



Construction Traffic Management Plan

Proposed Housing Development Woodhouse Whitehaven

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SECTION 1: INTRODUCTION TO THOMAS ARMSTRONG CONSTRUCTION TRAFFIC MANAGEMENT PLAN

This Construction Traffic Management Plan (CTMP) sets out the arrangements to ensure that the risks involved in the movement of mobile plant and vehicles around the **Site**, and the interface with site personnel and existing road users are identified and controlled as far as reasonably practicable.

The key risks associated with mobile plant and vehicle operations on the site include:

- people being run over, crushed, or struck by mobile plant or vehicles.
- Congestion of estate roads.
- Deterioration of estate roads.

If the nature of the site changes, and when additional and/or different risks are identified, revised controls will be implemented. Any revisions to the document because of these changes will be recorded and re-briefed as required.

The CTMP is primarily for planning and controlling mobile plant, vehicles and people interface including Vehicle delivery wagons and public traffic.

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2.3 Record of Review

Date	Actions from review	Assigned to	Action Complete	Date
28.02.23	Initial Traffic Management Plan for Phase 1 Works	Robert Copeland	Yes	28.02.23

SECTION 3: DISPLAY/COMMUNICATION OF INFORMATION

The arrangements for vehicle and pedestrian management will be communicated through the Site Induction and distributed to all Sub-Contractors. When further specific information needs to be communicated, additional toolbox talks /Safety Meetings will be given to the relevant site personnel.

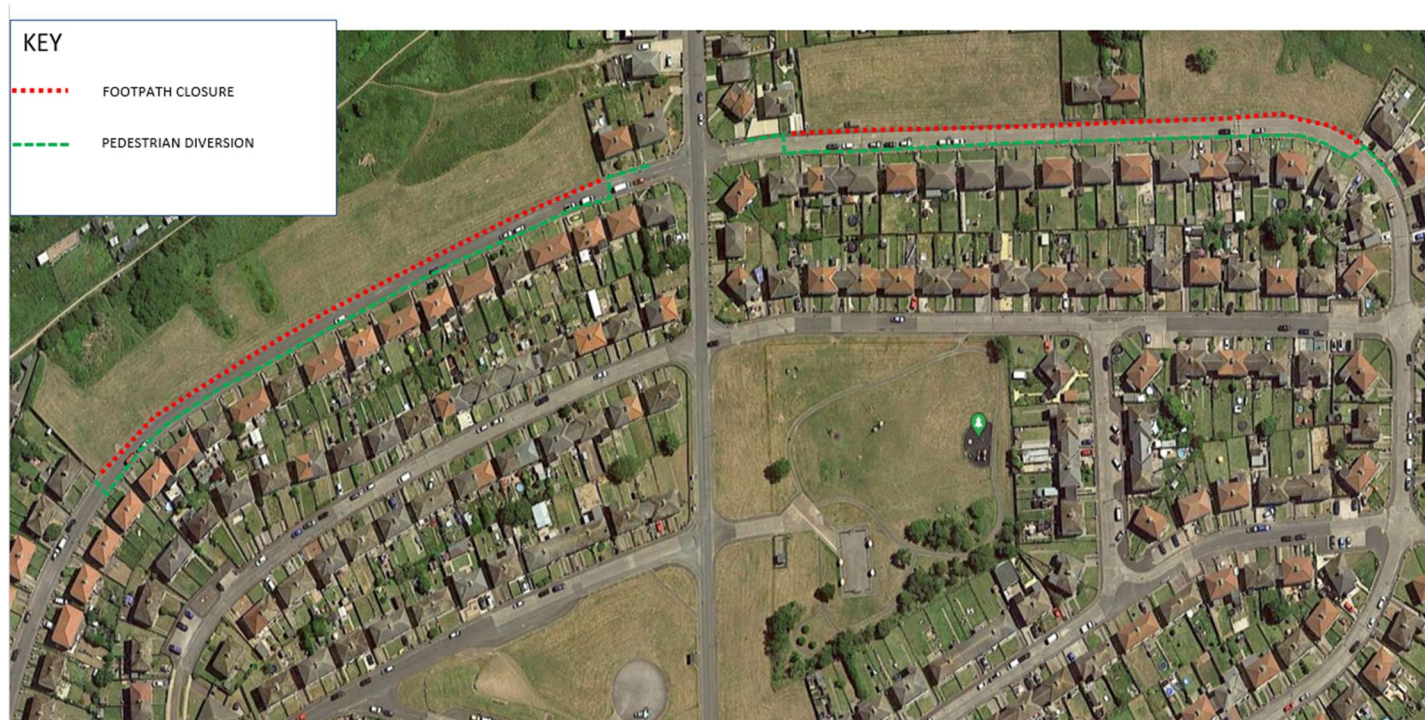
It is intended that the CTMP site layout drawing(s) (Appendix 1A) will form the main part of the plan and this **along** with relevant sections of the TMP will be displayed in prominent positions on relevant notice board(s).

