AQUIND Limited

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Environmental Statement – Appendix 22.1A Framework Traffic Management Strategy

The Planning Act 2008

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1. FRAMEWORK TRAFFIC MANAGEMENT STRATEGY

1.1. INTRODUCTION

1.1.1.1. This document provides details of the Framework Traffic Management Strategy ('FTMS') required in connection with the construction of the Onshore Cable which forms part of the Proposed Development, running from the proposed Converter Station in Lovedean, Hampshire to the Landfall at Eastney, Portsmouth. This FTMS sets out the overarching principles and methodology to be used during the construction of the Proposed Development and will be developed in further detail, as required by the Development Consent Order ('DCO'), by appointed contractors prior to commencement of each phase of the works.

1.1.1.2. This document is an updated version of the FTMS included within the original submission (APP-449), and thus should be taken to directly supersede the submission version. Updated information included within this document primarily relates to the following:

- Revised installation rate assumptions for the Onshore Cable Route and how these impact upon the duration that traffic management is anticipated to be required along each section of the route;
- Provision of additional information on how access to properties will be maintained throughout the construction process; and
- Further information of the proposed communication strategy which will be implemented during the Construction Stage to ensure that residents, businesses and other stakeholders are kept up-to-date with details of the works.

1.1.1.3. The FTMS should be read in conjunction with Appendix 22.1 (Transport Assessment) ('TA') of the Environmental Statement ('ES') Volume 3 (APP-137), the Supplementary Transport Assessment ('STA') (document reference 7.8.1.11), which details the anticipated impact on all forms of traffic and travel as a consequence of the construction of the Proposed Development and which in turn has informed the traffic management requirements to mitigate those anticipated impacts. Further details on the management of construction traffic in connection with the construction of the Converter Station and the Onshore Cable Route can be found within Appendix 22.2 (Outline Construction Traffic Management Plan) ('CTMP') of the ES Volume 3 (APP-450 Rev 02),and the updated Framework Construction Traffic Management Plan (FCTMP) (APP-450 Rev003).

1.1.1.4. A key aspect of the FTMS is the proposed programme for the construction of the Onshore Cable, which aims to mitigate the impacts of the works by taking account of key constraints and sensitive locations along the route. In relation to this, the FTMS provides an indicative programme for construction that considers environmental constraints, major events likely to be planned during the Construction Stage, school term times and the interaction between adjacent or nearby locations to minimise the impact of the construction of the Onshore Cable Route in the highway.

1.1.1.5. It should be noted that this document forms an update to the previously submitted FTMS (APP-449 Rev002). The revisions undertaken reflect the further refinements of the Order Limits which have taken place post-submission.

2. OVERARCHING TRAFFIC MANAGEMENT PRINCIPLES

2.1. INTRODUCTION

2.1.1.1. The FTMS has been developed with the aim of minimising disruption to all road-users, including pedestrians, cyclists, public transport users and car drivers. This section sets out the principles that will be followed by contractors during the construction of the Onshore Cable. These principles will be included within the Technical Specification issued to contractors as part of the construction tender process, along with specific details of traffic management requirements at key sections of the Onshore Cable Corridor as described within this document.

2.2. DESCRIPTION OF UK ONSHORE CABLE CORRIDOR

2.2.1.1. The Onshore Components of the Proposed Development comprise the Converter Station, the Onshore Cable and the Landfall. Four High Voltage Direct Current ('HVDC') Cables (two circuits) are proposed to be installed in the Onshore Cable Corridor between the Converter Station and the Landfall. The Onshore Cables will be installed in two ducts per circuit, mostly in trenches or in certain specific locations via trenchless installation methods (e.g. Horizontal Directional Drilling ('HDD')). The proposed Onshore Cable passes through the urban areas of Waterlooville, Purbrook, Drayton and Portsmouth, with the Landfall located at Eastney.

2.2.1.2. A typical cross-section of the cable trench arrangement in the highway is shown in Plate 1, showing each pair of Direct Current ('DC') Cables in its own trench. Each excavated trench would typically be approximately 0.7 m in width but could increase to 1 m in order to facilitate the cables being installed deeper, when navigating existing utility services. In the majority of cases, parallel trenches will be excavated at separate times for each circuit.

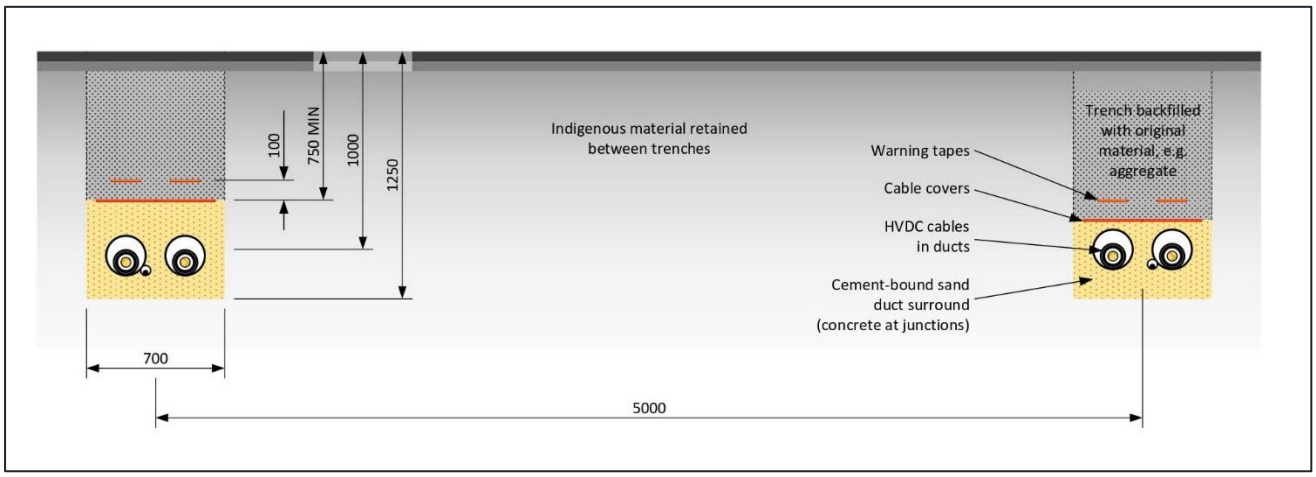

Plate 1 - Typical Arrangement of HVDC Cable in Road, Verges and Footpath

2.2.1.3. The Onshore Components of the Proposed Development have been split into 10 sections for ease of description as follows:

- Onshore Cable Corridor Section 1 – Lovedean (Converter Station Area)
- Onshore Cable Corridor Section 2 – Anmore
- Onshore Cable Corridor Section 3 – Denmead/Kings Pond Meadow
- Onshore Cable Corridor Section 4 – Hambledon Road to Farlington Avenue
- Onshore Cable Corridor Section 5 – Farlington
- Onshore Cable Corridor Section 6 – Zetland Field and Sainsbury's Car Park
- Onshore Cable Corridor Section 7 – Farlington Junction to Airport Service Road
- Onshore Cable Corridor Section 8 – Eastern Road (adjacent to Great Salterns Golf Course) to Moorings Way
- Onshore Cable Corridor Section 9 –Moorings Way to Bransbury Road
- Onshore Cable Corridor Section 10 – Eastney (Landfall)

2.2.1.4. A plan showing these sections can be found in Chapter 3 (Description of the Proposed Development) of the ES Volume 1 (APP-118). For the purposes of this study these Sections have also where appropriate been divided into shorter sub-sections as described in Sections 3 to 12 of this report.

2.2.1.5. In some locations the Onshore Cable Corridor includes a number of route options. Where a number of options are present, these represent alternative route options due to constraints affecting the cable installation.

2.3. CONSTRUCTION METHODOLOGY OF ONSHORE CABLE ROUTE

2.3.1.1. During construction there will be a number of locations along the route at which construction work will be performed simultaneously, all of which will require traffic management measures when being completed in or immediately adjacent to roads. For the purposes of the FTMS, each location is referred to as a 'construction zone.' The stages of construction for the Onshore Cables are as follows:

- Excavation of the trench, installation of the cable ducts and reinstatement of the final grade;
- Excavation of Joint Bays;
- Provision for cable pulling, requiring space for cable drums and winches;
- Cable jointing work; and
- Filling of ducts, if necessary, to maintain thermal performance e.g. at locations of unexpected service congestion.

2.3.1.2. A conservative estimate of the installation rate for cable ducts is approximately 12 m – 30 m per 10-hour day shift per circuit, varying depending on the level of services and/or other constraints which are encountered, within urban areas and approximately 50 m per day in open country. These typical installation rates are per gang per shift and are dependent upon the level of obstacles and utility services encountered within the road or constraints that need to be observed to minimise impacts. At this stage the approximate likely construction progress has been estimated using available utility records. For the purpose of this assessment construction progress rates fall into four categories as is set out below:

- 50m / day in areas of "open country";
- 30m / day in "Grassed areas with light service congestion";
- 24m / day in "Roads with light service congestion"; or
- 12m / day in "Roads with heavy service congestion."

2.3.1.3. When considering these installation rates across the entirety of the Onshore Cable Route the average assumed progress rate has been calculated at 100 m per week per circuit, which is consistent with the overall construction programme detailed within (Chapter 3 (Description of the Proposed Development) of the ES Volume 1 (APP-118). However, for the purposes of this document these construction rates have been applied as appropriate to each section of the Onshore Cable Corridor with revised durations of traffic management set out in the subsequent sections of the report.

2.3.1.4. For the durations set out in this document, all part days (e.g. 0.4 days) have been rounded up to full days and part weeks (e.g. 2 days) have also been rounded-up to the next full week. Accordingly, the assumptions regarding the rate of installation represent a very robust and worst-case analysis of the likely construction periods on each section.

2.3.1.5. The locations of the ducts within the road will be dictated by, amongst other factors, existing services. Where it is necessary to increase installation depth to clear existing services it may be necessary to increase the distance between ducts to avoid de-rating the circuits (i.e. when the cables operate at the maximum temperature and do not achieve the maximum required current carrying capacity).

2.3.1.6. Joint Bays will be positioned off of the highway (in highway verges, fields or other land) where possible, to limit the need for road closures associated with their installation, with the final location to be confirmed as part of the detailed design approvals post the grant of the DCO for the Proposed Development. It is preferable to avoid the need for the Onshore Cables to cross the highway to access a Joint Bay location.

2.3.1.7. Typically, it would take approximately 20 working days to complete one joint bay location. This timescale includes the excavation, set-up, cable pulling, jointing, bonding connections, testing and reinstatement (i.e. site cleared and reinstated to its original state). Each excavation will be approximately 15 m x 3 m, with additional space required at ground level for construction, cable installation, jointing and reinstatement, including a 20 m x 6 m ‘compound’ during jointing (for approximately one week).

2.3.1.8. The construction of the Onshore Cable Corridor on-carriageway will be undertaken by a maximum of six gangs working concurrently at any one time. These concurrent works will take into account the restrictions set out in Section 3 – Section 12 of this report.

2.3.1.9. There are six locations along the Onshore Cable Route where the ducts will be installed by trenchless installation methods. None of these locations require the utilisation of highway land during construction and as such will not require traffic management measures.

2.4. NEW ROADS AND STREETS WORKS ACTS 1991

2.4.1.1. All works in the highway to be carried out as part of the construction of the Proposed Development will observe requirements of the New Roads and Street Works Act ('NRSWA') (HM Government, 1991). The DCO replicates relevant sections of the NRSWA to provide powers for the undertaker to carry out the following within the Order Limits:

- Break up or open the street, or any sewer, drain or tunnel under it;
- Tunnel or bore under the street or carry out works to strengthen or repair the carriageway;
- Place or keep apparatus in, or under the street;
- Maintain, renew or alter apparatus in, or under the street or change its position;
- Execute and maintain any works to provide hard and soft landscaping;
- Carry out re-lining and placement of road markings;
- Removal and Installation of temporary and permanent signage;
- Removal, replace and relocate and street furniture; and
- Execute any works required for or incidental to any works related to the above tasks.

2.4.1.2. Prior to commencement of works in the highway, detailed designs for the works and the traffic management measures will be submitted for approval to the relevant Highway Authority.

2.5. TRAFFIC MANAGEMENT METHODOLOGY OF ONSHORE CABLE ROUTE

2.5.1.1. In all cases the traffic management requirements will be based upon guidance included within the following documents to ensure the safety of all road-users and construction workers:

- Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Roadworks and Temporary Situations (Department for Transport, 2009);
- Safety at Streetworks and Roadworks: A Code of Practice (Department for Transport, 2013); and
- New Roads and Street Works Act 1991: Code of Practice of Co-ordination of Street Works and Works for Road Purposes and Related Matters (Fourth Edition) (Department for Transport, 2012).

2.5.1.2. Using this Guidance, the following assumptions have been used to inform the traffic management requirements of the construction process:

- It is anticipated that the cable duct installation will take place in 100 m sections, generally taking approximately five working days to complete each section including reinstatement of the highway. Where progress is anticipated to be slower, a shorter section may be used to ensure that each section is only in place for approximately one week:
- The Onshore Cable Route will include two circuits (as described in Section 2.2), with trench excavation and cable duct installation taking place at separate times for all parallel sections or circuits, except where road closures are required;
- The construction corridor will generally be 4.0-6.0 m wide and 100-150 m long, although this can be reduced by use of smaller plant to 2.0-3.0 m at local pinch points where required to avoid road closures; and
- Construction on a footway will require 2.0 m on footway / verge and 3.0 m on carriageway to allow for construction vehicle access if no other parallel routes are available.

2.5.1.3. Taking account of these assumptions the following overall principles have been applied to the traffic management requirements for the Onshore Cable:

- Two-way traffic flow should be maintained wherever possible, albeit this may need to be facilitated by shuttle working, temporary traffic signals and lane closures;
- Full road closures should only be a last resort and where required pedestrian access should be maintained at all times. Where a full road closure is required, the programming of works should aim to minimise disruption where possible and provide for non-car modes, ensuring that safe and convenient routes are provided for pedestrians, cyclists and public transport users;
- Traffic management measures should provide for non-car modes, ensuring that safe and convenient routes are provided for pedestrians, cyclists and public transport users. Removal of such provision should only be considered as a last resort and where required must accompanied by suitable diversion routes.

2.5.1.4. Where the carriageway width past the construction zone is 6.75 m or wider, two-way traffic flow will be maintained without traffic control.

2.5.2. TYPES OF TRAFFIC MANAGEMENT

2.5.2.1. Construction of the majority of the Onshore Cable Route will be facilitated through temporary lane closures, which will require different types of traffic management depending on the location of the trench within the highway and remaining carriageway width while the construction zone is in place. The main types of traffic management measures to be implemented are described below.

Two-Way Shuttle Working with Temporary Traffic Signals

2.5.2.2. This type of traffic management will be employed along sections of the Onshore Cable Corridor that are single-carriageway two-lane (one in each direction) sections of highway, allowing two-way traffic flow to be maintained past the construction zone. A diagram showing a typical layout of shuttle-working traffic signals is shown in Plate 2, which will follow standard Chapter 8 of the Traffic Signs Manual (DfT, 2009).

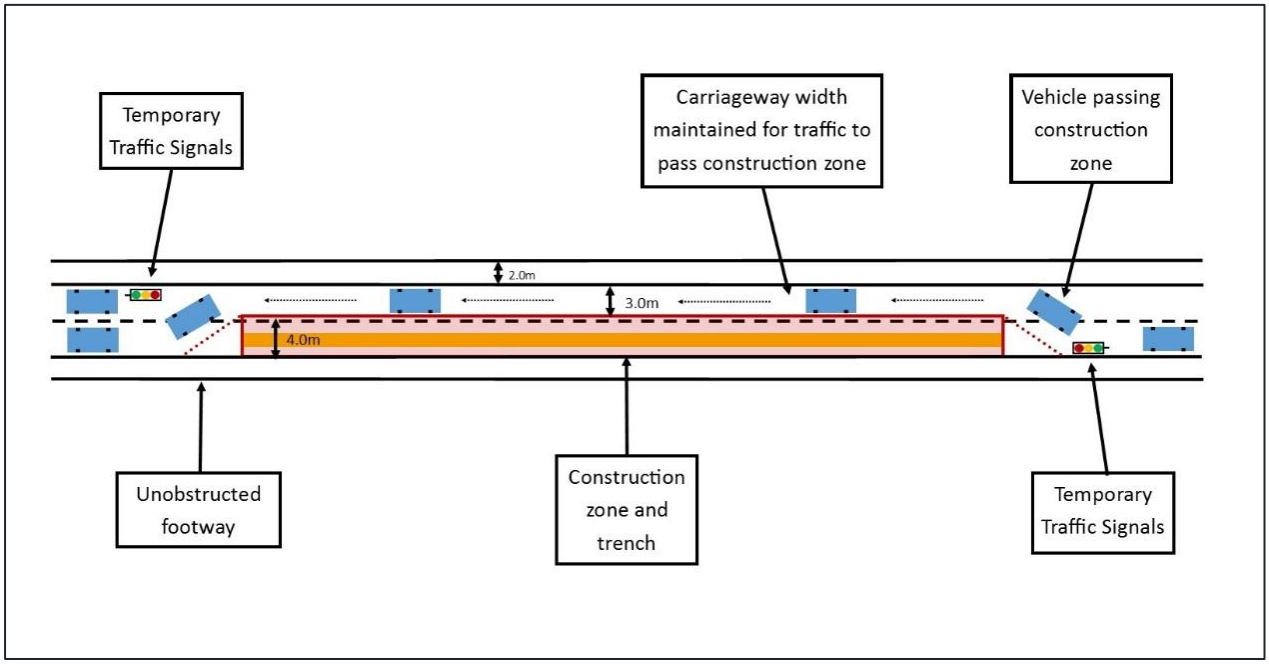

Plate 2 - Shuttle Working with Temporary Traffic Signals

2.5.2.3. Where two-way shuttle-working is installed the minimum lane width past the construction zone will be 3.0m on routes used by buses / Heavy Goods Vehicles ('HGVs') and ideally 3.25-3.7 m. Where a route is used only by cars and Light Goods Vehicles ('LGVs') the lane width may be reduced to 2.5 m. This follows guidance contained within Chapter 8 of the Traffic Signs Manual (DfT, 2009) and reflects the different road types that form part of the Onshore Cable Corridor. This means that the lane widths used will be defined by existing land-uses on any given street (e.g. residential or commercial) and access arrangements.

2.5.2.4. All shuttle-working traffic signals will run in Vehicle Actuated ('VA') mode during the off-peak period but be manually controlled during peak periods. With VA mode, detectors are used to monitor traffic flows and use this information to adjust the length of green-time to reduce delays. Manual operation during peak hours will allow traffic flow and queue lengths to be monitored, therefore giving the ability to mitigate blocking back of queues to adjacent or sensitive junctions.

Lane Closures without Shuttle Working Traffic Signals

2.5.2.5. On wider single carriageway roads and dual carriageways, it may be possible for lane closure to be implemented without the need for traffic signal control. At these locations either the carriageway will be wide enough to accommodate two-way traffic and the construction zone through lane realignment, or a single lane closure will be required where there are two or more lanes in each direction

2.5.2.6. Plate 3 shows a diagram of single lane closure on a dual carriageway link, with the same setup also appropriate for single carriageway roads where there is more than one lane in each direction. An example of this is A3 London Road, where the majority of its length has two-general traffic lanes and at least one bus lane. This will follow the requirements of Chapter 8 of the Traffic Signs Manual (DfT, 2009).

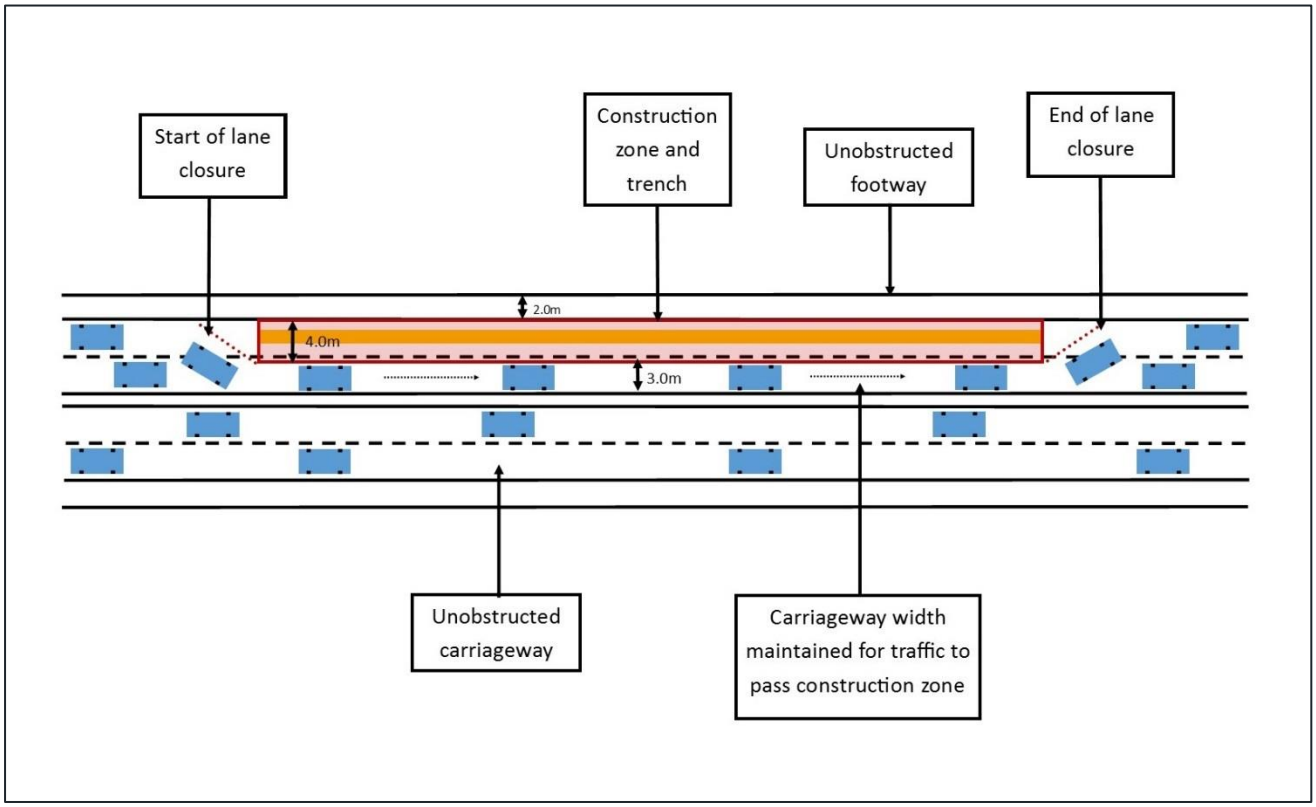

Plate 3 - Lane Closure without Shuttle Working Traffic Signals

2.5.2.7. As with the shuttle-working the minimum lane width past the construction zone will be 3.0 m on routes used by buses / HGVs and ideally 3.25-3.7 m.

2.5.3. RESIDENTIAL AND BUSINESS ACCESS

2.5.3.1. Residential and business access comes in two forms along the Onshore Cable Corridor:

- As direct access, through access junctions, driveways or vehicle crossovers directly onto residential or business premises; and
- Via side-road junctions that adjoin the Onshore Cable Corridor.

2.5.3.2. Included in Appendix 1 of this document is the 'Onshore Cable Route Construction Impacts on Access to Properties and Car Parking and Communication Strategy', hereby referred to as the 'Access to Properties Note', which gives specific consideration to the impacts of the Proposed Development upon parking and driveway access for residential properties, businesses and car parks located within or immediately adjacent to the Onshore Cable Corridor

2.5.3.3. As is noted in the Access to Properties note, residential and business access will be maintained wherever possible, albeit with different traffic management approaches applied depending upon the circumstances as described below. It should be noted that the required traffic management will only be in place for 1-2 weeks for each individual side-road due to the way in which the construction corridor will progress in sections.

2.5.3.4. The type of traffic management is dependent on the location of the construction zone within the carriageway, which cannot yet be defined as detailed design of the traffic management will only be completed once a contractor is appointed. For example, side-roads on the northern side of the carriageway may not require temporary closure or traffic signal control when the construction zone is on the southern side of the carriageway. This will also apply to dual-carriageway and wide single-carriageway sections, where construction works on one side of the carriageway are unlikely to impact on the other side.

Side-Road Access

2.5.3.5. Side-road access adjacent to the cable route will be considered on an individual basis with the traffic management used dependent on the characteristics of the road and junction. The strategy at this stage can be summarised as follows:

- For residential cul-de-sacs, side-road access will be maintained via either road plate or three-way traffic signals. The decision to use traffic signals will depend on the level of traffic flow and visibility from the side-road to the main road traffic signal approaches. Where visibility is poor, traffic signal control is likely to be required, although in all cases this will depend on the exact location of the construction zone;
- For side-roads that act as through-roads, temporary closure of the access will be considered but this depends on the category of road, what the side road provides access to and the suitability of diversion routes. Where closure is not an option, three-way traffic signals will be used if the location of the construction zone requires it.
- Where the side-road junction is controlled by traffic signals with the main road and where there is more than one approach lane at each entry, it may be possible to continue operating the existing signals through closure of a single lane on each entry. Where this is not possible, temporary traffic signals will be used instead of the existing control.

2.5.3.6. The exact traffic management strategy for side-road access will be agreed with the Highway Authority through submission of detailed designs and traffic management measures prior to commencement of works. It should be reiterated however that such traffic management will only be in place for a maximum of 1-2 weeks for each individual side-road and will be fully dependent upon the location of the Construction Zone.

2.6. NOTICE PERIODS FOR CONSTRUCTION WORKS

2.6.1.1. It is intended that submission of detailed designs and traffic management measures for approval will be required not less than three months before the intended commencement of works on that part of the highway, with notice of the date on which the works are to start being provided not less than 14 days before those works commence. The application for approval to the relevant Highway Authority will include the following information:

- plans detailing the extent of the works;
- the construction methodology in relation to the works including details of the hours of the day within which the works are to be carried out;
- a schedule of timings for the works, including the dates and durations for any closures of any part of the public highway;
- the traffic management strategy to be implemented in relation to those works, including details of any traffic signals and signs and any traffic regulation measures proposed in connection with those works;
- a schedule of condition of any part of the public highway to be affected by the works;
- a specification of the condition in which the parts of the public highway to be used for the works will be reinstated post completion of the works and occupation of that part of the public highway for that purpose;
- details of any lighting to be used in connection with the works for the duration that the works are being undertaken;
- contact details for the client and contractor carrying out the works;
- details of the advanced publicity to be carried out in connection with those works;
- details of the proposed approach to the reinstatement of the public highway in connection with those works, including (where applicable) details of both temporary and permanent reinstatement;

2.6.1.2. The construction methodology will require the work to be completed in a number of phases as the installation of the Onshore Cable progresses along a section of highway. Where possible, an application for approval will be submitted for multiple phases (such as whole cable sections between Joint Bays), albeit noting that individual approvals may be required for smaller phases of work.

2.7. CONSTRUCTION PROGRAMME

2.7.1.1. An indicative onshore construction programme has been developed for construction works associated with the Proposed Development, taking account of factors such as environmental constraints, public events, school terms and public holidays.

2.7.1.2. The following wildlife events are taken into consideration and will be built into the phasing of enabling and construction works for the Converter Station and Onshore Cable:

- Badger breeding season from January to March;
- Bird breeding and nesting season from March to August;
- Plant growing season and winter wet season from August to November, at Kings Pond Meadow SINC and Denmead in Section 3; and
- Wintering bird season, from October to March.

2.7.1.3. Public activities and events that are likely to be planned in proximity to the Converter Station Area and Onshore Cable Corridor, including but not limited to the following are also taken into consideration:

- School term time;
- Football season;
- Coastal Waterside Marathon;
- Great South Run;
- South Central Festival; and
- Victorious Festival.

2.7.1.4. An indicative onshore construction programme for the Onshore Cable is as follows:

- HDD and Landfall installation: Q3 2021 – Q1 2024
- Onshore HVDC Route Construction / Installation: Q3 2021 – Q4 2023

2.7.1.5. Further to this indicative programme, consideration has been given within the FTMS to the construction programme for each individual section of the Onshore Cable. This considers the constraints listed above and links between nearby sections of the Onshore Cable Corridor, where for example multiple construction zones in the same area should be avoided. The programme for each sub-section is presented as a month-by-month calendar year with the following categories:

- Green – construction may be completed at any time within the month;
- Amber – construction may take place during part of the month only;
- Red – construction should be avoided during this month.

2.7.1.6. This programme will mitigate the impacts of the construction works on the highway network.

2.8. COMMUNICATION STRATEGY

2.8.1.1. The communication strategy for the construction of the Onshore Cable Corridor is included in the Access to Properties Note which is included in Appendix 1 of this document.

2.8.1.2. In summary, the communication strategy includes further details regarding the high-level timeline and nature of communications activities to be undertaken at all stages of the construction of the Onshore Cable Route. The strategy includes details of identified stakeholders, any challenges which may face communications that have been identified and a working plan of actions to be undertaken prior to and during the works, as well as an evaluation strategy for after works have been completed.

2.8.2. SIGNAGE

2.8.2.1. Additional to the communication methodologies set out in the Access to Properties Note, a signage strategy is proposed to communicate proposals to road users who may otherwise be unaware of the construction works and associated traffic management.

2.8.2.2. On the highway network itself, the provision and location of signage will be an important factor in notifying road users of programmed construction works. While there will be 'Advanced Warning' signs placed on the highway before the works detailing start-date and periods of works, it is also intended that Variable Message Signs ('VMS') are provided at key locations along the Onshore Cable Corridor. These will be installed at least one week prior to commencement of the construction works along each section of highway

2.8.2.3. The use of VMS signs is proposed as these are considered more conspicuous than standard Advance Warning' signs and can be easily updated to reflect the intended programme of works. At this stage it is recommended that VMS signs are installed at the following locations:

- At the A3 London Road / Hulbert Road roundabout to warn road users of construction works on either B2150 Hambledon Road or A3 London Road;
- At the A3 London Road / Southampton Road / Spur Road roundabout in Cosham to warn road users of construction works on A3 London Road;
- At the A27 / A2030 Eastern Road roundabout in Farlington and A2030 Velder Avenue / Milton Road traffic signal junction in Fratton to warn road users of construction works on Eastern Road; and
- On Havant Road east and west of the junction with Farlington Avenue and Eastern Road to warn road users of construction works through this junction.

2.8.2.4. The location and full details of these signs will be agreed with each Highway Authority prior their implementation. It is noted that HCC used these at the A3 London Road / Hulbert Road roundabout prior to resurfacing of the A3 London Road in 2018.

2.9. PEDESTRIANS AND CYCLISTS

2.9.1.1. Pedestrian and cycle routes along the Onshore Cable Corridor will be maintained wherever possible, with full closure considered as the last resort, such as where it would prevent full closure of a major road. In all cases the construction works will ensure that pedestrians and cyclists can pass in a safe manner, with suitable barriers between the construction works. Particular attention will also be paid to the needs of people with mobility and visual impairments to ensure that their safety and free movement is retained. All layouts will follow protocol defined by Chapter 8 of the Traffic Signs Manual (DfT, 2009).

2.9.2. PEDESTRIANS

2.9.2.1. Where construction works do obstruct a footway a minimum unobstructed width of 1.0 m will be provided alongside the construction corridor and where this is not possible a safe alternative route will be provided. This will include provision of suitable crossing facilities where required, including temporary replacement of existing pedestrian crossings that may need to be closed to facilitate construction.

2.9.2.2. In some locations, a footway closure may be required without a suitable alternative route being available nearby or on the opposite side of the carriageway. In these instances, a pedestrian route will be provided within the carriageway with a minimum unobstructed width of 1.0 m, albeit this will be wider where it does not impact on traffic flow. Suitable barriers will be provided, along with ramps and footway boards where these are required.

2.9.2.3. Some temporary footway closures may be required to facilitate delivery and collection of materials. In the majority of cases this will be mitigated through alternative footway links being available but where this is not possible, the following will apply:

- The footway will be closed for no longer than 15 minutes in every one-hour period;
- Construction operatives will be made available to assist users past the works;
- Pedestrians with impaired mobility will need to wait no longer than 5 minutes; and
- Temporary footway closure signs are provided in place of the works.

2.9.3. CYCLISTS

2.9.3.1. Where there are shared-use paths or cycleways impacted by the works these will be kept open if possible, or a suitable diversion route provided.

2.9.3.2. Where full closure of cycle route is necessary and diversion routes are unsuitable temporary cycle facilities will be provided past the construction corridor where possible, such as on the Eastern Road shared-use path. This could be completed as part of a full lane closure or through provision of a temporary off-road route. The width of these temporary routes will be 2.5 m where possible, with a minimum of 1.5 m. If the temporary route is provided over unmade ground, then footway boards will be used to provide a formal surface.

2.9.3.3. In some cases, it may be required to narrow a shared-use path past the construction corridor to a width that is not suitable for cycle use (I.e. 1.0 m). In these circumstances 'Cyclists dismount and use footway' signs will be used as a last resort, noting that this would only be completed for one 100 m section at a time.

2.9.3.4. Where road closures are required for construction of the Onshore Cable Route cycle access will be maintained at all times.

2.10. PUBLIC TRANSPORT

2.10.1.1. During construction of the Onshore Cable Route some existing bus stops may need to be closed depending upon the exact location within the carriageway or footway. Where this is required, a temporary bus stop will be provided as close as possible to the original location, taking into account highway safety of all road users.

2.10.1.2. Construction of the Onshore Cable Route within the A3 London Road will require works within the existing bus lane or suspension of the bus lane to mitigate the impact on general traffic flow. As with the rest of the Onshore Cable Corridor this will be completed in 100 m sections and therefore bus priority will be maintained where the bus lane is suspended through provision of temporary bus priority traffic signals.

2.11. SCHOOL ACCESS

2.11.1.1. Construction of the Onshore Cable Route will take place during school holidays on links that contain schools or where they are located directly adjacent to the Onshore Cable Corridor. This includes the following links and schools:

- Solent Junior School on Solent Road and Solent Infant School on Evelegh Road, adjacent to Farlington Avenue; and
- Mooring Way Infant School, Moorings Way.

2.11.1.2. Consideration will also be given to schools located close to the Onshore Cable Corridor, given the potential wider re-distribution impact of the construction works.

2.13. RESPONSIVE TRAFFIC MANAGEMENT PROTOCOL

2.13.1.1. It is proposed that the FTMS required to support the Proposed Development operates as a 'live' and responsive strategy. This means that, in continuous liaison with HCC / PCC (as appropriate), an approved TMS will be amended where required to reflect traffic conditions and events that may impact upon the construction works or capacity of the highway network surrounding the Onshore Cable Corridor. Examples of this can include:

- a protocol to temporarily suspend and remove works or alter traffic management strategies if a road traffic accident, emergency event or other unforeseen circumstances occur on either the Onshore Cable Corridor or surrounding network requires road closures and diversion of traffic;
- where the construction zone is at key junctions within the network, management of traffic signals adjacent to the Onshore Cable Corridor during peak hours to ensure signal timings reflect additional traffic flows;
- Management of traffic signal junctions along diversion routes associated with road closures;
- Provision of traffic marshalling around schools adjacent to the Onshore Cable Corridor to mitigate the impact of traffic redistribution onto such links.

2.13.1.2. The ability of the FTMS to respond to events away from the Onshore Cable Corridor itself will mitigate impact of the works should these events occur. This is particularly important for the A3 London Road and A2030 Eastern Road, both of which experience a significant increase in traffic flow when there are road traffic accidents on either the A3(M) or M275. In this regard, the dDCO (APP-019) contains the following Protective Provisions:

- Paragraph 10 of the protective provisions for the protection of the highway provides the ability for the highway authority to provide directions in relation to the works:
  - Where an emergency occurs or where necessary to secure the safety of the public;
  - Where works are being carried out in any manner which constitutes or is likely to constitute a danger to any person or class or persons or to affect the stability or integrity of any structures or apparatus including the public highway; and
  - Where, as a consequence of unforeseen circumstances, in the reasonable opinion of the relevant highway authority any part of the works being carried out or to be carried out within the public highway are causing or are likely to cause serious disruption to traffic that will endanger the safety of the public.

- Paragraph 4(2) of the protective provisions for the protection of the highway provides for any detailed traffic management strategy to be revised where necessary in the event of unforeseen circumstances.

2.13.1.3. In addition to this, the CTMP includes provision for a road safety officer, who will be responsible for the continual monitoring of the road works for the Onshore Cable Route to ensure the proactive management of road safety. They will ensure there is sufficient road signage to warn the public and inform construction related traffic to ensure compliance and route choice. There will also be contact telephone numbers for public to raise concerns as well as the provision of a website. Receptors that attract vulnerable people will be updated on a regular basis with visits (e.g. schools) as necessary.

2.14. EMERGENCY SERVICES

2.14.1.1. The Onshore Cable Corridor runs past a number of emergency services locations therefore meaning that access by emergency vehicles will need to be actively managed to minimise delays. The Onshore Cable Corridor runs nearby or adjacent to the following bases:

- Waterlooville Fire Station - A3 Maurepas Way;
- Eastern Road Ambulance Station, albeit this does not provide emergency response; and
- Eastney Lifeboat Station – Ferry Road.

2.14.1.2. At Waterlooville Fire Station access will be maintained at all times by excavation of the trench taking place in two phases to allow a suitable width access between works or through use of road plates.

2.14.1.3. In proximity to Eastney Lifeboat Station, the works along Fort Cumberland Road will be facilitated by shuttle working traffic signals. This will maintain access to Ferry Road and the Lifeboat Station at all times.

2.14.1.4. Along the remainder of the Onshore Cable Corridor each construction location zone will be setup to ensure access by emergency vehicles is achievable. To facilitate access and minimise delay through the works, a protocol will be setup for management of temporary signals. This could include implementation of an ‘all red’ phase to clear the construction zone of traffic or extended green times to give priority to an approaching vehicle.

2.14.1.5. Under the responsive traffic management protocol described in Section 2.12 there will also be an option to temporarily suspend works if required to mitigate the impacts of the road traffic accident or other emergency event in proximity to the Onshore Cable Corridor.

2.14.1.6. Where there are full road closures, road plates will be available at the point of work at all times, should emergency access be required. At the end of the working day road plates would be installed to allow for out of hours emergency access only. Out of hours emergency access will be provided by an onsite standby emergency team.

2.14.1.1. In addition, the Applicant will seek to produce a communication plan in conjunction with the emergency services to address the specific needs of the emergency services during the construction. The communication plan will outline the relevant procedures to be followed by both parties with regard to the dissemination of information and how emergency access will be safeguarded and delivered through each individual phase.

3. SECTION 1 – LOVEDEAN (CONVERTER STATION AREA)

3.1.1.1. The Onshore Cable Route will not be constructed within public highway within Section 1, but some traffic management will be required to facilitate construction of the temporary and permanent access junction for the Converter Station. This is described below and shown on Drawing EN02022-TMS-1 included in Appendix 2 to this FTMS.

3.1.1.2. TM will also be required where the Onshore Cable Corridor crosses Broadway Lane at approximately 200 m east of the junction with Edney's Lane

3.2. SUB-SECTION 1.1 - CONVERTER STATION ACCESS JUNCTION

3.2.1.1. Construction of the Converter Station access junction / access road will be primarily constructed 'off-line' in order to avoid impacting upon traffic flow along Broadway Lane and Day Lane. However, it is likely that construction work on each access junction bellmouth will require some limited narrowing of the existing carriageway, which will only accommodate one-way traffic flow. This will be accommodated by the implementation of three-way temporary traffic signals to control traffic flow in the vicinity of the access. The exact location of the temporary traffic signals will be determined by the contractor(s) however, it is envisaged that these would be located as follows to provide adequate visibility for approaching traffic:

- Adjacent to Broadway Cottages on Broadway Lane south of the proposed access junction;
- 20 m north of the give-way line on Broadway Lane north of the proposed access junction (at the junction with Day Lane); and
- 75 m east of the junction of the Broadway Lane / Day Lane junction on Day Lane.

