

Havant Thicket Reservoir

Construction Traffic Management Plan

Main Reservoir Works Phases 2 & All Remaining Phases

31/05/24 | Rev P07.1

Document Reference : HTR-FUW-RZ-RE-HS-W-0506



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1. Introduction & Aims

- a) This Construction Traffic Management Plan (CTMP) has been prepared by Future Water MJJV for the works at Havant Thicket Reservoir only and has been prepared based on the information provided within the approved Framework Construction Traffic Management Plan (FCTMP). A separate CTMP will be prepared for the pipeline works however both plans will be based on the FCTMP to ensure continuity and consistency between documents.
- b) This document is required to discharge Condition 12 of the permissions. The requirements of Condition 12 and where within this document the requirements are addressed are set out in **Table 1** below.

Condition 12 – Construction Traffic Management Plan (CTMP)	
<i>A) No development shall take place until a Construction Traffic Management Plan (CTMP) has been submitted to, and approved in writing by, the Local Planning Authority (in consultation with Hampshire County Council as Local Highways Authority).</i> <i>B) No phase of the development approved under Condition 4 shall commence until a phase specific CTMP for that parcel has been approved in writing by the local planning authority. The CTMP(s) shall include all commitments set out in the Framework CTMP, dated 31/03/2021, submitted with the planning applications and will include a Construction Traffic Management Strategy and Construction Worker Travel Plan. The CTMP shall include the following:</i>	
Detail	Where Addressed
vehicle routing plans	Appendix 3
proposed programme and duration	Section 8
number of construction personnel including travel arrangements and mitigation where necessary	Section 9
alterations to the highway, including temporary and / or permanent, to enable construction	Sections 3, 4 & 8
details of the number of construction and delivery vehicles using the public highway (no abnormal loads are anticipated at this stage)	Section 9
traffic management details	Sections 4 & 5
compounds and laydown area details	Appendix 1 & 2
highway condition surveys	Section 11
methods for managing the site to prevent mud onto the highway	Section 12.i & j
details of on-site contractor parking.	Section 12.a, b & c

- c) This plan sets out how construction traffic and site operations will be managed. It sets out the parameters in which we will work including hours of operation, traffic routing, safe vehicular access and egress and how the impact of the construction traffic will be mitigated. The plan is a “live” document and will be subject to regular review.
- d) The plan will be issued to and agreed with the local planning authority and the relevant governing highway authorities.
- e) Works undertaken as part of the pre-commencement enabling works are covered by the approved Enabling Works CTMP which allows for access via Swanmore Road. The Enabling Works CTMP will cover all works until such time the Northern Access Route (NAR) is completed. Once the NAR and main compound has been completed, Swanmore will be de-mobilised. At this time all access via Swanmore Road will cease and access will only be available to the site via the NAR. There may be an overlapping period where welfare/equipment is taken away from Swanmore Road and limited access is required.
- f) A separate CTMP will be prepared by the Pipeline contractor in support of their revised planning application.

2. Site Details

- a) The site is located to the north of Havant in Hampshire
- b) To the north, the site is bounded by a mixture of private land and forestry land owned by Forestry England
- c) To the east, the site is bounded by forestry land and the B2149
- d) To the south, the site is bounded by a mixture of amenity land (Staunton Country Park) and residential properties forming part of the Leigh Park estate.
- e) To the west, the site is bounded by further residential properties on Swanmore Road and amenity land made up of heath and wooded land.

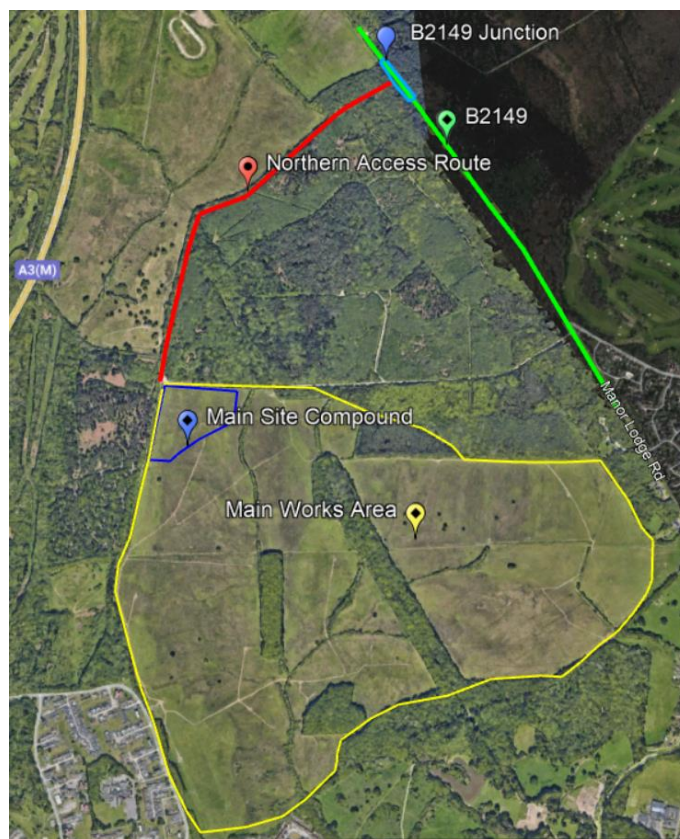


Figure 1. Site location

3. Scope of Construction Activities

The scope of the works to be undertaken during the main reservoir construction phase is as follows:

- Construction of new access road into the site from the new B2149 junction henceforth referred to as the Northern Access Route (NAR)
- Establishment of site compound in north west corner of the site
- Construction of new junction onto Swanmore Road to connect the Southern Access Route with the existing highway network.
- Construction of new earth embankments
- Construction of new control structures
- Installation of MEICA and associated fit out
- Construction of new access roads and footpaths
- Raising of existing Forestry England track & construction of 2nr new culverts
- Hard and soft landscaping

Please refer to the Construction Method Statement for more detail on works (HTR-FUW-RZ-RE-MS-W-0505-Construction Method Statement)

4. Proposed Works Area Access Point

- a) During the course of the main reservoir construction phase, construction traffic will access and egress the site using the NAR. See layout drawing in appendix 1.
- b) A manned control point will be established at the B2149 end of the NAR. This control point will ensure that only authorised vehicles enter the site. Wheel washing facilities, will also be provided at this point for use if required. This will likely be a pressure washer. A sweeper will be available to clean the B2149 if required. Please note, a full wheelwash will be installed at the main compound All vehicles will require passing over the wheelwash prior to accessing the NAR.
- c) Advanced warning signage will be erected on the approach to the junction from both directions warning drivers of the site entrance and turning vehicles. Signage will be installed as per the approved drawing Amber-DWG-0531. Please see appendix 4. The speed limit will be 20mph however will be reduced if any works are being completed. This will be risk assessed at the time of any works.
- d) It is acknowledged that the Southern Access route is not permitted to be used for main reservoir construction traffic.

5. Management of Vehicle Movements

- a) All vehicle drivers delivering to site will have been provided with delivery instructions prior to arrival on the measures to be employed to provide a safe and un-disruptive arrival. Delivery instructions will be issued to all suppliers and contractors at the time of placing an order. Instructions will be issued as part of the purchase or sub-contract order. These instructions will then be passed to drivers prior to arrival.

