopped for 2 minutes and 30 seconds.



	Steps in HGV Movement Scenario Inbound	Time min sec	Queen's Road South -> North	Queen's Road North ->South	St John's Rd Narrow section South -> North	St John's Rd Narrow section North -> South	St John's Rd South -> North	St John's Rd North -> South	Tower Road East -> West	Tower Road West -> East	Westmount Rd South -> North	Westmount Rd North ->South
1	The truck travels uphill	t 0	ok	ok	ok	ok	ok	ok	ok	ok	ok	ok
2	TmB stops the traffic on St John's Road travelling from south to north.	t 0	ok	ok	x	ok	ok	ok	ok	ok	ok	ok
3	TmA stops the traffic on Queen's Road travelling from north to south.	0 min 30 sec	ok	x	x	ok	ok	ok	ok	ok	ok	ok
4	The trucks enter St John's Road	1 min 00 sec	Slow-moving	x	x	Closed as a result	ok	ok	ok	ok	ok	ok
5	TmA releases the traffic on Queen's Road.	1 min 30 sec	ok	ok	x	ok	ok	ok	ok	ok	ok	ok
6	TmD stops the traffic on Westmount Road travelling from south to north, before the site entrance.	1 min 30 sec	ok	ok	x	ok	ok	ok	ok	ok	x	ok
7	TmB releases the traffic on St John's Road.	2 min 00 sec	ok	ok	ok	ok	ok	ok	ok	ok	x	ok
8	TmC stops the traffic on Tower Road travelling from west to east, before the Westmount Road junction.	2 min 00 sec	ok	ok	ok	ok	ok	ok	ok	x	x	ok
9	The truck turns into Tower Road.	3 min 00 sec	ok	ok	ok	ok	ok	Slow-moving	Slow-moving	x	x	ok
10	TmC releases the traffic on Tower Road.	3 min 30 sec	ok	ok	ok	ok	ok	ok	ok	ok	x	ok
11	TmD releases the traffic on Westmount Road.	4 min 00 sec	ok	ok	ok	ok	ok	ok	ok	ok	ok	Slow-moving



Release from the port of a maximum of two trucks

Arrival at the junction approximately 10 minutes later.

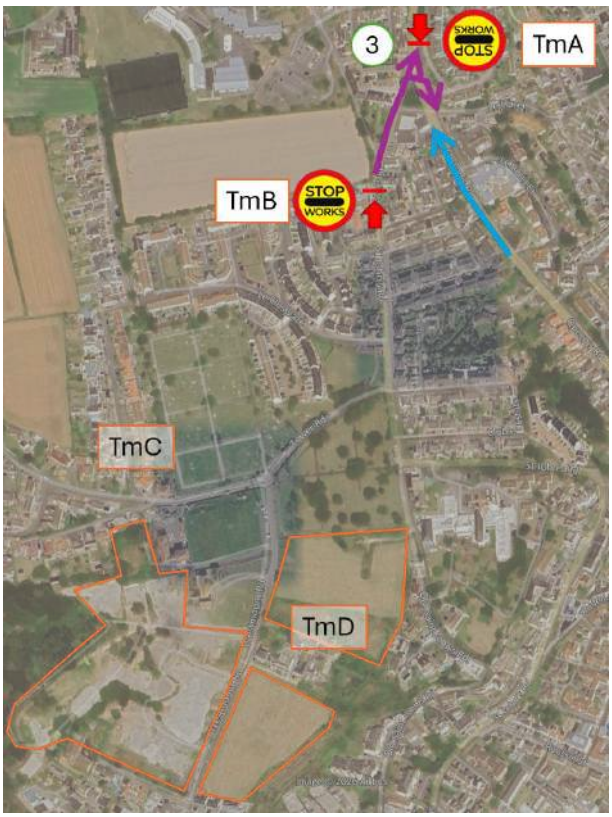
1. Traffic Marshall A (TmA) sees the truck travelling uphill.

2. On radio instruction from TmA to TmB:

TmB stops the traffic on St John's Road travelling from south to north.

Allow 1 to 2 minutes to clear this section of the road.

⚠ If an emergency vehicle arrives from the south of St John's Road, it may pass the queue of cars following instructions from TMB.



3. When the truck reaches the pedestrian crossing,

TmA stops the traffic on Queen's Road travelling from north to south.

Before the truck reaches the junction, it indicates its intention to turn left into St John's Road.

Possible issue: The truck may have to wait for a few seconds until Tower Road is clear.

⚠ If an emergency vehicle arrives from the north of Queen's Road, it may pass the queue of cars following instructions from TmA.



TmA checks that St John's Road is clear.

TmB confirms by radio to TmA that no emergency vehicle is approaching from the south of St John's Road.

If an emergency vehicle is approaching: TmA places the manoeuvre on hold. TmB signals to the emergency vehicle that it may proceed.

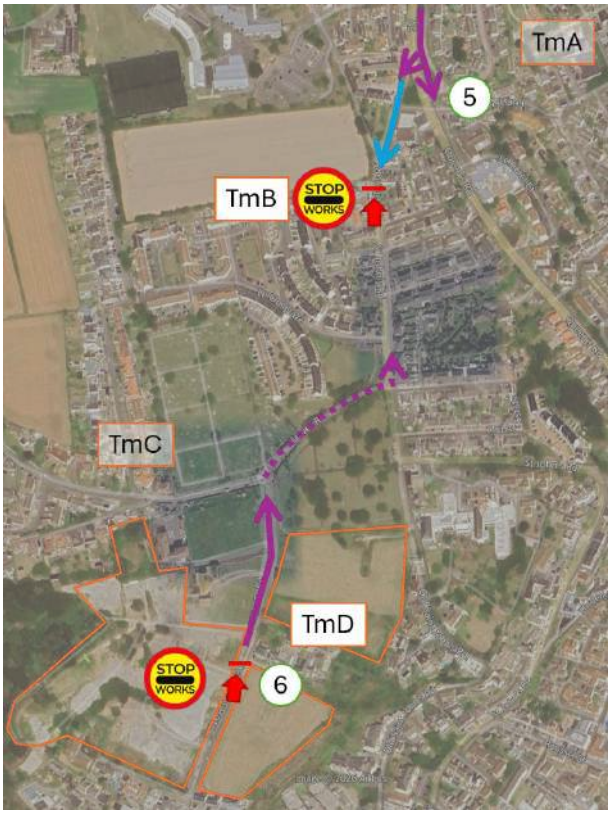
4.Once TmA has physically signalled to the driver that the truck may proceed:

The trucks enter St John's Road one at a time from Queen's Road.

