



## **Havant Thicket Reservoir – Main Pipeline Works**

### **Construction Workers Travel Plan - Shaft 1 RMA**

HTR-WAB-PI-W1-PL-W-0002

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Issue and Revision Record

Havant Thicket Reservoir – Main Pipeline Works  
Construction Workers Travel Plan – Reserved Matters

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## Contents

|                                                |          |
|------------------------------------------------|----------|
| Issue and Revision Record.....                 | 3        |
| <b>1 Abbreviations and Definitions .....</b>   | <b>5</b> |
| <b>2 Introduction.....</b>                     | <b>6</b> |
| <b>3 Aim of Travel Plan .....</b>              | <b>8</b> |
| 4 Existing Arrangements .....                  | 8        |
| 4.1 Site layout and location.....              | 8        |
| 4.2 Working patterns .....                     | 9        |
| 4.3 Transport options.....                     | 9        |
| 4.4 No Travel: Working from home .....         | 9        |
| 4.5 Active Travel: walking and cycling .....   | 9        |
| 4.6 Public Transport: train .....              | 10       |
| 4.7 Public Transport: bus.....                 | 10       |
| 4.8 Car sharing .....                          | 11       |
| 4.9 Private car .....                          | 11       |
| 5. Measures .....                              | 11       |
| 5.1 CWTP Measures .....                        | 12       |
| 6 Targets.....                                 | 13       |
| 7 Management, Monitoring and Action Plan ..... | 13       |
| 7.1 Management .....                           | 13       |
| 7.2 Monitoring and Action Plan .....           | 13       |
| 7.3 Enforcement .....                          | 14       |
| 8 Appendix and References.....                 | 14       |

## 1 Abbreviations and Definitions

|            |   |                                               |
|------------|---|-----------------------------------------------|
| Client     | = | Portsmouth Water Limited                      |
| Contractor | = | Ward and Burke Construction Limited           |
| CTMP       | = | Construction Traffic Management Plan          |
| CWTP       | = | Construction Workers Travel Plan              |
| HTR MPW    | = | Havant Thicket Reservoir Main Pipeline Works  |
| HTR MRW    | = | Havant Thicket Reservoir Main Reservoir Works |
| PW         | = | Portsmouth Water Limited                      |
| RAMS       | = | Risk Assessment / Method Statement            |
| TPC        | = | Travel Plan Coordinator                       |
| WBCL       | = | Ward and Burke Construction Limited           |

2 Introduction

This report details the Construction Worker Travel Plan (CWTP) for the works involved in the construction of the Havant Thicket Reservoir, Main Pipeline Works (HTR MPW) for staff and operatives of Ward and Burke (WBCL) Construction Limited, sub-contractors and visitors. The purpose of this report is to encourage more sustainable transport use, adding benefits to the workforce as well as the environment.

A Reserved Matters application is being submitted under the outline planning permission for the pipeline (Ref. APP/20/00991), to allow installation of shaft 1 only (no pipelines) prior to any potential future development of this land (which is now owned by Bellway Homes). If the planning application is successful, the shaft will be installed in Summer 2024. Once installed, the shaft will not be visible apart from a manhole cover. This will be the only phase that will be discharged under the approved outline permission. The pipeline scheme will be the subject of a new revised pipeline application which will be accompanied by a new, scheme specific CWTP.

This CWTP is submitted alongside the Construction Traffic Management Plan (CTMP) to discharge Planning Condition 7 of the approved pipeline permission:

Planning Condition 7

- 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).
- 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.

It has been agreed with Havant Borough Council and Hampshire County Council that partial discharge of Condition 7 is appropriate provided all of the relevant details related to this phase are provide and approved prior to commencement of the phase being commenced.

Any permission for the new revised pipeline scheme (the subject of a separate future planning application) will connect to the shaft underground.

