

Havant Thicket Reservoir – Main Pipeline Works

Construction Traffic Management Plan

HTR-WAB-PI-ZZ-PL-W-0003

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Rev: S4-P04

Suitable for construction approval

Issue and Revision Record

Havant Thicket Reservoir – Main Pipeline Works

Construction Traffic Management Plan

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1 Abbreviations and Definitions

CEMP	=	Construction Environmental Management Plan
Client	=	Portsmouth Water Limited
Contractor	=	Ward and Burke Construction Limited
CTMP	=	Construction Traffic Management Plan
CWTP	=	Construction Workers Travel Plan
EA	=	Environment Agency
ED	=	Emergency Discharge
HGV	=	Heavy Goods Vehicle
HTR MPW	=	Havant Thicket Reservoir Main Pipeline Works
HTR MRW	=	Havant Thicket Reservoir Main Reservoir Works
PPE	=	Personal Protective Equipment
PRoW	=	Public Right of Way
PW	=	Portsmouth Water Limited
RAMS	=	Risk Assessment / Method Statement
SDS	=	Safety Data Sheet
SHEQ	=	Safety, Health, Environment and Quality
SWMP	=	Site Waste Management Plan
SWS	=	Southern Water Services
WBCL	=	Ward and Burke Construction Limited

2 Introduction

The objective of the Havant Thicket Reservoir Project is to provide a new resource to supply drinking water in the water-stressed Southeast of England, while maximising the community and environmental benefits of a new raw water reservoir.

Ward and Burke Construction Limited (WBCL) have been appointed by Portsmouth Water Limited (PW) to design, construct, and commission a new pipeline connecting Bedhampton Pumping Station to Havant Thicket Reservoir, including an emergency discharge structure at the Hermitage Stream, culvert upgrades and an Under Track Crossing.

This Construction Traffic Management 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.

2.1 Works Background

Portsmouth Water have outlined seven strategic drivers for this project to ensure continued focus on meeting the Project's objectives.

These project drivers are:

- **Quality:** Quality in procurement, design and delivery to deliver an exemplar project to serve Customers in the short, medium and long term,
- **Timeliness:** In service and operating by 2029 to support a major bulk transfer to Southern Water,
- **Innovation:** Develop best practice in the largest new reservoir project in the southeast for decades. Capture learning from companies working in partnership to deliver better value for Customers,
- **Flexibility:** Create a project that offers multiple uses and enables Portsmouth Water to be a strategic water supplier for the South over the medium and long term,
- **Responsibility:** Realise and build upon our health, safety and well-being goals,
- **Connectivity:** Positive connection for all stakeholders – Customers, the local community, regulators, staff, contractors, shareholders, commercial partners, environmental groups and individuals with a passion for the environment, and
- **Environment:** A positive contribution to local and internationally important habitats. Direct support for Government's objective to reduce the damaging abstraction of water from rivers.

3 Site Wide Framework Construction Traffic Management Plan

The following commitments listed in Table 1 are included in the approved Framework CTMP in relation to construction along the pipeline route. This document sets out the outline parameters for the construction traffic arrangements and mitigation measures associated with the Havant Thicket Reservoir (Application refs: APP/20/00990, 51680/001) and Pipeline (APP/20/00991). Some amendments from the commitments are required to reflect the new scheme. The changes from the original Framework CTMP commitments are shown in green text below.

Commitment	Explanation
Prepare an overarching CTMP for approval by the Highway Authority prior to commencement of any phase or works area.	To manage the impact of HGV traffic on the highway, the reservoir and pipeline contractor (s) will prepare one overarching CTMP for approval. CTMP addendums will then be approved prior to commencement of each phase of work if appropriate.
The southern access will only be used for construction of the top third of the pipeline and to connect utilities on Swanmore Road to the south.	Construction traffic for the lower two thirds of the pipeline will access the pipeline corridor directly from junctions 2 and 3 of the A3 (M). As part of the site set up there will be a need to connect to utilities on Swanmore Road which will require some minimal construction traffic movements through the southern access.
The number of site workers along the pipeline route will be restricted to 125. Staff travel will be restricted to off-peak periods.	The environmental and transport assessments were based on 250 site workers travelling in peak hour (125 for reservoir and 125 for pipeline), this showed no significant impact. To minimise impacts, Portsmouth Water commits to restricting pipeline workers on site to 125. Any requirements for an increase in numbers will require approval from the Local Highway Authority.
Limit, where practicable, HGV movements those listed in Table 13-2 of the Environmental Statement Volume 2: Main Report Revised Chapter 13 Traffic and Transport	For assessment purposed, it has been assumed that the pipeline construction would be undertaken concurrently with the embankment section of the reservoir. The commitment is to spread these movements across the working day.
Contractor parking area will be provided within the Construction Support Site and within the working areas (W1 – W8), where practicable.	Parking for all contractor staff will be provided within the Construction Support Site in the north west corner of the reservoir and within the working areas (W1 – W8), where practicable to ensure no parking on local residential streets.
A minibus will shuttle staff to and from the CSS welfare facilities.	To minimise the impact of staff travel on the local highway network.

Develop alternative routing strategy for PRowWs.	There will be a need to temporarily divert footpaths and public rights of way. Diversions should not add a material distance onto the footpath and timeframes for diversions to be kept to a minimum.
The contractor will review construction sequencing to reduce impact of closures.	Proposed full, partial, and night-time only road closures are identified in the 2020 Environmental Statement Chapter 13. Further development of the construction sequencing may allow partial lane closures within a section of road removing the need for a full closure. Traffic management measures identified in Table 13-11 of the Framework CTMP will provide a framework for anticipated road closures.
Routing through Leigh Park for HGVs will be minimised unless necessary to reach a section of pipeline within this area and is to be agreed with the Highway Authority.	To ensure the principal road network is used where possible in the interest of road safety and to reduce the time period an impact may be experienced by the local population.
School term times will be avoided where the pipeline route runs close to schools. Where HGV routing passes a school site, the contractor will include measures within the CTMP to mitigate impact of HGV traffic on school drop off and pick up movements. This will include appropriate supervision in these areas and works will be stopped if appropriate.	Where school term times along the pipeline route cannot be accommodated, there will be appropriate supervision in these areas and works will be stopped if appropriate. The full CTMP must include plans identifying all schools along HGV and pipeline route.

Table 1 – Framework CTMP Commitments

The above table takes into consideration the traffic management parameters that must be considered when undertaking the works within the reservoir and pipeline construction. This document will contain only measures associated with the pipeline construction, as a separate contractor is constructing the reservoir and will be submitting a separate planning document.

