

West Sussex County Council

A29 Realignment Scheme - Phase 1

Construction Traffic Management Plan





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Revisions

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Acronyms and Definitions

Acronym	Definition
CTMP	Construction Traffic Management Plan
CWTP	Construction Worker Travel Plan
JCE	Jackson Civil Engineering
PLO	Public Liaison Officer
PMP	Project Management Plan
PRoW	Public Right of Way
SWMP	Site Waste Management Plan
TTRO	Temporary Traffic Regulation Order
VBMS	Vehicle Booking Management System
WSCC	West Sussex County Council

1 Introduction

West Sussex County Council (WSSC) have requested that a Construction Traffic Management Plan (CTMP) is prepared and submitted to discharge Planning Condition no 4 of the schemes Planning Application (ref – WSSC/052/20).

Ordinarily Jackson would provide the information required to be included in the CTMP within our full and detailed Project Management Plan (PMP), which is prepared and issued immediately before construction commences, however for this scheme construction is unlikely to commence until early 2023. When we do ultimately prepare our PMP we will reference this CTMP, and review its continued suitability.

The scheme was granted planning permission (Ref: WSSC/052/20) which included Condition 4 which states:

Construction Traffic Management Plan

No development shall be carried out until a Construction Traffic Management Plan (CTMP), has been submitted to and approved in writing by the County Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall include, but not be limited to, the following:

- a) The anticipated number, frequency and types of vehicles used during construction,*
- b) The method of access and routing of vehicles during construction,*
- c) The parking of vehicles by site operatives and visitors;*
- d) A construction worker travel plan;*
- e) The storage loading and unloading of plant, materials, and waste;*
- f) The erection and maintenance of any hoarding/fencing;*
- g) The provision of on-site facilities, offices etc;*
- h) The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders, temporary traffic management, commitment to repair any parts of the highway deemed damaged by contractors vehicles as a consequence of the construction process and street-cleaning facilities); and*
- i) Details of public engagement both prior to and during construction works.*

Reason: In the interests of highway safety and the amenities of the area.

This Construction Traffic Management Plan along with its associated documents has been prepared by Jackson Civil Engineering (JCE) to set out the specific control measures and other requirements of the project so to –

- Satisfactorily control and manage construction traffic;
- Prevent dust, debris and extraneous material from being blown or otherwise deposited onto the adjacent public roads;

- Ensure construction works do not result in avoidable congestion onto the local roads and A27, and;
- Satisfy the reasonable requirements of road safety.

The construction of the scheme shall be carried out in accordance with the approved CTMP unless otherwise agreed in writing by the Local Planning Authority.

It shall be the responsibility of the JCE Project Manager to ensure all necessary persons, including suppliers and delivery drivers of vehicles delivering to site, are aware of the contents of this CTMP. The JCE Project Manager is the responsible person for enforcing compliance with this plan.

Jackson, working on behalf of WSCC, will be responsible for delivering the northern half (phase 1) of the A29 Realignment Scheme. Phase 2 will be delivered by others.

The construction works are being carried out under a Framework Agreement between JCE and WSCC (our Client). JCE were also responsible for the detailed design of the scheme - JCE engaged Capita to undertake all permanent works design on JCE's behalf. JCE are also acting as Principal Designer for the project, in both the design and construction stages.

1.1 Project Details

Project Information

Project Name:	A29 Realignment Scheme, Phase 1
Project Location:	B2233, Barnham Road, Barnham, Bognor Regis, PO22 0EB
Client:	West Sussex County Council
Brief Scope:	Construction of approximately 1250 metres of new carriageway, linking a new roundabout with the A29 Fontwell Avenue, with a new roundabout on the B2233 Barnham Road to alleviate traffic issues through Eastergate Village.
Start Date:	April 2023 (to be confirmed)
Completion Date:	January 2025 (to be confirmed)

Planning Reference

WSCC/052/20

Project Description

The A29 Realignment Scheme (Phase 1) will require the construction of a new single lane carriageway from the A29 south of Eastergate Lane to a new junction with Barnham Road. Phase 1 (northern section) is approximately 1250m long. The majority of the scheme will be constructed off line during daytime working hours, making up the following elements:

- Site Clearance (including demolition) and Earthworks;
- Approximately 1.25km of new road (mostly green field) and footpaths / cycleways;
- New tie-ins, via new roundabouts on the A29 Fontwell Avenue and the B2233 Barnham Road;
- Runoff drainage system that incorporates the use of SuDS (Sustainable Drainage Systems), swales, drainage ponds and attenuation tanks;
- All necessary road markings, signage, kerb installation and lighting;
- Soft landscaping and reinstatement works; and
- All necessary traffic management required to deliver the works.

2 Site Location & Specified Routes

2.1 Site Location

Refer to the Site Location Plan below for graphical representation of site location plan. For site layout and specified routes to site please see Appendix A.

The project is located in the vicinity of Barnham, West Sussex, at coordinates of approximately E495 229, N105 684 at the centre of the development. The village of Barnham in West Sussex is located on the B2233 which links the A29 to the west with the A259 to the east and consequently can become quite busy and is an important arterial road. It is mostly subject to a speed limit of 40mph in surrounding areas and 30mph within the village. The construction works are all located off-line in green field areas with the exception of the two tie-in points on the A29 and B2233.

The site is in an area of mixed environment, including the busy Barnham village thoroughfare (the B2233), open green spaces/ fields and wooded areas. Both the northern A29 tie-in and southern B223 tie-in will require traffic management.

2.2 Site Compound Locations

The linear nature of the scheme, with access at either end only, means that compound and welfare facilities are required in two separate locations.

We have previously been advised by WSCC that an area south of Barnham Road had been “earmarked” as a potential location for a site compound for the A29 Realignment Phase 1 scheme, as indication in figure 1 below.

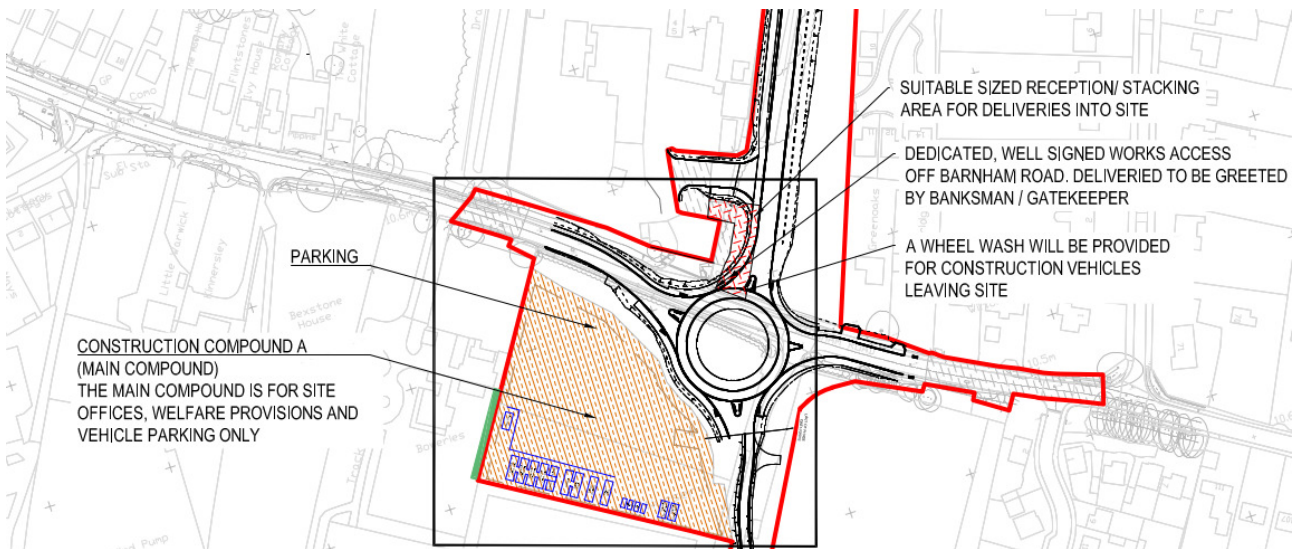


Figure 1 - Main Site Compound Location - Barnham Road (Compound A)

The purpose of this main site compound shall be to house our site offices, welfare, a small stores and car parking facilities only. There would be no large deliveries of materials or plant made to this site compound area.

This compound would be secured with perimeter heras type fencing panels and a secure gated entrance, with security being present during non-working times. Some of the perimeter is bound by existing hedge – these would remain so to provide additional screening.

Vehicular access into this site compound would be directly off Barnham Road using the existing nursery access to begin with. This would be a short term measure only as once the new roundabout is under construction we anticipate an access shall be provided through our works then ultimately along the southern leg of the new roundabout.

An additional key benefit of positioning the site compound at the existing nursery site south of Barnham Road is to have readily available adequate services (BT, electricity, water and drainage) to serve the offices and welfare.....a must for a prompt and efficient commencement.

This office would act as the project's “main” site compound, where all first time site visitors will be directed for site induction purposes.

A second, satellite compound at the northern end of the scheme is also proposed. We have been advised that an area of land south of the proposed Fontwell Avenue roundabout could be used for this as indicated in figure 2 below. Where the Kings Carpet business currently stands. For deliveries to this area of works we shall establish another well-signed works access (managed similar to the southern access) off Fontwell Road at the proposed roundabout location and position the office compound to the side of that.

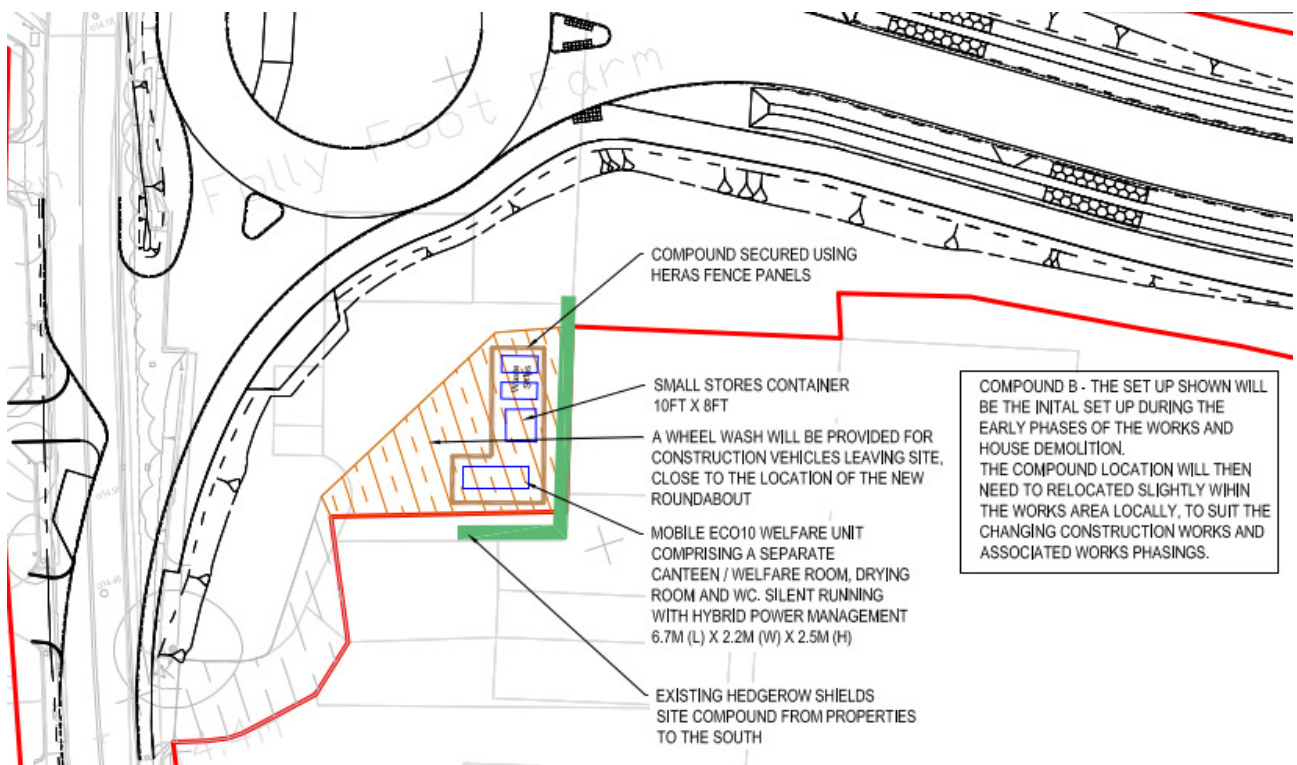


Figure 2 – Satellite Compound B

Here we would position a small welfare unit, a small stores and office which would be secured using heras fence panels.

2.3 Access and Routing of Vehicles During Construction

Compound A (Main Site Compound)

Except in an emergency, all access to the main site compound (and most construction areas) will be via the existing B2233 Barnham Road, from the north via the A27 and A29, and from the East via the A259. Suitable and sufficient temporary traffic signage will be displayed from the A27 / A29 junction into site explaining traffic routing into the compound from Barnham Road, and once off Barnham Road where parking and office reception is located. This signage will be continually reviewed and updated throughout the works to match the evolving works and differing traffic management solutions/phases deployed on Barnham Road whilst constructing the new roundabout.

For construction vehicles intending to travel to the site compound and leaving the site compound, they will be encouraged away from Barnham village. This means that all vehicles are expected to access the main site entrance from the West on Barnham Road turning right into the main site compound. When exiting, all vehicles will be signed (and at times forced by traffic management provisions) to turn left onto Barnham Road, thus keeping construction traffic out of the Barnham village. The existing height restriction on the railway overbridge on Barnham Road east of the site will prevent large vehicles from travelling through Barnham village in any case.

All large or bulky materials will be delivered direct to the work face rather than the main site compound, as this will eliminate the need for “double handling” of plant and materials having to cross Barnham Road from the main site compound into the main site.

Compound B, located just off Fontwell Avenue.

Compound B is a smaller “satellite” compound which shall include a small welfare unit, a small stores and office which would be secured using heras fence panels. This will also provide localised parking for site staff, welfare and storage for some small plant and materials. For access and deliveries to this area of works it's envisaged that another well-signed works access (managed similar to the main site compound access) off Fontwell Avenue would be established at the proposed roundabout location and position the office compound to the side of that.

There is an existing shared access driveway into this land (shared with next door neighbour Folly Farm), which is located directly off Fontwell Avenue. This existing vehicular access into compound B would be used for access to begin with. This would be a short term measure only during the time the site compound is being set up and it is anticipated vehicle movements utilising this existing access would be minimal. Once the new Fontwell Avenue roundabout is under construction it is anticipated that an access will be provided through the works off Fontwell Road at the proposed roundabout location, where the office and compound will be positioned to the side of that.

As per the arrangements for large vehicle deliveries at the main site compound, these will be pre-booked using a site specific vehicle booking management system and allocated a delivery time, with pre-booked delivery times ensuring that traffic congestion is minimised.

Access to site compound B will be encouraged from the North using the A29 only, so to reduce / eliminate construction traffic using Barnham Road from the south. This will not only reduce/eliminate construction traffic passing through Barnham village, but will also help prevent

potential traffic congestion that may be caused by traffic waiting on Fontwell Avenue trying to turn right crossing oncoming traffic into the access as noted above.

Access to Main Works Site

For large plant and material deliveries a dedicated well-signed works access shall be provided into the site on the northern side of Barnham Road where the proposed new road intersects it. Here a suitably sized on-site reception/stacking area shall be provided where deliveries pull into and are greeted by banksman/gatekeeper who will deal with and direct them along the site. Egress of vehicles will be via the same access. The intent here being that all large deliveries of materials and plant will be directed to the main works site rather than enter into site compound A. This will reduce the number of traffic movements needed to be made across the existing Barnham Road significantly whilst also eliminating the double handling of materials.

All large or bulky materials will be delivered direct to the work face, and plant will be parked close to but not obstructing this access during non-working times so they are readily visible to the out of hours security. All vehicles will be encouraged to access the main site entrance from the West on Barnham Road turning left into site. When exiting all vehicles will be signed (and at times forced by T/M provisions) to turn right, thus keeping construction traffic out of the Barnham Road village. The existing 3.6m height restriction on the railway overbridge on Barnham Road east of the site will prevent large vehicles from travelling through Barnham village in any case.



