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Havant Thicket Reservoir Project

Revised Framework Construction Traffic Management Plan

Portsmouth Water Ltd.

September 2025

Atkins Doc No.: HTR-ATK-XX-XX-RP-Z-0077

Atkins Revision No.: C02

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This document has <23> pages including the cover.

Document history

PW Revision	Status	Purpose description	Originated	Checked	Reviewed	Authorised	Date
C01	A1	First Issue	JF	AIH	WI	WI	31/03/21
P02	S4	Updated for APP/24/00405 conditions	TF (W&B)	LO	JF	JF	23/07/25
P03	S4	Updated to Client comments	TF (W&B)	LO	JF	JF	08/09/25
P04	S4	Updated to Client comments	TF (W&B)	LO	JF	JF	23/09/25
C02	A5	Identical to P04	TF (W&B)	LO	JF	JF	26/09/25

Client signoff

Client	Portsmouth Water Ltd.
Project	Havant Thicket Reservoir Project
Job number	5169117
Client signature / date	

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1. Introduction

1.1. Purpose of Document

The original Framework CTMP (2020) was prepared by Atkins on behalf of Portsmouth Water in support of planning applications to construct and operate a new reservoir at Havant Thicket. The Framework CTMP relates to the construction stage of the Scheme and sets out the outline parameters for the construction traffic arrangements and mitigation measures.

This updated Framework CTMP was prepared by the reservoir and pipeline principal contractors (Future Water, and Ward and Burke respectively) and sets out the outline parameters for the construction traffic arrangements and mitigation measures associated with the Havant Thicket Reservoir (Havant Borough Council application refs: APP/20/00990 and APP/24/00312) and Pipeline (Havant Borough Council refs: APP/20/00991 and APP/24/00405).

This updated Framework CTMP is intended to discharge planning Condition 26 of the revised pipeline scheme (permission reference APP/24/00405). The requirements of Condition 26 and where within this document the requirements are addressed are set out in Table 1.1 below.

Table 1.1 – Condition 26 of APP/24/00405

Condition 26 – Submission of Updated Framework Construction Traffic Management Plan (fCTMP)	
Prior to the commencement of development an updated Framework Construction Traffic Management Plan (fCTMP) (which includes the Reservoir Site) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Hampshire County Council as local highways authority). *Reason: To ensure the safe and efficient operation of the highway network*	
Detail	**Addressed**
Updated Framework Construction Traffic Management Plan	Full Document

Under Condition 12 of permission APP/24/00312 for the Main Reservoir Works, a Construction Traffic Management Plan which accords with the Framework CTMP is required to be submitted for each phase. This condition has been discharged for all Main Reservoir Works phases as doc ref. HTR-FUW-RZ-RE-HS-W-0506 P09.1.

Under Condition 25 of permission APP/24/00405 for the Pipeline Works, a Construction Traffic Management Plan which accords with the Framework CTMP and Works Area Summary (ref HTR-WAB-PI-ZZ-TN-W-0006 Rev P03) is required to be submitted and approved in writing by the Local Planning Authority (in consultation with Hampshire County Council as local highways authority) prior to commencement of any phase of development.

The only element of the outline pipeline permission (APP/20/00991) to be implemented is phase 1 (Shaft 1 at Bedhampton). A reserved matters application (APP/24/00204) for the construction of the shaft only, was approved on 28 June 2024. This application was accompanied by a CTMP for works to construct the shaft.

1.2. The Scheme

The reservoir, when constructed, will be filled with surplus water drawn from the springs at the Bedhampton works when flows are at their highest in winter via new dual inlet and outlet pipelines, and will provide water supplies to Portsmouth Water customers in the summer months as required.

Building the reservoir will allow Portsmouth Water to transfer water to east Hampshire to supply Southern Water's customers, even in a severe drought. The site will also provide a new recreational facility next door to one of the more deprived areas in south east Hampshire, readily accessible on foot, by bicycle, or through existing bus routes. It offers further opportunities to improve the area's footpath, cycleway and bridleway networks. More than 29,500 people live within reasonable walking distance of the site (1.5km) and 120,000 people live within reasonable cycling distance of the site (4.5km).

The reservoir and pipeline (the Scheme) will incorporate a new wetland habitat and significant new associated areas for nature conservation both on and off site.

1.2.1. Indicative Programme

Although it will take approximately 9 years for the reservoir to become operational, the reservoir and pipeline construction activities will only take place over 3-4 years, with HGV traffic generation varying during this period (i.e. it will not be 3-4 years of consistent HGV traffic). The reservoir and pipeline will also be constructed in phases, to reduce the amount of traffic travelling to and from the reservoir site at any one time. The pipeline will be broken down into phases to allow multiple teams to operate at the same time.

The planning permissions are conditional on a pre-commencement phasing strategy which will inform the timing and content of the planning conditions and reserved matters applications.

The Principal Contractors must have early engagement with the Highway Authority on programming and phasing of the works to ensure impacts of both areas of work are minimised.

Pre-construction works on the main reservoir commenced in 2023, with the main works phase commencing in 2025. Following this, a 4-year programme of earthworks and civils is anticipated, followed by a 3-year commission programme.

Pre-construction works for the pipeline are expected to commence in 2025, with the main works phase commencing in 2026. Following this, a 3-year programme of civils is anticipated.

1.3. Construction Management Measures

An Outline Environmental Management Plan is included within the Revised Environmental Statement (ES Volume 4, Appendix A2). The OEMP includes a record of identified environmental actions and commitments (REAC) made during the outline design to mitigate the potential environmental effects of the Scheme (Tables 3-1 and 3-2 of the OEMP). It provides a framework that can be followed to inform the detailed design and the development of detailed CEMPs.

