



Langstone FCERM Scheme

OUTLINE Construction Traffic Management Plan

V0.2 January 2026

Project	Langstone FCERM Scheme
Title	OUTLINE - Construction Traffic Management Plan

Document History

Date	Revision	Prepared	Checked
February 2025	0.1	HJ	RP
January 2026	0.2	NR	HJ



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1. Introduction

The Langstone Flood Coastal Erosion Risk Management (FCERM) Scheme will improve the standard of flood defences and coastal erosion protection over an approximately 1 km length of coastline to provide improved protection against tidal flooding to the A3023 road link to Hayling Island and the village of Langstone.

This Outline Construction Traffic Management Plan (CTMP) provides details of the compounds, access, anticipated traffic movements and the mitigation and traffic controls that would be implemented during construction.

At the time of writing a contractor has not been appointed. This Outline CTMP has therefore been drafted on the basis of the worst-case scenario, with all potential mitigation methods referenced. Once a contractor is appointed and all phasing and construction methods are known, a final CTMP can be drafted which will have the specific mitigation methods and traffic controls set out for approval by the Local Planning Authority and the Highways Authority. It is anticipated that this final CTMP would be secured under the discharge of conditions stage.

All required highway consents and agreements will be sought prior to any works being undertaken, including s.278 agreements.

2. Site Location

The location and extent of the proposed scheme has been divided into five frontages as shown in **Figure 2.1**

A summary description of each frontage is provided below, with more detailed frontage design information provided below:

- **Frontage 1A: Billy Line North.** The flood defence comprises of a raised earth embankment and follows the line of the existing Billy Line cycleway (a National Cycle Route 2 cycleway). The existing cycle path is to be upgraded to a new 3 metre wide shared path for pedestrians and cyclists which sits on top of the flood embankment.
- **Frontage 2: Billy Line South.** The design for Frontage 2 consists of a sheet-piled wall. Raised earth embankments are included where the defence alignment needs to cross existing utility pipes. The existing cycle path is to be upgraded to a new 3 metre wide shared path for pedestrians and cyclists which sits adjacent to the sheet-piled wall. Frontage 2 ties in with Frontage 1A and the existing higher levels on the A3023 road.
- **Frontage 3: A3023 road to 9 Coastguard Cottages (The Look Out).** Frontage 3 consists of a continuous flood defence that largely comprises of four flood defence structures. These structures include the A3023 flood wall, Ship Inn car park raised earth bund, Ship Inn flood wall and Ship Inn Annex flood wall. A flood gate is also to be provided between the Ship Inn and the Ship Inn Annex flood walls.
- **Frontage 4: The Look Out to No. 24 Langstone High Street (the Winklemarket).** Frontage 4 consists of new reinforced concrete flood walls in front of the existing garden walls that run along the frontage. The existing footpath is to be upgraded to a new 1.5 metre wide footpath through the construction of a new quay wall. One flood gate (at Green Cottage) and one demountable flood barrier (at the pedestrian access

adjacent to the Watch Tower) will be provided to ensure robust continuity of the defence.

- **Frontage 5: Langstone High Street to the field north of the Royal Oak.** Frontage 5 consists of a continuous flood defence that largely comprises of five structures. These structures include the High Street flood gates, the Royal Oak flood wall, the allotment flood wall, the Footpath flood wall that runs west of the Mill Pond, and an earth embankment in the field north of the Royal Oak. Demountable flood barriers will be provided between the section transitions and flood gates will be provided at No.21 High Street.