Figure 3 - Height Restriction Railway Overbridge on B2233 Barnham Road

The construction team will monitor vehicle movements and if it's found that vehicles do use the village route then they will be excluded from returning to the site.

All delivery drivers will be emailed a map prior to attending site showing what site compound/access they are to attend and a specific time to arrive. This information will also be included within their subcontract orders prior to attending site for the first time. They will also be given a short briefing from site security explaining the one way systems in use and instructed where to offload. Vehicle marshals will be in attendance for all lorry movements on site.

All delivery drivers will be instructed to call the site security / VBMS operative 20 mins prior to arrival to confirm their ETA, such that our gateman / banksmen are ready to receive the delivery in a timely fashion and ensure a smooth delivery operation. The site manager along with the buying department shall coordinate deliveries to avoid causing congestion to the local residents/businesses and the surrounding road network.

2.4 Vehicle and Pedestrian Routes

Arrangements for managing traffic movements/pedestrian access on site shall comprise of the following:

- All vehicles attending site will be booked into a Vehicle Booking Management System (VBMS) so to discuss and agree with our suppliers delivery times so to control traffic flows - this will help manage vehicle movements to site so that these can be spaced / averaged out so to reduce peak numbers as much as possible;
- All delivery drivers will be emailed a map showing what site compound they are to attend and a specific time to arrive. They will be given a short briefing from site security explaining the one way system in use and instructed where to offload. Vehicle Marshals will be in attendance for all lorry movements on site;
- Controlled crossing points shall be established at the interfaces with existing Barnham Road & Fontwell Avenue access points;
- Designated parking & off-loading areas shall be established. Staff and visitor car parking shall be provided at the main site compound A, with smaller provisions provided at site compound B. Off-loading areas will be specified on site, with the main location being at the main site entrance at the southern end of the scheme (see appendix B) . Compound area C shall be the main materials storage site, but where possible plant and material deliveries shall be directed to the work face;
- A controlled haul road into main work area shall be established, inclusive of designated pedestrian and vehicle crossing bays;
- All excavators on site and HGV's entering working areas will have a traffic marshal for construction vehicles and banksman for plant supervising movements so to keep aware of any pedestrian movements in proximity, and take necessary action if required;
- A 10mph speed limit shall be implemented throughout site; and

- All routes for operatives and site visitors will be segregated / protected from all plant and vehicular movements.

2.5 Public Rights of Way

During the construction phase, PRoWs and footpaths which intersect with the Site and those in the surrounding area will either be temporarily closed or have restricted access to users as outlined in Table 1 below.

Footpath	Interaction with the Scheme	Impact
Existing Footpath PRoW FP 318	Bisected / crossed by the Scheme	The planned works both on and in the vicinity of the existing Public Right of Way will take place over several months, and will sever the existing path in two with no obvious alternative short in length diversion routes available. We have considered alternative routes whilst the temporary closure is in place but these would be very long, and furthermore there is no existing footpath on Eastergate Lane to provide a safe alternative route. A complete closure of this existing PRoW will therefore be necessary – this has been agreed with Nick Scott (Principal Rights of Way Officer at WSCC). We will of course do all we can to minimise closure periods and re-open the PRoW safely as soon as we can. Heras type fencing will be used along the boundary of the newly diverted PRoW during construction to ensure users do not stray onto the construction site. During PRoW closures, suitable closure signage at the access points will be provided, updated and adequately maintained throughout the works.
Existing pavement on the northern side of Barnham Road	Bisected / crossed by the Scheme	The majority of works being undertaken here will be done “off-line” such that both existing road and footway will be unaffected. However once the “off-line” works have been constructed pedestrians shall be diverted onto the new footpath whilst works are undertaken on the existing Barnham Road.
Existing pavement on the eastern side of Fontwell Avenue	Bisected / crossed by the Scheme	The vast majority of works being undertaken here will be done “off-line” such that both existing road and footway will be

		unaffected. However once the “off-line” works have been constructed pedestrians shall be diverted onto the new footpath whilst works are undertaken on the existing Fontwell Avenue.
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Table 1 - Footpath / PRow Interaction

3 Vehicles Accessing the Site

3.1 On-Site Parking Arrangements

The main site compound (A) shall be where all staff and visitors will be directed to each day for site inductions/signing in etc. It is here therefore that the majority of the site staff will be based.

All construction site vehicle parking (including contractor and employee parking) shall take place within the designated space within each site compound. Adequate space for contractor, site operative and visitor parking areas and space for delivery vehicles to park and turn shall be considered and provided when planning the compounds and this will be provided together with on-site loading / unloading areas. It is anticipated that there will be no more than approximately 50 persons working on site at any one time, and whilst car sharing/public transport/cycling to work will be encouraged, our proposed car parking arrangements cater for these expected vehicle numbers, with spare capacity within site compounds to increase this if necessary.

3.2 Deliveries and Collections

Deliveries and collections shall in general be restricted to between 09:30am and 04:30pm; this is to ensure that during peak times construction traffic will be prevented from causing potential obstructions to the highway.

3.3 Vehicle Wheel Washing

Adequate and suitable vehicle washing facilities shall be provided to ensure that any site mud/detriment originating from the site is not deposited onto the public highway. These will be positioned at each site compound location and designed such that vehicles must pass through it when leaving site before entering onto the public highway.

The wheel washing facilities will also be designed such that the waste water from the washing process does not cause contamination or other hazard as a result of the wheel washing process.

A dedicated road sweeper will also be available on a 4 hour call out as a further mitigation measure / back-up facility in case the wheel washing facilities are unavailable, but will also be on call so to provide further street-cleaning facilities as and when required.

3.4 Vehicle Co-ordination

Our Site Project Manager will have overall responsibility for the co-ordination of construction deliveries and will advise what times suppliers are expected to arrive on site. Specific "no delivery" times are expected to be adhered to by our supply chain. In order to prevent a build-up of traffic on the public highway staggering of delivery times will be employed as set out in section 3.2 above.

During busy delivery periods when a large number of construction traffic could be expected the delivery suppliers will be asked to contact the Site Manager 20 minutes prior to the agreed delivery time to ascertain the set down area is clear. Should there be a delay with a delivery the oncoming supplier may then be asked to wait outside the village until the site is clear.

All vehicles will be issued with an A4 notification sticker prior to all deliveries entering the site. This sticker will be placed in the drivers cab on the front screen with a dedicated project number to ensure visibility to Traffic Marshals. The VMBS will be in place to co-ordinate all vehicle movements during the project to negate vehicle waiting times and stop any traffic build up causing congestion on the public highway.

4 Impact on Other Highway Users

4.1 Storing of Plant or Materials on the Public Highway

It is not envisaged that we will require storage of any plant or materials on the public highway. All plant and materials will be stored on the site within the Contractors compound / site boundary.

Plant will be parked close to but not obstructing this access during non-working times so they are readily visible to the out of hours security.

4.2 Protection of Pedestrians

Signage to identify the construction site shall be erected at the main entrance of the site along Barnham Road, at the PRow interface, and at the site entrance along Fontwell Avenue. These shall be placed to ensure vulnerable pedestrians are made aware of the site traffic using the entrances / exits.

Furthermore, all access and egress areas from site compounds A and B will be manned by a traffic marshal to ensure all consideration is given to the public's right of way at all times. Where site vehicles are required to cross footways or carriageway to re-join the public highway, retractable trellis type fencing will be used to ensure the interface between the public and site vehicles is kept to a minimum and the movements are carried out in a safe manner. Where possible vehicle movements will be kept to a minimum during peak traffic times and extra consideration given to the general public and schoolchildren going about their business.

4.3 Traffic Management & Traffic Diversions

There will be a small number of traffic diversions required during the works. Please see Appendix C showing our traffic management sketches / proposals that have been discussed and agreed in principle with WSCC Streetworks team during the latter stages of the detailed design stage of the project.

Our site team will meet again with the WSCC Streetworks Team soon after Contract award to explain our further developed Traffic Management proposals to re-confirm acceptance of the principals and details. Our site team will look to meet with the WSCC Streetworks Team on a regular basis throughout the Contract, on the same open collaborative basis as the discussions already held during the design stage of the project. How we successfully manage the traffic while working in and modifying existing carriageway areas is one of the bigger challenges on the scheme. The best answer is to use a proactive integrated team with plenty of traffic management knowledge and experience (ourselves, the WSCC Streetworks team, and our traffic management specialist). Our proposals will be based on current legislation, complying with required road widths, working widths and safety zones. They will be developed further by adding signage, exact road widths, barrier and traffic cone details. We'll undertake these using CAD software and review them internally before sharing externally (to avoid multiple submissions). Once these have been formally accepted by WSCC, these will be used to apply for the necessary TTRO's in a timely fashion.

Our Project Manager will have overall responsibility for –

- Securing acceptance from WSCC Streetworks Team of our final Traffic Management Proposals, including all necessary permits and TTRO's;
- the installation, maintenance and removal of the Traffic Management systems;
- ensuring illumination of signs to the correct and current traffic management design standards, taking steps to avoid dazzle;
- ensuring that the traffic management signs used are in a new or in good second-hand condition;
- ensuring that all traffic management is cleaned on at least a weekly basis to ensure the general public and road users can see, read and understand the information displayed.

In situations where one-way working is required it shall be controlled by temporary traffic signals in accordance with Chapter 8 of The Traffic Signs Manual and Safety at Street and Road Works – A Code of Practice. At peak hours these shall be manually controlled by a suitably trained person. STOP/GO boards shall be provided and be ready for immediate use in the event of signal failure.

4.4 Domestic and Commercial Waste Collections

The site will place no restrictions on any domestic or commercial waste clearance / collection to the general public, residents, businesses and stakeholder properties during the works.

As should be expected when undertaking road works of this nature, there will at times be some traffic restrictions and diversions imposed, but Jackson working in collaboration with WSCC will at all times endeavour to keep these to an absolute minimum.

For example it is anticipated that some resurfacing works will be completed during full weekend road closures. This is so as to minimise night time working whilst also mitigating traffic management related delays to the public. During these works existing access shall be maintained for all frontages within the closure areas.

4.5 Spoil Removal

Spoil removal, “muck-away” and all waste in general will be reduced as much as practically possible. The design of the works already allows re-use of “site won” materials wherever possible so to reduce the transporting of waste away from site and ultimately reducing HGV / skip removal lorry road movement to an absolute minimum . A Site Waste Management Plan (SWMP) will be compiled prior to start on site. This document will list all materials imported and exported on and off site. A dedicated Engineer will be responsible for inputting the data and working out efficiencies in the day to day material movements. A Carbon calculator will run in tandem alongside the SWMP to ensure that JCE and WSCC are keeping the overall carbon footprint for the works to a minimum.

However some spoil removal will be necessary, and this will be carried out by various methods throughout the construction period. At no time will skips or temporary structures be required to be stored on the highway. All methods of spoil removal will be carried out within the site boundary and waste removed by vehicle as per the above traffic routes.

4.6 Erection and Maintenance of Hoarding and Fencing

The site will be demarked from the public using different types of fencing. Generally the site compounds will be surrounded by either herras type fencing or timber hoarding. Where areas are not in close proximity with the general public anti climb heras fencing will be used to stop undesireables entering site and to protect from deep excavations and dangerous plant movements.

The site fencing will be checked every morning and at the end of every shift to ensure it is servicable. The site horading and fencing will be cleaned on a fortnightly basis to ensure it is in good and clean condition.

4.7 Other Works to Mitigate Impact of Construction Upon the Highway

Advance warning signage will be erected on all “A” and “B” roads heading to and from the main work sites to give notice to road users that construction work is taking place. In addition suitable signage will also be erected on Eastergate Lane (just north of the proposed Fontwell Avenue Roundabout). JCE will provide a Public Liaison Officer (PLO) in collaboration with WSCC public relations team so to inform the general public, residents and stakeholders of the works through local notices / publications / social media etc. Up dates and progress will be reported through the afore mentioned channels on a fortnightly basis.

4.8 Commitment to Highway Repairs

If during the works any parts of the existing highway are deemed to have been damaged by our construction vehicles as a consequence of the construction process, Jackson will rectify as soon as is reasonably possible.

4.9 Public Engagement

During the design and planning stages of the scheme (prior to construction), WSCC (with JCE supporting when required) have regularly engaged with/consulted with local stakeholders and held public forums so to inform all parties who potentially will be affected by the scheme of design updates and design options considered. Alongside this the Council has maintained a website which updates with the various preconstruction phases, such as detailed design and planning approvals etc.

During the construction works Jackson provide a suitably experienced public liaison offer (PLO), dedicated to working on the scheme full time. They will work from the site offices and provide 24hr contact to stakeholders through a dedicated mobile number with the support of the Site Agent.

A dedicated e-mail address will also be set-up for electronic enquiries to be submitted to. The account will be administered solely by the PLO with viewing rights provided to the site manager and WSCC, so that they will be able to monitor the main concerns/issues being raised by stakeholders and act in a timely fashion after consultation with all parties.

At pre-arranged and agreed times during the works, local residents / stakeholders will be invited to site for them to view drawings, brochures and information on scheme activities. This will also

provide them with the opportunity to meet our PLO face to face, so they can answer any queries and provide up to date information about the scheme's upcoming planned activities.

In addition to the above, our PLO shall continually provide weekly progress updates for WSCC review before being issued to stakeholders and to inform the WSCC project website page for the scheme.

Complaints, enquiries and compliments will be recorded by our PLO on a Communications log. Our PLO will coordinate complaints and enquiries and will respond within swiftly agreed timescales.

All site personnel shall be informed of public communication strategies and be aware of the role of the PLO. In support of this strategic plan, site personnel will be asked to pass on the PLO's contact details if approached by members of the public and stakeholders.

Our PLO shall communicate with WSCC's Senior Press Officer on all media enquiries in a timely fashion.

5 Construction Worker Travel Plan

5.1 Introduction

A key objectives for the project is to minimise the use of company and privately owned vehicles associated with the transportation of employees to and from home to the construction site. This sits alongside another of JCE’s key project objectives – to keep our carbon footprint as low as is feasibly achievable. Staff, Operatives, and subcontractors will be encouraged to use public transport where possible to attend site.

To assist JCE with meeting these objectives the following sections aim to provide all construction workers associated with the A29 Realignment Scheme with sustainable travel choices to get to and from a place of work and, where possible, reduce single occupancy vehicle use. It also aims to help individuals in terms of making better informed travel decisions.

The core aim of this Construction Worker Travel Plan (CWTP) is to help reduce car usage (particularly single occupancy journeys) and increase car sharing amongst construction staff employed during the construction phase for the scheme. In order to work towards the fulfilment of these core aims, a series of SMART objectives and measures have been developed (see below).

5.2 Context

Before getting into further detail, it’s worth highlighting the context in which this CWTP is written around. The anticipated number, frequency and types of vehicles anticipated to site during the construction phase is shown in table 2 below.

Vehicle Type	Envisaged Maximum Daily Number to Site
Car / Delivery Van	40 Movements Daily
Heavy Earth Moving Vehicle	20 Movements Daily
HGV	75 Movements (envisaged 25% via the north access via Fontwell Avenue, 75% via the southern access via Barnham Road), but majority of time average of 20.

Table 2 - Forecasted Construction Traffic

Therefore the absolute peak construction workforce for the A29 Realignment Scheme Phase 1 is estimated to be approximately 135 workers at the site per day. However for the majority of the time an average of 80 construction workforce is anticipated.

5.3 Scope

This CWTP applies to the construction phase only (known as Stage 2 of JCE's two-stage Contract) and will seek to promote sustainability through the following key areas:

- Assessing the accessibility of the site by different modes;
- Promote a range of measures and options that could be implemented to reduce dependency on the car for travel to the site;
- Provide employees with relevant, timely and up to date information and communications on facilities/services available to them to ensure that they are able to make better informed travel choices;
- Proposing a package of measures and, where possible, improvements to sustainable travel.