SECTION 4: PRE-CONSTRUCTION ROAD CONDITION

- Please see Appendix 4

SECTION 5: DETAILS OF PROPOSED CROSSINGS OF THE HIGHWAY VERGE

For the period of Construction works the footpath outside Fell View Avenue & Windermere Road will be closed to pedestrians as it will be used for siting the site security fencing leaving room for construction of the properties. The footpath diversion will be applied for as per the below drawing.



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SECTION 6: RETAINED AREA FOR VEHICLE PARKING

Contractor Parking will be in the designated area beside the site set-up, vehicles may pull into the turning and unloading areas to drop off tools and equipment then return the vehicle to the designated parking area. Once the Super Structure Works are complete the area outside the property may be used for parking of finishing trades as per picture below.

Deliveries to the site will follow the plan laid out below and be as pre-planned as possible. **No delivery vehicles shall be permitted prior to 8.00 hrs or after 18.00 hrs weekdays. Deliveries will be accepted on Saturday mornings with prior notice between 08.00 hrs and 13.00 hrs only. (TO BE REVIEWED ONCE ONSITE)**



EXAMPLE OF CONSTRUCTION VEHICLES UTILISING THE NEW PARKING SPACES DURING THE FINISHING TRADE OPERATIONS

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SECTION 7: CLEANING OF THE SITE ENTRANCES AND THE ADJACENT HIGHWAY

The existing highways leading to the site shall be kept free from mud, dirt, debris and other deleterious matter.

Road sweeping shall be implemented as required to prevent build-up of mud / dust on site roads and to ensure it is not deposited on adjoining public roads.

SECTION 8: DETAILS OF PROPOSED WHEEL WASH FACILITIES

Although the proposed development is in the close proximity of existing roads and dwellings, the current assessment is that a wheel wash is not required as there is very little bulk earth movements off site with the site levels requiring to be raised. As above in section 7 a road sweeper will be deployed when necessary.

SECTION 9: SHEETING OF HGV VEHICLES

Most of our suppliers do now operate with automated sheeting devices, but all delivery companies have a duty of care to take all reasonably practicable steps to prevent falls during the vehicles' operation. This will be emphasised by our own duty of care to reasonably practicably ensure all vehicles leaving our site are checked for overloading and covering of loose materials.

SECTION 10: CONSTRUCTION VEHICLE ROUTING

The picture in Appendix 1 shows the proposed vehicle routing to minimise the impact of the construction vehicles, by retaining the traffic in the construction area before exiting the site via Woodhouse Road and not congesting the other roads in the Estate.

SECTION 11: THE MANAGEMENT OF JUNCTIONS TO AND CROSSINGS OF THE PUBLIC HIGHWAY

As mentioned in Section 5 for the frontage of our Construction area the footpath will be closed to pedestrians which allows us access to the construction works with no interface with the pedestrians.

