

ESKDALE ENVIRONMENTAL SERVICES LTD

CLIENT: GENR8NORTH LTD

CLEATOR MILLS REDEVELOPEMENT

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Cm107	G Litherland			Eskdale environmental services ltd
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Contents

1	Project Scope, Location, Programme	4
1.1	Program.....	4
2	Site Access Routes	4
2.1	Construction Traffic	4
3	Traffic Flows/Volumes	5
3.1	Introduction.....	5
3.2	Traffic Management Signage + Temporary Speed Restrictions	5

3.3	Site Access	5
3.4	Site Parking.....	7
3.5	Emergency Access.....	7
3.6	Deliveries	7
3.7	Site security	7
3.8	Surface Water Management, Wheel Wash & Road Sweeping/Cleaning.....	7
3.9	Truck Covers.....	8
	Damage/Accidents & Incidents.....	8
4	Pedestrians.....	8

Figures:

- 1 Site location
- 2 site access and egress
- 3 cleaning methodology for traffic management
- 4 Typical traffic management signage

Purpose, Scope, and Application

The Construction Traffic Management Plan aims to provide control mechanisms to facilitate safe movement of vehicles and pedestrians throughout the site and surrounding areas. To minimise the interface wherever possible between the public and site traffic, and reducing the number of deliveries where practicable, including the staging of deliveries so that the volume of traffic is kept as even as possible to prevent peaks and control vehicle movements in and out of the project.

- Planning and managing both vehicles & pedestrian movements.
- The elimination of reversing where possible.
- Safe driving & working practices.
- Protection of the Public.
- Adequate vision and lines of sight.
- The provision of signs & barriers.
- Adequate parking and & off loading/storage areas.

Consideration and cooperation also need to be given to planning, landowner/ stakeholder agreements, and local authorities. Collaboration shall be undertaken by the Project Manager with the Local Authority Highways Department, local Associations, and groups affected by the works prior to the implementation of the plan.

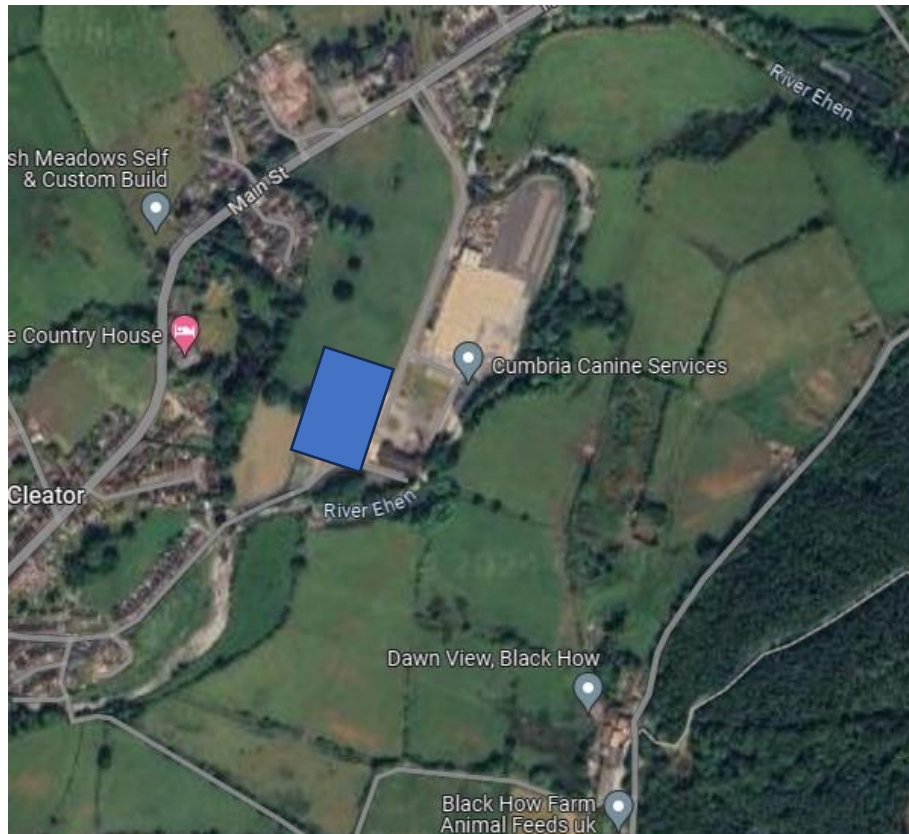


Figure 1 site location

1 Project Scope, Location, Programme

1.1 Program

Construction is scheduled to commence in Q2 2024. It is anticipated that delivery hours will be restricted to construction site working hours of between 7am and 6pm, Monday through Friday, and 8am to 5pm on a Saturday. Workers will arrive on site before 08.00 and leave before 16.00 or after 18.00 to avoid congestion.