- b) The delivery instructions will include information relating to timings, routing to the site access point and health and safety considerations.
- c) All deliveries will be required to be booked in, prior to arrival to ensure that facilities for access, unloading and loading are not overwhelmed. For more information on this, please refer to the Construction Logistics Management Plan - HTR-FUW-ZZ-ZZ-PL-W-0537
- d) An online portal will be provided to allow the effective management of delivery slots and to provide visibility to the site team of all up and coming planned deliveries.
- e) A dedicated Logistics Manager will control the vehicle movements on and off site through their team of security officers and vehicle marshals.

6. Interface with Existing Rights of Way & Highways

- a) The NAR will be closed to public use during its construction and following its opening for its use by construction traffic.
- b) The existing east west bridleway which crosses the site has been closed. Pedestrians will be diverted along the FE track. Where there is interaction with construction traffic on the FE track, a manned crossing will be introduced to ensure safety. This will be manned 24/7 for any out of hours access.
- c) Where existing footpaths or PRow cross or interface with construction traffic, warning signage and designated points will be formed to allow pedestrians to safely cross construction traffic routes. Signage and measures will be discussed with HCC Countryside Services prior to implementation.
- d) The construction of the new junction on Swanmore Road to accommodate the Southern Access route, will require a S278 agreement to be in place prior to commencement. Specific traffic management details will be provided in support of this application once the design is completed and approved by Hampshire County Council.
- e) A condition survey of the existing highway either side of the B2149 junction will be completed prior to the start of the works.

7. Stakeholder Management and Communications

- a) Portsmouth Water & Future Water's Stakeholder and Communications Managers will work together to ensure advance notice of our works is published to all stakeholders associated with the scheme.
- b) Means of contacting the project team have been publicised to enable stakeholders or members of the public to raise any issues or concerns whilst works are carried out. Any issues are logged and closed out as soon as practicably possible. Contact cards

have been provided to the workforce on site to enable them to provide a contact point for any members of the public who approach them during the working day.

- c) The site management team will deal with any urgent issues on a day to day basis and will be the point of contact on site. The security officers at the access points will be the first members of the project team any member of the public would come too and will be able to make contact with the site management team who can then look into the issues.
- d) Portsmouth Water's Stakeholder and Communications Manager will continue to meet and liaise with the various public stakeholder forums throughout the duration of the works. All feedback from these groups can then be dealt with as required.
- e) Portsmouth Water's Stakeholder and Communications Manager will continue to liaise with other adjacent local development teams. This includes the Land East of Horndean project team. A start date has yet to be confirmed.

8. Programme and Sequence of Works

- a) Works to the B2149 junction commenced in August 2022 with the junction completed December 2022. Further details are available within the Construction Method Statement (CMS) - HTR-FUW-RZ-RE-MS-W-0505. All permits and permissions for the B2149 junction works here been granted by HCC Highways. **** NOTE works now complete.**
- b) Following the completion of the junction, construction then commenced on the NAR in March 2023. This formed Phase 1 of the works on Havant Thicket Reservoir. The NAR is operationally ready as of December 2023 with all works on the NAR planned to be completed Feb 2024.
- c) With the NAR route complete, this provides access to the works area for the construction of the main project compound which will contain the project offices and storage areas.
- d) Construction works on the main reservoir site are expected to commence in 2023 with a 3-4 year programme of earthworks & civil works expected followed by a 3-year commissioning programme. During the commissioning period the site hard and soft landscaping will also be completed. The indicative construction programme for the MRW is presented below:

Timeline	Construction activities
2024	Wetlands Earthworks & structures Main Embankment Earthworks Reservoir Pipe Culvert & Valve shaft Southern Access Road
2025	Main Embankment Earthworks Culvert & Valve shaft Control House

Timeline	Construction activities
2026	Main Embankment Earthworks Control House Hard Landscaping Forestry England track raising & culverts
2027	Forestry England track raising & culverts Hard Landscaping Soft Landscaping
2028	Soft Landscaping
2029	Soft Landscaping

9. Vehicle Types and Numbers

- a) Vehicle movements on and off site will be made up of (but not limited to) the following vehicle types:

Vehicle Type	Usage
Small van / car	Commuting
Box vans – 3-7.5t	Materials & goods
Curtain sided lorry	Materials & good
Tankers	Fuel, water, waste disposal
Tippers	Deliver aggregate
Rigid HGV – beaver tail	Deliver equipment
Articulated HGV	Deliver plant

Fig 2. Vehicle types

- b) The number of vehicles accessing the site will vary dependant on the work being undertaken at the time. During the summer “earthwork seasons” vehicle numbers will increase with numbers falling during the winter periods.
- c) HGV movements will be restricted to 32 per hour (16 arrivals & 16 departures) with no more than 200 in one day (100 arrivals & 100 departures). Approval will be sought for any increases required for specific ad-hoc activities.

- d) During the peak summer earthwork seasons, we expect to have 180 members of staff on site. Approximately 50 of those members of staff will reside on site in temporary accommodation during this period thus reducing the amount of daily vehicle movements for commuting purposes by a minimum of 50%. An example of how the vehicles movements for the 50 temporary residences are reduced is given in the table below:

<i>Vehicle Movements With 50 Temporary Residences on Site</i>
6 vehicle movements per caravan per week made up of: • 1 on site at beginning of week • 1 off site for shopping • 1 back on site from shopping • 1 off site trip • 1 back on site • 1 off site at end of working week
6 movements per week x 50 caravans = 300

<i>Vehicle Movements Without Temporary Residences on Site</i>
6 vehicle movements per person per week made up of: • 6 on site • 6 off site
12 movements per week x 50 = 600

The addition of temporary accommodation on site therefore provides a potential saving of 300 movements (600- 300 = 300 movements).

Further mitigation is given in the table below should the use of temporary caravans on site be implemented:

Issue	Mitigation
Regular vehicle movements - shopping	Provide mini-bus for fixed day shopping trips each week after the working shift
Ad-hoc vehicle movements - snacking	Provide vending machine in site canteen to prevent need to leave site short term
Ad-hoc vehicle movements – getting lunch	Arrange for hot food van to visit site on daily basis – morning & / or lunch break
Ad-hoc vehicle movements	Provide free-issue bicycles for use by resident site operatives for use on the bridleways
Out of hours vehicle movements	Set site rules for times of vehicle movements with the exception of emergencies, introduction of curfews, disciplinary action enforced against those who breach site rules. It is in the caravan residents

	interest to observe the site rules as the pitch is provided to the FOC and if the site rules are broken they would be removed from site.
Out of hours vehicle movements	Security officers on site out of hours, would monitor and manage vehicle movements
Out of hours vehicle movements & behaviours	On site guardians allocated to monitor and manage caravan residents

Fig 3. Management of vehicle movements associated with the use of temporary residents on site

- e) The temporary workers accommodation is subject to a separate planning submission. This information is used for information and will feed into the separate planning submission documentation.
- f) The Construction Worker Travel Plan contains further details of how we plan to mitigate the impact of commuting members of staff on the local highway network. These will include entering car sharers into raffle type draws with prizes of Amazon or similar type vouchers given away as prizes, provision of bicycles on site and mini buses to be provided for trips off site for those utilising the on site caravan facilities.