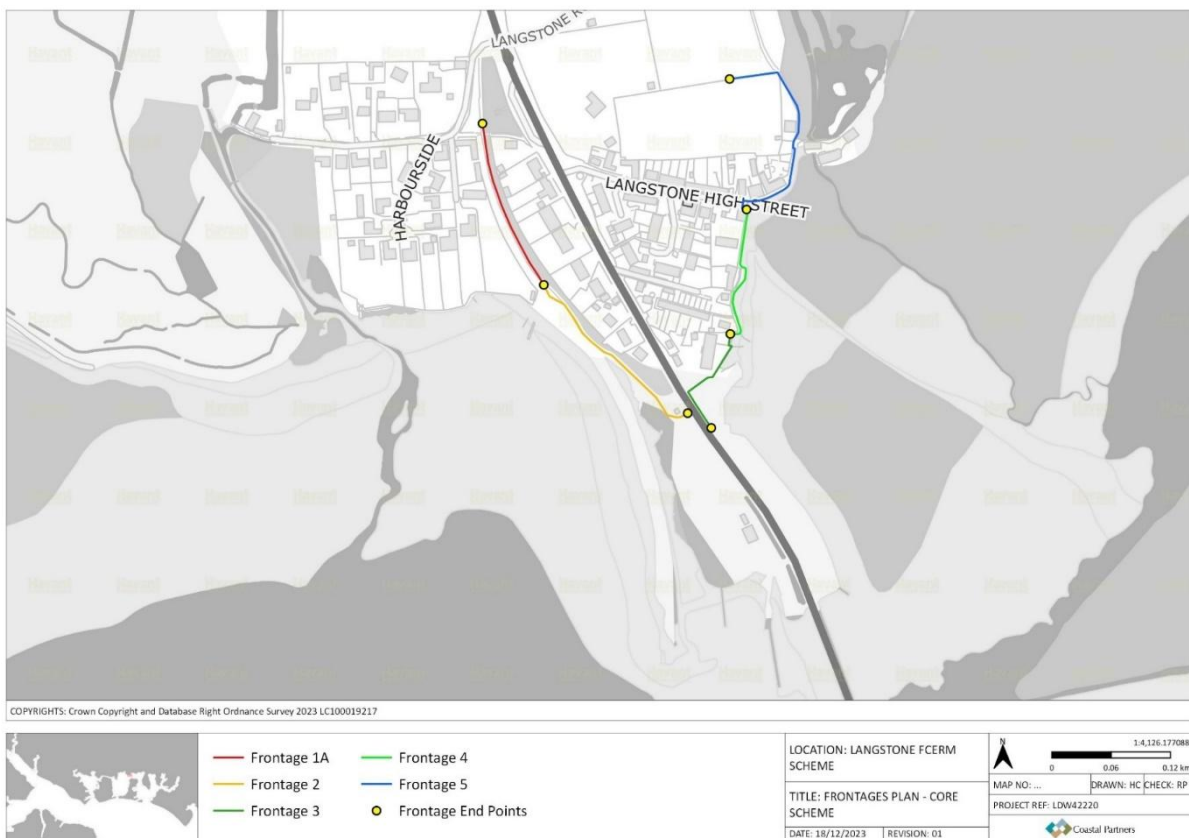


Figure 2.1: Location and extent of the Langstone FCERM scheme and associated frontages

Assuming all necessary approvals and funding are in place, enabling works for construction of the Langstone FCERM scheme are anticipated to be undertaken between Spring 2026 and Autumn 2027 and take approximately 16 months.

2.1 Compounds

2.1.1 Main Compound

One primary site compound is proposed that would remain in situ throughout the construction of the Langstone FCERM scheme, located in the fields to the north of the Royal Oak (Langstone Meadows) as shown in **Figure 2.2**. This location of the main compound in the fields

behind the Royal Oak is considered to minimise disruption to local residents, in particular those on Langstone High Street.

This main compound is proposed to be located in the middle field and likely to include modular cabins comprising the site office, meeting rooms and welfare facilities, a car park and material storage area, which could also be used for the prefabrication of reinforcement and preparation of timber shutters. The compound would include an area of hard standing for approximately 30 workforce vehicles and five bikes. Charging points would be available for electric/hybrid cars and a store container where personal bikes may be stored. The provision of site bikes is also being considered.

Upon completion of the construction works, the drainage, geotextile and stone will be removed, and topsoil reinstated. Additional agricultural treatment is likely to be required, this could involve rotavating the subsoil (due to compaction), importing further topsoil and seeding.

