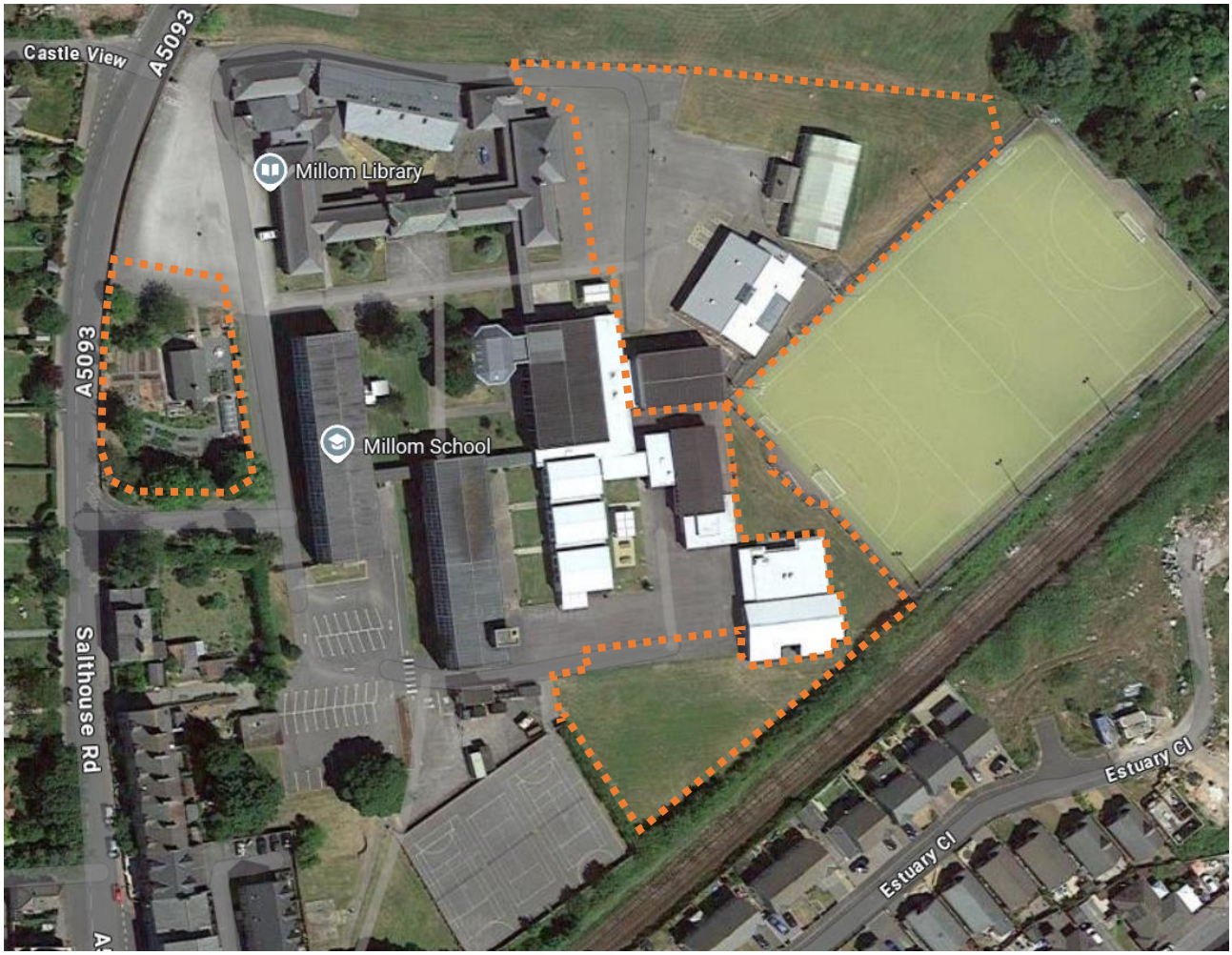
CTMP

Construction of Millom Leisure Centre

&

Demolition of Existing Structures



Document History

Revision	Status / Purpose / Changes	Date
-	First Revision	07.03.2025

Contents

1.0 CTMP Introduction

1.1 Project Background

Thomas Armstrong Construction Ltd have been awarded the construction of a new build leisure centre located adjacent Millom School and Community Hub. Access to the works is from off the A5093 known as Salthouse Road.

This report provides a construction management plan with respect to the construction traffic management plan and project environmental plan.