⚠If an emergency vehicle arrives from the south of St John's Road, TmB instructs the driver to position the truck to allow the vehicles to pass each other.

Less than 1 minute to clear this section of the road.

The trucks will drive in the middle of the road to keep away from the pavements and pedestrians.



5. TmA checks that the trucks have passed.

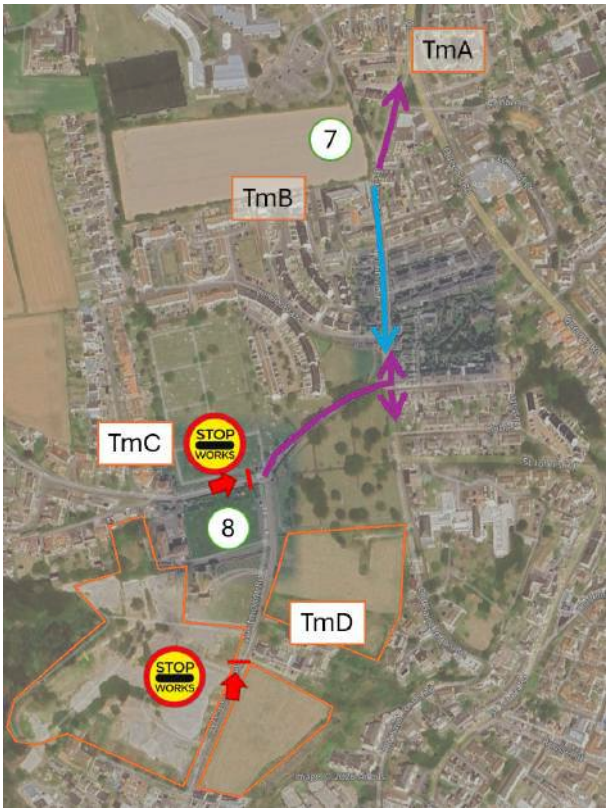
TmA releases the traffic on Queen's Road.

6.Following a radio instruction from TmA to TmD:

TmD stops the traffic on Westmount Road travelling from south to north, before the site entrance.

By the time the truck reaches the Tower Road junction, vehicles travelling from south to north will have had enough time to clear the area.

⚠If an emergency vehicle arrives from the south of Westmount Road, it may pass the queue of cars following instructions from TmD.



7. TmA checks that the trucks have passed.

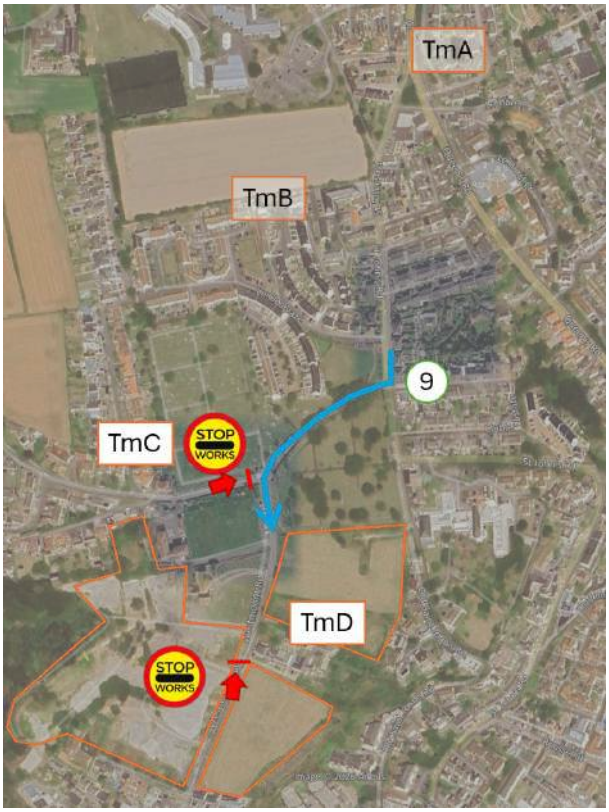
TMB releases the traffic on St John's Road.

8. Following a radio instruction from TmB to TmC:

TmC stops the traffic on Tower Road travelling from west to east, before the Westmount Road junction.

By the time the truck reaches the Tower Road junction, vehicles travelling from west to east will have had enough time to clear the area.

⚠ If an emergency vehicle arrives from the west of Tower Road, it may pass the queue of cars following instructions from TmC.