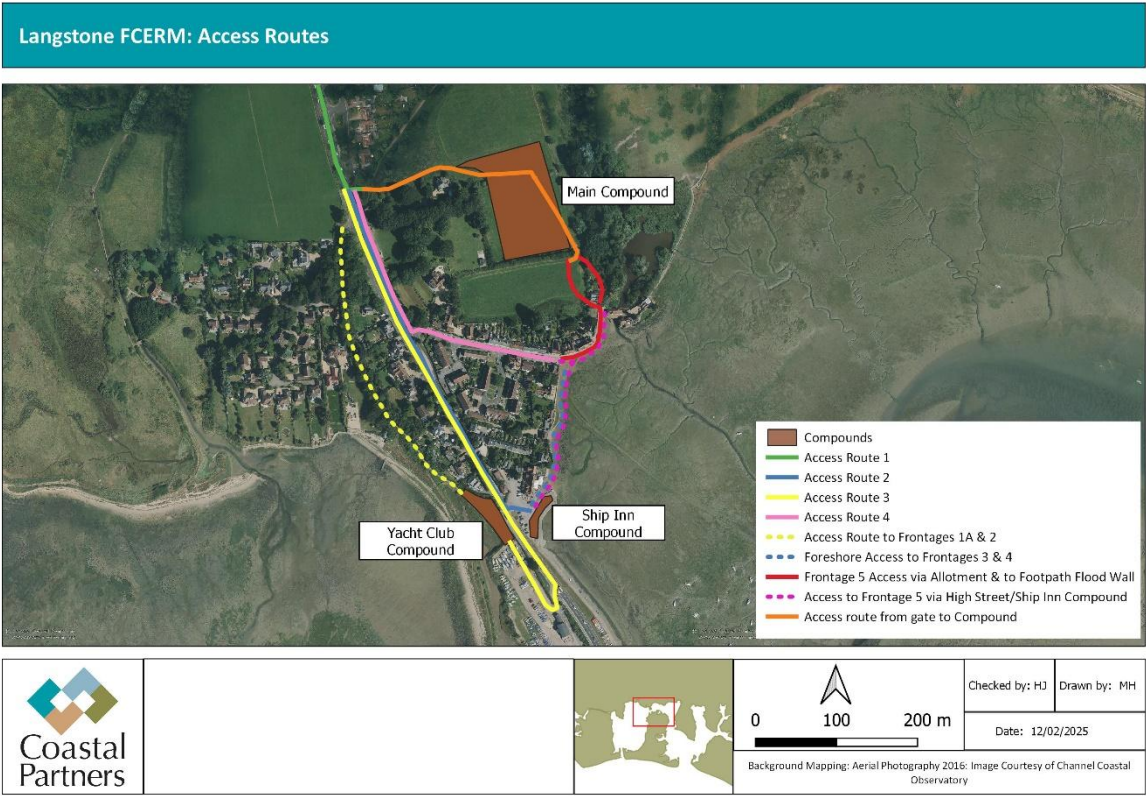


Figure 2.2: Location of compounds and extent of main access routes (Access routes discussed further in Section 2.2)

2.1.2 Satellite Compounds

Two satellite compounds are also proposed, if the contractor requires them, and the necessary land owner agreements are in place (see Figure 2.2). One is proposed to be located in the Ship Inn parking area (which may be required to store plant, non-bulk) and the second is proposed to be at the southern extent of Frontage 2 with access via the Langstone Sailing Club storage area (subject to landowner consent). The satellite compounds are likely to have limited welfare facilities, as employees would be expected to return to the main compound at

the start and end of shifts and for any significant breaks or briefings. The worst case is the satellite compounds would be required for the duration of the works.

Access to all site compounds will be managed to ensure that only authorised personnel are able to gain access to the site. A log of incoming and outgoing staff, plant and vehicles will be kept ensuring that during the construction phase, whereabouts of all personnel working on the project is known in the event of an emergency. Further details on specific access points proposed for the site are provided below.

2.1.3 Main Compound Access

Access to the main compound would be via a newly created temporary junction from the A3023 and would utilise the existing gate entrance off the Langstone Avenue turning circle (see **Figure 2.3**). The opening would potentially need to be increased to accommodate the potential traffic. Trees and hedgerow would be carefully trimmed back so not to get damaged by delivery lorries.

As a minimum a single vehicle width access track with passing places will be formed from the gate off Langstone Avenue to the main compound. It is envisaged the main compound will be in place for approximately two years and the access track will be formed from stone. Geotextile will be laid on the subsoil. As the ground is soft, temporary plastic surface water drains would be installed under the track, perpendicular to it at regular intervals. Crushed concrete would then be laid followed by a running surface of graded stone such as MOT type 1. A similar construction will be required for the material storage areas, car park and office/welfare set up.

Stock proof fencing will be erected to keep livestock off the access track and out of the compound. A tractor access gate could be formed to maintain farmer access if required, with shared access along the western section of the access track (past the overgrown shrubs) from the gate off Langstone Avenue, which could be opened using a multiple padlock system.