10. Vehicle Movement Timings

- a) The majority of vehicle movements will occur before and after peak hours as site working hours are 07:00-18:00hrs (07:00-07:30 pre-start briefings). **Subject to approval of the request for extended working hours, earthworks for the wetland retaining structure and main reservoir embankment are proposed to be undertaken from 07:00 – 19:00 Monday-Friday during the earthworks season – March to September.**
- b) All delivery vehicles will be instructed to approach the site access point from the north via junction 2 of the A3(M). This routing will avoid interfacing with peak traffic flows in the built-up areas of Havant.
- c) HGV deliveries will avoid peak times 08:00-09:00 & 17:00-18:00

11. Communication & Monitoring of The Plan

- a) The contents of the traffic management plan will be briefed to all personnel on site as part of the site induction and will be refreshed over the period of the works in the pre-start daily activity briefings.
- b) Vehicle traffic routes are as per the the traffic routes in appendix 3. All deliveries is prohibited from accessing the site via Rowlands Castle.
- c) Vehicle numbers and frequencies will be monitored to ensure that volume, frequency and timing of arrivals coincide with the stated numbers & times.

- d) Should changes be required to be made to the plan, these will be discussed with Portsmouth Water & HCC Highways.
- e) Highway conditions on the B2149 around the new junction will be monitored during the construction period to detect any defects requiring attention.
- f) Any accidents or incidents involving vehicles entering or leaving the site will be recorded and investigated. Any emerging trends will be raised with the designers & the LHA.
- g) The Traffic Management Plan will be overseen and monitored by both the Logistics Manager and the Travel Plan Coordinator. The Logistics Manager is a full time permanent role on site and the Travel Plan Coordinator will also serve as the Future Water Public Liaison Officer which is also a full time role. **The Travel Plan Coordinator will be Lizzie Samms - 07454 443726**

12. Arrangements on Site

- a) Car parking will be provided on site for approximately 176 vehicles within the site car park. This provides for site staff & visitors for both the reservoir and pipeline projects. Overflow parking for 20 vehicles will be provided within the compound if required. See indicative site layout in appendix 3. The number of staff using the compound from the pipeline project is expected to be lower than originally assessed at planning, so whilst the reservoir numbers may have increased this is offset by less staff from the pipeline team.
- b) During the peak summer earthwork seasons, we expect to have 180 members of staff on site. Approximately 50 of those members of staff will reside on site in temporary accommodation during this period, thus reducing the amount of daily vehicle movements for commuting purposes.
- c) Temporary residential accommodation (caravans) will not be needed during phase 1. An updated CEMP will be issued as part of a separate application with details of the proposal along with controls and mitigation measures.
- d) Additional overflow parking will be provided if required adjacent to the project office facilities.
- e) Electric vehicle charging points will be provided within the car parking area.
- f) Parking spaces will also be provided adjacent to the access control point for disabled / priority parking.
- g) Access onto to site for vehicles will be via a security officer-controlled gate and the site layout will provide for vehicles to pass safely on the way and out of the compound.
- h) Segregated pedestrian walkways & access points will provide safe routes for pedestrians to access the site. Authorised person only.

- i) Areas will also be provided for secure parking of motorcycles and storage of bicycles.
- j) Hard surfacing will be provided within the compound to assist with keeping vehicles clean and to negate the need for wheel washing.
- k) Where vehicles have to leave the hard-surfaced roads and areas within the site compound and use the on-site haul roads, wheel washing facilities will be provided to ensure that mud and debris is not transferred onto the public highways.

13. Risk Assessment

Risk	Hazard	Control Measures Additional to Those Within Framework CTMP
Interface with public vehicles	Delivery vehicles arriving on site, vehicles manouvering, damage, injury	New junction to be constructed to provide safe access to the site, provide warning signage on approach to site entrance, drivers to receive instructions relating to site entrance ahead of arrival, drivers of oversized vehicles to call Logistics Manager ahead of arrival, schedule and plan deliveries (where possible) to avoid times of peak traffic flows.
Delivery vehicles	Disruption to local traffic flows	Schedule & plan deliveries to avoid morning and evening commuter periods, delivery drivers to call site supervisor ahead of arriving to ensure that access routes are free, all vehicles to be pre-booked into site using on-line booking portal, place orders in bulk to consolidate deliveries and to prevent regular small parcel drops
Use of existing carriageways	Damage	Undertake prestart photographic survey
Use of existing carriageways	Mud and debris on road	Compound to be provide with hard surfacing & wheel washing facilities where needed, road sweeper to maintain cleanliness of public highways as a last resort.

Interface with pedestrians	Injury	Provide warning signage, ensure clear lines of site are maintained, provide segregated pedestrian walkways within the compound and works areas, provide signed and designated crossing points for pedestrians.
Additional traffic using local network	Delays, congestion, environmental impact	Prepare project travel plan and appoint travel coordinator to promote sustainable transport usage and to monitor project trends, employ staff from the local area who are able to walk, cycle and utilize public transport where possible, encourage car sharing and use of remote meetings
Manoeuvring vehicles in compound	Injury and damage	Provide one-way system within compound for vehicles, provide segregated pedestrian walkways, provide designated unloading areas