Site address, Salthouse Road, Millom, Cumbria LA18 5AB

1.2 Proposed Development

Description of project:

The works comprise of:
Demolish redundant caretakers' house
An existing bungalow located to the front of the school and Community Hub will be demolished. In its place a car park will be constructed.

Forming new playground
Due to the new leisure centre being placed on the schools existing playground a new playground is being formed to the west boundary of the school to an area which at present is grass. The area is to be reduced, surface water drainage laid, formed to level and tarmac surface laid.

Demolish school changing facility
Likewise, the existing detached changing facility is to be demolished to make way for construction of the new leisure centre.

Construction of a new Leisure Centre
This is to include new health and fitness facilities, consisting of a swimming pool and changing village, multipurpose activity studio, fitness gym and four court sports halls.

2.0 Traffic Management

2.1 Introduction to 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 and pedestrians are identified and controlled as far as reasonably practicable.

If the nature of the site changes, or if/when additional 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.

2.2 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) will form the main part of the plan and this **along** with relevant sections of the CTMP will be displayed in prominent positions on relevant notice board(s).

2.3 Speed Limit

A site speed limit of 5mph will be adopted and enforced. Speed limit signs will be located around site and personnel informed as part of the site induction and at toolbox talks. Zero tolerance principles will be adopted towards speeding.

2.4 Details of site setup

Initially a small self-contained welfare unit will be used to ensure welfare provision for site management and operatives which will be located to the rear of the school

On demolition of the bungalow and levelling the ground, site setup will then be established on this area. The area will include semi-permanent accommodation and provision for parking. Strictly no deliveries or off-loading in this area. A separate laydown area and will be created with the construction zone.

A temporary road will be formed from the field junction with the A5093 Salthouse Road to the leisure centre working site.

2.5 Proposed site setup for Leisure Centre

Pending the granting of planning permission an area of the playing field will be utilised for a temporary compound. At this point once the hardstanding is formed and finalised with security a fence, site accommodation will be moved and established on this location. This compound will provide parking facility for contractors and visitors and will be accessed for the junction off Salthouse Road onto the playing field. The previously formed temporary road will continue to be used to access site.

2.6 Cleaning of the site entrance and adjacent highway

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

Works and hard standing areas will be progressed into site in a manner that causes least debris and hazard to users of the school, Community Hub, general public and road users.

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.

2.7 Details of proposed wheel was facilities

Although the proposed development is in the proximity of existing roads, businesses and dwellings, the current assessment is that a wheel wash is not required. However, should this change a wash out bay and pressure washer will be utilised along with the road sweeper being deployed when necessary. The wash out bay will be located within the site boundary and formed so that no silt or dirty water runs out onto the access roads or car park and highway. All silt collected will be regularly disposed of in compliance with waste and environmental regulations.

2.8 Sheeting of HGV vehicles

Most of our suppliers do now operate with automated sheeting devices, but it's a legal requirement enforced by HSE and VOSA that all delivery companies 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. TAC will ensure all wagons and/or skips do have covers in place before leaving the site.

2.9 Construction vehicle routing

All construction vehicles will be kept on site, there'll be no requirements other than statutory authorities to work beyond the site perimeter, delivery vehicles and contractors coming and going will be the greatest impact. TAC will undertake a letter drop to nearby residents and businesses making them aware of the construction works and also keep them updated with any significant movements that may cause concern.

2.10 The management of junctions to and crossings from the public highway

As and when there is a requirement to work beyond the site boundary there will be permits applied for to the local authority and task specific CTMP considered and approved before any works will commence. At times when a number of construction vehicles are expected, i.e. carting away demolition material, a banksman will be employed to manage the coming and going of vehicles and ensuring the highway is not hindered and that pedestrian's safety is not compromised.

To prevent vehicles stacking on the highway at times of increased numbers of tipper wagons they will wait outside of Millom in a layby and then travel to site when the previous wagon has left. Two-ay communication between the site and this temporary holding area will be established to manage this system.

2.11 Measures to mitigate impact on school, Community Hub & pedestrians

At no time will site traffic be allowed to wait inside the large car park to front of the school and hub. This car park is used by the Police and general public and will be kept clear of traffic. Special arrangement has been made with the school and Community Hub for times where artic vehicles need off-loading. A management system has been established by where the artic wagon parks central in the car park whilst being off-loaded and a banksman is always present to monitor vehicles and pedestrians entering or leaving the area. The banksman will control both vehicles and pedestrians to ensure they do not enter the area whilst construction traffic is moving.