3.2.1.2. Broadway Lane and Day Lane within the vicinity of the Converter Station Area are currently rural lanes without street lightning of footways and are subject to a national speed limit (60 mph).

3.2.1.3. To reduce traffic speeds within the vicinity of the access works it is also proposed that a temporary 30 mph speed limit is implemented.

3.2.1.4. The timeframe for this traffic management to be in place will be dependent upon the construction schedule of the access junction. Currently, the anticipated programme for these works suggests that traffic management will need to be in place for 8-12 weeks to facilitate construction of the access junction.

3.2.1.5. Table 1 shows a breakdown of the calendar year, showing availability for the construction of the access works to take place within this Section.

Table 1 – Section 1 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
1.1	Converter Station Access	TBC	Shuttle Working	8-12 weeks
Calendar Restrictions				
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year											
Other Restrictions											
Sections						Total Availability per Calendar Year					
None						50 weeks					

3.2.1.6. This shows that construction can take place during any month of the year. It is also considered that there are no constraints on the construction programme presented by works on adjacent sections of the Onshore Cable Corridor.

3.3. SUB-SECTION 1.2 – BROADWAY LANE

3.3.1.1. TM is required in Sub-Section 1.2 at the intersection of the Onshore Cable Corridor and Broadway Lane. The Onshore Cable Corridor crosses Broadway Lane at approximately 200 m east of the junction with Edney's Lane.

3.3.1.2. Below is a breakdown of the calendar year, showing availability for the construction of the Onshore Cable Corridor to take place within this Section.

Table 2 - Section 1.2 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
1.2	Broadway Lane	6	Road Closure	1 Day
Calendar Restrictions				
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year											
Other Restrictions											
Sections						Total Availability per Calendar Year					
Section 3.1 – 2 weeks						48 weeks					

3.3.1.3. Programming of these works at separate times to Section 3.1 will minimise the impact resulting from the proposed traffic management strategy for Broadway Lane and Anmore Road.

3.4. DESCRIPTION OF TRAFFIC MANAGEMENT

3.4.1.1. It is likely that a full road closure will be required to allow the Onshore Cable to cross Broadway Lane. It is anticipated that this road closure will need to be in place for one day per circuit. This is described below and shown on Drawing EN02022-TMS-1 and EN02022-TMS-2 included in Appendix 2 to this FTMS.

3.4.1.2. A diversion route will need to be implemented to mitigate the impact of the proposed road closure on Broadway Lane. The diversion route will need to take account of the following:

- The nature of rural lanes within the vicinity of the road closure and their suitability for accommodating diverted traffic; and
- The general origin and destination of traffic using Broadway Lane.

3.4.1.3. Taking account of these factors, it is recommended that diversions be implemented that route traffic via Edney's Lane, Anmore Road, Anmore Lane and Broadway Lane as shown in Drawing EN02022-TMS-11 included in Appendix 2 to this FTMS. Taking into account this proposed diversionary routing, the closure of Broadway Lane should be scheduled so as to not coincide with construction in Anmore Road, a link which is contained within Section 3 of the Onshore Cable Corridor.

3.4.1.4. Appropriate signage will be provided along this diversion at all appropriate junction locations. Broadway Lane to the east of the Onshore Cable Corridor provides the sole vehicular access to several residential properties, as well as to the Lower Chapters Bed and Breakfast. Broadway Lane to the east of the Onshore Cable Corridor will remain open to ensure access to properties and the Bed and Breakfast is retained throughout the duration of works

4. SECTION 2 - ANMORE

4.1.1.1. The Onshore Cable Corridor in Section 2 is contained entirely within agricultural fields and does not include or intersect any highway, as such, no TM is required in this Section.

5. SECTION 3 – DENMEAD/KINGS POND MEADOW

5.1.1.1. As with Section 2, the Onshore Cable Corridor within Section 3 is contained primarily within agricultural fields. However, there are two limited sections of public highway which are likely to be impacted within this section. The impacted highway includes the following:

- **Sub-Section 3.1**: Anmore Road: up-to 50 m between agricultural fields to the north and south; and
- **Sub-Section 3.2:** B2150 Hambledon Road to Soake Road (180m).

5.1.1.2. Both of these links are likely to require traffic management to facilitate the construction of the Onshore Cable Route. The construction works within this section are likely to take a maximum of 1-2 weeks to complete per circuit.

5.2. SUB-SECTION 3.1 – ANMORE ROAD

5.2.1.1. Table 3 below provides a summary of the traffic management requirements for Section 3.1.Table 3 – Sub-Section 3.1 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
3.1	Anmore Road	6	Road Closure	1 Day

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year

Other Restrictions

Sections	Total Availability per Calendar Year
Section 1.2 – 1 week (rounded up from 1 day) Sub-Section 3.2 – 3 weeks	46 weeks

5.2.1.2. Programming of these works at separate times will minimise the impact resulted from the proposed traffic management strategy for Broadway Lane and the B2150 Hambledon Road (Section 3.2).

DESCRIPTION OF TRAFFIC MANAGEMENT

5.2.1.3. The Onshore Cable Corridor will cross Anmore Road between agricultural fields to the north and south, requiring a full road closure for the period of the construction works. The Onshore Cable Corridor will intersect Anmore Road in a north-south orientation, whilst moving from the fields to the immediate north of the carriageway, to those in the south. Works in Sub-Section 3.1 will only impact upon a limited section of highway, and would require a one-day road closure per circuit.

5.2.1.4. As is stated above, any road closures on Anmore Road should be scheduled to avoid coinciding with any closure of Broadway Lane. The recommended diversion route for the road closure on Anmore Road is via Mill Road, B2150 Hambledon Road and Soake Road as shown in Drawing EN02022-TMS-11 included in Appendix 3 to this FTMS.

5.2.1.5. Taking into account this proposed diversion, it is also recommended that the closure of Anmore Road should not take place at the same time as any works on B2150 Hambledon Road (Section 3.2).

5.3. SUB-SECTION 3.2 – B2150 HAMBLEDON ROAD TO SOAKE ROAD

5.3.1.1. Within Sub-Section 3.2, the Onshore Cable Corridor includes a section of B2150 Hambledon Road between the point from which the cable exits the agricultural fields, to the junction with Soake Road. Table 3 below provides a summary of the traffic management requirements for Section 3.2.

Table 4 – Sub-Section 3.2 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
3.2	B2150 Hambledon Road to Soake Road	180	Shuttle working TS	3 weeks

Calendar Restrictions											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year

Other Restrictions	
Sections	Total Availability per Calendar Year
Sub-Section 4.1 – 22 weeks Sub-Section 4.2 – 14 weeks Sub-Section 4.31 – 2weeks Sub-Section 4.33 – 5 weeks Sub-Section 4.34 – 4 weekends Sub-Section 4.35 – 3 weeks	4 weeks

5.3.1.2. Programming of Section 3.2 works will be undertaken at separate times to that scheduled for

- Section 4.1 - B2150 Hambledon Road between Soake Road and Milton Road;
- Section 4.2 - B2150 Hambledon Road and A3 Maurepas Way between Milton Road and A3 London Road (1.0 km); and
- Sections 4.31, 4.33, 4.34 and 4.35 - All sections of A3 London Road between A3 Maurepas Way and Ladybridge Road that require shuttle working traffic signals.

5.3.1.3. This phasing of works will mitigate disruption to traffic flow within the Denmead and Waterlooville area, particularly those trips which travel along the B2150 Hambledon Road and A3 London Road to / from Purbrook, Cosham and Portsmouth. Specifically, it will ensure that there is not more than one location of traffic management that requires shuttle working on B2150 Hambledon Road, A3 Maurepas Way and A3 London Road at any one time.

5.3.1.4. Sub-Section 4.32 has intentionally been omitted from the restrictions because unlike sub-sections 4.1, 4.2, 4.31, 4.33, 4.34 and 4.35, the traffic management involves a bus lane closure rather than a general traffic lane closure. This is considered to be less disruptive from a traffic management perspective, meaning works associated with Sub-Section 4.32 can occur simultaneously with Sub-Section 3.2 if required.

DESCRIPTION OF TRAFFIC MANAGEMENT

5.3.1.5. Construction along this section of B2150 Hambledon Road will likely require implementation of single lane closure, with shuttle working being implemented through the use of temporary traffic signals to allow for continued two-way traffic flow. Where the cable enters / exits agricultural fields, the construction corridor will be phased / managed in line with the standard protocol set out in the technical specification issued to contractors in order to ensure that a continuous pedestrian link is provided along the northern side of the carriageway.

5.3.1.6. Where the Onshore Cable Corridor intersects the junction with Soake Road, temporary three-way traffic signals may need to be implemented to allow continuous access to the Byng's Business Park and Jewson Builders Merchant at the southern end of Soake Road. This will mitigate the need for HGV's wishing to access these businesses from using the less suitable Anmore Road / northern half of Soake Road as a temporary diversion route.

5.3.1.7. No residential properties are impacted by this section of the Onshore Cable Corridor.

6. SECTION 4 – HAMBLEDON ROAD TO FARLINGTON AVENUE

6.1.1.1. This section provides a summary of the proposed TMS for the longest section of the Onshore Cable Corridor, which runs from B2150 Hambledon Road between Denmead and Waterlooville and Burnham Road in Farlington. This section has been split into five sub-sections, based upon similarities in road types and commonalities in traffic management requirements. The total length of this section is 6.7 km, and the sub-sections are as follows:

- **Sub-Section 4.1** – B2150 Hambledon Road between Soake Road and Milton Road;
- **Sub-Section 4.2** – B2150 Hambledon Road and A3 Maurepas Way between Milton Road and A3 London Road;
- **Sub-Section 4.3** – A3 London Road to Ladybridge Roundabout;
  - **Sub-Section 4.31** – A3 London Road between Forest End Roundabout and south of the junction with Forest End;
  - **Sub-Section 4.32** - A3 London Road between south of junction with Forest End and southern end of bus lanes (in proximity to Poppy Fields);
  - **Sub-Section 4.33** - A3 London Road between south of southern end of bus lanes (in proximity to Poppy Fields) and Post Office Road;
  - **Sub-Section 4.34** - A3 London Road between Post Office Road and Rocking Horse Nursery;
  - **Sub-Section 4.35** - A3 London Road between Rocking Horse Nursery and Ladybridge Roundabout;
- **Sub-Section 4.4** – A3 London Road to Portsdown Hill Road;
  - **Sub-Section 4.41** - A3 London Road between Ladybridge Roundabout and start of bus lane;
  - **Sub-Section 4.42** - A3 London Road between start of bus lane and Lansdowne Avenue;
  - **Sub-Section 4.43** - A3 London Road between Lansdowne Avenue and bus lane (south of The Brow);

- **Sub-Section 4.44** - A3 London Road between bus lane (south of The Brow) and Portsdown Hill Road; and

- **Sub-Section 4.5** – B2177 Portsdown Hill Road.

6.1.1.2. The FTMS proposals for Section 4 are shown on Drawing EN02022-TMS-3, 4 and 5 included in Appendix 2

6.2. SUB-SECTION 4.1 – B2150 HAMBLEDON ROAD BETWEEN SOAKE ROAD AND MILTON ROAD

6.2.1.1. Section 4.1 includes the section of B2150 Hambledon Road between the junction with Soake Road and the roundabout with Milton Road. All of B2150 Hambledon Road in this subsection is single carriageway and is subject to a 30 mph speed limit.

6.2.1.2. Table 5 shows availability for the construction of the Onshore Cable Route to take place within this subsection.

Table 5 – Sub-Section 4.1 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.1	B2150 Hambledon Road between Soake Road and Milton Road	1300	Shuttle working TS	11 - 22 weeks

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 3.2 – 3 weeks Sub-Section 4.2 – 14 weeks Sub-Section 4.31 – 2 weeks Sub-Section 4.33 – 5 weeks Sub-Section 4.34 – 4 weekends Sub-Section 4.35 – 3 weeks	23 weeks

6.2.1.3. December has been categorised as 'Amber' due to the proximity of the southern end of B2150 Hambledon Road in this sub-section to Wellington Retail Park, Asda Superstore on A3 Maurepas Way and Lidl supermarket on Elettra Avenue. As December is typically a very busy period in this location, construction should only take place during the first two weeks of the month.

6.2.1.4. In addition to these considerations, construction within Section 4.1 should not take place simultaneously with the following:

- Section 3.2 - B2150 Hambledon Road to Soake Road;
- Section 4.2 - B2150 Hambledon Road and A3 Maurepas Way between Milton Road and A3 London Road (1.0 km); and
- Section 4.31, 4.33, 4.34 and 4.35 – All sections of A3 London Road between A3 Maurepas Way and Ladybridge Road that require shuttle working traffic signals.

6.2.1.5. This phasing of works will mitigate disruption to traffic flow within the Denmead and Waterlooville area, particularly those trips which travel along the B2150 Hambledon Road and A3 London Road to / from Purbrook, Cosham and Portsmouth. Specifically, it will ensure that there is not more than one location of traffic management that requires shuttle working on B2150 Hambledon Road, A3 Maurepas Way and A3 London Road at any one time.

6.2.1.6. Sub-Section 4.32 has intentionally been omitted from the restrictions because unlike sub-sections 3.2, 4.2, 4.31, 4.33, 4.34 and 4.35 the traffic management involves a bus lane closure rather a general traffic lane closure. This is considered to be less disruptive from a traffic management perspective, meaning works associated with Sub-Section 4.32 can occur simultaneously with Sub-Section 4.1 if required.

6.2.2. DESCRIPTION OF TRAFFIC MANAGEMENT

6.2.2.1. For the majority of this subsection construction will likely be able to be facilitated by shuttle working traffic signals. Opportunities to reduce the length of shuttle working will however be taken where possible and practical, such as at the following:

- By constructing one circuit within Southdown View / Hambledon Road and the Hambledon Road spur that runs parallel to the B2150 Hambledon Road. This is described in further detail in paragraph 6.2.2.3 – 6.2.2.6 and would remove disruption from B2150 Hambledon Road for 450m or 8 weeks for one circuit; and

- Use of lane realignment between the junction with The Hundred and the roundabout junction with Milton Road. The use of right-turn lanes to facilitate construction works will likely enable construction to take place without impacting on two-way traffic flow for 200m or 3 weeks for each circuit.

6.2.2.2. These options will help minimise the length of time shuttle working traffic signals are required on B2150 Hambledon Road.

Southdown View / Hambledon Parade / Hambledon Road

6.2.2.3. Southdown View runs parallel to B2150 Hambledon Road between Darnell Road and Sunnymead Drive and provides access to 13 residential properties (all with off-road parking) and a public car park which serves Billy's Lake open space which comprises of approximately 10 acres of woodland. It measures approximately 150 m in length. The carriageway width of Southdown View is less than 6.0 m, so to avoid road closure, the construction corridor will be narrowed through the use of smaller plant. Two-way traffic flow will be facilitated by an informal 'give-and-take' approach which is appropriate for a link with such low traffic flows. Construction along this link is anticipated to take approximately 2-3 weeks per circuit.

6.2.2.4. Construction works through the junction of Southdown View / Sunnymead Drive / Hambledon Parade will be managed through the use of temporary traffic signals, with construction being phased to ensure that the carriageway remains open at all times.

6.2.2.5. Hambledon Parade is approximately 140 m in length and provides access to a number of retail / commercial units on the northern side of the carriageway. On-street parking is provided on either side of Hambledon Parade and provides capacity for 23 cars, with two additional two accessible bays and a loading bay. To accommodate construction, the on-street parking spaces on one side of the carriageway may need to be temporarily suspended to mitigate the need for a full road closure. To further mitigate the impact of construction on retail / commercial units, it is proposed that construction corridor will be split into 70 m sections therefore allowing some on-street parking to remain on both sides of the carriageway throughout the duration of the works. A one-way system will be implemented along Hambledon Parade during construction to minimise traffic congestion. Construction along this link is anticipated to take 2-3 weeks per circuit.

6.2.2.6. The Hambledon Road spur, running parallel to the north of the B2150 is a residential cul-de-sac providing access to 16 residential properties, all of which have dedicated off-road parking. The carriageway is approximately 5.0m wide on this link, with the northern verge / footway providing an additional 4.0m. This total width of 9.0m provides adequate space for construction but will require use of smaller plant in order to avoid a full road closure. The approximate length of the spur is 150m. Two-way traffic flow will be facilitated by an informal 'give-and-take' approach which is appropriate for a link with such low traffic flows and the majority of residents will continue to be able to park off-road on driveways. It is anticipated that construction along this link will take approximately 2-3 weeks per circuit.

B2150 Hambledon Road

6.2.2.7. Construction of the Onshore Cable Route along B2150 will require shuttle working traffic signals, although opportunities for lane realignment will be taken on the approach to the junctions with Darnel Road and Milton Road to maintain two-way traffic flow. For example, retaining two free-flow traffic lanes for 200 m between The Hundred and Milton Road by use of right-turn lanes and central hatching will remove the requirements for shuttle working traffic signals for 4 weeks per circuit.

6.2.2.8. Several junctions intersect B2150 Hambledon Road in Section 4.1, with the required traffic management at each location dependent upon the exact location of the construction zone within the carriageway, which is not possible to define at this stage. The following junctions, however, will be subject to traffic signal control due to their existing layout or classification:

- B2150 Hambledon Road / Darnel Road – either lane realignment and use of existing traffic signals or temporary three-way traffic signals;
- B2150 / Hambledon Road / Sunnymead Drive – temporary three-way traffic signals; and
- B2150 / Hambledon Road / Milton Road / Elettra Avenue roundabout – temporary traffic signals.

6.2.2.9. The traffic management required for the following junctions will be determined by the contractor and dependent upon location of the construction zone, albeit with access retained at all times, either directly or my alternative routes:

- B2150 Hambledon Road / Sickle Way;
- B2150 Hambledon Road / Hambledon Parade;
- B2150 Hambledon Road / Charlesworth Drive;
- B2150 Hambledon Road / Petersham Drive; and
- B2150 Hambledon Road / The Hundred.

6.3. SUB-SECTION 4.2 – B2150 HAMBLEDON ROAD AND A3 MAUREPAS WAY BETWEEN MILTON ROAD AND A3 LONDON ROAD

Sub-section 4.2 includes B2150 Hambledon Road to the south of the roundabout with Milton Road, as well as A3 Maurepas Way between the roundabout with Houghton Avenue and Forest End Roundabout. Table 6 provides details of programme availability and traffic management proposals for this sub-section.

Table 6 – Sub-Section 4.2 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.2	B2150 Hambledon Road and A3 Maurepas Way between Milton Road and A3 London Road	1000	Lane Closure	14 weeks

Calendar Restrictions											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions: 4-week restriction due to Christmas shopping.

Other Restrictions	
Sections	Total Availability per Calendar Year
Sub-Section 3.2 – 3 weeks Sub-Section 4.1 – 22 weeks Sub-Section 4.31 – 2 weeks Sub-Section 4.33 – 5 weeks Sub-Section 4.34 – 4 weekends Sub-Section 4.35 – 3 weeks Sub-Section 4.41 – 1 week Sub-Section 4.43 – 3 weeks	9 weeks

6.3.1.1. December has been categorised as 'Red' as this section contains vehicular accesses to Wellington Retail Park, Asda Superstore on A3 Maurepas Way and Lidl supermarket on Elettra Avenue and Waterlooville town centre. As December will be a busy period in this location, construction of this section of the Onshore Cable should not take place during this month. In addition to these considerations, construction within Section 4.2 should not take place simultaneously with the following Sections:

- Sub-Sections 3.2 and 4.1 – B2150 Hambledon Road north-west of this section'
- Section 4.31, 4.33, 4.34, 4.35, 4.41 and 4.43 – All sections of A3 London Road between A3 Maurepas Way and Portsdown Hill Road that require shuttle working traffic signals.

6.3.1.2. Phasing of works will mitigate disruption to traffic flow within the Denmead and Waterlooville area, particularly those trips which travel along the B2150 Hambledon Road and A3 London Road to / from Purbrook, Cosham and Portsmouth. Specifically, it will ensure that construction along Sub-Section 4.2 does not occur at the same time as traffic management that requires shuttle working on B2150 Hambledon Road, A3 Maurepas Way and A3 London Road.

6.3.1.3. Sub-Section 4.32, 4.42 and 4.44 have intentionally been omitted from the restrictions because within sub-sections 3.2, 4.1 4.31, 4.33, 4.34, 4.35, 4.41 and 4.43, the traffic management involves a bus lane closure rather a general traffic lane closure. This is considered to be less disruptive from a traffic management perspective, meaning works associated with these three sub-sections can occur simultaneously with Sub-Section 4.2 if required.

6.3.2. DESCRIPTION OF TRAFFIC MANAGEMENT

B2150 Hambledon Road

6.3.2.1. Construction along B2150 Hambledon Road in this subsection will require implementation of single lane closures. To facilitate continued access to Wellington Retail Park throughout the duration of works, temporary turning restrictions may need to be implemented at the junction of B2150 Hambledon Road / Aston Road. Temporary turning restrictions will prohibit right turn movements at this junction, allowing it to remain operational via a left-in, left-out arrangement. These temporary access arrangements are likely to be in place for one week per circuit.

B2150 Hambledon Road / A3 Maurepas Way / Houghton Avenue Roundabout

6.3.2.2. Temporary traffic signals may also need to be implemented at the roundabout junction of B2150 Hambledon Road / A3 Maurepas Way / Houghton Avenue. Traffic management is likely to be required at this junction for approximately one week.

A3 Maurepas Way

6.3.2.3. Construction within A3 Maurepas Way may require a closure of one lane of the dual carriageway. On the A3 in this section a minimum of three lanes will remain operational, and two-way flow will be maintained at all times. The link provides the entry to the Asda Waterlooville Superstore car park, access to this car park will be retained throughout the duration of works.

6.3.2.4. Waterlooville Fire Station gains vehicular access from A3 Maurepas Way on this link. Vehicular access from the fire station will be retained at all times through-out the duration of works through phased construction maintaining a suitable access width at all times.

Forest End Roundabout

6.3.2.5. Temporary traffic signals may be required at Forest End Roundabout. Construction through this junction is likely to be in place for 2-3 days per circuit.

6.4. SUB-SECTION 4.31 - A3 LONDON ROAD BETWEEN FOREST END ROUNDABOUT AND SOUTH OF THE JUNCTION WITH FOREST END

6.4.1.1. A limited section of shuttle working may be required between Forest End Roundabout and just south of the junction with Forest End, where the central island ends. The programme availability to complete this sub-section is shown in Table 7 below.

Table 7 – Sub-Section 4.31 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.31	A3 London Road between Forest End Roundabout and south of the junction with Forest End	100	Shuttle Working	2 weeks

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
Work Permitted Only During: February Half-Term (1 week), Easter School Holidays (2 weeks), May Half-Term (1 week), June (4 weeks), July outside of school holidays (3 weeks), School Summer Holidays (approximately 6 weeks), and October Half-Term (1 week).

Approximate availability per calendar year: **18 weeks**.

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 3.2 – 3 weeks *(no calendar restrictions)* Sub-Section 4.1 – 22 weeks *(2-week restriction due to Christmas)* Sub-Section 4.2 – 14 weeks *(4-week restriction due to Christmas)* Section 4.32 = 10 weeks *(no calendar restrictions)* Sub-Section 4.33 – 5 weeks *(same calendar restrictions)* Sub-Section 4.34 – 4 weekends *(no calendar restrictions)* Sub-Section 4.35 – 3 weeks *(same calendar restrictions)* Sub-Section 4.41 – 1 week *(same calendar restrictions)* Sub-Section 4.43 – 3 weeks *(same calendar restrictions)*	3 weeks *(based on avoiding simultaneous works at sub-sections 4.33, 4.35, 4.41 and 4.43 where there are similar calendar restrictions)*

6.4.1.2. Due to the high traffic flows at this location and close proximity to Waterlooville town centre, construction should not take place outside of the periods shown in Table 7. In addition to these considerations, construction within Section 4.3 should not take place simultaneously with the following Sections:

- Sub-Sections 3.2, 4.1 and 4.2 – B2150 Hambledon Road and A3 Maurepas Way;
- Sub-Sections 4.32, 4.33, 4.34, and 4.35 – parts of Section 4.3 – A3 London Road between A3 Maurepas Way and Ladybridge Road; and
- Sub-sections 4.41 and 4.43 – Parts of A3 London Road between Ladybridge roundabout and Portsdown Hill road that require shuttle working traffic signals.

6.4.1.3. This phasing of works will mitigate disruption to traffic flow within the Denmead and Waterlooville area, particularly those trips which travel along the B2150 Hambledon Road and A3 London Road to / from Purbrook, Cosham and Portsmouth. The programme will ensure that the construction of sub-section 4.2 is not completed at the same time as any other works on A3 London Road north of Ladybridge roundabout nor during any periods where shuttle working traffic signals are required on either B2150 Hambledon Road or A3 London Road south of Ladybridge roundabout.

6.5. SUB-SECTION 4.32 – A3 LONDON ROAD BETWEEN SOUTH OF JUNCTION WITH FOREST END AND SOUTHERN END OF BUS LANES (IN PROXIMITY TO POPPY FIELDS)

6.5.1.1. Construction within this section can be completed through lane realignment, thereby maintaining two-way traffic flow for the entirety of this sub- section. Where the construction zone is located, the bus lanes and general traffic lane will merge from two to one lane. To mitigate the impact on public transport, temporary bus priority traffic signals will be provided where possible to maintain bus priority over general traffic. Table 8 provides details of the available programme for this sub-section.

Table 8 – Sub-Section 4.32 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.32	A3 London Road between south of junction with Forest End and southern end of bus lanes (in proximity to Poppy Fields)	1000	Lane Closure	17 weeks

Calendar Restrictions											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year

Other Restrictions	
Sections	Total Availability per Calendar Year
Sub-Section 4.31 – 2 weeks **Sub-Section 4.33 – 5 weeks** **Sub-Section 4.35 – 3 weeks** **Sub-Section 4.41 – 1 week** **Sub-Section 4.42 – 8 weeks** **Sub-Section 4.43 – 3 weeks** **Sub-Section 4.44 – 4 weeks**	24 weeks

6.5.1.2. Given the limited impact of construction along this section it is proposed that works can be completed all year round. To minimise impacts on public transport the construction within this section should not take place simultaneously with the following:

- Sub-Sections 4.31, 4.33, 4.35 – Sections of A3 London Road north of Ladybridge Roundabout that require shuttle working traffic signals; and
- Sub-Sections 4.41 and 4.43 – Sections of A3 London Road south of Ladybridge roundabout that require shuttle working traffic signals.

6.6. SUB-SECTION 4.33 – A3 LONDON ROAD BETWEEN SOUTH OF SOUTHERN END OF BUS LANES (IN PROXIMITY TO POPPY FIELDS) AND POST OFFICE ROAD

6.6.1.1. Shuttle working will be required between the junction of A3 London Road / Poppy Fields and the junction of A3 London Road / Post Office Road. The programme availability to complete these works is shown on Table 9Table 9 below.

Table 9 – Sub-Section 4.33 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.33	A3 London Road between Poppy Fields and just south of Post Office Road	250	Shuttle Working	5 weeks

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
Work Permitted Only During: February Half-Term (1 week), Easter School Holidays (2 weeks), May Half-Term (1 week), June (4 weeks), July outside of school holidays (3 weeks), School Summer Holidays (approximately 6 weeks), and October Half-Term (1 week).

Approximate availability per calendar year: 18 weeks.

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 3.2 – 3 weeks ***(no calendar restrictions)*** **Sub-Section 4.1 – 22 weeks** ***(2-week restriction due to Christmas)*** **Sub-Section 4.2 – 14 weeks** ***(4-week restriction due to Christmas)*** **Sub-Section 4.31 – 2 weeks** ***(same calendar restrictions)*** **Sub-Section 4.32 = 10 weeks** ***(no calendar restrictions)*** **Section 4.34 – 4 weekends** ***(no calendar restrictions)*** **Sub-Section 4.35 – 3 weeks** ***(same calendar restrictions)*** **Sub-Section 4.41 – 1 week** **(same calendar restrictions)** **Sub-Section 4.43 – 3 weeks** ***(same calendar restrictions)***	9 weeks *(based on avoiding simultaneous works at sub-sections 4.31, 4.35, 4.41 and 4.43 where there are similar calendar restrictions)*

6.6.1.2. Due to the high traffic flows at this location, no construction should take place outside of the periods shown in Table 9. In addition to these considerations, construction within Section 4.3 should not take place simultaneously with the following Sections:

- Sub-Sections 3.2, 4.1 and 4.2 - B2150 Hambledon Road and A3 Maurepas Way;
- Sub-Sections 4.31,4.32, 4.34, 4.35 - All other parts of Section 4.3 - A3 London Road between A3 Maurepas Way and Ladybridge Road; and
- Sub-sections 4.41 and 4.43 – Parts of A3 London Road between Ladybridge roundabout and Portsdown Hill road that require shuttle working traffic signals.

6.6.1.3. As with other sub-sections of A3 London Road, this phasing of works will mitigate disruption to traffic, particularly those trips which travel along the A3 London Road between Waterlooville, Purbrook, Cosham and Portsmouth. The programme will ensure that the construction of sub-section 4.33 is not completed at the same time as any other works on A3 London Road north of Ladybridge roundabout nor during any periods where shuttle working traffic signals are required on either B2150 Hambledon Road or A3 London Road south of Ladybridge roundabout.

6.7. SUB-SECTION 4.34 - A3 LONDON ROAD BETWEEN POST OFFICE ROAD AND ROCKING HORSE NURSERY

6.7.1.1. A full road closure may need to be implemented on the section of the A3 London Road between Post Office Road and Rocking Horse Nursery and Pre-School, a distance of approximately 90m. It is anticipated that this closure would take place over the course of four weekends per circuit, with construction taking place only during 10-hour working days between 08:00 and 18:00.

6.7.1.2. The programme availability to complete these works is shown on Table 10 below.

Table 10 – Sub-Section 4.34 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.34	A3 London Road between Post Office Road and Rocking Horse Nursery	90	Road Closure	4 weekends
Calendar Restrictions				
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year											
Other Restrictions											
Sections						Total Availability per Calendar Year					
Sub-Section 4.31 – 2 weeks **Sub-Section 4.41 – 1 week** **Sub-Section 4.43 – 3 weeks**						44 weeks					

6.7.1.3. Given off-peak nature of the road closure requirements within sub-section 4.34 there are no calendar restrictions. The will however will most likely be completed at a similar time to sub-section 4.33 and 4.35.

6.7.1.4. During the period of road closure, it will be necessary to provide a diversion route for all traffic, with the following proposed to the east of the A3 London Road:

- For northbound traffic on the A3 London Road travelling between Ladybridge Roundabout and the Forest End Roundabout – Diversion via Ladybridge Road eastbound, Stakes Road eastbound, Stakes Hill Road northbound; and Rockville Drive westbound;
- For southbound traffic on the A3 London Road travelling between Forest End Roundabout and Ladybridge Roundabout – Diversion via Rockville Drive eastbound, Stakes Hill Road southbound, Stakes Road westbound and Ladybridge Road westbound.

6.7.1.5. These diversion routes are shown on Drawing EN02022-TMS-11 included in Appendix 3.

6.7.1.6. To minimise the impact of the road closure, construction works will not be completed simultaneously with Sections 4.31, 4.41 and 4.43, all of which require shuttle working traffic signals elsewhere on the A3 London Road.

6.8. SUB-SECTION 4.35 - A3 LONDON ROAD BETWEEN ROCKING HORSE NURSERY AND LADYBRIDGE ROUNDABOUT

6.8.1.1. Shuttle working will also be required for this sub-section between Rocking Horse Nursery and Pre-School and Ladybridge Roundabout. Table 11 provides details of the programme availability for completion of construction in this sub-section.

Table 11 - Sub-Section 4.35 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.35	A3 London Road between Rocking Horse Nursery and Ladybridge roundabout	170	Shuttle Working	3 weeks

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
Work Permitted Only During: February Half-Term (1 week), Easter School Holidays (2 weeks), May Half-Term (1 week), June (4 weeks), July outside of school holidays (3 weeks), School Summer Holidays (approximately 6 weeks), and October Half-Term (1 week).

Approximate availability per calendar year: 18 weeks

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 3.2 – 3 weeks ***(no calendar restrictions)*** **Sub-Section 4.1 – 22 weeks** ***(2-week restriction due to Christmas)*** **Sub-Section 4.2 – 14 weeks** ***(4-week restriction due to Christmas)*** **Sub-Section 4.31 – 2 weeks** ***(same calendar restrictions)*** **Sub-Section 4.32 = 10 weeks** ***(no calendar restrictions)*** **Sub-Section 4.33 – 5 weeks** ***(same calendar restrictions)*** **Sub-Section 4.34 – 4 weekends** ***(no calendar restrictions)*** **Sub-Section 4.41 – 1 week** ***(same calendar restrictions)*** **Sub-Section 4.42 = 8 weeks** ***(no calendar restrictions)*** **Sub-Section 4.43 – 3 weeks** ***(same calendar restrictions)*** **Section 4.44 = 4 weeks** ***(no calendar restrictions)***	7 weeks *(based on avoiding simultaneous works at sub-sections 4.31, 4.33, 4.41 and 4.43 where there are similar calendar restrictions)*

6.8.1.2. Given the requirement for shuttle-working and volume of traffic which uses A3 London Road in this section, no construction work on this section should take place outside of the periods shown in Table 11.

6.8.1.3. As with other sub-sections of A3 London Road, this phasing of works will mitigate disruption to traffic, particularly those trips which travel along the A3 London Road between Waterlooville, Purbrook, Cosham and Portsmouth. The programme will ensure that the construction of sub-section 4.35 is not completed at the same time as any other works on A3 London Road north of Ladybridge roundabout nor during any periods where shuttle working traffic signals are required on either B2150 Hambledon Road or A3 London Road south of Ladybridge roundabout. Several junctions intersect the A3 London Road in Section 4.3. Those junctions which provide connections to the eastern side of the carriageway are, for the most part, accessible by alternate routes on the wider network. While the exact traffic management for each side-road can only be determined once the exact construction zone location is confirmed, at this stage it is proposed that the following are subject to Temporary traffic signals:

- A3 London Road / Mill Road priority junction (due to the proximity of Mill Hill Primary School); and
- A3 London Road / Ladybridge Road / Marrels Wood Garden.

6.8.1.4. As noted, the technical specification issued to contractors will set out the standard protocol for enabling continued access to cul-de-sacs throughout the duration of works.

6.8.1.5. It should be noted that the majority of the side roads to the west of A3 London Road in this section form part of the West of Waterlooville Major Development Area (MDA) which is currently in build out stage. As such, existing cul-de-sacs which currently gain sole vehicular access from A3 London Road which may require temporary traffic signals during construction, may be more suited to temporary suspension of access from the A3 during construction as the wider road network of the MDA develops and the residential streets gain further permeability.

6.9. SUB-SECTION 4.41 - A3 LONDON ROAD BETWEEN LADYBRIDGE ROUNDABOUT AND START OF BUS LANE

6.9.1.1. Immediately south of Ladybridge roundabout the A3 London Road does not include bus lanes, for a distance of approximately 70 m, and will therefore require shuttle working traffic signals to facilitate construction of the Onshore Cable Route. Table 12 provides details of the programme availability for completion of constructions in this sub-section.

Table 12 - Sub-Section 4.41 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.41	A3 London Road between Ladybridge roundabout and start of bus lane	80	Shuttle Working	1 week

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
Work Permitted Only During: February Half-Term (1 week), Easter School Holidays (2 weeks), May Half-Term (1 week), June (4 weeks), July outside of school holidays (3 weeks), School Summer Holidays (approximately 6 weeks), and October Half-Term (1 week).

Approximate availability per calendar year: 18 weeks

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 3.2 – 3 weeks ***(no calendar restrictions)*** **Sub-Section 4.1 – 22 weeks** ***(2-week restriction due to Christmas)*** **Sub-Section 4.2 – 14 weeks** ***(4-week restriction due to Christmas)*** **Sub-Section 4.31 – 2 weeks** ***(same calendar restrictions)*** **Sub-Section 4.33 – 5 weeks** ***(same calendar restrictions)*** **Sub-Section 4.34 – 4 weekends** **Sub-Section 4.35 – 3 weeks** ***(same calendar restrictions)*** **Section 4.42 = 8 weeks** ***(no calendar restrictions)*** **Sub-Section 4.43 – 3 weeks** ***(same calendar restrictions)*** **Section 4.44 = 4 weeks** ***(no calendar restrictions)***	5 weeks *(based on avoiding simultaneous works at sub-sections 4.31, 4.33, 4.35 and 4.43 where there are similar calendar restrictions)*

6.9.1.2. Given the requirement for shuttle-working and volume of traffic which uses A3 London Road in this section, no construction work on this section should take place outside of the periods shown in Table 12.

6.9.1.3. As with sub-section 4.35, this phasing of works will mitigate disruption to traffic, particularly those trips which travel along the A3 London Road between Waterlooville, Purbrook, Cosham and Portsmouth. The programme will ensure that the construction of sub-section 4.41 is not completed at the same time as any other works on A3 London Road north of Ladybridge roundabout nor during any periods where shuttle working traffic signals are required on either B2150 Hambledon Road or A3 London Road south of Ladybridge roundabout.

6.10. SUB-SECTION 4.42 - A3 LONDON ROAD BETWEEN START OF BUS LANE AND LANSDOWNE AVENUE

6.10.1.1. Construction within this section can be completed through lane realignment, thereby maintaining two-way traffic flow for the entirety of this sub- section. Where the construction zone is located, the bus lanes and general traffic lane will merge from two to one lane. To mitigate the impact on public transport, temporary bus priority traffic signals will be provided where possible to maintain bus priority over general traffic. Table 13 provides details of the available programme for this sub-section.

Table 13 - Sub-Section 4.42 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.42	A3 London Road between start of bus lane and Lansdowne Avenue	850	Lane Closure	8 weeks

Calendar Restrictions											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year

Other Restrictions	
Sections	Total Availability per Calendar Year
Section 4.33 – 5 weeks **Sub-Section 4.34 = 4 weekends** **Section 4.35 – 3 weeks** **Sub-Section 4.41 – 1 week** **Sub-Section 4.43 – 3 weeks** **Sub-Section 4.44 – 4 weeks**	32 weeks

6.10.1.2. Given the limited impact of construction along this section it is proposed that works can be completed all year round. To minimise impacts on public transport the construction within this section should not take place simultaneously with the following:

- Sub-Sections 4.31, 4.33, 4.35 – Sections of A3 London Road north of Ladybridge Roundabout that require shuttle working traffic signals;
- Sub-Sections 4.41 and 4.43 – Sections of A3 London Road of Ladybridge roundabout that require shuttle working traffic signals; and
- Sub-Sections 4.44 – sections of the A3 London Road south of Ladybridge Roundabout where bus lane closures are required.

6.11. SUB-SECTION 4.43 - A3 LONDON ROAD BETWEEN LANSDOWNE AVENUE AND BUS LANE (SOUTH OF THE BROW)

6.11.1.1. Sub-section 4.43 may require shuttle working traffic signals, although temporary removal of existing pedestrian refuge islands may allow for two-way traffic flow to be maintained due to the wide carriageway width. The worst-case requirement of shuttle working traffic signals has the programme constraints identified in Table 14.

Table 14 - Sub-Section 4.43 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.43	A3 London Road between Lansdown Avenue and start of bus lane (south of The Brow)	250	Shuttle Working	3 weeks

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions: Work Permitted Only During: February Half-Term (1 week), Easter School Holidays (2 weeks), May Half-Term (1 week), June (4 weeks), July outside of school holidays (3 weeks), School Summer Holidays (approximately 6 weeks), and October Half-Term (1 week).