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                                                                                                                              |
|-----------------|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| ost 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                                      |                                                                                                                                       |

|                   |                                    |                                                                         |
|-------------------|------------------------------------|-------------------------------------------------------------------------|
| Least Sustainable | Car Sharing                        |                                                                         |
|                   | Private vehicles (electric/hybrid) | We recognise in some situations; private car is the only viable option. |
|                   | Private vehicle (diesel, petrol)   |                                                                         |

### 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.

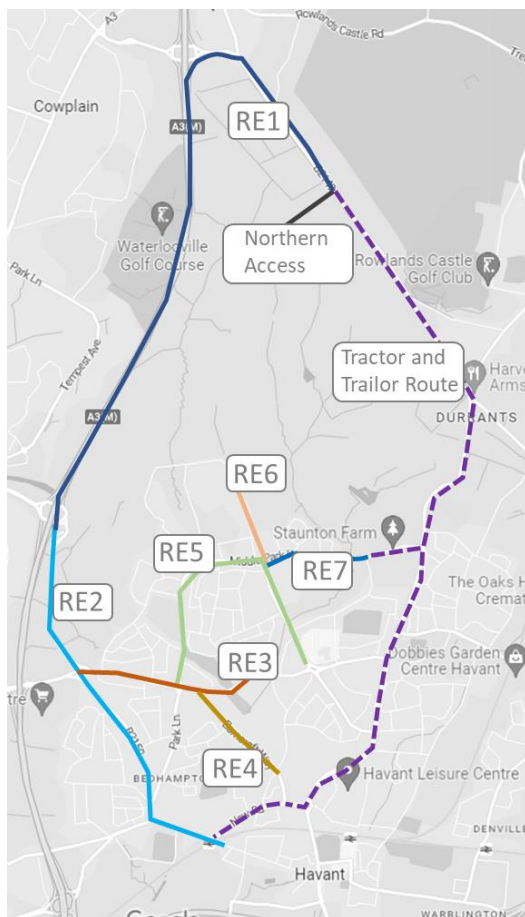
## 4 Existing Arrangements

### 4.1 Site layout and location

The site is located in Havant, adjacent to Bedhampton Station and North of A27. The site is accessed via Meyrick Road (shown in Appendix 1) and via route RE2 from A3(M) via Meyrick Road, as shown in Fig. 1.

All pedestrian and vehicle traffic will enter site via Meyrick Road. The What3Words location to quote for the main site entrance gate is:

**///shirt.game.stars**



*Fig. 1 Vehicle routing plan*

As this is the central hub for all staff and visitors, car parking will be provided on site within the main compound for 15 vehicles. This provides parking for staff and visitors for shaft 1 works. See indicative site layout in appendix 2.

Site compound will also include cycle parking, storage area, welfare including showers, a changing area, a canteen, and site offices.

#### **4.2 Working patterns**

This CWTP is for Phase 1 only, which will have a 4-month programme. The Havant Thicket Reservoir, Main Pipeline Works are expected to take 3 years to complete.

During shaft 1 construction, 30 people are expected to be working at the site, which could amount to 30 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 shaft 1 construction of the 30 workers per day:

- 20% (6) will be living locally during working hours, in accommodation close to site and within travelling distance.
- 80% (24) will be living away, originating from London and the surrounding home counties. Of these 24, it is anticipated that 10 will stay locally in B&B or rented accommodation.

Operatives work the same shift patterns due to practical reasons and planning restrictions:

- Monday to Friday – 0830 to 1800 (0800 to 0830 morning briefing)
- Saturday – 0900 to 1300
- Sunday and bank holidays – no working.

#### **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.

#### **4.4 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.

#### **4.5 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 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.

Site access will be managed as per CTMP for all pedestrians, cyclists, and motorcyclists to ensure safe access and egress from site.

#### 4.6 Public Transport: train

The nearest train station is Bedhampton, 0.5 miles away via Meyrick Road, which is a 10-minute walk from train station to site. 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 0700. 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                   |                    |
| Portsmouth Harbour      | 17 mins      | 5.80                   |                    |
| Littlehampton           | 42 mins      | 13.20                  | 19.80              |
| London Waterloo         | 1 hr 36 mins | 44.30                  | 83.60              |

To get to Bedhampton between 0630-0645 and leaving Bedhampton between 1830-1845, the below stations are viable to commute to/from site via Bedhampton train station:

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

#### 4.7 Public Transport: bus

The main buses that serve the closest bus stop (Brunswick Gardens) are:

- 23 Southsea [Bedhampton-Cosham-Portsmouth-Southsea]; running every 20 minutes from 0450 to 0840 then every 10 minutes from 1558 to 18.28.