Barriers will be erected at the school side gate on the road alongside the hub. This exit is very rarely used and will be highlighted by the barriers.

In addition to a banksman site signage will be erected directing construction traffic, denoting maximum speed limit and noting areas where construction traffic is not allowed access.

All construction traffic including deliveries will adhere to the times when access is limited due to movement of children namely drop off and collection and break times which are as follows:

- 8am – 9am - School buses arrive.
- 10.30am – 10.45am - morning break.
- 2.25pm – 13.10pm – lunchtime.
- 3am - 3.30pm - School buses arrive

The traffic management systems described above will help manage the flow of vehicles and minimise disruptions to the surrounding users and environment.

The Traffic Management Plan will be updated as necessary, to reflect the ongoing work. The Site Manager will ensure that relevant personnel are made aware of any amendments and revised plane will be displayed.

3.0 Site Specific Traffic Management Plans

3.1 Construction Areas

Traffic management plans are broken down into different areas of construction, namely:

1. Bungalow Demolition
2. Playground
3. Pavillion Demolition
4. Leisure Centre

The report will now explain in detail the traffic management for each of those areas and will include plans to demonstrate how the aspects will be executed.

3.2 Bungalow Demolition

The demolition area will be demarcated and secured using a temporary fence wrapped with debris netting. The boundary will take a section of the car park adjacent the site to allow the manoeuvring and positioning of site vehicles including tipper lorries, so they are adjacent the demolition and behind the site fence. Access to the demolition site will be via the schools' main entrance and then turning left towards the bungalow, access will be through the site gates off the car park.

When site traffic is to travel through the car park a banksman will be employed to warn and clear traffic and walk the vehicles to ensure speeds are kept low and pedestrians and other road users made aware and controlled.

Pedestrian access will be through a pedestrian gate and protected routes onto site will be established. The pedestrian gate will be kept locked at all times and any person wanting to access will need to contact the site manager who's details will be on a notice adjacent the gate.

All storage will be with the site fence boundary.

All skips will be located within the site fence and covered to prevent wind blowing waste.

Traffic Management Plan

Bungalow Demolition Site

- Site traffic will enter via the school entrance off the A5093 Salthouse Road
- Banksman will control construction vehicles arriving and leaving site and manage junctions and crossing of the public highway and footway
- The demolition area will be demarcated and secured using a temporary fence wrapped with debris netting.
- The demolition site boundary will take a section of the car park adjacent the site to allow for the manoeuvring and positioning of site vehicles including tipper lorries, so they are adjacent the demolition and behind the site fence.
- When site traffic travels on the school access road a banksman will warn and clear traffic and walk the vehicles to ensure speeds are kept low and pedestrians and other road users warned and controlled
- Pedestrian access will be through a pedestrian gate and protected routes onto site established
- Site traffic will park within the compound
- All storage will be within the site fence boundary
- All skips will be located within the site fence and covered to prevent wind blown waste
- All tipper wagons and/or skips taken from site will be sheeted over before they leave site
- Although the proposed development is in the proximity of existing roads, businesses and dwellings, the current assessment is that a wheel wash is not required. However, should this change a wash out bay and pressure washer will be utilised along with the road sweeper being deployed when necessary
- 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

- All construction traffic will adhere to the times when access is limited due to movement of children namely drop off & collection and break times which are as follows:

  8am – 9am - School buses arrive.

  10.30am – 10.45am - morning break.

  2.25pm – 13.10pm – lunchtime.

  3am - 3.30pm - School buses arrive

- Site traffic will not park on the school grounds but will be managed off site. At times of increased numbers of tipper wagons they will wait outside of Millom in a layby and then travel to site when the previous wagon has left indicated on the image opposite

The traffic management systems described above will help manage the flow of vehicles and minimise disruptions to the surrounding users and environment.


Construction vehicles will not use the car park
Playing Field and Running Track
A5093 Saltcote Road
Millom RUFC
Alpha Building
Playground
TA Compound
Existing Car Park & Coach Drop Off
Demolition Site
Pavilion
All Weather Sports Pitch
Alexandra Hall
Nunwater Building
Lonsdale Building
Small Hall
Refectory
Existing Car Park
A5093 Saltcote Road
Cumbrian Coastline Railway Line


Debris netting fastened to boundary fence
Construction vehicle route to demolition site
Banksman situated to control vehicle arrival and departure
Tree Protection Zone
Existing Car Park & Coach Drop Off
Lorry Parking
Wheel washing
Demolition Site
The Bungalow
Waste Sorting
Muncaster Building
A5093 Salthouse Road
Vehicle route into site
Protected pedestrian route into site

3.3 Forming Playground

Site traffic will enter by the main school access road and then through the automatic gate following the one-way system. A banksman will be present to guide traffic and ensure slow speeds are maintained, through the staff car park area and into fenced off playground site.