Appendices

Appendix 1

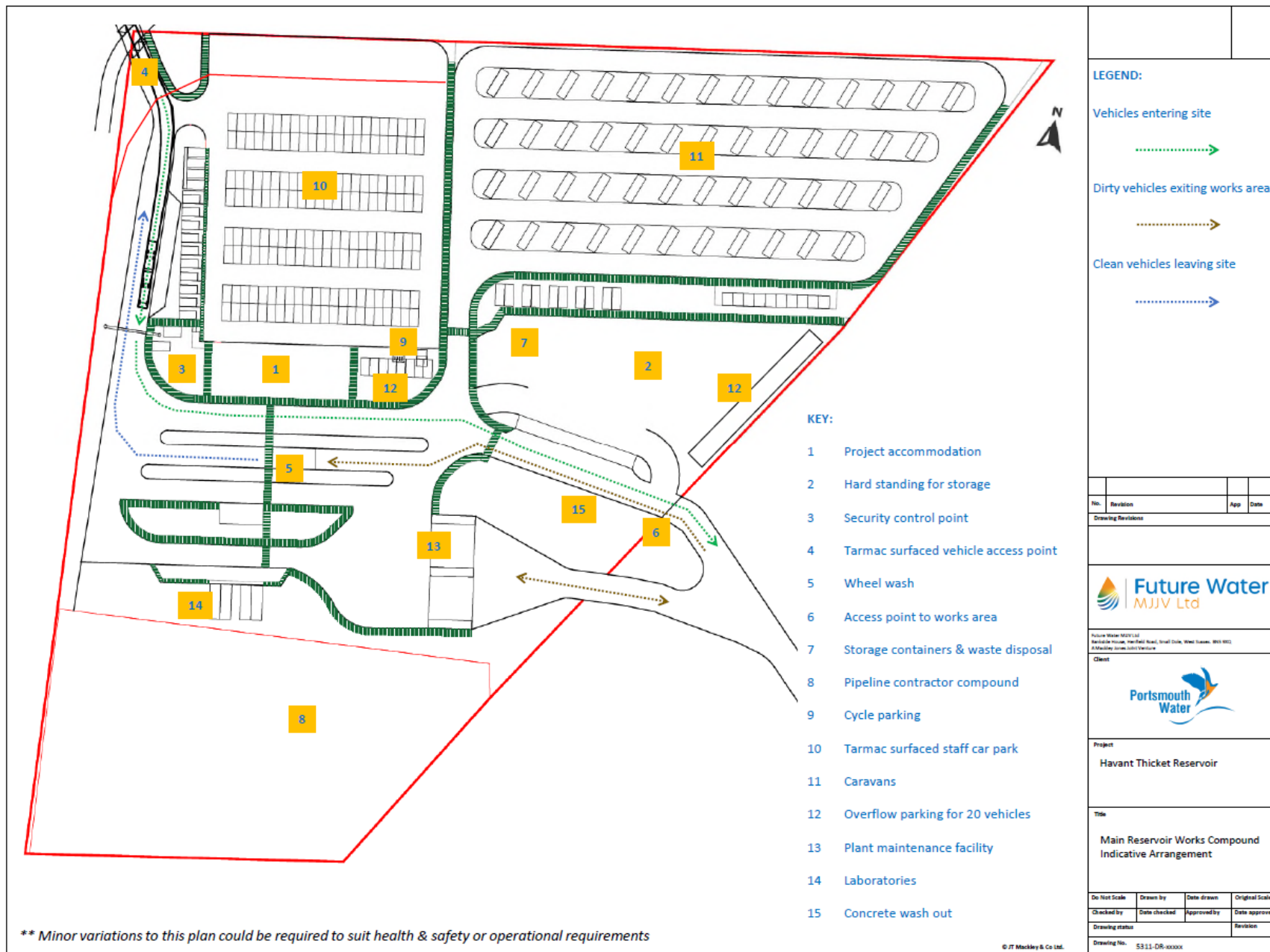


- 1 Northern access route (NAR)
- 2 Site compound
- 3 Main works area boundary
- 4 Existing bridleway to be closed
- 5 Diverted route of bridleway
- 6 B2149 junction / main access point
- 7 Security control point with wheel washing facilities

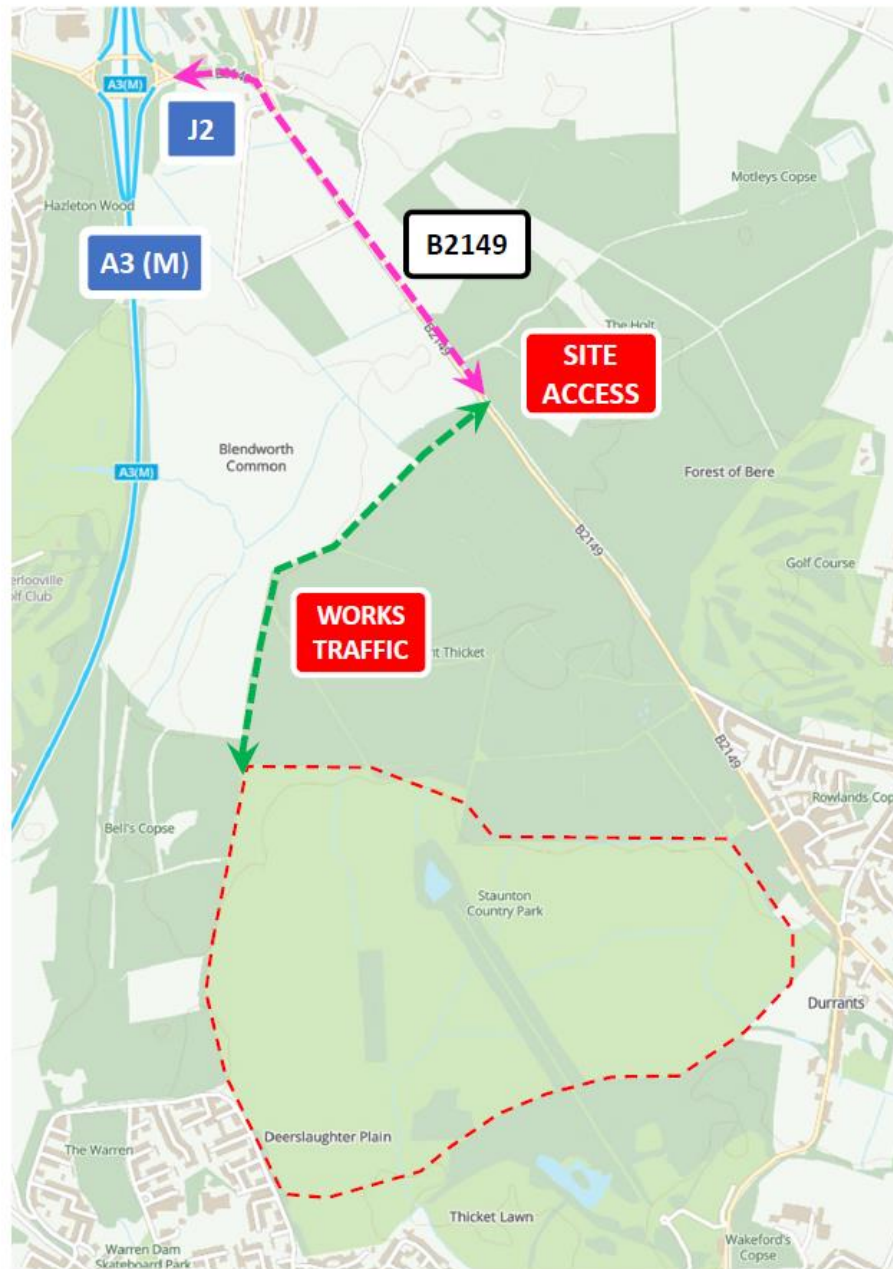
**** Minor variations to this plan could be required to suit health & safety or operational requirements**

Rev.	Revision	App.	Date
Drawing Revisions			
 Future Water MJJV Ltd			
Future Water MJJV Ltd Riverside House, The Mall Road, Torquay, Devon, TQ1 3AA & Moulton, Leamington Spa, CV31 3JH			
Client			
			
Project			
Havant Thicket Reservoir			
Title			
Main Reservoir Works Traffic Management Plan Site Access			
En/Not Scale	Drawn by	Date drawn	Original Scale
Checked by	Date checked	Approved by	Date approved
Drawing status			Revision
Drawing No. 5311-DR-00000			