4 Site Details

This document will outline works that will be carried out at the below site locations, including shaft W1 which will be built under the existing planning permission (Ref: APP/20/00991):

- Shaft W1 – Havant, PO9 1NR
- Shaft W2 – Havant, PO9 3DR
- Shaft W3 – Hooks Farm Way, Havant, PO9 3DR
- Shaft W4 – Havant, PO9 3AD
- Emergency Discharge Shaft – Corhampton Crescent, Havant, PO9 4AA
- Shaft W5 – Purbrook Way, Havant, PO9 5AY
- Shaft W6 – Dunsbury Way, Havant, PO9 5BB
- Shaft W7 – High Lawn Way, Havant, PO9 5BS
- Shaft W8 – Middle Park Way, Havant, PO9 5DT
- Purbrook Way Culvert – Purbrook Way, PO9 5AY
- Dunsbury Way Culvert – Dunsbury Way, PO9 5BB
- Middle Park Way – Middle Park Way, PO9 5DT

5 Pre-construction principles

Before construction begins, WBCL will undertake various tasks to allow appropriate traffic management. These will include:

- Highway Condition Surveys
- Site set-up
- Vehicles to be contained within site compounds to avoid waiting on public highways, where practicable
- Maximising loads to reduce vehicular trips
- Aim to use local suppliers to reduce vehicular mileage
- Reusing bulk aggregate deliveries HGVs for waste spoil removal
- Consolidation of deliveries
- Smaller plant to minimise working widths

6 Access Arrangements

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. Figure 1 shows the swept path for access via Meyrick Road. Figure 2 shows the swept path for vehicles within the Bedhampton Pumping Station. The What3Words Location to quote for the main site entrance gate is:

///shirt.game.stars

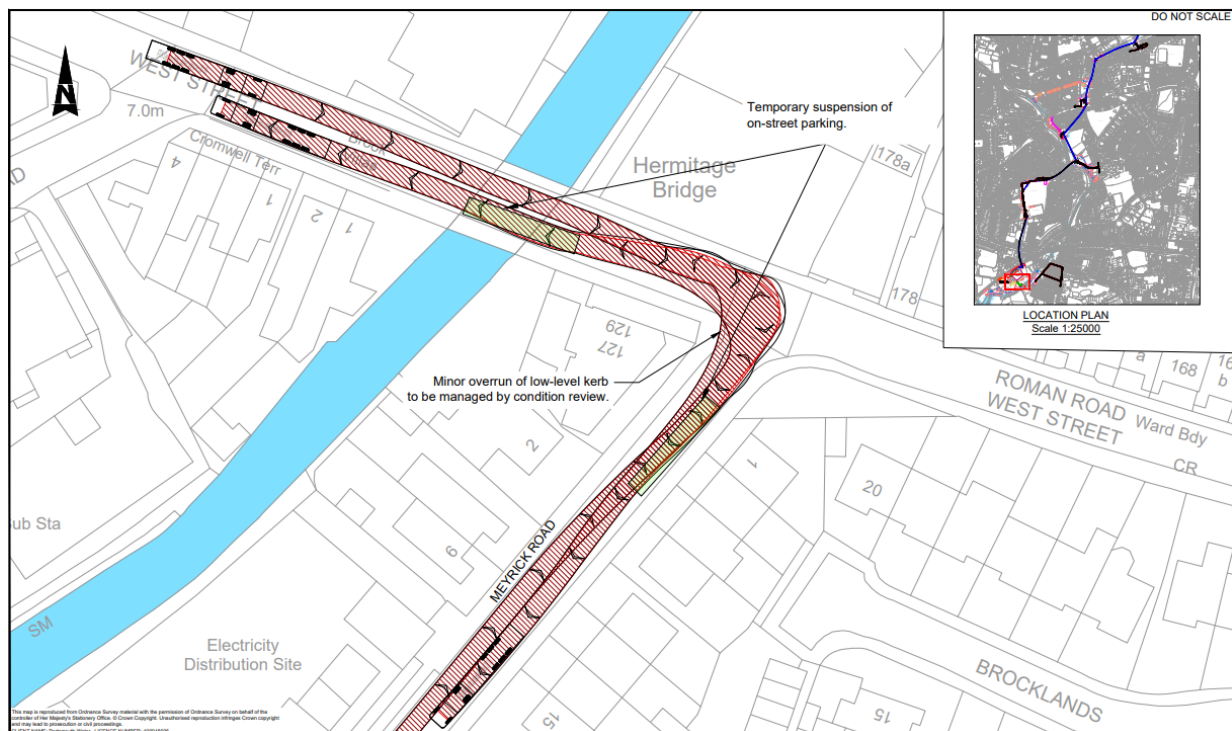


Figure 1: Shaft 1 Swept Path Analysis

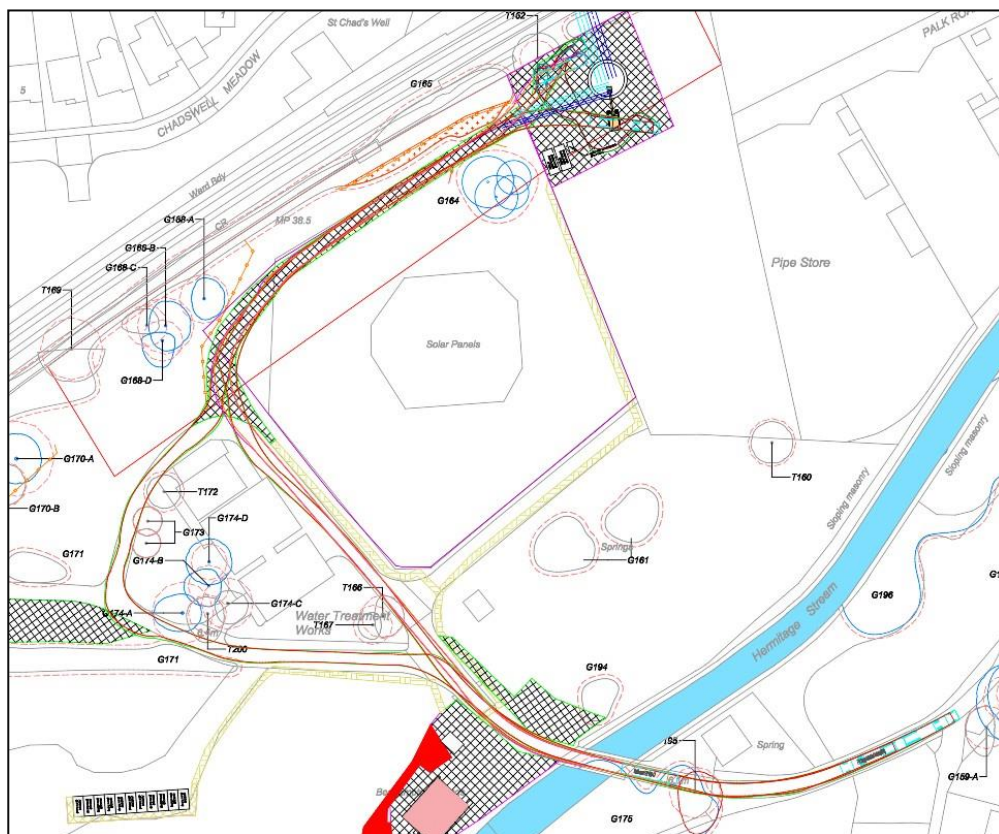


Figure 2: Shaft 1 Swept Path Analysis

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 Figure 3 showing swept path analysis. 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 Figure 3 showing swept path analysis. The What3Words Location to quote for the main site entrance gate is:

///shaped.fried.dull

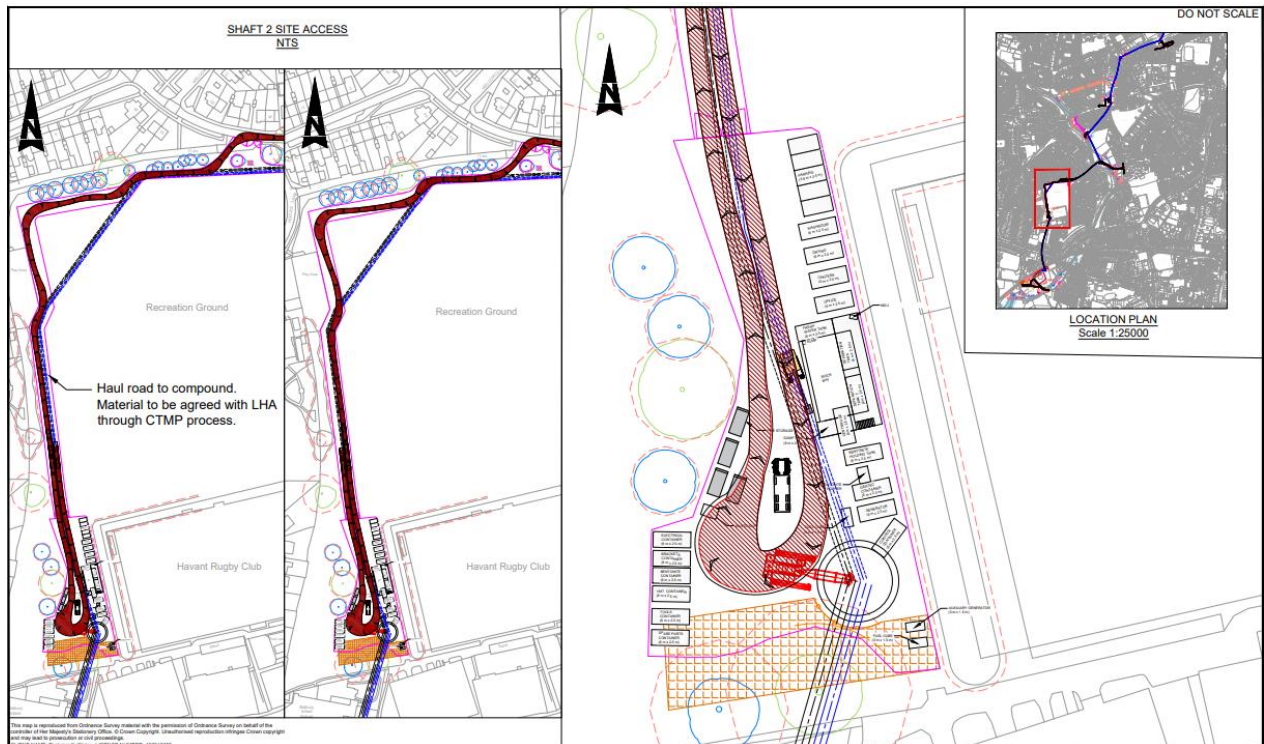


Figure 3: Shaft 2 Swept Path Analysis

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 Figure 4 showing swept path analysis. All site traffic will be scheduled to arrive and depart site outside of school drop off and pick up times, with a banksman present at the gate upon traffic arriving to site. The What3Words Location to quote for the main site entrance gate is:

///twigs.mute.view

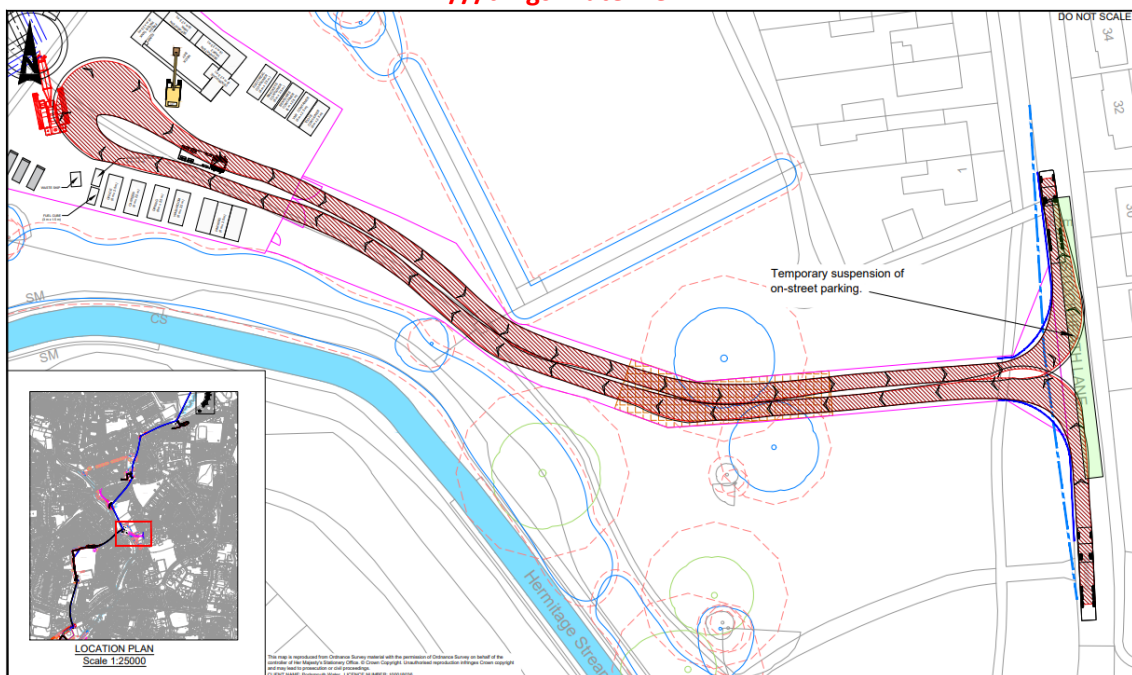


Figure 4: Shaft 4 Swept Path Analysis

The Emergency Discharge Shaft is 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 Figure 5 showing swept path analysis. The What3Words Location to quote for the main site entrance gate is:

///remedy.splice.forget

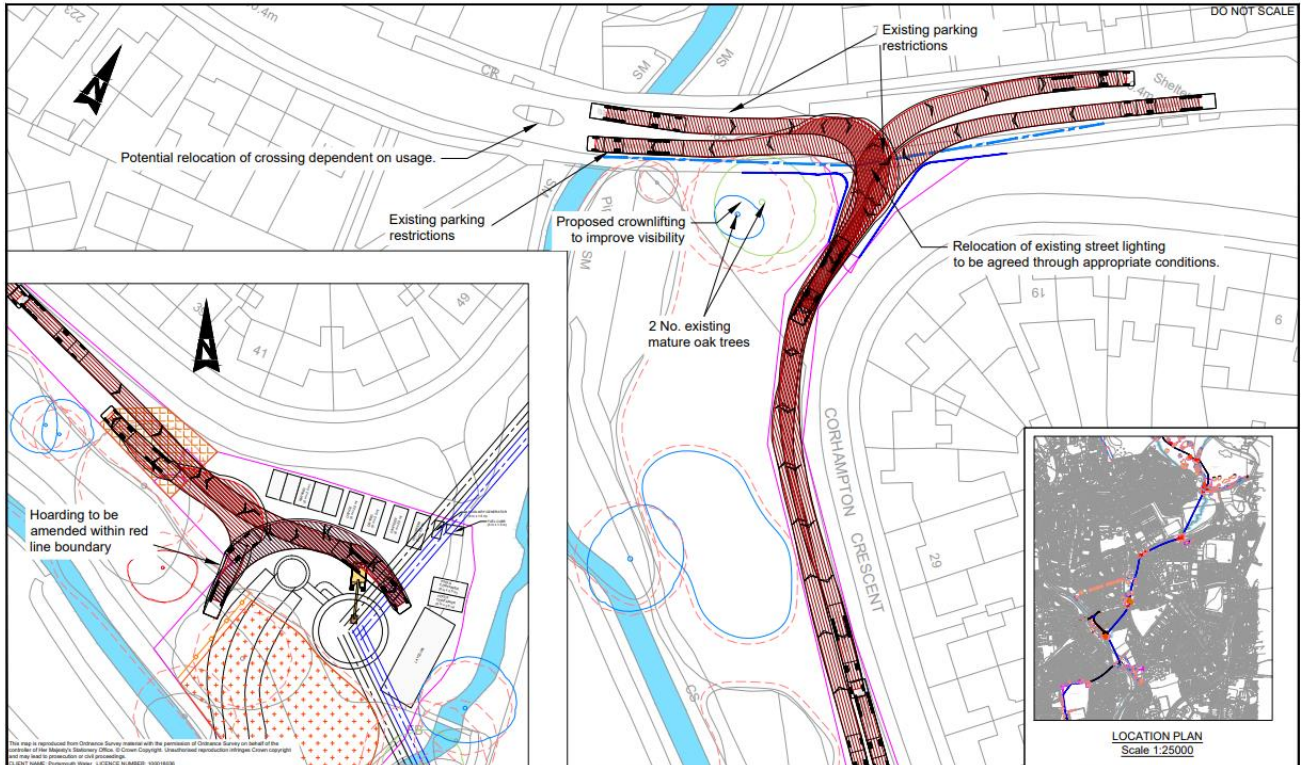


Figure 5: Emergency Discharge Shaft Swept Path Analysis

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 Figure 6 showing swept path analysis. The What3Words Location to quote for the main site entrance gate is:

///wings.they.point

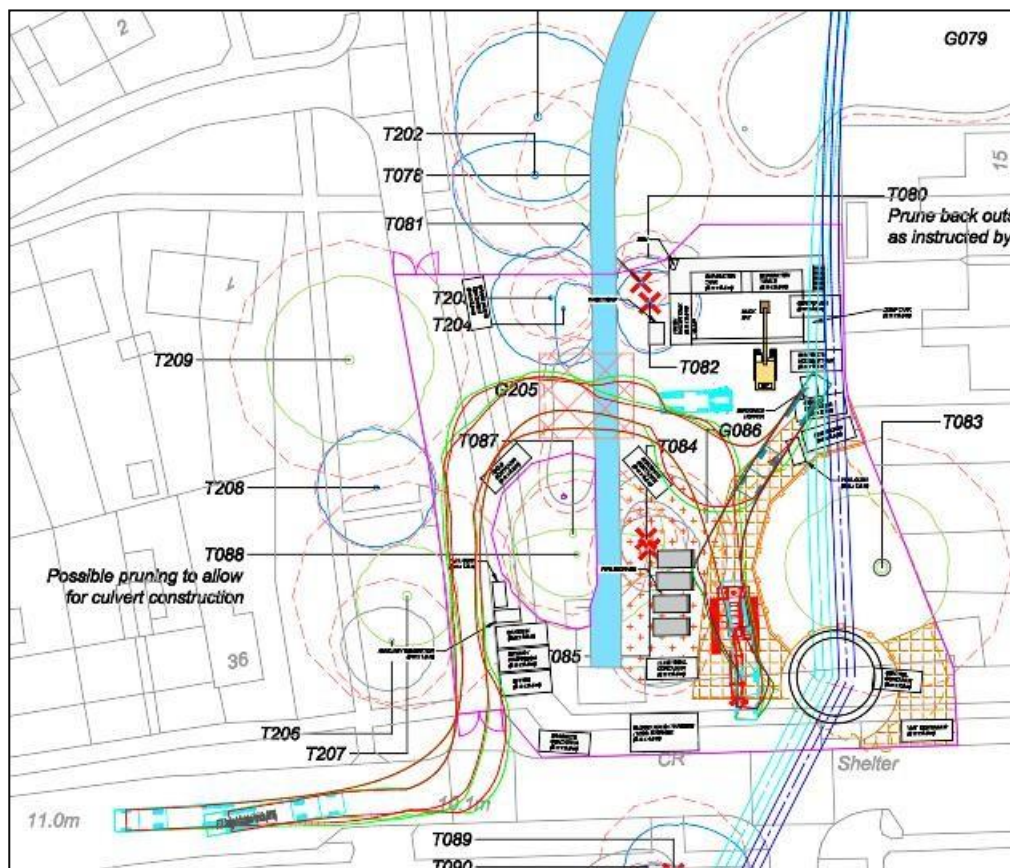


Figure 6: Shaft 5 Swept Path Analysis

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. Refer to planning drawings for more detail on site entrance. 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 Lawn Way, with Figure 7 showing swept path analysis. All reinstatement to be carried out post construction in line with reinstatement plans. The What3Words Location to quote for the main site entrance gate is:

///shelf.latter.twins

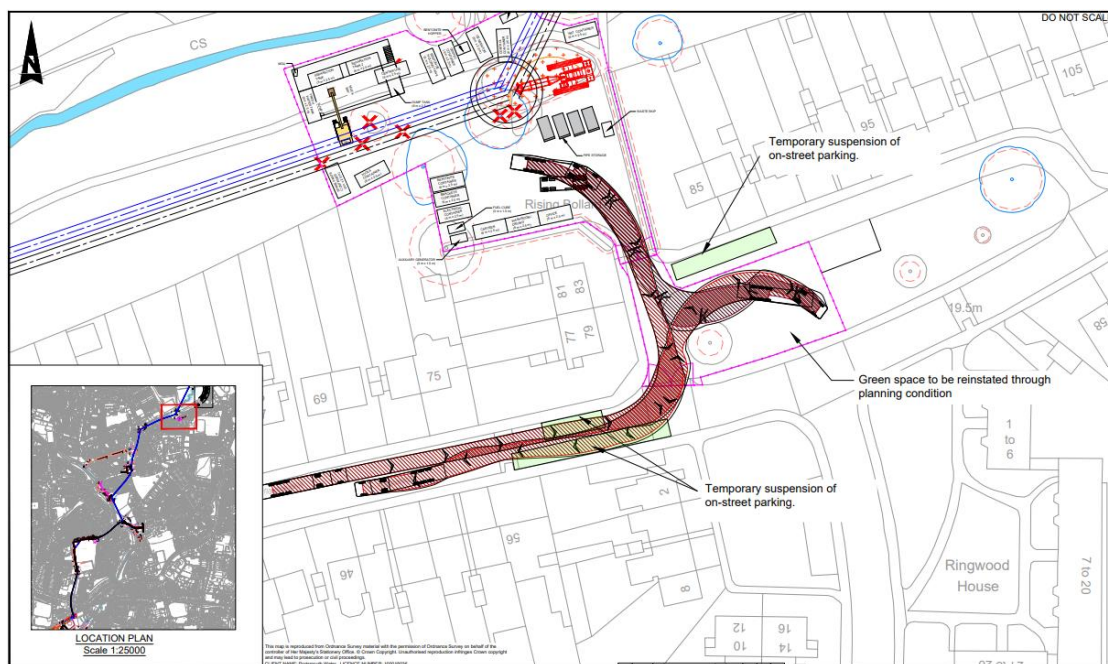


Figure 7: Shaft 7 Swept Path Analysis

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 Figure 8 showing swept path analysis. The What3Words Location to quote for the main site entrance gate is:

///holly.lanes.loudly

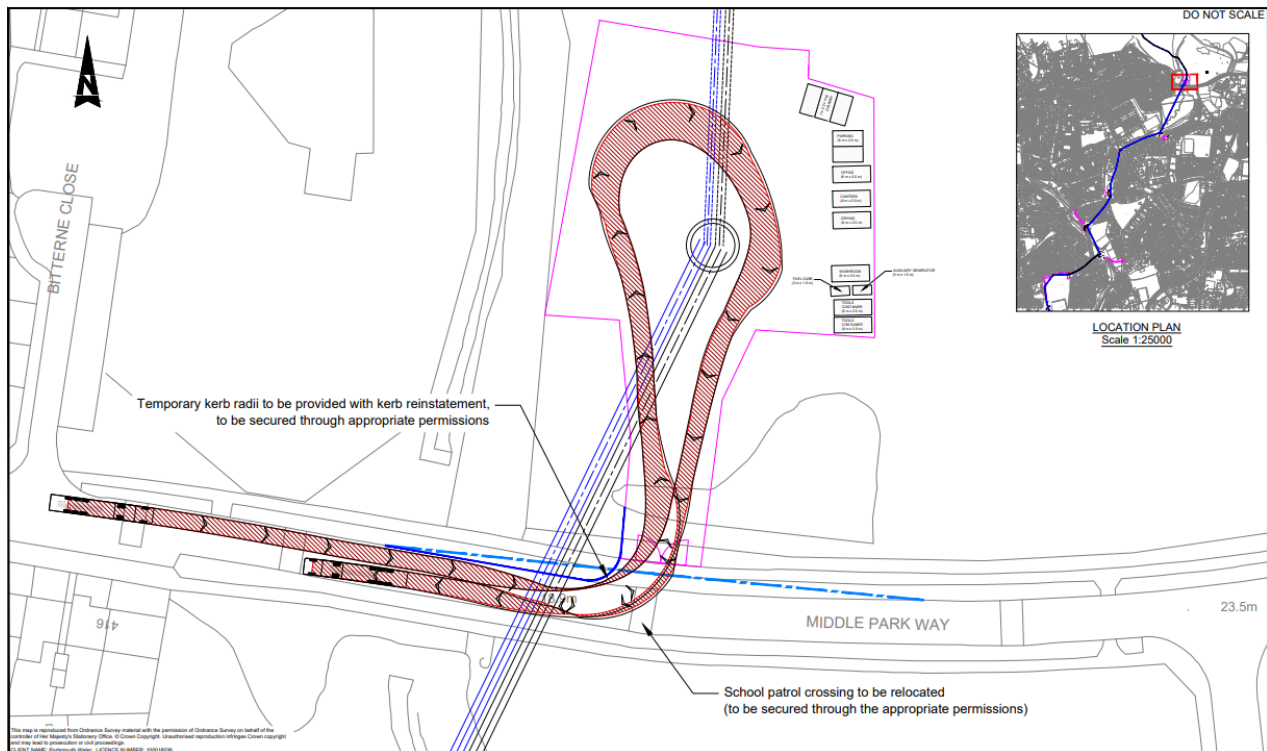


Figure 8: Shaft 8 Swept Path Analysis

Purbrook Way culvert 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. The What3Words Location to quote for the main site entrance gate is:

///wings.they.point

Dunsbury Way culvert 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. The What3Words Location to quote for the main site entrance gate is:

///many.former.wide

Middle Park Way culvert 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. The What3Words Location to quote for the main site entrance gate is:

///holly.lanes.loudly

At each site, a traffic marshall will tend to all traffic on and off site, ensuring that any deliveries have been pre-booked and that all vehicles leaving site have made use of the wheel washing facilities available to avoid debris getting onto the main highways from site traffic. The booking system, that will be adapted by Ward and Burke, will ensure that two HGVs do not arrive to site at the same time, avoiding the possibility of a back log of traffic on the public highway. Provisions will be made to ensure that all HGVs awaiting entry to site will not disrupt traffic on the highway, avoiding the cause of disruption to the public. A road sweeper will be available on site if debris does not get washed completely off vehicles on site and ends up on the public highway. Access arrangements and temporary kerb details to compounds to be agreed in discussion with Local Highway Authority, and will be reinstated.

7 Management of Vehicle Movements

Prior to arriving on site, all deliveries will be pre-booked onto a management system by Ward and Burke. Upon booking, the delivery company will be provided with delivery instruction on the measures to be implemented to provide a safe and un-disruptive arrival. Delivery instructions will be issued to all supplier and contractors upon placement of any order.

The delivery instructions will include information relating to timings, routes to and from site and any health and safety considerations that must be considered by all drivers, depending on the shaft location the delivery will be arriving to.