This entrance is in close proximity to an existing traffic island and, following discussions with the Highway Authority, it is proposed to remove this existing crossing and provide a new permanent crossing slightly further north. These works ensure minimal disruption to users of the Billy Line during the construction of the scheme whilst also providing longer-term benefits. Associated works, to be agreed and secured via the s278 process, will ensure a smooth and safe transition from the northern section of the Billy Line, crossing the A3023 and meeting up with the southern section. The new island arrangement and associated pedestrian routes are shown on **Figure 2.4**.

The removal works would include decommissioning and capping of island signage (stay left illuminated sign – no.17), removing of crossing markings and decommission and cap of street lighting street lighting (Light pole no.31 and No.6). The new crossing would be dual purpose (foot and cycle) and could be demarcated by street markings, if required.

It is anticipated that these highway works would be undertaken during the site clearance works in Autumn/Winter 2026, once the necessary highway consents and legal agreements have been secured. The new island works will take place at night to minimise disruption to the A3023 as full road closures will not be permitted by the Highways Authority. All other works will be subject to the normal working hours restrictions.



Figure 2.3: Proposed access point to the main compound

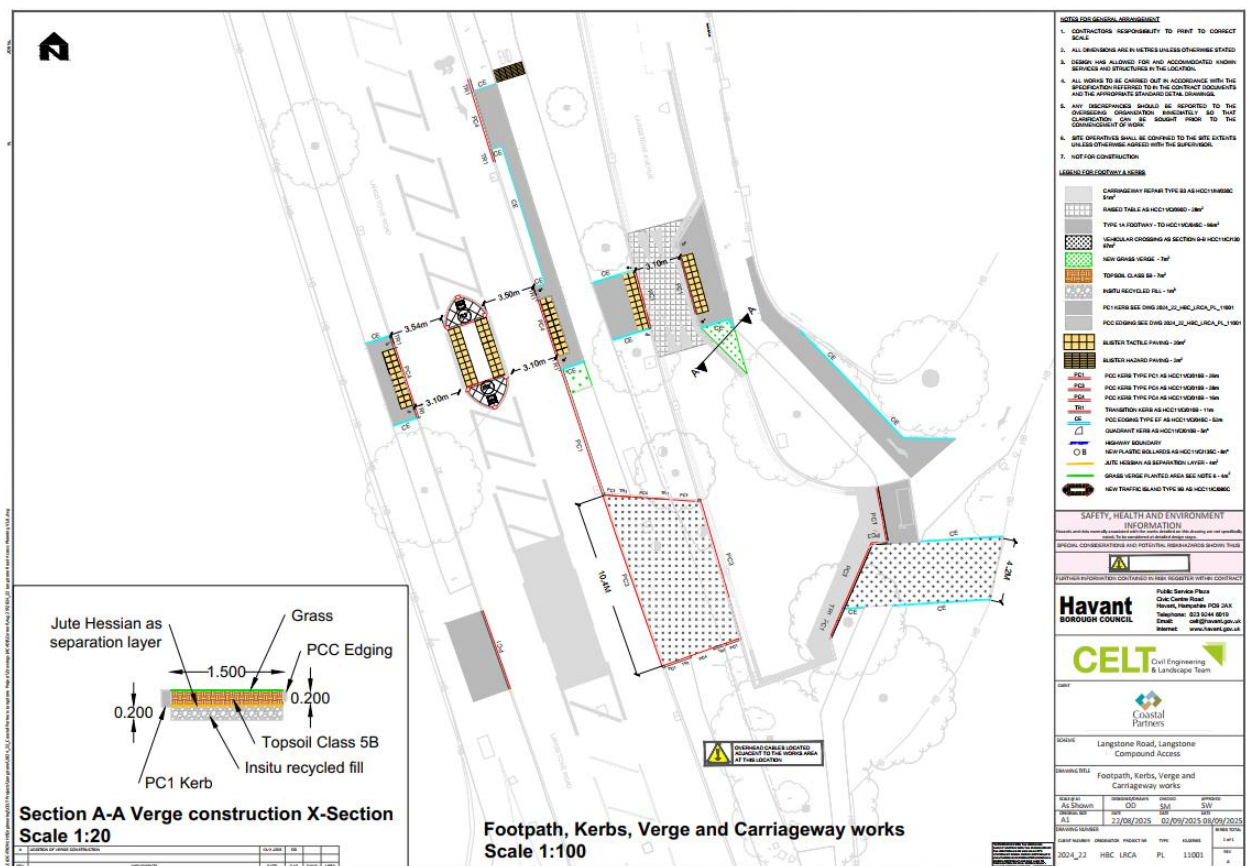


Figure 2.4: Proposed new access point and the new arrangement of the pedestrian island