Approximate availability per calendar year: 18 weeks

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 3.2 – 3 weeks ***(no calendar restrictions)*** **Sub-Section 4.1 – 22 weeks** ***(2-week restriction due to Christmas)*** **Sub-Section 4.2 – 14 weeks** ***(4-week restriction due to Christmas)*** **Sub-Section 4.31 – 2 weeks** ***(same calendar restrictions)*** **Sub-Section 4.33 – 5 weeks** ***(same calendar restrictions)*** **Sub-Section 4.34 – 4 weekends** ***(no calendar restrictions)*** **Sub-Section 4.35 – 3 weeks** ***(same calendar restrictions)***	7 weeks *(based on avoiding simultaneous works at sub-sections 4.31, 4.33, 4.35, and 4.41 where there are similar school term-time restrictions)*

Sub-Section 4.41 – 1 week (same calendar restrictions) Section 4.42 = weeks *(no calendar restrictions)* Section 4.44 = 4 weeks *(no calendar restrictions)*	

6.11.1.2. Given the requirement for shuttle-working and volume of traffic which uses A3 London Road in this section, no construction work on this section should take place outside of the of the periods shown in Table 14. The phasing of works aims to mitigate disruption to traffic, particularly those trips which travel along the A3 London Road between Waterlooville, Purbrook, Cosham and Portsmouth. The programme will ensure that the construction of this sub-section is not completed at the same time as any other works on A3 London Road south of Ladybridge roundabout nor during any periods where shuttle working traffic signals are required on either B2150 Hambledon Road or A3 London Road north of Ladybridge roundabout.

6.12. SUB-SECTION 4.44 - A3 LONDON ROAD BETWEEN BUS LANE (SOUTH OF THE BROW) AND PORTSDOWN HILL ROAD

6.12.1.1. As with sub-sections 4.32 and 4.42 construction within this sub-section can be accommodated for through the use of either lane realignment as a result of the wide carriageways and bus lanes. This means that overall, 2.25km out of 3.20km construction along A3 London Road can be accommodated while retaining two-way traffic flow and avoiding the need for shuttle working traffic signals. Table 15 shows the programme availability for sub-section 4.44.

Table 15 – Sub-Section 4.44 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.44	A3 London Road start of bus lane (south of The Brow) and B2177 Portsdown Hill Road	400	Lane Closure	4 weeks

Calendar Restrictions											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year

Other Restrictions	
Sections	Total Availability per Calendar Year
Sub-Section 4.31 = 2 weeks Sub-Section 4.33 = 5 weeks Sub-Section 4.34 = 4 weekends Sub-Section 4.35 = 3 weeks Sub-Section 4.41 = 1 week Sub-Section 4.42 = 8 weeks Sub-Section 4.43 = 3 weeks	28 weeks

6.12.1.2. Given the limited impact of construction along this section it is proposed that works can be completed all year round. To minimise impacts on public transport the construction within this section should not take place simultaneously with the following:

- Sub-Sections 4.31, 4.33, 4.34 and 4.35 – Sections of A3 London Road north of Ladybridge Roundabout that require shuttle working traffic signals;
- Sub-Sections 4.41 and 4.43 – Sections of A3 London Road of Ladybridge roundabout that require shuttle working traffic signals; and
- Sub-Section 4.42 – A3 London Road south of Ladybridge Roundabout where lane closure are required.

6.12.1.3. As with the northern part of A3 London Road, in this Section, the majority of side roads to the east of the construction corridor are accessible via alternate routes on wider road network. While the exact traffic management for each side-road can only be determined once the exact construction zone location is confirmed, at this stage it is proposed that the following are subject to temporary traffic signals:

- A3 London Road / The Brow: The Brow also provides access to multiple residential roads and Purbrook Park school; and
- A3 London Road / A3 southbound slip road: No properties gain access from this link.

6.13. SUB-SECTION 4.5 – B2177 PORTSDOWN HILL ROAD BETWEEN CAR PARK ACCESS AND FARLINGTON AVENUE

6.13.1.1. Section 4.5 spans between the priority-controlled access junction of the Car Park directly to the south of B2177 Portsdown Hill Road and the priority-controlled junction of B2177 Portsdown Hill Road / Farlington Avenue. Table 16 below shows the available programme for completion of construction on sub-section 4.5.

Table 16 - Sub-Section 4.5 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.5	B2177 Portsdown Hill Road between Car Park Access and Farlington Avenue	160	Shuttle Working	2 Weeks

Calendar Restrictions											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year											

Other Restrictions	
Sections	Total Availability per Calendar Year
Sub-Section 4.41 – 1 week Section 4.42 = 8 weeks Sub-Section 4.43 – 3 weeks Sub-Section 4.44 = 4 weeks Section 5.1 – 6 weeks Sub-Section 5.2 – 6 weeks	22 weeks

6.13.1.2. Aside from this however, construction work should not take place on the B2177 Portsdown Hill Road concurrently with the following:

- Sub-Sections 4.41 , 4.42, 4.43 and 4.44 – A3 London Road between Ladybridge Roundabout and B2177 Portsdown Hill Road that require shuttle working traffic signals; and
- Sub-Sections 5.1 and 5.2 – Farlington Avenue.

6.13.1.3. The aim of these restrictions is to mitigate the potential cumulative impacts of multiple construction zones being located within a similar area as the same time. Specifically, it will avoid works on the B2177 Portsdown Hill Road being completed at the same time as construction on the A3 London Road south of Ladybridge Roundabout and Farlington Avenue.

6.13.2. DESCRIPTION OF TRAFFIC MANAGEMENT

6.13.2.1. It is likely that shuttle working will be required for the entirety of the highway network contained within Section 4.5 and will be in place for approximately two weeks per circuit.

6.13.2.2. Temporary traffic signals or road plating will be required to maintain access at the following junctions whilst the construction corridor intersect the B2177 in these locations:

- Priority junction of B2177 Portsdown Hill Road / Hilltop Crescent: This junction provides the sole vehicular access to approximately 50 private residential properties; and
- Priority junction of B2177 Portsdown Hill Road / Hoylake Road: This junction provides the sole vehicular access point to 16 private residential properties.

7. SECTION 5 – FARLINGTON

7.1.1.1. Section 5 spans from the junction of B2177 Hambledon Road / Farlington Avenue in the north to the junction of A2030 Eastern Road / Fitzherbert road in the south. For ease of assessment, Section 5 has been split into two subsections, these subsections are as follows:

- **Sub-Section 5.1** – Farlington Avenue between Portsdown Hill Road and Sea View Road;
- **Sub-Section 5.2** – Farlington Avenue between Sea View Road and Havant Road;
- **Sub-Section 5.3** – Evelegh Road;
- **Sub-Section 5.4** – Crossing of Havant Road into Farlington Avenue and Crossing of A2030 Havant Road into Portsmouth Water Land; and
- **Sub-Section 5.5** – Havant Road / the A2030 Havant Road and the A2030 Eastern Road between Farlington Avenue and Zetland Field.

7.1.1.2. The FTMS proposals are shown on Drawing EN02022-TMS-5 and 6 included in Appendix 2 to this FTMS.

7.2. SUB-SECTION 5.1 – FARLINGTON AVENUE BETWEEN B2177 PORTSDOWN HILL ROAD AND SEA VIEW ROAD

7.2.1.1. Two-way flow is likely to be able to be retained on Farlington Avenue through the use of shuttle working traffic signals between the junction with B2177 Portsdown Hill Road and the junction with Sea View Road. Table 17 shows the programme availability for construction along this sub-section.

Table 17 - Sub-Section 5.1 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
5.1	Farlington Avenue between B2177 Portsdown Hill Road and Sea View Road	650	Shuttle Working	6 Weeks

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
Work Permitted Only During: February Half-Term (1 week), Easter Holidays (2 weeks), May Half-Term (1 week), June (4 weeks), July outside of school holidays (3 weeks), Summer Holidays (approximately 6 weeks), and October Half-Term (1 week) available.

Approximate availability: 11 weeks.

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 4.5 = 2 weeks (no calendar restrictions) Sub-Section 5.2 = 6 weeks (same calendar restrictions) Sub-Section 5.3 = 3 weeks (same calendar restrictions) Sub-Section 5.5 = 6 weeks *(2-week restriction for South Coast Festival and Victorious Festival plus 4-week restriction at Christmas. No school term-time restrictions)*	14 weeks *(based on avoiding simultaneous works at Sub-Section 5.2 and 5.3 where there are similar calendar restrictions)*

7.2.1.2. Construction along Sub-Section 5.1 will take approximately 6 weeks per circuit. In order for the programme to be deliverable, construction will be limited to the school holidays where possible and with the exception of June and early July. In addition, construction along this section should not take place simultaneously with the following owing to the location of Solent Infant School on Evelegh Road and Solent Junior School on Solent Road:

- Section 4.5 – Portsdown Hill Road;
- Section 5.2, 5.3 – Farlington Avenue south of Sea View Road and Evelegh Road; and
- Section 5.5 – Havant Road between the junction with Farlington Avenue and Eastern Road.

7.2.1.3. These restrictions will mitigate the cumulative impacts associated with construction being completed across several locations in the same area.

7.2.1.4. The majority of side roads which have junctions with Farlington Avenue are accessible via more than one junction and therefore alternative access is available implemented. Temporary three-way signals or road plating will be required to provide access to the Blake Road cul-de-sac.

7.3. SUB-SECTION 5.2 – FARLINGTON AVENUE BETWEEN SEA VIEW ROAD AND HAVANT ROAD

7.3.1.1. Due to width restrictions on the southern section of Farlington Avenue between the junction with Sea View Road and the junction with Havant Road, a temporary road closure may be required on this link. Table 18 shows the available programme for construction on this sub-section.

Table 18 - Sub-Section 5.2 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
5.2	Farlington Avenue between Sea View Road and Havant Road	350	Road Closure	6 weeks

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
Work Permitted Only During: February Half-Term (1 week), Easter Holidays (2 weeks), May Half-Term (1 week), Summer Holidays (approximately 6 weeks), and October Half-Term (1 week) available. Approximate availability: 11 weeks.

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 4.5 – 2 weeks ***(no calendar restrictions)*** **Sub-Section 5.1 – 6 weeks** ***(similar calendar restrictions but also includes June / July outside of school holidays)*** **Section 5.3 = 2 weeks (same calendar restrictions)** **Sub-Section 5.5 – 6 weeks** ***(2-week restriction for South Coast Festival and Victorious Festival plus 4-week restriction at Christmas. No school term-time restrictions)***	14 weeks *(based on avoiding simultaneous works at Sub-Section 5.3 where there are similar school term-time restrictions)*

7.3.1.2. Owing to the location of Solent Infant School on Evelegh Road and Solent Junior School on Solent Road, construction should only take place during the school holidays to avoid impacts to school trips. Avoidance of term time for construction is also fundamental to ensure that emergency access is maintained during term time. In addition, construction along this section should not take place simultaneously with the following:

- Section 4.5 – Portsdown Hill Road;
- Section 5.1 and 5.3 Farlington Avenue between Portsdown Hill Road and Sea View Road and Evelegh Road;
- Section 5.5 – Havant Road between the junction with Farlington Avenue and Eastern Road.

7.3.1.3. These restrictions will mitigate the cumulative impacts associated with construction being completed across several locations in the same area.

7.3.2. DESCRIPTION OF TRAFFIC MANAGEMENT

7.3.2.1. While it is anticipated that a full road closure will be required, a limited section of shuttle working may be able to be implemented on Farlington Avenue between the junction with Sea View Road and the junction with Solent Road. This would allow two-way traffic to be retained on this link for the duration of works. This section is approximately 200 m long and thus it is anticipated that works would be in place on this link for approximately 4 weeks in total per circuit.

7.3.2.2. Access to residential properties which are to be impacted by the proposed road closure will not be possible for the duration of works. The section of Farlington Avenue which may require a temporary road closure to accommodate construction is approximately 350m in length but would be split into construction zones of approximately 100 m in length. As such it is only access to an estimated 10-15 properties which would be impacted at any one time.

7.3.2.3. Where road closures are required, it will not be possible for vehicles to access residential properties expect in an emergency. Access for pedestrians will however be retained at all times. To help minimise disruption to residents during road closures, the existing waiting restrictions on Farlington Avenue will be suspended, if agreed with PCC. This will allow for limited on-street parking on sections of Farlington Avenue north or south of the road closure.

7.4. SUB-SECTION 5.3 – EVELEGH ROAD

7.4.1.1. The Order Limit in this location also includes the section of Evelegh Road which spans from the junction with Farlington Avenue in the west to the 70th Portsmouth Scouts Hut in the east, providing an alternative route for one circuit along the Portsmouth Water land that runs parallel to Farlington Avenue. This section of Evelegh Road is likely to require a temporary road closure to accommodate construction. Use of this route would halve the road closure time required on Farlington Avenue between Solent Road and Havant Road. Table 19 shows the available programme for construction on this sub-section.

Table 19 - Sub-Section 5.3 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
5.3	Evelegh Road	150	Road Closure	3 weeks

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
Work Permitted Only During: February Half-Term (1 week), Easter Holidays (2 weeks), May Half-Term (1 week), Summer Holidays (approximately 6 weeks during the last week of July and throughout August), and October Half-Term (1 week) available. Approximate availability: 11 weeks**.**

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 5.1 = 6 weeks ***(similar calendar restrictions but also includes June / July outside of school holidays)*** **Section 5.2 = 6 weeks (same calendar restrictions) Section 5.5 – 6 weeks** ***(2-week restriction for South Coast Festival and Victorious Festival plus 4-week restriction at Christmas. No school term-time restrictions)***	7 weeks *(based on avoiding simultaneous works at Sub-Section 5.2 where there are similar school term-time restrictions*

7.4.1.2. The part of Evelegh Road that forms part of the Onshore Cable Corridor also provides the sole vehicular access to Solent Infant School, as stated above, and therefore all road closures on this route should be scheduled to avoid term times. construction should also not take place simultaneously with the following sub-sections:

- Section 5.1 and 5.2 Farlington Avenue between Portsdown Hill Road and Havant Road; and
- Section 5.5 (Havant Road between the junction with Farlington Avenue and Eastern Road).

7.4.1.3. These restrictions will mitigate the cumulative impacts associated with construction being completed across several locations in the same area.

7.4.1.4. Where road closures are required, it will not be possible for vehicles to access residential properties expect in an emergency. Access for pedestrians however, will be retained at all times.

7.5. DIVERSION ROUTES FOR ROAD CLOSURES ON FARLINGTON AVENUE AND EVELEGH ROAD

7.5.1.1. Appropriate diversion routes have been identified, as can be seen in Drawing EN02022-TMS-12 included in Appendix 2 3 to this FTMS. The diversion routes for Farlington Avenue will direct vehicles away from the Solent Road / Sea View Road and Galt Road / Evelegh Road routes which are the shortest alternative routes during road closures for traffic wishing to continue to the northern or southern end of Farlington Avenue. The proposed diversion routes are as follows:

- For traffic left from Havant Road to Farlington Avenue: The diversion will be eastwards along A2030 Havant Road, Bedhampton Road and Portsdown Hill Road with the opposite used for southbound traffic; and
- For traffic turning right from Havant Road to Farlington Avenue: The diversion with westwards along the Havant Road, A3 London Road, Boundary Way and Portsdown Hill Road to reach the northern end of Farlington Avenue with the opposite used for southbound traffic.

7.5.1.2. Should Evelegh Road be used for one circuit, traffic will be diverted along Galt Road to gain access to the eastern end of Evelegh Road.

7.6. SUB-SECTION 5.4 – CROSSING OF HAVANT ROAD INTO FARLINGTON AVENUE AND CROSSING OF A2030 HAVANT ROAD INTO PORTSMOUTH WATER LAND

7.6.1.1. Where the Onshore Cable Corridor crosses Havant Road it is anticipated that two temporary road closures will also be required. The road closures are anticipated to be required at the following locations, assuming the contractor routes one circuit along Farlington Avenue and one through the parallel Portsmouth Water land:

- On Havant Road directly to the south of the signal-controlled junction with Farlington Avenue; and
- On A2030 Havant Road between the junction with the A2030 Eastern Road and the junction with Waterworks Road.

7.6.1.2. It is anticipated that these road closures will be required to allow the cable to move from across the respective junctions into and out of the main carriageway on Havant Road. Table 20 shows the available programme for construction on this sub-section.

Table 20 - Sub-Section 5.4 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
5.4	Havant Road	N/A	Road Closure	1-2 Weekends

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
2 weeks for South Central Festival and Victorious Festival, plus a 4-week Christmas embargo.

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 4.5 = 2 weeks **Sub-Section 5.2 – 6 weeks** **Sub-Section 5.3 – 3 weeks** **Sub-Section 5.5 – 6 weeks**	29 weeks

7.6.1.3. It is anticipated that this closure would take place either:

- Over the course of one weekend per circuit, with construction taking place from Saturday sunrise until Sunday sunset, (including night-working); or
- Over the course of two-weekends per circuit, with construction only taking place only during working hours of 07:00 to 22:00. Given that construction will take place during non-peak periods, there are only limited calendar restrictions relating to only Christmas and the South Central Festival and Victorious Festival weekends.

7.6.1.4. Additionally, construction on this link should not coincide with:

- Section 5.2 – Farlington Avenue between Sea View Road and Havant Road;
- Sub-Section 5.3 – Evelegh Road; and
- Sub-Section 5.5 – Havant Road and A2030 Eastern Road.

7.6.1.5. These restrictions will ensure that traffic disruption is not exacerbated within the local area, particularly given the need for diversions and their intended routes.

7.7. DIVERSION ROUTES FOR ROAD CLOSURES ON HAVANT ROAD AND THE A2030 HAVANT ROAD

7.7.1.1. Weekend road closures on Havant Road will require the following diversion routes to be implemented: also shown on Drawing EN02022-TMS-13 and 14 included in Appendix 23

7.7.1.2. For traffic turning right from Havant Road onto the A2030 Eastern Road: The diversion will be eastwards along A2030 Eastern Road, onto the A27 via the J1 of the A3(M)) and back onto the A2030 Eastern Road at the A27 Farlington roundabout; and

7.7.1.3. For traffic turning right from Havant Road to Farlington Avenue: The diversion with westwards along the Havant Road, A3 London Road, Boundary Way and Portsdown Hill Road. To reach the northern end of Farlington Avenue.

7.7.1.4. Access to Waterworks Road from Havant Road will be maintained for the duration of the road closure in this location.

7.7.1.5. The entirety of Havant Road / A2030 Havant Road contained within the Order Limit in Section 5.2 also forms part of the Area 3 HE Agreed Diversion Routes for the A27. Due to the designation of this route as an HE Agreed Diversion, any roadworks on this link will be coordinated with HE and scheduled as to not coincide with planned roadworks on the A27 Havant Bypass.

7.8. SUB-SECTION 5.5 – HAVANT ROAD AND A2030 EASTERN ROAD BETWEEN FARLINGTON AVENUE AND ZETLAND FIELD

7.8.1.1. Sub-Section 5.5 spans the following areas of road in the Order Limit:

- Havant Road / A2030 Havant Road between the signal-controlled junction of Farlington Avenue / Havant Road and the priority-controlled junction of the A2030 Havant Road / Waterworks Road;
- A2030 Eastern Road between the signal-controlled junction with A2030 Havant Road / Havant Road and Zetland Field, approximately 200m north of the junction with Fitzherbert Road.

7.8.1.2. Table 21 shows the available programme for construction on this sub-section.

Table 21 - Sub-Section 5.5 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
5.5	Havant Road / the A2030 Havant Road and the A2030 Eastern Road between Farlington Avenue and Zetland Field	600	Lane Closure	6 weeks

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
2 weeks for South Central Festival and Victorious Festival, plus a 4-week Christmas embargo.

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 5.2 – 6 weeks Section 5.4 – 2 weekends, Sub-Section 6 – 1 week	39 weeks

7.8.1.3. As with Section 5.4, construction work should be avoided in December due to the Christmas shopping period and the proximity to Sainsbury's / B&M Home Store in Farlington. Certain parts of May and August should also be avoided due to the South Coast and Victorious Music Festivals, which use the nearby Farlington playing fields as a campsite for those attending these events.

7.8.2. DESCRIPTION OF TRAFFIC MANAGEMENT MEASURES

Havant Road

7.8.2.1. The Onshore Cable Corridor runs through Farlington Avenue / Havant Road / A2030 Eastern Road traffic signal junction, which is dual carriageway and comprises of four lanes, two in each direction.

7.8.2.2. When the construction zone is running east/west along Havant Road, rather than north/south as described in Sub-section 5.4, single lane closures will be required. It will also be necessary to temporarily restrict right turns between Havant Road and Farlington Avenue and between Havant Road and between Havant Road and A2030 Eastern Road to minimise traffic delays at the junctions. The single lane closures are anticipated to be in place for approximately 2 weeks per circuit.

A2030 Eastern Road

7.8.2.3. Construction along the A2030 Eastern Road in Sub-Section 5.5 can be accommodated using temporary single lane closures. These lane closures will be in place on only one of the carriageways at any given time to minimise disruption to road users. The part of A2030 Eastern Road contained within Section 5.5 is approximately 400 m in length, and thus it is anticipated that the proposed single lane closures will be in place for approximately 4 weeks per circuit.

7.8.2.4. Where works are completed off-carriageway, a temporary closure and diversion of one of the shared-use paths alongside the A2030 Eastern Road will be required. Due the limited options for suitable non-motorised users to divert, any temporary closures of a shared-use path will be facilitated by a diversion route that runs parallel to the construction zone. As with the overall works, any closure will be limited to 100 m at a time as the construction zone progresses along the A2030 Eastern Road.

8. SECTION 6 – SAINSBURY'S CAR PARK

8.1.1.1. The highway network in Section 6 is inclusive of Fitzherbert Road between the signal-controlled junction with the A2030 Eastern Road and the signal-controlled junction with the access into the car park of Sainsbury's Farlington Superstore. Also included in this section is the part of Sainsbury's car park. The FTMS proposals are shown in Drawing EN02022-TMS-6 included in Appendix 2.

8.1.1.2. Table 22 shows a breakdown of the calendar year, showing availability for the construction of the Onshore Cable Route to take place within this section.

Table 22 - Section 6 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
6	Fitzherbert Road	60	Lane Closure	1 week
Calendar Restrictions				
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Notes on Calendar Restrictions: 2 weeks for South Central Festival and Victorious Festival, plus a 4-week Christmas embargo.											
Other Restrictions											
Sections						Total Availability per Calendar Year					
Sub-Section 5.5 – 6 weeks						40 weeks					

8.1.1.3. As with Section 5.5 construction work should be avoided in December due to the Christmas shopping period and the proximity to Sainsbury's and B&M Home Store.

8.1.1.4. Additionally, Certain parts of May and August should also be avoided due the South Central and Victorious Music Festivals, which use the nearby Farlington playing fields as a campsite for those attending these events.

8.1.1.5. Finally, construction within this sub-section should also not take place simultaneously with Sub-Section 5.5, to minimise the traffic impacts within this area.

DESCRIPTION OF TRAFFIC MANAGEMENT MEASURES

Fitzherbert Road

8.1.1.6. Within Fitzherbert Road, it is anticipated that construction can be accommodated with the use of single lane closures. The part of Fitzherbert Road contained within Section 6 is approximately 60 m long and thus it is anticipated that these single lane closures will be in place for approximately 1 week per circuit. These works may be completed on a 24hr working basis to minimise disruption to Sainsbury's and B&M Home Store. Where this occurs, the noisiest activities (road cutting / breaking and resurfacing) will be avoided between 22:00 and 07:00.

8.1.1.7. Furthermore, it is anticipated that temporary three-way signals will need to be implemented at the junction of Fitzherbert Road and the access to Sainsbury's Car Park. The temporary signals will ensure that access to Sainsbury's Car Park is maintained at all times throughout construction. Similar construction working hours may be used as for Fitzherbert Road to minimise disruption to Sainsbury's and B&M Home Store.

Sainsbury's Car Park

8.1.1.8. The Order Limits contain a portion of the car park of Sainsbury's Farlington Superstore. It is anticipated that partial closure of the car park may be required for the duration of works. This partial closure would likely include the temporary suspension of parking spaces on the western side of the Car Park. Construction taking place in Sainsbury's Car Park may require the temporary realignment of the Car Park's internal road, making it one way in the southbound direction on the western side.

9. SECTION 7 – FARLINGTON JUNCTION TO AIRPORT SERVICE ROAD

9.1.1.1. Section 7 is inclusive of the A2030 Eastern Road between the junction with A27 Havant Bypass and the junction with Airport Service Road. It is anticipated that construction in Section 7 will take place entirely off carriageway, and thus no traffic management measures are deemed necessary in this Section.

9.1.1.2. Table 23 shows a breakdown of the calendar year, showing availability for the construction of the Onshore Cable Route to take place within this section. Certain parts of May and August should also be avoided due the South Coast and Victorious Music Festivals, which use Farlington playing fields as a campsite for those attending these events.

Table 23 - Section 7 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
7	Farlington Playing Fields and Langstone Harbour Playing Fields	N/A	N/A	N/A

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
2 weeks for South Central Festival and Victorious Festival, plus a 4-week Christmas embargo.

Other Restrictions

Sections	Total Availability per Calendar Year
N/A	46 weeks

9.1.1.3. As these works are not being completed on-carriageway, there is no requirement to avoid simultaneous construction with other nearby sections.

10. SECTION 8 – A2030 EASTERN ROAD (ADJACENT TO GREAT SALTERNS GOLF COURSE) TO MOORINGS WAY

10.1.1.1. Section 8 is inclusive of the A2030 Eastern Road between the signal-controlled junction A2030 Eastern Road / Airport Service Road in the north and the priority-controlled junction of A2030 Eastern Road / Eastern Avenue in the south. Also included within Section 8 is the entirety of Eastern Avenue. The FTMS proposals are shown on Drawings EN02022-TMS-7 and 8, which are contained within Appendix 2.

10.1.1.2. For the purpose of this assessment, Section 8 has been split into three sub-sections as follows:

- **Sub-Section 8.1** – A2030 Eastern Road between the junction with Airport Service Road and the junction with Tangier Road;
- **Sub-Section 8.2** – A2030 Eastern Road between the junction Tangier Road and the junction with Eastern Avenue; and
- **Sub-Section 8.3** – Eastern Avenue.

10.1.1.3. Sub-Section 8.2 has been further disaggregated into three options to take account of the multiple options for cable routeing in this location.

10.1.1.4. Where works are completed off-carriageway along the Eastern side of the A2030 Eastern Road, a temporary closure and diversion of the shared-use path will be required. This shared-use path forms part of National Cycle Network Route 222. Due to the limited options for suitable diversions away from Eastern Road, any temporary closures will be facilitated by a diversion route that runs parallel to the construction zone. As with the overall works, any closure will be limited to 100 m at a time as the construction zone progresses along the A2030 Eastern Road.

10.2. SUB-SECTION 8.1 – A2030 EASTERN ROAD BETWEEN THE JUNCTION WITH AIRPORT SERVICE ROAD AND TANGIER ROAD

10.2.1.1. Table 24 details the programme availability for Sub-Section 8.1. Due the volume of traffic which uses the A2030 Eastern Road, construction works should be limited to the Easter holidays, May half-term (outside of the football season), June, early July and summer holiday periods. During the summer construction will also need to avoid the Victorious Festival at the end of August.

Table 24 – Sub-Section 8.1 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
8.1	A2030 Eastern Road between Airport Service Road and Tangier Road	1200	Lane Closures	5 Weeks (24hr, 7-Day construction) 8 Weeks (10hr, 7-Day construction)

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
Work Permitted Only During: Easter Holidays (2 weeks), May Half-Term (1-week), June , July and August (approximately 13 weeks, with avoidance of the Victorious Festival Weekend).
Approximate availability: 16 weeks.

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 8.2 – 2-11 **weeks**	8-14 weeks *(depending upon option used for Sub-Section 8.2)*

10.2.1.2. Construction within this section should also not take place simultaneously with any other construction works along the A2030 Eastern Road contained within Section 8. This is to mitigate the cumulative traffic impacts of construction taking place in two sections of the same road.

DESCRIPTION OF TRAFFIC MANAGEMENT MEASURES

10.2.1.3. It is anticipated that the construction corridor on A2030 Eastern Road will require single lane closures on both the southbound and northbound carriageways between the junction with Airport Service Road and the junction with Tangier Road. These single lane closures will be scheduled as so they do not take place concurrently on the northbound and southbound carriageways as to minimise disruption. This section of Section 8.1 is approximately 1200 m long.

10.2.1.4. Discussions with PCC indicate that due to the heavily trafficked nature of this link, the use of 24-hour, seven-day a week working would be preferable in this section to minimise the period that traffic management is in place. Use of 24-hour working by construction teams on this link would increase the progression rate to approximately 36 m per 24-hour period. At this rate of construction, works on this link are likely to take approximately 5 weeks per circuit assuming a seven-day working week.

10.2.1.5. If 24-hour working is employed on a seven-day working week the period of construction would be 5 weeks per circuit. If a 10-hour working day is used across a seven-day period (07:00-17:00 Monday to Friday and 08:00-18:00 at the weekend), the construction period would take 8 weeks per circuit. This highlights the mitigation achieved by use of 24-hour, seven-day a week working.

10.2.1.6. It should also be noted that between the junction with Burrfields Road and Tangier Road may be able accommodate installation of at least one circuit off-carriageway, using the verge on the eastern verge of the A2030 Eastern Road. Where on-carriageway works are required, the preferred option would be single lane closures on the southbound carriageway only. This is preferred over use of the northbound carriageway as the two-lane southbound carriageway merges into one lane further downstream.

10.2.1.7. Four junctions intersect the A2030 Eastern Road in Section 8.1. These are as follows:

- Signal-controlled junction of A2030 Eastern Road / Airport Service Road;
- Signal controlled junction of A2030 Eastern Road / Burrfields Road;
- Priority controlled access junction, providing access to Langstone Harbour Viewing Car Park; and
- Signal controlled junction of A2030 Eastern Road / Tangier Road.

10.2.1.8. Due to the volume of traffic which travels through the three signal-controlled junctions in Section 8.1, it is not considered appropriate to temporarily suspend side road access during construction regardless of which, if any, of the carriageways on this link are impacted. Whilst the roads which gain access from these signal-controlled junctions are not cul-de-sacs, and consequently remain accessible via alternate routes on the wider road network, the level of demand on them renders it unfeasible for access to be temporarily suspended via A2030 Eastern Road. Where necessary, temporary signals will instead be implemented, if required, although depending on the location of the Construction Zone it may be possible for each junction to operate under the existing traffic signal control but with single lane closures on entry or exit.

10.2.1.9. A2030 Eastern Road in Section 8.1 grants the sole vehicular access to The Great Salterns Mansion Harvester, and Harbourside Holiday Park, a complex of 69 holiday homes. Both the Harvester and Holiday Park gain access exclusively from the signal-controlled junction of the A2030 Eastern Road / Burrfields Road, and thus access will continue to be facilitated through the phasing of construction.

10.2.1.10. The access to Langstone Harbour Viewing Car Park on the southbound carriageway, may require temporary suspension throughout the course of construction. Where possible, access will be maintained by road plating of the access. In any case, access will only be impacted by the installation of one circuit for a period of one week or less.

10.3. SUB-SECTION 8.2 – A2030 EASTERN ROAD BETWEEN TANGIER ROAD AND EASTERN AVENUE

10.3.1.1. Section 8.2 includes the section of the A2030 Eastern Road which spans from the junction with Tangier Road to the junction with Eastern Avenue. Table 24 shows details of the programme availability for Section 8.2. Due the volume of traffic which uses Eastern Road construction works should be limited to Easter holiday, May half-term, June / July and summer holiday periods. During the summer construction will also need to avoid the Victorious Festival at the end of August.

Table 25 - Sub-Section 8.2 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
8.2 Option 1	Both Circuits within Milton Common	Up to 300m in carriageway	Lane Closure	1-2 week (24hr, 7-day working) – 2 weeks (10hr, 7-day working)
8.2 Option 2	One Circuit within Milton Common	1300m		8 weeks (10hr, 7-day working)
8.2 Option 3	Both Circuits within the A2030 Eastern Road			11 weeks (10hr, Mon-Fri plus 5hr on Saturdays)

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
Work Permitted Only During: Easter Holidays (2 weeks), half of May (2-weeks outside of football season), June July and August (approximately 13 weeks, with avoidance of the Victorious Festival Weekend).
Approximate availability: 17 weeks.

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 8.1 – 5-8 weeks ***(depending upon working hours used)***	9-12 weeks *(depending upon working hours used for Sub-Section 8.1)*

10.3.1.2. Construction within this section should also not take place simultaneously with any other construction works within A2030 Eastern Road contained in Section 8 to mitigate the cumulative impacts of the construction taking place in two sections of the same road.

DESCRIPTION OF TRAFFIC MANAGEMENT MEASURES

10.3.1.3. Section 8.2 is inclusive of three options for cable routeing. These are set out below. Any construction taking place within the carriageway of A2030 Eastern Road will be facilitated by single lane closures.

Option 1 – Both Circuits within Milton Common

10.3.1.4. Option 1 involves both circuits exiting the carriageway south of the A2030 Eastern Road / Tangier Road signal-controlled junction, travelling south through the centre of Milton Common. Should both circuits be accommodated off-carriageway using Milton Common, then single lane closures would only be required for up to 300m. As with Sub-Section 8.1, 24-hour, seven-day a week working would be preferable to minimise the period of disruption, leading to a 1-2 week construction period per circuit.

10.3.1.5. If 24-hour working is employed on a five-day working week the period of construction per circuit would be 2 weeks. If the 10-hour working day is used across a seven-day period (07:00-17:00 Monday to Friday and 08:00-18:00 at the weekend), the construction period would take 2 weeks per circuit.

Option 2 – One Circuit within Milton Common

10.3.1.6. Should it only be practicable for one of the circuits to be accommodated off-carriageway, one circuit may be required to be installed on-carriageway. This would require a single lane closure on the southbound carriageway of A2030 Eastern Road between Tangier Road and Eastern Avenue. As the majority of this section the Eastern Road contains only one southbound lane, the lane closure would be accommodated by lane realignment. This would involve either the existing central hatching or one of the two northbound lanes operating in the southbound direction. It is considered that this will not have a significant impact on northbound traffic flow, due to this being constrained further south by the Eastern Road / Velder Avenue / Milton Road traffic signal junction.

10.3.1.7. This would involve the same construction period as Option 1 for one circuit but the other would require 8 weeks of single lane closures if a 10-hour working day is used across a seven-day period (07:00-17:00 Monday to Friday and 08:00-18:00 at the weekend). Construction for one circuit would require 11 weeks of single lane closures if a 10-hour working day is used Monday to Friday (07:00-17:00) and a 5-hour working day on Saturdays (08:00-13:00). 24-hour working is not possible on this link due to proximity of residential properties.

10.3.1.8. With the exception of the East Shore Way cul-de-sac, there are no junctions or private properties that gain access from the southbound carriageway of A2030 Eastern Road in the section which would be impacted by this single lane closure.

Option 3 – Both Circuits within the A2030 Eastern Road

10.3.1.9. Should the use of all off-carriageway options be deemed unfeasible by contractors as unfeasible, both cable circuits will be installed within the carriageway along the A2030 Eastern Road in Section 8.2. This would require temporary single lane closures on both the southbound and northbound carriageways, albeit at separate times. Should both cable circuits be placed within the carriageway, traffic management would span between the junctions with Tangier Road and the junction with Eastern Avenue. This section of A2030 Eastern Road is approximately 1.3 km in length and it is anticipated that if required, the traffic management on this link will be in place for 8 weeks per circuit if 10-hour working was used across a seven-day (07:00-17:00 Monday to Friday and 08:00-18:00 at the weekend). Construction for one circuit would require 11 weeks of single lane closures if a 10-hour working day is used Monday to Friday (07:00-17:00) and a 5-hour working day on Saturdays (08:00-13:00).

10.3.1.10. It should be noted that 24-hour working is not appropriate on the majority of the section of A2030 Eastern Road contained within Section 8.2, due to its proximity to residential dwellings.

10.3.1.11. Six junctions intersect A2030 Eastern Road between the junction with Tangier Road and the junction with Eastern Avenue, these junctions are as follows:

- A2030 Eastern Road / Sword Sands Road;
- A2030 Eastern Road / Hayling Avenue;
- A2030 Eastern Road / Stride Avenue;
- A2030 Eastern Road / Kirpal Road / East Shore Way; and
- A2030 Eastern Road / Langstone Road.
- A2030 Eastern Road / Eastern Avenue.

10.3.1.12. It is proposed that, Should Option 3 be pursued in Sub-Section 8.2, it is proposed that a temporary restriction of right turn movements is implemented at these junctions during construction to help mitigate the disruption to traffic flow.

10.4. SUB-SECTION 8.3 – EASTERN AVENUE

10.4.1.1. Eastern Avenue, a residential street off the A2030, which gives access to several side roads and private residential properties. Traffic management on Eastern Avenue will only be required in the eventuality that works cannot be accommodated in Milton Common. Table 26 shows details of the programme availability for Section 8.3.

Table 26 -Sub-Section 8.3 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
8.3	Eastern Avenue	220	Road Closure	4
Calendar Restrictions				
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year											
Other Restrictions											
Sections						Total Availability per Calendar Year					
Section 9.11 = 3 weeks Section 9.12 = 5 weeks						42 weeks					

10.4.1.2. Eastern Avenue is approximately 220 m long and thus it is anticipated that if traffic management measures on this link are required, they will be in place for approximately 4 weeks per circuit.

10.4.1.3. Due to width restrictions on this link, should construction be required in Eastern Avenue, a full road closure will likely be required. Use of the route option that includes Milton Common rather than Eastern Avenue would remove the need for this road closure.

10.4.1.4. Eastern Avenue provides the sole vehicular access to the residential roads of Salterns Avenue, Shore Avenue and Lacey Road. As such, if use of this link is required construction would be split into two parts. The first construction zone would span from the junction of A2030 Eastern Road / Eastern Avenue to just north of the junction of Eastern Avenue / Salterns Avenue. This would allow vehicular access to Salterns Avenue, the adjoining roads, and the southern section of Eastern Avenue to be retained via the junction with Moorings Way. The second construction zone would span the remainder of Eastern Avenue which falls to the south of the junction with Salterns Avenue, this would allow continued access to Salterns Avenue / Shore Avenue and the northern section of Eastern Avenue to be retained.

11. SECTION 9 - MOORINGS WAY TO BRANSBURY ROAD

11.1.1.1. Depending upon the chosen route in Section 8, Section 9 will either start at the Moorings Way to Furze Lane bus link (if the Onshore Cable Route is constructed within the centre of Milton Common) or at the point on Moorings Way adjacent to Eastern Avenue. The FTMS proposals for Section 9 are shown on Drawing EN02022-TMS-8 included in Appendix 2 to this FTMS.

11.1.1.2. Contained within Section 9 are the following six sub-sections:

- **Sub-Section 9.1** – Moorings Way:
  - **Sub-Section 9.11** – Moorings Way between Eastern Avenue and Godwit Road;
  - **Sub-Section 9.12** – Moorings Way between Godwit Road and the Moorings Way to Furze Lane Bus Link; and
- **Sub-Section 9.2 / 9.3** – Other Roads to Bransbury Park:
  - **Sub-Section 9.21** – Locksway Road;
  - **Sub-Section 9.22** – Longshore Way;
  - **Sub-Section 9.31** – Kingsley Road; and
  - **Sub-Section 9.32** – Yeo Court.

11.1.1.3. It should be noted that Sub-sections 9.11 and 9.12 will only be required if Section 8 of the Onshore Cable Route is constructed along the section of the A2030 Eastern Road between Hayling Avenue and Eastern Avenue or on the western side of Milton Common (option 2 or 3 of Sub-Section 8.2). Conversely, if the Onshore Cable Route is constructed within the centre of Milton Common, Section 9 will start at Sub-Section 9.21.

11.2. SUB-SECTION 9.11 – MOORINGS WAY BETWEEN EASTERN AVENUE AND GODWIT ROAD

11.2.1.1. As with Section 8, the Order Limits within Section 9.11 and 9.12 contains multiple options for cable routeing along Moorings Way. These options are as follows:

- Option 1 – All works accommodated off-carriageway along the southern edge of Milton Common, with the construction corridor re-joining the carriageway at the start of the Moorings Way to Furze Lane Bus Link; and
- Option 2 – One circuit to be placed in the carriageway on Moorings Way and one installed within the southern edge of Milton Common.

11.2.1.2. It is not anticipated that there would be any eventuality in which both HVDC Circuits would need to be accommodated within the carriageway on Moorings Way.