A logistics manager will control vehicle movements on and off site and provide a morning timetable to their team of vehicle marshals, as well as the on-site operatives in charge of loading/unloading all materials. On site, there will be an area to allow the safe turning of delivery vehicles within the delivery compound to avoid any reversing onto public highway.

Refer to drawings in section 5 for swept path analysis.

8 Interface with Existing Public Right of Ways and Footpaths

When construction begins, there will be public right of way and footpath closures. Where existing footpaths or public right of way may interface with construction traffic, adequate warning signage and designated crossing points will be formed to allow pedestrians to safely cross construction traffic routes. Signage and measures will be discussed with local authorities prior to implementation. Table 2 below highlights the indicative closures along with timings and durations.

Location	Type	Dates	Duration
Meyrick Road	PRoW Closure and Diversion	Mar 2025-Mar 2026	12 months
Hooks Farm Way	PRoW Closure and Diversion	Dec 2024-Aug 2026	20 months
Stockheath Lane	Footpath Closure and Diversion	Feb 2025-Sept 2026	20 months
Stockheath Meadow	PRoW Closure and Diversion	Feb 2025-Sept 2026	20 months
Purbrook Way	Footpath Closure and Diversion	Jun 2025-Mar 2027	20 months
Corhampton Crescent	PRoW Closure and Diversion	N/A	3-6 months
Purbrook Way	Footpath Closure and Diversion	Aug 2025-Apr 2027	20 months
Riders Lane	PRoW Closure and Diversion	Jul 2025-Sep 2025	3 months
Riders Lane	PRoW Closure and Diversion	Aug 2025-Feb 2027	18 months
Dunsbury Way	Footpath Closure and Diversion	Oct 2025-May 2027	20 months
Dunsbury Way	PRoW Closure and Diversion	Oct 2025-May 2027	20 months
High Lawn Way	Footpath Closure and Diversion	Dec 2025-Aug 2027	20 months
High Lawn Way	PRoW Closure and Diversion	Dec 2025-Aug 2027	20 months
Middle Park Way	Footpath Closure and Diversion	Feb 2026-Oct 2027	20 months

Table 2: Public Right of Way and Footpath closures and diversions

See Figure 9 and 10 for the proposed Public Right of Way and Footpath closures locations and diversion route.

- Public Right of Way
- Site Working Compound
- Temporary Public Right of Way Closure (Pipe Laying/Tunnelling)
- Temporary Public Right of Way Diversion (Pipe Laying/Tunnelling)
- Temporary Public Right of Way Closure (Culvert)
- Temporary Public Right of Way Diversion (Culvert)

Legend



PRoW to be closed for up to 20 months.
Efforts to be relocate PRoW to north of works area where possible to reduce duration of closure.

PRoW to be closed for circa 12 months.
Proposed PRoW diversion.
No surfacing deemed required. Signage indicating diversion likely to be required

PRoW to be closed for circa 3 months during culvert works

Proposed PRoW diversion.
No surfacing deemed required. Signage indicating diversion likely to be required

Proposed PRoW diversion.
No surfacing deemed required. Signage indicating diversion likely to be required
PRoW to be closed for circa 18 months.

Proposed PRoW diversion.
No surfacing deemed required. Signage indicating diversion likely to be required

PRoW to be closed for circa 3 months during culvert works

Proposed PRoW diversion.
No surfacing deemed required. Signage indicating diversion likely to be required

PRoW to be closed for circa 3 - 6 months.
It may be possible to construct these works with closure durations reduced further

Proposed PRoW diversion.
No surfacing deemed required. Signage indicating diversion likely to be required

PRoW to be closed for circa 18 months

It is unclear whether the PRoW at this location is incorrectly indicated on the mapping at this location and whether it should align the actual footpath. Regardless given the "indicated" PRoW is not overly accessible at this location and a diversion would be required to allow suitable through access

Proposed PRoW diversion.
No surfacing deemed required. Signage indicating diversion likely to be required

This diversion follows the actual pathway as seen on the ground. It is unclear whether the PRoW is incorrectly indicated on the mapping. If so the actual actual diversion is only at the end of Hooks Lane

Potential PRoW diversion is sufficient space. Alternative to north east of works
Surfacing likely to be required. Signage indicating diversion likely to be required

PRoW to be closed for circa 20 months

PRoW to be closed during installation of pipeline from Shaft 1 to Bedhampton PS2 and as part of the temporary access requirements to Bedhampton PS2 during construction works. Circa 24 months.

Proposed PRoW diversion.
Temporary surfacing deemed required. Signage indicating diversion likely to be required



Figure 9: Main Pipeline Works proposed Public Right of Way diversions

Legend

- Site Working Compound
- Temporary Footpath Closure (Pipe Laying/Tunnelling)
- Temporary Footpath Diversion (Pipe Laying/Tunnelling)
- Temporary Footpath Closure (Culvert)
- Temporary Footpath Diversion (Culvert)



Alternative potential site entrance location and associated closure/diversion

Proposed Diversion.
Alternative Option to have pedestrian crossing point at site entrance and eliminate closure/diversion.

Footpath to be closed for circa 20 months.
Footpath on opposite side of Middle Park Way closed for circa 2 months during culvert works on northern side

Proposed Diversion.
Footpath to be closed for circa 2 months during works to culvert on south of Middle Park Way.

Footpath to be closed for circa 20 months.

Proposed diversion.

Proposed diversion.
Footpath to be closed for circa 12 months.
Opposite side of Dunsbury Way to be closed for circa 2 months during culvert works.

Proposed diversion.
Footpath to be closed for circa 20 months.
Opposite side of Putbrook Way to be closed for circa 2 months during culvert works.

Proposed Diversion.
Alternative Option to have pedestrian crossing point at site entrance and eliminate closure/diversion.
Footpath to be closed for circa 20 months

Proposed Diversion.
Alternative Option to have pedestrian crossing point at site entrance and eliminate closure/diversion

Footpath to be closed for circa 18 months

Proposed Diversion.
Alternative Option to have pedestrian crossing point at site entrance and eliminate closure/diversion
Footpath to be closed for circa 20 months

Figure 10: Main Pipeline Works proposed Footpath diversions

9 Road and Lane Closures

Construction works will also require road and lane closures. Appropriate permits will be acquired, as well as diversions or traffic controls being put in place. Table 3 below indicates the location and timing and durations of proposed closures.

Location	Type	Dates	Duration
Purbrook Way	Lane Closure	Aug 2025-Dec 2026	14 months
Purbrook Way	Road Closure	Aug 2025	2 weeks
Riders Lane	Road Closure	Aug 2025-Feb 2027	19 months
Dunsbury Way	Lane Closure	Oct 2025-Jan 2026; Apr 2026; Jun 2026; Aug 2026; Oct 2026-Dec 2026; March 2027-May 2027	12 months
Dunsbury Way	Road Closure	Dec 2025	2 weeks
High Lawn Way	Road Closure	Dec 2025-Aug 2027	20 months
Middle Park Way	Lane Closure	Apr 2026-Jun 2026	3 months
Middle Park Way	Road Closure	May 2026	1 month

Table 3: Road and Lane Closures

Figure 11 below illustrates the location of proposed road and lane closures and associated diversion routes.