The construction vehicle access from Langstone Avenue into the field will cross several underground services, including a 16 inch gas main, electric cable and virgin media cables. Consultation with the utility companies will be required. It is likely that a suitable protection mat or reinforced concrete slab will be required to span/spread the load over the services. This would involve some local alterations to the kerbs and chamfering to the adjoining road, cycle path and pavement. In addition protective plates will be placed over any services/covers.

Temporary tarmac may be used to ramp over existing kerbs, and these being inspected and replaced on completion if necessary. Advanced warning signs to be placed on the carriageway approaching the site to advise public of construction traffic.

It is anticipated that the new junction would not impact the current street parking arrangements, with the turning area at the end of Langstone Avenue being maintained. The exiting and accessing of the junction and compound access track would be controlled by a permanent gateman.

An access gate approximately 50% along the access track will also be constructed within the stock proof fencing to allow the local farmer access to the fields. This will be controlled with combination padlocks, when the farmer has it in use the gate will be shut to construction traffic and visa versa.

Some tree work would be required as detailed in the Arboricultural Method Statement for the new construction compound access provided separately (Bernine Harverson, 2025¹).

In order to ensure that any construction traffic does not hold up traffic on the A3023, various mitigation measures are being considered. The key measures are discussed in more detail in Section 4.0:

- The new pedestrian crossing and associated works to divert the footpath/cycleway will be complete before the compound is set up or brought into use
- Public routes will be separated from the construction access but diversions will be put in place if necessary for safety reasons. See Plan 09004_Billy_Trail_Temp_Diversion.
- The compound access will be manned at all times when the compound is in use
- The main compound and access track will be laid out to ensure construction vehicles can enter on arrival, without causing congestion on the A3023. This could include having passing places, a waiting area and or/multiple gates.
- Deliveries will be scheduled to avoid the peak traffic times taking into account daily patterns and seasonal patterns

Regarding the details of the compound itself and how it will be utilised, this is set out within the submitted Outline Construction Environmental Management Plan. Once a contractor is on board, the final proposed details of the main compound (and satellite compounds if required) will be submitted for approval via a final CEMP. This is anticipated to be at the condition discharge stage and will include details such as the layout, parking, wheel washing facilities etc.

¹ Arboricultural Method Statement, Langstone Coastal Defence Scheme, New Construction Access from existing Highways, February 2025. Provided in Appendix L8 to the Environmental Statement

On completion of the scheme works, the access to the main compound will be reinstated as set out in Plan 02002_compound_access_clearance2.

2.1.4 Satellite Compound Access

Access to the secondary satellite compounds will be via Langstone Road, as shown on **Figure 2.2**.

In the Ship Inn satellite compound, access will be maintained to both slipways, except during works to the Ship Inn flood wall. Access will also be maintained to the stone paved seating area from both the south and north. The remaining car park will be available for public use except for during construction of the flood defence in the car park.

The Frontage 2 compound is to be situated in the southern extent of this Frontage close to the boundary with the Sailing Club as shown in **Figure 2.2**. Access is proposed via the Sailing Club, subject to land owner agreement, and/or from the Billy Line. No additional vegetation clearance is anticipated for the compound itself, as it will be located within the footprint of the proposed Frontage 2 construction and any vegetation clearance will be the same as that proposed for the constructions works on this frontage, but this has been included in the detailed design clearance plans.

It is anticipated that a designated one way system would be in place to allow vehicles to utilise the existing entrance as the access and exit route. There is also the potential to utilise areas in the yacht club for additional parking for the Ship Inn during the works, though this is still to be confirmed with the landowner.

2.1.5 Additional Works Access Points

There is the potential for additional access points to be achieved via the high street, the Hampshire County Council fields north of the Royal Oak, and potentially a newly created access track through the allotment between the Royal oak and No.21 High Street, subject to agreement from the landowner.