11.2.1.3. Table 27 shows the programme availability for Sub-section 9.11, which will require shuttle working traffic signals to facilitate installation of at least one of the HVDC cables. These restrictions would not be required if the Cables were installed within the edge of Milton Common.

Table 27 – Sub-Section 9.11 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
9.11	Moorings Way between Eastern Avenue and Godwit Road (passes Moorings Way Infant School)	250	Shuttle Working	3 weeks

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions:
Only February Half-Term (1 week), Easter Holidays (2 weeks), May Half-Term (1 week), Summer Holidays (approximately 6 weeks), and October Half-Term (1 week) available. Approximate availability: 11 weeks.

Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 9.12 – 5 weeks ***(no school term-time restrictions)***	11 weeks

11.2.1.4. As Sub-Section 9.11 runs past Moorings Way Infant School, construction works are to be restricted to school holidays only. This will ensure that emergency access is maintained throughout school term-time and school trips are unaffected.

11.2.1.5. Additionally, it is recommended that construction does not take place simultaneously with works in Sub-Section 9.12 (Moorings Ways between Godwit Road and the Moorings Way to Furze Lane Bus Link) when works are taking place on-carriageway. This would help minimise disruption to local residents and bus users.

11.2.1.6. Sub-Section 9.11 contains one junction. This is with Warren Avenue which is not a cul-de-sac. Therefore, Warren Avenue will be accessible via alternate routes throughout the duration of works. Where possible, access onto Mooring Way will be maintained through road plating.

11.3. SUB-SECTION 9.12 – MOORINGS WAY BETWEEN GODWIT ROAD AND MOORINGS WAY TO FURZE LANE BUS LINK

11.3.1.1. Table 28 shows the programme availability for Sub-Section 9.121, which will require shuttle working traffic signals to facilitate installation of at least one of the cable circuits. These restrictions would not be required if both circuits were installed within the edge of Milton Common.

Table 28 – Sub-Section 9.12 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
9.12	Moorings Way between Godwit Road and Moorings Way to Furze Lane Bus Link	500	Shuttle Working	5 weeks
Calendar Restrictions				
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year											
Other Restrictions											
Sections						Total Availability per Calendar Year					
Sub-Section 9.11 – 3 weeks						47 weeks					

11.3.1.2. It is recommended that construction does not take place on this Sub-Section simultaneously with works in Sub-Section 9.12 (Moorings Ways between Eastern Avenue and Godwit Road) when works are taking place on carriageway. These restrictions are to minimise disruption to residents and school pick-up / drop-off times.

11.3.1.3. To accommodate one circuit on-carriageway, shuttle working would be required on Moorings Way between Goodwit Road and the junction of Moorings Way / Sanderling Road. This section of Moorings Way is approximately 500 m in length and thus it is anticipated that construction on this link will take approximately 5 weeks to complete.

11.3.1.4. The section of Moorings Way in Sub-Section 9.12 contains three junctions with the following side roads:

- Godwit Road
- Schooner Way; and
- Sanderling Road.

11.3.1.5. None of the side roads adjoining this link are cul-de-sacs, and therefore all are accessible via alternate routes throughout the duration of works. Where possible, access onto Mooring Way will also be maintained through road plating.

11.4. SUB-SECTION 9.21 – LOCKSWAY ROAD

11.4.1.1. Sub-section 9.21 contains the section of Locksway Road between the access road to Eastney and Milton Allotments and the access point to the Thatched House Public House.

11.4.1.2. Table 29 shows the programme availability for Sub-Section 9.21.

Table 29 – Sub-Section 9.21 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
9.21	Locksway Road between access road to Milton Piece Allotments and Thatched House Public House	90	Shuttle Working	1 week

Calendar Restrictions											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year											

Other Restrictions	
Sections	Total Availability per Calendar Year
Section 9.22 – 2 weeks	48 weeks

11.4.1.3. It is anticipated that shuttle working facilitated by temporary traffic signals will be required on the section of Locksway Road between the junction with Furze Lane and the access to the Thatched House Public House to accommodate installation of each cable circuit.

11.4.1.4. The remainder of Locksway Road contained within the Order Limits is intended for use for construction access to Milton Piece Allotments only, and as such, it is not anticipated that any traffic management will be required on this link.

11.4.1.5. The part of Locksway Road for which shuttle working is required provides exclusive vehicular access to Locks Sailing Club, Langstone Harbour Fishermen's Association, Thatched House Public House and Old Oyster Public House. Access to all of the aforementioned premises will be retained throughout construction where possible through the use of road plating.

11.5. SUB-SECTION 9.22 – LONGSHORE WAY

11.5.1.1. If the Onshore Cable Route uses the Portsmouth University playing fields shuttle working traffic signals will be required on Longshore Way for approximately 70-150 m or 1-2 weeks per circuit, depending upon the exact routeing of the circuits. Table 30 shows the programme availability for Sub-Section 9.22.

Table 30 – Sub-Section 9.22 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
9.22	Longshore Way	150	Shuttle Working	2 Weeks
Calendar Restrictions				

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year
Other Restrictions

Sections	Total Availability per Calendar Year
Sub-Section 9.21 – 1 week	49 weeks

11.5.1.2. The only restriction on construction relates to Sub-Section 9.21 Locksway Way Road. This will avoid two sets of shuttle working traffic signals within the same vicinity.

11.6. SUB-SECTION 9.31 – KINGSLEY ROAD

11.6.1.1. The section of Kingsley Road contained within Sub-Section 9.31 spans from the junction with Ironbridge Lane to the junction with Yeo Court. The Order Limit allows for two options for the construction corridor in Kingsley Road. These options are as follows:

- The first option is for the Cables to intersect Kingsley Road in a north-south orientation, whilst moving from the fields to the immediate north of the carriageway, to those in the south. As this would mean the cable route only impacts a limited section of highway, this option would likely require shuttle working to be implemented for 1-2 days as the construction corridor passes across the link; and
- The second option is for the cable route to run along Kingsley Road in an east-west alignment for an up-to 150 m section between Yeo Court and Ironbridge Lane.

11.6.1.2. Regardless of which options is used for construction, it is anticipated that shuttle working facilitated by temporary traffic signals will enable two-way flow to be retained on this link throughout the duration of works.

11.6.1.3. Table 31 provides the programme availability for Section 9.31 assuming that the full 150m of Kingsley Road is required.

Table 31 – Sub-Section 9.31 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
9.31	Kingsley Road between Ironbridge Lane and Yeo Court	150	Shuttle Working	2 Weeks

Calendar Restrictions

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year

Other Restrictions

Sections	Total Availability per Calendar Year
N/A	50 weeks

11.6.1.4. No calendar restrictions have been identified for Section 9.31 and no restrictions apply due to construction on nearby links.

11.6.1.5. Access is provided from Kingsley Road to two side-roads; Tideway Gardens and Amyas Court. As Tideway Gardens is not a cul-de-sac, access will be maintained at all times via the wider local road network. Amyas Court is a cul-de-sac and thus whilst the exact traffic management for each side-road can only be determined once the exact construction zone location is confirmed, at this stage it is proposed that this road be subject to temporary traffic signals or road plating.

11.7. SUB-SECTION 9.32 – YEO COURT

11.7.1.1. It is anticipated that a full road closure will be required on this link for approximately one week. During this closure, vehicle access will not be possible for the duration of the works but pedestrian access will be retained at all times.

11.7.1.2. Table 32 shows the programme availability for Sub-Section 9.32.

Table 32 – Sub-Section 9.32 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
9.42	Yeo Court	40	Road Closure	1 week
Calendar Restrictions				
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year											
Other Restrictions											
Sections						Total Availability per Calendar Year					
N/A						50 weeks					

12. SECTION 10 – EASTNEY (LANDFALL)

12.1.1.1. Section 10 contains the part of the Onshore Cable Corridor between the junction of Henderson Road / Bransbury Road and Landfall in the car park off Fort Cumberland Road near to Fraser Range. The highway links included in Section 10 are as follows:

- **Sub-section 10.1 –** Henderson Road between the junction with Bransbury Road and the junction with Fort Cumberland Road; and
- **Sub-section 10.2 –** Fort Cumberland Road between the junction with Henderson Road and the junction with Lumsden Road;

Table 33 – Sub-Section 10.1 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
10.1	Henderson Road between Bransbury Road and Fort Cumberland Road	300	Shuttle Working	5 weeks
Calendar Restrictions				
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Notes on Calendar Restrictions: 1 week for Great South Run, 2 week restriction at Christmas / New Year											
Other Restrictions											
Sections								Total Availability per Calendar Year			
Sub-Section 10.2 – 7 weeks								42 weeks			

12.1.1.2. As the Great South Run route uses Bransbury Road and Henderson Road it is proposed that construction work avoids the month of October, when this event is usually held.

12.1.1.3. Additionally, it is proposed that Sub-Section 10.1 is subject to the restriction that construction cannot take place simultaneously with Sub-Section 10.2. This is to mitigate against the cumulative impacts of works in the same area.

12.1.1.4. Overall, Henderson Road is able to accommodate the construction corridor and retain two-way traffic through the use of single lane closures with shuttle working traffic signals. This would be for approximately 300 m or 5 weeks per circuit.

12.1.1.5. Two junctions intersect the Henderson Road in this Sub-Section, the first of which is Halliday Crescent which is accessible by alternate routes on the wider network. While the exact traffic management for each side-road can only be determined once the exact construction zone location is confirmed, at this stage it is proposed that the second side-road, Henderson Park, which is not accessible from any alternate routes, is subject to temporary traffic signals or road plating.

12.2. SUB-SECTION 10.2 – FORT CUMBERLAND ROAD

12.2.1.1. Table 34 sets out the programme availability for Section 10.2 along Fort Cumberland Road.

Table 34 – Sub-Section 10.2 Programme Availability

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
10.2	Fort Cumberland Road between Henderson Road and Lumsden Road	370	Shuttle Working	7 weeks
Calendar Restrictions				
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Notes on Calendar Restrictions: 2 week restriction at Christmas / New Year											
Other Restrictions											
Sections						Total Availability per Calendar Year					
Sub-Section 10.1 – 5 weeks						45 weeks					

12.2.1.2. Fort Cumberland Road is able to accommodate the construction corridor and retain two-way traffic through the use of single lane closures with shuttle working traffic signals. This would be for approximately 370 m or 7 weeks per circuit. Temporary traffic signals / road plating will be required for the following side roads:

- Ferry Road;
- Gibraltar Road; and
- Lumsden Road.

12.2.1.3. None of these side roads are cul-de-sacs, and as such the Onshore Cable Corridor in Section 10 does not form the sole access point for any of them. As such, access will be maintained at all times via alternate routes on the wider road network.

12.2.1.4. A temporary suspension of access to the car parks serving the flats on the southern side of the carriageway may be required as works progress.

12.2.1.5. Vehicular access to Eastney Lifeboat Station will be maintained throughout the duration of construction through the strategic phasing of construction zones in Henderson Road to ensure access to either Ferry Road or Fort Cumberland Road is retained at all times.

13. SUMMARY OF FTMS

13.1.1.1. This document has provided the Framework Traffic Management Strategy for construction of the Proposed Development, based upon the Order Limits, the construction methodology and national guidance regarding the design / implementation of traffic management measures.

13.1.1.2. The Final TMS to be implemented for each phase of the Proposed Development will be dependent upon the detailed design of the Onshore Cable Corridor and contractor preferences, noting the requirements contained within this document and the Contractor's Technical Specification. All detailed proposals for the TMS will be discussed with HCC / PCC at the earliest opportunity to allow for review and amendment of proposals if required.

13.1.1.3. A summary of the FTMS by section is provided below.

13.1.1.4. Those marked with an asterisk * represent options for the Onshore Cable Corridor which may not be required due to alternative routeing options being pursued.

Table 35 – Section 1 – Lovedean (Converter Station Area)

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
1.1	Converter Station Access	TBC	Shuttle Working	8-12 weeks
1.2	Broadway Lane	6	Road Closure	1 Day

Table 36 – Section 2 – Anmore

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
No on-carriageway impacts in this Section.				

Table 37 – Section 3 Denmead/ Kings Pond Meadow

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
3.1	Anmore Road	6	Road Closure	1 Day
3.2	B2150 Hambledon Road to Soake Road	180	Shuttle working TS	3 weeks

Table 38 – Section 4 - B2150 Hambledon Road to Farlington Avenue

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.1	B2150 Hambledon Road between Soake Road and Milton Road	1300	Shuttle working TS	11-22 weeks
4.2	B2150 Hambledon Road and A3 Maurepas Way between Milton Road and A3 London Road	1000	Lane Closure	14 weeks
4.31	A3 London Road between Forest End Roundabout and south of the junction with Forest End	100	Shuttle Working	2 weeks
4.32	A3 London Road between south of junction with Forest End and southern end of bus lanes (in proximity to Poppy Fields)	1000	Lane Closure	17 weeks
4.33	A3 London Road between Poppy Fields and just south of Post Office Road	250	Shuttle Working	5 weeks

4.34	A3 London Road between Post Office Road and Rocking Horse Nursery	90	Road Closure	4 weekends
4.35	A3 London Road between Rocking Horse Nursery and Ladybridge roundabout	170	Shuttle Working	3 weeks
4.41	A3 London Road between Ladybridge roundabout and start of bus lane	80	Shuttle Working	1 week
4.42	A3 London Road between start of bus lane and Lansdowne Avenue	850	Lane Closure	8 weeks
4.43	A3 London Road between Lansdown Avenue and start of bus lane (south of The Brow)	250	Shuttle Working	3 Weeks
4.44	A3 London Road between bus lane (south of The Brow) and B2177 Portsdown Hill Road	400	Lane Closure	4 Weeks
4.5	B2177 Portsdown Hill Road between car park access and Farlington Avenue	160	Shuttle Working	2 Weeks

Table 39 - Section 5 – Farlington

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
5.1	Farlington Avenue between B2177 Portsdown Hill Road and Sea View Road	650	Shuttle Working	6 Weeks
5.2	Farlington Avenue between Sea View Road and Havant Road	350	Road Closure	6 Weeks
5.3	Evelegh Road	150	Road Closure	3 Weeks

5.4	Crossing of Havant Road	N/A	Road Closure	1-2 Weekends
5.5	Havant Road / the A2030 Havant Road and the A2030 Eastern Road between Farlington Avenue and Zetland Field	600	Lane Closure	6 Weeks

Table 40 - Section 6 –Sainsbury's Car Park

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
6	Fitzherbert Road	60	Lane Closure	1 Week

Section 7 – Farlington Junction to Airport Service Road

13.1.1.5. No traffic management is required in Section 7.

Section 8 – A2030 Eastern Road (Adjacent to Great Salterns Golf Course) to Moorings Way

Table 41 - Section 8 – A2030 Eastern Road to Moorings Way

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
8.1	A2030 Eastern Road between Airport Service Road and Tangier Road	1200	Lane Closures	5 Weeks (24hr, 7-Day working) 8 Weeks (10hr, 7-Day working)
8.2 Option 1	Both Circuits within Milton Common	300	Lane Closure	1 Week (24hr, 7-day working) – 2 Weeks (10hr, 7-day working)
8.2 Option 2	One Circuit within Milton Common	1300		8 Weeks (10hr, 7-day working)6 11 weeks (10hr Mon-Fri and 5hr Sat working)
8.2 Option 3*	Both Circuits within the A2030 Eastern Road			
8.3*	Eastern Avenue	220	Road Closure	4 Weeks

Table 42 – Section 9 – Moorings Way to Bransbury Road

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
9.11*	Moorings Way between Eastern Avenue and Godwit Road (passes Moorings Way Infant School)	250	Shuttle Working	3 Weeks
9.12*	Moorings Way between Godwit Road and Moorings Way to Furze Lane Bus Link	500	Shuttle Working	5 Weeks
9.21	Locksway Road between access road to Milton Piece Allotments and Thatched House Public House	90	Shuttle Working	1 Week
9.22	Longshore Way	150	Shuttle Working	2 Weeks
9.31	Kingsley Road between Ironbridge Lane and Yeo Court	150	Shuttle Working	2 weeks
9.32	Yeo Court	40	Road Closure	1 Week

Table 43 - Section 10 – Eastney (Landfall)

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
10.1	Henderson Road	300	Shuttle Working	5 Weeks
10.2	Fort Cumberland Road	370	Shuttle Working	7 Weeks

REFERENCES

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Appendix 1 – Onshore Cable Route Construction Impacts on Access to Properties and Car Parking and Communication Strategy

AQUIND Limited

AQUIND INTERCONNECTOR

Onshore Cable Route Construction Impacts on Access to Properties and Car Parking and Communication Strategy

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

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AQUIND Limited

AQUIND INTERCONNECTOR

Onshore Cable Route Construction Impacts on Access to Properties and Car Parking and Communication Strategy

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DOCUMENT

Document	**6.3.22.1A Onshore Cable Route Construction Impacts on Access to Properties and Car Parking and Communication Strategy**
Revision	001
Document Owner	WSP UK Limited and BECG
Prepared By	J. Onuh, K. Haddrell, J. Wood and T. Beckford
Date	25 September 2020
Approved By	M. Wood
Date	25 September 2020

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Appendix 6 – Section 7 and 8.1

Appendix 7 – Section 8.2, 9 and 10

Appendix 8 – Stakeholder List

Appendix 9 – Inclusive Mobility Guidance

Appendix 10 – Contact Centre Escalation Procedure and Guidance Note

1. INTRODUCTION

1.1.1.1. This Onshore Cable Route Construction Impacts on Access to Properties and Car Parking and Communication Strategy provides further detail on the expected impacts on residential, business and public vehicle parking along the Onshore Cable Corridor during construction. It outlines AQUIND's (the "Applicant") proposed approach to communicating with local residents, businesses and other stakeholders during the construction period for the onshore elements of the Proposed Development, including high-level objectives, working plans and evaluation methods, and seeks to build upon existing relationships and communication methods with these groups.

1.1.1.2. Mitigation measures outlined in this note will be secured through the Construction Stage Construction Environment Management Plan ('CEMP') specific to each phase of development.

2. PURPOSE OF THE STRATEGY

2.1.1.1. The purpose of this Onshore Cable Route Construction Impacts on Access, Car Parking and Communication Strategy is to outline the expected impacts on residential, business and public vehicle parking along the Onshore Cable Corridor during construction, the alternatives available and detail any further mitigation that might be required.

2.1.1.2. The report goes on to detail in Sections 6-10 the methods that will be used to communicate with local residents, businesses and other stakeholders in the areas directly affected during the construction period of the Onshore Cable Route.

2.1.1.3. The methods outlined within this document aim to foster positive working relationships between the Applicant and the communities in which construction takes place, building upon the relationships established during the planning stages of the Proposed Development.

2.1.1.4. This strategy provides further detail for the following activities:

- The nature of the work to be undertaken during the construction of the Onshore Cable Route, the anticipated impacts and the alternatives or mitigation measures proposed by the Applicant;
- How the Applicant will engage effectively with local residents, businesses and other stakeholders; and
- Measures to be taken to ensure that local residents, businesses and other stakeholders understand what the Applicant is doing, why, when and how it will impact them.

3. PROJECT OVERVIEW

3.1. OVERVIEW OF THE PROJECT

3.1.1.1. The Applicant is proposing to construct and operate an electricity interconnector between France and the UK known as AQUIND Interconnector with the net transmission capacity of 2000MW.

3.1.1.2. AQUIND Interconnector comprises marine and onshore high voltage direct current ('HVDC') cables between Normandy in France and Eastney, Hampshire, Converter Stations in both England and France and infrastructure necessary to facilitate the import and export of electricity between the High Voltage Alternating Current ('HVAC') electricity transmission networks of both countries as well as Fibre Optic Cables ('FOC') and associated infrastructure necessary for their operation.

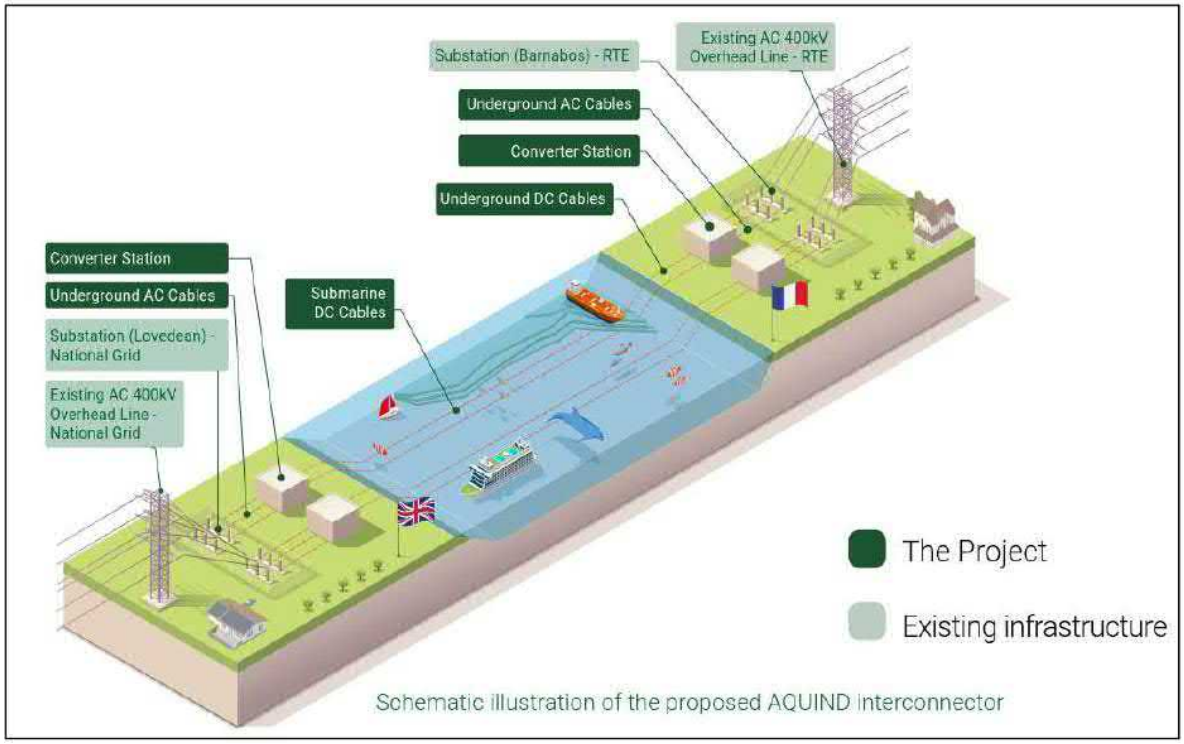


Plate 1.1 Schematic Illustration of the Proposed AQUIND Interconnector

3.1.1.3. The Proposed Development will broadly comprise the following elements:

- The Marine Cable consisting of two HVDC Circuits from the boundary of the UK Exclusive Economic Zone ('EEZ') to Mean High Water Springs ('MHWS') at Eastney in Portsmouth;
- Jointing of the HVDC Cables at the Landfall;
- The Onshore Cable consisting of two HVDC Circuits from MLWS at Eastney in Portsmouth to the Converter Station;
- The Converter Station Area, including the Converter Station and associated equipment, the Telecommunications Buildings and their compound, the Work Compound and Laydown Area, the Access Road, and other associated infrastructure;
- The HVAC Cables, and associated infrastructure connecting the Converter Station to the National Electricity Transmission System at Lovedean Substation and;
- The Fibre Optic Cables installed together with each of the HVDC and HVAC Circuits and associated infrastructure.

3.1.1.4. This document deals only with onshore elements of the Proposed Development.

4. CONSTRUCTION METHODOLOGY

4.1. METHODOLOGY

4.1.1.1. This section explains the proposed methodology for mitigating effects and maintaining access to properties for residents, vulnerable people and businesses during the construction of the Onshore Cable Route, as outlined in Section 5 of the Onshore Outline Construction Environmental Management Plan ('CEMP') (APP-055). It describes the communication measures and physical arrangements that the Applicant's contractor will implement in order to provide the necessary access.

4.2. CONSTRUCTION OF THE ONSHORE CABLE ROUTE

4.2.1.1. The construction of the Onshore Cable Route will comprise the installation of underground ducts in which the Onshore HVDC Cables will be housed, construction of underground Joint Bays and pulling of the Onshore HVDC Cables through the ducts from a Joint Bay to a Joint Bay. The construction of those sections of the Onshore Cable Corridor, where trenchless techniques will be used, will differ, but will also require the installation of underground ducts first and then pulling the cables through. This document deals primarily with those areas where the Onshore HVDC Cables will be installed in trenches, unless specified otherwise.

4.2.1.2. The ducts for each circuit will be installed in short sections, typically up to 100m in length. The installation speed will vary depending on the local conditions, like saturation with existing underground services and other factors.

4.2.1.3. At a number of locations along the Onshore Cable Corridor, the cable duct installation will cross in front of residential and business properties. Access to these properties will be temporarily restricted during the installation works and the impacts are considered in full in Section 5 of this report.

4.3. MAINTAINING ACCESS TO SIDE ROADS, BUSINESSES AND RESIDENTS

4.3.1. INTRODUCTION

4.3.1.1. Measures will be taken to limit access disruption where possible, but during the construction period some residential and business properties will experience temporary restrictions to vehicular access, including driveway access. Arrangements for vulnerable persons are set out in Section 4.4 below. Pedestrian and bicycle

access will be maintained at all times, as will access for those using wheelchairs, mobility scooters and pushchairs.

4.3.2. FULL ROAD CLOSURES

4.3.2.1. Along the entirety of the Onshore Cable Corridor, there are three locations where it will be necessary to put in place temporary full road closures. For Farlington Avenue and Evelegh Road, full road closures are likely to be required due to local conditions. In contrast, it is anticipated that closure of only a short stretch of London Road will be required. Further detail can be found in the Framework Traffic Management Strategy ('FTMS') (APP-449).

4.3.2.2. Where there are full road closures, vehicular access will be unavailable for the entirety of the road closure, including outside of construction working hours, except in emergencies. Road plates will be available at the point of work at all times, should emergency access be required. At the end of the working day road plates would be installed to allow for out of hours emergency access only. Out of hours emergency access will be provided by an onsite standby emergency team.

4.3.2.3. Listed below are all the road closures which are anticipated to be required to facilitate construction of the Onshore Cable Corridor:

- **Broadway Lane:** Road closure of for an estimated duration of one day per circuit as the cable route is constructed across the carriageway between fields either side of Broadway Lane;
- **Anmore Road**: Road closure of for an estimated duration of one day per circuit as the cable route is constructed across the carriageway between fields either side of Anmore Road;
- **A3 London Road between Post Office Road and Rocking Horse Nursery**: Road closure of 90m for a duration of two weekends per circuit;
- **Farlington Avenue between Sea View Road and Havant Road**: Road closure of 350m for a duration of four weeks per circuit;
- **Evelegh Road**: Road closure of 150m for a duration of two weeks per circuit;
- **Havant Road**: Road closure at both the Havant Road directly to the south of the signal-controlled junction with Farlington Avenue and between the junctions with A2030 Eastern Road and the junction with Waterworks Road (a total of approximately 60m) for a duration of 1-2 weekends per circuit;
- **Eastern Avenue:** Road closure of 220m for a duration of three weeks per circuit; and
- **Yeo Court**: Road closure of 40m for a duration of one week per circuit.

Single Lane Closures

4.3.2.4. In some locations, temporary single lane closures will be required to facilitate construction.

4.3.2.5. At these locations, vehicular access will be unavailable during construction working hours, except for emergencies.

4.3.2.6. In order to provide for vehicular access to properties and driveways outside of construction hours, road plates will be used to bridge the trench. Road plates will be mechanically lifted into position or placed by hand depending on the type of road plate selected. Road plates will then be secured to prevent slippage. The site security fencing will be re-arranged to allow the trench to be crossed.

4.3.2.7. During construction hours, it is intended to provide urgent access for vulnerable people or for the emergency services, on demand, by stopping the works, re-arranging the fences, and bridging the trench using steel plates or similar.

4.3.2.8. Below is an example of ductile iron plates which can be quickly installed across trenches:

Plate 4.1 Example of duct iron plate

4.4. MAINTAINING ACCESS TO VULNERABLE PERSONS' PROPERTIES AND FOR EMERGENCY SERVICES

4.4.1.1. As is usual practice on construction projects, it will be incumbent upon residents identifying as vulnerable to make themselves known to the site manager/ contractor once notified works are due to begin. Vulnerable persons for the purpose of this strategy are defined as those with locomotion, seeing, hearing, reaching, stretching and dexterity and learning disabilities, as outlined in the Inclusive Mobility guidance appended to this report in Appendix 9.

4.4.1.2. As stated in paragraph 2.5.1.3 of the FTMS (APP-449) access for pedestrians will be retained at all times. Access for cyclists will also be retained, although cyclists may be required to dismount in the immediate vicinity of works. Access to properties for persons with disabilities or reduced mobility and orientation will be retained via the additional measures set out in Section 5.

4.4.1.3. As outlined in Section 5, during the construction of the Onshore Cable Route, vehicular access to properties will be temporarily restricted in some locations. Details regarding the identification of vulnerable persons along the Onshore Cable Corridor will be outlined in the Construction Environment Management Plan (which will be produced post consent in accordance with requirement 17 of the DCO (APP-019). Under the Equality Act 2010, works promoters also have a duty to have regard for the needs of disabled people and older people in the planning and execution of works.

4.4.1.4. In periods of no construction activity, steel plates will be installed to provide constant access for all occupiers including vulnerable people outside of working hours during the construction phase of that section of the Onshore Cable Route. Steel plates will only be removed as and when construction works need to take place directly outside the affected property. This will be coordinated between the contractor and the vulnerable person and the steel plates will be reinstated to allow access during the completion of construction of that section.

4.4.1.5. During the construction of the Onshore Cable Route, it is intended to provide urgent access for vulnerable people or for the emergency services, on demand by stopping the works, re-arranging the fences, and bridging the trench using steel plates or similar.

4.4.1.6. General access for vulnerable people will be provided by the contractor within 1 hour of a request to the contractor's point of contact. Members of the public identifying as vulnerable, who require bespoke access arrangements to be made, will be encouraged to contact the team via the dedicated freephone to enable arrangements on a case by case basis to be made.

4.4.1.7. The Applicant has held positive discussions with the emergency services at pre-submission and pre-examination stages with regard to emergency access during the construction of the Onshore Cable Route, particularly in respect of Waterlooville Fire Station. As part of these discussions, the Applicant will seek to produce a communication plan in partnership with the emergency services (police, fire and ambulance services). The communication plan will outline the relevant procedures to be followed by both parties to ensure the continuous flow of accurate information between, the emergency services and contractors during the construction of the project.

4.4.1.8. The Applicant will continue to engage positively with the emergency services during the Examination.

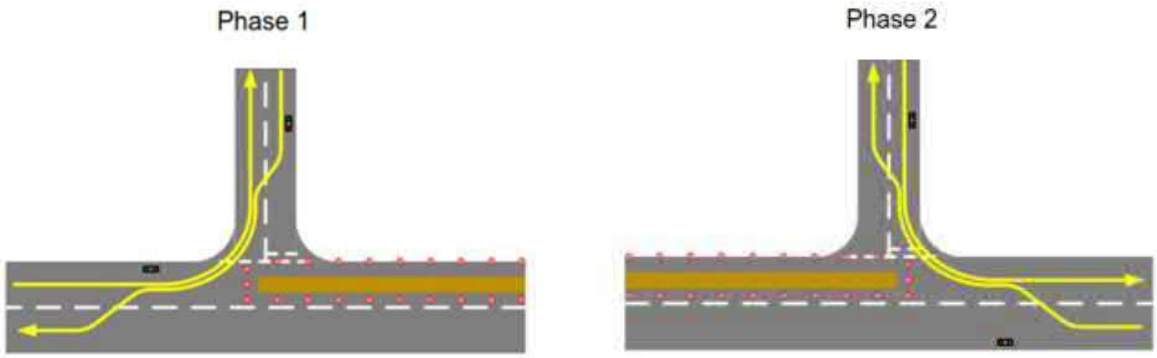
4.5. MAINTAINING ACCESS TO SIDE ROADS

4.5.1.1. As outlined in paragraph 2.5.3.8 of the FTMS (APP-449), side road access adjacent to the cable route will be considered on an individual basis with the traffic management used dependent on the characteristics of the road and junction. The strategy at this stage can be summarised as follows:

- For residential cul-de sacs, side-road access will be maintained via either road plate or three-way traffic signals, the decision to use traffic signals will depend on the level of traffic flow and visibility from the side-road to the main road traffic signal approaches. Where visibility poor, traffic signal control is likely to be required, although in all cases this will depend on the exact location of the construction zone.
- For side-roads that act as a through-roads, temporary closure of the access will be considered but this depends on the category of road, what the side road provides access to and the suitability of diversion routes. Where closure is not an option, three-way traffic signals will be used if the location of the construction zone requires it.
- Where the side road junction is controlled by traffic signals with the main road and where there is more than one approach lane at each entry, it may be possible to continue operating the existing signals through closure of a single lane on each entry. Where this is not possible, temporary traffic signals will be used instead of the existing control.

4.5.1.2. The exact traffic management strategy for side-road access will be agreed with the Highway Authority through submission of detailed designs and traffic management measure prior to commencement of works.

4.5.1.3. An example of a three-way traffic management set-up is outlined below. This would be applicable to all circumstances. Duct installation will take place in two phases. Once phase 1 has been completed the traffic management setup will be switched to reflect phase 2, as outlined below:



4.5.1.4. A similar methodology will be adopted to maintain access to Waterlooville Fire Station.

5. ONSHORE CABLE ROUTE CONSTRUCTION AND IMPACTS ON PARKING

5.1.1.1. This section provides further detail on the expected impacts on residential, business and public vehicle parking along the Onshore Cable Corridor, some of which may be temporarily unavailable during construction of the Onshore Cable Route, depending on their location and type of traffic management required to facilitate construction of the Onshore Cable Route as identified in the FTMS (Examination Library Reference: APP-449). As the proposed Onshore Cable Route is not anticipated to impact upon any dedicated motorcycle or bicycle parking, this section will focus upon impacts for access to properties with cars and other analogous vehicles only.

5.1.1.2. This section builds upon information contained within the FTMS. It explains:

1. The extent of potential disruption to residential, business and public car parking along the Onshore Cable Corridor;
2. Available alternatives where access or parking will be temporarily unavailable due to the construction works;
3. Where parking surveys are required or have been completed to confirm existing levels of car parking demand and potential impact of construction works; and
4. The mitigation measures that are proposed to mitigate for the temporary loss of car parking spaces, whilst noting that in some instances there is no appropriate mitigation available to mitigate the temporary impact of the construction works.

5.1.1.3. In completing this assessment, the strategy for residential driveway access is as follows:

1. Driveway access will be provided outside of working hours except where full road closures are required, by road plating over the trench and rearrangement of security fencing / traffic management to allow the trench to be crossed;
2. Urgent access for vulnerable people or for the emergency services will be provided, on demand;
3. General access for vulnerable people will be provided by the Contractor within one hour; and;
4. Side-road access will be provided at all times via either road plating or three-way temporary traffic signals.

5.1.1.4. This section considers residential / business parking and public car parks that are directly impacted by construction of the Onshore Cable Route, with locations accessed via side-roads / access roads and with off-carriageway private car parks to be managed by road plating or temporary signals as defined in the FTMS and Section 4. An example of this is Wellington Retail Park in Waterlooville, which is accessed via Aston Road, rather than directly from the B2150 Hambledon Road and business premises on the northern section of A3 London Road which have private car parks. Given access to the Retail Park and these businesses will be maintained at all times, there will be no impact on associated car parking.

5.1.1.5. Generally, business and residential parking will only be impacted when construction is occurring in that immediate vicinity. As is stated in paragraph 2.3.1.2 of the FTMS (APP-449) it is expected that highway works will progress, on average, at a rate of 100m per week. As such, the majority of residential accesses and businesses with on-street parking are likely to only be impacted for approximately one - two weeks per circuit within the construction phase. Taking into account 100m working section and typical parking bay sizes, it can be assumed that this will be equivalent to a loss of up to 22 spaces at any one given time of on-street parking, and considerably fewer properties (5-10) where only driveway access is impacted.

5.1.1.6. A small number of Public car parks may face longer periods of disruption in some instances where construction works of joint bays may occur or at Horizontal Directional Drilling ('HDD') locations, and where known, the length of disruption has been listed in section 5.

5.2. PARKING SURVEYS

5.2.1.1. Parking surveys have been deemed necessary by the Applicant where alternatives are not clearly available either in relation to their location or available capacity. Surveys will generally consist of one of the following:

- Residential parking surveys: Taking account of the Lambeth parking survey methodology, which is a generally accepted method of surveying residential parking demand, a snapshot survey will be completed between the hours of 00:30 and 05:30 on two separate weekday nights (Monday to Thursday). This will capture on street parking demand when it is likely to be at its greatest;
- Business parking surveys: Completed over a weekday and Saturday daytime period to assess parking demand during business hours; and
- Other public parking surveys: Completed over a weekend daytime period to assess parking demand at peak leisure periods.

5.2.1.2. Results of parking surveys completed prior to submission of the application are included within the Transport Assessment (APP-448) and are summarised below, while results of additional parking surveys are included within this document in Section 5.7 through Section 5.35.

5.2.2. BUSINESS AND CAR PARK SURVEYS

5.2.2.1. At the time of writing, due to the ongoing public health crisis associated with COVID-19, it is currently not possible to carry out representative parking surveys, in relation to business properties and public car parks. The ability to undertake these surveys will be kept under review but it is unknown how long it will take for business related movements to return to 'normal' to such an extent that it is possible for the surveys to be reflective of normal parking conditions.

5.2.2.2. It is currently intended that any required business parking surveys and car park surveys will be carried out during the Examination, where possible. Where it is possible to carry out the surveys prior to the completion of the Examination, this note will be updated to reflect any changes to the mitigation package having regard to the survey results, though a robust approach has been adopted it is not expected that other impacts will be identified or additional mitigation to that outlined in this note will be required.

5.2.3. RESIDENTIAL PARKING SURVEYS

5.2.3.1. Partial relaxation of lockdown measures in the UK has allowed residential parking surveys to be completed. As such, residential parking surveys were carried out in July 2020 for nine sites where alternatives were not clearly available in respect to capacity or location. The nine residential sites surveyed are as follows:

- **Forest End and surrounding area:** Surveys of Forest End, Evergreen Close, Norton Close, Windrush Gardens and part of the on-footway parking on A3 London Road;
- **Bushy Mead**: Comprising of a survey of Bushy Mead;
- **Alternative parking for Farlington Avenue**: Comprising of surveys of Evelegh Road, Grant Road and Galt Road;
- **Eastern Avenue and surrounding area**: Comprising of surveys of Eastern Avenue, Salterns Avenue, Shore Avenue and Moorings Way between A2030 Eastern Road and Warren Avenue;
- **Eastney**: Comprising of surveys of Warren Avenue between Milton Road and Mayles Road, Shelford Road, Crofton Road, Hollam Road, Catisfield Road, Meon Road, Weston Road, Milton Park Avenue, Cromarty Avenue, Locksway Road, Fair Oak Road, Cheriton Road, Oakdene Road, Furze Lane, Broom Square, Longshore Way, Waterlock Gardens, Seaway Crescent, Rosetta Road, Bertie Road, Pleasant Road, Stowe Road, Morgan road, Ironbridge Lane, Trevis Road, Meryle Road, Towpath Mead, Perth Road, Gurney Road, Hester Road, Old Canal, Melrose Close, Shirley Avenue, Berney Road, Redlands Grove, Tideway Gardens, Maurice Road, Dunbar Road, Kingsley Road, Tranmere Road, Glasgow Road, Amayas Court, Yeo Court, Torfrida Court, Wake Lawn, Holne Court, Lightfoot Lawn and Leofric Court; and
- **Fort Cumberland Road and surrounding area**: Comprising of surveys of Ferry Road, Gibraltar Road, Finch Road, Lumsden Road and Fort Cumberland Road between either end of Ferry Road

These surveys were undertaken using the Lambeth parking survey methodology.as noted in paragraph 5.2.1.1.