Pedestrian access will be through a pedestrian gate and protected routes onto site will be established.

Site Particulars

- Site traffic will enter by the main school access road and then through the automatic gate following the one-way system
- A banksman will be present to guide traffic and ensure slow speeds are maintained, through the staff car park area and into fenced off playground site
- Pedestrian access will be through a pedestrian gate and protected routes onto site will be established
- Site traffic will not park on the school grounds but will be managed off site. At times of increased numbers of tipper wagons they will wait outside of Millom in a layby and then travel to site when the previous wagon has left
- All storage will be within the site fence boundary
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- 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

Access to site compound

Site traffic in connection with playground will not travel through the car park

Site traffic controlled by banksman

Potential for interface with Rowland Hill

Boundary fence with debris netting

Area fenced for locating site vehicles during the works

3.4 Pavillion Demolition

This demolition is to be undertaken during the Easter break so therefore children will not be present. A site fence will be erected through the playground to secure the building and covered with debris netting.

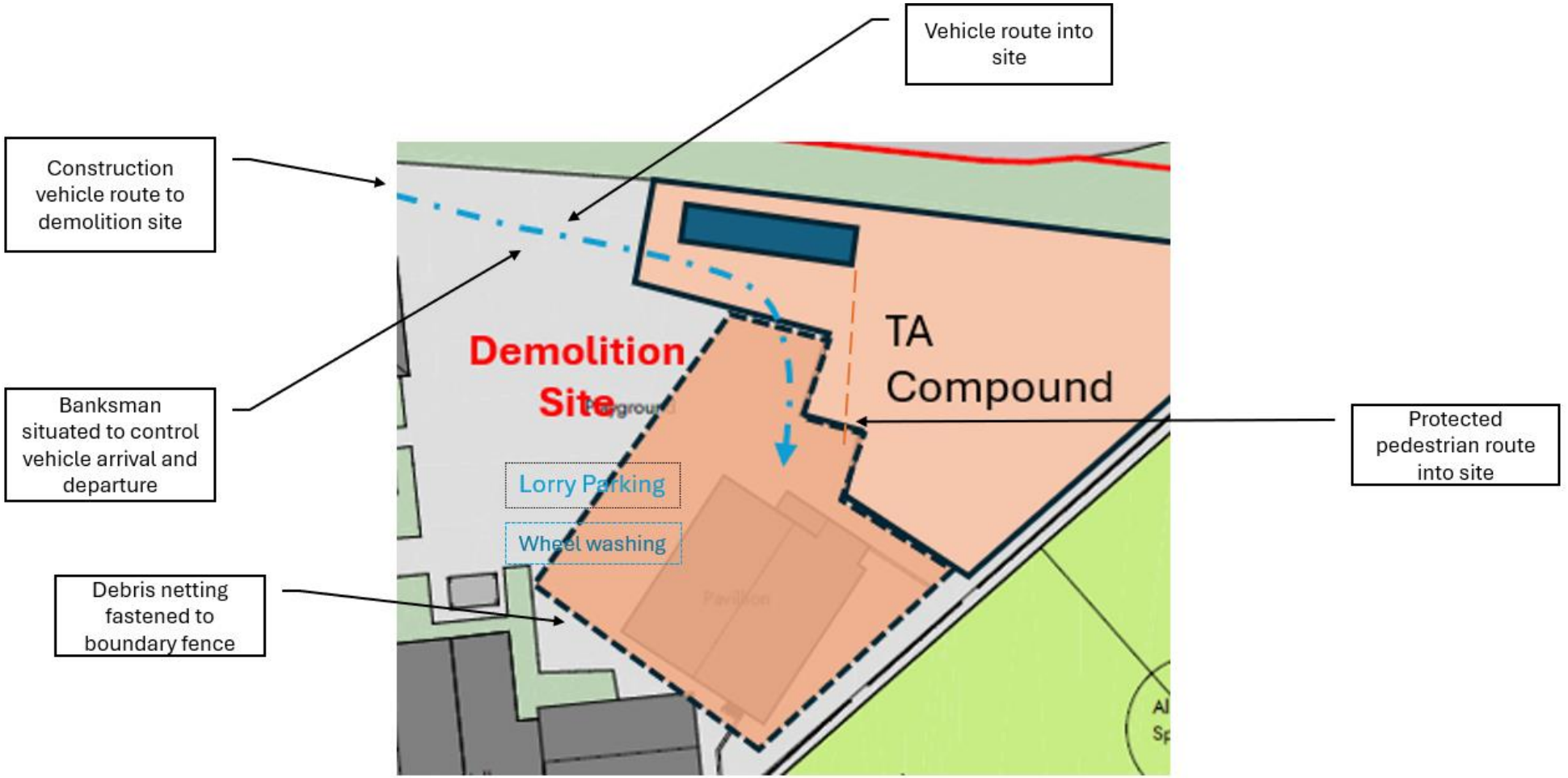
Access to the playground is through the front car park and down the side of the Community Hub and through the playground.

