



Havant Thicket Reservoir

Construction Worker Travel Plan - Addendum

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Suitable for Construction Approval

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Issue and Revision Record

Havant Thicket Reservoir Main Pipeline Works

Construction Workers Travel Plan - Addendum

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Introduction

This document is an Addendum to the approved Havant Thicket Reservoir Construction Worker Travel Plan (CWTP), document refer HTR-FUW-ZZ-ZZ-PL-W-0532, and should be read in conjunction with the approved CWTP. The document is structured in the same format as the approved CWTP and only includes additional information/requirements pertinent to the Main Pipeline Works under each heading. As such some sections may be blank or have limited additional text.

The Main Pipeline Works (MPW) is a revised pipeline scheme between the Havant Thicket Reservoir and Bedhampton springs and pumping station. Following outline approval of a pipeline scheme in October 2021 (Havant Borough Council ref. APP/20/00991), a new pipeline route and design have been identified, which needs a new planning approval. There has also been a change in approach to deliver additional resilience to the water network, with an additional pipe now being proposed. The new water pipes would be installed inside two adjacent tunnels which would be constructed concurrently to ensure maximum efficiency is achieved, with construction programme durations, and subsequent disruption to local residents minimised.

Existing Circumstances

Site Location and Layout

As well as the main site for the Reservoir works, the MPW element of the scheme has 11 other distinct site locations as listed below:

- Work Area W1 (*off Meyrick Road*)
- Work Area W2 and W3 (*off Hooks Farm Way*)
- Work Area W4 (*off Stockheath Lane*)
- Emergency Discharge (ED) Work Area (*off Purbrook Way*)
- Work Area W5 (*off Purbrook Way and Riders Lane*)
- Work Area W6 (*off Dunsbury Way*)
- Work Area W7 (*off High Lawn Way*)
- Work Area W8 (*off Middle Park Way*)
- Work Area at Purbrook Way Culvert (*adjacent to Shaft W5*)
- Work Area at Dunsbury Way Culvert (*adjacent to Shaft W6*)
- Work Area at Middle Park Way Culvert (*adjacent to Shaft W8*)

Figure 1 below shows the location of each of these 11 additional work areas across the scheme, and the primary road network used to access them.