5.2.3.2. A summary of the methodology used in the calculation of parking capacity, occupancy and resulting stress is as follows:

- **Areas within a Controlled Parking Zone (CPZ)**:
  - Only Resident Permit Holder Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) were counted;
  - Calculation of parking capacity was recorded by measuring the total length of each parking bay and this length then divided by five, within each vehicle assumed to be 5m; and

- In any other areas where cars can legally park overnight, the number of cars were counted and noted separately. These typically comprise of Single Yellow Lines or short-term parking or Pay-and-Display bays.

- **Areas which are not within a CPZ**:
  - All areas of unrestricted parking were counted; and
  - Calculation of parking capacity was recorded by measuring the total length of the road, accounting for any obstructions to parking (drive-way accesses, junctions etc.) were measured and then divided by five. This number was then rounded down to the nearest whole number in order to approximate capacity.

5.2.3.3. The results of these residential parking surveys has been included in the relevant table for each survey site in Section 5.7 through Section 5.35 of this report.

5.3. ESTIMATED CAR PARKING DEMAND AND CAPACITY

5.3.1.1. A number of assumptions have been used to estimate existing levels of car parking demand and capacity as described below. These assumptions have been formulated based on professional judgement and experience of existing conditions along the Onshore Cable Corridor. These assumptions have been used to estimate parking capacity / occupancy in the cases where representative surveys cannot be undertaken due to the on-going public health situation (for business parking and public car parks), or for areas where initial assessment found sufficient alternative parking available and thus did not require further assessments through the use of parking surveys.

5.3.1.2. For all parking that does not occur on private driveways, a 75% occupancy rate has been assumed where necessary surveys have not yet been carried out (as shown highlighted in [red] in the tables below). This includes all areas of parking impacted directly by construction of the Onshore Cable Route and alternative locations identified as possible locations to cater for displaced demand. This is considered to be a realistic and robust assumption that enables a robust and comprehensive package of mitigation to be established in lieu of surveys, taking into account the anticipated impact of the works and ability of alternative locations to accommodate displaced parking.

5.3.1.3. For driveway parking it is recognised that the strategy to provide access outside of working hours and vulnerable people at all times during single lane closures will reduce the level of displaced parking during construction works. To estimate the potential level of displaced parking during construction working hours where single lane closures are required a combination of desktop surveys and the National Travel Survey 2018 (Department for Transport) have been used based on the following methodology:

1. Driveway parking has been estimated for an area using a combination of Google Maps and Streetview, with the upper limits of provision being used to calculate total parking capacity. For example, if 10 properties each had driveway capacity for 2-3 vehicles, it has been assumed that the maximum parking capacity is 30 vehicles.
2. Table NTS0503 'Trip purpose by start time (Monday to Friday): England' from the National Travel Survey 2018 was used to calculate the proportion of trips made between 08:00 and 17:00 to take account of construction working hours and likely periods when road plates will be installed. This showed that 67% of trips are made between this time, when considering all journey purposes.
3. Table NTS0409 'Average number of trips (trip rates) and distance travelled by purpose and main mode: England' from the National Travel Survey 2018 was used to estimate the number of trips made by car and as a robust assumption, it has been assumed that in addition to car driver trips, all car passenger (as pick-ups from home), London transport and surface rail trips (as part of a longer commute) have been assumed to include car travel from home. This shows that 67% of trips are made by car when considering all journey purposes.
4. The maximum capacity has been multiplied by the percentage of trips made between 08:00 and 17:00 (67%) and by the percentage of trips made by car (67%) to calculate an anticipated level of demand from displaced parking when residential access is not available.

5.3.1.4. Using this methodology for single lane closures, it is assumed that 45% of total driveway parking capacity will be displaced during construction working hours. For full road closures, it is assumed that 100% of total driveway capacity will be displaced.

5.4. APPROXIMATING AVAILABLE CAPACITY OF ALTERNATIVE PARKING

5.4.1.1. For the purpose of this assessment, it was necessary to approximate the available capacity of existing parking where surveys have not been completed. The methodology set out below has been used to approximate the capacity of existing parking spaces unless it is specifically stated that an alternative approach has been taken (for example, if parking surveys have already been undertaken in areas to assess existing capacity).

5.4.2. ON-STREET PARKING

5.4.2.1. The methodology used to approximate the total capacity of on-street parking was as follows:

- **For locations where on-street parking has marked bays**: the total number of marked bays were counted; and
- **For locations where on-street parking does not have marked bays**: the total length of available kerbside was measured, and this number divided by 4.5m to gain an approximation of the total capacity. The value of 4.5m was chosen as this reflects the minimum expectable total length of designated on-street parking bays parallel to the carriageway in the UK as per guidance set out in Paragraph 5.b of Part 5 of The Traffic Signs Regulations and General Directions 2016 (TSRG).

5.4.2.2. As stated above, in order to provide a robust assessment, it was assumed that total number of existing on-street bays have an occupancy rate of 75%. Therefore, it is assumed that the remaining 25% of the total capacity will be available to accommodate displaced parking. As such, the number of available parking spaces listed in the 'Alternatives Available' sections of this report are reflective of 25% of total existing capacity. The 75% occupancy rate is considered to be robust as it mainly relates to residential areas which are quieter during the working day. If parking levels are at 100%, affected residents will park further away from their destination.

5.4.3. PUBLIC CAR PARKS

5.4.3.1. This methodology used to calculate the total capacity of public car parks is as follows:

- **For Car Parks with marked bays**: the total number of bays were counted; and
- **For Car Parks with no formal markings**: the total number of available spaces was approximated by measuring available length and dividing this number by 2.8m, the standard width of a UK parking spaces.

5.4.3.2. Again, in order to provide a robust assessment, the 'Alternatives Available' section of this report lists 25% of total the total number of spaces.

5.5. TRAFFIC REGULATION ORDERS

5.5.1.1. Where it is required that Traffic Regulation Orders ('TROs') are required to be temporarily suspended or altered to facilitate construction (including the provision of alternative car parking), the power to do so is to be included in the DCO (APP-019), with the requirements for TROs confirmed as part of the approval of the detailed traffic management measures to be implemented in connection with specific works forming part of the Proposed Development.

5.6. CONSTRUCTION IMPACTS OF THE ONSHORE CABLE ROUTE

5.6.1.1. The following sub-sections of this report detail the likely impact of the construction of the proposed Onshore Cable Route on car parking within the entirety of the Order Limits. To assess impacts on residential, business and public car parking this note uses the same section numbering convention as the FTMS. For ease of reference, the location of impacted parking is also shown **in Appendices 1- 7.** The section breaks as shown in Appendix 1 – 7 refer to the different sections of the Onshore Cable Route, as outlined in the FTMS. The row breaks further sub-divide each of these sections into groups of properties, and in doing so allow for further localised consideration of the properties (business and residential) impacted by the proposals and the mitigation proposed within each section.

5.7. SECTION 1 - CONVERTER STATION AND SECTION 2- ANMORE

5.7.1.1. Within section 1 and 2 of the Onshore Cable Corridor the access arrangements to residential properties and businesses or public car parking will not be impacted by construction of the Onshore Cable Route.

5.7.1.2. Full details of alternative parking locations for section 1, 2 and 3 can be found in Appendix 1.

5.8. SECTION 3 - DENMEAD / KINGS POND MEADOW

Table 5.1 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Mill Road	Driveway access and on-street parking capacity for approximately 12 vehicles north of Mill Close / Windmill Field	Temporary TRO to be implemented in order to prohibit on-carriageway parking to enable delivery of cable drums. Driveway access will be maintained at all times. Maximum duration of one week per circuit during construction working hours only.	Temporary TRO suspension of on-carriageway parking during working hours. Limited impact as majority of residential properties have private driveways on this link.	On-street parking spaces available on Anmore Road / Mill Close and Windmill Fields = 20 spaces This can fully accommodate displaced parking.	No surveys required	Negligible residual impacts due to availability of driveways for residential properties on this link.

5.8.1. BUSINESS PROPERTIES AND ASSOCIATED PARKING

5.8.1.1. There are no public car parks in this section.

5.8.2. PUBLIC CAR PARKS

5.8.2.1. There are no public car parks in this section.

5.9. SUB-SECTION 3.2 - B2150 HAMBLEDON ROAD TO SOAKE ROAD

5.9.1.1. Access to residential or business properties or public car parks will not be directly impacted by construction of the Onshore Cable Route within this Section.

5.10. SECTION 4 – HAMBLEDON ROAD TO FARLINGTON AVENUE

5.10.1.1. The Onshore Cable Corridor within Section 4 contains the following highway links:

- Sub-Section 4.1 – B2150 Hambledon Road between Soake Road and Milton Road;
- Sub-Section 4.2 – B2150 Hambledon Road and A3 Maurepas Way between Milton Road and A3 London Road;
- Sub-Section 4.3 – A3 London Road to Ladybridge Roundabout;
- Sub-Section 4.4 – A3 London Road to Portsdown Hill Road; and
- Sub-Section 4.5 – B2177 Portsdown Hill Road.

5.10.1.2. A summary of residential, business and public parking impacted by construction of the cable Onshore Cable Route is provided below.

5.10.1.3. Full details of alternative parking locations for section 4.1, can be found in Appendix 2.

5.10.1.4. Alternative parking arrangements for section 4.2 and 4.3 can be found in Appendix 3 and sections 4.4 and 4.5 in Appendix 4.

5.11. SUB-SECTION 4.1 – B2150 HAMBLEDON ROAD BETWEEN SOAKE ROAD AND MILTON ROAD

5.11.1. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

Table 5.2 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
3 properties on B2150 Hambledon Road to the immediate south of Closewood Road	Driveway access with capacity for approximately 2 vehicles per property (6 vehicles in total).	Each property to be impacted for approximately one week per circuit. Driveway access impacted during working hours only.	Temporary closure of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access, impacting 3 properties at any one time, during construction. Displaced parking of approximately 4 vehicles at any one-time.	Billy's Lake Car Park = approximately 20 spaces	No surveys required	Limited daytime demand, available alternatives and road-plating of driveway access outside of construction working hours result in minimal residual impacts.
11 houses on Southdown View, 92 – 130 B2150 Hambledon Road and 16 properties on Hambledon Road spur.	Mainly driveway access with capacity for approximately 2 vehicles per property. (54 vehicles in total). Very limited on-road parking on Southdown View and Hambledon Road spur.	Informal give-way on Southdown View / Hambledon Road spur, shuttle working traffic signals on Hambledon Road. Each property to be impacted for approximately six days in total. Driveway access impacted during working hours only.	Temporary closure of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access, impacting 6-8 properties at any one time, during construction. Displaced parking of approximately 7 vehicles at any one-time.	Southdown View / Hambledon Road spur =approximately 8 on-street parking spaces. Charlesworth Drive = approximately 4 on-street parking spaces. This can fully accommodate displaced parking.	No surveys required	Limited daytime demand, available alternatives and road-plating of driveway access outside of construction working hours result in minimal residual impacts.

Table 5.3 – Business Properties and Associated Parking

Business / Area Impacted	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Hambledon Parade **(12 local shops / businesses)**	On-street parking for 23 cars, 2 accessible bays and 1 loading bay.	Construction to be split into two 70m sections with one-way system used to limit car parking suspension to one-side of carriageway. Construction will take place over two weeks per circuit (70m per week).	Temporary suspension of 7-8 on-street car parking spaces at any one-time, equivalent to 6 vehicles at 75% occupancy, during construction.	Public car park on corner of Sickle Way and Hambledon Road, approximately 70m from existing with capacity for approximately 24 vehicles. 75% occupancy would provide capacity for 6 displaced vehicles. Southdown View / Hambledon Road spur = approximately 8 on-street parking spaces.	Surveys required to assess the typical daytime and evening occupancy on Hambledon Parade and Sickle Way car park.	Potential overflow parking onto alternative parking locations. Accessible bays and loading bay to be retained at all times through reallocation of spaces as required. This will require suspension of existing TROs.

Table 5.4 – Public Car Park

Public Car Park Impacted	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Billy's Lake open space car park, Southdown View **(Havant Borough Council)**	Informal parking for approximately 20 vehicles.	Potential joint bay location. Approximately one month per Joint Bay.	Temporary loss of 50% of car parking spaces, equivalent to 10 vehicles.	Southdown View = 4 on-street parking spaces. Hambledon Parade = 6 spaces (limited to 3-hour stay). Sickle Way car park = 6 spaces.	Surveys required to assess the weekend demand for Sickle Way car park. Surveys required to assess the typical daytime and evening occupancy on Hambledon Parade and Southdown View.	Potential overflow parking onto alternative parking locations. Full mitigation unlikely to be available if surveys show alternative capacity is not sufficient.

5.13. SUB-SECTION 4.2 – B2150 HAMBLEDON ROAD AND A3 MAUREPAS WAY BETWEEN MILTON ROAD AND A3 LONDON ROAD

5.13.1.1. No residential or business properties or public car parks will be directly impacted by construction of the Onshore Cable Route within this Section.

5.14. SUB-SECTION 4.3 – A3 LONDON ROAD TO LADYBRIDGE ROUNDABOUT

5.14.1. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

Table 5.5 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
1 – 35 A3 London Road, A3 London Road between Forest End Roundabout and south of the junction with Forest End.	A mix of driveway access (with capacity of approximately 3 spaces per property for 13 properties equating to a total of 39 spaces in driveways) and on-footway parking (8 spaces).	Shuttle working Each property to be impacted for approximately one week per circuit. Driveway access impacted during working hours only.	Approximately 18 impacted properties with temporary loss of vehicular access to driveway and on-footway parking during working hours, except for emergency / vulnerable persons' access, during construction. 8-10 properties and displaced parking of approximately 14 vehicles at any one time.	Forest End / Norton Close / Windrush Gardens / Evergreen Close / On-footway parking on A3 London Road = approximately 299 spaces. Surveys undertaken on Forest End / Norton Close / Windrush Garden / Evergreen Close / the on-footway parking on A3 London Road found an average occupancy of 30%. This suggests these roads are able to fully accommodate displaced parking.	No further surveys required.	Negligible residual impacts due to available alternatives
100 – 208 A3 London Road	Driveway access with capacity of approximately 3 spaces per property for approximately 54 properties equating to	Single lane closures. Each property to be impacted for	Possible temporary closure of vehicular access to driveway parking during working hours, except for emergency /	Forest End / Norton Close / Windrush Gardens = approximately 16 on-street	No surveys required.	Negligible residual impacts due to limited daytime demand, available alternatives and road-plating of driveway

	approximately 162 spaces in driveways.	approximately one week per circuit, during working hours only.	vulnerable persons' access, during construction. Temporary closure will only be required if constructer utilises bus lane(s) rather than all-purpose lane. Impact on 5-10 properties and displaced parking of approximately 14 vehicles at any one time.	parking spaces for 13 properties. Corbett Road = approximately 7 on-street parking spaces for 41 properties. This can fully accommodate displaced parking.		access outside of construction working hours.
72 – 100 A3 London Road	Driveway access with capacity of approximately 3 spaces per property for 4 properties equating to 12 spaces in driveways.	Shuttle working. Each property to be impacted for approximately one week per circuit, during working hours only.	Approximately 4 impacted properties with temporary loss of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access, during construction. Impact on maximum of 4 properties at any one time equating to 7 displaced vehicles.	Campbell Crescent = approximately 5 on-street parking spaces for four properties. Purbrook Gardens = approximately 2 spaces for two properties. This can fully accommodate displaced parking.	No surveys required.	Negligible residual impacts due to further mitigation required due to limited daytime demand, available alternatives and road-plating of driveway access outside of construction working hours.
50-72a London Road	On-street parking for resident permit holders only (6pm-8am) for up to 5 vehicles.	Shuttle working. Each property to be impacted for approximately one week per circuit, during entirety of construction works.	Temporary suspension of all on-street parking during construction. TRO suspension required.	Ladybridge Road public car park (free of charge) with approximately 46 spaces. This is 170m walk from Ladybridge roundabout. 75% occupancy would provide capacity for displaced parking.	Weekday and weekend parking surveys of Ladybridge Road public car park required to assess peak occupancy.	Potential for overflow parking onto alternative parking locations. Full mitigation unlikely to be available if surveys show alternative capacity is not sufficient. Potential to use road plates to bring on-street parking back into use outside of working hours.
7, 48, 50 and 55 A3 London Road	Single driveway access for 2-3 vehicles for one property but no other parking provision.	Road closure.	Temporary closure of vehicular access to single driveway parking for the entire construction period.	Ladybridge Road public car park (free of charge) with approximately 46 spaces. This is 170m	No surveys required.	Negligible residual impacts due to limited number of properties impacted.

		Each property to be impacted for two weekends week per circuit.		walk from Ladybridge roundabout. 75% occupancy would provide capacity for displaced parking.		
24 - 30 London Road	On-street parking with capacity for 6 vehicles.	Shuttle working. Each property to be impacted for approximately one week per circuit, during working hours only. Total impact of six parking spaces at any one time.	Temporary suspension of on-street parking during construction. TRO suspension required.	Alternative parking available within Ladybridge Road public car park (free of charge) with approximately 46 spaces. This is 170m walk from Ladybridge roundabout. 75% occupancy would provide capacity for displaced parking.	Weekday and weekend surveys required of village centre and car park to assess peak occupancy on A3 London Road and Ladybridge Road public car park.	Potential for overflow parking onto alternative parking locations. Full mitigation unlikely to be available if surveys show alternative capacity is not sufficient. Potential to use road plates to bring on-street parking back into use outside of working hours.

Table 5.6 – Business Properties and Associated Parking

Business / Area Impacted	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
The following businesses will be impacted within Purbrook village centre north of Ladybridge roundabout: **Roadracer International Motorcycle Dealership** **Gino's Mens Hairdressing** **Jacqueline's Hair and Nails Salon** **Radiance Beauty Salon** **JmB-PC Computer Repairs and sales shop** **Matheson Optometrists** **Tax Assist Accountants** **Purbrook Pharmacy** **Ray Dentith Motorcycles** **New Purbrook Garden Chinese Take Away** **One Stop Convenience Store** **Broadway Coffee Shop** **Cut'n'Dry barbers** **Purbrook Spice Indian Takeaway**	On-street parking bays (Mon-Fri 8am-6pm 1 hour with no returns within 1 hour) with capacity for approximately 16 vehicles. Two loading bays.	Shuttle working. Each property to be impacted for approximately one week per circuit.	Temporary suspension of up to 12 on-street parking bays and two loading bay at any one-time, equivalent to 9 vehicles at 75% occupancy.	Alternative parking available within Ladybridge Road public car park (free of charge) with approximately 46 spaces. This is 170m walk from Ladybridge roundabout. 75% occupancy would provide capacity for displaced parking.	Weekday and weekend surveys required of village centre and car park to assess peak occupancy on A3 London Road and Ladybridge Road public car park.	Potential for overflow parking onto alternative parking locations. Alterations of existing TRO to provide for relocated loading bay. Full mitigation unlikely to be available if surveys show alternative capacity is not sufficient. Potential to use road plates to bring on-street parking back into use outside of working hours.

5.14.1.1. Within Purbook the following business fall outside of the road closure discussed in Table 5.6, and as such would be provided with road plating as per the FTMS and Access Note:

- Portsmouth Plumbing Supplies;
- The Co-operative Food (entry and exit);
- Happy Hearts Pre-School;
- Time 4 Nutrition;
- Motorwise; and
- The Woodman public house.

5.14.2. PUBLIC CAR PARK

5.14.2.1. There are no public car parks in this section.

5.15. SUB-SECTION 4.4 - A3 LONDON ROAD / LADYBRIDGE ROUNDABOUT TO PORTSDOWN HILL ROAD

5.15.1. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

Table 5.7 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
14 properties - 108 – 136 A3 London Road and 46 impacted properties between 46 – 106 A3 London Road	Driveway access with capacity for a maximum of approximately 3 cars per property for approximately 42 properties equating to a total of 126 spaces in driveways.	Lane closures. Each property to be impacted for approximately one week per circuit, during working hours only.	Possible temporary closure of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access. Temporary closures will only be required if construction utilises bus lane(s) rather than all-purpose lane. 5-10 properties impacted and displaced parking of approximately 14 vehicles at any one-time.	Park Road = approximately 8 on-street parking spaces for approximately 14 properties. Bushy Mead = approximately 5 on-street parking spaces with restriction of no waiting Monday Friday between 9am-5pm) and approximately 36 on street spaces without restrictions for 34 impacted properties. Surveys of Bushy Mead found an existing occupancy of 40% with approximate reserve capacity for 24 vehicles	No further surveys required	Negligible residual impacts due to the availability of alternatives.
Between 6 and 46 London Road **Approximately four properties are impacted on the west side of the carriageway on A3 London Road.** **Approximately 22 properties are impacted on the**	Driveway access with capacity for a maximum of approximately 3 cars per property for approximately 27 properties equating to approximately 81 spaces in driveways.	Shuttle working. Each property to be impacted for approximately one week per circuit, during working hours only.	Temporary closure of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access. 5-10 properties impacted and displaced parking of approximately 14 vehicles at any one-time.	Lily Avenue / Lansdowne Avenue / Geoffrey Avenue / Victoria Avenue = approximately 24 on-street parking spaces. Park Avenue and The Brow = approximately 13 on-street parking spaces. This can fully accommodate displaced parking.	No surveys required.	Negligible residual impacts thus no further mitigation required due to limited daytime demand, available alternatives and road-plating of driveway access outside of construction working hours.

eastern side of the carriageway.						
Four properties impacted between 1 – 6 A3 London Road	Driveway access with capacity for a maximum of approximately 3 cars per property for approximately 4 properties equating to approximately 12 spaces in driveways.	Shuttle working. Each property to be impacted for approximately one week per circuit, during working hours only.	Temporary closure of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access 5-10 properties impacted and displaced parking of approximately 8 vehicles at any one-time.	Oakhurst Gardens = approximately 5 on-street parking spaces for four properties. This can accommodate displaced parking.	No surveys required.	Negligible residual impacts thus no further mitigation required due to limited daytime demand, available alternatives and road-plating of driveway access outside of construction working hours.

Table 5.8 – Business Properties and Associated Parking

Business / Area Impacted	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
The following business properties will be impacted directly south of Ladybridge roundabout: **Milton Glass** **The Village Bakery and Café** **3D Beauty Salon** **1st Quay Fish and Chips**	Off-carriageway car-park with capacity for 10 vehicles plus off-carriageway parking for 3 vehicles.	Shuttle working. Each property to be impacted for approximately one week per circuit.	Temporary closure of car park and all off-carriageway car park during construction, equivalent to 10 vehicles at 75% occupancy.	Alternative parking available within Ladybridge Road public car park (free of charge) with approximately 46 spaces. This is 170m walk from Ladybridge roundabout. 75% occupancy will cater for displaced parking if completed independently to works north of Ladybridge Roundabout. Capacity may not be available if construction also extends to northern side of Ladybridge roundabout.	Weekday and weekend surveys required of village centre and car park to assess peak occupancy on A3 London Road and public car park.	Potential for overflow parking onto alternative parking locations. Potential to use road plates to provide access to car-park during construction working hours.
Four local businesses on A3 London Road	Nine designated off-carriageway bays, including one	Lane closure.	Possible temporary suspension all of parking for approximately one	On-street alternative parking available on Bushy Mead for 5 vehicles. Will require temporary	Weekday surveys required of business parking on London	Potential for overflow parking onto alternative parking locations. May require

immediately north of Bushy Mead: **Purbrook Veterinary Practice** **Widley Cottage Chinese Take-away** **Manhatten Cakes Bakery** **The Co-operative Funeral Care Funeral Directors**	designated accessible bay (business customer parking only).	Each property to be impacted for approximately one week per circuit.	week during construction. Temporary suspension will only be required if constructer utilises bus lane(s) rather than all-purpose lane. Equivalent to 7 vehicles at 75% occupancy.	suspension of existing TRO on Bushy Mead (no waiting 9am-5pm Mon-Fri).	Road and weekday surveys of Bushy Mead.	temporary suspension of TRO on western end of Bushy Mead to increase available car parking capacity.
Two local businesses on A3 London Road immediately south of Bushy Mead **L.A. Barbers barbershop** **Enchanted Endeavours Tattoo Parlour**	Four designated off-carriageway bays (business customer parking only).	Lane closure. Each property to be impacted for approximately one week per circuit.	Possible temporary suspension of all parking for approximately one week during construction. Temporary suspension will only be required if constructer utilises bus lane(s) rather than all-purpose lane. Equivalent to 3 vehicles at 75% occupancy.	On-street alternative parking available on Bushy Mead for 5 vehicles. Temporary suspension of existing TRO on Bushy Mead (No waiting 9am-5pm Mon-Fri) to accommodate displaced parking.	Weekday surveys required of business parking on London Road and weekday surveys of Bushy Mead	Potential for overflow parking onto alternative parking locations. May require temporary suspension of TRO on western end of Bushy Mead to increase available car parking capacity.
Hampshire Rose Public House	Car park with approximately 25 spaces.	Possible joint bay location. Approximately one month per joint bay.	Temporary suspension of car parking, equivalent to 19 vehicles at 75% occupancy.	Park Avenue = approximately 8 on-street parking spaces available.	Surveys required on Friday / Saturday on both the Public House Car Park and Park Avenue to existing occupancy levels.	Potential for overflow parking onto alternative parking locations. Full mitigation unlikely to be available if surveys show alternative capacity is not sufficient – displaced parking likely to be spread further form car park.

5.15.2. PUBLIC CAR PARK

5.15.2.1. There are no public car parks in this section.

5.16. SUB-SECTION 4.5 – B2177 PORTSDOWN HILL ROAD

5.16.1. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

Table 5.9 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
2 properties impacted on B2177 Portsdown Hill Road	Driveway access with capacity for a maximum of approximately 3 cars per property for 2 properties equating to approximately 6 spaces in driveways.	**Shuttle working.** Each property to be impacted for approximately one week per circuit, during working hours only.	Temporary closure of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access. 2 properties impacted and displaced parking of approximately 3 vehicles at any one-time.	Hilltop Crescent = approximately 6 on street parking spaces. Portsdown Hill Car park = approximately 7 spaces. This can accommodate displaced parking	No surveys required.	Negligible residual impacts,

5.16.2. BUSINESS PROPERTIES AND ASSOCIATED PARKING

5.16.2.1. There are no public car parks in this section.

5.16.3. PUBLIC CAR PARK

Table 5.10 – Public Car Park

Public Car Park Impacted	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Portsdown Hill Car Park	Public car park with capacity for approximately 30 vehicles (informal parking).	Temporary partial closure of car park during construction, with possible full closure required when construction of Onshore Cable Route is entering / exiting the car park. Impact for approximately one week per circuit.	Temporary loss of public parking provisions at Portsdown Hill Car Park during construction, equivalent to 23 vehicles at 75% occupancy.	Portsdown Hill Viewpoint and Widley Walk car parks have capacity for approximately 80 vehicles. At 75% occupancy, this would cater for displaced parking.	No surveys required.	Negligible residual impacts.

5.17. SECTION 5 –FARLINGTON

5.17.1.1. The Onshore Cable Corridor within Section 5 contains the following highway links:

- Sub-Section 5.1 – Farlington Avenue between Portsdown Hill Road and Sea View Road;
- Sub-Section 5.2 - Farlington Avenue between Sea View Road and Havant Road;
- Sub-Section 5.3 - Evelegh Road;

- Sub-Section 5.4 – crossing of Havant Road into Farlington Avenue or Portsmouth Water land; and
- Sub-Section 5.5 – Havant Road and A2030 Eastern Road between Farlington Avenue and Fitzherbert Road.

5.17.1.2. A summary of residential, business and public parking impacted by construction of the Onshore Cable Route is provided below.

5.17.1.3. Full details of alternative parking locations for section 5.1,5.2, 5.3, 5.4,5.5 and 6, can be found in Appendix 5.

5.18. SUB-SECTION 5.1 – FARLINGTON AVENUE BETWEEN PORTSDOWN HILL ROAD AND SEA VIEW ROAD

Table 5.11 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Approximately 39 properties between 31 – 100 Farlington Avenue	On-street parking and some driveway access with capacity for approximately 1-2 cars per property for nine properties equating to approximately 18 spaces in driveways.	Shuttle working. Each property to be impacted for approximately one week per circuit, during working hours only.	Temporary suspension of approximately 140 total on-street parking bays during construction. Temporary closure of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access. Impact on up to 10-15 properties and displaced parking of approximately 14 vehicles at any one-time.	Moortown Avenue = approximately 13 on-street parking spaces for 11 properties. Birkdale Avenue = approximately 20 spaces for the eight properties. Burnham Road = approximately 7 on-street parking spaces for 11 impacted properties. Blake Road = approximately 2 on-street parking spaces for six properties. Parking surveys were undertaken in October 2019 on Seaview Road, Portsdown Avenue, Solent Road, Evelegh Road and St Hellens Road. Occupancy was found to be an average of 53%, which suggests these roads have sufficient capacity to accommodate displaced vehicles.	No further surveys required.	Negligible residual impacts.

5.18.1. BUSINESS PROPERTIES AND ASSOCIATED PARKING

5.18.1.1. No affected business properties within this section.

5.18.2. PUBLIC CAR PARKS

There are no public car parks within this section.

5.19. SUB-SECTION 5.2 FARLINGTON AVENUE BETWEEN SEA VIEW ROAD AND HAVANT ROAD

5.19.1.1. Alongside consideration given to residential, business and public car parking in this sub-section it should be noted that Solent Infant School is also on this link. Access and parking associated with the school is unlikely to be impacted during term time given the restrictions set out in paragraph 7.3.1.2. of the FTMS which prevent works in this location being undertaken during term time.

5.19.2. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

Table 5.12 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Approximately 34 properties on Farlington Avenue between 1-44	Driveway access with capacity for approximately 1-2 cars per property for 34 properties equating to 68 spaces in driveways.	Temporary road closure. Each property to be impacted for approximately one week per circuit, for entirety of construction period.	Temporary closure of vehicular access to driveway parking. Impact on up to 10-15 properties and displaced parking of approximately 14 vehicles at any one-time.	Blake Road = approximately 2 on-street parking spaces for seven properties. Evelegh Road approximately 5 on-street parking spaces. for 1 – 13 Farlington Avenue (west side of carriageway) and 2 – 32 Farlington Avenue (east side of carriageway). Parking surveys were undertaken in October 2019 on Seaview Road, Portsdown Avenue, Solent Road, Evelegh Road and St Hellens Road. Occupancy was found to be an average of 53%, which suggests these roads have sufficient capacity to accommodate displaced vehicles.	No further surveys required.	Negligible residual impacts.

5.19.3. BUSINESS PROPERTIES AND ASSOCIATED PARKING

5.19.3.1. No affected business properties within this section.

5.19.4. PUBLIC CAR PARKS

There are no public car parks within this section.

5.20. SUB-SECTION 5.3 - EVELEGH ROAD

5.20.1. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

Table 5.13 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts

Ten properties impacted on the southern side of the carriageway on Evelegh Road between numbers 2 – 18.	Driveway access with capacity for approximately 1-2 vehicles per property equating to approximately 20 spaces in driveways and on-street parking for approximately 13 vehicles.	Temporary road closure. Each property to be impacted for approximately one week per circuit, for entirety of construction period.	Temporary suspension of on-street parking. Temporary closure of vehicular access to driveway parking. Displaced parking of approximately 18 vehicles.	Evelegh Road, Galt Road and Grant Road have a combined capacity of 141 spaces. Overnight surveys undertaken on Evelegh Road, Galt Road and Grant Road have found an existing occupancy of 59%, suggesting reserve capacity for approximately 57 vehicles	No further surveys required.	Negligible residual impacts due to alternatives available

5.20.2. BUSINESS PROPERTIES AND ASSOCIATED PARKING

5.20.2.1. No affected business properties within this section.

5.20.3. PUBLIC CAR PARKS

5.20.3.1. There are no public car parks within this section.

5.21. SUB-SECTION 5.4 – CROSSING OF HAVANT ROAD INTO FARLINGTON AVENUE OR PORTSMOUTH WATER LAND

5.21.1.1. No residential, business or public parking provision is likely to be impacted by construction in this Section.

5.22. SUB-SECTION 5.5 – HAVANT ROAD AND A2030 EASTERN ROAD BETWEEN FARLINGTON AVENUE AND FITZHERBERT ROAD

5.22.1. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

Table 5.14 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Eight properties impacted on the northern side of the carriageway on Havant Road.	Driveway access with capacity of approximately 3 vehicles per property equating to approximately 24 spaces in driveways.	Temporary lane closure. Each property to be impacted for approximately one week per circuit, during working hours only.	Temporary closure of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access, during construction.	Solent Road = approximately 6 on-street parking spaces (restricted no waiting Monday-Friday 8am-5pm). Evelegh Road, Galt Road and Grant Road have a combined capacity of 141 spaces.	No further surveys required.	Negligible residual impacts due to alternatives available

			Displaced parking of approximately 11 vehicles.	Overnight surveys undertaken on Evelegh Road, Galt Road and Grant Road have found an existing occupancy of 59%, suggesting reserve capacity for approximately 57 vehicles		

5.22.2. BUSINESS PROPERTIES AND ASSOCIATED PARKING

5.22.2.1. No affected business properties within this section.

5.22.3. PUBLIC CAR PARKS

5.22.3.1. There are no public car parks within this section.

5.23. SECTION 6 – SAINSBURY'S CAR PARK

5.23.1.1. The Onshore Cable Corridor within Section 6 contains part of Fitzherbert Road, and the western section of Sainsbury's Car Park.

5.23.1.2. A summary of residential, business and public parking impacted by construction of the cable Onshore Cable Corridor is provided below.

5.23.2. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

5.23.2.1. No affected residential properties within this section.

5.23.3. BUSINESS PROPERTIES AND ASSOCIATED PARKING

Table 5.15 – Business Properties and Associated Parking

Business / Area Impacted	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Sainsbury's Farlington Car Park	Large car park of approximately 640 bays, approximately 76 of which are accessible.	Temporary partial closure of car park. Construction period 26 weeks.	Temporary partial closure of car park, with loss of bays to the western side of the car park, and possible temporary realignment of internal road in order to facilitate one-way movement only. 30-40 spaces to be lost at any-one time.	Alternatives to lost spaces in remainder of car park. 75% occupancy would cater for lost parking spaces during construction.	No further surveys required.	Negligible residual impacts, thus further mitigation required. As per the restrictions set out in paragraph 8.1.1.3 of the FTMS, construction in this Section will not be permitted in December, as to avoid peak shopping periods.

5.23.4. PUBLIC CAR PARKS

5.23.4.1. There are no public car parks within this section.

5.24. SECTION 7 –FARLINGTON JUNCTION TO AIRPORT SERVICE ROAD

5.24.1.1. The Onshore Cable Corridor within Section 7 is entirely off-carriageway, and for the most part comprises of the Horizontal Directional Drilling route between the mainland and Portsea Island.

5.24.1.2. A summary of residential, business and public parking impacted by construction of the Onshore Cable Route is provided below.

5.24.1.3. Full details of alternative parking locations for section 7 and 8.1, can be found in Appendix 6.

5.24.2. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

5.24.2.1. No affected residential properties within this section.

5.24.3. BUSINESS PROPERTIES AND ASSOCIATED PARKING

5.24.3.1. No affected business properties within this section.

5.24.4. PUBLIC CAR PARKS

Table 5.16 – Public Car Parks

Public Car Park Impacted	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Farlington Playing Fields Car Park	Public car park with approximate capacity for 150 vehicles in unmarked bays.	Appendix 25.5. Illustrative Phasing of Works at Example Public Open Spaces of the ES (Examination Library Reference: 473) states "use of the small proportion of the car park for installing the ducts for one circuit and HDD4 Railway Crossing taking place during April 2022 lasting approximately 2 weeks".	Temporary partial closure of northern part of car park, with loss of approximately 15 spaces. Equivalent to 12 vehicles at 75% occupancy.	Remainder of Farlington Playing Fields Car Park provides spaces for approximately 100 vehicles, equivalent to 75 spaces at 75% occupancy. This would be sufficient to cater for displaced demand.	Weekend surveys required to confirm occupancy at Farlington Playing Fields Car Park.	Potential for overflow parking onto alternative parking locations. Full mitigation unlikely to be available if surveys show alternative capacity is not sufficient – displaced parking likely to be spread further from car park.

5.25. SECTION 8 –EASTERN ROAD (ADJACENT TO GREAT SALTERNS GOLF COURSE) TO MOORINGS WAY

5.25.1.1. The Onshore Cable Corridor within Section 8 contains the following highway links:

- Sub-Section 8.1 – A2030 Eastern Road between the junction with Airport Service Road and the junction with Tangier Road;
- Sub-Section 8.2 – A2030 Eastern Road between the junction Tangier Road and the junction with Eastern Avenue; and
- Sub-Section 8.3 – Eastern Avenue.

5.25.1.2. A summary of residential, business and public parking impacted by construction of the Onshore Cable Route is provided below. Full details of alternative parking locations for section 8.2, 9 and 10, can be found in Appendix 7.

5.26. SUB-SECTION 8.1 – A2030 EASTERN ROAD BETWEEN THE JUNCTION WITH AIRPORT SERVICE ROAD AND TANGIER ROAD

5.26.1. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

5.26.1.1. No affected residential properties within this section.

5.26.2. BUSINESS PROPERTIES AND ASSOCIATED PARKING

5.26.2.1. No affected business properties within this section.

5.26.3. PUBLIC CAR PARK

Table 5.17 – Public Car Parks

Public Car Park Impacted	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Langstone Harbour Viewing Car Park	Public car park which can accommodate approximately 20 vehicles in unmarked bays.	Temporary suspension of access to car park during construction. This access will only be impacted by the installation of one circuit, and for approximately one week.	Temporary suspension of access may be required during construction on the southbound carriageway, although where possible access will be maintained by road plating of the access. Equivalent to 15 vehicles at 75% occupancy.	No alternative available.	Surveys required to assess occupancy of the car park during weekday and weekend period.	Parking unavailable during construction (one week).

5.27. SUB-SECTION 8.2 - A2030 EASTERN ROAD BETWEEN TANGIER ROAD AND EASTERN AVENUE

5.27.1.1. No residential, business or public parking provision is likely to be impacted by construction in this Section.

5.28. SUB-SECTION 8.3 - EASTERN AVENUE

5.28.1. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

Table 5.18 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
19 properties impacted, 1-9 and 35 – 45 Eastern Avenue	Mainly on-street parking with some driveway accesses with capacity for a maximum capacity of 1-2 vehicles per property for five properties equating to 10 spaces in driveways.	Temporary road closure. Each property to be impacted for approximately one week per circuit, for entirety of construction period.	Temporary suspension of on-street parking. Up to 15 on-street spaces impacted at any one-time. Temporary closure of vehicular access to driveway parking. Displaced parking of approximately 17 vehicles.	Shore Avenue, Moorings Way and Salterns Avenue = approximately 156 on-street parking spaces. Parking surveys showed a reserve capacity for 70 vehicles. This can fully accommodate displaced vehicles	No further surveys required.	Negligible residual impacts due to available alternatives.

5.28.2. BUSINESS PROPERTIES AND ASSOCIATED PARKING

5.28.2.1. No affected business properties within this section.

5.28.3. PUBLIC CAR PARK

5.28.3.1. There are no public car parks within this section.

5.29. SECTION 9 –MOORINGS WAY TO BRANSBURY ROAD

5.29.1.1. The Onshore Cable Corridor within Section 9 contains the following highway links:

- **Sub-Section 9.1** – Moorings Way:
  - **Sub-section 9.11** - Moorings Way between Eastern Avenue and Goodwit Road;
  - **Sub-section 9.12** – Moorings Way between Goodwit Road and the Moorings Way to Furze Lane Bus Link;
- **Sub-Section 9.2 and 9.3**– Other Roads to Bransbury Park:
  - **Sub-section 9.21** – Locksway Road;
  - **Sub-section 9.22** – Longshore Way;
  - **Sub-section 9.31** – Kingsley Road; and
  - **Sub-section 9.32** - Yeo Court.

A summary of residential, business and public parking impacted by construction of the Onshore Cable Route is provided below.