5.4 Site Accessibility

In order to develop an effective CWTP, it is important to consider the current levels of accessibility to the site. This section of the CWTP therefore details accessibility to site by different modes, including active and sustainable methods of travel.

Walking and Cycling Provision

The accessibility of the main site compound A location has been reviewed with respect to opportunities for walking and cycling. The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' (2000) suggests a maximum walking distance of 2 km for journeys to work.

At the location where the scheme crosses the B2233 Barnham there is a footway on the northern side of the road. This provision is in place on the northern side of the road from the main site compound location travelling west all the way to Barnham Railway Station. The railway station is just under 1km away from the site compound, which makes it favourable walking distance.

Overall there is a lack of cycling infrastructure in the surrounding area of the site, with limited connections between the site area and the surrounding villages. However cycling is still considered to be a viable alternative to that of the private car for journeys. 'Local Transport Note 2/08: Cycling Infrastructure Design', published by the Department for Transport states that many utility cycle trips are less than 3 miles (approximately 5 km), but for commuter journeys a distance of 5 miles (approximately 8 km) is not uncommon.

An 8 km catchment area includes the western side of Chichester, Bognor Regis to the south, Littlehampton to the east, and the town of Arundel to the north. The railway station in Barnham is just under 1km away from the site compound, thus the use of a train and cycle could be considered a viable option. Given the above, it is considered that the main site compound A is reasonably accessible for those living within the 8 km catchment wishing to cycle, or who wish to use the train and cycle. A cycle store will be provided within the main site compound.

Bus Services

The north-south public transport movements are presently served by the A29 Westergate Street / Lidsey Road. The nearest bus stops to the site are located on the A29 Fontwell Avenue / A29 Nyton Road and B2233 Barnham Road. At two of the stops, namely Barnett Close and School (Opposite petrol station), the facilities provided include a shelter, seating and a provisional timetable. The remaining bus stops do not have seating or shelters but do provide a timetable.

The 85-bus route serves the A29 Fontwell Avenue, connecting the local villages with Arundel and Chichester, with a total of six services daily.

Stagecoach operates school buses at school times between Wick/Chichester towards Westergate, these services are accessible to the general public.

The key bus routes serving the site area are detailed in Table 3 below.

Operator	Service Number	Route	Average Frequency (Mon – Sat)	First Service	Last Service
Compass Travel	66A / 66C	Bognor Regis – Yapton – Bognor Regis	66A – 4 times a day 66C – service runs full route 3 times a day	07:24	16:35
	85/85A	Arundel – Fontwell – Chichester	3 times a day	06:55	15:55
		Chichester – Fontwell – Arundel	3 times a day	09:05	16:34
Stagecoach Buses	658	Chichester – Westergate	Once a day	07:30	-
		Westergate - Chichester	Once a day	-	14:48
	665	Wickbourne – Westergate	Once a day	07:10	-
		Westergate - Wickbourne	Once a day	-	14:50

Table 3 - Key Bus Routes Serving the Site

Rail Services

The closest railway station to the site is Barnham Railway Station. The railway station is just under 1km away from the site compound, which makes it favourable walking distance. This railway station is located on the West Coastway Line between Brighton and Southampton, and the majority of trains serving it are operated by Southern. The other operator is Great Western Railway who run limited services to the West Country.

The typical off-peak service in trains per hour is:

- 4 tph to London Victoria via Horsham
- 2 tph to Brighton via Worthing
- 2 tph to Littlehampton
- 4 tph to Bognor Regis
- 2 tph to Southampton Central
- 3 tph to Portsmouth & Southsea of which 2 continue to Portsmouth Harbour

These services are operated by Southern. There are also two trains per day, operated by Great Western Railway which run between Brighton and Bristol Temple Meads. As such there is potential for construction staff to use the train as a mode of traveling to and from the construction site.

5.5 Proposed Measures to Reduce the Level of Traffic

The availability of car parking has a major influence on the means of transport people choose for their journeys and is therefore an important travel plan measure in promoting sustainable travel to and from the Site.

It is proposed that sections of the car park will gradually be opened up as construction develops, with a defined number of construction worker car parking spaces to be provided during construction. Managing the number of parking spaces available on-site would help ensure that the number of vehicles is controlled, and that sustainable transport options are promoted.

A mini-bus shall be provided for transporting workers from the key points of construction worker origin to the site, so to replace a number of private car movements. This would have the benefit of reducing the number of vehicular trips on the local road network. For example, many of the construction workers may find local accommodation at hotels and bed and breakfasts, or a single mini-bus trip each day to the local train stations. A minibus service would be an attractive means of transport to these people. Minibus routes could also be set up to collect workers that live locally from central pick up points.

Everybody shall be encouraged to arrange for car sharing. At Jackson we find that car sharing is already popular amongst workers due to the financial and social benefits it provides.

In emergencies, the project team will provide a guaranteed lift home for car sharers and cyclists e.g. by use of taxi.

Although cycling to the site may likely to have limited appeal due to carrying personal protective equipment (PPE) etc. and the distance to the site from larger urban areas secure parking for bicycles at the main site compound shall be provided. Construction staff that cycle to work would also have access to shower and changing facilities and lockers to store clothing, cycle helmets etc.

Information about all available forms of public passenger transport including routes and destinations, service frequencies and locations of nearest bus stops shall be provided at site inductions. Public transport information shall also be displayed on the site information boards.

An on-site storage facility shall be provided to the project team. This facility would encourage construction workers to store their tools on-site, which would reduce the amount of tools they would need to carry each day and would assist those workers who are considering cycling or car sharing as a potential travel mode.

Workers would also be encouraged to use alternative forms of transport such as walking or cycling as a way of promoting overall well-being and fitness. Initiatives like 'get off a stop early' – challenging personnel to get off the train or bus earlier than they normally would do to increase their levels of physical activity and wellbeing generally, will be encouraged. This would be included as part of the project's toolbox talk training programme.

5.6 Travel Plan Promotion

During site inductions the CWTP will be introduced to all personal, both workers and visitors. Local train and bus timetables will also be shared so to further encourage their use.

Senior staff members working at, or visiting, the site shall demonstrate a high level of commitment to the CWTP, to lead by example and encourage wider engagement in the programme.


5.7 Monitoring and Review of the CWTP

Monitoring the CWTP will be central to ensuring its aims are delivered in practice. Monitoring guarantees that failures or changing conditions are identified at the earliest point and that remedial action (i.e. identifying additional measures, providing incentives etc.) can be taken, to ensure that the CWTP stays on course to meet its overall objectives. The JCE Project Manager will be responsible for monitoring the plan, to ensure an efficient and effective execution of the measures, and to refine the measures, where necessary, to cope with the changes in demand over the construction phase.

Furthermore, construction workers will be given the chance to offer their suggestions and ideas via a suggestion box/an informal discussion with the JCE site team, while review meetings will be held at regular intervals to ensure any issues are dealt with effectively.


Appendix A

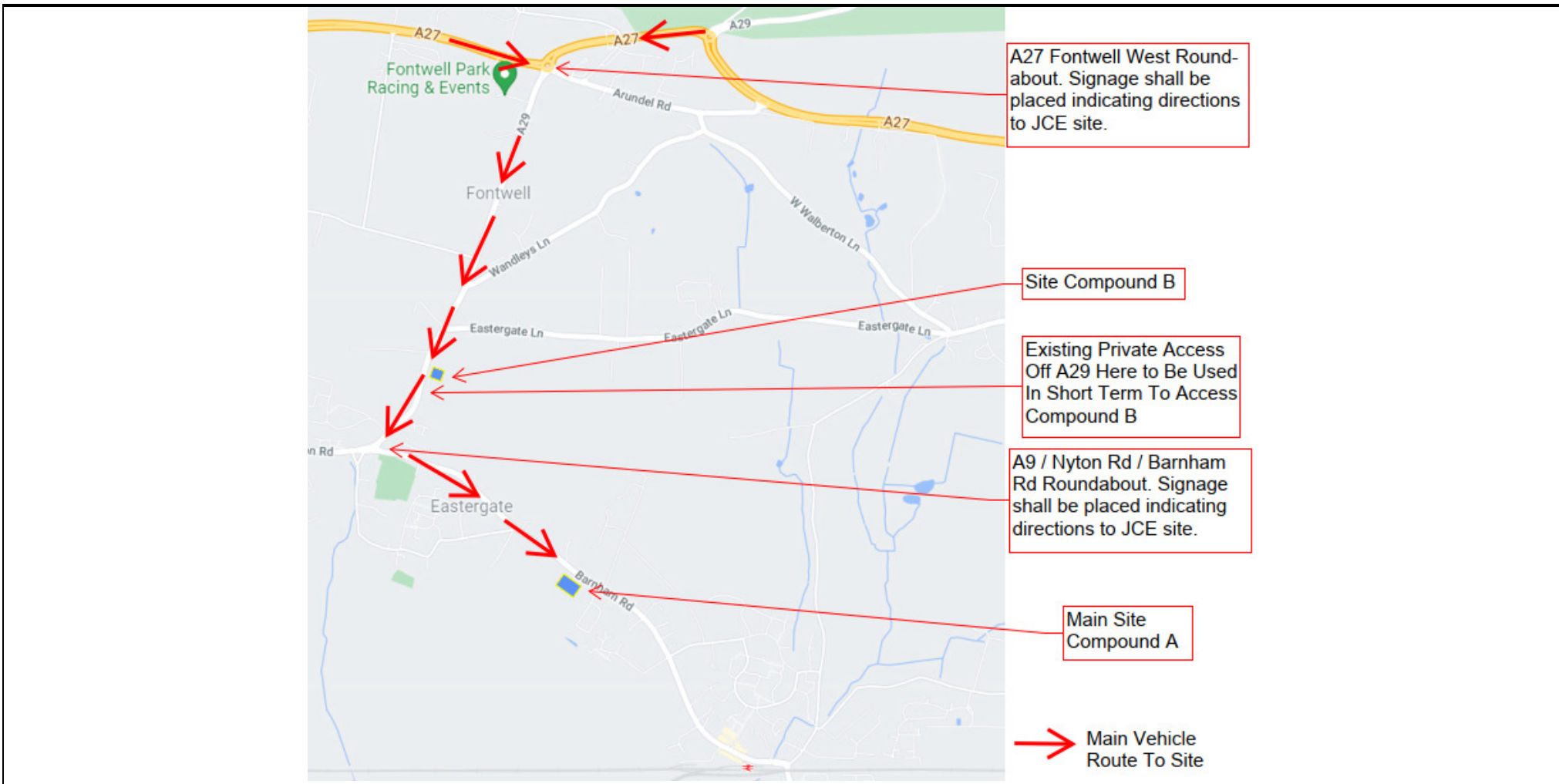
Site Location Plan

	A29 REALIGNMENT SCHEME – PHASE 1	SITE LOCATION PLAN	No: S0031/SLP/001
			Issue: A
CONSTRUCTION TRAFFIC MANAGEMENT PLAN – APPENDIX A			Date: 28th October 2021




A29 Realignment Scheme – Phase 1 – Construction Traffic Management Plan – Site Location Plan

	A29 REALIGNMENT SCHEME – PHASE 1	SITE LOCATION PLAN	No: S0031/SLP/001
			Issue: A
CONSTRUCTION TRAFFIC MANAGEMENT PLAN – APPENDIX A			Date: 28th October 2021




A29 Realignment Scheme – Phase 1 – Construction Traffic Management Plan – Site Location Plan

	A29 REALIGNMENT SCHEME – PHASE 1	SITE LOCATION PLAN	No: S0031/SLP/001
			Issue: A
CONSTRUCTION TRAFFIC MANAGEMENT PLAN – APPENDIX A			Date: 28th October 2021




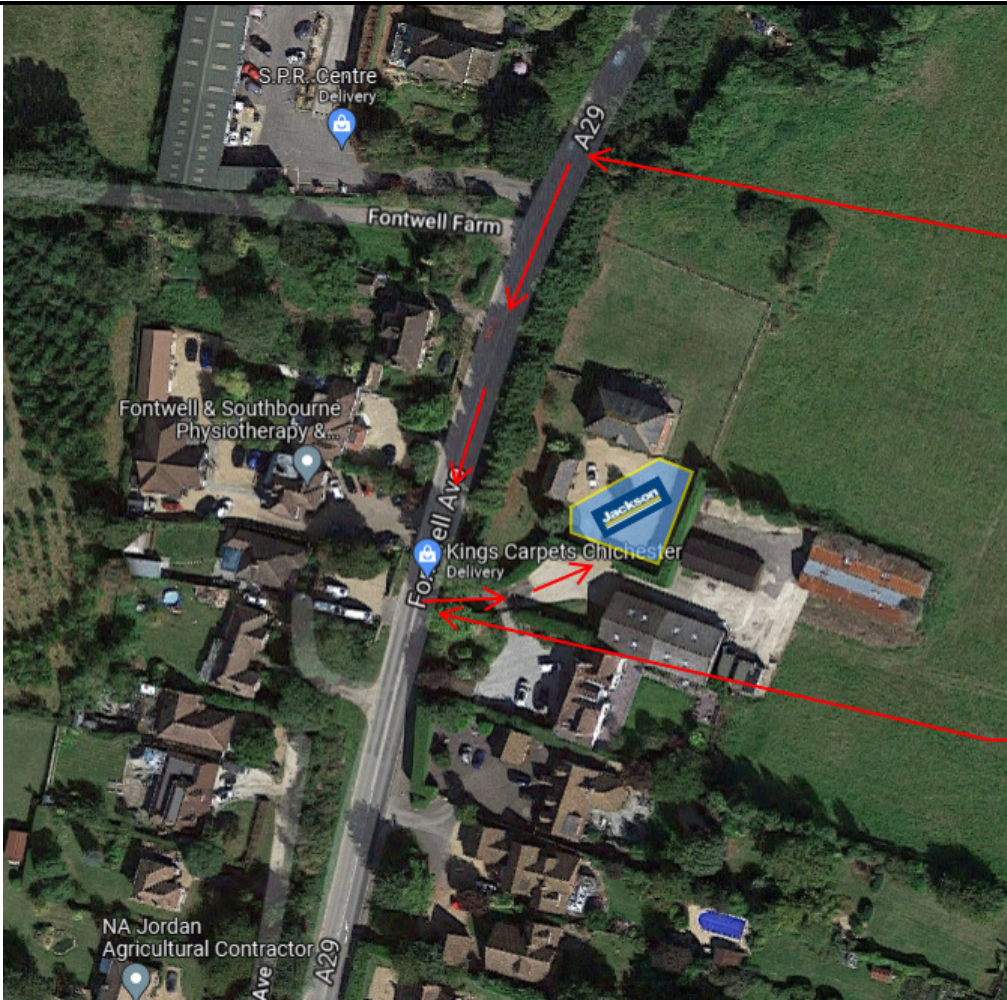
A29 Realignment Scheme – Phase 1 – Construction Traffic Management Plan – Site Location Plan

	A29 REALIGNMENT SCHEME – PHASE 1	SITE LOCATION PLAN	No: S0031/SLP/001
			Issue: A
CONSTRUCTION TRAFFIC MANAGEMENT PLAN – APPENDIX A			Date: 28th October 2021



Entrance off B2233 Barnham Road (photo looking south east). Existing access track to be utilised at first to access site compound, then a dedicated access will be built through the works.


	A29 REALIGNMENT SCHEME – PHASE 1	SITE LOCATION PLAN	No: S0031/SLP/001
			Issue: A
CONSTRUCTION TRAFFIC MANAGEMENT PLAN – APPENDIX A			Date: 28th October 2021



A29 Fontwell Avenue. Entrance to Satellite Compound B from existing shared access driveway to begin with. Then a new, dedicated access will be provided at the proposed roundabout location. Signage shall be placed indicating directions to JCE site.

Approximate location on Satellite Compound B. For existing temporary entrance off Fontwell Avenue see figure 6 below).