For any access via the allotment, a suitable access track/working area will need to be constructed, trees and hedgerow will need to be cleared to provide access to the working area. The existing brick wall would be carefully dismantled and the brick materials to be kept and resonated at the end of the works.

Any materials to be delivered via the temporary access track from the Hampshire County Council fields or down Langstone High Street, will have a traffic marshal in attendance.

Any deliveries down Langstone High Street onto the hard foreshore will drive down and turn around, ready to exit. Access will be maintained at all times.

Access can also be achieved from the Ship Inn car park, along the foreshore.

3. Estimated Movements of Traffic

The proposed access routes associated with the works are shown in **Figure 2.2**. This image shows four main access routes and some supplementary access routes along the foreshore. These supplementary routes will not affect traffic on the highways, so they are shown for information only.

Estimated traffic movements have been calculated based on the anticipated materials and plant being brought to site and the materials from demolished structures to be taken off site. In total, it is expected that approximately 17,438 traffic movements will occur as part of the works of which 1,772 would be HGVs and 19,2100 vehicles/vans. **Table 3.1** indicates the number of traffic movements anticipated to use the four main access routes as in **Figure 2.2**. On average, based on a construction period of 24 months it is estimated that the proposed works would result in approximately 6 HGV movements and 60 vehicle movements during the works each day. However, as illustrated in **Table 3.1**, the average number per day will range depending on the activities undertaken at each compound and these numbers are based on a worst case scenario including a longer durations of some activities. This data will be updated for the final CTMP once a contractor is on board, along with any mitigation measures.

Table 3.1: Estimated HGV movements

Access Routes	Activity	Estimated Total movements	Average daily movements
1- To main compound via Langstone Road	Site mobilization	70 HGV (20T) 15 Hiab rigid bed HGVs 6 low loaders to deliver excavators	4-5 HGV movement over four weeks
	Site demobilization	As with mobilization 70 HGV (20T) 15 Hiab rigid bed HGVs 6 low loaders	4-5 HGV movement over four weeks
	General access during construction	1500 Haulage 4200-5600 general workforce vans and cars	5-6 HGV movements over duration of works 15-20 vehicles over duration of works
		50 Temporary resident parking while constructing slipway	5 vehicles over 10 days

Access Routes	Activity	Estimated Total movements	Average daily movements
2. Main compound to Ship Inn satellite compound	General access by workforce following site induction at main compound. Supervisor vehicles	6720 Vans/cars moving personnel (includes lunch breaks)	24 over duration of works worst case, but realistically 30 weeks only Infrequent plant movement approximately once a month
3. Main compound to Frontage 2 satellite compound	General access by workforce following site induction at main compound. Supervisor vehicles	6720 Vans/cars moving personnel (includes lunch breaks)	24 over duration of works worst case, but realistically 30 weeks only Infrequent plant movement approximately once a month
4. Main compound to foreshore/frontages 4/5 using High Street	General access by workforce following site induction at main compound. Supervisor vehicles Any other movements e.g. plant and material?	90 Materials 120 Cars/Vans	1 HGV 1 Vehicle over 30 weeks

3.1 Changes in Pedestrian Movements

Cycleway and footpath closures will be required throughout the construction phases. The proposed works are located within a popular amenity area for local people and tourists, including paths overlapping and immediately adjacent to the works. Due to health and safety reasons, it will be necessary to close some paths during construction within the site boundary for health and safety reasons. Where possible, these will remain open unless working directly in that area. An overview of the anticipated closures and diversions is set out in **Figure 3.1**.

Langstone FCERM: Footpath Temporary Diversion Plan FD1 Rev.A



Figure 3.1: Location of path closures and anticipated diversions.

4. Proposed Traffic Controls

4.1 Entrances and Exits

4.1.1 Road Surface Condition

A pre-condition survey of the highways and works areas will be carried out prior to works commencing. The survey will be jointly undertaken by the Contractor, Coastal Partners and the Employer. Should any damage become apparent during or as a result of the works, repairs will be undertaken.

Utility service providers will be contacted to locate their services, suitable protection will be agreed.

Permanent repairs will be agreed with Highway Authority.

4.1.2 Site Entrance at Compounds

A gated entrance will be located on the site entrances. The entrances will be manned and marshalled at all times when the site is in operation to ensure public safety and safe vehicle management. The entrance will be padlocked shut when not in use.

