

Havant Thicket Reservoir – Main Pipeline Works

Construction Workers Travel Plan - Main Pipeline

HTR-WAB-PI-ZZ-PL-W-0002

22nd May 2024

Rev: S4-P03

Suitable for construction approval

Issue and Revision Record

Havant Thicket Reservoir – Main Pipeline Works

Construction Workers Travel Plan - Main Pipeline

Document Title: Construction Workers Travel Plan - Main Pipeline
Project Number: C725
Client Project Number: HTR

Client: Portsmouth Water Limited
Project Location: Meyrick Road, Havant, PO9 1NR

Rev	Date	Originator	Checker	Approver	Description
P01	24/01/2024	TH	AON	BC	Internal review and comment
P02	01/05/2024	AON	BC	JD	Updated in line with DG comments
P03	22/05/2024	TH	BC	JD	Updated in line with client comments

Document Status: S4
Document Reference: HTR-WAB-PI-ZZ-PL-W-0002

Information Class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

Ward and Burke Construction Limited accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

Issue and Revision Record	2
1 Abbreviations and Definitions	4
2 Introduction	5
3 Aim of Travel Plan	6
4 Existing Arrangements	7
4.1 Site layout and location.....	7
4.2 Working patterns	8
4.3 Transport options	9
4.3.1 No Travel: Working from home	9
4.3.2 Active Travel: walking and cycling	9
4.3.3 Public Transport: train	9
4.3.4 Public Transport: bus	10
4.3.5 Car sharing	11
4.3.6 Private car	11
5 Measures.....	12
5.1 CWTP Incentives.....	12
6 Targets.....	14
6.1 CWTP Targets	15
7 Management, Monitoring and Action Plan	16
7.1 Management	16
7.2 Monitoring and Action Plan	16
7.3 Enforcement.....	17
8 Appendix and References	18

1 Abbreviations and Definitions

CTMP	=	Construction Traffic Management Plan
CWTP	=	Construction Workers Travel Plan
HTR MPW	=	Havant Thicket Reservoir Main Pipeline Works
RTN	=	Return
TPC	=	Travel Plan Coordinator
TUC	=	Trade Union Congress
WAB	=	Ward and Burke Construction Limited

2 Introduction

This Construction Workers Travel Plan forms part of a planning application for 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.

This report will contain details of the existing circumstances of WBCL staff, transport options for those that will join the project as staff and operators, and measures to encourage all those involved in the use of more sustainable transport options. This report will also outline the target and plans to monitor, manage, and action this CWTP.

The transportation options are summarised below:

	Transport Options	Comments
Most 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 possible
	Active travel: walking or cycling (including E-bikes)	
	Public Transport	
	Car Sharing	
	Private vehicles	We recognise in some situations; private car is the only viable option.
Least Sustainable		

3 Aim of Travel Plan

The aim of this CWTP is to educate and encourage workforce to take advantage of more sustainable transport arrangements (active travel, public transport) and to ensure WBCL recognise the impact on workforce and environment when taking this approach to travel.

4 Existing Arrangements

4.1 Site layout and location

The main site welfare is located in Havant, in Bedhampton Pumping Station. The site is accessed via Meyrick Road. All pedestrians and traffic will enter the site via Meyrick Road, with drawings representing this in Construction Traffic Management Plan and Planning Submission Drawings. The What3Words Location to quote for the main site entrance gate is:

///shirt.game.stars

Shaft 1 is located in Havant, adjacent to Bedhampton Train Station. The site is accessed via Meyrick Road. All pedestrians and traffic will enter the site via Meyrick Road, with drawings representing this in Construction Traffic Management Plan and Planning Submission Drawings. The What3Words Location to quote for the main site entrance gate is:

///shirt.game.stars

Shaft 2 is located in Havant, next to the Havant Rugby Football Club opposite the Bidbury Infant School. The site is accessed via Hooks Farm Way. All pedestrian and vehicle traffic will enter the site via Hooks Farm Way, with drawings representing this in Construction Traffic Management Plan and Planning Submission Drawings. The What3Words Location to quote for the main site entrance gate is:

///shaped.fried.dull

Shaft 3 is located in Havant, on the corner of the Havant Rugby Football Club pitches, just off Hooks Farm Way. The site is accessed via Hooks Farm Way. All pedestrian and vehicle traffic will enter the site via Hooks Farm Way, with drawings representing this in Construction Traffic Management Plan and Planning Submission Drawings. The What3Words Location to quote for the main site entrance gate is:

///shaped.fried.dull

Shaft 4 is located in Havant, in between Barncroft Way and Stockheath Lane, on a green area. The site is accessed via Stockheath Lane. All pedestrian and vehicle traffic will enter the site via Stockheath Lane, with drawings representing this in Construction Traffic Management Plan and Planning Submission Drawings. The What3Words Location to quote for the main site entrance gate is:

///twigs.mute.view

The Emergency Discharge Shaft is located in Havant, off Corhampton Crescent. The site is accessed via Purbrook Way. All pedestrian and vehicle traffic will enter the site via Purbrook Way, with drawings representing this in Construction Traffic Management Plan and Planning Submission Drawings. The What3Words Location to quote for the main site entrance gate is:

///remedy.splice.forget

Shaft 5 is located in Havant, off Purbrook Way. The site is accessed via Purbrook Way. All pedestrian and vehicle traffic will enter the site via Purbrook Way, with drawings representing this in Construction Traffic Management Plan and Planning Submission Drawings. The What3Words Location to quote for the main site entrance gate is:

///wings.they.point

Shaft 6 is located in Havant, off Dunsbury Way. The site is accessed via Dunsbury Way. All pedestrian and vehicle traffic will enter the site via Dunsbury Way, with drawings representing this in Construction Traffic Management Plan and Planning Submission Drawings. The What3Words Location to quote for the main site entrance gate is:

///many.former.wide

Shaft 7 is located in Havant, off High Lawn Way. The site is accessed via High Lawn Way. All pedestrian and vehicle traffic will enter the site via High Law Way, with drawings representing this in Construction Traffic Management Plan and Planning Submission Drawings. The What3Words Location to quote for the main site entrance gate is:

///shelf.latter.twins

Shaft 8 is located in Havant, off Middle Park Way in Staunton Country Park. The site is accessed via Middle Park Way. All pedestrian and vehicle traffic will enter the site via Middle Park Way, with drawings representing this in Construction Traffic Management Plan and Planning Submission Drawings. The What3Words Location to quote for the main site entrance gate is:

///holly.lanes.loudly

Site compound will also include cycle parking, storage area, welfare including showers, a changing area, a canteen, and site offices, which will be shown on Planning Submission Drawings.

4.2 Working patterns

The Main Pipeline Works plan to begin in March 2025 and will take approximately 3 years to construct.

During peak construction, 65 people are expected to be working across the site, which would amount of 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.

4.3 Transport options

Based on a survey in 2018, the average employee spends £1,738 per year travelling to work (ref:1), based on working 5 days a week, 48 weeks of the year.

According to research conducted by the TUC (ref:1) the average commuting time is 59 minutes. These parameters have been used as a guide when considering viable modes of transport.

4.3.1 No Travel: Working from home

All WBCL staff have digital equipment to facilitate remote working, and this will be encouraged, where practicable. Due to the nature of work, most staff will not be able to work from home as their presence on site is required to carry out their roles.

4.3.2 Active Travel: walking and cycling

A person walking can cover up to 4 miles in the average commuting time (ref:1). Local workers from Havant, Bedhampton, Langstone, Warbington and Farlington could consider walking.

A person cycling can cover up to 6 miles, and this is considered a manageable cycling commute (ref:2). Local workers from Havant, Bedhampton, Langstone, Warbington, Farlington, Horndean, Waterloo and East Portsmouth could consider cycling.