A29 Realignment Scheme – Phase 1 – Construction Traffic Management Plan – Site Location Plan

	A29 REALIGNMENT SCHEME – PHASE 1	SITE LOCATION PLAN	No: S0031/SLP/001
			Issue: A
CONSTRUCTION TRAFFIC MANAGEMENT PLAN – APPENDIX A			Date: 28th October 2021



Entrance off A29 Fontwell Avenue (photo looking east). Existing entrance to be utilised at first to access satellite compound B, then a dedicated access will be built through the works.

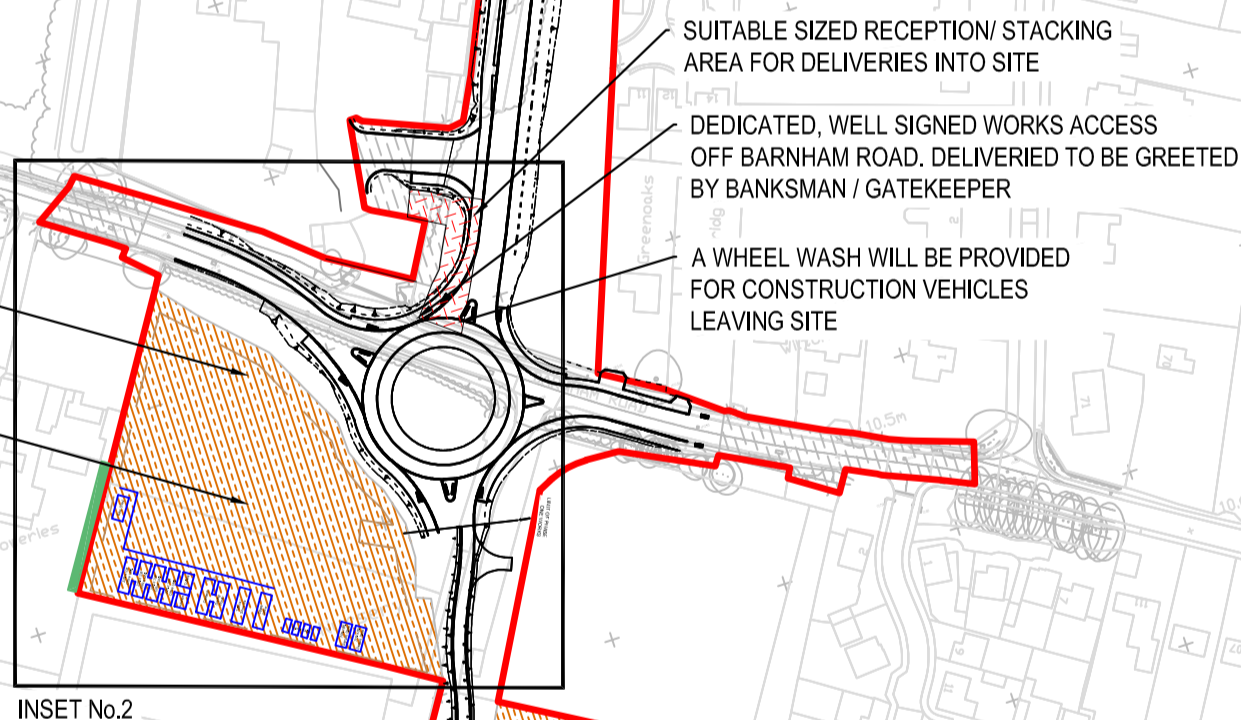
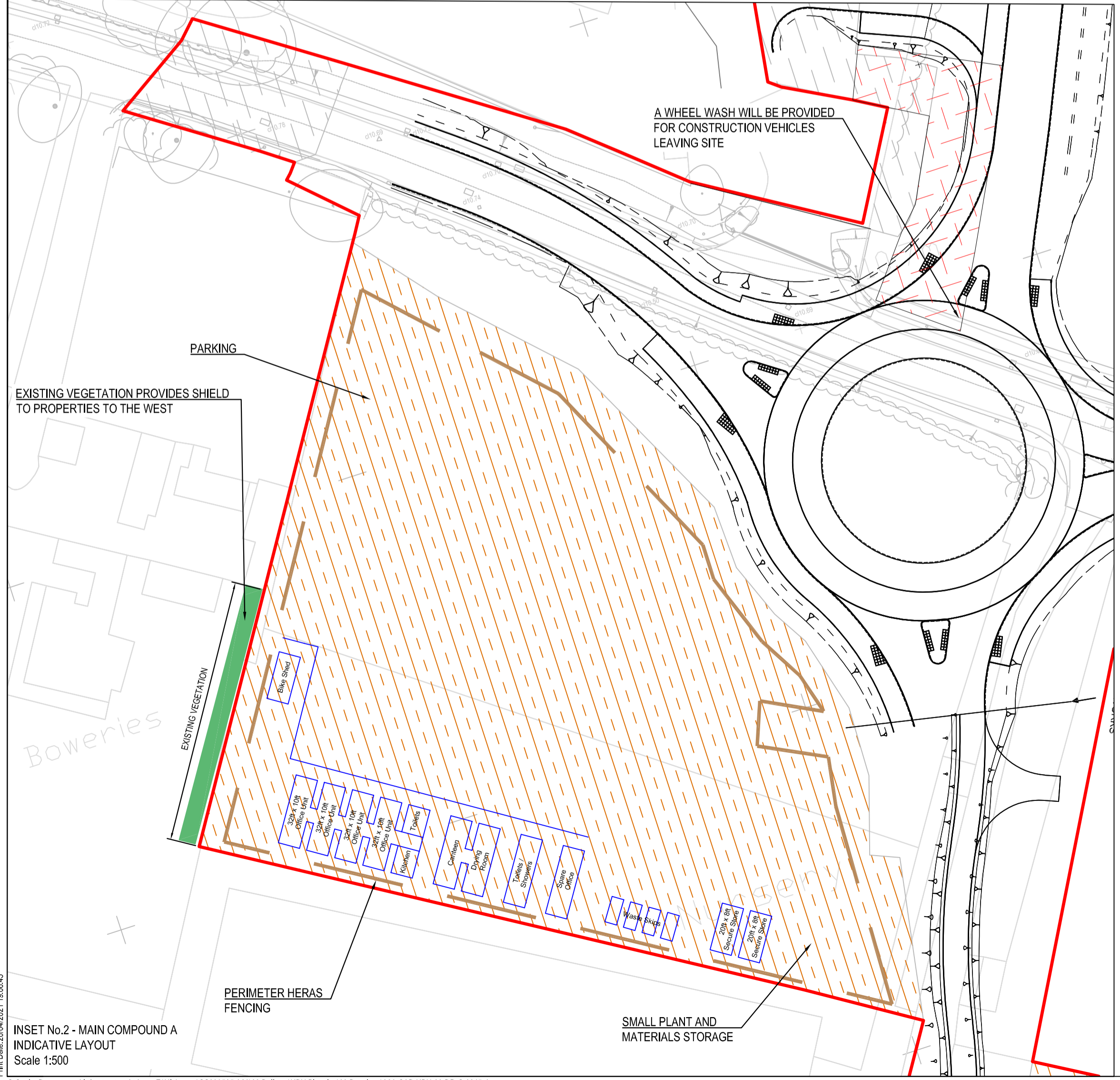
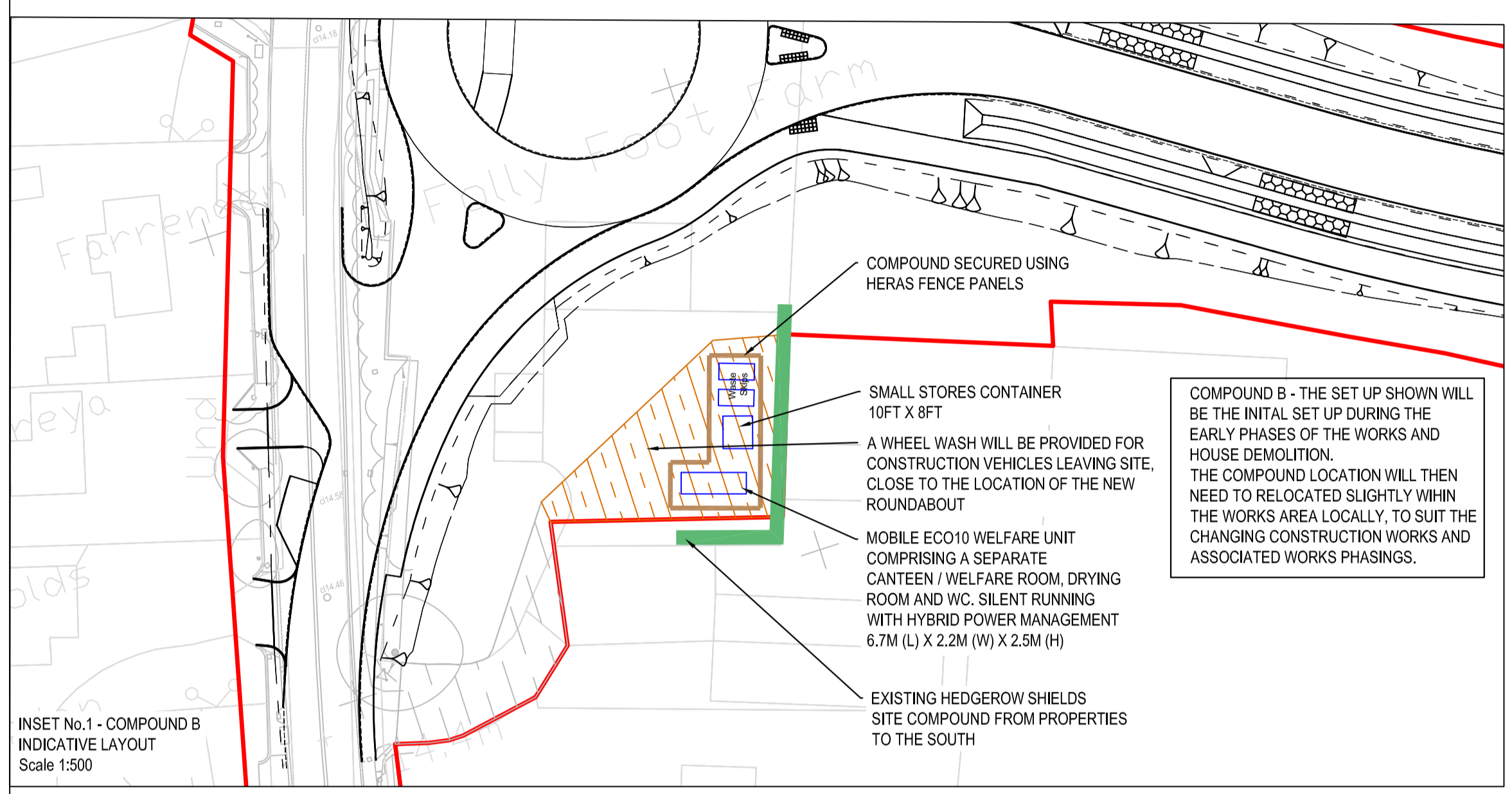
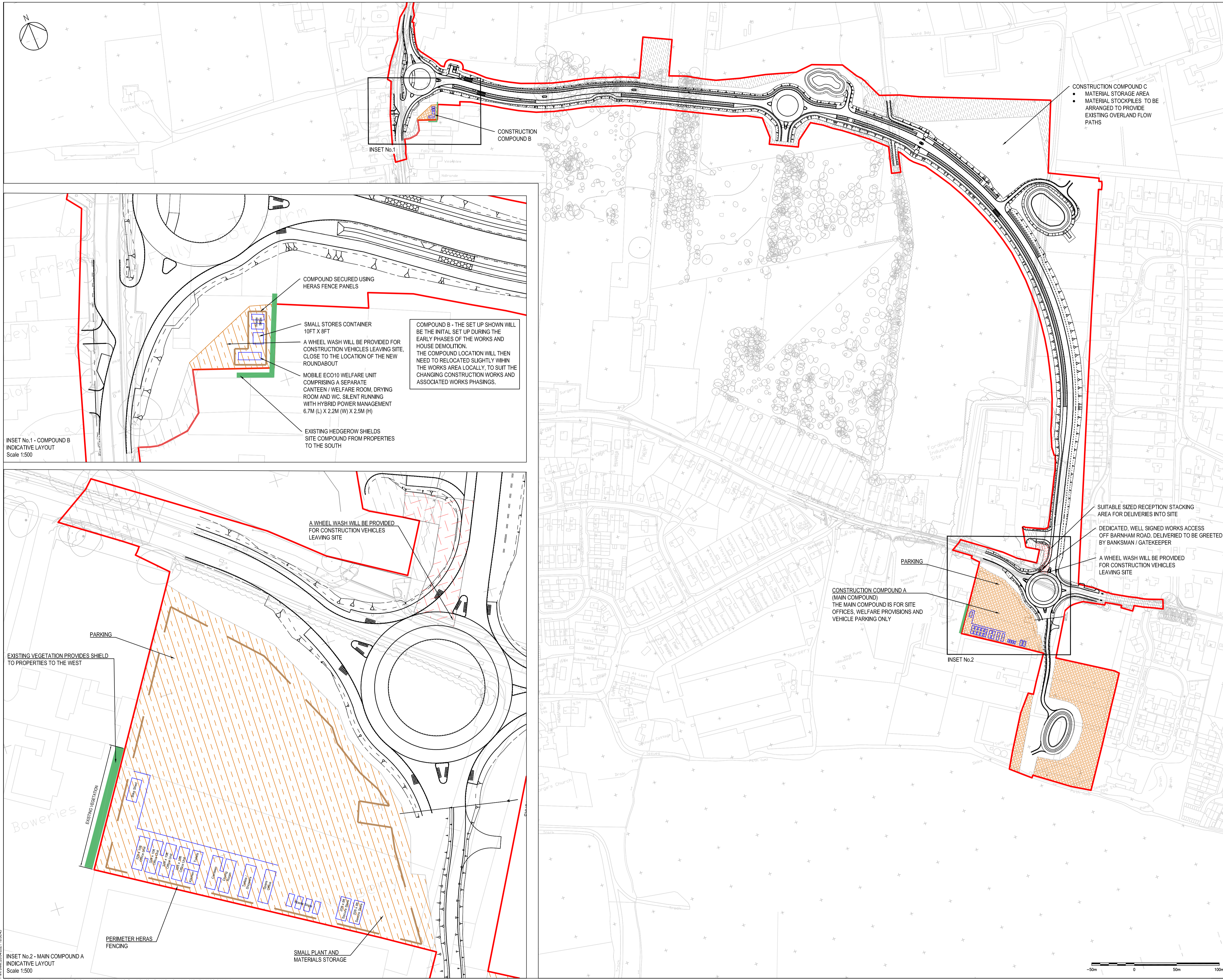
Appendix B

Site Compound Details



- NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 2. ALL DETAILS ARE OUTLINE AND SHOWN INDICATIVELY.
 3. NUMBER OF SITE CABINS AND WELFARE ARRANGEMENTS SUBJECT TO COVID-19 REQUIREMENTS AT TIME OF WORKS.

- KEY:
- REDLINE BOUNDARY
 - TEMPORARY USED LAND, TO BE REINSTATED LAND BACK TO EXISTING.
 - TEMPORARY USED LAND, TO BE LEFT IN A TIDY STATE, NO NEED TO REINSTATE



Rev	Drawn	Checked	App'd	Description	Date
P01	KS			FIRST ISSUE	20.04.2021

Purpose of Issue: **For Planning** S0

Classification: **Public**

Client: **west sussex county council**

Project: **A29 Realignment Scheme**

Drawing: **Outline Construction Compound Plan**

Scale @ A1	Drawn	Checked	Approved
1:1250	KS		

Project No.	Date
CS099505	16.04.2021

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number A29-CAP-HPN-00-DR-C-0245	revision P01

CAPITA
Highways
Capita House, Wood Street, East Grinstead, RH19 1UU
01342 327161
www.capitaproperty.co.uk
Capita Property and Infrastructure Ltd.