The purpose of this document is to bring together the proposed construction traffic mitigation measures into a schedule of commitments, this will form the framework for the detailed CTMPs which are the subject of planning conditions and are to be submitted prior to commencement of works.

There will be one overarching CTMP for the reservoir site, and an overarching Pipeline CTMP strategy (work areas summary) for the pipeline works. Separate Phase CTMP's are to be produced and approved for the pipeline works prior to each phase of development under permission APP/24/00405.

1.4. Scope and Objectives of the CTMP

A Construction Traffic Management Plan (CTMP) provides an overarching plan as to how the construction traffic and site operations will be managed. It sets out the parameters within which contractors will be required to work, including hours of operation, traffic routing, safe vehicular access and manoeuvring and minimising traffic impacts.

They will be prepared by the relevant contractor and agreed with the Local Highway Authority ahead of works commencing. The Scheme passes through Havant Borough Council and East Hampshire District Council and the Local Highway Authority is Hampshire County Council (HCC).

The CTMP will contain details of:

- Vehicle routing plans;
- Proposed programme and duration;
- Number of construction personnel including travel arrangements and mitigation where necessary;
- Alterations to the highway, including temporary and / or permanent, to enable construction;
- Details of the number of construction and delivery vehicles using the public highway (no abnormal loads are anticipated at this stage);
- Traffic management details;
- Compounds and laydown area details;
- Highway condition surveys;
- Methods for managing the site to prevent mud onto the highway; and
- Details of onsite contractor parking.

The CTMP sets out the detailed measures that can be implemented to provide mitigation for the construction traffic associated with the Scheme. The CTMP has the primary objective of minimising impact and disruption to existing users of the public highway network and the surrounding community, forming the framework within which all contractors are expected to work. This can be achieved by:

- Minimising the number of vehicular trips required for the movement of material and people;
- Ensuring construction traffic trips and routes used are planned to be safe, efficient and timely;
- Ensuring the impact to residents, local sensitive receptors and the travelling public are minimised; and
- That the CTMP is continually monitored, reviewed and updated as necessary and improvements incorporated.

1.5. CTMP Structure

The CTMP's will be structured as follows:

- Section 1 – Introduction – including scope and objectives;
- Section 2 – The Proposed Development – including site compounds and laydown areas, typical construction vehicles and construction activities;
- Section 3 – Vehicular Movement Management – vehicle routing strategy, timing of movements, sensitive receptors, reducing impacts of Heavy Goods Vehicle ('HGVs'), local highway issues and constraints and section specific constraints, management of abnormal loads and construction HGV routes;
- Section 4 – Construction Workforce – descriptions of controls to mitigate the impact of construction staff traffic;
- Section 5 – Site Accesses/Haul Road – design, management and mitigation of access points;
- Section 6 – Highway Crossings – agreement, management and advance notification of diversions and public rights of way;
- Section 7 – Required Highway Interventions – Interventions identified.
- Section 8 – Management of Road Safety – Existing collision records, highway condition and construction traffic assumptions; and
- Section 9 – Implementation and Monitoring – Implementation of the final CTMP and Compliance and monitoring.

2. Construction Activities

2.1. Overview

The Havant Thicket project intends to provide the already water-stressed South East of England with a new drinking water supply, whilst also providing additional community and environmental benefits of a new raw water reservoir.

The key elements of the Scheme include:

- Havant Thicket Reservoir – providing raw water storage complete with control house, visitor centre and recreational facilities.
- Pipeline – pumping spring water from the Bedhampton and Havant Springs system to the Havant Thicket Reservoir.

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

- Construction of new access road into the site from the new B2149 junction (complete);
- Establishment of site compound in northwest corner of the site (complete);
- Mobilisation, use and Operation of the Temporary Site Workers Accommodation (complete);
- Construction of the main reservoir and wetland embankments;
- Construction of new control structures;
- Installation of MEICA and associated fit out;
- Construction of new access roads and footpaths;
- Construction of new junction onto Swanmore Road to connect the Southern Access Route with the existing highway network;
- Construction of the new Southern Access Route;
- Raising of existing Forestry England track & construction of 2nr new culverts;
- Hard and soft landscaping.

During construction of the Scheme a Construction Support Site (CSS) will be located at the North West corner of the site, following construction of the reservoir this will be the location of the new visitor centre. This compound will be accessed from the B2149 via a new junction to an access route which will also serve as a haul road during construction but becomes a permanent access to the visitor car park once construction is complete.

Construction activities discussed in the following sections set the parameters which the Contractor must adhere to during the subsequent detailed design and construction phases.

Construction activities will take place at the reservoir site between the hours of 0600hrs – 1900hrs Mon-Friday and 0600hrs – 1300hrs Saturday, with no Sunday working unless agreed in writing by the Local Planning Authority. Construction activities for the pipeline will take place between 0800hrs – 1800hrs Mon-Friday and 0800hrs – 1300hrs Saturday. This means construction staff travel will mainly be outside peak hours. The P1 Under Track Crossing (UTX) works beneath the railway are permitted to operate on a 24-hour basis.

An assumed workforce of up to 125 people for the construction of the main reservoir site and 65 people for the pipeline was derived during the enabling works and used as a basis of spatial pre-construction planning.

The Revised Environmental Statement assumed a worst case of all staff trips travelling on the highway network in single occupancy vehicles during the network peak hours. However, as the site will be in operation prior to the AM peak hour and ceasing operations after the PM peak hour, staff trips will occur outside of the network peak periods.

2.2. Reservoir Construction Setup

Access Roads

As part of the enabling works, access roads suitable for taking the construction traffic will be required from the site joining up to the public highway network. These access roads will be the main route for vehicles entering the site including deliveries and arrival and departure of the workforce. The intention is that all the heavy earthwork machinery stays on the site and does not travel on the network during the earthworks operation.