Active travel is a healthier and cheaper alternative to travel, however, there are some issues that may arise that could lead to making it impractical or dissuade people from taking advantage of this method:

- Longer distances and travel times.
- Weather and factors concerning this.
- Safety concerns on roads that tend to be busier or have minimal lighting during darker mornings/evenings.
- Mobility and health issues.

4.3.3 Public Transport: train

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

- Main site welfare- Bedhampton Train Station is 0.3 miles away, which is a 6 minute walk
- Shaft 1- Bedhampton Train Station is 0.3 miles away, which is a 6 minute walk
- Shaft 2- Bedhampton Train Station is 0.5 miles away, which is a 12 minute walk
- Shaft 3- Bedhampton Train Station is 0.5 miles away, which is a 12 minute walk
- Shaft 4- Bedhampton Train Station is 0.7 miles away, which is a 15 minute walk
- ED Shaft- Bedhampton Train Station is 1.1 miles away, which is a 24 minute walk
- Shaft 5- Bedhampton Train Station is 1.1 miles away, which is a 24 minute walk
- Shaft 6- Havant Train Station is 1.2 miles away, which is a 26 minute walk
- Shaft 7- Havant Train Station is 1.3 miles away, which is a 30 minute walk
- Shaft 8- Havant Train Station is 1.7 miles away, which is a 37 minute walk

Bedhampton is well connected, via Havant, from London; however, the London train routes have been excluded as the morning train will not allow people to get to site early enough to be changed and ready for a morning briefing at 07:00. The costs associated with this is also prohibitive, considering average salaries are much higher in London compared to Portsmouth.

Destination	Journey Time	Ticket Cost (per day)
-------------	--------------	-----------------------

		Anytime RTN ticket (£)	Monthly ticket (£)
Portsmouth and Southsea	13 mins	5.80	4.83
Portsmouth Harbour	17 mins	5.80	4.83
Littlehampton	42 mins	13.20	19.80
London Waterloo	1 hr 36 mins	44.30	83.60

Table 1 – Rail Journey Times and Prices to Bedhampton

To get to Bedhampton between 06:30 – 06:45 and leaving Bedhampton between 19:00 – 19:30, the below stations are viable to commute to/from site via Bedhampton train station:

- Portsmouth
- Fratton
- Havant
- Petersfield
- Godalming
- Guildford

To get to Havant between 06:30 – 06:45 and leaving Havant between 19:00 – 19:30, the below stations are viable to commute to/from site via Bedhampton train station:

- Brighton
- Southampton Central
- Portsmouth
- Littlehampton
- Fareham
- Guildford

4.3.4 Public Transport: bus

The main buses that serve the closest bus stops are:

- **Main Site Welfare**
 - 23 Leigh Park [Southsea-Leigh Park]; running every hour all night, then every 10 minutes from 0615
- **Shaft 1**
 - 23 Leigh Park [Southsea-Leigh Park]; running every hour all night, then every 10 minutes from 0615
- **Shaft 2**
 - 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
- **Shaft 3**
 - 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
- **Shaft 4**
 - 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
- **ED Shaft**
 - 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
- **Shaft 5**
 - 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
- **Shaft 6**
 - 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
- **Shaft 7**
 - 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
- **Shaft 8**
 - 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

4.3.5 Car sharing

There is a financial incentive to car sharing, to save on commuting costs for the main driver and have company in a car journey that may be longer, but there are some disincentives that make it impractical or dissuade people from car sharing, including:

- More than one person not going the same way at the same time, meaning the main driver must take an alternative route.
- Security concerns around knowing where colleagues live.
- The need for personal space.
- Health concerns over sharing lifts in a confined space.
- Distractions of other passengers to driver.

4.3.6 Private car

The use of private cars will be discouraged, within reason, to avoid the increase to carbon emissions and carbon footprint. The use of hybrid or electric vehicles will be encouraged within the company for travel to and from site. EV charging will be available at main site offices, located at Bedhampton.

5 Measures



Fig. 2 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 are 'hard' measures, which force more sustainable choices to be made. The location of the **HTR Main Pipeline Works is fixed**, so the 'soft' measures to incentivise behaviour such as marketing, awareness and promotion have been selected to encourage workers to use public transport where possible.