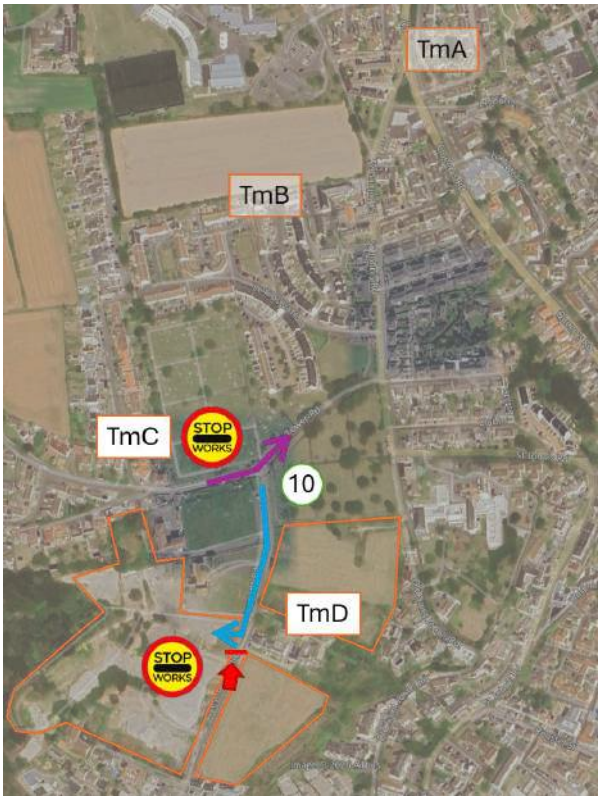
9. The driver visually checks that Tower Road is clear before proceeding.

The truck turns into Tower Road.

If an emergency vehicle arrives from the west of Tower Road or from the south of Westmount Road, it may pass the queue of cars following instructions from TmC or TmD.

⚠ The straight section of Tower Road allows a truck and an emergency vehicle to pass each other. The driver will be instructed to stop the manoeuvre and allow the emergency vehicle to pass.

The trucks will drive in the middle of the road to keep away from the pavements and pedestrians.



10. TmC checks that the trucks have passed.

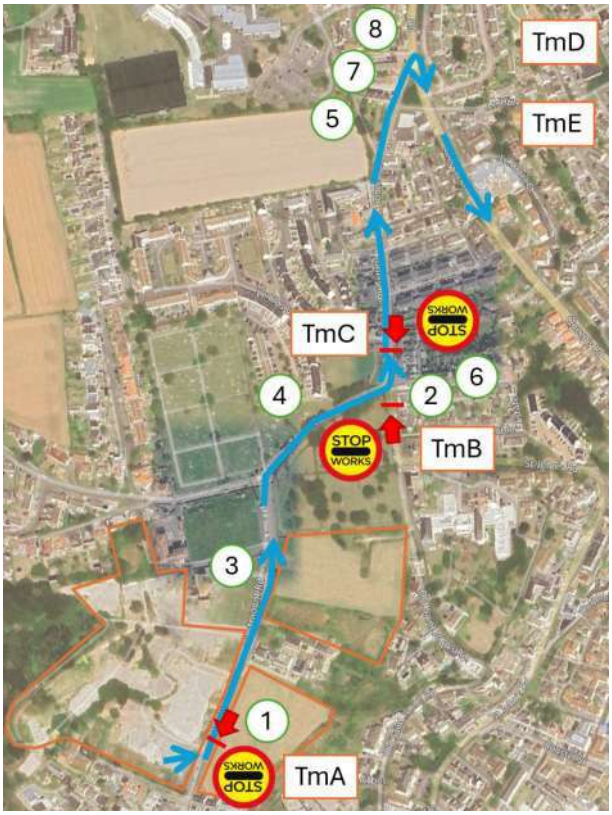
TmC releases the traffic on Tower Road.



11. TmD checks that the trucks have passed.

TmD releases the traffic on Westmount Road.

Trajet retour



Traffic Marshals Positions

Traffic Marshal A (TmA) stationed on Westmount Rd

Traffic Marshal B (TmB) stationed on St Jhon's Rd (South)

Traffic Marshal C (TmC) stationed on St Jhon's Rd (North)

Traffic Marshal D (TmD) stationed on Queen's Rd (North)

Traffic Marshal E (TmE) stationed on Queen's Rd (South)

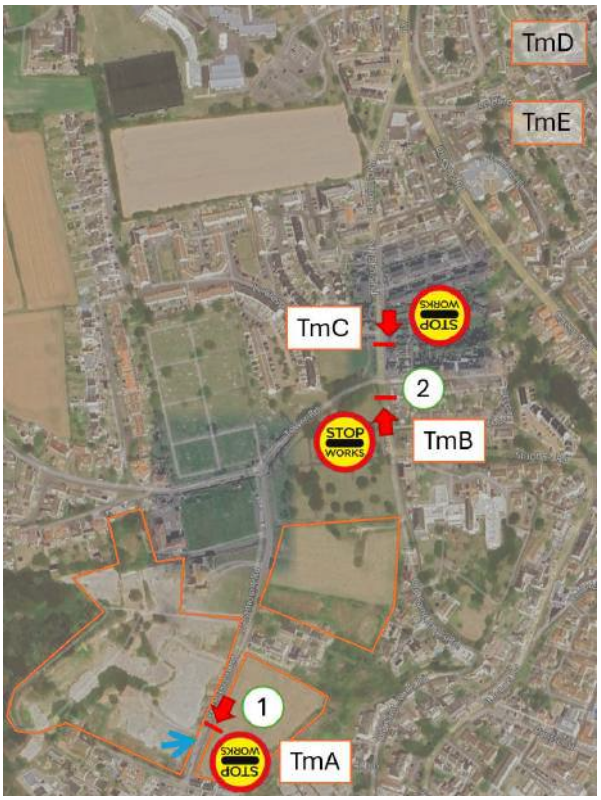
Outbound HGV Movement Scenario and Traffic Management Matrix