5.30. SUB-SECTION 9.1 – MOORINGS WAY

5.30.1. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

Table 5.19 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
11 properties on the southern side of the carriageway, and five on the northern side between 78 – 110 Moorings Way	Driveway access with capacity for approximately 1-2 vehicles per property for 16 properties equating to approximately 32 spaces on	Shuttle working. Properties impacted for approximately one week per circuit, during working hours only.	Temporary suspension of approximately 50 on-street parking during construction. Temporary closure of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access, during construction.	Mariners Walk / The Haven = approximately 6 on-street parking spaces for 11 properties. Godwit Road = approximately 27 on-street parking spaces for five properties.	No surveys required.	Negligible residual impacts, thus no further mitigation required due to limited daytime demand, available alternatives and road-plating of driveway access outside of construction working hours.

	driveways and on-street parking.		5-10 properties impacted and displaced parking of approximately 9 vehicles at any one-time.	This is able to fully accommodate displaced parking		
Approximately 50 properties between 112 – 212 Moorings Way	Driveway access with capacity for approximately 1-2 vehicles per property for 50 properties equating to approximately 100 spaces on driveways and on-street parking.	Shuttle working. Properties impacted for approximately one week per circuit, during working hours only.	Temporary suspension of approximately 50 on-street parking during construction. Temporary closure of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access, during construction. 5-10 properties impacted at any one-time. Displaced parking of approximately 9 vehicles.	Parking is available approximately 17 on-street parking spaces on the northern side of the carriageway on Moorings Way, which is expected to be sufficient to accommodate the 100m or so impacted at any one-time during construction. This is able to fully accommodate displaced parking.	No surveys required.	Negligible residual impacts, thus no further mitigation required due to limited daytime demand, available alternatives and road-plating of driveway access outside of construction working hours.

5.30.2. BUSINESS PROPERTIES AND ASSOCIATED PARKING

5.30.2.1. No affected business properties within this section.

5.30.3. PUBLIC CAR PARK

5.30.3.1. There are no public car parks within this section.

5.32. SUB-SECTION 9.2 AND 9.3 – OTHER ROADS TO BRANSBURY PARK

5.32.1. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

Table 5.20 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
13 properties impacted between 1 – 13 Longshore Way,	Driveway access and on-street parking providing capacity for up to 20 vehicles.	Shuttle working. Properties impacted for approximately one week per circuit, during working hours only.	Temporary suspension of 10 on-street parking spaces at any one time during construction. Temporary closure of vehicular access to driveway parking during working hours, except for emergency / vulnerable persons' access, during construction, equivalent to 8 vehicles at 75% occupancy.	Locksway Road / Longshore Way has existing capacity for approximately 235 vehicles Parking surveys of these roads showed a reserve capacity for 57 vehicles This can fully accommodate displaced parking.	No further surveys required.	Negligible residual impacts due to existing reserve capacity
Approximately 24 properties impacted, between 148 – 190 Kingsley Road	On-street parking providing capacity for us to 25 vehicles, plus parking court with capacity for approximately 14 vehicles.	Shuttle working Properties impacted for approximately one week per circuit, during working hours only.	Temporary suspension of up to 17 on-street parking spaces at any one time during construction, equivalent to 13 vehicles at 75% occupancy. Access to the parking court to be retained through road plating.	Tideway Gardens = approximately 38 on-street spaces. Parking surveys showed a reserve capacity for 21 vehicles. Kingsley Road = approximately 233 on-street parking spaces. Parking surveys showed a reserve capacity 59 vehicles This can fully accommodate displaced parking	No further surveys required.	Negligible residual impacts due to existing reserve capacity.
Five properties to be impacted between 2 – 10 Yeo Court	On-street parking for up to 7 vehicles.	Temporary road closure. Each property to be impacted for approximately one week per circuit, for entirety of construction period.	Temporary suspension of on-street parking during construction, equivalent to 6 vehicles at 75% occupancy.	Tideway Gardens = approximately 38 on-street spaces. Parking surveys a reserve capacity for 21 vehicles.	No further surveys required.	Negligible residual impacts due to existing reserve capacity.

				Kingsley Road = approximately 233 on-street parking spaces. Parking surveys showed areserve capacity for 59 vehicles.. This can fully accommodate displaced parking		
All of Locksway Road (during cable drum deliveries)	On-street parking with capacity for approximately 216 vehicles including disabled bays	Temporary TRO required for the suspension of on-street parking on one-side of the carriageway to allow for delivery of cable drums to Joint Bay locations. Temporary suspension of approximately 20 spaces will be required for approximately six days construction working hours.	Temporary suspension of on-street parking for a maximum of 20 spaces.	Parking surveys showed an existing reserve capacity in the Eastney area (as described in Section 5.2 of this report) for 233 vehicles.	No further surveys required.	Negligible residual impacts due to existing reserve capacity.
All of Kingsley Road (during cable drum deliveries)	On-street parking with capacity for approximately 233 vehicles including disabled bays	Temporary TRO required for the suspension of on-street parking on one-side of carriageway to allow for delivery of cable drums to Joint Bay locations. Temporary suspension of approximately 70 spaces will be required for approximately six days during construction working hours.	Temporary suspension of on-carriageway parking for a maximum of 70 spaces.	Parking surveys showed an existing reserve capacity in the Eastney area (as described in Section 5.2 of this report) for 233 vehicles.	No further surveys required.	Negligible residual impacts due to existing reserve capacity.

5.32.3. BUSINESS PROPERTIES AND ASSOCIATED PARKING

Table 5.21 – Business Properties and Associated Parking

Business / Area Impacted	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Thatched House Public House Car Park.	Public car park comprising approximately 45 spaces.	Horizontal Directional Drilling / joint bay location. Construction period 12 weeks.	Temporary closure of car park for 12 weeks for Horizontal Directional Drilling and 4 weeks per Joint Bay, equivalent to 34 vehicles at 75% occupancy.	Longshore Way = approximately5 on-street parking spaces	Friday night / weekend parking occupancy survey required to assess on-street parking demand and capacity at the Car Park for Thatched House Public House.	Potential for overflow parking onto alternative parking locations. Full mitigation unlikely to be available if surveys show alternative capacity is not sufficient – displaced parking likely to be spread further form car park.

5.32.4. PUBLIC CAR PARK

Table 5.22 – Public Car Parks

Public Car Park Impacted	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Bransbury Park Car Park	Public car park comprising approximately 40 spaces, two of which are accessible bays.	Joint bay location. Approximately one month per joint bay.	Temporary closure of car park. Equivalent to 30 vehicles at 75% occupancy.	Henderson Road and Bransbury Road = 30 on-street parking spaces.	Weekend survey required to assess occupancy of Bransbury Road car park plus overnight surveys of Bransbury Road / Henderson Road.	Potential for overflow parking onto alternative parking locations. Full mitigation unlikely to be available if surveys show alternative capacity is not sufficient – displaced parking likely to be spread further form car park.

5.33. SECTION 10 –EASTNEY (LANDFALL)

5.33.1.1. The Onshore Cable Corridor within Section 10 contains the following highway links:

- **Sub-section 10.1** Henderson Road – between the junction with Bransbury Road and the junction with Fort Cumberland Road; and
- **Sub-section 10.2** Fort Cumberland Road – between the junction with Henderson Road and the junction with Lumsden Road.

5.33.1.2. A summary of residential, business and public parking impacted by construction of the Onshore Cable Route is provided below.

5.34. SUB-SECTION 10.1 – HENDERSON ROAD

5.34.1.1. No residential or business parking or public car parks are to be directly impacted in this Section.

5.35. SUB-SECTION 10.2 – FORT CUMBERLAND ROAD

5.35.1. RESIDENTIAL PROPERTIES AND ASSOCIATED PARKING

Table 5.23 – Residential Properties and Associated Parking

Impacted Properties	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
16 properties impacted on the northern side of the carriageway between 9 – 39 Fort Cumberland Road.	On-street parking with capacity for up to 24 cars plus laybys with capacity for up to 8 vehicles and accesses into off-carriageway parking areas.	Shuttle working. Properties impacted for approximately one week per circuit, during working hours only.	Temporary suspension of up to 17 on-street parking spaces at any one-time during construction. Access to off-carriageway parking to be plated outside of working hours. Equivalent to 13 spaces at 75% occupancy.	Parking surveys showed an existing reserve capacity on Ferry Road for 25 spaces. This can fully accommodate displaced parking	No further surveys required.	Negligible residual impacts due to existing reserve capacity.

5.35.3. BUSINESS PROPERTIES AND ASSOCIATED PARKING

5.35.3.1. No affected business properties within this section.

5.35.4. PUBLIC CAR PARK

Table 5.24 – Public Car Park

Public Car Park Impacted	Existing Provision	Traffic Management Proposals and Duration of Impacts	Impact of Construction Works	Alternatives Available	Parking Surveys Required	Residual Impacts
Fort Cumberland Car Park	Large public car park with space for approximately 100 vehicles in unmarked bays.	Temporary full closure to facilitate construction of landfall and associated buildings. 44 weeks duration.	Loss of public car parking at Fort Cumberland Car Park, equivalent to 75 vehicles at 75% occupancy.	Ferry Road, Fort Cumberland Road, Gibraltar Road, Lumsden Road and Finch Road = approximately 30 on-street parking spaces.	Occupancy survey undertaken in August 2019 which showed maximum occupancy of 25% of Fort Cumberland Car Park. Occupancy surveys completed over the August Bank Holiday weekend (29 August to 31 August 2020). These showed that the car park reached 44% capacity on the Saturday, 90% on the Sunday and 69% on the Bank Holiday Monday	Potential for overflow parking onto alternative parking locations

6. COMMUNICATION OBJECTIVES

6.1.1.1. Throughout the construction period, the Applicant will endeavour to ensure that local residents, businesses and other stakeholders are fully informed of the works being undertaken.

6.1.1.2. To ensure this, a number of Communication Objectives have been established for the construction of the Onshore Cable Route, which are listed below. These are the guiding principles that all communications activities covered within this report will follow, and are an evolution of the principles adhered to during the planning stages of the project:

- Be clear, timely, meaningful, open, honest, consistent, and accountable;
- Promote and raise awareness of the construction period and the methods for contacting the project team;
- Ensure transparency by providing access to technical information related to construction, where required;
- Use plain language;
- Be equally accessible to all;
- Continue to review the communication strategy set out in Section 8 against any change in general situation e.g. Covid-19, etc
- Encourage and support good two-way communication and engagement with all audiences; and
- Use best practice engagement methods.

6.1.1.3. The communications methods will be assessed to ensure they meet the objectives and are effective.

7. STAKEHOLDER OVERVIEW

7.1.1.1. The Applicant is committed to engaging with a wide range of local stakeholders throughout the construction process of the Proposed Development. Appropriate stakeholder engagement will be critical in ensuring that the objectives set out in Section 6 will be met.

7.1.1.2. Clear, concise, consistent and regular dialogue with stakeholders will ensure that accurate information is disseminated to the communities that they represent which, combined with the suggested activities set out in section 9, will ensure that the wider public are well informed of the construction programme.

7.1.1.3. Stakeholders identified include directly affected Local Planning Authorities and Parish Councils, bodies identified as Statutory Consultees (e.g. Highways England, Natural England, Environment Agency, emergency services), residents associations, community groups, recreational users and businesses.

7.1.1.4. A list of stakeholders currently identified is included in Appendix 8 and could be amended, if required, if there is a change in circumstances.

8. COMMUNICATION CHALLENGES AND THEIR MITIGATION

8.1.1.1. It is important to identify any known barriers to engagement that may affect the successful implementation of this Communication Strategy.

8.1.1.2. A full communication and mitigation plan can only be developed, post consent, once a final construction programme is available. This is because communication will be tailored and targeted against a number of factors including timings e.g. school holidays, impacts on road closure and mitigation e.g. diversion routes.

8.1.1.3. Table 8.1 highlights the key challenges that could arise during the communication and collaboration process for the construction of the Proposed Development. It also sets out, where necessary, potential mitigation strategies to be considered.

Table 8.1 - Summary of Challenges and Mitigation

Challenges	Mitigation
Consultation/communication fatigue among the local community and stakeholders	• Creation of clear and concise messaging and materials to avoid confusion with other construction works associated with the Proposed Development / or communications from other projects.
Alterations to locations / timing of planned works	• 10 days' advance notice to be given for all construction works, with further updates should works be delayed.
Potential confrontation between local community and contractors	• Ensure contractors are appropriately trained in conflict management to peacefully resolve any potential situations that may arise.

	• A dedicated freephone will be established for the construction phase to deal with all queries.
Construction coinciding with local/regional events	• The Applicant will engage with the relevant event organiser(s) to discuss potential mitigation measures specific to the event(s) once contractors are appointed and the construction programme confirmed.
Engaging with hard-to-reach groups and passing users of areas impacted (e.g. cycling groups, ramblers' groups and recreational users) including where relevant, the appropriate Local Authority or Parish Council representing users.	• Signage to be erected at construction locations to provide notice to passing users with details of forthcoming/ongoing works (e.g. timings, length and working hours). • Community relation induction to be given to contractors/ site staff, prior to works commencing. • Hard to reach groups identified through stakeholder mapping and communication plan on a case by case basis. • Using various communication methods required followings stakeholder mapping e.g braille.
Local community posing detailed questions regarding the project to contractors	• All contractors to be provided with business cards with contact details of the project team and local residents

	advised to direct their query through these channels.

9. WORKING PLAN

9.1.1.1. This working plan outlines the high-level timeline and nature of communications activities to be undertaken at all stages of the construction of the Onshore Cable Route.

9.1.2. ACTIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION

9.1.2.1. All letters and notices will include the following communication methods consisting of a dedicated email address, freephone number and freepost address to enable local residents, businesses and other stakeholders to contact the relevant members of the project team during the construction phase to ask questions and report any potential issues. These will be monitored during office working hours (Mon-Fri, 9.00am – 5.30pm and can be amended in line with the changes in working hours), with all incoming communications systematically logged and responded to accordingly.

9.1.2.2. The project website will be updated to create a dedicated 'Construction' section, which will provide information on forthcoming and current works, together with a set of construction focused FAQs and contact details for the project team.

9.1.2.3. The 'Construction' section of the website will also allow individuals/organisations to register for email updates that are specific to certain geographical areas where construction works are taking place (e.g. Eastney, Milton, Farlington Avenue, A3 London Road, Lovedean).

9.1.2.4. Queries from members of the public will be answered using construction FAQs where possible, with input sourced from relevant project team members where required.

9.1.2.5. Two weeks prior to the commencement of construction on any element of the Onshore Cable Route, letters and emails will be issued to the following to inform them of the forthcoming works and advertise the relevant section of the project website where information on all future works will be provided:

- Homes and businesses listed within Section 5 of this document for the relevant section of the Onshore Cable Corridor (1-10);
- Individuals/organisations who provided their feedback and / or registered for updates during pre-application consultation; and
- Identified stakeholders.

9.1.3. ONGOING ACTIONS DURING CONSTRUCTION

9.1.3.1. To ensure local residents, businesses and other stakeholders are kept up to date, the 'Construction' section of the website will continually be updated with revised information on current and forthcoming construction works as construction progresses.

9.1.3.2. As outlined in section 4 and 5 of this document, during the construction of the Onshore Cable Route, vehicular access to properties may be temporarily restricted. Details with regard to the identification of vulnerable persons along the Onshore Cable Corridor will be outlined in the Construction Environment Management Plan (which will be produced post consent in accordance with requirement 17 of the DCO (Examination Library Reference: APP-019). Prior to the start of construction, letters will be sent out to the relevant parties who will be affected by the proposed works. Residents identifying as vulnerable will be encouraged to get in contact with the contractors via the dedicated email address, freephone number and freepost address. This will enable any concerns raised to be dealt with in a timely manner and communicated with the relevant parties in advance of works commencing.

9.1.3.3. Prior to the commencement of certain construction activities (e.g. delivery of Converter Station transformers, HDD works at the Landfall and Farlington Playing Fields), email updates will be sent to local community representatives e.g. Parish Clerks, Residents Associations and Ward Members and those who have registered their interest in construction updates for the relevant geographical area to inform them of and provide further information on forthcoming works.

9.1.3.4. To ensure the continuous flow of accurate information, separate monthly/bi-monthly Community Update Newsletters will be produced for the relevant Sections (1- 10) of the Onshore Cable Corridor that is being progressed. The distribution area for the Community Update Newsletter will be reviewed post-consent, subject to the final construction programme and appointment of contractors.

9.1.3.5. Each newsletter will include information on the progress of works for the Converter Station, Cable Route and Landfall (where geographically appropriate), such as recent works completions, ongoing and forthcoming works and FAQs, and will be distributed to relevant stakeholders and those who have registered for updates relating to specific elements/locations of the project.

9.1.3.6. The Applicant will endeavour to respond to all construction enquires within 5 working days. Where enquires are of a technical nature not relating to construction, the Applicant will endeavour to provide a response within 10 working days of receipt.

9.1.3.7. Any other queries received by the Applicant (relating to media, legal and complaints) will also be responded to within [10] working days. A template of the escalation procedure and guidance note, which will be reviewed post-consent as part of the Stakeholder Mapping Process can be found at Appendix 10.

9.1.3.8. In all cases enquires will be immediately assessed and escalated accordingly which could entail immediate mitigation and the contact centre will have access to the mobile numbers for all active gang leaders. At times of additional out of hours work it may be necessary to have an emergency option on the phoneline which will put the caller straight through to an individual. If any urgent enquiries are received regarding ongoing construction, the Applicant will endeavour to respond within 24 hours where practicable. If urgent enquires are received on the weekend or a bank holiday, an out of hours number will be provided either as a pre-recorded message (if a call is made to the dedicated telephone number) or within the email acknowledgment (if the query is submitted via email).

10. EVALUATION

10.1.1.1. In order to evaluate the Communications Strategy outlined in sections 6-10 of this document against the Communications Objectives established in section 6, the Applicant will regularly review a number of metrics, including:

- Enquiries received via email / freephone / freepost;
- Visits to the 'Construction' section of the project website;
- Enrolments through 'Register for Updates' website form; and
- Readership of monthly/bi-monthly Community Update Newsletter.

10.1.1.2. Any amendments made to the Communications Strategy to further improve the way that the Applicant communicates with the public and stakeholders will be outlined on the dedicated project website, and the monthly/bi-monthly Community Update Newsletter.

APPENDICES

Appendix 1 – Section 1, 2 and 3

N

SECTION 1
No parking impacts

SECTION 2
No parking impacts

SECTION 3

Temporary TRO required on Mill Road to faciltate cable drum delivery

Hillcrest Children's Care Home
On-site Car Park

Chesters Lodge
Harwood House
Rushmere Lane
95 Sawyer's Hill
Harrowgate Lane
Pitthill Farm
Mill View Farm
91 Well Hill
Rookwood Farm
Kimberley House
Broadway Farm House
Day Lane
The Old Farmhouse
Little Denmead Farm
Denmead Farm
Kidmore Lane
White Horse Lane
Edneys Lane
Broadways
Lovedean
Anthill Common
Pyles Farm
Tanner's Lane
Denmead
Merritt's Farm
Shrover Farm
Anmore Lane
Inhams Lane
Forest Road
Bunkers Hill
Mill Road
Anmore Road
Clarendon Farm
Anmore
Soake Road
Hart Plain
B2150
Soake

0 0.175 0.35 0.7 Km

Key

- Alternative Parking Locations within 400m (5 minute walk)
- Section Breaks
- Residential Properties
- Business Properties
- Order Limits

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 020 7314 5000
wsp.com

PROJECT:

AQUIND Interconnector

TITLE:

Section 1, 2 and 3
Appendix 1

Appendix 2 – Section 4.1

Hambledon Parade (12 businesses)
On-street parking

Three properties on
B2150 Hambledon Road
Driveway accesses

Billy's Lake open space car park
Southdown View (Havant Borough Council)
Approximately 20 spaces

11 houses on Southdown View
Mainly driveway access with very limited on-road parking

16 properties on Hambledon Road spur
Mainly driveway access with very limited on-road parking

Temporary suspension of existing TROs
required to mitigate displaced parking

SECTION 4.1

Sickle Way Car Park
24 spaces

92 – 130 B2150 Hambledon Road
Mainly driveway access with very limited on-road parking

Key

- Business Properties
- Residential Properties
- Alternative Parking Locations within 400m (5 minute walk)
- Section Breaks
- Public Car Park
- Order Limits

0 0.075 0.15 0.3 Km

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 020 7314 5000
wsp.com

PROJECT:

AQUIND Interconnector

TITLE:

Section 4.1
Appendix 2

Appendix 3 – Section 4.2 and 4.3

N

SECTION 4.2
No parking impacts

100 – 208 A3 London Road
Driveway accesses

1 – 35 A3 London Road
Driveway accesses and on-footway parking

Temporary suspension of existing TRO
required to mitigate displaced parking

50-72a London Road
On-street parking
(resident permit holders only)

24 - 30 London Road
On-street parking

Purbrook Local Centre
(15 businesses)
On-street parking bays

62 – 100 A3 London Road
Driveway accesses

7, 48, 50 and 55 A3 London Road
Single driveway access for one property

Temporary suspension of existing TRO
required to mitigate displaced parking

Ladybridge Road Car Park
46 spaces

SECTION 4.3

Key

- Alternative Parking Locations within 400m (5 minute walk)
- Section Breaks
- Residential Properties
- Business Properties
- Order Limits
- Row Breaks

0 0.125 0.25 0.5 Km

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 020 7314 5000
wsp.com

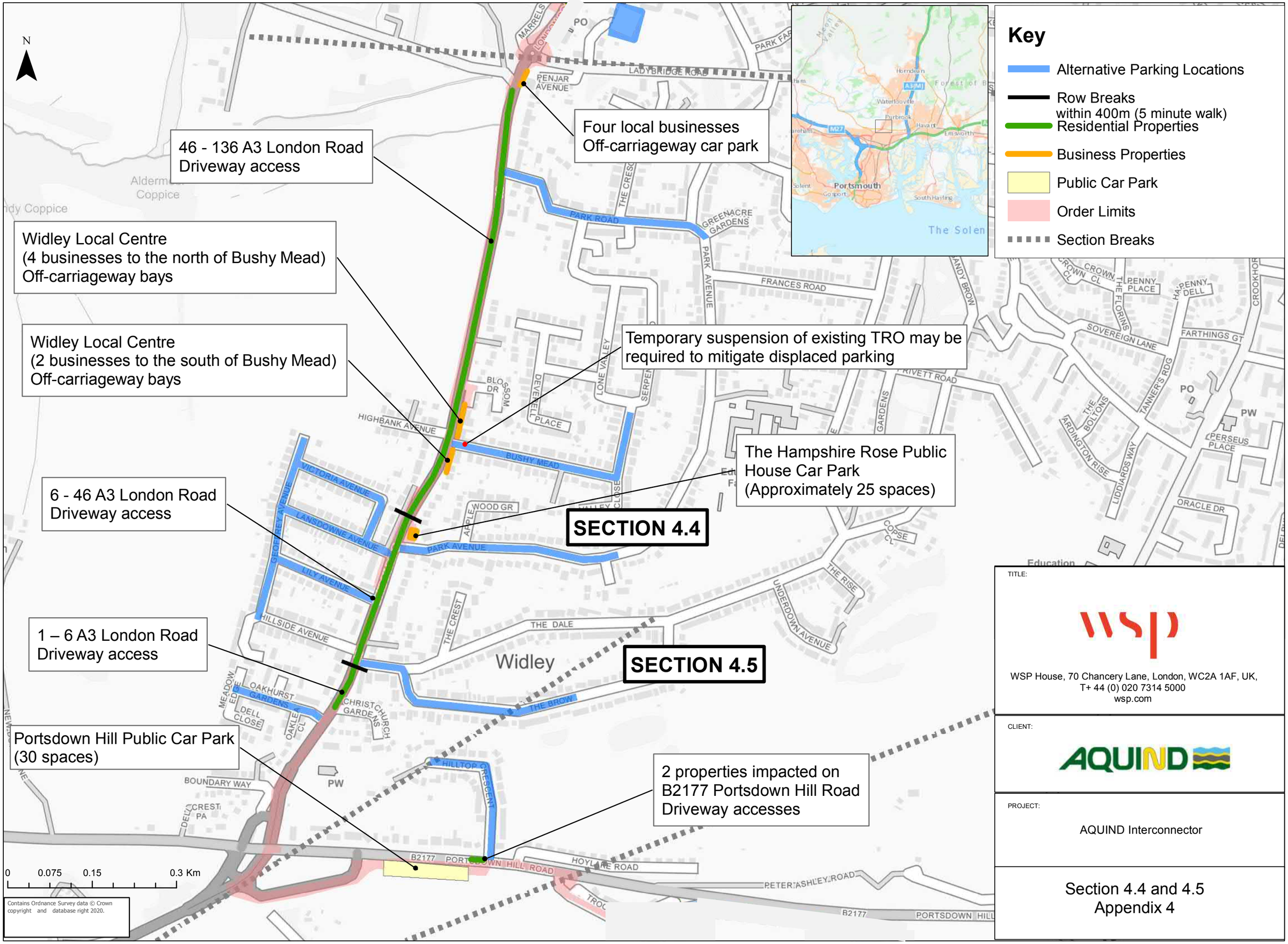
PROJECT:

AQUIND Interconnector

TITLE:

Section 4.2 and Section 4.3
Appendix 3

Appendix 4 – Section 4.4 and 4.5



TITLE:

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 020 7314 5000
wsp.com

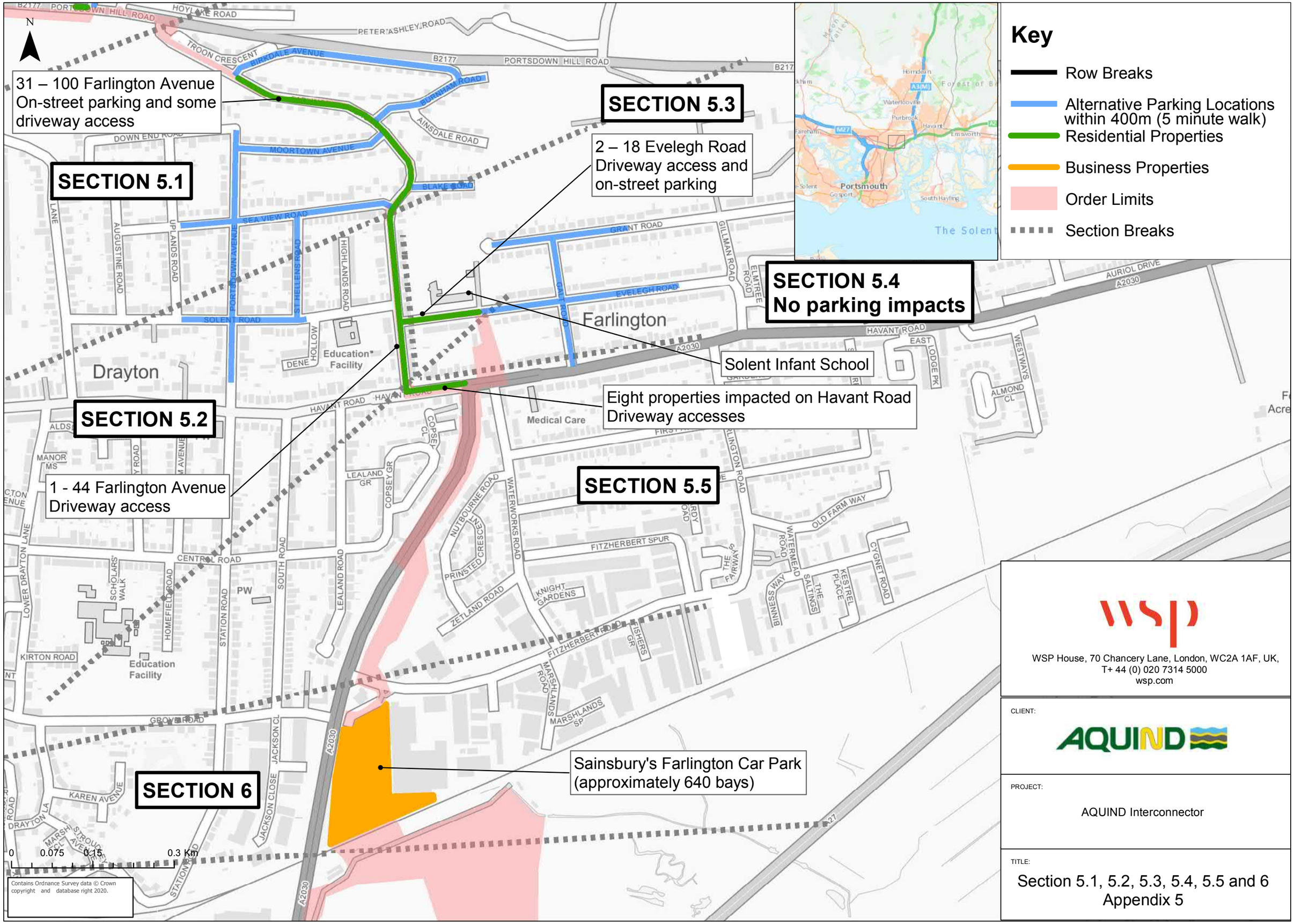
CLIENT:

PROJECT:

AQUIND Interconnector

Section 4.4 and 4.5
Appendix 4

Appendix 5 – Section 5.1, 5.2, 5.3, 5.4, 5.5 and 6



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
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wsp.com

CLIENT:

AQUIND

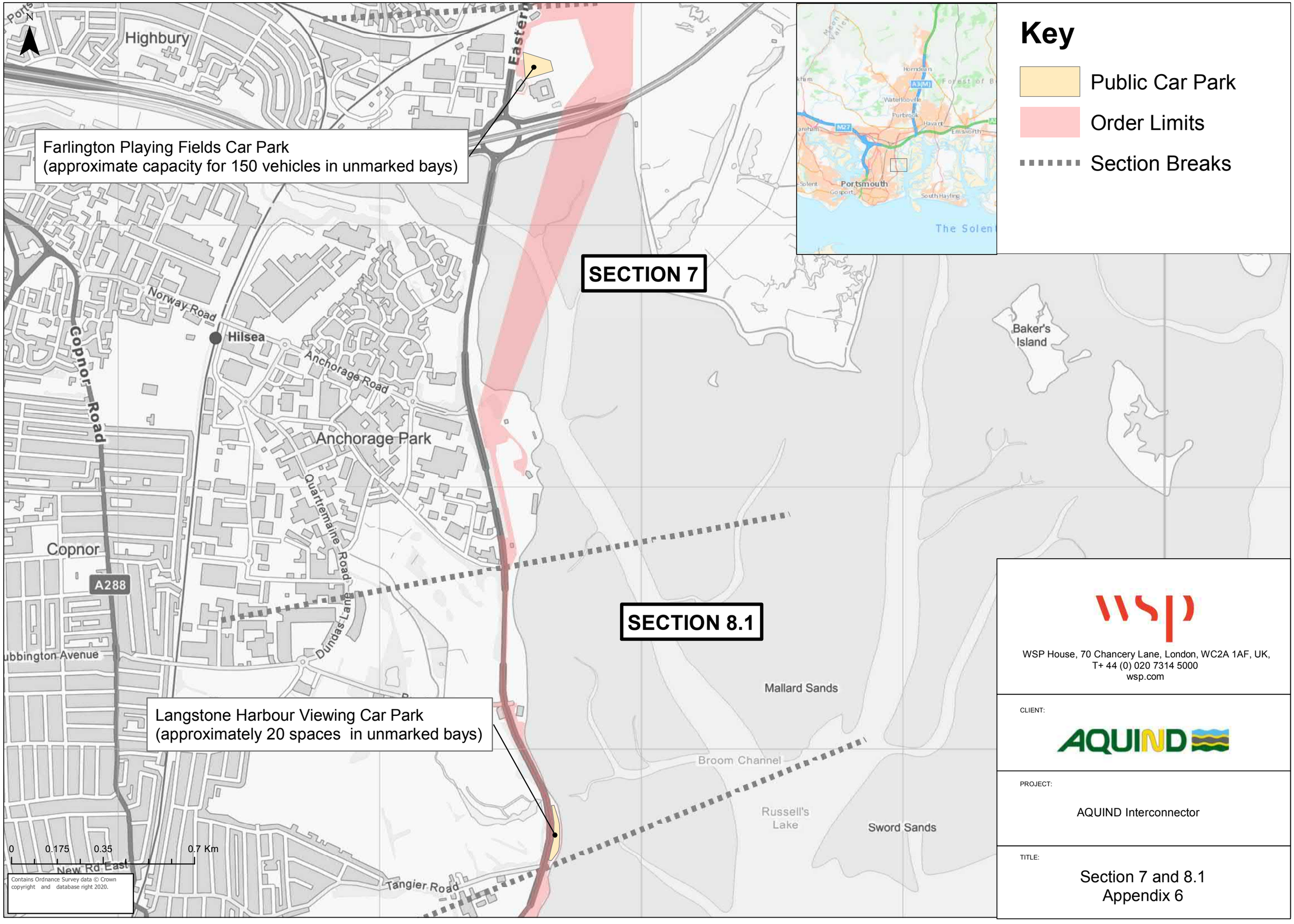
PROJECT:

AQUIND Interconnector

TITLE:

Section 5.1, 5.2, 5.3, 5.4, 5.5 and 6
Appendix 5

Appendix 6 – Section 7 and 8.1



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
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CLIENT:

AQUIND

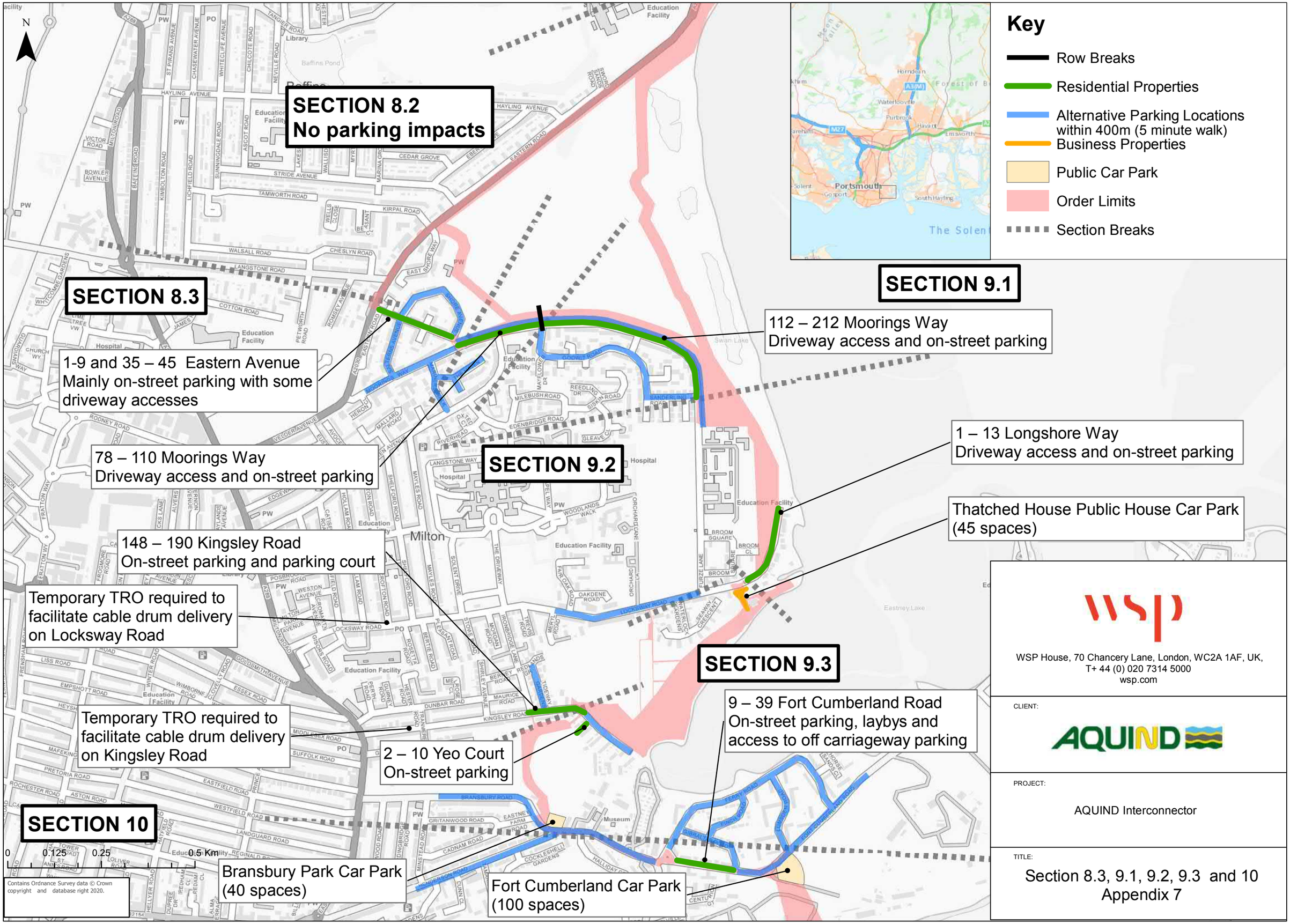
PROJECT:

AQUIND Interconnector

TITLE:

Section 7 and 8.1
Appendix 6

Appendix 7 – Section 8.2, 9 and 10



WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
T+ 44 (0) 020 7314 5000
wsp.com

CLIENT:

AQUIND

PROJECT:

AQUIND Interconnector

TITLE:

Section 8.3, 9.1, 9.2, 9.3 and 10
Appendix 7

Appendix 8 – LIST OF STAKEHOLDERS

APPENDIX 8 - LIST OF STAKEHOLDERS

As identified in Section 6 of this strategy, throughout the construction phase, the project team will engage with local residents, businesses and other stakeholders in close proximity to and with an interest in AQUIND Interconnector.

Stakeholder Mapping

The consultation data should be reviewed to help identify any specific concerns and communications should be segmented against the relevant mitigation.

It will be crucial to prioritise those individuals and businesses living in close proximity to the substation, cable laying spread and those along the Traffic Management Plan (TMP). For the former we would suggest a face-to-face visit to discuss the project details and any associated concerns should be captured and followed up with further discussions and, where applicable, potential mitigation measures investigated and communicated.

For the wider audience, we would carry out some initial demographic modelling and social media listening to identify specific targets for more tailored communications and involvement. These could well include local politicians, community and business representatives and may pick up some useful insight from opinions about the enabling works.

In addition, there will be a need to identify any specific interest parties who should be contacted in connection with a particular event in the construction process e.g. any local Ramblers or walking groups etc against any potential Public Right of Way (PRoW) closures, parents and teachers at schools near to any road closures etc.

A specific mapping process will be carried out for the Hard to Reach (H2R) groups through liaison with the relevant council officers and contact being made with third party support groups, charities and other representatives. In addition, the contact centre would be fully briefed on H2R issues so to be fully prepared to offer mitigation once letters have dropped in advance of works.

Once the full construction timelines are available, all this data would be matched against the nature of works and the relevant comms programme activated at the appropriate moment i.e. at least 10 days prior to work starting.

At this stage, the following stakeholders have been identified and further stakeholder groups will be identified as part of the stakeholder mapping process outlined above:

- Portsmouth City Council
- Havant Borough Council
- Winchester City Council
- East Hants District Council
- Hampshire County Council
- Highways England
- Residents Associations
- Business Groups
- Crown Estates
- Environment Agency
- First Group
- University of Portsmouth
- SUSTRANS
- Schools
- Portsmouth Cycle Forum
- Recreational users (including Park users, walkers and dog-walkers, Sports clubs - football, rugby and cricket; water sports facilities).

Appendix 9 – Inclusive Mobility Guidance

1 Introduction

The Government is committed to comprehensive civil rights for disabled people. An integrated transport policy, which encompasses accessible public transport, public transport infrastructure and a barrier-free pedestrian environment is fundamentally important to delivering that commitment.

Part III of the Disability Discrimination Act 1995 (DDA) gives disabled people a right of access to goods, facilities, services and premises. These rights are being phased in over the period 1996 to 2004. Since 1996, it has been unlawful for service providers to treat disabled people less favourably than other people for a reason related to their disability.