A northern access road (complete) and southern access road (to be constructed) are to be put in place by the reservoir contractor, however reservoir construction traffic, including staff traffic, will use the northern access road only. The northern access road provides direct access to the main trunk road, the A3(M) via the B2149, therefore limiting the impact of HGVs on the local road network. The pipeline contractor is to use both the southern and northern access roads, detailed below in section 2.3.3.

Construction Support Site

A Construction Support Site (CSS) and welfare facility will be required to support the construction of the new reservoir and the pipeline. This CSS compound will be located within the redline boundary and will provide an area for the management of the construction works, the workforce and any subsequent subcontractors. The construction of this compound will begin when the construction works for the access routes are due to commence.

The CSS will include areas for welfare, car parking, plant and maintenance operations, storage of construction equipment as well as areas for laydown for materials. Figure 1 below provides an indicative layout of the CSS. This identifies an area for the pipeline contractor compound (label 8). This area is illustrated in more detail in Figure 2. The indicative site compound area has been extended slightly to safely accommodate the pipeline contractor facilities.

Consideration as to the location of the footprint of the Contractor's office, the welfare office and the laydown area will need to allow for the construction of the visitor centre to take place on the same footprint.

Figure 1 – Indicative Construction Support Site Layout

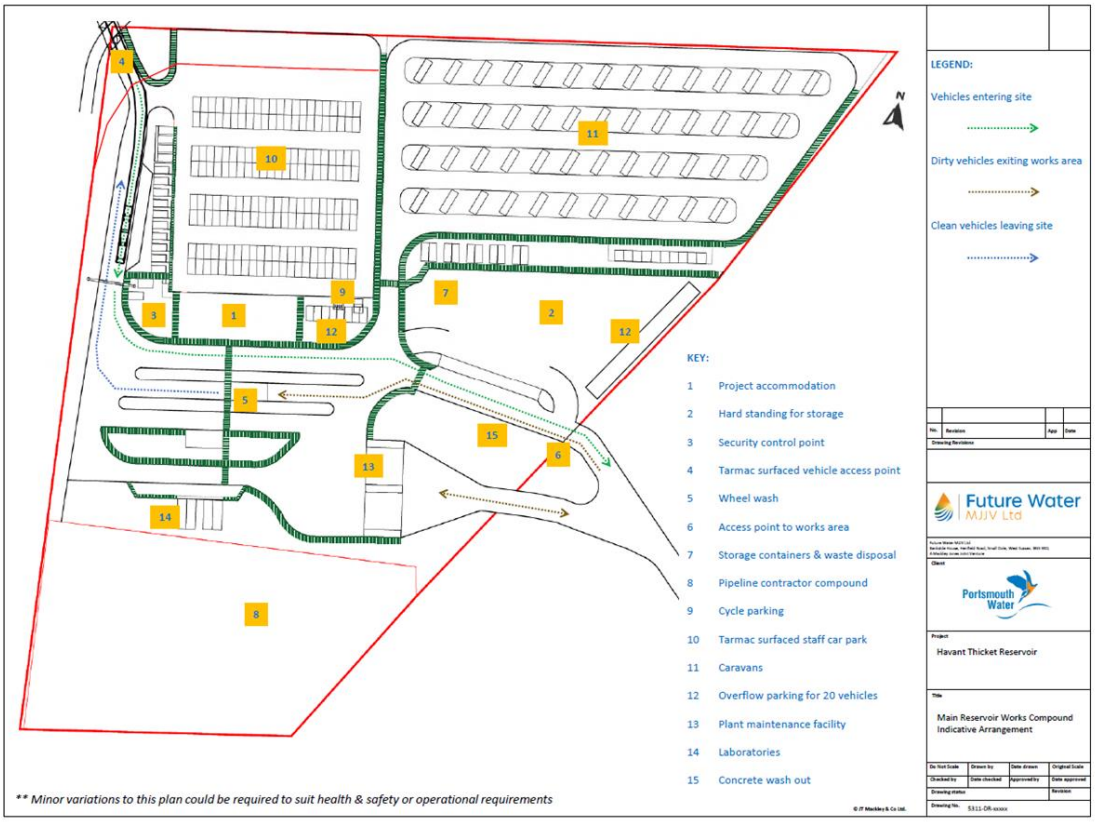
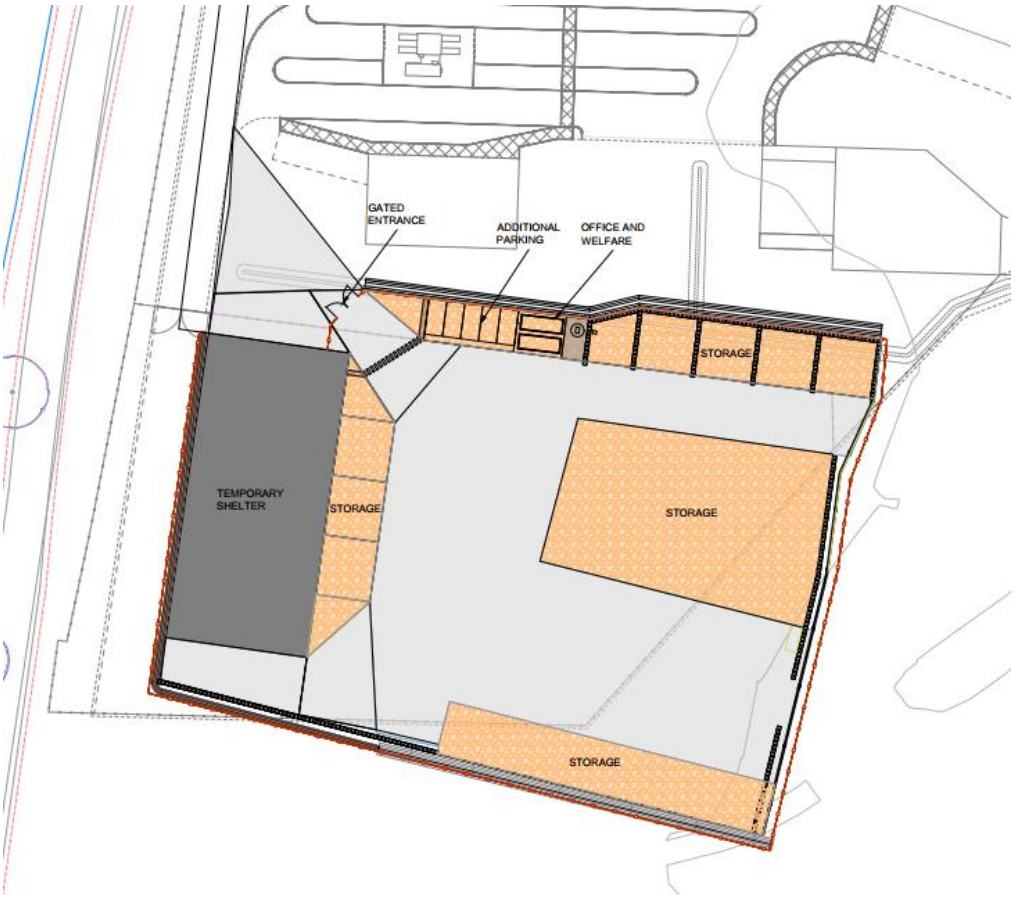