- 30 Purbrook Oaklands [Bedhampton-Purbrook]; only one bus at 0808

The number 23 is the most convenient bus as it is most regular and drops off 15-minute walk from site. Unlimited bus travel for 1 month on local buses is £66 or £4.50 per day.

#### 4.8 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.

#### 4.9 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.

### 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 works to Shaft 1 and HTR Main Pipeline Works is fixed, so the 'soft' measures to incentivise behaviour such as marketing, awareness and promotion have been selected.

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

### 5.1 CWTP Measures

| Mode                           | Incentive                                                                                                                               | Approximate cost | Implementation date | Owner     |
|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------------|-----------|
| <b>Active Travel</b>           |                                                                                                                                         |                  |                     |           |
|                                | Secure cycle parking                                                                                                                    | £1000            | Q2 2024             | WBCL      |
|                                | On-site wash facilities                                                                                                                 | In project cost  | Q1 2024             | WBCL      |
|                                | Lockers for clothing and cycle gear                                                                                                     | In project cost  | Q1 2024             | WBCL      |
|                                | On site security                                                                                                                        | In project cost  | Q4 2023             | Site team |
| <b>Public transport: train</b> | Clear travel routes and information available on-site noticeboard in the rest area.                                                     | In project cost  | Q3 2024             | WBCL      |
|                                | For visitors: offering collection/drop off at station                                                                                   | In project cost  | Q1 2024             | WBCL      |
|                                | 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             | WBCL      |
|                                |                                                                                                                                         |                  |                     |           |
| <b>Public transport: bus</b>   | Collaboration with local public transport providers to ensure adequate services                                                         | TBC              | Q3 2024             | WBCL      |
|                                | Clear travel routes and information available on-site noticeboard in the rest area.                                                     | In project cost  | Q3 2024             | WBCL      |
|                                | For visitors: offering collection/drop off at bus stop                                                                                  | In project cost  | Q1 2024             | WBCL      |
|                                | Scheme where workforce will submit public transport tickets to a monthly draw with the winner getting a                                 | £300             | Q2 2024             | WBCL      |
|                                |                                                                                                                                         |                  |                     |           |

|                        |                                                                       |                 |         |      |
|------------------------|-----------------------------------------------------------------------|-----------------|---------|------|
|                        | £25 Amazon (or similar) voucher                                       |                 |         |      |
| <b>Car sharing</b>     | Travel notice board where people can post an interest in car sharing. | In project cost | Q3 2024 | WBCL |
| <b>Private vehicle</b> | Provision of charging points for electric vehicle                     |                 |         |      |
|                        | Secure parking facilities for all transports                          | In project cost | Q1 2024 | WBCL |

## 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.

## 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 | <ul style="list-style-type: none"> <li>Survey all staff and operatives about distance of commute and mode of transport.</li> <li>Comments and survey of proposed alternatives.</li> </ul>                                                                                                                                                                                               |
| At commencement of construction      | <ul style="list-style-type: none"> <li>Travel noticeboard in the rest area, to inform all staff and operatives about selected incentives for sustainable transport.</li> <li>Provide information and timetables of public transport to workforce via newsletter and noticeboard.</li> <li>Provide initial briefing and talk to all workforce on transport options available.</li> </ul> |
| During construction                  | <ul style="list-style-type: none"> <li>Monthly refresher meetings to update new starters and current workforce on transport services and any changes.</li> <li>Regular updating of noticeboard.</li> <li>Collect data monthly on how workforce travel to and from work.</li> <li>Review meeting with senior staff and council where necessary.</li> </ul>                               |

|                   |                                                                                                                                                                                                           |
|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Post-construction | <ul style="list-style-type: none"> <li>• Report trends in transport use.</li> <li>• Report uptake of incentives.</li> <li>• Consider incentives to take forward to next phase of construction.</li> </ul> |
|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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

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

## Appendix 1: Site layout plan