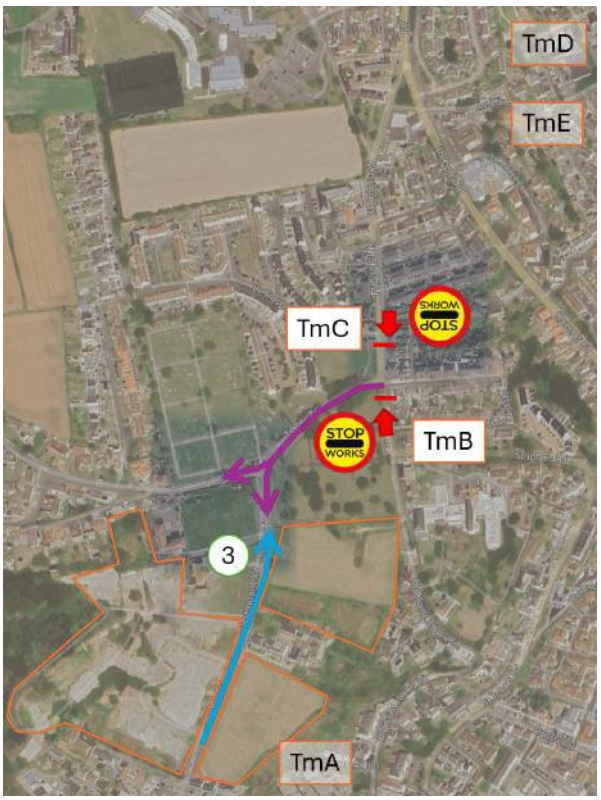
Traffic on Westmount Road is stopped for 30 seconds.
Traffic on Tower Road is stopped for 1 minute and 30 seconds.
Traffic on St John's Road is stopped for 1 minute and 30 seconds.
Traffic on Queen's Road is stopped for 1 minute 30 seconds

Direction of travel of the truck.

	Steps in HGV Movement Scenario Outbound	Time min sec	Queen's Road South -> North	Queen's Road North - >South	St John's Rd Narrow section South -> North	St John's Rd Narrow section North -> South	St John's Rd South -> North	St John's Rd North -> South	Tower Road East -> West	Tower Road West -> East	Westmount Rd South -> North	Westmount Rd North - >South
0	The truck is waiting at the exit gate.	t 0	ok	ok	ok	ok	ok	ok	ok	ok	ok	ok
1	TmA stops the traffic on Westmount Road near the site entrance and releases it just after the trucks passage	0 min 30 sec	ok	ok	ok	ok	ok	ok	ok	ok	x	x
2	TmB & TmC stop the traffic on St John's Road travelling to Tower Rd	0 min 30 sec	ok	ok	ok	ok	Disrupted	Disrupted	x	ok	ok	ok
3	The trucks pass on Westmount Road	1 min 00 sec	ok	ok	ok	ok	Disrupted	Disrupted	x	ok	ok	ok
4	The trucks pass on Tower Road	2 min 00 sec		ok	ok	ok	x	x	x	ok	ok	ok
5	TmD & TmE stop the traffic on Queen's Rd travelling to St John's Rd	2 min 00 sec	Disrupted	Disrupted	ok	x	x	x	x	ok	ok	ok
6	TmB & TmC release the traffic on St John's Road	2 min 00 sec	Disrupted	Disrupted	ok	x	ok	ok	ok	ok	ok	ok
7	The trucks pass on St John's Road	3 min 00 sec	x	x	Closed as a result	x	ok	ok	ok	ok	ok	ok
8	TmD & TmE release the traffic on Queen's Rd	3 min 30 sec	ok	ok	ok	ok	ok	ok	ok	ok	ok	ok

Outbound Route





Outbound HGV movements shall be limited to a maximum of two vehicles per batch. They shall not commence until the following inbound batch has arrived on Site and the Logistics Manager has received positive route-clear confirmation from the relevant Traffic Marshals.

1.TmA checks that no emergency vehicle is approaching from the north or south on Westmount Road.

TmA stops the traffic on Westmount Road

to allow the truck to leave the site.

2.Following a radio instruction from TmA to TmB and TMC:

TmB and TmC stop the traffic on St John's Road travelling up Tower Road.

Northbound and southbound traffic on St John's Road may continue until the truck reaches the junction.

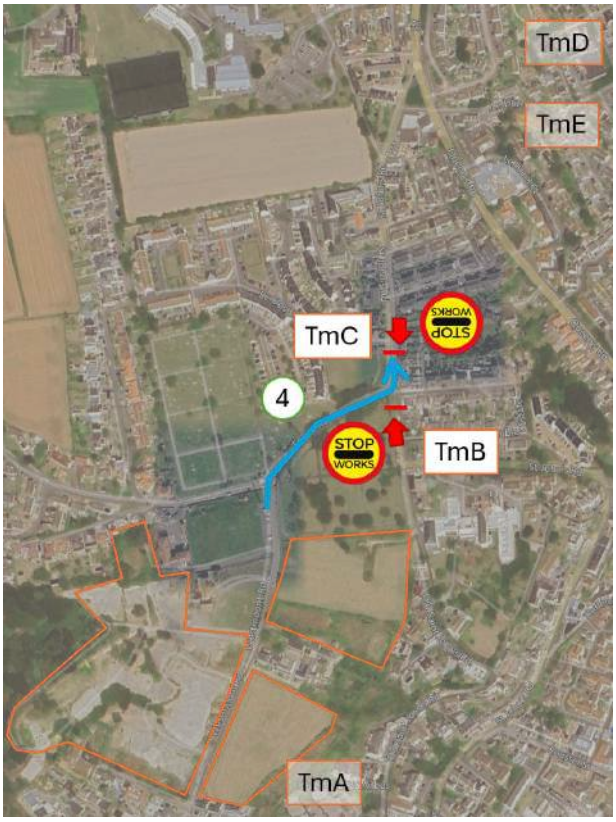
⚠ If an emergency vehicle arrives from the north or south, it may pass the queue of cars following instructions from TmC or TmD.

3. The truck travels along Westmount Road.

Allow 1 to 2 minutes to clear the section of Tower Road travelling from east to west.

Traffic travelling from west to east on Tower Road is not stopped.

The width of Westmount Road and the volume of traffic allow a truck and a light vehicle to pass each other.