Figure 2 – Indicative Pipeline Contractor Reservoir Compound



2.2.1. Construction Traffic Activities

Materials movement

Movement of materials to and from site will use the designated access routes. All reservoir vehicles engaged on the reservoir site will need to pass through wheel washing facilities, in order to remove excess mud off the tyres and underside of the vehicles – such as a low loader or delivery truck. Under statutory requirements for road safety the public highway must be kept clean.

Vehicles using the pipeline contractor reservoir compound will only travel on a hardstanding surface prior to using the public highway and will not require removal of mud via wheel washing facilities.

Filling the reservoir

When construction of the embankment, wetland and other features within the reservoir footprint is completed, filling of the reservoir can begin. Filling of the reservoir is estimated to take 3 years, and no reservoir or pipeline construction traffic will be generated during this period.

2.3. Pipeline

As above, the construction activities discussed here set the parameters which the Contractor must adhere to during the subsequent detailed design and construction phases.

2.3.1. Construction set up

As the pipeline is a 5.3km linear asset, running through residential areas, there is insufficient space for a dedicated construction compound and laydown area to support these activities. Therefore, the main construction support site and laydown areas at the reservoir will be used throughout the construction of the pipeline (see Figure 1 and Figure 2 above). Small scale, welfare facilities will be provided for the pipeline workforce along the construction route at appropriate locations

2.3.2. Pipeline Construction Activities

Following design development, the majority of the pipeline route is to be constructed with trenchless

methods, with open trench construction at only two sections of the route in open grassed areas. The estimated period of construction is approximately 3 years. Depending on the method of pipe installation and number of resources allocated to each section, the period of construction for each section will vary. Construction methods such as trenchless technology are to be used to reduce the impact of construction on the highway. For the construction of the main pipeline, from the reservoir to the Bedhampton site, the route will be broken down into sections.

Active traffic management will be required along some of the route to limit disruption as much as possible. Both fencing and traffic management will be flexible to ensure there are no undue restrictions preventing residents accessing their homes, but also to minimise traffic delays cause by single lane operation.

2.3.3. Construction Traffic Management

The number of traffic movements will be in line with the progress of the pipeline and size of work force. For vehicles serving the Pipeline Works, HGV movements will be restricted to up to 12 per hour (6 arrivals and 6 departures) with no more than 54 in a day (27 arrivals and 27 departures). With a day being defined as the 6-hour interpeak period.

To mitigate the impact that the construction traffic has on residential areas the pipeline has been split up into sections (thirds). The northern third, adjacent to the reservoir site, will be accessed via the southern access to the reservoir. The middle and southern thirds will be accessed with construction traffic leaving/returning to the reservoir site via the northern access and then via the A3(M) / Hulbert Road, or directly via the A3(M) / Hulbert Road. This will in effect dilute and disperse the impact of the pipeline traffic rather than funnelling it all through Swanmore Road. Construction traffic will not be allowed on feeder roads or residential streets unless directly accessing the works. Figure 3 and Figure 4 illustrate this construction traffic arrangement.

When transporting materials to/from the workface along the pipeline, vehicular weight limits and routes will be in place to ensure the site vehicles are not ‘rat running’. Additionally, a.m. and p.m. peak traffic such as rush hour will be avoided. The main aim is to minimise construction impact on the local residents and to have designated routes that utilise the main truck route such as the A3(M).