Appendix 2



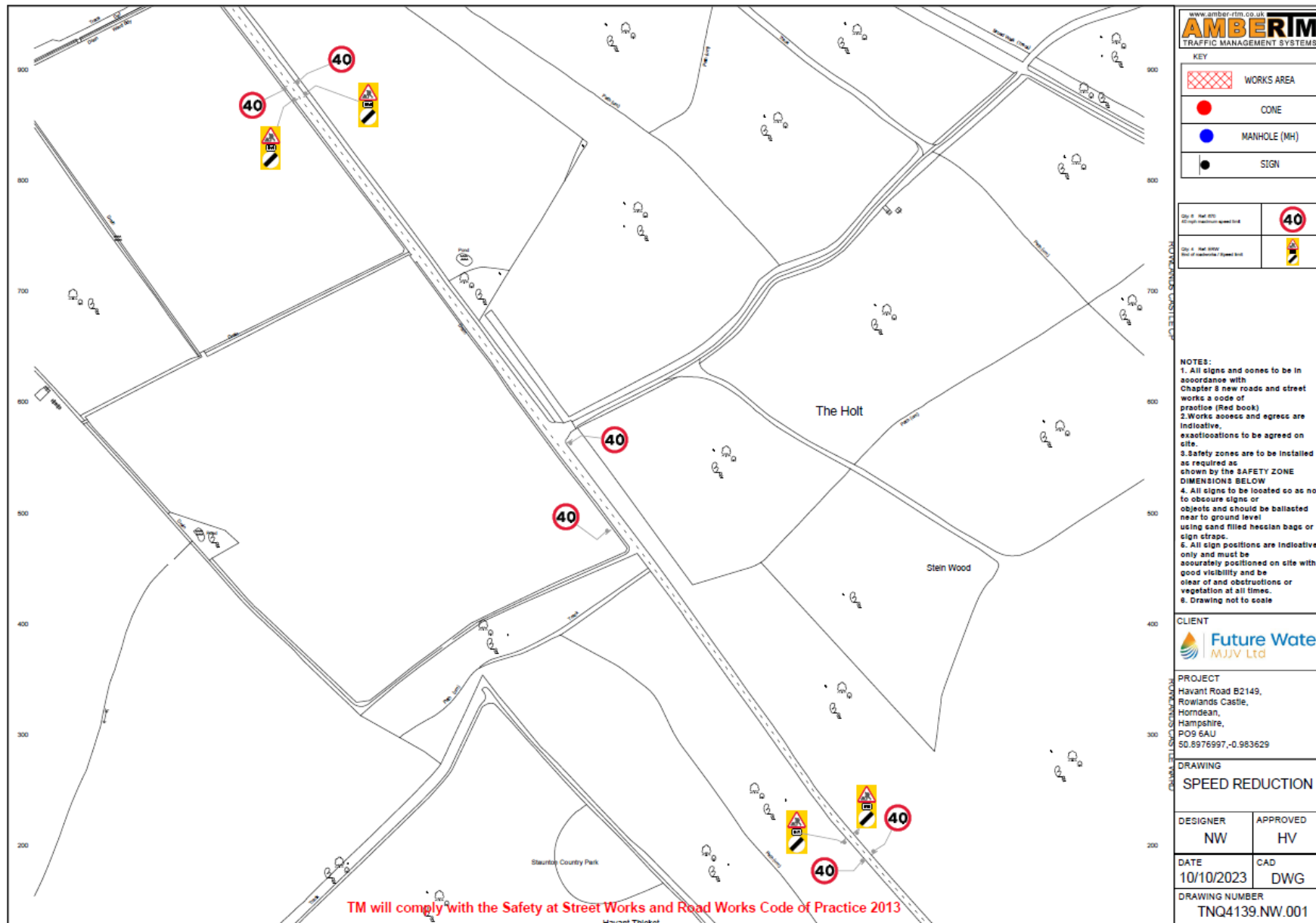
Appendix 3



**** Minor variations to this plan
could be required to suit health
& safety or operational
requirements**

No.	Revision	App	Date
Drawing Revisions			
			
Future Water MJJV Ltd Rushdown House, The Field Road, Small Dole, West Sussex, BN11 9DZ 01323 810000, 01323 810001			
Client 			
Project Havant Thicket Reservoir			
Title Main Reservoir Works Delivery Vehicle Routing			
Do Not Scale	Drawn by	Date drawn	Original Scale
Checked by	Date checked	Approved by	Date approved
Drawing status			Revision
Drawing No. 5311-DR-00000			

Appendix 4



Appendix 5

Havant Thicket Reservoir

Construction Worker Travel Plan

Main Reservoir Works Phase

14/06/2024 | v4.2

Document Reference : HTR-FUW-ZZ-ZZ-PL-W-0532



Document Control

REVISION	DATE	AUTHOR	REVIEWED BY	APPROVED BY	REASON FOR ISSUE
1.0	28/07/22	Angela Spinks	Chris Williams		
1.1	05/09/22	Angela Spinks			
1.2	09/09/22	Dan Argles			
2.0	14/11/22	Dan Argles			Updated in line with comments from HCC
3.0	14/12/22	Dan Argles	Angela Spinks		Revised in line with HCC comments
4.0	23/11/23	Lizzie Samms	James Hanson		Updated for Main Reservoir Works Phase and client comments incorporated
4.1	05/04/24	Lizzie Samms			CWTP targets revised.
4.2	14/06/24	Lizzie Samms	James Hanson		Working Hours ammended

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Introduction

This report details the Havant Thicket Reservoir Construction Worker Travel Plan (CWTP) for Future Water staff and operatives, sub-contractor specialists, and visitors to site for the Main Reservoir Works (MRW). The purpose is to encourage more sustainable transport use, which benefits society and the environment.

This has been produced with the support of senior management who endorse the measures in the plan.

This CWTP describes the existing situation, transport options and measures to encourage uptake of more sustainable transport. Plus targets and plans to monitor, manage and action this CWTP.

The possible transportation options are summarised below:

Transport Options

	Transport options	Comments
Most Sustainable to Least Sustainable	No travel: work remotely from home	This report aims to provide practical measures to encourage uptake of active travel, public transport and car sharing where this is a viable option.
	Active travel: walking/cycling (including electric bikes).	
	Public Transport	
	Car-sharing	
	Private vehicle (electric/hybrid)	We recognise in some situations, private car is the most suitable transport option.
	Private vehicle – car, van, motorbike, (fossil fuels)	

Aim

The aim of this CWTP is to encourage uptake of more sustainable transport as this benefits society and the environment.

Existing Circumstances

Site Location and Layout

The site is located to the north of Havant in Hampshire, and adjacent to the A3 (west) and the B2149 (east).

There are two ways to access the site: see Site Access Plan in **Fig.1**.

The northern access route (NAR) via the B2149 is for vehicle traffic only. The B2149 junction will be improved to provide the NAR, which is a dedicated access for vehicles (to ensure vehicles can avoid the residential area).

The western bridleway via Swanmore Road can be used by pedestrians and cyclists to enter the site (no vehicle access during MRWs).