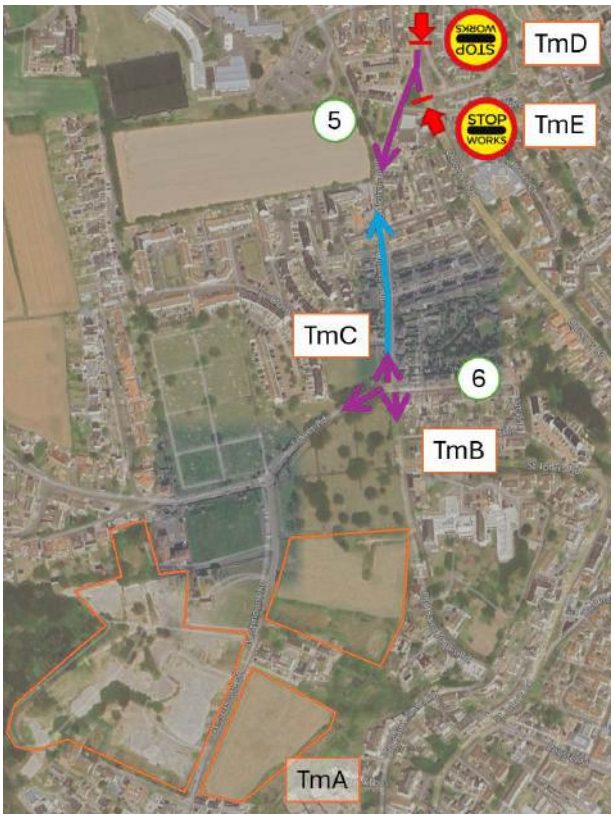
4. The truck checks that Tower Road is clear before proceeding, then travels down Tower Road to the junction with St John's Road.

The driver visually checks that Tower Road is clear before entering.

⚠ The straight section of Tower Road allows a truck and an emergency vehicle to pass each other. The driver will be instructed to stop the manoeuvre and allow the emergency vehicle to pass.

The trucks will travel in the middle of the road to keep away from the pavements and pedestrians.

Traffic will be completely stopped at the junction while the truck passes.



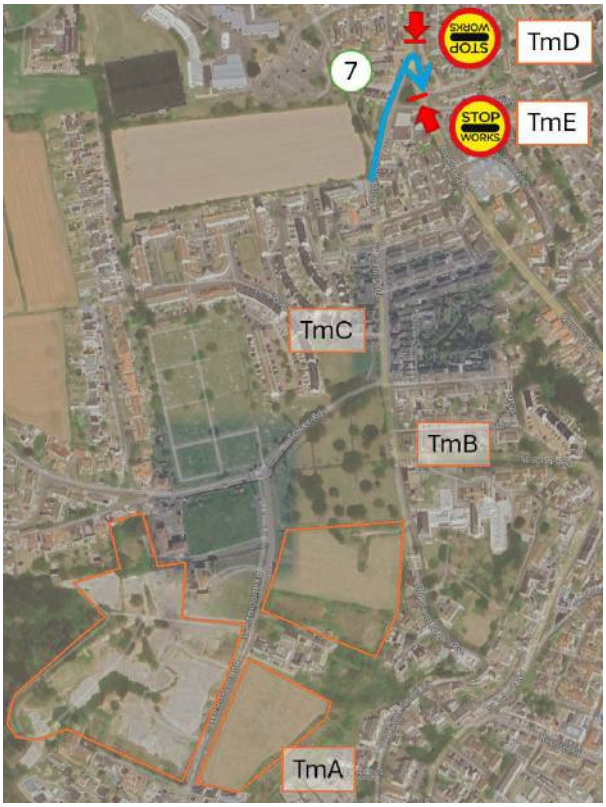
5. After the truck has passed, following a radio instruction from TmB to TmD and TmE:

TmD and TmE stop the traffic on Queen's Road turning into St John's Road.

⚠ If an emergency vehicle arrives from the north or south, it may pass the queue of cars following instructions from TmD or TmE.

6. TmC checks that the trucks have passed.

TmB and TmC release the traffic on St John's Road.





The driver checks that St John's Road is clear and that no emergency vehicle is approaching on Queen's Road.

If an emergency vehicle is approaching:

TmD places the manoeuvre on hold.

TmD or TmE signals to the emergency vehicle that it may proceed.

7.Once TmD has physically signalled to the driver that the truck may proceed:

The trucks enter Queen's Road one at a time from St John's Road.

⚠ If an emergency vehicle arrives from Queen's Road, TmD instructs the driver to wait or to position the truck to allow the vehicles to pass each other if the emergency vehicle has entered Tower Road.

Allow less than 1 minute to clear this section of the road.

The trucks will travel in the middle of the road to keep away from the pavements and pedestrians.

8. TmE checks that the trucks have passed.

TmD and TmE release the traffic on Queen's Road.

Operating Scenarios

HGV movements shall be planned and operated as controlled inbound and outbound batches in order to prevent opposing HGVs from occupying the same constrained section of the approved route at the same time.

The proposed scenarios consider the delivery of up to 14 HGVs over approximately 4 to 5 hours, or up to 8 HGVs over approximately 2 hours where four unloading areas and four internal waiting positions are available.

These scenarios are planning scenarios only and shall be validated during the observed HGV movement trial.

Batch Size and Release from the Port

The maximum number of HGVs released from the port or dispatched from the Site shall normally be limited to two vehicles per batch. The next inbound batch shall not be released until the previous batch has arrived on Site and the Logistics Manager has confirmed that the route, unloading capacity, internal holding capacity and required Traffic Marshal resources are available. HGVs shall not be released solely because a preceding vehicle has reached a particular unloading stage.

Separation Between Inbound and Outbound Movements

Outbound movements shall not commence until the following inbound batch has arrived on Site, unless an alternative sequence has been specifically validated during the observed HGV movement trial and approved by the Project Management Team and the relevant authorities.