Since October 1999 service providers have had to take reasonable steps to change practices, policies and procedures which make it impossible or unreasonably difficult for disabled people to use a service; to provide auxiliary aids or services which would make it easier for, or enable, disabled people to use a service; and to overcome physical features, which make it impossible or unreasonably difficult for disabled people to use a service, by providing the service by a reasonable alternative method. From October 2004, service providers may have to alter the physical features of premises if the service continues to be impossible or unreasonably difficult for disabled people to use.

These requirements apply to facilities and services in the pedestrian environment and in transport related infrastructure: bus stations and stops, airports and rail stations [1] for example. Transport vehicles are covered by separate provisions under Part V of the DDA.

There is already a range of advice, guidance and codes of practice drawn up to guide highway engineers and others in local authorities and the transport industries on the best ways to meet the needs of disabled people. The recently published British Standard (BS) 8300, Design of buildings and their approaches to meet the needs of disabled people Code of practice, for example, covers many aspects of good design for disabled people. Outside the United Kingdom (UK), many other countries have produced guides to good practice, as they too move towards attaining better access for disabled people. Relevant publications that were consulted during the preparation of this report are listed in the bibliography.

The introduction of legislation in this field requires a fresh look at what guidance already exists, whether it is up-to-date, consistent and comprehensive and whether there are overlaps and omissions. Ultimately the courts will determine whether a service provider is in breach of the new laws. These guidelines do not have any legal status and compliance with them should not be regarded as complying with the DDA, but they will provide guidance on established best practice in a general sense that relevant organizations can apply to their particular situation.

Although the main purpose of these guidelines is to provide good access for disabled people, designs that satisfy their requirements also meet the needs of many other people. Those who are travelling with small children or are carrying luggage or heavy shopping

will all benefit from an accessible environment, as will people with temporary mobility problems (e.g. a leg in plaster) and many older people. Thus, the overall objective of this guide is to provide inclusive design and through that achieve social inclusion.

One further point should be borne in mind when using this guide. Part V of the DDA enables regulations to be made concerning access onto and within buses, coaches, taxis and trains. The amount of space that is available, particularly in taxis and smaller buses, is quite restricted and because of this the dimensions required by the regulations, for example to accommodate a passenger in a wheelchair, are limited. Generally there is more space available in the built environment, and the guidelines in this report recognize that fact. People who wish to travel by public transport, particularly those who use a wheelchair, should take account of the amount of space available on buses, taxis and trains and should not be misled into believing that a wheelchair that can be used in the pedestrian environment will necessarily be usable on public transport vehicles. The Department for Transport (DfT) and the British Healthcare Trades Association (BHTA) have issued advice to wheelchair user on public transport in Get Wheelchair Wise which is available free of charge from the DfTs Mobility and Inclusion Unit.

There are solutions to the majority of access difficulties in existing buildings and in the pedestrian environment. Frequently the best options are not the most expensive nor the most disruptive. Access audits can provide detailed analysis of potential and actual problems and can be made based on plans for new buildings as well as by surveying existing ones. Where access audits are made, they must take account of the full range of requirements of disabled people, including those with sensory and cognitive impairments. Audits should be carried out by recognized, specialist auditors or consultants. Improvements to access in existing buildings may be made most economically as part of regular repair, maintenance, refurbishment and redecoration. Whenever work of this kind is to be undertaken, access provision should be reviewed to see how it can be improved.

Beyond specific opportunities like these, auditing problems of access should be part of the process of developing guidance, strategies and implementation programmes, which themselves should form part of Local Transport Plans, local bus and local walking strategies.

Where the area concerned is an historic environment, changes needed to improve accessibility should be made with sensitivity for site context. Early consultation with those responsible for managing the historic environment should ensure that any changes made do not detract from the appearance of the area.

The sequence of topics described in this guide generally follows that used by the Institution of Highways and Transportation (IHT) in their 1991 Revised Guidelines, Reducing Mobility Handicaps Towards a Barrier Free Environment. Thus it starts with the pedestrian and street environment and then goes on to deal with public transport buildings and infrastructure. At the start of the first section there is basic information on the space needed by people; walking, using wheelchairs, walking with sticks etc. Towards the end of the guide, there is a list of the sources of information used in its

preparation, subdivided by subject area. There is also a summary card listing the dimensions given in the text.

[1] The Strategic Rail Authority published a revised code of practice, Train and Station Services for Disabled Passengers in February 2002. That code should be used as the main reference document for disability provision in the rail environment.

2 Basic human factors information

2.1 Definitions

It is essential that design for people with mobility impairments should be to the highest possible standards. This requires knowledge of the capabilities of different types of person. This section provides information on the basic human requirements for ease of movement. In designing or modifying facilities the aim should be to be generous in the allocation of space.

The term disability is a broad one. It includes people with physical, sensory or mental impairment; at a conservative estimate between 12 and 13 per cent of the population have some degree of impairment. Many, though not all, face barriers to movement in the environment. This guide is intended to show how these barriers can be removed or at least reduced, but it does have a wider relevance because there are many other people not conventionally considered to have a disability who also encounter barriers to movement.

People with small children, people carrying heavy shopping or luggage, people with temporary accident injuries and older people can all benefit from good design of the pedestrian and transport environment. Without a barrier free environment, many of these people will be mobility impaired.

While it is true that there are many aspects of design in the pedestrian environment that are helpful to all or most disabled people (and many others as well) there are also some specific facilities needed by people with a particular kind of impairment.

Manual wheelchair users need sufficient space to be able to propel the chair without banging their elbows or knuckles on door frames or other obstacles. But someone who walks with sticks or crutches also needs more space than a non-disabled walker; so too does a long cane user or person carrying luggage, or a lot of shopping bags, or with small children. Thus providing adequate clear space on pavements, along passages in public buildings, through doorways etc, is of benefit to many people.

Similarly, visually impaired people need a good level of lighting in transport buildings and elsewhere and, if information such as a train or bus timetable is displayed, a print size that they can read easily. But almost everyone else benefits from good lighting, not least because it gives a greater sense of security, and practically everyone finds reading timetables easier if the print is clear and large.

These are just two examples of design requirements that are essential for people with a particular impairment but which have a much wider relevance.

More specific needs, however, can be just as important for people with certain types of impairment. For example, the rotating cone below the push button box on a controlled pedestrian crossing is essential if a deaf blind person is to know when the steady green man signal is lit.

This guide attempts to cover both those requirements that are general in nature and those that are more specific.

As noted at the start of this section, the term disability is a broad one. The DDA defines a person as having, a disability if he has a physical or mental impairment which has a substantial and long term adverse effect on his ability to carry out normal day-today activities.

There are various ways or models used to define disability, but in functional terms this guide is mainly concerned with the following:

Locomotion, which includes people who use wheelchairs and those who can walk but only with difficulty often using some form of aid such as a stick or walking frame. Approaching 70% of disabled people have locomotion difficulties: those with walking difficulties outnumber wheelchair users by about 10:1.

Seeing, which can be sub-divided into blind and partially sighted people. It is estimated by the Department for Work and Pensions (DWP) that there are almost two million people in Great Britain with a significant sight loss.

Hearing, which can also be sub-divided into those who are profoundly deaf and those with impaired hearing, ranging from severe to mild deafness. The Royal National Institute for Deaf People (RNID) estimates that there are over eight million deaf or hard of hearing people in the UK of whom approaching 700,000 are severely or profoundly deaf.

Reaching, stretching and dexterity, frequently the result of arthritis, which can make these movements painful and difficult, or of muscular dystrophy causing a loss of muscular strength, or of complaints of the nervous system.

Learning disability, making it hard to understand complicated information or to use complex machines (like some ticket machines).

It should be remembered that these categories are not mutually exclusive. Many disabled people, particularly older people, have more than one impairment. The following paragraphs give some basic information on the space needed by people when they are standing or moving. Of course there is a lot of variation in this, but if the dimensions

given below are used then the great majority of disabled people will be able to move around buildings and the environment much more easily.

2.2 Mobility impaired and visually impaired people

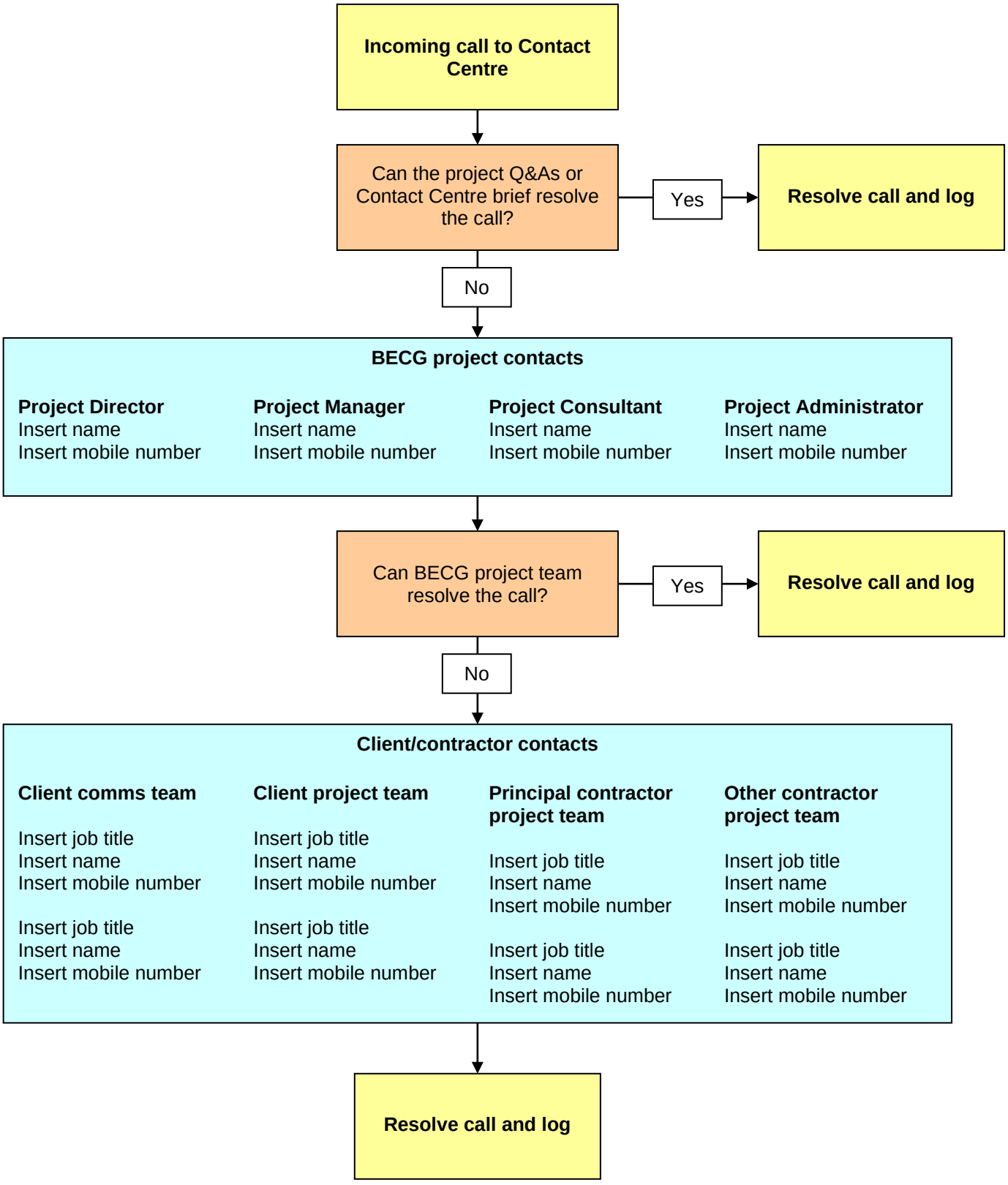
Someone who does not use a walking aid can manage to walk along a passage way less than **700mm** wide, but just using a walking stick requires greater width than this; a minimum of **750mm**. A person who uses two sticks or crutches, or a walking frame needs a minimum of **900mm**, a blind person using a long cane or with an assistance dog needs **1100mm**. A visually impaired person who is being guided needs a width of **1200mm**. A wheelchair user and an ambulant person side-by-side need **1500mm** width.

Unobstructed height above a pedestrian way is also important, especially for visually impaired people. Generally, this should be a minimum of **2300mm** except on sub-surface station platforms where it should be **3000mm**. Where a sign is suspended over a footway or pedestrian area, for example in a railway station a minimum clearance of **2100mm** is acceptable (**2300mm** on cycleways). Where trees overhang a footway it is advisable to cut them back to at least **3000mm** clear height to allow room for regrowth.

Mobility impaired and visually impaired people

Appendix 10 – Contact Centre Escalation Procedure and Guidance Note

Client name
Project name
Contact Centre escalation procedure



Contact Centre escalation procedure
Guidance notes

Purpose

The Contact Centre escalation procedure shows BECG and Client contacts for a project and lays out the order in which they should be contacted in order to resolve a call into the Contact Centre.

Completing the document

- Insert the Client name and project name in the title of the document.
- Insert the BECG project contact names and details. Amend the BECG project team job titles as appropriate.
- Insert Client and contractor job titles, names and contact details. Within any project different issues may be dealt with by different people. The escalation procedure should therefore include all the relevant contacts that BECG has with the Client and/or contractors. It could be separated into different teams (Client comms team, Client project team, principal contractor, etc.), or into different areas of responsibility (media enquiries, complaints from the public, consultation feedback, etc.).
- Save the document according to the BECG document management system and file name system.

Appendix 2 – FTMS Drawings

N

SECTION 1

Old Mill House
Ludmore Cottages
Mill Copse
OLD MILL LANE
Mill View Farm
Stoneacre Copse
Crabdens Copse
BROADWAY LANE
The Warren
30
Shuttle working may be required during construction of Converter Station access junction
Kimberley House
D
Diversion route to be required for closure of Broadway Lane, see Drawing EN020022-TMS11
Little Denmead Farm
The Old Farmhouse
EDNEYS LANE
Denmead Farm
Broadway Farm House
Broadways
Broadway Lodge
COLDHILL LANE
NEW ROAD
Coldhill Copse
James's Copse
Merritt's Farm
0 0.1 0.2 0.4 Km

Key

- Order Limits
- Section Breaks
- BOAT
- Footpath
- Temporary Road Closure
- Temporary Shuttle Working
- D — Diversion Point
- Temporary signals
- Lovedean Substation
- 30 — Temporary speed limits to be implemented

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

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T+ 44 (0) 020 7314 5000
wsp.com

CLIENT: AQUIND

PROJECT: AQUIND Interconnector

TITLE: Framework Traffic Management Proposals - Section 1

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PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG	DATE: 18/09/2020

DRAWING NO: EN020022-ESAPPENDIX-22.1.G.1 REV.NO. 02

N

SECTION 2

Extent of road closure to be determined by exact cable alignment.

Diversion routes for these road closures can be seen in drawings EN020022-TMS11.

SECTION 3

Kimberley House
The Old Farmhouse
Little Denmead Farm
Denmead Farm
Pyles Farm
Merritt's Farm
Denmead
Broadway Lodge
Shrover Farm
Clarendon Farm
Anmore
Education Facility
Soake

0 0.1 0.2 0.4 Km

Key

- Order Limits
- Section Breaks
- Temporary Road Closure
- Temporary Shuttle Working
- Temporary signals may be required

Public Rights of Way

- Bridleway
- Footpath

School Type

- Primary

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

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CLIENT: AQUIND

PROJECT: AQUIND Interconnector

TITLE: FrameworkTraffic Management Plan - Section 2/3

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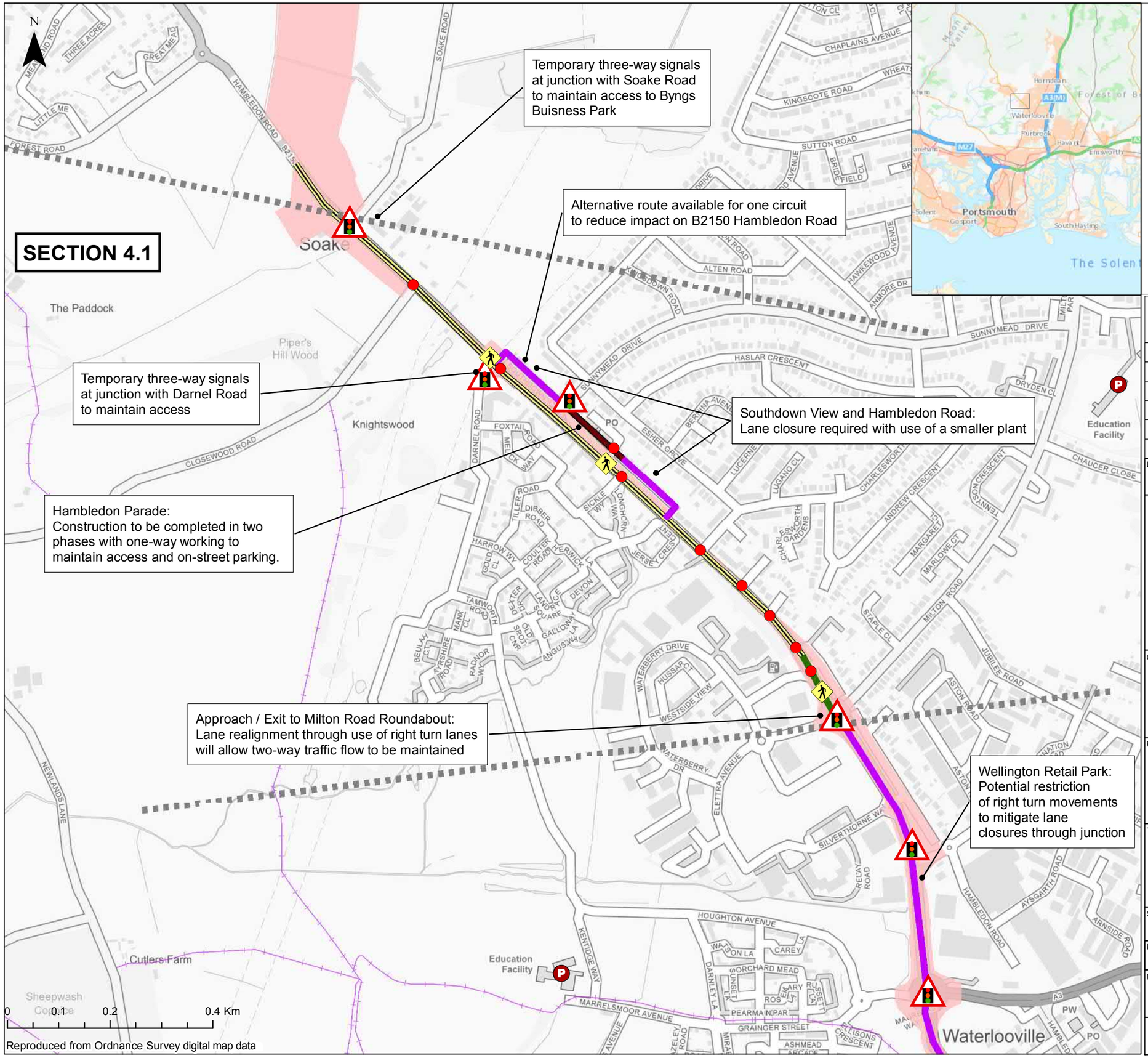
EN020022	SG	SG	18/09/2020

DRAWING NO:	REV.NO.
EN020022-ESAPPENDIX-22.1.G.2	02



Key

- Section Breaks
- Order Limits

Public Rights of Way

- Footpath

Traffic Management

- Temporary One-way Working
- Temporary Shuttle Working
- Temporary Single Lane Closure
- Temporary Lane Realignment
- Contractor preference dependent on exact location of construction zone
- Temporary relocation or suspension of multi-user crossing
- Temporary signals may be required
- Primary School

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

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CLIENT: AQUIND

PROJECT: AQUIND Interconnector

TITLE: Framework Traffic Management Proposals Section 4.1

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EN020022	SG	SG	18/09/2020

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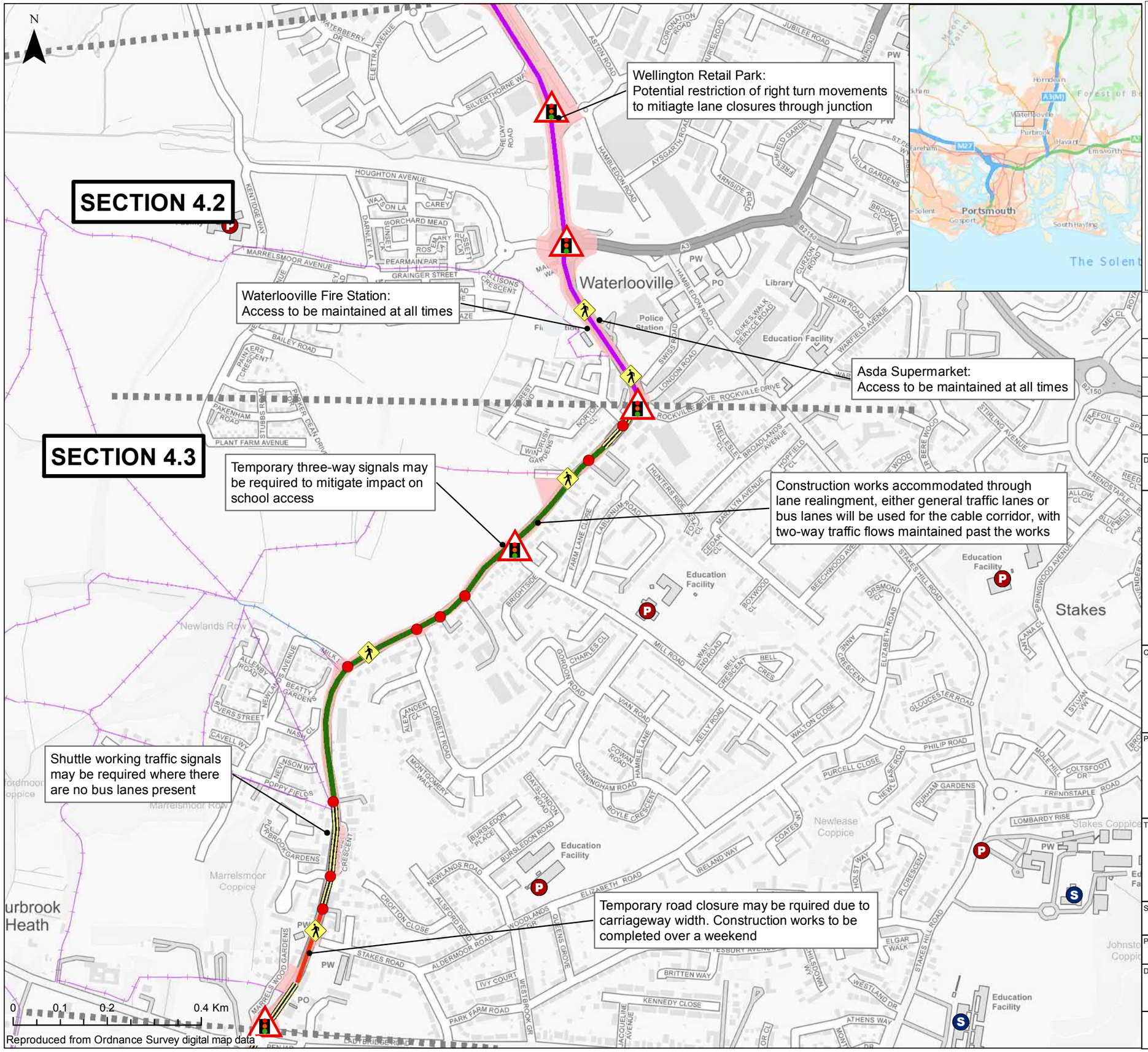

AQUIND Interconnector

- Section Breaks
- Order Limits

Traffic Management

- Temporary Road Closure
- Temporary Shuttle Working
- Temporary Single Lane Closure
- Temporary Lane Realignment

School Type

- Primary
- Secondary

- Contractor preference dependent on exact location of construction zone
- Temporary relocation or suspension of multi-user crossing
- Temporary signals may be required

Public Rights of Way

- BOAT
- Bridleway
- Footpath
- Restricted Byway

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

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CLIENT: AQUIND

PROJECT: AQUIND Interconnector

TITLE: Framework Traffic Management Proposals - Section 4.2 / 4.3

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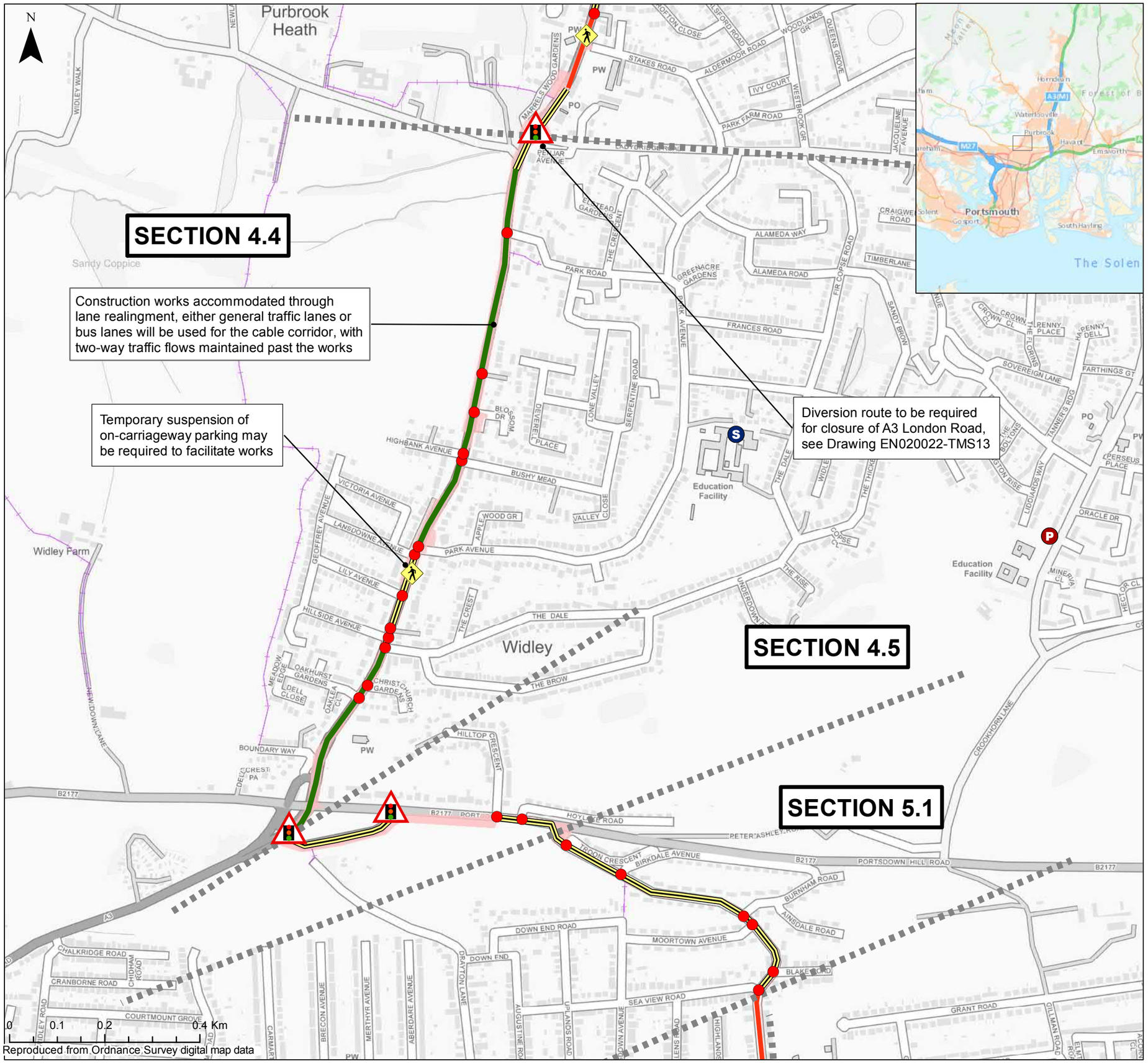
DRAWING NO: EN020022-ESAPPENDIX-22.1.G.4 REV.NO. 02



AQUIND Interconnector

- Section Breaks
- Order Limits

School Type

- Primary School
- Secondary School

Traffic Management

- Temporary Road Closure
- Temporary Shuttle Working
- Temporary Lane Realingment

- Contractor preference dependent on exact location of construction zone
- Temporary relocation or suspension of multi-user crossing
- Temporary signals may be required

Public Rights of Way

- Footpath

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

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PROJECT: AQUIND Interconnector

TITLE: Framework Traffic Management Proposals - Section 4.4 / 4.5 / 5.1

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PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG	DATE: 18/09/2020

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Temporary road closures may be required on Farlington Avenue to facilitate construction works. If required this will impact 10 - 15 properties at a time.

Existing waiting restrictions will be suspended during road closure to allow on-street parking.

Diversion routes for this road closure can be seen in drawing EN020022-TMS12.

Temporary road closure may be required on Evelegh Road if Cable Corridor uses Portsmouth Water Land.

The diversion route for this closure can be seen in EN020022-TMS12

Temporary road closures may be required at the junctions of Farlington Avenue / Havant Road and the junction of A2030 Eastern Road / Havant Road.

Each of the road closures will be undertaken during the weekend

Diversion routes for these road closures can be seen in drawing EN020022-TMS13 and EN020022-TMS14

Single lane closures required through Havant Road / Farlington Avenue / A2030 Eastern Road traffic signal junction

SECTION 5.1

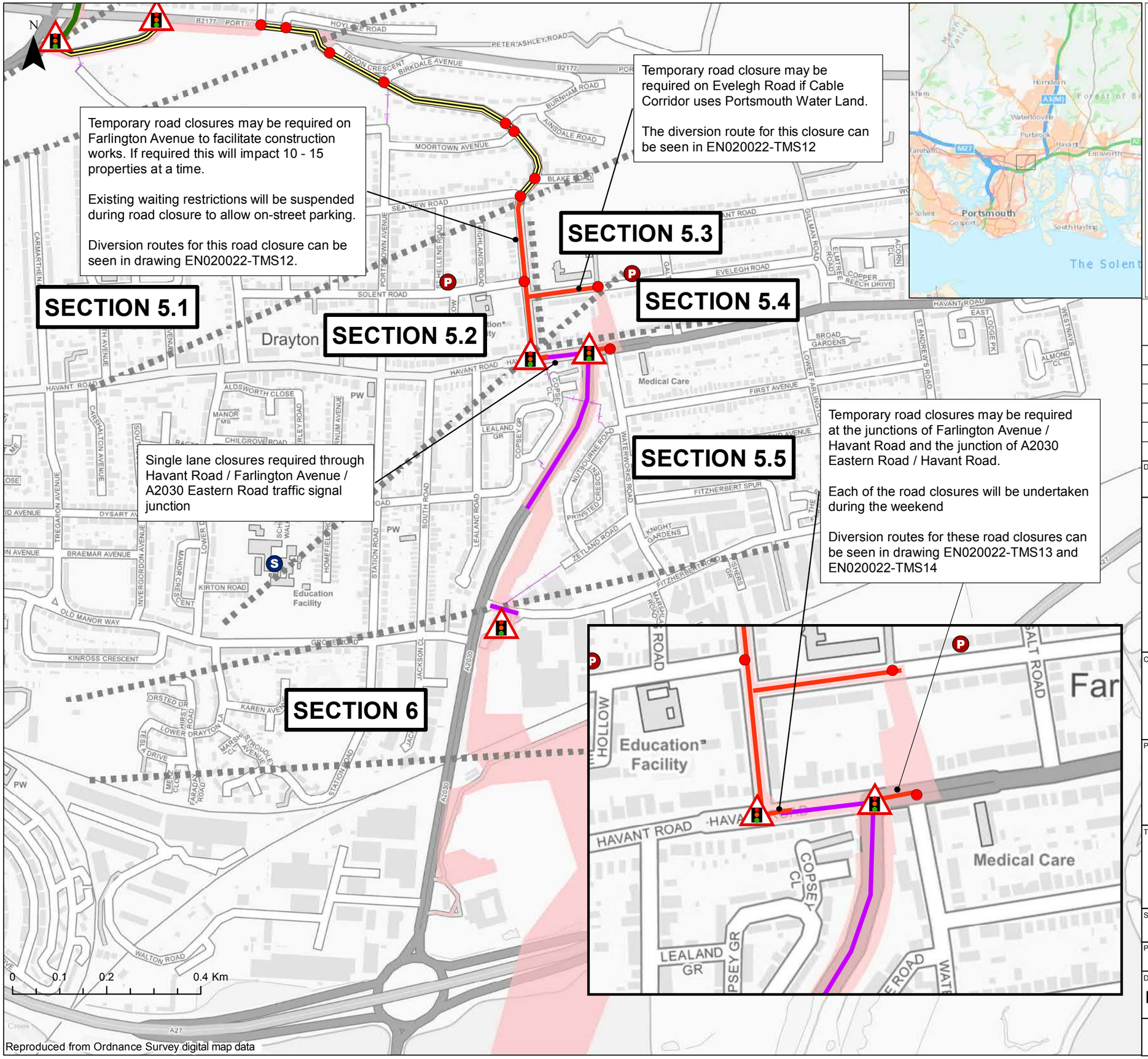
SECTION 5.2

SECTION 5.3

SECTION 5.4

SECTION 5.5

SECTION 6



AQUIND Interconnector
Order Limits
Section Breaks

Traffic Management

- Temporary Road Closure
- Temporary Shuttle Working
- Temporary Single Lane Closure
- Temporary Lane Realignment

Public Rights of Way

- BOAT
- Bridleway
- Footpath
- Restricted Byway

Temporary signals may be required

Contractor preference dependent on exact location of construction zone

School Type

- Primary School
- Secondary School

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

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PROJECT: AQUIND Interconnector

TITLE: Framework Traffic Management Proposals - Section 5.1 / 5.2 / 5.3 / 5.4 /5.5 / 6

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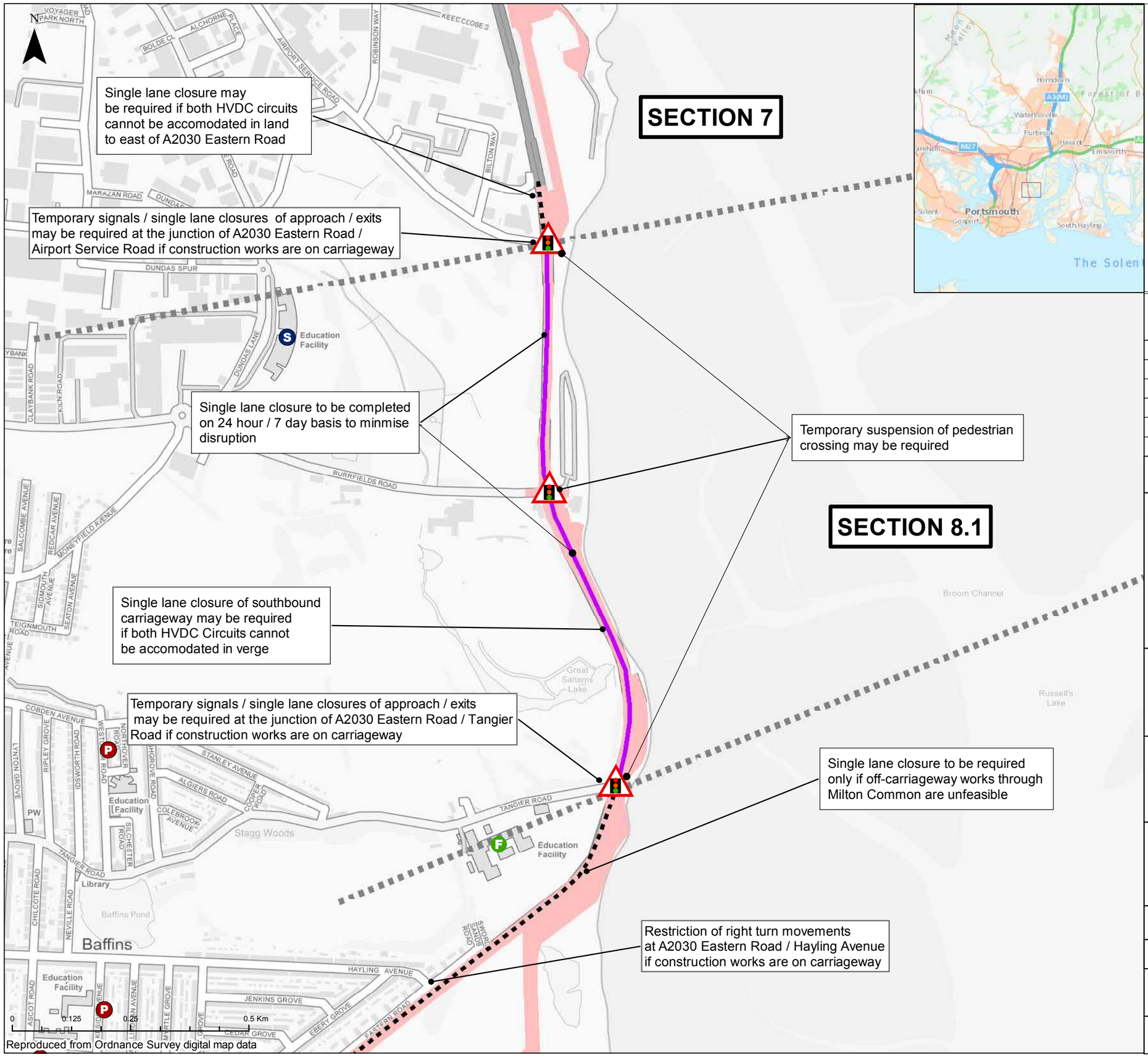

AQUIND Interconnector

Section Breaks

Order Limits

Traffic Management

TM required if off-carriageway routes are considered unsuitable by the contractor

Temporary Single Lane Closure

Temporary signals may be required

School Type

P Primary

S Secondary

F Further Education

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

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PROJECT: AQUIND Interconnector

TITLE: Framework Traffic Management Proposals - Section 7 / 8.1

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DRAWING NO: EN020022-ESAPPENDIX-22.1.G.7 REV.NO. 02

Road closure to be required only if off-carriageway works are unfeasible through Milton Common

Single lane closure to be required only if off-carriageway works are deemed unfeasible

Restriction of right turn movements at A2030 Eastern Road / Hayling Avenue if construction works are on carriageway

Shuttle working traffic signals required only if Cable Route does not use Yeo Court

SECTION 8.2

SECTION 8.3

SECTION 9.11

SECTION 9.12

SECTION 9.21

SECTION 9.22

AQUIND Interconnector
- Section Breaks
- Order Limits

Traffic Management

TM required if off-carriageway routes are considered unsuitable by the contractor

- Temporary Road Closure
- Temporary Shuttle Working
- Temporary Single Lane Closure

Public Rights of Way
- Footpath

Contractor preference dependent on exact location of construction zone

Temporary relocation or suspension of multi-user crossing

Temporary signals may be required

School Type
- Primary School
- Further Education

0 0.1 0.2 0.4 Km

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

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CLIENT: AQUIND

PROJECT: AQUIND Interconnector

TITLE: Framework Traffic Management Proposals Section 8.2 / 8.3 / 9.11 / 9.12 / 9.21 / 9.22