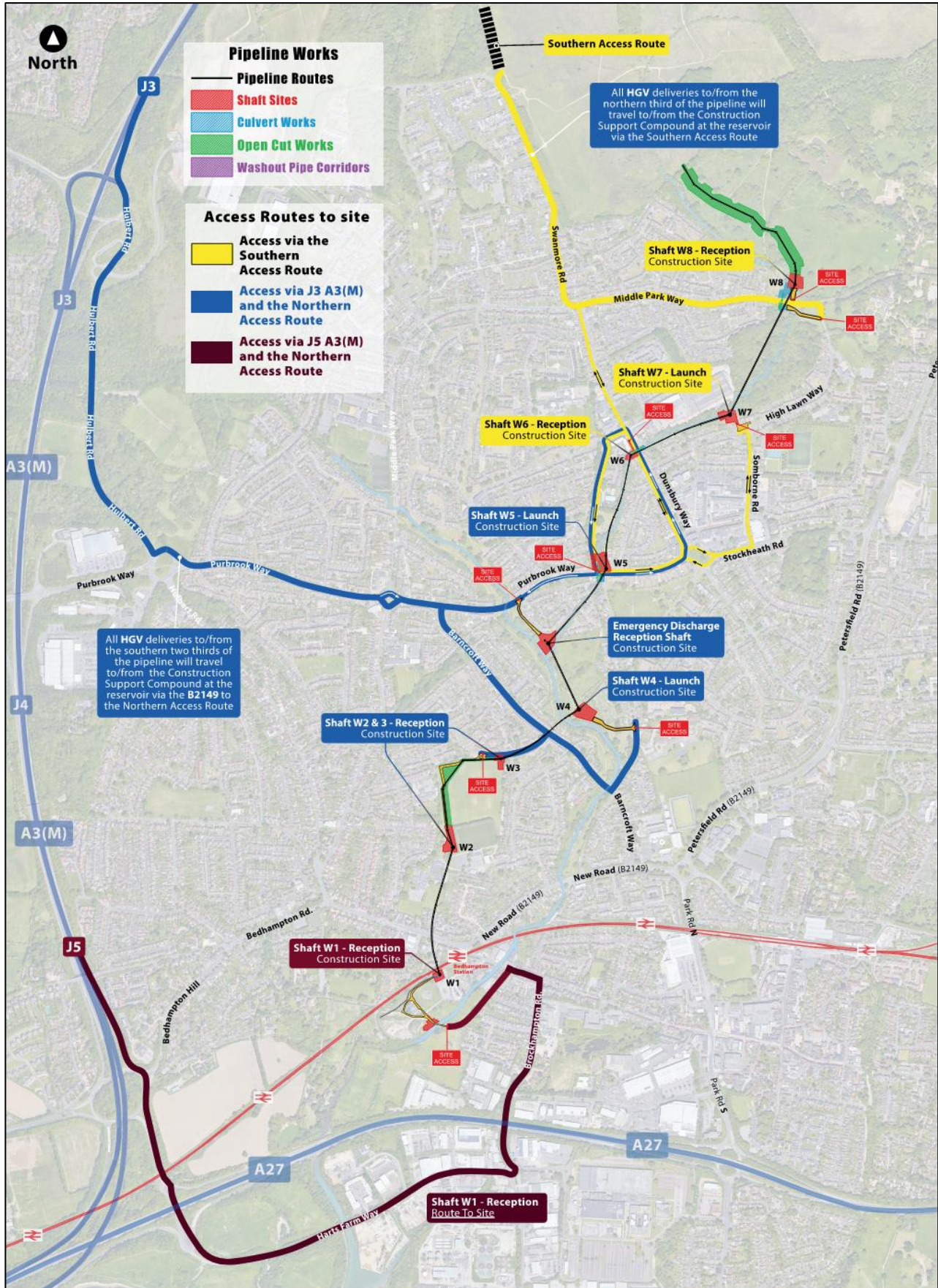


Figure 1 – Work Area Locations and Access Routes

Given the duration of the works at each of the static work sites, welfare facilities will be provided at each worksite compound. This avoids additional unnecessary worker movements at break/lunchtime periods. There is also a legal obligation for the Client and Principal Contractor to provide adequate welfare as close as possible to the construction site which needs to consider factors such as the duration of work at a given location. During peak construction, there will be 65 workers across the site at any one time.

- It is anticipated that approximately 45 workers will be living or staying locally, in accommodation close to site and within travelling distance
- The remaining 20 workers will be living away, originating from surrounding counties.

Workers will be encouraged to use travel options as outlined below, including a shuttle bus from the Reservoir Site. Limited parking will also be provided at each worksite as summarised in Table 1 below and which outlines:

- Typical number of workers
- Number of car parking spaces within the work area
- Welfare arrangement
 - Primary (Office, Canteen, Drying Room, Toilets)
 - Workers will remain in their works area for the duration of their working shift.
 - Secondary (Canteen, Toilets)
 - Workers will travel (by foot) from/to the nearest primary welfare to their works area at the start and end of each working shift, otherwise remaining in their works area.

Table 1 – Parking Spaces at each Work Area

Work Area	Number of Workers	Number of Spaces	Welfare Type	Nearest Primary Welfare
Work Area W1	30	20	Primary	
Work Area W2, W3 & P2	30	12	Primary	
Work Area W4	20	10	Primary	
Work Area at ED	10	5	Secondary	Work Area W4
Work Area W5	20	5	Primary	
Work Area W6	8	2	Secondary	Work Area W7
Work Area W7	20	8	Primary	
Work Area W8	15	8	Primary	
Purbrook Way Culvert	10	5	Primary	
Dunsbury Way Culvert	8	2	Secondary	Work Area W7
Middle Park Way Culvert	8	0	None	Work Area W8
Reservoir Site	10	30	Primary	

Working Patterns

The Main Pipeline Works will take approximately 3 years to construct.

During peak construction, 65 people are expected to be working across the site, which would amount to 65 vehicle movements per day if all workers commute by private car with no car sharing. This CWTP is important to limit congestion and other travel and environmental impacts during the construction period and ensure that there will be no lasting impact with the travel arrangements that will be in place.

During peak construction, of the 65 workers per day:

- It is anticipated that approximately 45 workers will be living or staying locally, in accommodation close to site and within travelling distance
- The remaining 20 workers will be living away, originating from surrounding counties.

Transport options

No Travel: Work Remotely from Home

No additional options over and above that included in the approved CWTP.

Active Travel: Walking and Cycling

Local workers on the MPW element of the scheme from Havant, Bedhampton, Langstone, Warbington and Farlington could consider walking. Local workers from Havant, Bedhampton, Langstone, Warbington, Farlington, Horndean, Waterlooville and East Portsmouth could consider cycling.

Public Transport: Train

The nearest train stations are Bedhampton Train Station and Havant Train Station.

- Work Area W1 - Bedhampton Train Station is 0.3 miles away, which is a 6 minute walk
- Work Area W2 - and W3 - Bedhampton Train Station is 0.5 miles away, which is a 12 minute walk
- Work Area W4 - Bedhampton Train Station is 0.7 miles away, which is a 15 minute walk
- Work Area ED - Bedhampton Train Station is 1.1 miles away, which is a 24 minute walk
- Work Area W5 and Purbrook Way Culvert- Bedhampton Train Station is 1.1 miles away, which is a 24 minute walk
- Work Area W6 and Dunsbury Way Culvert - Havant Train Station is 1.2 miles away, which is a 26 minute walk
- Work Area W7 - Havant Train Station is 1.3 miles away, which is a 30 minute walk
- Work Area W8 and Middle Park Way Culvert - Havant Train Station is 1.7 miles away, which is a 37 minute walk
- Main Reservoir Site - Havant Train Station is 4 miles away, via the NAR (vehicle access only); or 2 miles away via the western bridleway (access for pedestrians and cycles).