Inbound and outbound HGV movements shall not be authorised to occupy the same controlled or constrained road section at the same time. The approved sequence shall define the minimum separation between vehicles and the maximum number of HGVs permitted within each controlled movement.

Positive Route-Clear Confirmation

Before each inbound or outbound movement is released, the Logistics Manager or nominated Transport Coordinator shall obtain positive confirmation from the relevant Traffic Marshals that the controlled route is clear, that no HGV is approaching from the opposite direction and that no vehicle, pedestrian or emergency vehicle is within the protected movement area. The relevant Traffic Marshal shall confirm when the HGV has cleared the controlled section. The next movement shall not be released until this route-clear confirmation has been received.

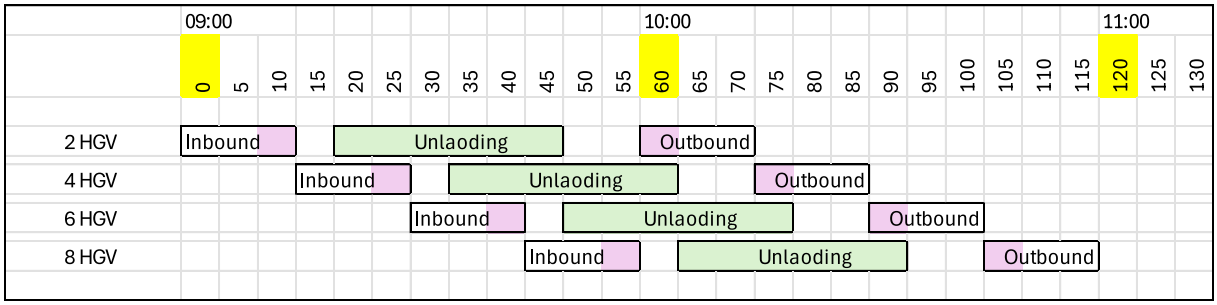
Communication Failure, Delay or Unsafe Condition

If radio communication is lost, if a vehicle is delayed, if unloading or internal holding capacity is unavailable, or if an unsafe condition occurs, all further HGV movements shall be placed on hold.

No movement shall resume until communication has been restored and the Logistics Manager and the relevant Traffic Marshals have confirmed that the route is safe and available. No driver shall use an unapproved alternative route or wait on the public highway.

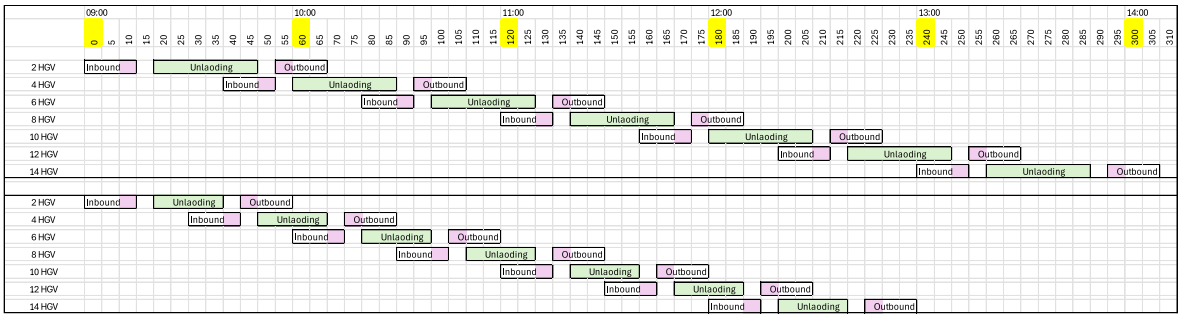
Scenario to bring in 8 lorries in 2 hours

- 4 unloading zones and 4 waiting spaces within the site
- 20 to 30 minutes unloading time per lorry
- Lorries are dispatched from the port once the previous ones have arrived on site
- Lorries only start their return journey once all lorries have arrived



Scenario to bring in 14 lorries in 4 or 5 hours

- Two unloading operations running simultaneously with no waiting area on site
- 20 to 30 minutes unloading time per lorry
- Lorries are dispatched from the port when the previous lorries are 50% unloaded
- Lorries only start their return journey once all following lorries have arrived on site



Appendix 4 : Applicable and Supporting Document Register

The documents listed below are required to support the current and future construction phases. Some documents are currently being prepared, reviewed or validated and are not yet approved. The current status and required hold point are shown in the register.

Supporting documents shall be referenced by document number, title, revision, date and approval status when issued. Documents required for a specific activity shall be completed, reviewed and approved before that activity starts.

Once approved, the relevant documents shall be incorporated into the appropriate appendix or retained as separate controlled documents. The CTMP shall be updated at the next appropriate revision, or earlier where the document is required to control an activity.

Inclusion in this register does not constitute approval of the document.

Document title	**Document number / reference**	**Current status**
Site Installation and Layout Plan	To be confirmed	In validation
Swept Path Analysis	Appendix 1	In validation
Observed HGV Movement Trial Specification	Appendix 2	In validation
HGV Movement Scenario – Step-by-Step Process	Appendix 3	In validation
Public-Highway Marshal Competency Matrix	Appendix 5	To be updated
Logistics Radio Communication Protocol	Appendix 6	To be prepared
Booking System SOP	Appendix 7	To be prepared
Emergency and Breakdown Recovery Plan	Appendix 8	To be developed with local transport operators
Site-Specific Traffic-Management Drawings and Method Statements	Separate controlled documents	To be prepared for each intervention point
Public-Highway Marshal RAMS	Separate controlled document	To be prepared

Forklift Management Plan	Separate controlled document	To be prepared
Hoist and Lift Management Plans	Separate controlled documents	To be prepared
Road Works Permit Documentation	Separate controlled permit records	To be obtained
P30 Permits and Parish Permissions	Separate controlled permit records	Vehicle and route dependent
Signage Schedule and Traffic-Management Drawings	Appendix 9 or separate controlled documents	To be prepared
Public Communication Plan / CMP	Separate controlled document	To be prepared or confirmed