To facilitate the development of the CWTP, a Travel Plan Coordinator (TPC), will be appointed by Ward and Burke, and will be responsible for updating and implementing the CWTP.

5.1 CWTP Incentives

Mode	Incentive	Approximate cost	Implementation date	Owner
Active Travel	Secure cycle parking	£1000	Q2 2024	WAB
	On-site wash and drying facilities	In project cost	Q1 2024	WAB
	Lockers for clothing and cycle gear	In project cost	Q1 2024	WAB
	On site security	In project cost	Q4 2023	Site team
Public transport: train	Clear travel routes and information available on-site noticeboard in the rest area.	In project cost	Q3 2024	WAB
	For visitors: offering	In project cost	Q1 2024	WAB

	collection/drop off at station			
	Scheme where workforce will submit public transport tickets to a monthly draw with the winner getting a £25 Amazon (or similar) voucher	£300	Q2 2024	WAB
Public transport: bus	Collaboration with local public transport providers to ensure adequate services	TBC	Q3 2024	WAB
	Clear travel routes and information available on-site noticeboard in the rest area.	In project cost	Q3 2024	WAB
	For visitors: offering collection/drop off at bus stop	In project cost	Q1 2024	WAB
	Scheme where workforce will submit public transport tickets to a monthly draw with the winner getting a £25 Amazon (or similar) voucher	£300	Q2 2024	WAB
Car sharing	Travel notice board where people can post an interest in car sharing.	In project cost	Q3 2024	WAB

Private vehicle	Provision of charging points for electric vehicle			
	Secure parking facilities for all transports	In project cost	Q1 2024	WAB

Table 2 – Proposed Incentives

6 Targets

SMART (specific, measurable, achievable, relevant, and time-bound) targets will be developed once the travel at the site is surveyed and a better recognition for all workers travel arrangements is understood.

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).

6.1 CWTP Targets

Mode	Baseline	CWTP year 1	CWTP year 2
Active Travel	B	B+1%	B+2%
Public Transport: Train	B	B+1%	B+1%
Public Transport: Bus	B	B+1%	B+1%
Car sharing	B	B+1%	B+2%
Private car (electric/hybrid)	B	B-2%	B-3%
Private car (fossil fuels)	B	B-2%	B-3%

Table 3 – Proposed Targets

7 Management, Monitoring and Action Plan

7.1 Management

The TPC will be responsible for implementing and promoting the CWTP. The TPC will be responsible for engaging with Hampshire County Council on construction activities, through the development of the CTMP.

7.2 Monitoring and Action Plan

Timing	Monitoring and Action
Prior to construction works starting	• Survey all staff and operatives about distance of commute and mode of transport. • Comments and survey of proposed alternatives.
At commencement of construction	• Travel noticeboard in the rest area, to inform all staff and operatives about selected incentives for sustainable transport. • Provide information and timetables of public transport to workforce via newsletter and noticeboard. • Provide initial briefing and talk to all workforce on transport

	options available.
During construction	• Monthly refresher meetings to update new starters and current workforce on transport services and any changes. • Regular updating of noticeboard. • Collect data monthly on how workforce travel to and from work. .
Post-construction	• Report trends in transport use. • Report uptake of incentives. •

7.3 Enforcement

Ward and Burke, to the best of their ability, will use noticeboards and regular briefings to inform site workforce of the CWTP and TPC to manage and action throughout.

8 Appendix and References

[1] Croner, 2021, What is Reasonable Travelling Distance?

<https://croner.co.uk/resources/employment-law/reasonable-travelling-distance-employment-law/>

[2] Hampshire County Council, 2009, A Guide to Development Related Travel Plans

<https://documents.hants.gov.uk/transport/guide-to-travel-plans.pdf>

[3] The Discerning Cyclist, 2022, How Far is Too Far to Cycle to Work?

<https://discerningcyclist.com/how-far-cycle-to-work-distance/>