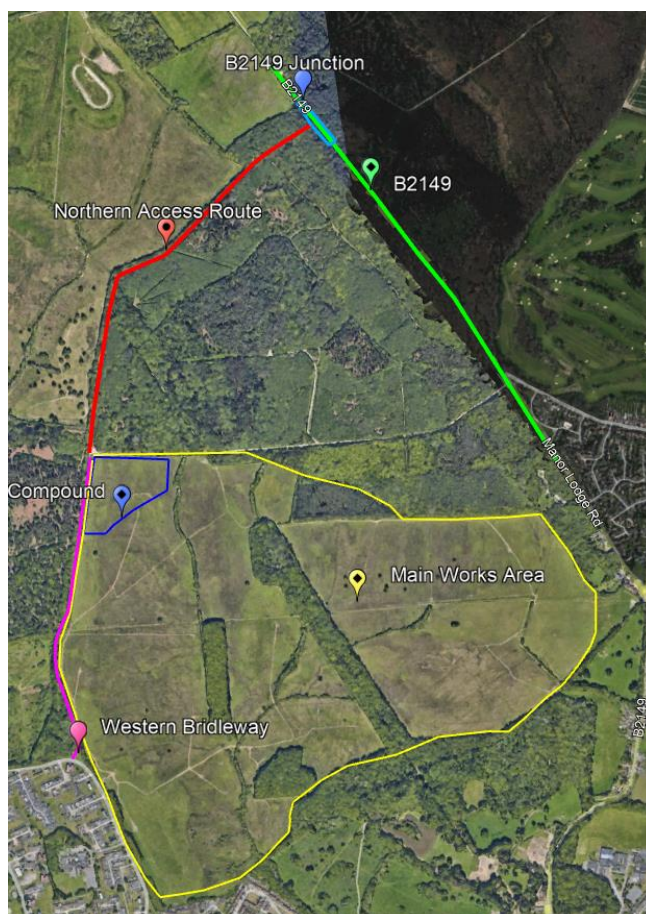


FIG 1. SITE ACCESS PLAN

Car parking will be provided on site within the main compound for 176 vehicles. This provides for site staff & visitors for both the reservoir and pipeline projects. See Indicative Site Layout in **Appendix B**.

The number of staff using the compound from the pipeline project is expected to be lower than originally assessed at the Planning stage, so whilst the reservoir numbers may have increased this is offset by less staff from the pipeline team.

The site compound will also include cycle parking, electric charging points, storage areas, space for temporary worker accommodation and a welfare area with showers, lockers and a changing area (see Indicative Site Layout in **Appendix B**).

Working Patterns

This CWTP is for the MRWs only. MRWs are expected to take 3 to 4 years.

During the Summer “earthwork seasons” (when it is drier and the days are longer) more people will be working on-site. During this peak construction period, 180 people are expected to be working at the site, which could amount to 360 vehicle movements a day, if all worker’s commute by private car with no car sharing (plus any visitors to site). So this CWTP is important to limit congestion and other travel and environmental impacts during these months.

During the Winter, far fewer workers and traffic numbers are expected with around 70 workers, and potentially 140 traffic movements per day if all worker’s commute by private car with no car sharing.

During peak construction, of the 180 workers per day:

- 67% (120) are local
- 33% (60) are living away

- 50 of those living away, originate from north Wales & the north West
- 10 of those living away, originate from Sussex/Kent
- 50 of the workers living away can stay in bunkabins or mobile homes onsite (space has been allocated for this number of units).
- 10 of those living away it is anticipated will stay local B&B accommodation.

Operatives work the same shift patterns due to practical reasons (daylight) and planning restrictions on working hours:

Monday to Friday: from 0700 to 1800 (0700 to 0730 morning briefing – no construction before 0730)

Subject to approval of the request for extended working hours, earthworks for the wetland retaining structure and main reservoir embankment are proposed to be undertaken from 07:00 – 19:00 Monday-Friday during the earthworks season – March to September.

Saturday: from 0730 to 1300

Sundays and bank holidays: no working.

Most staff will be working the hours as above, but some support office staff will be working shorter days:

from 0830 to 1700

To mitigate any additional journeys throughout the day for breaks/lunches, Future Water will organise a food van to visit the site – ideally, this will be timed with staff breaks. This will encourage staff to purchase food without the need to leave the site in their vehicle and create additional vehicle movements.

Transport options

Based on a survey in 2018, the average employee spends £1,738 per year travelling to work (see **Appendix A**). That's £7.25 per day, based on working 5 days a week, 48 weeks of the year.

According to research conducted by the Trade Union Congress (see **Appendix A**) the average commuting time is 59 minutes.

These parameters have been used as a guide when considering viable modes of transport.

No Travel: work remotely from home

All Future Water office-based staff have digital equipment to facilitate remote working and this will be encouraged, where practicable. Due to the nature of their work it is not possible for operatives to work remotely, as their physical presence on-site is required to do their job.

Active Travel: walking and cycling

A person walking can cover 3 or 4 miles in the average commuting time (59 minutes) (see **Appendix A**). Local workers from Havant, Rowlands Castle, Bedhampton, Cowplain, Horndean, Catherington or Waterlooville could consider walking to work.

Around 6 miles is considered a manageable cycle commute (see **Appendix A**). Local workers from Havant, Rowlands Castle, Bedhampton, Cowplain, Horndean, Catherington, Waterlooville and north Portsmouth could consider cycling to work.

The NAR is not suitable for access via active travel, as it is for vehicle use only. In any case, it is unlikely this route would be selected for active travel because it would only be convenient for workers walking/cycling from Horndean, Catherington or Waterlooville. However, persons living these areas would have to cross the A3 and there are limited crossing points, discouraging walking/cycling from these areas. Also the NAR is accessed from B2149, which is narrow, with no cycle lane provision, and there is no pedestrian footpath on the approach to the NAR.

The western bridleway could be a safer route for active travel, as there is a footpath alongside the Swanmore Road leading to the bridleway, plus the surrounding streets are residential (possibly making it safer). The routes from Havant, Rowlands Castle, Bedhampton, could avoid major roads and it is feasible that people could walk or cycle from these areas; and/or cycle from the north Portsmouth area.

Active travel is healthy and cheap; however, there are some disincentives that make it impractical and/or dissuade people from using active travel:

- Long distances for travel
- Need to carry equipment or passengers
- Weather (too hot, wet, windy or cold)
- Safety concerns (e.g. cycling on roads with busy commuter traffic, travelling during early morning/late afternoon when it is more likely to be dark, less busy)
- Mobility or other health issues

Public transport: train

The nearest train station is Havant 4 miles away, via the NAR (vehicle access only); or 2 miles away via the western bridleway (access for pedestrians and cycles). Even 2 miles (estimated 40 mins walk) is probably too far to walk after a train journey, but it is a short

distance to cycle (estimated 10 mins). As set out in the measures, to make train travel more viable it is proposed to run a pick-up/drop-off to Havant station.