Appendix 5 : Marshal Competency Matrix

Authorised activities

Traffic Marshal (Public Highway) : Stopping, holding and releasing public traffic; controlling HGV movements at approved junctions; protecting pedestrians; maintaining emergency-vehicle access

Traffic Marshal (Site Entrance) : Checking bookings; controlling access to the holding area; opening and closing gates; coordinating with Security and Banksmen; preventing highway queuing

Banksman (Inside the Site) : Guiding vehicle positioning and reversing movements within the Site; controlling loading and unloading operations; guiding vehicles between the holding and unloading areas

Slinger/Signaller : Attaching and detaching loads and communicating with the crane operator during lifting operations

Name	Role	RWQ qualification / card	Qualification expiry date	Radio training / briefing	Replacement
To be completed	Traffic Marshal (Public Highway)	To be confirmed	To be completed	To be completed	To be nominated
To be completed	Traffic Marshal (Public Highway)	To be confirmed	To be completed	To be completed	To be nominated
To be completed	Traffic Marshal (Public Highway)	To be confirmed	To be completed	To be completed	To be nominated
To be completed	Traffic Marshal (Site Entrance)	To be confirmed	To be completed	To be completed	To be nominated
To be completed	Traffic Marshal (Site Entrance)	To be confirmed	To be completed	To be completed	To be nominated
To be completed	Banksman (Inside the Site)		To be completed	Site communication briefing	To be nominated

To be completed	Banksman (Inside the Site)		To be completed	Site communication briefing	To be nominated
To be completed	Slinger/Signaller		To be completed	Lifting communication briefing	To be nominated
To be completed	Slinger/Signaller		To be completed	Lifting communication briefing	To be nominated

Appendix 6 : Logistics Radio Communication Protocol

This appendix provides the basis for the logistics radio communication arrangements used during controlled HGV movements and other traffic-management activities associated with the Works.

A specific radio licence has been obtained for logistics communications. A copy of the licence is included in this appendix. The licensed logistics radio frequency shall be used by the Traffic Marshals for communication during public-highway traffic interventions and controlled HGV movements. It shall remain separate from radio frequencies used for lifting operations or other site activities.

This appendix will be completed with the detailed communication arrangements between the Traffic Marshals and between the Traffic Marshals and HGV drivers. It will define the approved call signs, radio messages, route-clear confirmations, movement-release instructions, emergency messages and communication-failure procedure.

The appendix will also include the standard hand signals used by the Traffic Marshals to:

- stop traffic and vehicle movements;
- hold a vehicle in position;
- authorise a vehicle to proceed;
- release public traffic;
- give an emergency stop instruction; and
- allow an emergency vehicle to pass.

Before each traffic-management intervention or controlled HGV movement, the Traffic Marshals shall check the operation and coverage of the radios, confirm their call signs and verify the communication procedure. Spare radios shall be available. If radio communication is lost or unclear, the default position shall be no movement until safe communication has been restored or an approved alternative communication method has been established.

WIRELESS TELEGRAPHY ACT 2006

Business Radio (Simple Site) Licence

Licensee Details and Validity	
Product name	Simple Site
Licence number	BR01804556/1
Date of Issue	17/09/2026
Licence start date	16/09/2026
Payment Interval	Five Years
Licensee Name	BOUYGUES (U.K.) LIMITED
Licensee address	Becket House 1 Lambeth Palace Road London SE1 7EU United Kingdom

1. This Licence is issued by the Office of Communications ("Ofcom") on This Licence is issued by the Office of Communications ("Ofcom") on 16 September 2026 and replaces any previous authority granted in respect of the service subject to this Licence by Ofcom or by the Secretary of State. and replaces any previous authority granted in respect of the service subject to this Licence by Ofcom or by the Secretary of State.

2. This Licence authorises BOUYGUES (U.K.) LIMITED ("the Licensee") to establish, install and/or use radio transmitting and/or receiving stations and/or radio apparatus as described in the schedule(s) (hereinafter together called the Radio Equipment) subject to the terms set out below and subject to the terms of the General Licence Conditions Booklet (version OF195.1).

Issued by the Office of Communications (Ofcom)

Business Radio (Simple Site) Licence

Schedule 1 to Licence Number : BR01804556/1

Description of Radio Equipment Covered by this Licence

This schedule forms part of Licence BR01804556/1, BOUYGUES (U.K.) LIMITED the Licensee on 16 September 2026 and describes the Radio Equipment covered by the Licence and the purpose for which the Radio Equipment may be used.

1. Description of the Radio Equipment Licensed

In this Licence, the Radio Equipment means sending and receiving station(s) ("mobile stations") for wireless telegraphy as defined in paragraph 2 below.

2. Purpose of the Radio Equipment

Subject to the administrative and technical requirements set out in this and the subsequent schedule(s) to this Licence, the Licensee and any person authorised to act on the Licensee's behalf is hereby authorised to send and receive messages concerning the business of the Licensee between the mobile stations.

(a) send and receive messages concerning the business of the Licensee between the base station(s) and the mobile station(s); and/or

(b) send and receive messages concerning the business of the Licensee between the mobile stations

3. Interface Requirements for the Radio Equipment Use

(a) Use of the radio equipment shall be in accordance with the following Interface Requirement:

i. IR 2044 for "Business Radio Land Mobile Services, covering Area Defined, Technically Assigned and Light Licence Authorisations"; and

ii. or for equipment first placed on the market before 8 April 2000, is required to be type approved in accordance with the appropriate published technical performance standards authorised at the date of installation of the Radio Equipment, subject to any modifications authorised by Ofcom.

(b) The Licensee shall provide acceptable documentary evidence of conformity on request within 28 days, for all or any part of the systems, to an Ofcom representative.