When site traffic is to travel through the car park and alongside the hub a banksman will be employed to warn and clear traffic and walk the vehicles to ensure speeds are kept low and pedestrians and other road users warned and controlled.

Site Particulars

- Site traffic will enter via the school entrance off the A5093 Salthouse Road
- Banksman will control construction vehicles arriving and leaving site and manage junctions and crossing of the public highway and footway
- The demolition area will be demarcated and secured using a temporary fence wrapped with debris netting.
- The demolition site boundary will take a section of the playground to allow for the manoeuvring and positioning of site vehicles including tipper lorries, so they are adjacent the demolition and behind the site fence.
- When site traffic travels on the school access road a banksman will warn and clear traffic and walk the vehicles to ensure speeds are kept low and pedestrians and other road users warned and controlled
- Pedestrian access will be through a pedestrian gate and protected routes onto site established
- Site traffic will park within the compound
- All storage will be within the site fence boundary
- All skips will be located within the site fence and covered to prevent wind blown waste
- All tipper wagons and/or skips taken from site will be sheeted over before they leave site
- Although the proposed development is in the proximity of existing roads, businesses and dwellings, the current assessment is that a wheel wash is not required. However, should this change a wash out bay and pressure washer will be utilised along with the road sweeper being deployed when necessary
- 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


Construction vehicles will not park in the car park
Banksman situated to control vehicle arrival and departure
Playing Field and Running Track
A5093 Salthouse Road
Millom Hub
Demolition Site
TA Compound
Existing Car Park & Coach Drop Off
The Bungalow
Lancaster Building
Alexandra Hall
Small Hall
Lonsdale Building
Refectory
All Weather Sports Pitch
Existing Car Park
Cumbrian Coastline Railway Line


Vehicle route into site
Construction vehicle route to demolition site
Banksman situated to control vehicle arrival and departure
Debris netting fastened to boundary fence
Protected pedestrian route into site
Demolition Site
TA Compound
Lorry Parking
Wheel washing

3.5 Leisure Centre

Temporary Site compound – Demolition Site

After demolition of the pavilion building the site compound will be located within the footprint of the site which previously housed the now demolished bungalow.

A temporary road to access the leisure centre construction site will be formed from the playing field junction off the A5093 Salthouse Road to site.

All construction traffic will access site along the temporary road and NOT alongside the Hub building.

The temporary access road will include a protected pedestrian route for site personnel.

The footprint of the bungalow demolition site will be maintained to form boundary fence for the site compound.

Warning signs will be erected informing drivers of vehicles and pedestrians of the site compound entrance.

Site entrance gates both vehicle and pedestrian will always be kept closed.

All drivers will be informed of the need to observe the surrounding road and footpath when leaving site.

Temporary site fencing will be erected to separate the access and road from the running track.

All vehicles and pedestrian access will be gated to allow control of both.

Gates and fencing will be erected along the junction with the A5093 Salthouse Road with a pull-in area formed in front of the vehicle entrance gates so that construction vehicles can pull off the A5093 and thereby prevent build-up of traffic whilst gates are opened.

During the working day vehicle gates will be unlocked for use and pedestrian gates for access to the running track locked.

On completion of the working day vehicle gates will be locked shut and pedestrian gates unlocked to allow access to the running track and field.