A shuttle bus will run from Work Area W1 (6-minute walk from Bedhampton train station) to each work area at the start and end of each shift.

Public Transport: Bus

The main buses that serve the closest bus stops are:

- **Work Area W1**
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
- **Work Area W2 & W3**
 - 21 Bedhampton [Portsmouth-Havant]; running every 30 minutes from 0515
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
- **Work Area W4**
 - 37 Havant [Petersfield-Clanfield-Waterlooville-Havant]; running every 40 minutes from 0638 until 1123, then every 10 minutes
 - 21 Bedhampton [Portsmouth-Havant]; running every 30 minutes from 0515
- **Work Area ED**
 - 20 Leigh Park [Portsmouth-Cosham-Leigh Park-West Leigh-Havant]; running every 30 minutes from 0720 until 1031, then every 10 minutes

- 21 Bedhampton [Portsmouth-Havant]; running every 30 minutes from 0515
- 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
- **Work Area W5 & Purbrook Way Culvert**
 - 20 Leigh Park [Portsmouth-Cosham-Leigh Park-West Leigh-Havant]; running every 30 minutes from 0720 until 1031, then every 10 minutes
 - 39 Leigh Park [Wecock Farm-Waterlooville-Leigh Park-Havant]; running every 20 minutes from 0610 to 1025, then every 15 minutes
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
- **Work Area W6 and Dunsbury Way Culvert**
 - 20 Leigh Park [Portsmouth-Cosham-Leigh Park-West Leigh-Havant]; running every 30 minutes from 0720 until 1031, then every 10 minutes
 - 39 Leigh Park [Wecock Farm-Waterlooville-Leigh Park-Havant]; running every 20 minutes from 0610 to 1025, then every 15 minutes
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
- **Work Area W7**
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes
 - 21 Bedhampton [Portsmouth-Havant]; running every 30 minutes from 0515
- **Work Area W8 and Middle Park Way Culvert**
 - 20 Leigh Park [Portsmouth-Cosham-Leigh Park-West Leigh-Havant]; running every 30 minutes from 0720 until 1031, then every 10 minutes
 - 21 Bedhampton [Portsmouth-Havant]; running every 30 minutes from 0515
 - 39 Leigh Park [Wecock Farm-Waterlooville-Leigh Park-Havant]; running every 20 minutes from 0610 to 1025, then every 15 minutes
- **Reservoir Site**
 - 23 Havant [Southsea-Leigh Park]; running every 20 minutes from 0505 to 0828, then every 10 minutes

Table 2 summarises the distance from each work area to the nearest bus stop and time it would take to walk that distance.

Table 2 – Distance between each Work Area and closest Bus Stop

Work Area	Distance from bus stop (m)	Walk Time (min)
Work Area W1	560	7
Work Area W2, W3 & P2	240	3
Work Area W4	480	6
Work Area at ED	330	4
Work Area W5	0	0
Work Area W6	165	2
Work Area W7	500	6
Work Area W8	400	5
Purbrook Way Culvert	0	0
Dunsbury Way Culvert	165	2
Middle Park Way Culvert	400	5
Reservoir Site	1000	12

Car sharing

There is a clear financial incentive to do this, to save commuting costs (petrol/diesel, car wear and tear), but there are some hindrances that make it impractical and/or dissuade people from car share including:

- There is not a suitable "match" for car sharing (two people need to be going the same way, at the same time).
- Security concerns (you may not want your colleagues to know where you live, or accept/give lifts).
- Need for personal space before and after a long day.
- Concerns over sharing a confined space (covid risk).
- Passengers are a distraction for the driver.
- Not wanting to increase journey time picking up/dropping off or waiting around for somebody if they are not ready.

Private car (electric/hybrid)

No additional options over and above that included in the approved CWTP.

Private bus provided by WAB

Limited parking will be provided within each working site compound. Where this space is not available or capacity within the compound is reached, a shuttle bus will be used. A shuttle bus will be provided from the main reservoir site, where adequate parking will be available, to each of the works areas at the start and end of each shift. This will prevent staff vehicles causing congestion on surrounding roads and provide alternative travel arrangements for members of staff.

The shuttle bus will also run from Work Area W1, which is within walking distance of Bedhampton Train Station, for anyone commuting by train.

Measures

To ensure the co-ordination between both the Pipeline and Reservoir Schemes, a Travel Plan Coordinator (TPC): Tamar Helen has been appointed by Ward and Burke, and will be responsible for holistic implementation of CWTP measures in conjunction with TPC for the approved CWTP.

CWTP Measures

No additional measures over and above that included in the approved CWTP.

Targets

CWTP Targets

No additional targets over and above that included in the approved CWTP.

Management, Monitoring and Action Plan

Management

No additional management over and above that included in the approved CWTP.

Monitoring and Action Plan

No additional monitoring over and above that included in the approved CWTP.

Enforcement

No additional enforcement over and above that included in the approved CWTP.