4. Special Conditions Relating to the Activities of the Licensee

(a) The Licensee shall ensure that the Radio Equipment is:

i. not used to transmit music, broadcast programmes or obscene or offensive language;

ii. not used as a public address system; and

iii. not used to send misleading messages.

(b) Upon receipt of messages not connected with the business of the Licensee, the Licensee or any person using the Radio Equipment shall not:

i. make known the contents of any such message, its origin or destination, its existence or the fact of its receipt to any person, except to a duly authorised officer of the Her Majesty'sGovernment, a person authorised by Ofcom or in the course of legal proceedings or for the purpose of any report thereof; and

ii. retain any copy or make any use of any such message, or allow it to be reproduced in writing, copied or made use of.

5. Technical Conditions

(a) Base stations must not communicate directly with other base stations;

(b) The maximum permitted ERP for base stations is 2 Watts except where Schedule 2 specifies otherwise;

(c) The maximum permitted ERP for mobile stations is 2 Watts except where Schedule 2 specifies otherwise;

(d) The maximum permitted base station antenna height above ground level is 15 metres except where Schedule 2 specifies othewise.

6. Interpretation

In this and the subsequent schedules:

(a) "ERP" means effective radiated power, which is the power radiated from the antenna in the direction of maximum radiation; and is relative to a half wave dipole.

(b) "IR" means the United Kingdom Radio Interface Requirement published by Ofcom in accordance with Article 8 of the Radio Equipment Directive (Directive 2014/53/EU of the European Parliament and of the Council on the harmonisation of the laws of the Member States relating to the making available of radio equipment on the market (known as the Radio Equipment Directive)).

Schedule 2

BUSINESS RADIO (SIMPLE SITE) LICENCE

Site Location:

Station Location (NGR)	null
Site Address	Jersey Acute Hospital Project, Westmount Road St. Helier JE2 3UH

Base transmit frequencies (not exceeding 12.5 kHz bandwidth):

The following frequencies may be used as base or mobile station transmit frequencies. Base stations may transmit on these frequencies at a channel bandwidth not exceeding 12.5 kHz and at a maximum ERP of 2 Watts. The mobile stations may transmit on these frequencies at a channel bandwidth not exceeding 12.5 kHz and at a maximum ERP power of 2 Watts:

49.00000 MHz	49.01250 MHz	49.02500 MHz	49.03750 MHz	49.05000 MHz	49.06250 MHz
49.07500 MHz	49.08750 MHz	49.10000 MHz	49.11250 MHz	49.12500 MHz	49.13750 MHz
49.15000 MHz	49.16250 MHz	49.17500 MHz	49.18750 MHz	49.20000 MHz	49.21250 MHz
49.22500 MHz	49.23750 MHz	49.25000 MHz	49.26250 MHz	49.27500 MHz	49.28750 MHz
49.30000 MHz	49.31250 MHz	49.32500 MHz	49.33750 MHz	49.35000 MHz	49.36250 MHz
49.37500 MHz	49.38750 MHz	49.40000 MHz	49.41250 MHz	49.48750 MHz	

Base transmit frequencies (not exceeding 25 kHz bandwidth):

The following frequencies may be used as base station transmit/mobile station receive frequencies only at a channel bandwidth not exceeding 25 kHz and at a maximum ERP of 2 Watts:

26.23750 MHz	26.41000 MHz	26.43750 MHz	26.46250 MHz	26.54500 MHz	26.58800 MHz
26.61550 MHz	26.66950 MHz	26.72550 MHz	26.81550 MHz	26.86550 MHz	26.86500 MHz

Mobile transmit frequencies (not exceeding 12.5 kHz bandwidth):

The following frequencies may be used as mobile station transmit/base station receive frequencies only at a channel bandwidth not exceeding 12.5 kHz and at a maximum ERP of 0.02 Watts:

159.63750 MHz	159.6500 MHz	159.66250 MHz	159.67500 MHz	159.7000 MHz	161.00000 MHz
161.01250 MHz	161.10000 MHz	161.03750 MHz	161.05000 MHz	161.06250 MHz	161.07500 MHz
161.08750 MHz	161.10000 MHz	161.11250 MHz	164.20000 MHz		

Base and Mobile transmit frequencies (not exceeding 25 kHz bandwidth):

The following frequencies may be used as base or mobile station transmit frequencies. Base stations may transmit on these frequencies at a channel bandwidth not exceeding 25 kHz and at a maximum ERP of 2 Watts. The mobile stations may transmit on these frequencies at a channel bandwidth not exceeding 25 kHz and at a maximum ERP power of 2 Watts:

459.05000 MHz	459.10000 MHz	459.12500 MHz	459.15000 MHz	459.17500 MHz	459.20000 MHz
459.22500 MHz	459.25000 MHz	459.27500 MHz	459.30000 MHz	459.32500 MHz	459.35000 MHz
459.37500 MHz	459.40000 MHz	459.42500 MHz	459.45000 MHz	459.47500 MHz	

Base transmit frequencies (MHz) (not exceeding 12.5 kHz bandwidth):

The following frequencies may be used as base station transmit/mobile station receive frequencies only at a channel bandwidth not exceeding 12.5 kHz and at a maximum ERP of 2 Watts:

451.51250 MHz	451.52500 MHz	451.53750 MHz	451.55000 MHz	451.56250 MHz	451.77500 MHz

Mobile transmit frequencies (MHz) (not exceeding 12.5 kHz bandwidth):

The following frequencies may be used as mobile station transmit/base station receive frequencies only at a channel bandwidth not exceeding 12.5 kHz and at a maximum ERP of 2 Watts:

458.51250 MHz	458.52500 MHz	458.53750 MHz	458.55000 MHz	458.56250 MHz	458.77500 MHz

CTCSS/DCS

For a list of CTCSS tones and/or DCS codes that can be used for this type of Licence please refer to the Ofcom Business Radio Frequency Assignment Criteria (TFAC) located on the Ofcom website.