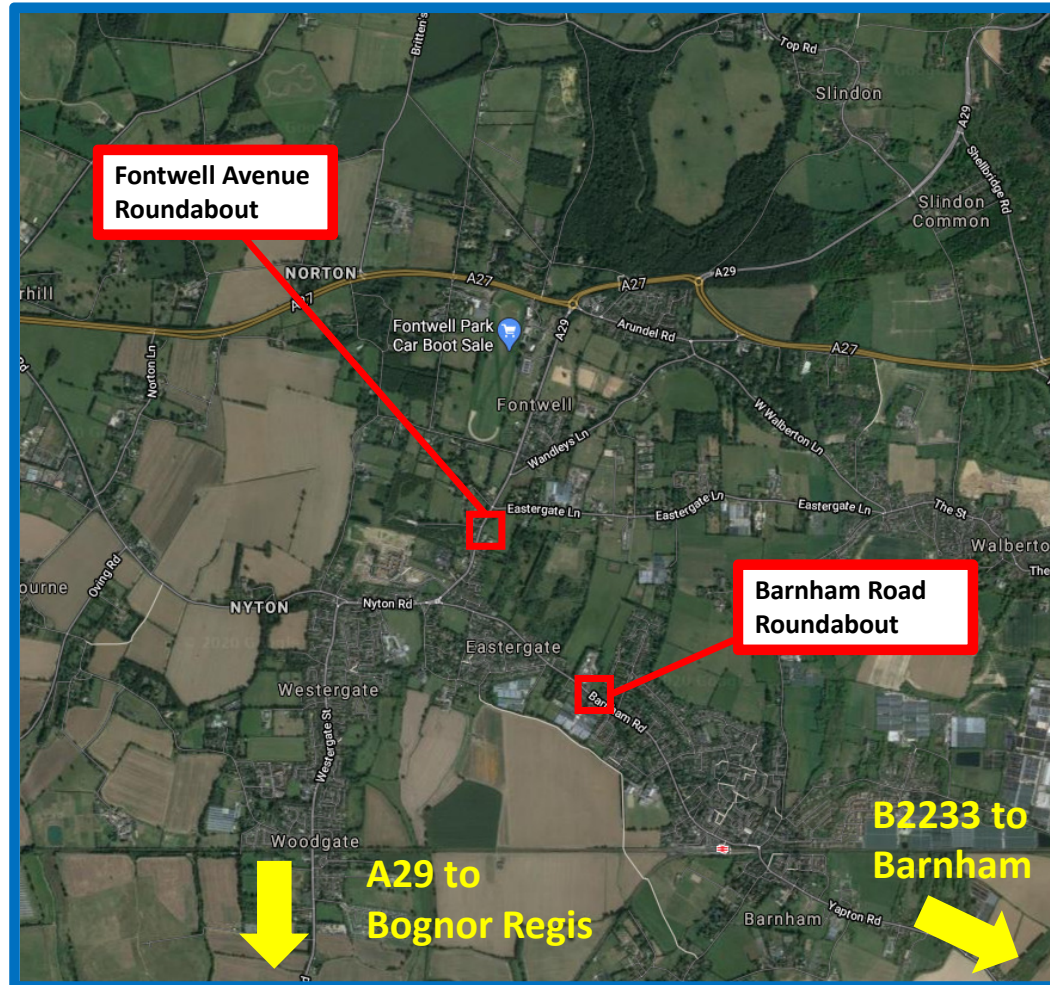
Appendix C

Traffic Management Outline Proposals

A29 Realignment Scheme



Site Location



A27 to Chichester



A27 to Arundel

A29 to Bognor Regis

B2233 to Barnham

**A29 Realignment
Scheme**



Jackson

**A29 Fontwell
Avenue
Roundabout**

A29 Realignment Scheme



Jackson

PHASE 1 – OFFLINE WORKS

Works in field areas up to back of existing roadside footway

Key Activities:

- Offline vegetation clearance, earthworks and drainage
- Offline carriageway construction
- Offline cycleway/footway construction
- Installation of offline signs and streetlighting

Part of this Phase is concurrent with Phase 2 due to the BT Openreach diversion works quoted duration

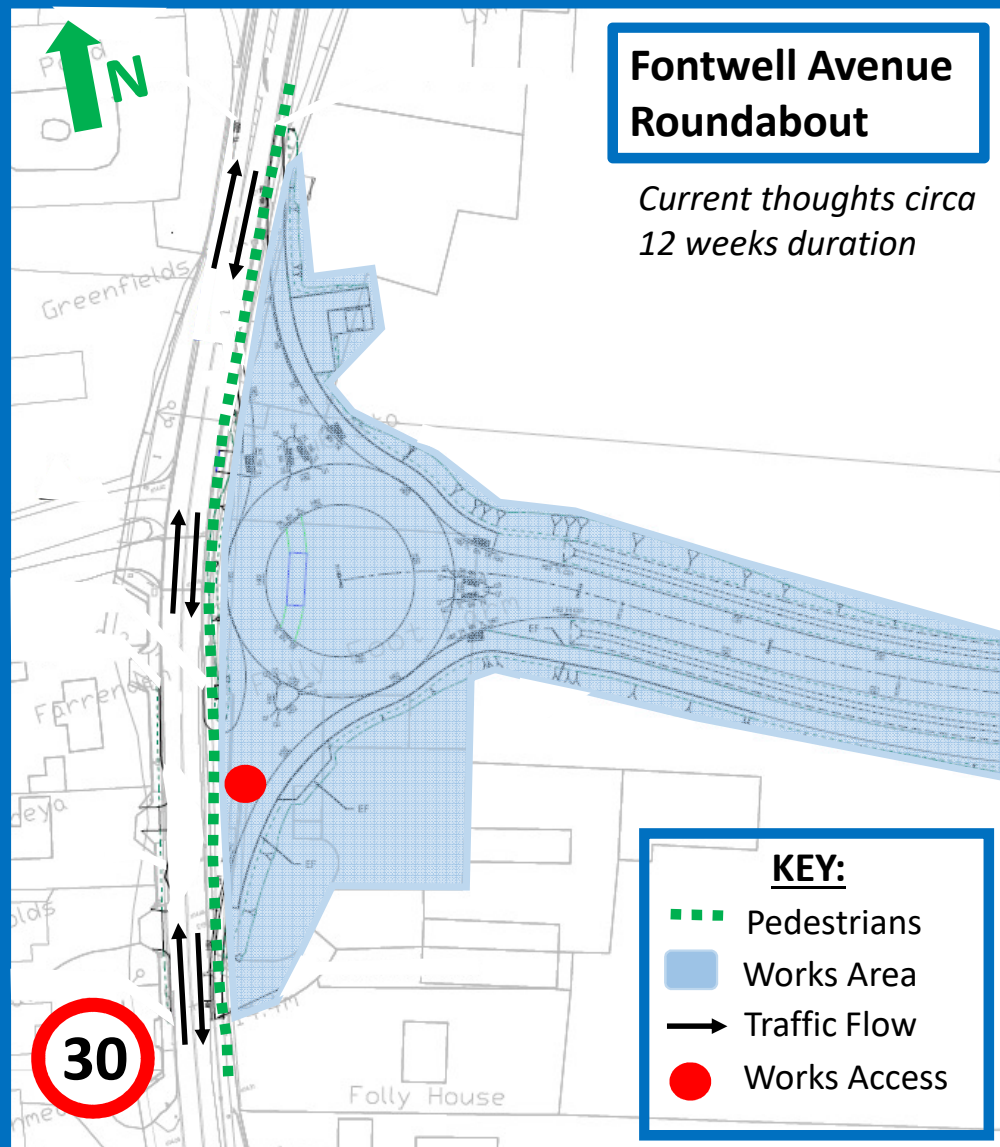
Traffic and Pedestrian Management:

A29 road and footway traffic unaffected throughout this phase. (Site entrance constructed using dropped kerbs and asphalt surfacing)

Advanced information signs are erected during this phase to advise passers by of upcoming road works

Fontwell Avenue Roundabout

Current thoughts circa 12 weeks duration



A29 Realignment Scheme



Jackson

PHASE 2 – ONLINE SOUTHBOUND LANE

Works within or needing the southbound A29 carriageway

Key Activities:

- BT Openreach diversion works (31 weeks)
- BT, SSE (HV&LV) and SGN utility diversion works
- Completion/Tie in of kerbs, drainage, footways
- Asphalt surfacing/regulating to northern spur
- Installation of signs and streetlighting

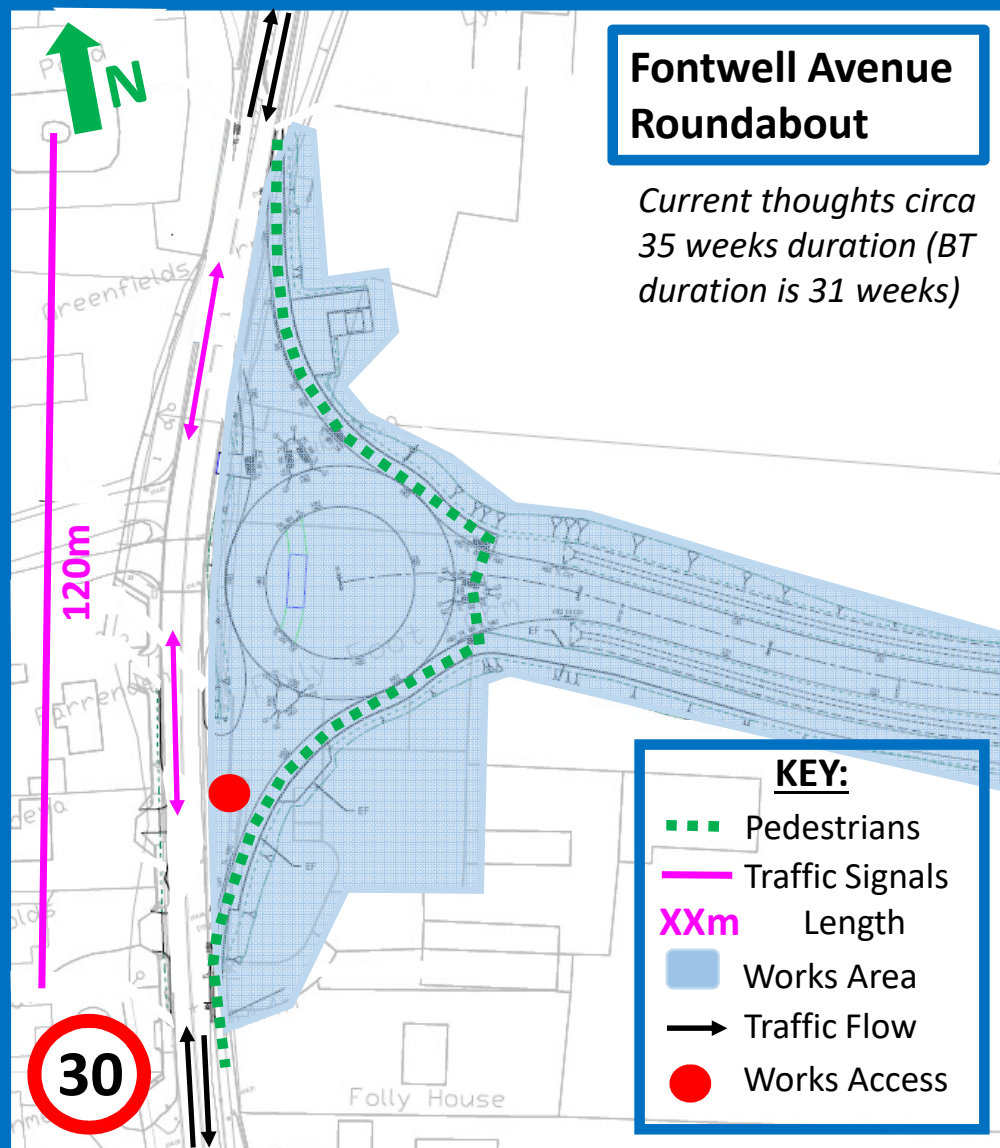
Traffic and Pedestrian Management:

Section of A29 southbound carriageway closed with temporary 2 way traffic signals. These will be shortened wherever possible to provide better access to the few properties. These will be removed at weekends where this is possible.

Pedestrians diverted onto new alignment with local realignment to allow footpath and kerblines tie-ins.

Fontwell Avenue Roundabout

Current thoughts circa 35 weeks duration (BT duration is 31 weeks)



A29 Realignment Scheme



Jackson

PHASE 2A – NEW DRAINAGE

New drainage pipes and chamber, circa 2m deep

Key Activities:

- Installation of new catch-pit chamber '1A/3' in existing A29 southbound carriageway. The closures allow excavation to depth and chamber construction, using rapid setting concrete.
- The shallow depth works begin on the preceding Friday and are completed during the following week to minimise the closure of the road.

Traffic and Pedestrian Management:

A29 fully closed all weekend to through traffic using diversion via A27 to Chichester and A259 via North Bersted.

This diversion route is an additional 9 mile deviation at worst case.

Pedestrians using new footpath alignment.

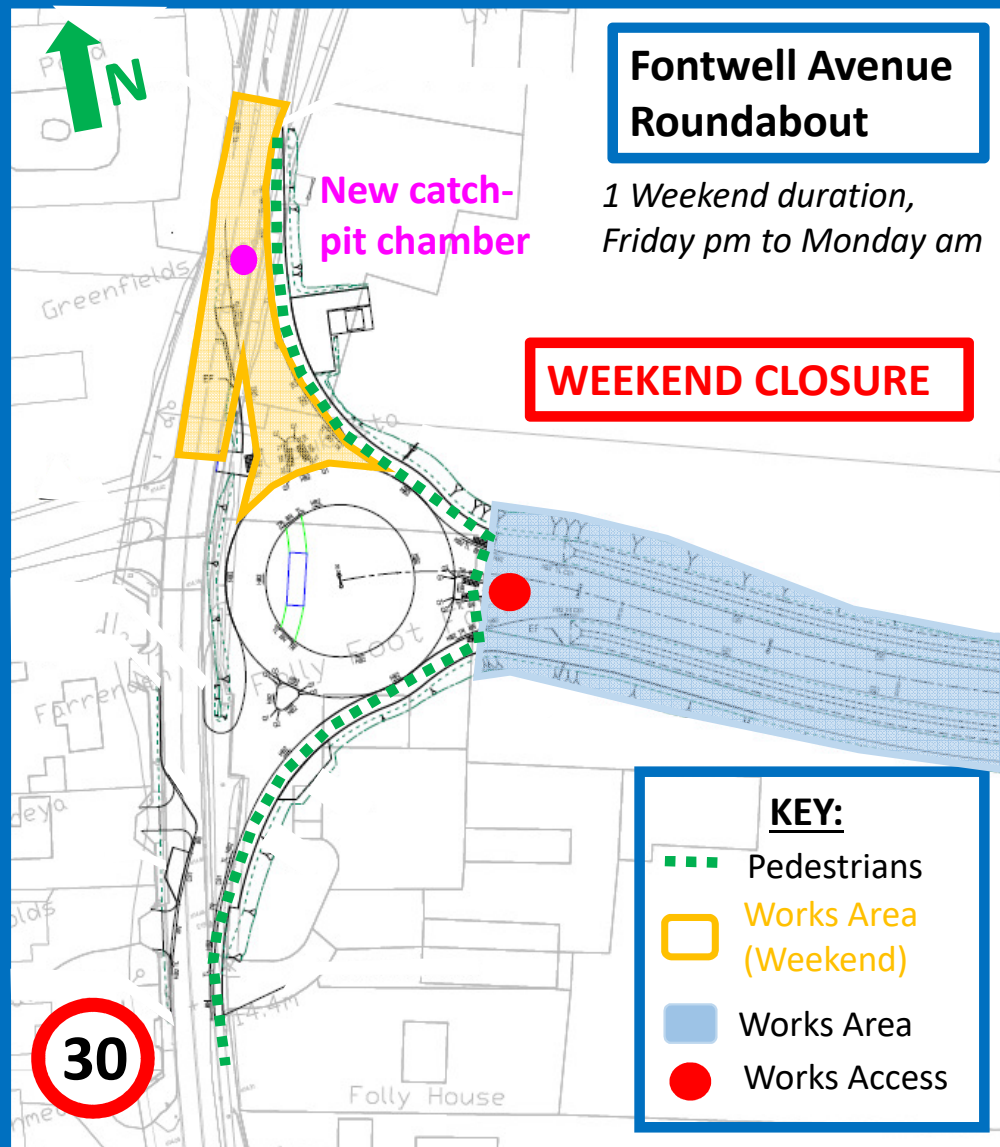
Fontwell Avenue Roundabout

*1 Weekend duration,
Friday pm to Monday am*

WEEKEND CLOSURE

KEY:

- Pedestrians
- Works Area (Weekend)
- Works Area
- Works Access



A29 Realignment Scheme



Jackson

PHASE 2B – NEW NORTHERN TIE-IN

Regulating surfacing to full 7.6m A29 road width

Key Activities:

- Installation of asphalt base and binder course surfacing course to full 7.6m road width, which cannot be undertaken safely using daytime traffic signals due to plant size needed leaving inadequate safety zones.