Legend

- Shaft Location
- Site Works Entrance
- Temporary Haul Road
- Temporary Road Closure
- Temporary Road Closure Diversion
- Temporary Lane Closure
- Temporary Road Closure Diversion

Temporary road closure in place for circa 2 weeks for culvert works with lane closures on both sides for 5 weeks either side of the road closure (12 weeks total)

Temporary lane closure in place for circa 12 months

Refer to insert in to right hand side for further details on closures at Shaft 6

Temporary road closure in place for circa 14 months

Temporary road closure in place for circa 2 weeks for culvert works with lane closures on both sides for 5 weeks either side of the road closure (12 weeks total)

Temporary site entrance in place for circa 20 months

Temporary site entrance in place for circa 20 months

Temporary site entrance in place for circa 20 months

Temporary road closure in place for circa 1 weeks for culvert works with lane closures on both sides for 5 weeks either side of the road closure (11 weeks total)

Temporary site entrance in place for circa 20 months

Temporary road closure in place for circa 20 months

No parking bays on Middle Park Way however parking suspension required on north side of street for circa 20 months (vehicles tend to park on south side of street)

Ad hoc parking suspensions required on both sides of street for large vehicle movements (circa 18)

Temporary lane closure to north of Purbrook Way in place for circa 14 months

Temporary site entrance in place for circa 20 months

Temporary site entrance in place for circa 18 months

No parking bays on Hooks Farm Way however parking suspension required on north side of street for circa 20 months (vehicles tend to park on south side of street)

Ad hoc parking suspensions required on both sides of street for large vehicle movements (circa 18)

No parking bays on West Street however parking suspension required on south side of street for circa 20 months (vehicles tend to park on south side of street)

Ad hoc parking suspensions required on both sides of street for large vehicle movements (circa 12)

No parking bays on Meyrick road however parking suspension required on north side of street for circa 12 months (vehicles tend to park on south side of street) and eastern end on north side

Ad hoc parking suspensions required on both sides of street for large vehicle movements (circa 12)

Figure 11: Main Pipeline Works proposed road and lane closures

10 Parking suspensions

Parking suspensions will be required to allow vehicular access to site compounds. Parking surveys have been undertaken to ensure displaced cars can be accommodated within 200 metres of parking suspensions, without causing too much disruption to residents. See Table 3 for information on parking suspensions. See Figure 12 for planned parking suspensions and durations.

Location	Number of spaces to be suspended	Average number of spaces in use	Duration	Displaced cars alternative parking
Meyrick Road/West Street	9	8	15 months	Ranelagh Road Brockhampton Road Knox Road West Street
Hooks Farm Way	29	8	20 months	Harestock Road Woodgreen Avenue
Stockheath Lane	6	1	20 months	Library Gardens
Riders Lane	19	5	19 months	Eversley Crescent Ditcham Crescent Riders Lane
High Lawn Way (Shaft 7)	42	18	20 months	High Lawn Way Foxcott Grove Somborne Drive
High Lawn Way (Shaft 8)	12	2	20 months	High Lawn Way

Table 3: Parking suspensions durations and alternative parking

Location	Parking capacity	Maximum current usage
Meyrick Road/West Street	17	9
Ranelagh Road	10	9
Brockhampton Road	20	15
Knox Road	26	25
West Street	10	10
Hooks Farm Way	54	14
Harestock Road	28	13
Woodgreen Avenue	50	39
Stockheath Lane	6	3
Library Gardens	6	1
Riders Lane	19	5

High Lawn Way (Shaft 7)	72	24
Foxcott Grove	36	32
Somborne Drive	28	24
Areas of High Lawn Way with no parking suspension	58	
High Lawn Way (Shaft 8)	12	10

Table 4: Parking survey results



Figure 12: Main Pipeline Works proposed parking suspensions

11 Programme and Sequence of Works

Works are planned to begin in March 2025, and will take approximately 3 years to construct. At each shaft location, the shaft will be constructed, microtunnelling carried out, dual pipeline installed, and commissioning completed.

Upon completion of these works, each shaft will be backfilled, and landscaping will be complete. Refer to Construction Method Statement for a break down in works and the method to complete works, as well as planning submission programme for durations.

12 Vehicle Type and Numbers

Vehicle movements on and off site will be made up of the following vehicle types:

Vehicle Type	Usage
Small van/car	Commuting
Vans under 7.5t	Materials delivery
Curtain side rigid lorry	Materials delivery
Tankers	Fuel, water, waste disposal
Tippers	Deliver aggregate / remove spoil
Rigid HGV	Materials & plant delivery
Articulated HGV	Materials & plant delivery
Mobile Crane	Site specific works
Tractor / trailer	Materials delivery

Table 5: Vehicle Types

HGV movements will be limited, where practicable, to those indicated in Table 6 below.

During peak construction, there will be 65 members of staff on site at any one time. Approximately 50 of those on site will be living or staying local, so may reduce the number of staff vehicle movements. Peak construction refers to all elements of construction taking place simultaneously, including shaft construction, microtunnelling and pipe installation.

The Construction Worker Travel Plan contains further details of how Ward and Burke plan to mitigate the impact of commuting members of staff on the local highway network, including but not limited to public transport and active travel arrangements.

28

RE7	8	20	72	4
RE8	1	2	8	39
Tractor & Trailer	20	N/A	N/A	N/A

Table 6: Pipeline Construction- Trip generation referring to above figure

13 Vehicle Timings

No construction on the pipeline site shall take place outside the agreed working hours with the Local Planning Authority,

HGV deliveries will be restricted to deliveries outside of peak hours where practicable.

In the event that any of the agreed times need extending or works to be complete outside of these hours, prior approval will be agreed with the Local Planning and Highways Authorities.

14 Communication and Monitoring of the Plan

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.

Vehicle numbers and frequencies will be monitored to ensure that volume, frequency, and timing of arrivals coincide with the stated numbers and times.

Any accidents or incidents involving vehicles entering or leaving the site will be recorded and investigated. If necessary, these will be reported to relevant authorities.

The Traffic Management Plan will be overseen and monitored by both the Logistics Manager and Travel Plan Coordinator, while implementing Ward and Burke's 'Plant and People Campaign'.

Should any changes to the plan be required, this will be done by the relevant management and submitted to Portsmouth Water and Local Highways Authority, outlining any changes.

15 Site Arrangements

Car parking will be provided on site within the site car park. This provides parking for site staff and visitors visiting both the main site compound and the works site at each shaft location.

