

Havant Thicket Reservoir

Construction Worker Travel Plan

Main Reservoir Works Phase

09/09/2022 | v1.2

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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 situation

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 approximately 220 vehicles. This provides for site staff & visitors for both the reservoir and pipeline projects. See indicative site layout in appendix 2.

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.

The site compound will also include cycle parking, electric charging points and a welfare area with showers, lockers and a changing area (see Indicative site layout in Appendix 2).

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 peak construction: 170 people are expected to be working at the site, which could amount to 340 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: 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 170 workers per day:

- 40% (70) are local
- 60% (100) are living away
- 80% (80) of those living away originate from north Wales
- 20% (20) originate from Sussex/Kent
- 50% (50) of the workers living away can stay in bunkabins or mobile homes onsite (space has been allocated for this number of units).
- 50% (50) 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)

Saturday: from 0600 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

Transport options

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

According to research conducted by the TUC (quoted in ref:1) 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 staff have digital equipment to facilitate remote working and this will be encouraged, where practicable. Due to the nature of the work it is not possible for most of the team 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) (ref:1). 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 (ref:2). 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	5.60	4.56
Portsmouth Harbour	20 mins	5.60	4.56
Littlehampton	40 mins	11.60	7.42
Southampton Central	40 mins	23.70	11.69
Brighton	1 hr 15 mins	21.90	11.69
London Waterloo	1 hr 30 mins	41.70	23.54
London Victoria	1 hr 50 mins	41.70	23.54

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.

Unlimited bus travel for 1 month on local buses is £66 or £4.50 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 disincentives 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): Angela Spinks has been appointment by Future Water, and will be responsible for holistic implementation of CWTP measures.

CWTP Measures

Mode	Incentive
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). • Secure cycle parking • Showers on-site • Lockers for storing clothes • On site security
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. • 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. • Provision of clear public transport information, available on travel noticeboard in the rest area. • Scheme where workforce can swap (number to be decided) of train tickets for an amazon voucher as an incentive to take the train rather than drive.
Public Transport: Bus	• Scheme where workforce can swap (number to be decided) of bus tickets for an amazon voucher as an incentive to bus rather than drive. • Collaboration with local public transport providers to improve services, negotiate discounts and trial initiatives. • Provision of clear public transport information, available on travel noticeboard in the rest area.

	- Works buses / shuttle buses (if cluster of employees from specific area). - 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.
Car sharing	- Travel notice board where people can post a notice expressing an interest in car sharing, provide priority parking for car sharing - Scheme where car sharers (both driver and the sharer) can get a free amazon voucher after (number to be decided) of journeys shared.
Private vehicle (electric/hybrid)	Provision of (number to be decided) charging points for electric vehicles.
Private vehicle (fossil fuels)	Provide secure parking facilities for those who travel by motorcycle/moped.

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	B	B+5%	B+10%	B+15%	B+20%
	6-15 miles	B	B+5%	B+10%	B+15%	B+20%
Public Transport: Train	<6 miles	B	B+5%	B+10%	B+15%	B+20%
	6-15 miles	B	B+5%	B+10%	B+15%	B+20%
	15-30 miles	B	B+5%	B+10%	B+15%	B+20%
	30-50 miles	B	B+5%	B+10%	B+15%	B+20%
	>50 miles	B	B+5%	B+10%	B+15%	B+20%
Public Transport: Bus	<6 miles	B	B+5%	B+10%	B+15%	B+20%
	6-15 miles	B	B+5%	B+10%	B+15%	B+20%
	15-30 miles	B	B+5%	B+10%	B+15%	B+20%
Car sharing	<6 miles	B	B+5%	B+10%	B+15%	B+20%
	6-15 miles	B	B+5%	B+10%	B+15%	B+20%
	15-30 miles	B	B+5%	B+10%	B+15%	B+20%
	30-50 miles	B	B+5%	B+10%	B+15%	B+20%

	>50 miles	B	B+5%	B+10%	B+15%	B+20%
		Less than X% staff commutes				
		Baseline	CWTP year 1	CWTP year 2	CWTP year 3	CWTP year 4
Private car (electric/hybrid)	<6 miles	B	B-5%	B-10%	B-10%	B-10%
	6-15 miles	B	B-5%	B-10%	B-10%	B-10%
	15-30 miles	B	B-5%	B-10%	B-10%	B-10%
	30-50 miles	B	B-5%	B-10%	B-10%	B-10%
	>50 miles	B	B-5%	B-10%	B-10%	B-10%
Private car (fossil fuels)	<6 miles	B	B-5%	B-10%	B-15%	B-20%
	6-15 miles	B	B-5%	B-10%	B-15%	B-20%
	15-30 miles	B	B-5%	B-10%	B-15%	B-20%
	30-50 miles	B	B-5%	B-10%	B-15%	B-20%
	>50 miles	B	B-5%	B-10%	B-15%	B-20%

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 (ref:2).