Traffic and Pedestrian Management:

A29 fully closed overnight to through traffic, using diversion via A27 to Chichester and A259 via North Bersted.

This diversion route is an additional 9 mile deviation at worst case. This phase is the preceding night to switching traffic onto phase 3 (new alignment).

Pedestrians using new footpath alignment.

Fontwell Avenue Roundabout

Current thoughts 1 weeknight duration

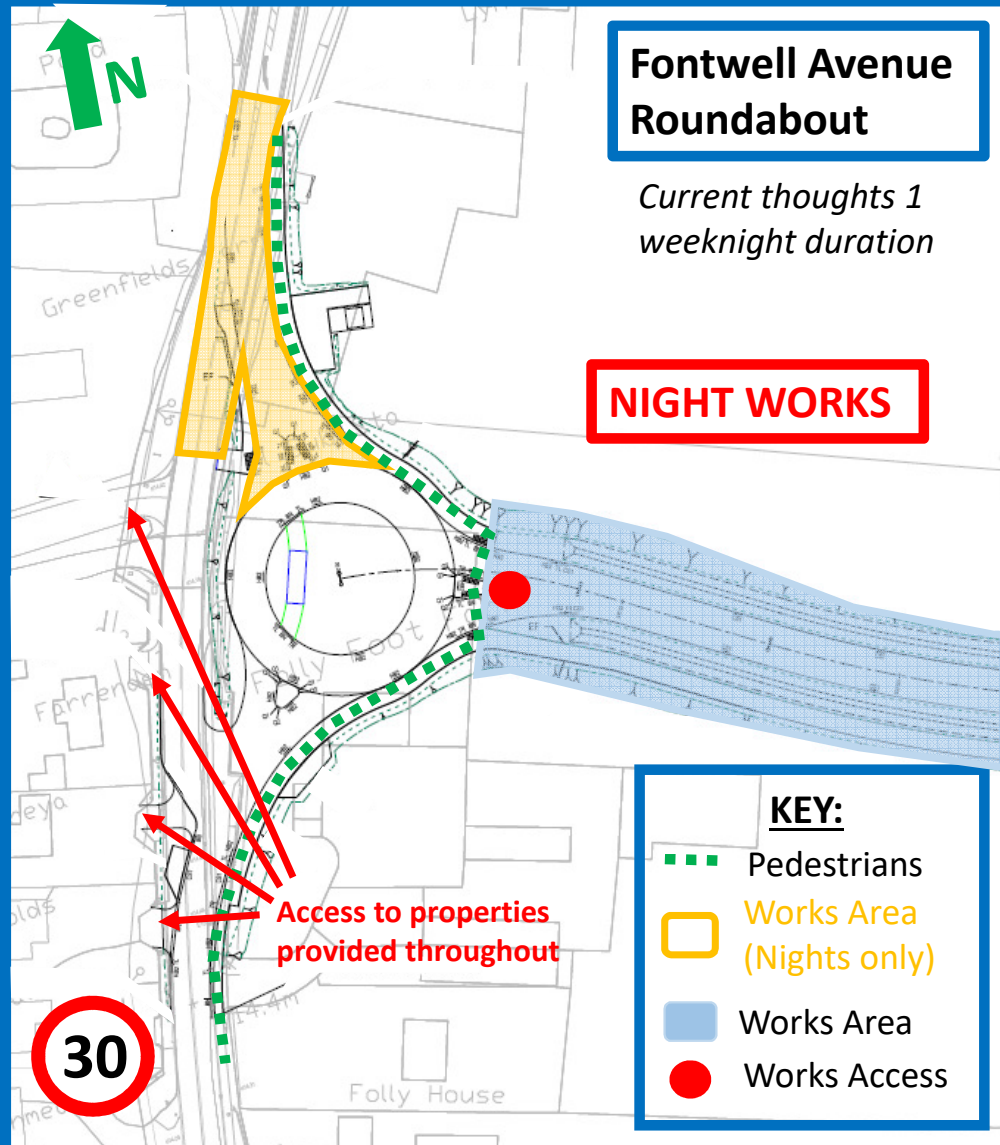
NIGHT WORKS

KEY:

- Pedestrians
- Works Area (Nights only)
- Works Area
- Works Access

Access to properties provided throughout

30



A29 Realignment Scheme



Jackson

PHASE 3A – ONLINE NORTHB'D LANE

Works within or needing the northbound A29 carriageway

Key Activities:

- New kerblines and drainage to south
- Asphalt surfacing/regulating to south
- Installation of signs and streetlighting to south

Traffic and Pedestrian Management:

A29 traffic using new alignment with road, roundabout and islands fully constructed. Old A29 carriageway section used for access to properties including Pet Food Store, with bespoke signage. South tie-in section of A29 northbound carriageway closed with temporary 2 way traffic signals. These will be removed at weekends where this is possible.

Pedestrians using new footpath alignment.

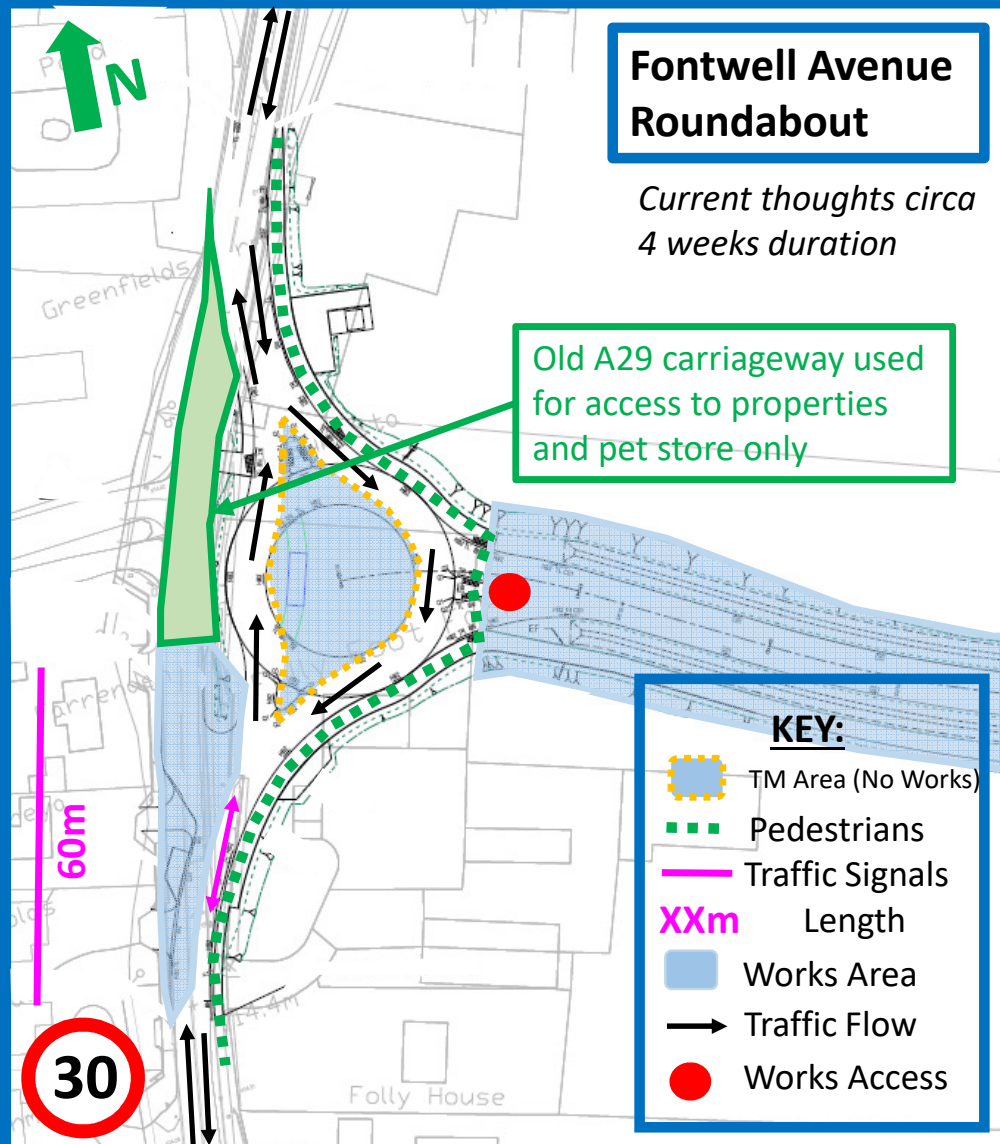
Fontwell Avenue Roundabout

Current thoughts circa 4 weeks duration

Old A29 carriageway used for access to properties and pet store only

KEY:

- TM Area (No Works)
- Pedestrians
- Traffic Signals
- Length
- Works Area
- Traffic Flow
- Works Access



A29 Realignment Scheme



Jackson

PHASE 3B – ONLINE NORTHB'D LANE

Works within or needing the northbound A29 carriageway

Key Activities:

- New kerblines and drainage to north
- Asphalt surfacing and planing out of redundant temporary surfacing to northern tie in.
- Installation of signs and streetlighting to north

Traffic and Pedestrian Management:

A29 traffic using new alignment with road, roundabout and islands fully constructed. Old A29 carriageway section used for access to properties including Pet Food Store with bespoke signage. South tie-in section of A29 northbound carriageway closed with temporary 2 way traffic signals. These will be removed at weekends where this is possible.

Pedestrians using new footpath alignment.

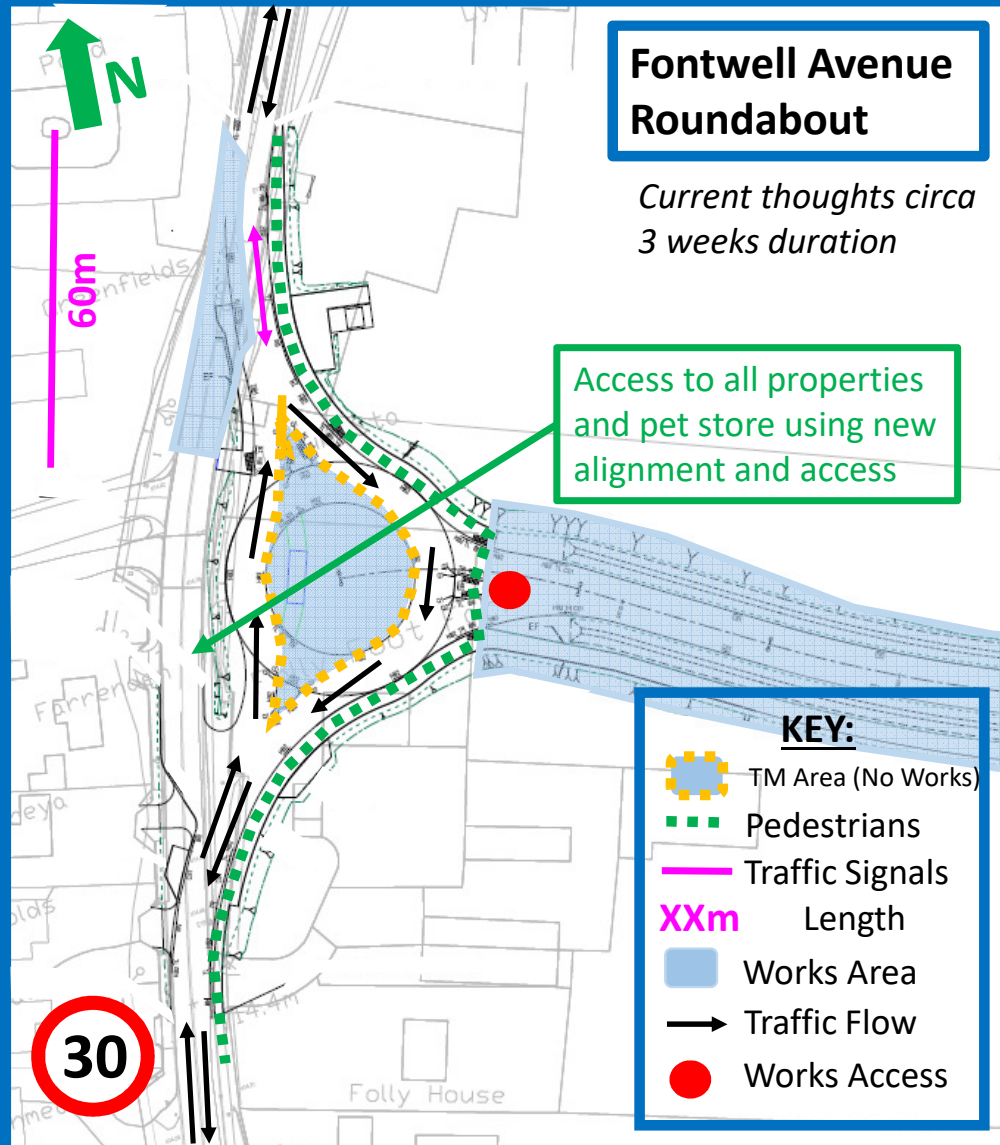
Fontwell Avenue Roundabout

Current thoughts circa 3 weeks duration

Access to all properties and pet store using new alignment and access

KEY:

- TM Area (No Works)
- Pedestrians
- Traffic Signals
- Length
- Works Area
- Traffic Flow
- Works Access



A29 Realignment Scheme



Jackson

PHASE 3C – NEW ROAD ALIGNMENT

Full depth construction works to new A29 southern tie-in

Key Activities:

- Full depth construction to the existing A29 footprint means that excavation to 900mm deep is required. This needs 3 to 4 shifts in a row before reopening to traffic and cannot be undertaken in two halves. The weekend closure permits mainly daytime works, mitigating impact on close-by houses and businesses.

Traffic and Pedestrian Management:

A29 fully closed all weekend to through traffic using diversion via A27 to Chichester and A259 via North Bersted. This diversion route is an additional 9 mile deviation at longest scenario.

Pedestrians using new footpath alignment.