Havant is well connected with by train to the south coast and London; however, the London train routes have been excluded as the morning train won't get people to site early enough and the cost is prohibitive (especially when you consider average London salaries are much higher than Portsmouth):

Trains to/from Havant

Destination	Journey time	Ticket cost (per day)	
		Anytime RTN ticket	Monthly ticket
Portsmouth and Southsea	13 mins	5.90	4.83
Portsmouth Harbour	20 mins	5.90	4.83
Littlehampton	40 mins	12.30	7.86
Southampton Central	40 mins	17.30	12.38
Brighton	1 hr 15 mins	23.20	12.38
London Waterloo	1 hr 30 mins	44.20	24.92
London Victoria	1 hr 50 mins	44.20	24.92

Looking at train times to get to Havant between 06:25 and 06:40 and leaving Havant between 18:40 and 18:54 the following stations are viable to commute to/from site via train to Havant:

- Emsworth [EMS]
- Southbourne [SOB]
- Chichester [CCH]
- Barnham [BAA]
- Angmering [ANG]
- Worthing [WRH]
- Lancing [LAC]
- Shoreham-by-Sea [SSE]
- Southwick [SWK]
- Portslade [PLD]
- Hove [HOV]
- Barnham
- Ford [FOD]
- Littlehampton
- Cosham [CSA]
- Fareham [FRM]
- Swanwick [SNW]

Public transport: bus

The main buses that serve the site are:

- 20 [Havant - West Leigh - Leigh Park - Cosham – Portsmouth]. Buses start early enough (get off at Leigh Park bus stop and enter via western bridleway).
- 23 [Leigh Park - Havant - Cosham – Portsmouth – Southsea]. Buses start early enough (get off at Leigh Park bus stop and enter via western bridleway).
- 27 [Rowlands Castle - Havant - Emsworth]; However the buses don't start early enough, so this route could not be relied upon to get to work on time.

The number 23 is perhaps the most convenient as it drops off at the bus stop adjacent to the western bridleway.

Within Havant, unlimited bus travel for 1 month on local buses is £42, £12 per week or £4 per day. For the South Hants area it is £70 for 1 month, £20 per week or £7 per day.

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)

The company car policy incentivises the use of hybrid and electric vehicles (better rates of car allowance); and encourages selection of more efficient cars as it is not possible to get a car allowance for cars with excessive engine size or emissions. Company cars are also required to have at least 4 seats, facilitating car sharing.

Measures



FIG 3. TRAVEL PLAN PYRAMID (REF: HAMPSHIRE COUNTY COUNCIL'S 'A GUIDE TO DEVELOPMENT RELATED TRAVEL PLANS' (2009))

Hampshire County Council's 'A Guide to Development Related Travel Plans' (2009) categorises measures by a hierarchy in the "Travel Plan Pyramid". Location and Parking restraint (etc) are "hard" measures, which force more sustainable choices to be made. The location for Havant Thicket Reservoir is fixed: so the "soft" measures to incentivise behaviour such as marketing, awareness and promotion, and a coordinator, have been selected.

To facilitate the development of the CWTP, a Travel Plan Coordinator (TPC): Lizzie Samms has been appointed by Future Water, and will be responsible for holistic implementation of CWTP measures.

CWTP Measures

Mode	Incentive	Approx Cost	Implementation Date	Owner
Active Travel	Cycle to work scheme and leaflets about this scheme to be available on site and posters on the travel noticeboard (in the rest area).	£50.00	Q4 2023	TPC
	Secure cycle parking	£2,000	Q1 2024	Project Delivery Team
	Showers on-site	In project costs	Q1 2024	Project Delivery Team
	Lockers for storing clothes	In project costs	Q1 2024	Project Delivery Team
	On site security	In project costs	Q1 2024	Security Manager
Public Transport: Train	For workforce: Minibus pick-up at station 06:45 ready to start for 07:00; and then drop-off at train station 18:20 ready for outgoing trains from 18:40.	In project costs	Q2 2024 if demand requires	TPC
	For visitors: Introduce "collection from station" "collection from Portsmouth Water Offices/OPI" service for visitors. Information on this and sustainable transport modes to be provided to visitors.	In project costs	Q2 2024	TPC
	Provision of clear public transport information, available on travel noticeboard in the rest area.	£50.00	Q4 2023	TPC
	Scheme where workforce can submit their train tickets into a raffle to be drawn monthly with prizes of £25 Amazon & High Street shopping vouchers.	£1,200	Q1 2024	TPC

Mode	Incentive	Approx Cost	Implementation Date	Owner
Public Transport: Bus	Scheme where workforce can submit their train tickets into a raffle to be drawn monthly with prizes of £25 Amazon & High Street shopping vouchers.	£1,200	Q1 2024	TPC
	Collaboration with local public transport providers to improve services, negotiate discounts and trial initiatives.	FOC	Q2 2024	TPC
	Provision of clear public transport information, available on travel noticeboard in the rest area.	£50.00	Q4 2023	TPC
	Works buses / shuttle buses (if cluster of employees from specific area).	In project costs	Q2 2024 if demand requires	TPC
	For visitors: Introduce "collection from station" "collection from Portsmouth Water Offices/OPI" service for visitors. Information on this and sustainable transport modes to be provided to visitors.	In project costs	Q2 2024	TPC
Car sharing	Travel notice board where people can post a notice expressing an interest in car sharing, provide priority parking for car sharing	FOC	Q4 2023	TPC
	Scheme where car sharers (both driver and the sharer) are entered into a monthly draw for with prizes such as Amazon or High Street shopping vouchers. The value of the vouchers would be in the region of £25	£1,200	Q1 2024	TPC
Private vehicle (electric/hybrid)	Provision of 4nr charging points for electric vehicles.	£9,037.41	Q1 2024	Project Delivery Team
Private vehicle (fossil fuels)	Provide secure parking facilities for those who travel by motorcycle/moped.	In project costs	Q1 2024	Security Manager

Targets

SMART (specific, measurable, achievable, relevant and time-bound) targets will be developed once the travel baseline at the site is fully understood. A suitable rationale will be provided for each target with reference to the specific site location, nature of the Scheme and local transport infrastructure.

It is anticipated targets will be set as per the following structure as summarised in the table as below:

- X% of staff commutes (less than 6 miles) to be via active travel (walking or cycling).
- Less than X% of staff commutes to be via private car (with no car sharing).

CWTP Targets

Mode	Distance	X% staff commutes				
		Baseline	CWTP year 1	CWTP year 2	CWTP year 3	CWTP year 4
Active Travel	<6 miles	B0	B0+1%	B1+1%	B2+0.5%	B3+0.5%
	6-15 miles	B0	B0+1%	B1+1%	B2+0.5%	B3+0.5%
Public Transport: Train	<6 miles	B0	B0+1.5%	B1+1.5%	B2+1%	B3+1%
	6-15 miles	B0	B0+1.5%	B1+1.5%	B2+1%	B3+1%
	15-30 miles	B0	B0+1.5%	B1+1.5%	B2+1%	B3+1%
	30-50 miles	B0	B0+1.5%	B1+1.5%	B2+1%	B3+1%
	>50 miles	B0	B0+1.5%	B1+1.5%	B2+1%	B3+1%
Public Transport: Bus	<6 miles	B0	B0+1.5%	B1+1.5%	B2+1%	B3+1%
	6-15 miles	B0	B0+1.5%	B1+1.5%	B2+1%	B3+1%
	15-30 miles	B0	B0+1.5%	B1+1.5%	B2+1%	B3+1%
Car sharing	<6 miles	B0	B0+2%	B1+1%	B2+1%	B3+1%
	6-15 miles	B0	B0+2%	B1+1%	B2+1%	B3+1%
	15-30 miles	B0	B0+2%	B1+1%	B2+1%	B3+1%
	30-50 miles	B0	B0+2%	B1+1%	B2+1%	B3+1%
	>50 miles	B0	B0+1%	B1+1%	B2+0.5%	B3+0.5%
		Less than X% staff commutes				
		Baseline	CWTP year 1	CWTP year 2	CWTP year 3	CWTP year 4
Private car (electric/hybrid)	<6 miles	B0	B0-1.5%	B1-1.5%	B2-1%	B3-1%
	6-15 miles	B0	B0-1.5%	B1-1.5%	B2-1%	B3-1%