2 Site Access Routes

2.1 Construction Traffic

The construction traffic access routes which are expected to be utilised to access the Development will vary dependent upon origin of trip, however it is anticipated that the supplier(s) will originate from the A595 and A596 and access the site via the A5086 main street as shown in Figure 2, HGV construction traffic will be instructed to approach the site from the A595 thus avoiding local public roads and other local access routes which are less appropriate to accommodate such traffic.

The project will maintain communication/liaison with CCC+ Emergency Services/Police & other Stakeholders via the Project Manager/Nominated person.

3 Traffic Flows/Volumes

During the design phase, an analysis was carried out to predict the number of traffic movements (one trip = two movements (delivery and return). The activities associated with the Development include construction (including deliveries of plant and materials associated with the construction), we anticipate up to 24 movements per day.

3.1 Introduction

This section of the CTMP outlines the various mechanisms that will be utilised throughout the scheme to record existing access road survey(s).

3.2 Traffic Management Signage + Temporary Speed Restrictions

Prior to commencement on site 'temporary' reduced speed limit signs on site access roads will be installed, given the wider site also has a large park and ride facility currently operating, Temporary construction site signage will be installed at the access point to the site off the A5086 to provide a warning of construction activities and the potential presence of associated construction vehicles.

This is proposed to enhance road safety along the construction access route. Upon approval, the traffic management plan & planned access routes will be passed to all suppliers, deliveries, and sub-contractors.



Figure 4 Typical traffic management signage

3.3 Site Access

Temporary construction site signage will be installed on the A5086 main street to provide warning of construction activities and the potential presence of associated construction vehicles.

This is proposed in order to enhance road safety along the construction access route. The following rules shall apply to all traffic on approach to the site and upon entering the main compound access points and drop off areas.

A route map shows the proposed routes to the construction site that all site deliveries will be directed along to gain access to the site. They also highlight the routes to be taken when leaving the site to avoid site vehicles trafficking through adjacent residential areas (Figure 2).



Figure 2

AIL vehicles will be subject to the same access checks and controls as other construction traffic and will turn inside the site boundary to facilitate exit in forward gear.

As integral part to the progress meetings held with all trade contractors is the delivery schedule. All contractors are required to give details of proposed timing of materials deliveries to the site. At this stage they will be given a specific area for delivery.

The traffic Management Plan and the control measures therein are included within all trade contractor tender enquiries to ensure early understanding and acceptance/compliance with the rules that will be enforced on this project.

Lighting will be installed at access points, and along access routes/pedestrian routes should it be deemed necessary.

3.4 Site Parking

To minimise inconvenience to the local community in terms of obstructive parking, adequate car parking for permanent site staff, visitors and deliveries will be provided within the site compound as shown in Figure 2, No vehicles associated with the Development will be permitted to park on public roads unless agreed with CCC. All vehicles are to be reverse parked within the designated parking area. As far as reasonably practicable a one way system within the compound areas (or a designated turning area) shall be provided. All traffic shall turn inside the compound before exiting and shall exit forwards. The sounding of reversing alarms on road vehicles is not be permitted outside normal working hours.

3.5 Emergency Access

Access to / through all work sites will be kept free at all times to allow access for emergency vehicles. Prior to setting up traffic management local emergency services will be consulted if required on any proposed traffic restrictions that may affect local access roads.

3.6 Deliveries

It is anticipated that delivery hours will be restricted to construction site working hours of between 7am and 6pm, Monday through Friday, and 8am to 5pm on a Saturday. All deliveries will be co-ordinated via the site manager .