4.2 Traffic Management

4.2.1 Delivery Restrictions

The delivery of plant and materials will be managed and scheduled to avoid peak times, taking into account seasonal variations eg. Peak times differ during the hotter Summer months. Drivers will be given specific delivery times and advised to park up somewhere nearby off the public highway if they arrive outside of this delivery window.

4.2.2 Speed Control on Site

All site vehicles will adhere to a 10mph speed limit whilst on site. The speed will be monitored by visual inspections by Contractor staff. All drivers will be instructed to conform to the speed restrictions when they enter site. Warning signs will be erected along the haul routes. Any driver who fails to comply with speed limits will be banned from site and their employer informed.

4.2.3 Vehicle Washing

A designated wash down area with a mobile jet wash will be provided to clean site vehicles before leaving site and going on the highway. The precise location will be set out on the final CTMP and CEMP documents and submitted for approval. A road sweeper can be used daily to ensure the surrounding roads are kept free of mud and debris.

4.2.4 Vehicle Stacking

All deliveries to site will enter immediately upon arrival where possible and will not be kept on public highways. Vehicles entering site will have priority over vehicles leaving site. Vehicle Marshalls will be at each delivery entrance to control all vehicle movements.

General public and public vehicles will have priority over site traffic at all times. There is sufficient room within the site boundaries to stack up all vehicles expected throughout the works.

The compound gate can be set well within the site boundary so that any vehicles arriving can pull in off the public highway whilst the necessary checks are carried out.

4.2.5 Delivery Driver Briefings

All drivers delivering to the site will be briefed regarding site rules and sensitivities prior to their initial visit. This will include instructing HGVs to stay on A roads wherever possible. This information will be included with all orders from the Principal Contractor to their suppliers.

4.2.6 Parking restrictions

Parking restrictions will be required at the end of Langstone Avenue to enable HGV access. Such restrictions will be limited where possible such as restricting some parking during working hours, taking into account delivery restrictions. Details will be confirmed as part of the final CTMP when working hours are known and as part of any formal consent process eg. TTRO

Finger boards will be used to direct cars to designated parking areas.

4.2.7 Foreshore working

Site safety fencing will be erected around any excavations, during low tide. These will be made safe before leaving site each night and weekend.

4.2.8 Additional traffic management along each frontage

Frontages 3 & 4 access from the Ship Inn slipway. Temporary traffic management will be required to ensure construction traffic can exit the site, travelling North.

Frontages 1 & 2 access from Sailing club (subject to landowner consent) and via the Billy Line at Mill Lane. Temporary traffic management, traffic exiting North.

Frontages 4 & 5 Access from Langstone High Street. Temporary parking restriction bays to allow for passing places.

4.3 Pedestrians and Cycle Movement

4.3.1 Footpath closures

For health and safety reasons it will be necessary to temporarily close and divert some the existing footpaths, cycleways and general Public Rights of Way during the construction of the scheme. This will only be done if absolutely necessary and any footpaths/PRoWs will be opened as soon as it is possible to do so. All necessary formal consents will be sought and agreed diversions put in place. All footpath closures will be suitably signed with a diversion route plan at the start and end of the diversion along with intermediate joining points, to warn the public of construction works.

Figure 3.1 above sets out the indicative closure points and diversion routes per sub-frontage. Worst case these closures will be in place for the full duration of the construction works within each frontage. Details of this will be known once a contractor is on board.

4.3.2 Segregation

Segregation will be maintained at all times between site traffic and the public via site fencing and gatemen at all access points on to the site. All site roads will be fenced with either Heras panels or Ready hoarding to segregate site from general public. Pedestrian fences will be erected within compound areas to separate site operatives from site vehicles wherever possible to maintain public safety.

5. Final CTMP

As previously stated, this Outline CTMP is based on the worst-case scenario as described in detail in the submitted documents. Consequently, there are a number of details to be confirmed or updated.

Once a contractor is under contract, the precise methods of construction and compound/traffic requirements will be known. This will enable a more specific and detailed final CTMP (and CEMP) to be drafted and submitted for approval by the LPA and Highways Authority. It is anticipated that this will be as part of the condition discharge process.

Coastal Partners is keen to work with the LPA and the Highways Authority to ensure the measures put forward in the final CTMP and CEMP are appropriate and minimise any disruption to users of the public highway.