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

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 minibus 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 1: 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 2: Site layout plan

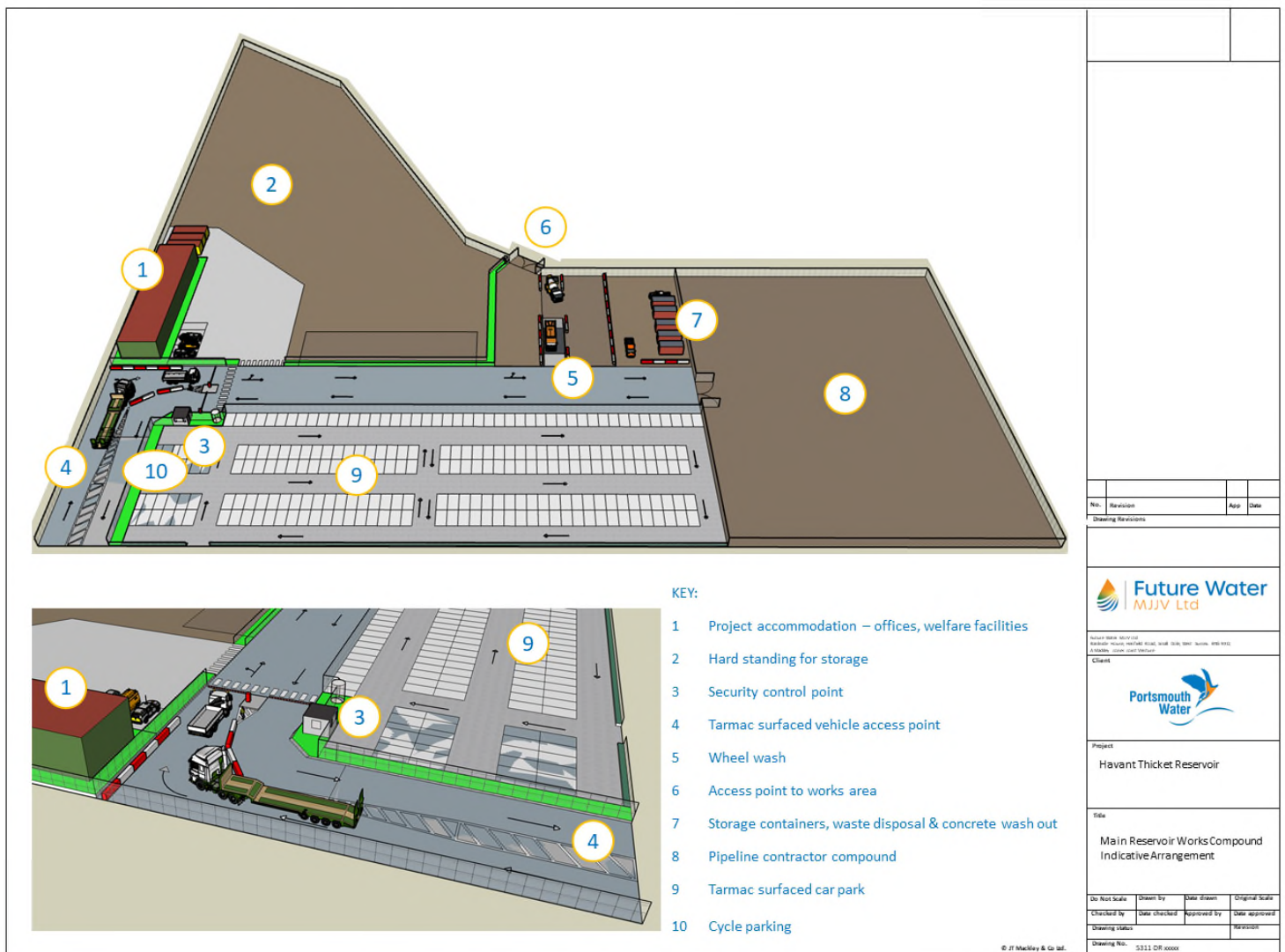


FIG 2. SITE LAYOUT PLAN