3.7 Site security

Gates at authorised access points shall be locked at all times, where practicable. This rule shall be re-iterated to project staff and contractors during site inductions and daily briefings. Any fencing/hording located near junctions will not limit visibility splays. Adequate car parking for permanent site staff, visitors and deliveries shall be provided within the site carpark. No vehicles associated with these works are permitted to park on local roads or verges.

Access/Egress to site will be controlled by the site manager all workareas will be fenced in during the works . All traffic will report at the site office and be signed in a, and directed to their required location. Upon leaving the site manager will log out the vehicle.

3.8 Surface Water Management, Wheel Wash & Road Sweeping/Cleaning

Site Management shall ensure that public roads and drainage systems are kept free of mud and loose material resulting from construction works, and there will be constant monitoring of the public highway to ensure that this provision is met.

A road brush shall be employed at construction access points & access roads as and when required.

Temporary ditches and ponds will be implemented within the site to minimise run off during construction works where required .

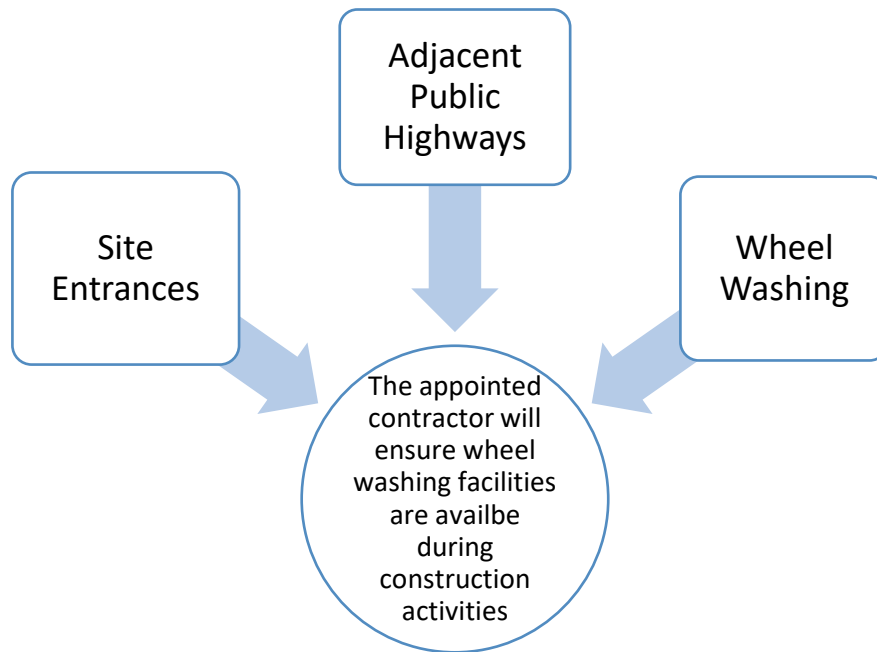


Figure 3 Cleaning methodology for traffic management

3.9 Truck Covers

All aggregate/granular fill material trucks entering/exiting the site will have their loads sheeted/covered to protect from dispersal of dust, mud and or other particles.

Damage/Accidents & Incidents

Any damage caused to the verges, roads, bridges, footpaths, rights of way, etc, in connection with site works shall be reported to the Site Manager/Project Manager as soon as possible.

All accidents/incidents, close calls or property damage, environmental incidents and positive interventions involving construction traffic will be reported in compliance with Accident Incident Reporting and Investigation Procedures.

All incidents will be investigated to a suitable level to determine the root cause and any actions needed to prevent recurrence, which will include review & amendment of the CTMP where appropriate.

4 Pedestrians

Pedestrians to be protected from the works and vehicular traffic by means of continuous barriers that clearly delineate and warn pedestrians of the works' presence.

Footways shall be of a suitable width for the volume of pedestrian traffic and clearly marked. Temporary pedestrian routes shall be at least 1.5m wide wherever possible, and shall be a minimum of 1.2m wide with an absolute minimum of 1.0m in exceptional circumstances.

Where the normal pedestrian route is temporarily interrupted, "direction of temporary pedestrian route" signs shall be provided. It is important to note that the "keep left/right" sign must not be used to direct pedestrians when footways are diverted