	15-30 miles	B0	B0-1.5%	B1-1.5%	B2-1%	B3-1%
	30-50 miles	B0	B0-1%	B1-1%	B2-0.5%	B3-0.5%
	>50 miles	B0	B0-1%	B1-1%	B2-0.5%	B3-0.5%
Private car (Fossil fuels)	<6 miles	B0	B0-1.5%	B1-1.5%	B2-1%	B3-1%
	6-15 miles	B0	B0-1.5%	B1-1.5%	B2-1%	B3-1%
	15-30 miles	B0	B0-1.5%	B1-1.5%	B2-1%	B3-1%
	30-50 miles	B0	B0-1%	B1-1%	B2-0.5%	B3-0.5%
	>50 miles	B0	B0-1%	B1-1%	B2-0.5%	B3-0.5%

Targets are split by distance travelled as most sustainable modes of transport (active travel) are limited to short distances. Specifically 6 miles has been selected as it is considered a manageable cycle commute (see **Appendix A**).

To ensure any targets are realistic: it is important to take a baseline survey to learn the starting situation.

Management, Monitoring and Action Plan

Management

The TPC will be responsible for implementing and promoting the CWTP. This TPC will be responsible for engaging with Hampshire County Council on construction activities, through the development of the Construction Traffic Management Plan (CTMP).

Monitoring and Action Plan

Timing	Monitoring and Action
Prior to works starting/recruitment stage (as soon as possible to avoid missed opportunities)	• Survey asking distance to travel to work and intended mode of transport. • Survey of attitudes towards proposed incentives. • Meet with local transport services to see if any improvements can be made to services to improve uptake.
At commencement	• Travel noticeboard in the rest area: Provide information about selected incentives for sustainable transport (informed by original survey). • Travel noticeboard in the rest area: Provide information/timetables for public transportation. • Establish minibuss service to collect/drop-off to the station. • Provide initial briefing/information session about transport options available and incentives.
During season 1	• Provide regular (monthly) refresher briefings about transport options available and incentives. • Regularly (monthly) update the travel noticeboard (if timetables etc. have been updated). • Aim to collect (via monthly survey during morning briefing) the following information to track modes of transport: distance travelled, mode of transport, car sharing y/n. • Collect data on uptake of incentives. • Survey of attitudes towards the incentives and if improvements could be made. • Analyse trends in transport use. • Review meeting with coordinator, site management, council, bus companies as appropriate.
End season 1	• Report trends in transport use. • Report uptake of incentives. • Consider incentives to take forward for next year, and plan for next year.

Enforcement

We will inform as best we can using noticeboards and regular briefings and the coordinator will manage, action and monitor progress (as above).

Appendices

Appendix A: References

- [1] Croner, 2021, What is Reasonable Travelling Distance?
<https://croner.co.uk/resources/employment-law/reasonable-travelling-distance-employment-law/>
- [2] The Discerning Cyclist, 2022, How Far is Too Far to Cycle to Work?
<https://discerningcyclist.com/how-far-cycle-to-work-distance/>

Appendix B: Site Layout Plan

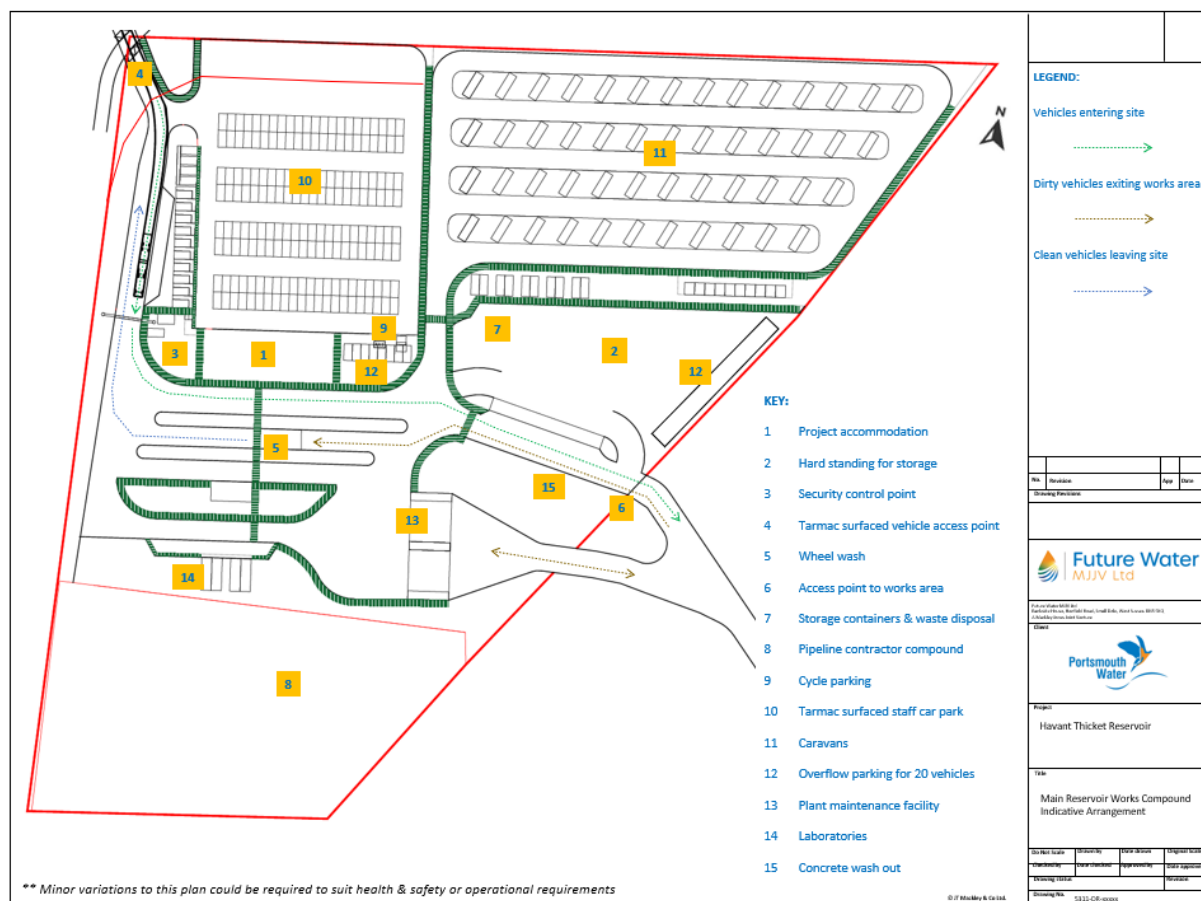


FIG 2. SITE LAYOUT PLAN