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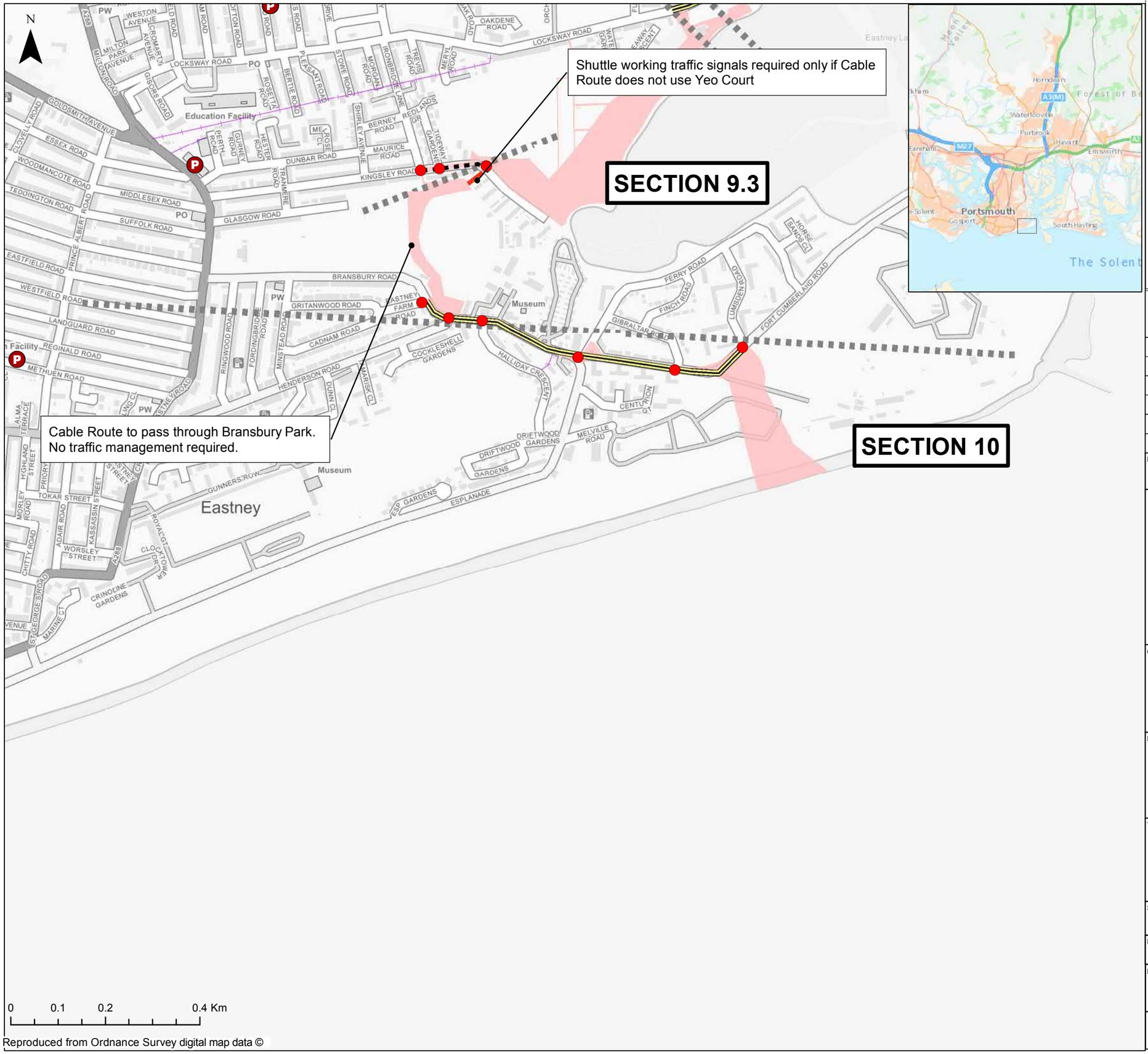
DRAWING NO: EN020022-ESAPPENDIX-22.1.G.8 REV.NO. 02



AQUIND Interconnector

- Section Breaks
- Order Limits
- Contractor preference dependent on exact location of construction zone

Public Rights of Way

- Footpath

Traffic Management

- TM required if off-carriageway routes are considered unsuitable by the contractor
- Temporary Road Closure
- Temporary Shuttle Working

School Type

- P Primary School
- F Further Education

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulation 5(2)(a)

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CLIENT: AQUIND

PROJECT: AQUIND Interconnector

TITLE: Framework Traffic Management Proposals - Section 9.3 / 10

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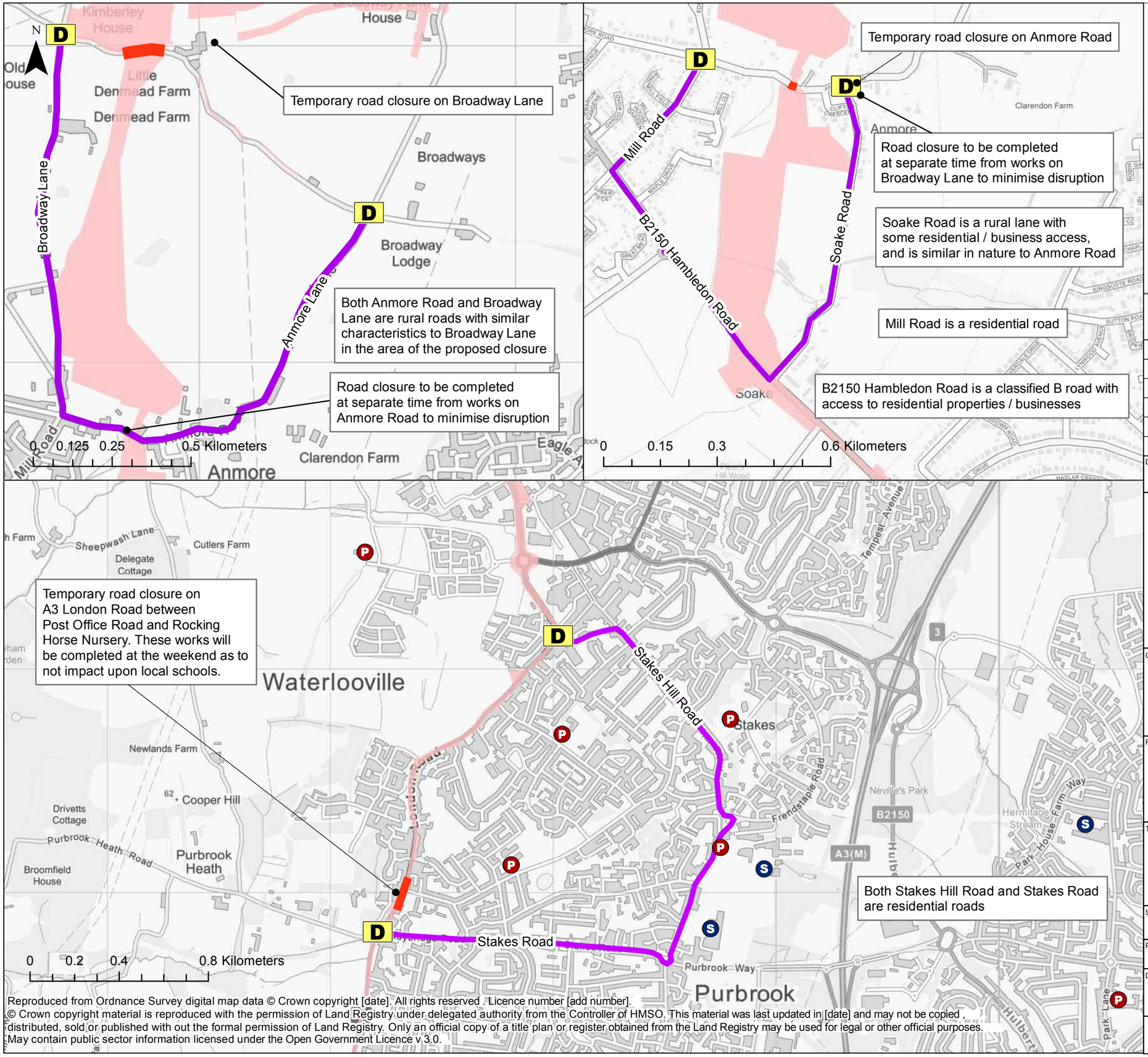
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
EN020022	SG	SG	18/09/2020

DRAWING NO:	REV.NO.
EN020022-ESAPPENDIX-22.1.G.9	02

Appendix 3 – FTMS Diversion Drawings



AQUIND Interconnector

Order Limits

D Diversion signage to be implemented

Temporary Road Closure

Diversion Route

School Type

P Primary

S Secondary

F Further Education

O Other Educational Facility

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

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CLIENT: AQUIND

PROJECT: AQUIND Interconnector

TITLE: Outline Diversion Route Proposals - Broadway Lane, Anmore Road and A3 London Road

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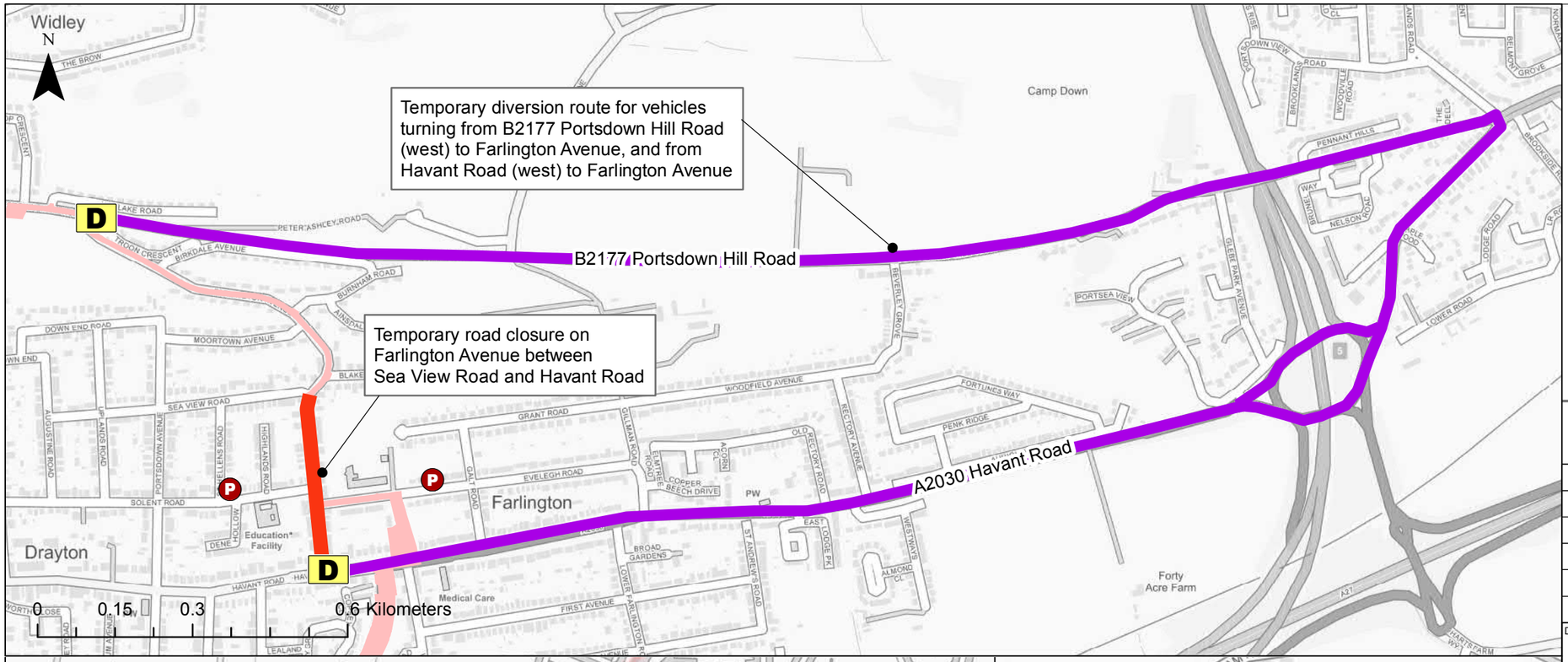

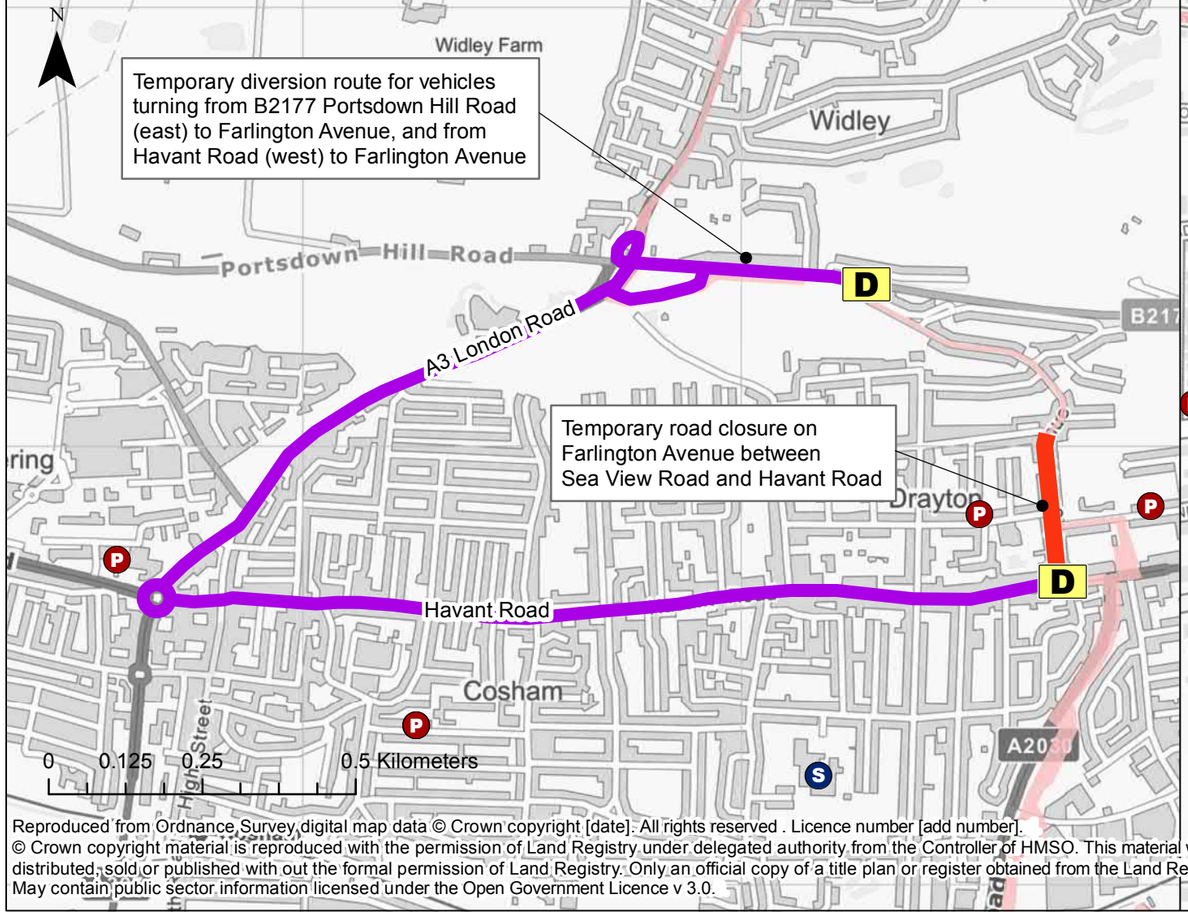

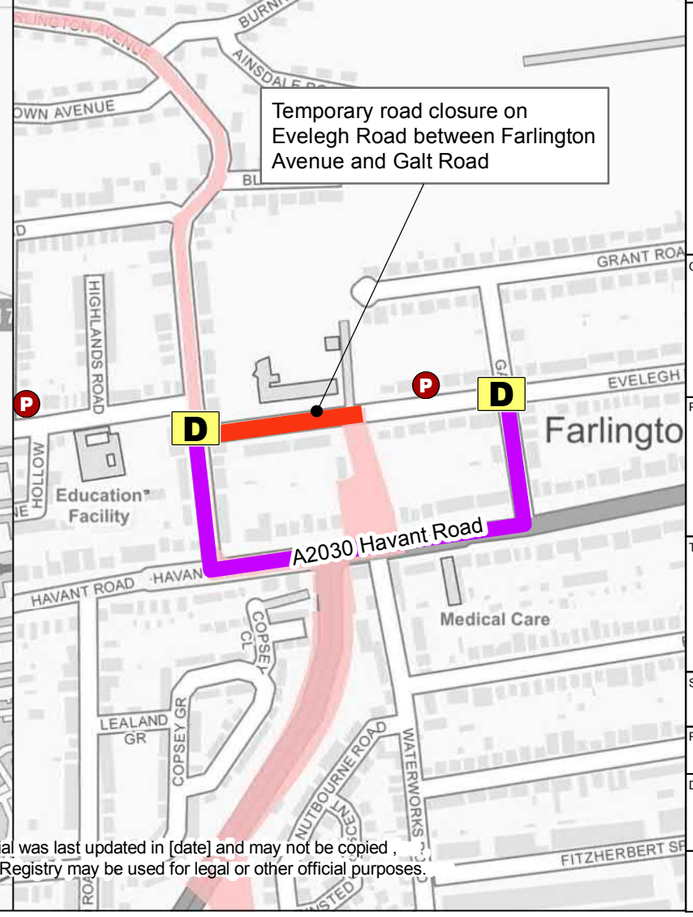

AQUIND Interconnector

- Order Limit
- Diversion signage to be implemented
- Temporary Road Closure
- Diversion Route

School Type

- Primary
- Secondary
- Further Education
- Other Educational Facility

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

REV	DATE	BY	DESCRIPTION	CHK	APP
02	17/09/2020	SG	REVISED ORDER LIMITS	CW	CW
01	13/11/2019	SG	FIRST ISSUE	CW	CW

DRAWING STATUS: FINAL

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK,
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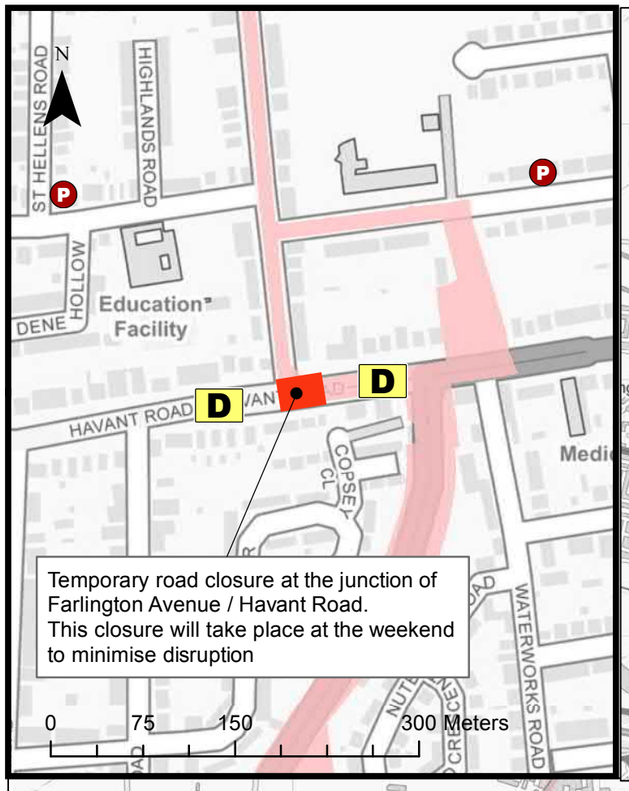
CLIENT: AQUIND

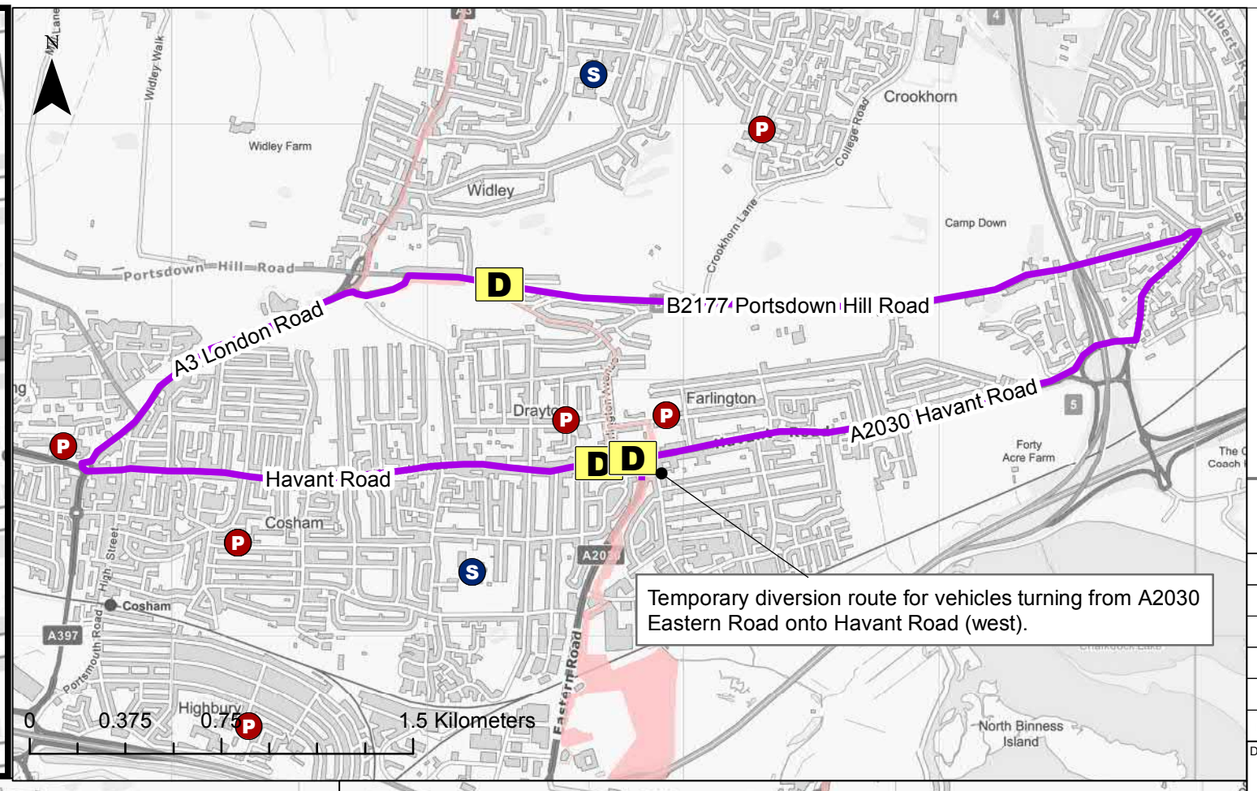
PROJECT: AQUIND Interconnector

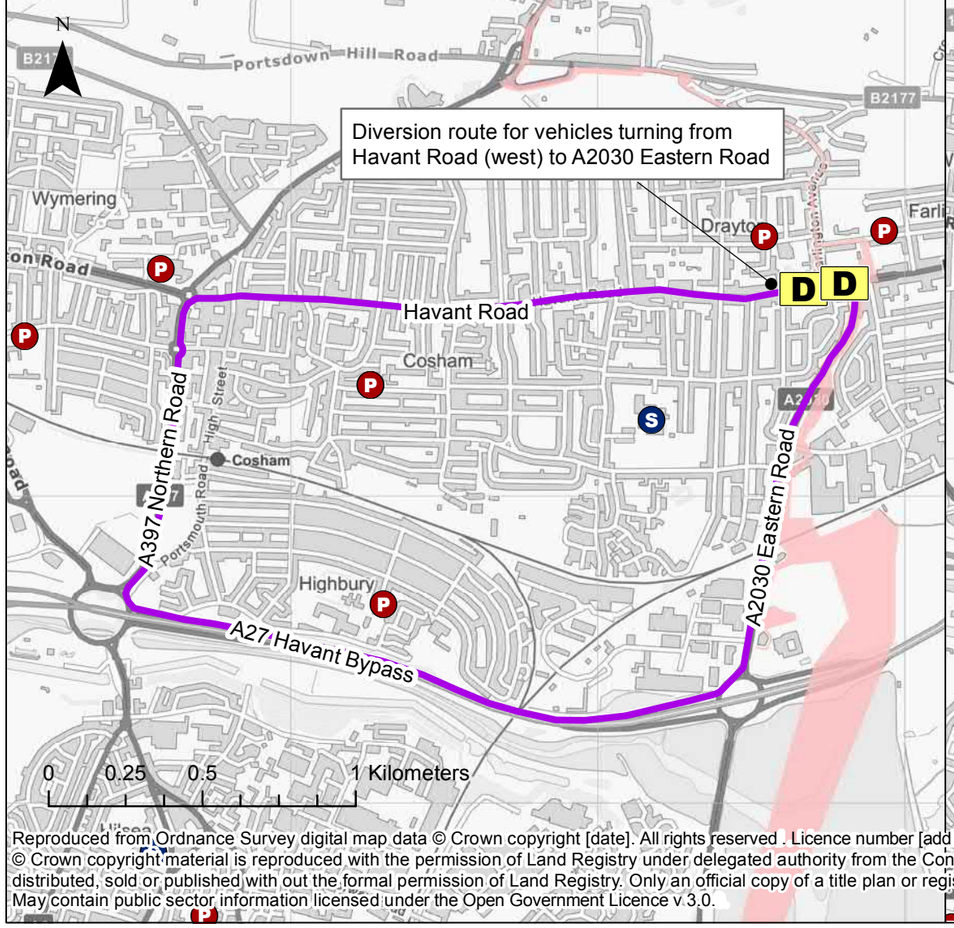
TITLE: Outline Diversion Route Proposals - Farlington Avenue and Evelegh Road

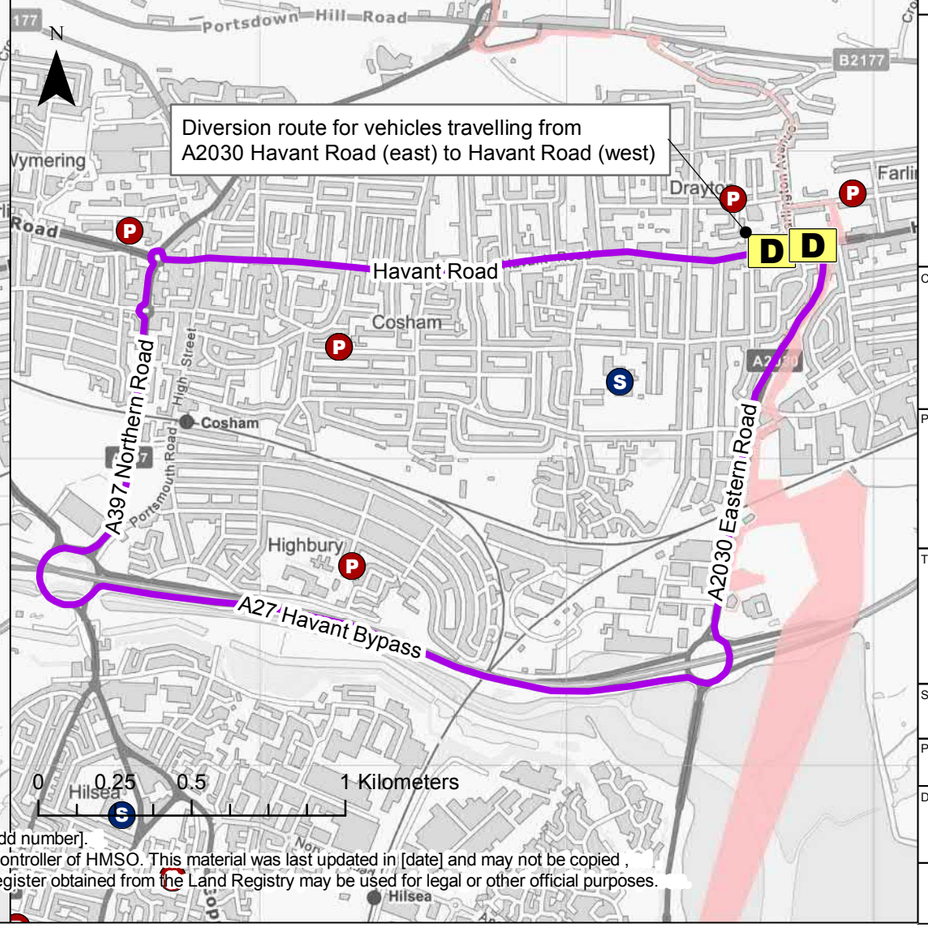
SCALE AT A3	CHECKED:		APPROVED:
1:10,000	CW		CW
PROJECT NO: EN020022	DESIGNED: SG	DRAWN: SG	DATE: 17/09/2020

DRAWING NO: EN020022-ESAPPENDIX-22.1.G.11 REV.NO. 02









AQUIND Interconnector

Order Limits

D Diversion signage to be implemented

Temporary Road Closure

Diversion Route

School Type

P Primary

S Secondary

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

REV	DATE	BY	DESCRIPTION	CHK	APP
02	18/09/2020	SG	REVISED ORDER LIMITS	CW	CW
01	13/11/2019	SG	FIRST ISSUE	CW	CW

DRAWING STATUS: FINAL

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CLIENT: AQUIND

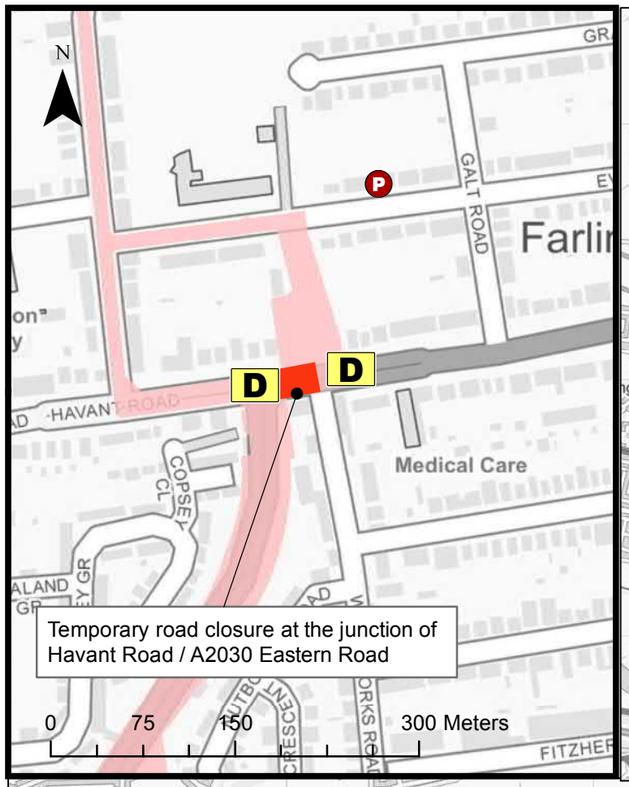
PROJECT: AQUIND Interconnector

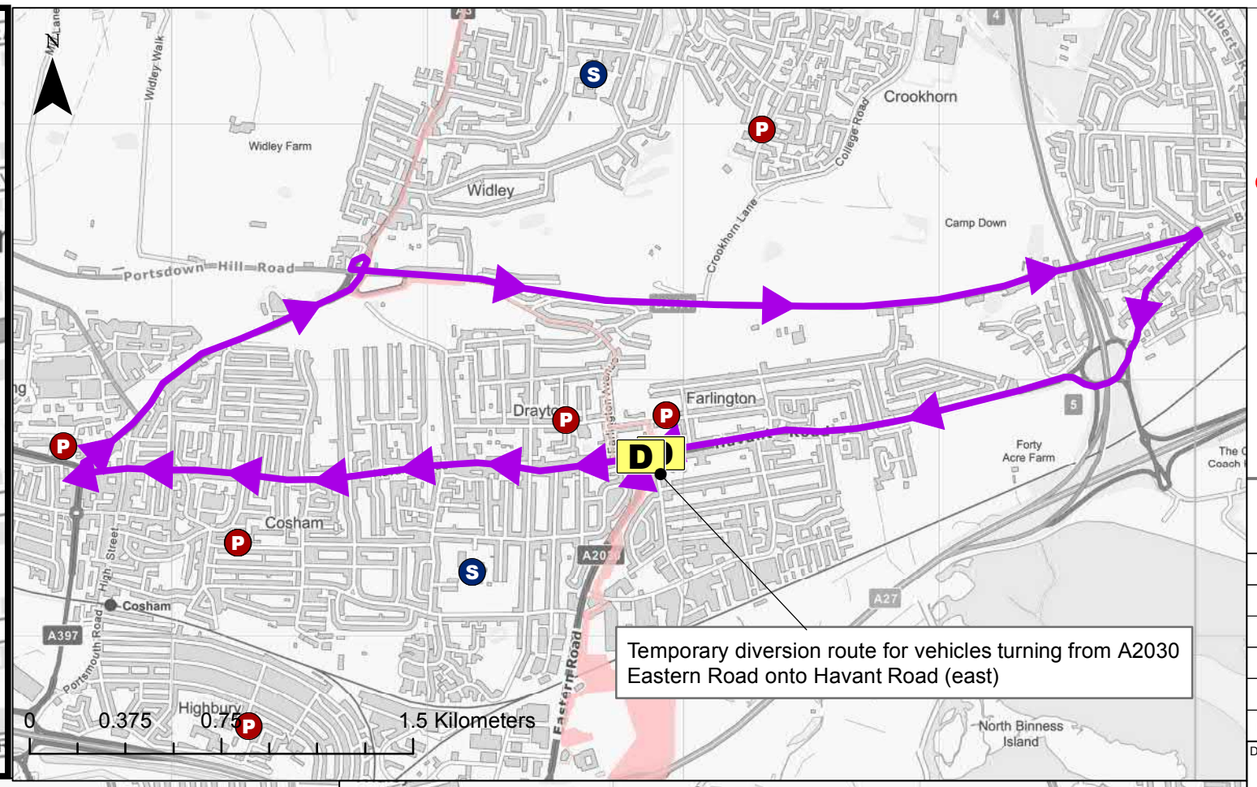
TITLE: Outline Diversion Route Proposals - Farlington Avenue / Havant Road Closure

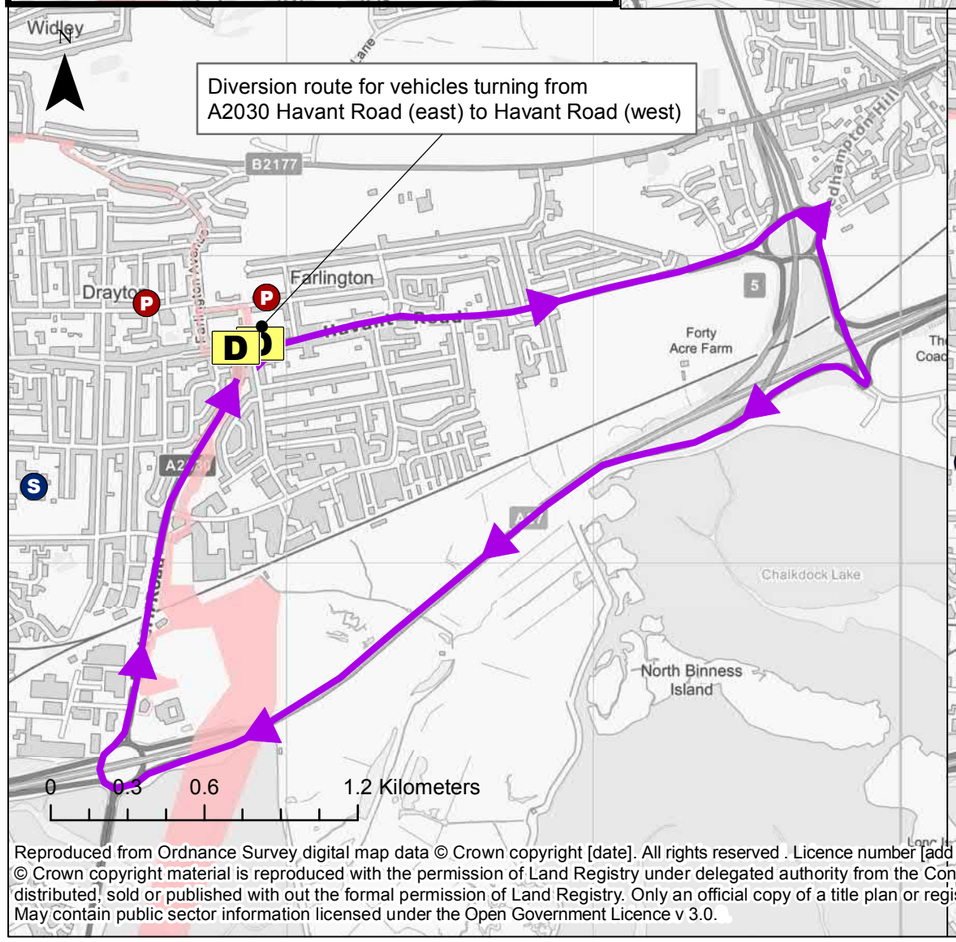
SCALE AT A3	CHECKED:	APPROVED:
1:24,000	CW	CW

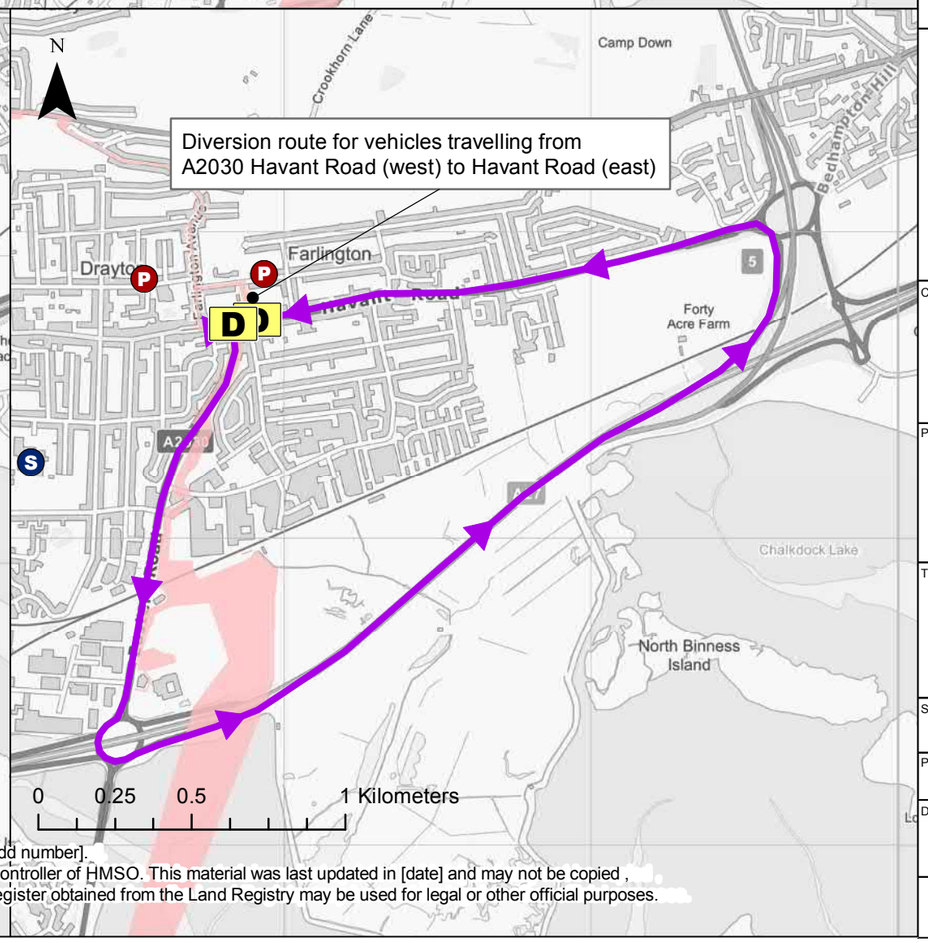
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
EN020022	SG	SG	18/09/2020

DRAWING NO: EN020022-ESAPPENDIX-22.1.G.12 REV.NO. 02









AQUIND Interconnector

- Order Limits
- D Diversion signage to be implemented
- Temporary Road Closure
- Diversion Routes

School Type

- P Primary
- S Secondary

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulation 5(2)(i)

REV	DATE	BY	DESCRIPTION	CHK	APP
02	18/09/2020	SG	REVISED ORDER LIMITS	CW	CW
01	13/11/2019	SG	FIRST ISSUE	CW	CW

DRAWING STATUS: FINAL

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CLIENT: AQUIND

PROJECT: AQUIND Interconnector

TITLE: Outline Diversion Route Proposals - A2030 Eastern Road / Havant Road Closure

SCALE AT A3	CHECKED:	APPROVED:
1:24,000	CW	CW

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
EN020022	SG	SG	18/09/2020

DRAWING NO: EN020022-ESAPPENDIX-22.1.G.13 REV.NO. 02