Figure 3 - Main Reservoir Works Delivery Vehicle Routing

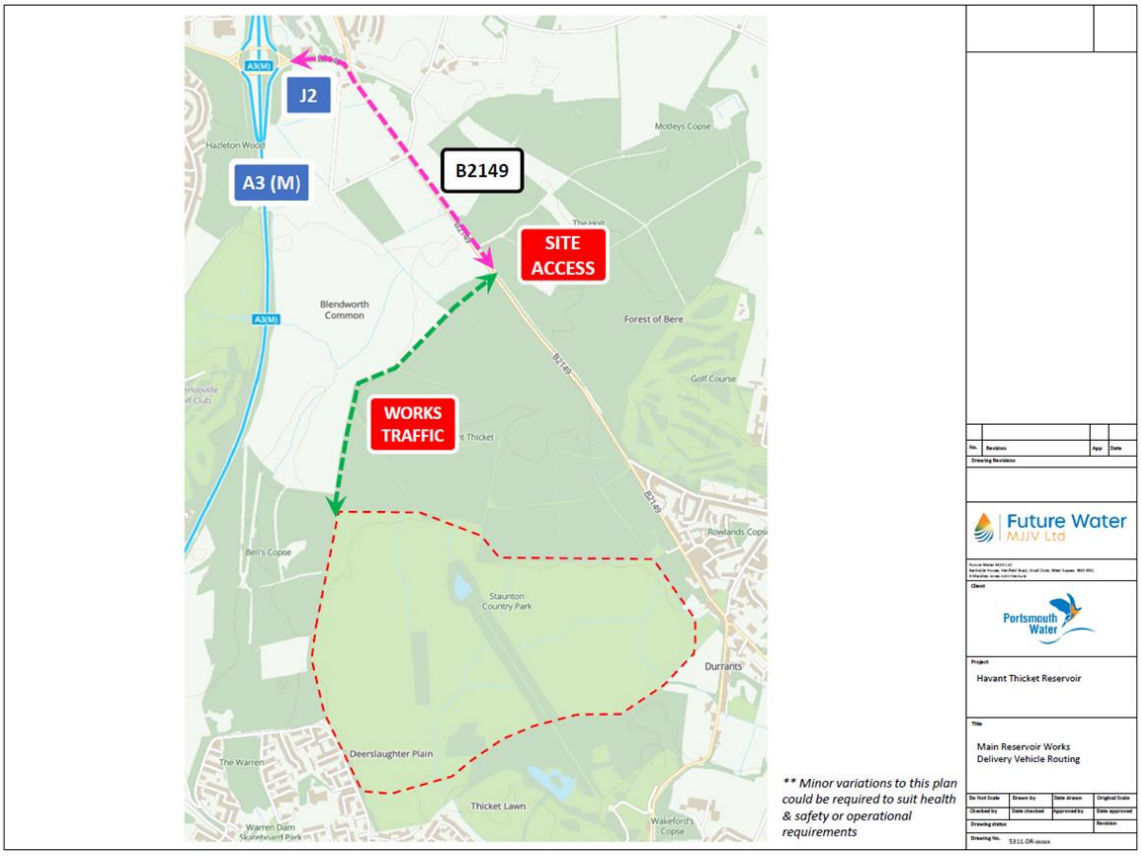
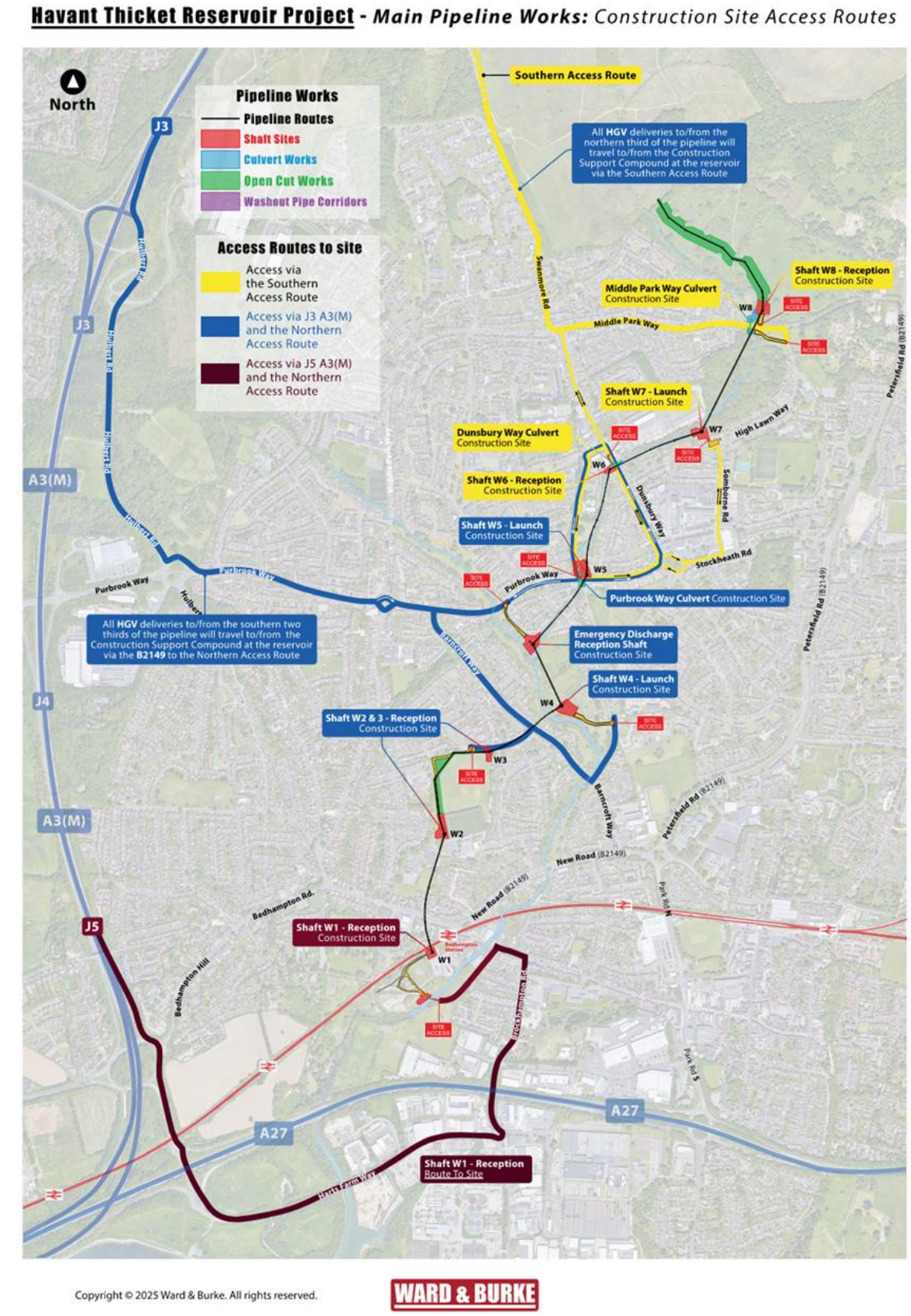