There will be site parking available for cyclists and motorcyclists who require to lock up their bikes during the working day in a safe space.

Hard standing surface will be provided within the compound to assist with keeping vehicles clean and negate the need for wheel washing. Where vehicles must leave the hard standing surface, wheel washing facilities will be provided to ensure that mud and debris do not get transferred onto the public highway. The public highway will be maintained daily if debris leaves site or HGV cause damage to the public highway.

Please refer to planning drawings that show a plan at each site compound, outlining parking facilities:

- Shaft 1: HTR-WAB-PI-W1-DR-T-0001_SITE COMPOUND LAYOUT SHAFT W1 S4.P07
- Shaft 2: HTR-WAB-PI-W2-DR-T0001_SITE COMPOUND LAYOUT SHAFT W2-A4.P05
- Shaft 3: HTR-WAB-PI-W3-DR-T-0001_SITE COMPOUND LAYOUT SHAFT W3 A4.P05
- Shaft 4: HTR-WAB-PI-W4-DR-T-0001_SITE COMPOUND LAYOUT SHAFT W4-A4.P04
- ED Shaft: HTR-WAB-PI-ED-DR-T-0001_SITE COMPOUND LAYOUT ED SHAFT-A4.P04
- Shaft 5: HTR-WAB-PI-W5-DR-T-0001_SITE COMPOUND LAYOUT SHAFT W5-A4.P04
- Shaft 6: HTR-WAB-PI-W6-DR-T-0001_SITE COMPOUND LAYOUT SHAFT W6-A4.P04
- Shaft 7: HTR-WAB-PI-W7-DR-T-0001_SITE COMPOUND LAYOUT SHAFT W7-A4.P04
- Shaft 8: HTR-WAB-PI-W8-DR-T-0001_SITE COMPOUND LAYOUT SHAFT W8-A4.P04

Please refer to drawing HTR-WAB-ZZ-ZZ-DR-T-0004 for typical road-site interface details.

16 Risk Assessment

RISK RATING Likelihood (L) x Severity (S)		HAZARD SEVERITY (S)				
		1	2	3	4	5
		Negligible Negligible injury, no absence from work	Slight Minor injury requiring first aid treatment	Moderate Injury leading to a lost time accident	High Involving a single person's serious injury/death	Very High Multiple serious injuries/death
1	Very Unlikely: A freak combination of factors would be required for an incident/accident to result	LOW	LOW	LOW	LOW	LOW
2	Unlikely: A rare combination of factors would be required for an incident/accident to result	LOW	LOW	LOW	MEDIUM	MEDIUM
3	Possible: Could happen when accidental factors are present but otherwise unlikely	LOW	LOW	MEDIUM	HIGH	HIGH
4	Likely: Not certain to happen but an additional factor may result in an incident/accident	LOW	MEDIUM	HIGH	HIGH	HIGH
5	Very Likely: Almost inevitable that an incident/accident would result	LOW	MEDIUM	HIGH	HIGH	HIGH
LOW RISK (Score 1 – 6)		May be acceptable, however, review task to see if risk can be reduced further.				
MEDIUM RISK (Score 8 – 10)		Task should only proceed with appropriate consultation with specialist personnel and SHEQ team. Where possible the task should be refined to take account of the hazards involved or the risks should be reduced further prior to task commencement.				
HIGH RISK (Score 12 – 25)		Task must not proceed. It should be refined, and further control measures put in place to reduce risk. The controls should be re-assessed for adequacy prior to work commencement				

Likelihood: How often could the hazard occur? Consider the task, frequency, duration, method of work, employees involved.

Severity: How serious would the hazard's effects be if realised? Consider the type of hazard: Biological, ergonomic, physical, and chemical.

Risk = Likelihood x Severity

Risk Assessment				
Hazard	Risk	Risk Rating	Control Measure in addition to this in the Framework CTMP	Resultant Risk Rating
Delivery truck movements and vehicle movements on site	- Public - Operatives - Parked cars - Moving cars - Site Visitors	3 x 4 = 12	- Strict Speed Limit of 10 mph on site. - Plant & people movement to be segregated - All deliveries to drive with care and vigilance - Site gates to remain closed	1 x 4 = 4
Interface with public vehicles	- Public - Operatives - Parked cars - Moving cars	3 x 4 = 12	- Schedule and plan deliveries during off-peak times - Implement a call-before-arrival approach, so that the site team can ensure that access routes are clear - Deliveries to be pre-booked to avoid rush hour times - Place orders in bulk to avoid separate, small deliveries - Request that smaller deliveries are delivered on smaller vehicles - Vehicles to follow signposted routes from principal road network	1 x 4 = 4
Interface with pedestrians	Injury or harm to any pedestrian walking along the same route as site access route	4 x 3 = 12	- Warning signage to be erected and maintained along access route for clear warning to pedestrians - Segregated walkways to be established and maintained within the compound and works areas - Signed crossing points for pedestrians where necessary	1 x 4 = 4

Use of existing public highways	- Mud and debris carried off site to existing highway - Damage to existing highways by HGVs	4 x 3 = 12	- Wheel washing facilities to be provided on a hard surface on site for delivery drivers to take advantage of - Gate person to ensure all vehicles leave site clean and refuse exit if substantial amounts of muck is still present on any vehicle - Monitor and maintain any damage that may become present to public highway	1 x 3 = 3
Machinery on site	Death or injury due to machinery movement causing crushing.	4 x 3 = 12	- All machines to have necessary reversing camera and or convex mirror - Machine movements to be segregated from pedestrian - All personnel to keep to pedestrian walkways - Do not enter areas during earthmoving operations, especially controlled zones, unless machine operators in the area are aware of your presence, make operators aware of your presence - Wear high visibility clothing. - Use pedestrian walkways where available; do not walk along haul routes. - Gain operatives' eye-contact when approaching a vehicle. - Maintain hearing and only use mobiles in safe locations away from moving vehicles. - Personnel will be disciplined if they are found not to follow the rules and guidance of the site	1 x 3 = 3
Crane	- Overtuning - Loads overhead collapse - Crushing or impact from load	2 x 4 = 8	- Only to be set up and used with an approved crane pad TW design - Set up crane to avoid over-sailing - Appoint banksman	1 x 4 = 4

	Wind load to formwork panels		- Exclusion zones to be in place - No lifting in wind above 13m/s, or as manufacturers recommendations - A crane lift plan is to be completed by an appointed person - Tag lines to be used - A whistle is to be blown by the banksman to alert of a lift when there are personnel in the vicinity of the lift	
Site Traffic	Congestion, vehicles have a collision as they reach required zone.	3 x 3 = 9	Ensure that a banksman is always in place to direct trucks moving in and out of site	1 x 3 = 3
RISK ASSESSMENT HOLD POINT <i>Review likely hazards</i> <i>Review all mitigations in place and ensure the control measures are suitable and sufficient.</i>				