At the end of Fell View Avenue & Windermere Road signage will be displayed directing construction vehicles to use the designated turning areas and to exit site via Woodhouse Road, this will prevent large delivery vehicles entering roads and junctions not suitable for their size and weight.

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SECTION 12: DETAILS OF ANY PROPOSED TEMPORARY ACCESS POINTS

For the Construction area we do not envisage any temporary access points as the footpath will need to be closed and the existing kerbs and surfacing will be removed and replaced with new. Vehicular Access to the proposed site parking area will need a temporary access point to allow safe access to the parking area as noted below.



SECTION 13: SURFACE WATER MANAGEMENT PLANS

As there are no provisions for SW Management currently on the two proposed construction areas, our permanent drainage systems will improve the water run off as we progress with the build phases.

During construction we do not envisage any problems with SW run-off from Fell View Avenue and plots 33-38 of Windermere Road as the natural vegetation below the sites will filter the water as it does now.

For plots 23-32 on Windermere Road, we will manage the water run-off via a filtration trench along the boundary of the properties below this will ensure any excess water is collected before it reaches the properties.

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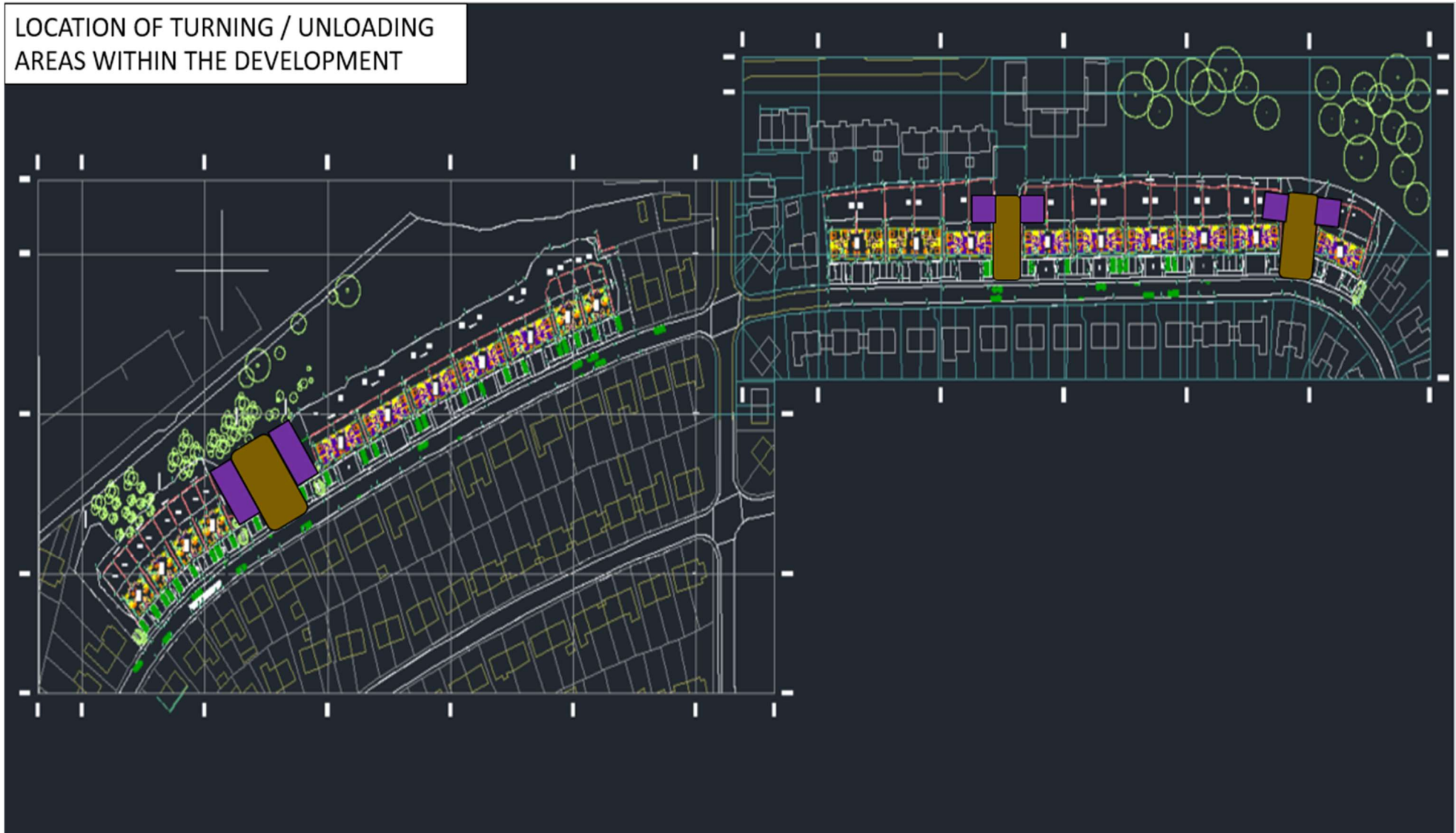
APPENDIX 1: A