Figure 4 - Main Pipeline Works Delivery Vehicle Routing



2.3.4. Highway Reinstatement

The Highway will be reinstated in accordance with the Specification for the Reinstatement of Opening in Highways (May 2020) or any future updated standard. Where the pipeline works impact the Highway, condition surveys will be required (as per S278 requirements or similar) and the Highway Authority will reserve the right to request additional reinstatement requirements where considered necessary.

2.4. Construction Traffic Management Commitments

The CTMPs will feature specific details including further mitigation that will be agreed with the highway authorities.

2.4.1. Reservoir

The following CTM commitments are proposed in relation to construction at the reservoir site.

Table 2.1 – Construction Traffic Management Commitments: Reservoir Site

Commitment	Explanation
Prepare CTMPs (covering reservoir and pipeline phases respectively) 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 separate CTMP's for approval. CTMP addendums will then be approved prior to commencement of each phase of work where appropriate (e.g. Access Routes, Embankment, Pipeline, Visitor Centre).
Construction access will be from northern access only via the Strategic Road Network.	HGV construction traffic will be required to use the northern access as the main access point, via the B2149 to access the A3(M) from junction 2.
The number of workers at the reservoir site will be restricted to 185. Staff travel will be restricted to off-peak periods.	The original environmental and transport assessments were based on 250 site workers travelling to site at peak hour (125 for reservoir and 125 for pipeline), this showed no significant impact. For the revised pipeline, it has been assessed that staff levels will be lower, with 65 pipeline workers required at the peak. In order to minimise impacts Portsmouth Water commits to restricting total workers for the reservoir works to 185 and commits to restricting total workers for the pipeline works to 65 (250 combined total).
HGV movements will be restricted to 32 (16 arrivals and 16 departures) per hour with no more than 200 in a day (100 arrivals and 100 departures). With a day being defined as the 6 hour interpeak period. On Saturdays HGV movements will be restricted to 32 per hour (16 arrivals and 16 departures) between 9am and 1pm.	It is predicted that there will be 200 HGV movements (100 arrivals and 100 departures) across the day not including peak hours. The commitment is to spread these movements across a 6 hour day (outside of peak hours). Approval will be sought for an increase in movements for any specific ad hoc activities.
Contractor parking area will be provided within the Construction Support Site.	Parking for all contractor staff will be provided within the Construction Support Site in the north west corner of the reservoir.
Portsmouth Water is committed to making good any defects caused by HGV traffic as a proportion of change in HGV traffic.	As part of the detailed CTMP a programme for periodical condition surveys, and the triggers for any remedial or interim remedial works that are needed, will be agreed with the LHA.

The contractor will phase work around already committed schemes including Aquind Interconnector and Land East of Horndean to ensure construction is managed and does not prevent these committed schemes and associated offsite highway works from coming forward.	The detailed CTMP will include further detail to ensure coordination with neighbouring developments, i.e. Land East of Horndean and the Aquind Connector, as their detailed construction plans emerge.
The contractor will ensure the proposed temporary diversion is in place and appropriately signposted and accessible prior to stopping up Bridleway 120.	During construction of the reservoir site it will be necessary to divert a PRoW (Bridleway Havant 120).
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.	If the proposed school at the LEOH development to the north will be operational during construction of the Scheme, the contractor will agree appropriate measures with the LHA to ensure safety around the school at drop off and pick up times is not compromised.

2.4.2. Pipeline

The following CTM commitments are proposed in relation to construction along the pipeline route.

Table 2.2 – Construction Traffic Management Commitments: Pipeline Route

Commitment	Explanation
Prepare CTMPs (covering reservoir and pipeline respectively) 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 separate CTMPs for approval.
The southern access will only be used for construction of the top third of the pipeline and to connect to 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 65. Staff travel will be restricted to off-peak periods.	The original environmental and transport assessments were based on 250 site workers travelling to site at peak hour (125 for reservoir and 125 for pipeline), this showed no significant impact. For the revised pipeline, it has been assessed that staff levels will be lower, with 65 pipeline workers required at the peak. In order to minimise impacts Portsmouth Water commits to restricting total workers for the pipeline works to 65 and commits to restricting total workers for the reservoir works to 185 (250 combined total). Any requirement for an increase in numbers (for specific ad hoc activities) will require approval from the Local Highway Authority.
Restrict average HGV movements to no more than 54 in a day (27 arrivals and 27 departures). With a day being defined as the 6 hour interpeak period.	The commitment is to spread these movements across a 6 hour day (outside of peak hours). Approval will be sought for an increase in movements for any specific ad hoc activities.
Contractor parking will be provided within the Construction Support Site, at Bedhampton PS and at Pipeline Site Compounds.	Parking for pipeline contractor staff will be provided within the Construction Support Site in the north west corner of the reservoir to ensure no parking on local residential streets. As detailed in the Pipeline CTMP Strategy (Work Area Summary), sufficient parking will also be provided at Bedhampton PS and at the separate pipeline compounds. These measures are to ensure no parking on local residential streets.
A mini bus will be available to shuttle staff from the Bedhampton and CSS welfare facilities to pipeline compounds	To minimise the impact of staff travel on the local highway network.
Develop alternative routing strategy for PRoWs.	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 any diversions will 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 Revised Environmental Statement Chapter 13 (p33). 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 (and included as Appendix A to this document) will provide a framework for anticipated road closures. Trenchless methods will reduced the number of road closures required to deliver the pipeline works.
Routing through Leigh Park for HGV's 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. A routeing plan will be agreed with the LHA which specifies set routes the contractor must follow.
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.