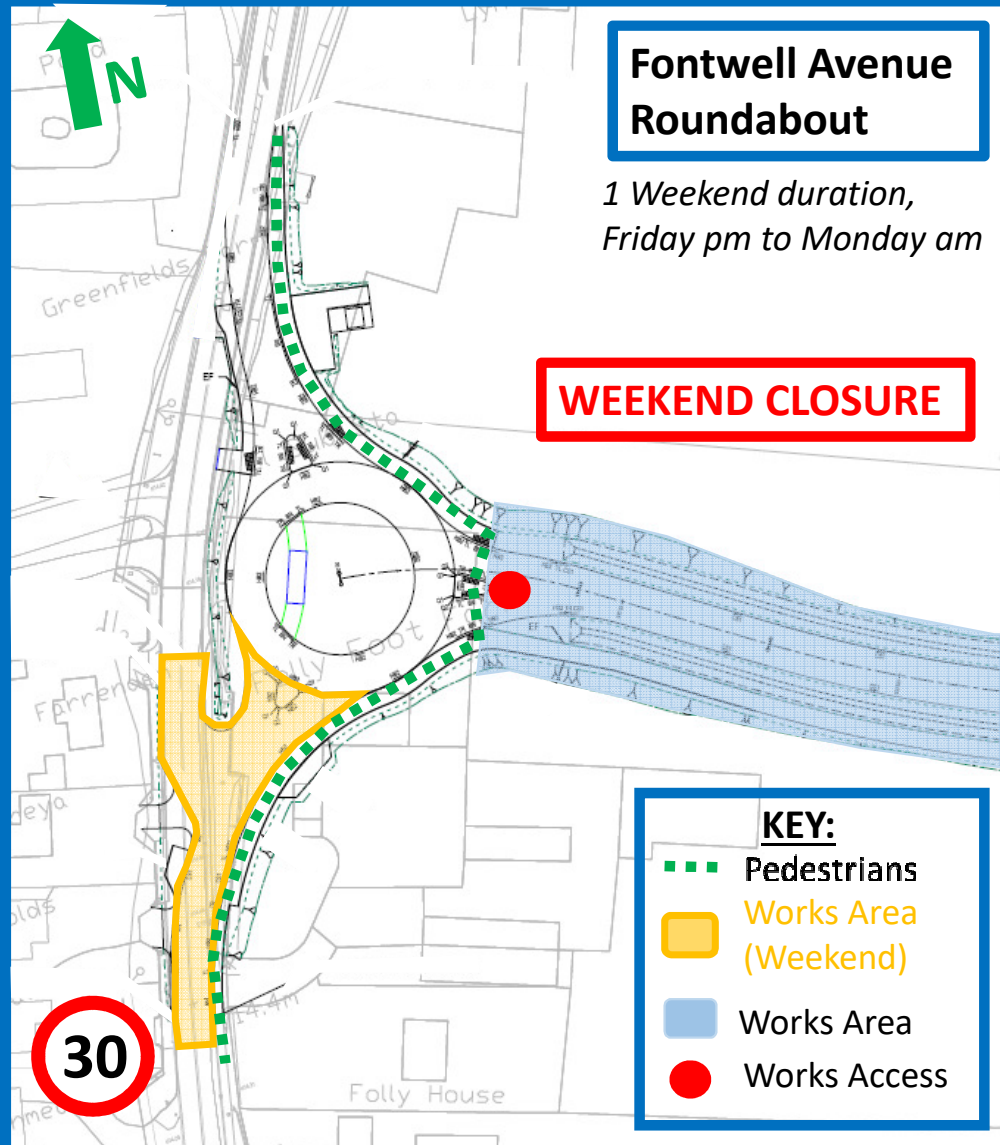
Fontwell Avenue Roundabout

1 Weekend duration,
Friday pm to Monday am

WEEKEND CLOSURE

KEY:

- Pedestrians
- Works Area (Weekend)
- Works Area
- Works Access



A29 Realignment Scheme



Jackson

PHASE 4 – NEW ROAD ALIGNMENT

Finishing works to new A29 and access road carriageways

Key Activities:

- Hot Rolled Asphalt surface course installation to both tie-in sections **at night** (Roundabout circle completed previously). The need for HRA means a chipping machine cannot fit the road width.
- Installation of remaining roadmarkings during daytime off-peak traffic signals

Traffic and Pedestrian Management:

A29 fully closed overnight to through traffic, using diversion via A27 to Chichester and A259 via North Bersted.

This diversion route is an additional 9 mile deviation at longest scenario.

Pedestrians using new footpath alignment.

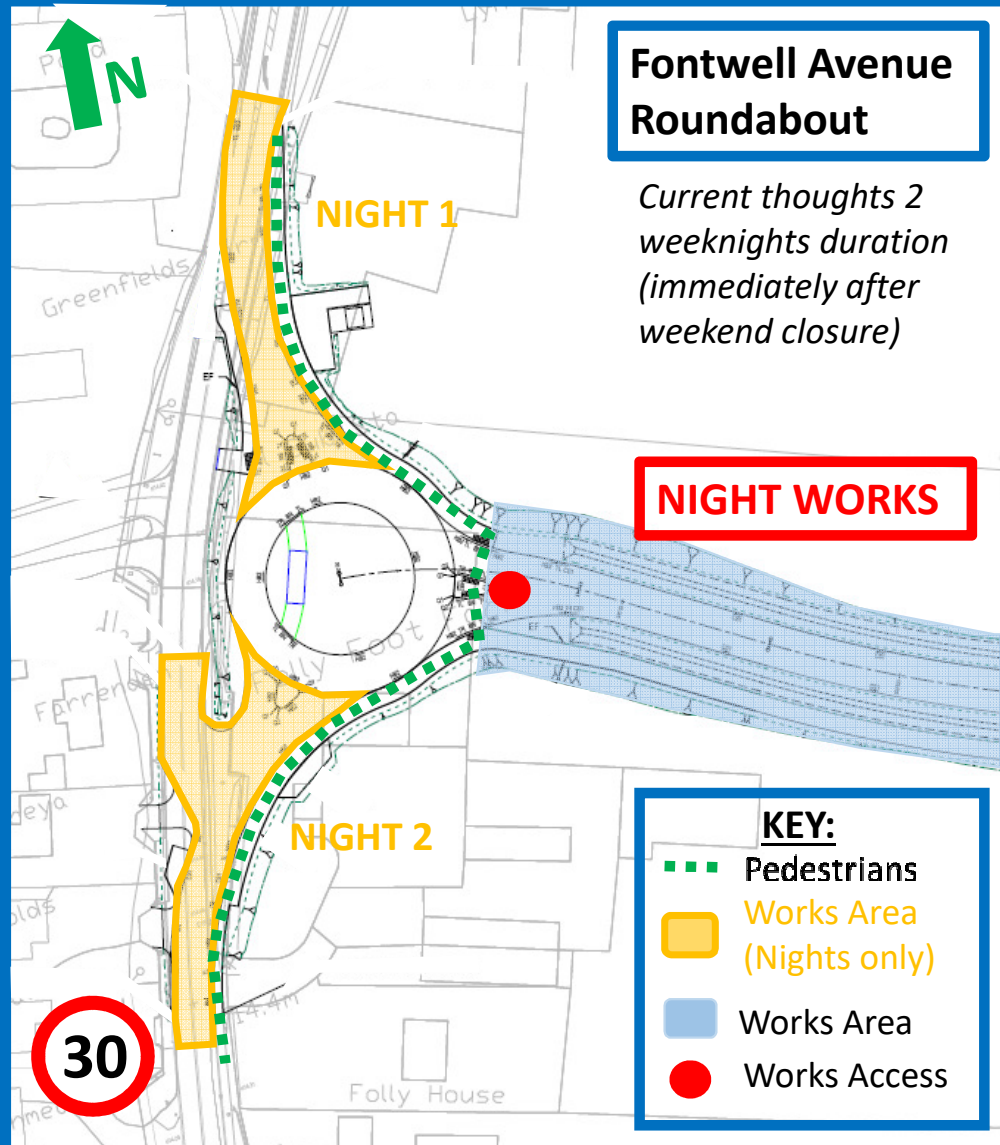
Fontwell Avenue Roundabout

Current thoughts 2 weeknights duration (immediately after weekend closure)

NIGHT WORKS

KEY:

- Pedestrians
- Works Area (Nights only)
- Works Area
- Works Access



**A29 Realignment
Scheme**



Jackson

**B2233 Barnham
Road
Roundabout**

A29 Realignment Scheme



Jackson

PHASE 1 – OFFLINE WORKS

Works in field areas up to back of existing roadside footway

Key Activities:

- Offline vegetation clearance, earthworks and drainage
- Offline BT + SGN utility diversion works
- Offline carriageway construction
- Offline cycleway/footway construction
- Installation of offline signs and streetlighting

Traffic and Pedestrian Management:

B2233 road and footway traffic unaffected throughout this phase. (Site entrances constructed using dropped kerbs and asphalt surfacing)

Advanced information signs are erected during this phase to advise passers by of upcoming road works

Barnham Road Roundabout

*Current thoughts
6 weeks duration*

Existing Nursery Entrance

KEY:

- Pedestrians
- Traffic Flow
- Works Area
- Works Access



A29 Realignment Scheme



Jackson

PHASE 2 – ONLINE WESTB'D LANE

Works within or needing the westbound B2233 carriageway

Key Activities:

- Insitu concrete protection/replacement of existing drainage runs (south)
- Drainage crossings (in two halves)
- Tie-ins of southern kerblines and footway
- Tie-ins of BT , SSE, + SGN utility diversion works
- Surfacing to offline and regulating to W/Bound lane

Traffic and Pedestrian Management:

Section of B2233 westbound carriageway closed with temporary 2 way traffic signals. These will be shortened and be removed at weekends where this is possible.

Pedestrians using existing footway north of B2233.

Barnham Road Roundabout

Current thoughts
20 weeks duration
(BT 7 weeks)

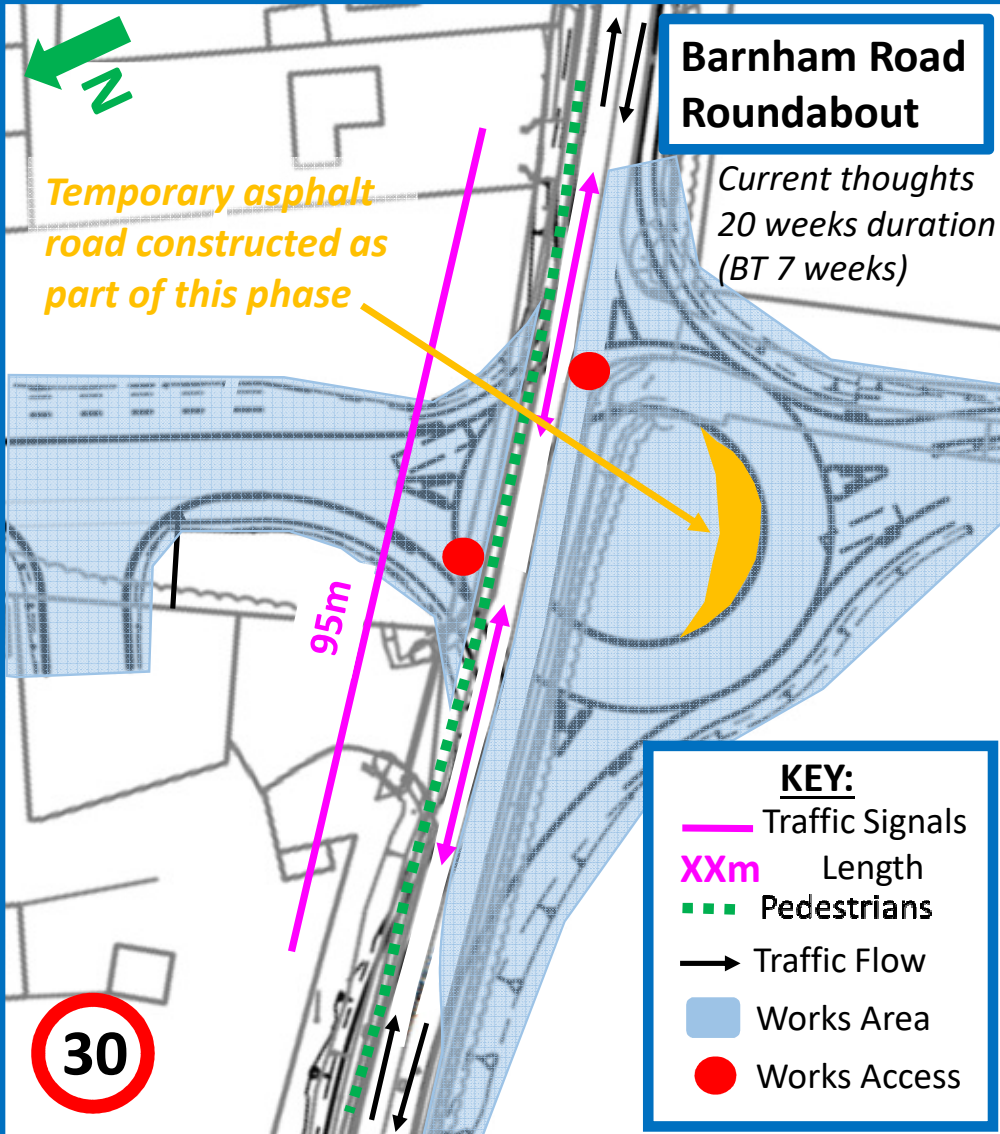
Temporary asphalt road constructed as part of this phase

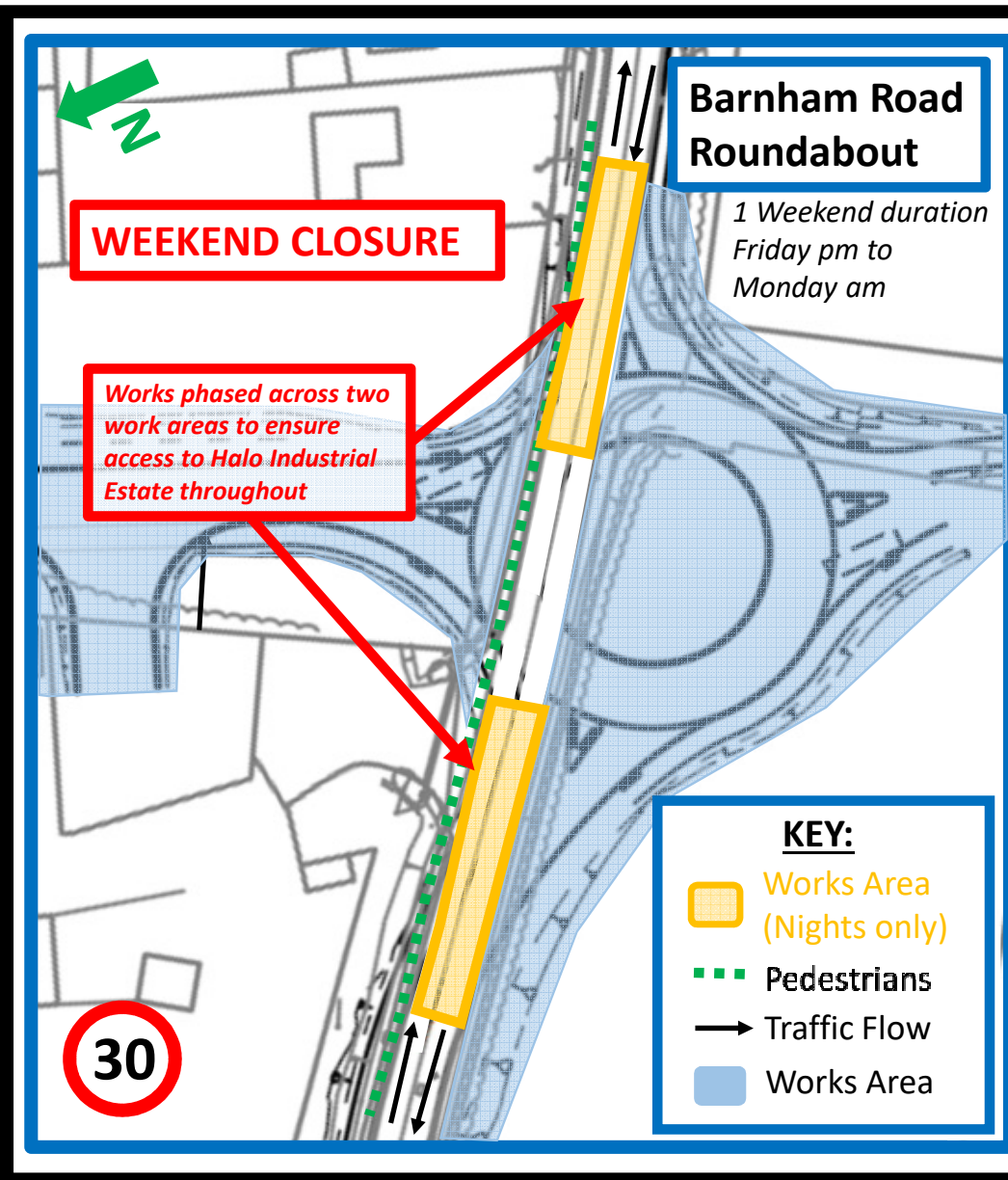
95m

KEY:

- Traffic Signals
- XXm Length
- Pedestrians
- Traffic Flow
- Works Area
- Works Access

30





A29 Realignment Scheme



PHASE 2A – NEW EAST/WEST TIE-INS

Regulating surfacing to full 7.5m B2233 road width

Key Activities:

- Installation of deep-depth regulating asphalt base and binder course surfacing to full 7.5m road width, which cannot be undertaken safely using daytime traffic signals and needs sequential working shifts to provide a safe new surface for re-opening.