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APPENDIX 1: B

**LOCATION OF TURNING / UNLOADING
AREAS WITHIN THE DEVELOPMENT**



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ASSESSMENT OF RISK - VEHICLE AND PEDESTRIAN MOVEMENTS

The following hazards and means of control must be assessed prior to the commencement of the site and ongoing giving due regard to any changes to the site.

Hazard = potential to cause harm

Risk = probability of that harm occurring

Risk rating criteria:

High = A hazard which has the potential to cause a fatal/major injury.

Medium = A hazard resulting in lost time injury or significant material damage.

Low = A hazard resulting in minor injury but not lost time, or some material damage.

SIGNIFICANT HAZARDS	H	M	L
Construction vehicles and movements	✓		
Areas of restricted width and visibility			✓
Temporary structures, power lines		✓	
Material delivery and storage		✓	
Transport of materials		✓	
Reversing vehicles	✓		
Roadway edges, manholes, spoil heaps		✓	
Terrain (mud, ruts, dust)		✓	
WHO MAY BE HARMED			
Nearby residents			✓
Members of the public			✓
Pedestrians, especially children			✓
Employees			✓
Contractors			✓
Visitors to site			✓

ASSESSMENT OF RISK - VEHICLE AND PEDESTRIAN MOVEMENTS

(continued)

CONTROL MEASURES	
Control Measure	Detail Site Requirements
Access and egress to the site: ➤ Segregation of vehicles and pedestrians. ➤ Warning/direction signs. ➤ Speed restrictions i.e., speed limit signs, speed ramps, etc. ➤ Site rules clearly displayed i.e., hi-vis clothing must be worn.	As per site set up plan. Signage each side of the entrance works to be erected to warn pedestrians of site traffic
Site parking: ➤ Clearly defined for workforce and visitors. ➤ Adequate arrangements	Signage on Heras Fencing identifying locations, annotated traffic plan at office to be updated as required.
Pedestrian routes to office/canteen/toilet: ➤ Clearly defined. ➤ Signs and barriers	Annotated traffic plan at office to be updated as required.
Routes from office/canteen/toilet to workplace: ➤ Clearly defined. ➤ Signs and barriers or other means of segregation.	As per site set up plan
Pedestrian crossing points on site: ➤ Clearly defined. ➤ Signs to pedestrians and vehicles	Pedestrian entry gates to be installed at all crossing points.
Loading/unloading areas: ➤ Clearly defined. ➤ Arrangements for reversing vehicles where necessary	To be communicated as the works progresses and TMP updated

Details of the above must be shown on a site traffic management plan and clearly displayed.

The above information must be brought to the attention of all site personnel – Toolbox Talk.

PRINT NAME: Robert Copeland

SIGNATURE

DATE: 28.03.22

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