2.4.3. Construction Traffic Management Strategy

The contractors will work within the following high-level parameters, appropriate for both reservoir site and pipeline route, to further minimise impacts on the local highway network and road users:

- The contractors will submit a programme of works prior to commencement of the reservoir and pipeline schemes to the highway authority for agreement for how the works are to be built out and detailing how impacts have been actively minimised for the works to reduce delay and disruption to road users;
- The programme should aim to minimise the overall impact on the road network, by taking account of seasonal peak traffic, events, the impact of reassigned traffic as a result of concurrent works as far as is practicable;
- Traffic management interventions will be agreed with the local highway authority. Full road closures will be minimised as far as practicable with night-time closures in operation where practicable to minimise traffic impacts;
- The contractors will commit to manual control of temporary traffic signals at peak times;
- There will be no active traffic management changes during peak hours;
- Construction traffic will be managed and enforced by provision of route planning information by the contractors;
- The CTMP will include Construction Worker Travel Plans (CWTP) to mitigate the number of vehicular trips generated by construction staff travelling to and from their place of work and between work site locations; A Travel Plan Co-ordinator will be responsible for implementing and promoting the CWTP.
- Potential safety impacts of diverted traffic will be minimised with additional mitigation measures proposed where required;
- HGVs will avoid the AM and PM peaks of 08:00-09:00 and 17:00-18:00;
- All vehicles will have engines with the minimum standard of Euro 6 for diesel and Euro 4 for petrol. This will ensure that vehicular emissions are minimised as much as possible during construction;
- Vehicles such as cars, vans and Light Goods Vehicles ('LGVs') under 7.5 tonne in gross weight will be used during the construction process for the movement of staff, equipment and deliveries. The CTMPs will propose measures to reduce the number of movements as much as possible;
- The contractors will be required to minimise the impact of HGV construction traffic on the local community. Mitigation should include, where practicable, maximising loads to reduce vehicular trips, using local suppliers to reduce vehicular mileage, reusing bulk aggregate deliveries HGVs for waste spoil removal, consolidation of deliveries, smaller plant to minimise working widths;
- If sections of the highway along the Pipeline have an insufficient width for construction, HGVs should pass without reversing or overrunning the verge or footways especially on residential roads. HGV movements will be controlled appropriately through methods agreed within the full CTMP (e.g. one-way traffic routing) to ensure conflicts do not arise or are minimised wherever possible.
- Special measures will be detailed in the CTMPs to mitigate the impact to pedestrians on roads that do not have footways if applicable;
- Wheel washing facilities will be provided where appropriate and the contractors will be required to ensure the public roads in the vicinity are monitored to ensure that they are not contaminated with debris that could become a hazard, and will be required to have road sweeping arrangements on site. Contractors will also be required to provide dust suppression from the works and movement of vehicles;
- A works signage strategy (including wayfinding across the project for staff) will be agreed by the construction contractors and the relevant authorities to communicate the construction vehicle routes to access the temporary accesses, laydown areas and compounds. The use of communications technology to ensure efficient staff movements will be explored;
- A targeted strategy will be developed to inform the community and road users of up and coming works through newsletters, road signage and websites (including providing updates to various travel apps/websites). Information could include:
    - Duration of works;
    - Timing of the works;
    - Number of construction movements; and
    - Complaint procedure.

- The contractors will employ a coordinator to engage with HCC's Streetworks, Highways and Development Planning team to ensure there is a key point of contact for HCC for these works;
- The Principal Contractors will agree to work within any permit restrictions which are set by HCC's Streetworks team.

3. Summary

The original Framework CTMP (2020) was prepared by Atkins on behalf of Portsmouth Water in support of planning applications to construct and operate a new reservoir at Havant Thicket. The Framework CTMP relates to the construction stage of the Scheme and sets out the outline parameters for the construction traffic arrangements and mitigation measures. This updated Framework CTMP was prepared by the reservoir and pipeline contractors to discharge planning condition 26 of the revised pipeline scheme (APP/24/00405).

There will be one overarching CTMP for the reservoir site, and an overarching Pipeline CTMP strategy (work areas summary) for the pipeline works. Separate Phase CTMP's are to be produced and are to be submitted and approved in writing by the Local Planning Authority (in consultation with Hampshire County Council as local highways authority) prior to commencement of any phase of development for the pipeline works under permission APP/24/00405.

The construction activity is to be phased as follows:

- The northern vehicular access and access routes and site compound;
- Enabling works including trial embankment;
- The southern vehicular access and access route;
- The reservoir embankment, wetland and associated development;
- Pipeline (in parallel with enabling works and embankment construction);
- The visitor centre and facilities.

Construction activity for all phases will be managed to minimise the overall impact on the road network.

The CTMPs will provide details of:

- Vehicle routing plans;
- Proposed programme and duration;
- Number of construction personnel including travel arrangements and mitigation where necessary;
- Alterations to the highway, including temporary and / or permanent, to enable construction;
- Details of the number of construction and delivery vehicles using the public highway (no abnormal loads are anticipated at this stage);
- Traffic management details;
- Compounds and laydown area details;
- Highway condition surveys;
- Methods for managing the site to prevent mud onto the highway; and
- Details of onsite contractor parking.

Construction Worker Travel Plans produced by the reservoir contractor (HTR-MrW-CWTP-v3) and pipeline contractor (Pipeline Addendum HTR-WAB-PI-ZZ-PL-W-0002) will apply to the construction workforce.