Traffic and Pedestrian Management:

B2233 closed to through traffic by **weekend** diversion via A27 to Walberton and B2153 via Burndell. This diversion route is an additional 7 mile deviation at worst case. This phase is the preceding shift to switching traffic onto phase 3 (new alignment). Pedestrians using existing footway north of B2233.



15 min
7.2 miles

Low Bridge;
Height 3.6m

Barnham, opposite Elm Grove

BUS INFORMATION

On Barnham Road, near Elm Grove

Typical Sat/Sunday Services

66A Barnham, adj Elm Grove	10:37	15:03	17:59
66C Barnham, adj Elm Grove	08:37	12:56	16:54

Typical Weekday Services

Tuesday		
66A	Bognor Regis	07:49
66C	Bognor Regis	09:00
85A	Chichester	10:12
66A	Bognor Regis	11:00
66C	Bognor Regis	13:18
85A	Chichester	14:12
66A	Bognor Regis	15:26
66C	Bognor Regis	17:15

Bus services

- 66A Bognor Regis - Yapton - Bognor ...
Compass Travel
- 66C Bognor Regis - Yapton - Bognor ...
Compass Travel
- 85A Arundel - Barnham - Chichester
Compass Travel
- 665 Wickbourne - Westergate
Stagecoach South (SCCO)

M-F School Service

M-F Only

A29 Realignment Scheme



Jackson

PHASE 3A – ONLINE EASTB'D LANE

Works within or needing the eastbound B2233 carriageway

Key Activities:

- Insitu concrete protection/replacement of existing drainage runs (north)
- Tie-ins of northern kerblines and footways
- Completion of roundabout centre kerbs and signs
- Surfacing and regulating to tie-in north of roundabout

Traffic and Pedestrian Management:

Section of B2233 eastbound carriageway closed with traffic controlled by **temporary 3 way traffic signals** on new alignment, with Halo exit being sensor activated, to ensure minimised impact on B2233 through-flow.

Pedestrians using the new footway alignment.

Barnham Road Roundabout

Current thoughts
3 weeks duration

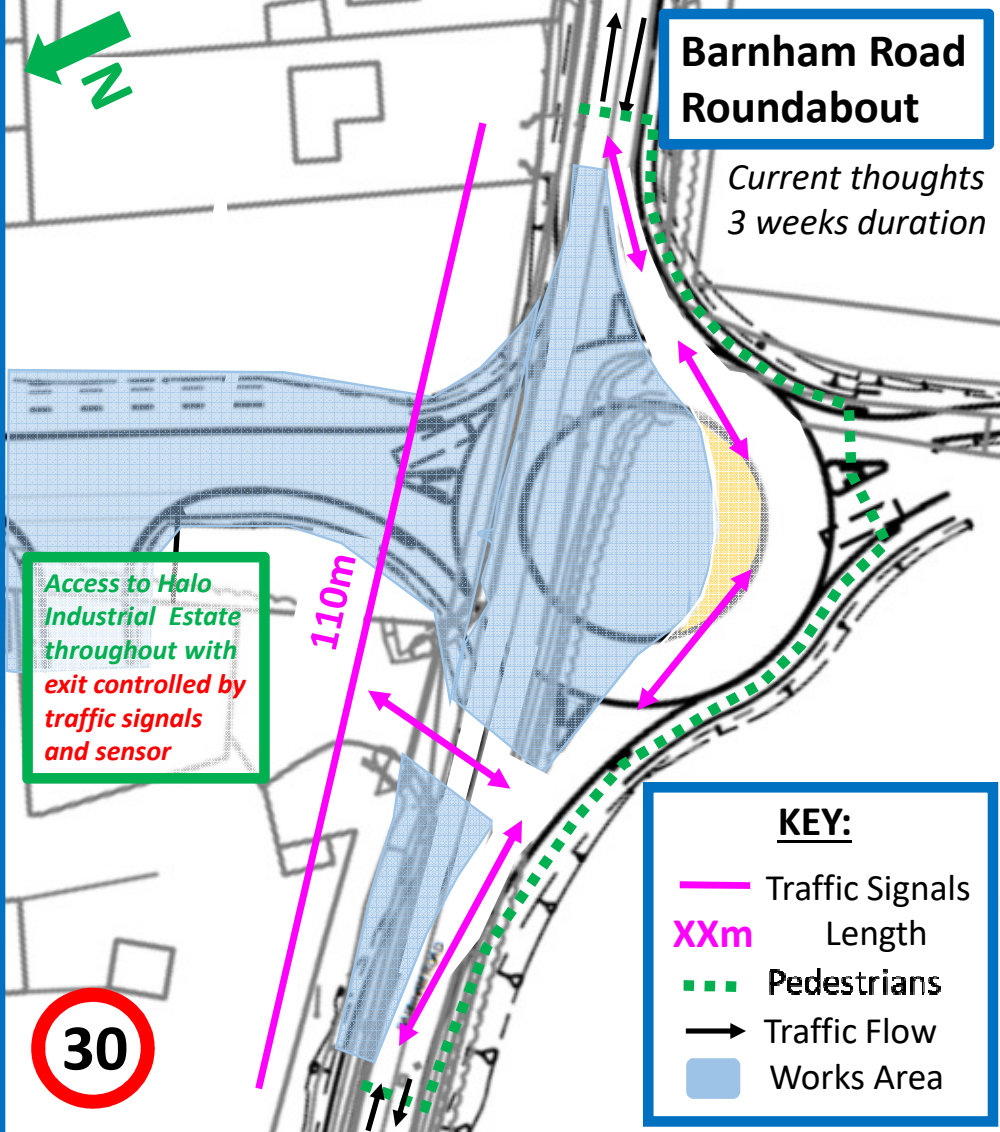
Access to Halo Industrial Estate throughout with exit controlled by traffic signals and sensor

110m

KEY:

- Traffic Signals
- XXm Length
- Pedestrians
- Traffic Flow
- Works Area

30



A29 Realignment Scheme



Jackson

PHASE 3B – ONLINE EASTB'D LANE

Works within or needing the eastbound B2233 carriageway

Key Activities:

- Tie-ins of northern kerblines and footways, including redundant Halo access area.
- Portsmouth Water diversion works
- Install part of remaining splitter islands

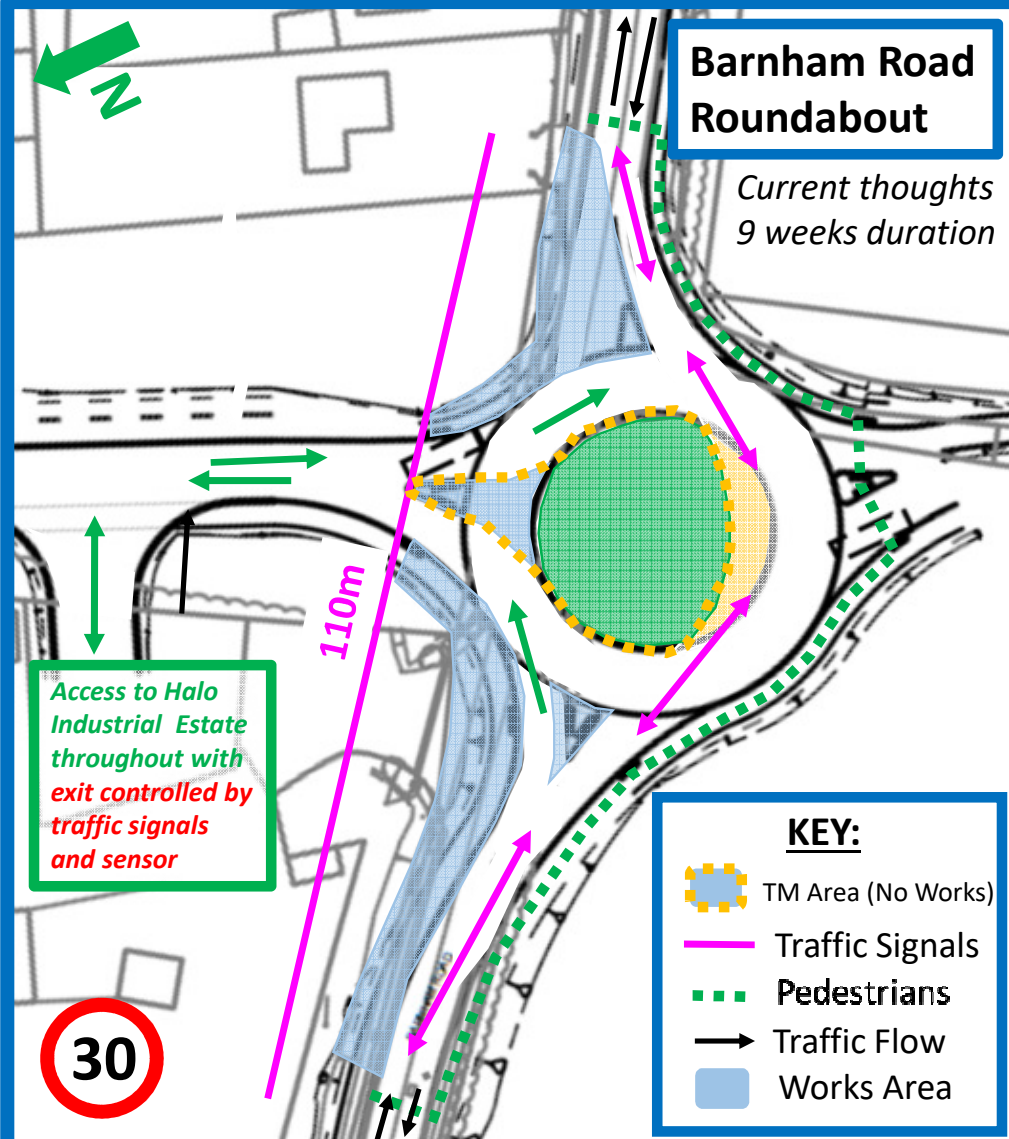
Traffic and Pedestrian Management:

Section of B2233 eastbound carriageway closed with traffic controlled by **temporary 3 way traffic signals** on new alignment, with Halo exit being sensor activated, to ensure minimised impact on B2233 through-flow.

Pedestrians using the new footway alignment.

Barnham Road Roundabout

Current thoughts
9 weeks duration



Access to Halo Industrial Estate throughout with exit controlled by traffic signals and sensor

KEY:

- TM Area (No Works)
- Traffic Signals
- Pedestrians
- Traffic Flow
- Works Area

A29 Realignment Scheme



Jackson

PHASE 3C – ROUNDABOUT OVERUN

Works to remove the redundant overrun in the roundabout

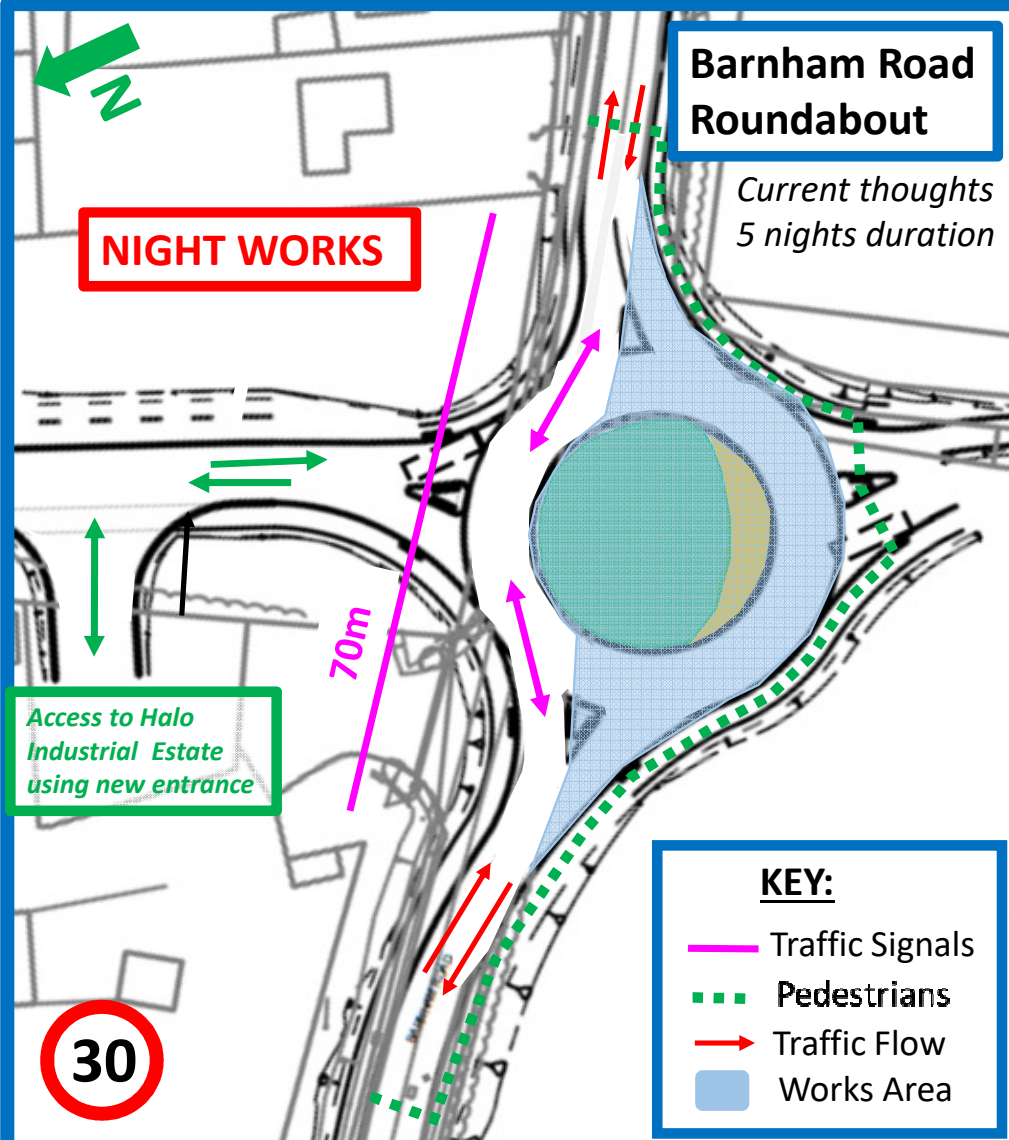
Key Activities:

- Removal of redundant overrun surfacing
- Installation of remaining kerbs to roundabout segment only and chevron signs
- Filling of remaining roundabout
- Install part of remaining splitter islands

Traffic and Pedestrian Management:

Section of B2233 eastbound carriageway closed weeknights with traffic controlled by temporary 2 way traffic signals on new alignment. Undertaken at night (**Roundabout fully open daytime**) to minimise HGVs using roundabout in the wrong direction.

Pedestrians using the new footway alignment.



A29 Realignment Scheme



Jackson

PHASE 4 – NEW SURFACE COURSE

Final surfacing to full 7.5m B2233 road width

Key Activities:

- Installation of surface course asphalt to full 7.5m road width, which cannot be undertaken safely using daytime traffic signals due to plant size needed leaving inadequate safety zones.
- Installation of remaining roadmarkings during daytime off-peak traffic signals

Traffic and Pedestrian Management:

B2233 closed to through traffic by **overnight weeknights** diversion via A27 to Walberton and B2153 via Burndell.

This diversion route is an additional 7 mile deviation at worst case.

Pedestrians using new footway alignment.

Barnham Road Roundabout

Current thoughts
3 nights duration

NIGHT WORKS

Works phased to ensure access to Halo Industrial Estate throughout

KEY:

-  Works Area (Nights only)
-  Traffic Flow
-  Pedestrians

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