Responsibility for monitoring and compliance will lie with the applicant. They will ensure that the construction contractors produce CTMP's that are compliant and ensure their obligation to monitor is understood.

Several key points of contact will be made for the project who will liaise with the Local Highway Authority and ensure coordination between contractors for all the section of works during the entire construction programme. This will facilitate a clear communication channel to ensure compliance.

The CTMP's will provide details of the monitoring process and who is responsible with contact details. These will be developed and agreed with the Local Highway Authority.

Appendix A. Mitigation for Road Closures (Pipeline)

Table A1: Review of Road Closures and Parking Suspension Impacts Including Proposed Mitigation (Table 13.11 from Revised Environmental Statement, Chapter 13 and Pipeline CTMP Strategy (Work Area Summary))

Road name	Duration	Significance of effect	Justification
Middle Park Way (Culvert)	Two weeks	Minor	The proposed road closure at Middle Park Way is expected to be for a duration of two weeks, however the diversion for some residential areas could be up to 3km. Therefore overall, a minor adverse impact is reported for a short section of Middle Park Way.
Middle Park Way (lane closure) (Culvert)	Ten weeks	Minor	As part of the construction of the pipeline it is envisaged that lane closures will be required along sections of Middle Park Way for a combined total of ten weeks; the temporary nature and continued operation of the network mean that a minor impact is being reported.
Residential loop off High Lawn Way (W7)	23 months	Neg	The proposed road closure at the residential loop off High Lawn Way is expected to be for a duration of 23 months to facilitate site access, however no diversion is considered necessary as there is an adjacent access point available for residential properties. Therefore, a negligible impact is being reported.
High Lawn Way / Somborne Drive (parking suspension) (W7)	23 months	Minor	As part of the construction of the pipeline it is envisaged that parking suspensions will be required along a section of High Lawn Way and Somborne Drive on a single side of the carriageway for up to 23 months. There are no formal parking bays on High Lawn Way / Somborne Drive and parking surveys have indicated sufficient capacity to accommodate the suspension, and therefore a minor adverse impact is being reported.
Hooks Farm Way (parking suspension) (W3)	20 months	Minor	As part of the construction of the pipeline it is envisaged that parking suspensions will be required along a section of Hooks Farm Way on a single side of the carriageway for up to 20 months. There are no formal parking bays on Hooks Farm Way and parking surveys have indicated sufficient capacity to accommodate the suspension, and therefore a minor adverse impact is being reported.

Meyrick Road (parking suspension) (W1)	15 months	Minor	As part of the construction of the pipeline it is envisaged that parking suspensions will be required along a section of Meyrick Road on a single side of the carriageway for up to 15 months. Alternative parking arrangements are considered to be available, and therefore a minor adverse impact is being reported with alternative on-street parking to be used.
West Street (parking suspension) (W1)	15 months	Minor	As part of the construction of the pipeline it is envisaged that parking suspensions will be required along a section of West Street on a single side of the carriageway for up to 15 months. Alternative parking arrangements are considered to be available, therefore a minor adverse impact is being reported with alternative on-street parking to be used.
Riders Lane (road closure) (W5)	19 months	Minor	The proposed lane closure at Riders Lane is expected to be for a duration of 19 months, with alternative routes available with a diversion of less than 1km. Therefore overall, a minor adverse impact is reported for a short section of Riders Lane.
Riders Lane (parking suspension) (W5)	19 months	Minor	As part of the construction of the pipeline it is envisaged that parking suspensions will be required along a section of Riders Lane (within the road closure) for up to 19 months. Alternative parking arrangements are considered to be available, therefore a minor adverse impact is being reported with alternative on-street parking to be used.
Purbrook Way (road closure) (Culvert)	Two weeks	Minor	The proposed road closure at Purbrook Way is expected to be for a duration of only two weeks, however the diversion for some residential areas could be up to 3km. Therefore overall, a minor adverse impact is reported for a short section of Purbrook Way.
Purbrook Way (lane closure) (Culvert)	Ten weeks	Minor	As part of the construction of the pipeline it is envisaged that a lane closure for a short section of Purbrook Way will be required for 10 weeks; the short section will allow traffic to shuttle run, continuing the operation of the network, meaning that a minor impact is being reported. There would also need to be the temporary relocation of a bus stop for this duration.

Purbrook Way (parking suspension) (ED)	20 months	Minor	As part of the construction of the pipeline it is envisaged that parking suspensions will be required along a section of Purbrook Way on a single side of the carriageway for up to 20 months. There are no formal parking bays on Purbrook Way and parking surveys have indicated sufficient capacity to accommodate the suspension, and therefore a minor adverse impact is being reported.
Dunsbury Way (Culvert)	Two weeks	Minor	The proposed road closure at Dunsbury Way is expected to be for a duration of only two weeks, however the diversion for some residential areas could be up to 3km. Therefore overall, a minor adverse impact is reported for a short section of Dunsbury Way.
Dunsbury Way (lane closure) (Culvert)	Ten weeks	Minor	As part of the construction of the pipeline it is envisaged that a lane closure will be required along sections of Dunsbury Way for a combined total of ten weeks; the temporary nature and continued operation of the network mean that a minor impact is being reported.
Dunsbury Way (lane closure) (W6)	11 months	Minor	As part of the construction of the pipeline it is envisaged that a lane closure will be required along a section of Dunsbury Way for a combined total of eleven months; the continued operation of the network means that a minor impact is being reported.
Stockheath Lane (parking suspension) (W4)	21 months	Minor	As part of the construction of the pipeline it is envisaged that parking suspensions will be required along a section of Stockheath Lane for up to 20 months. There are no formal parking bays along Stockheath Lane and parking surveys have indicated sufficient capacity to accommodate the suspension, therefore a minor adverse impact is being reported with alternative on-street parking to be used.

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