The running track club have agreed to open the running track for use from 5pm to 7:30am

Temporary Site compound – Field Site

The intention is for the site compound to be located on the playing field just in and across from the junction with the main highway. Planning permission is required and once granted site accommodation, storage etc will be established here.

When located in this position the previously formed temporary road will continue to provide access to the site. The access road will include a protected pedestrian route from the compound to the site.

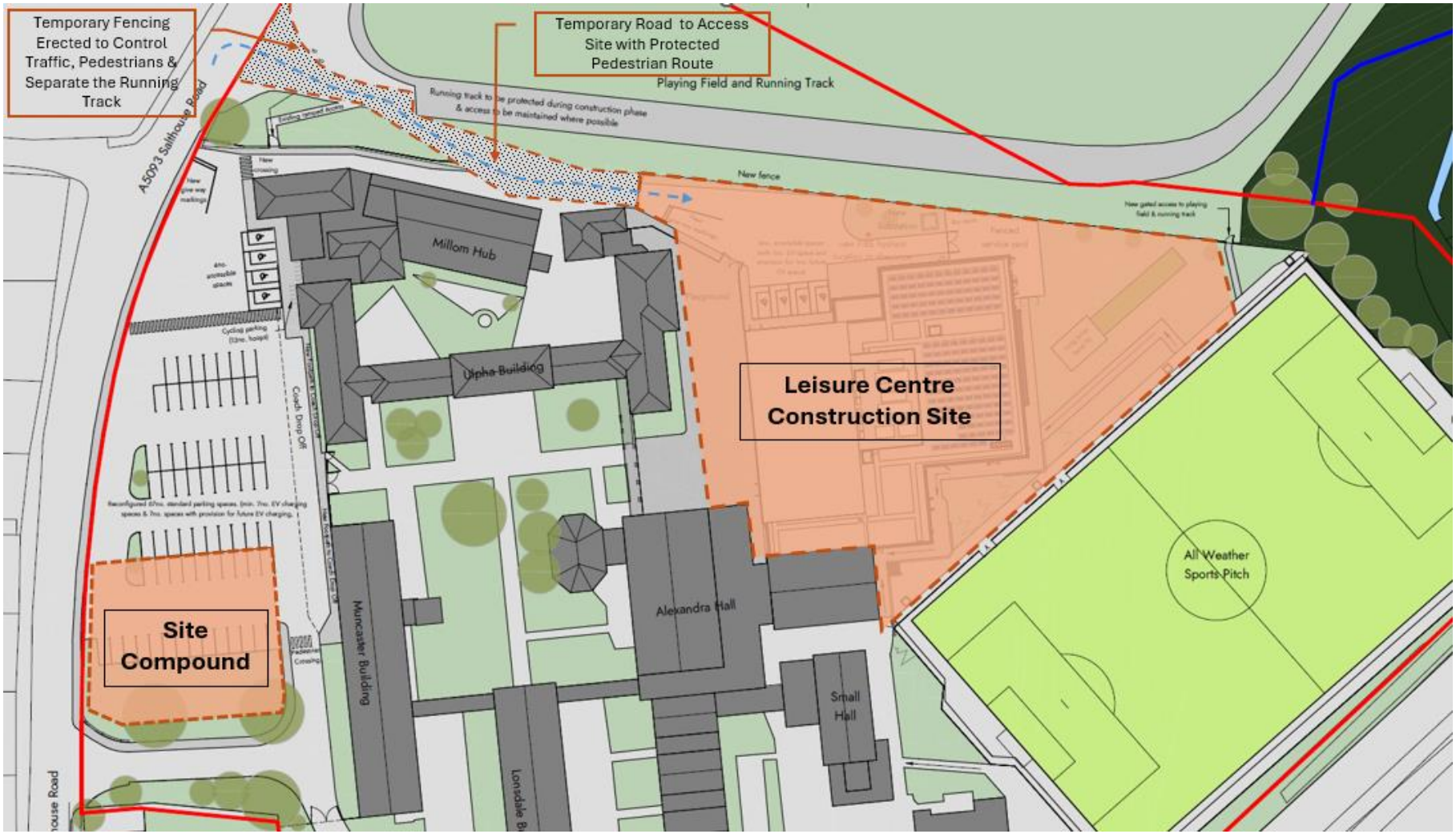
The compound will include facility for the parking of vehicles and likewise within the compound a protected pedestrian route will be provided.

Temporary fencing and gates as described above will remain in use and until completion of the project.

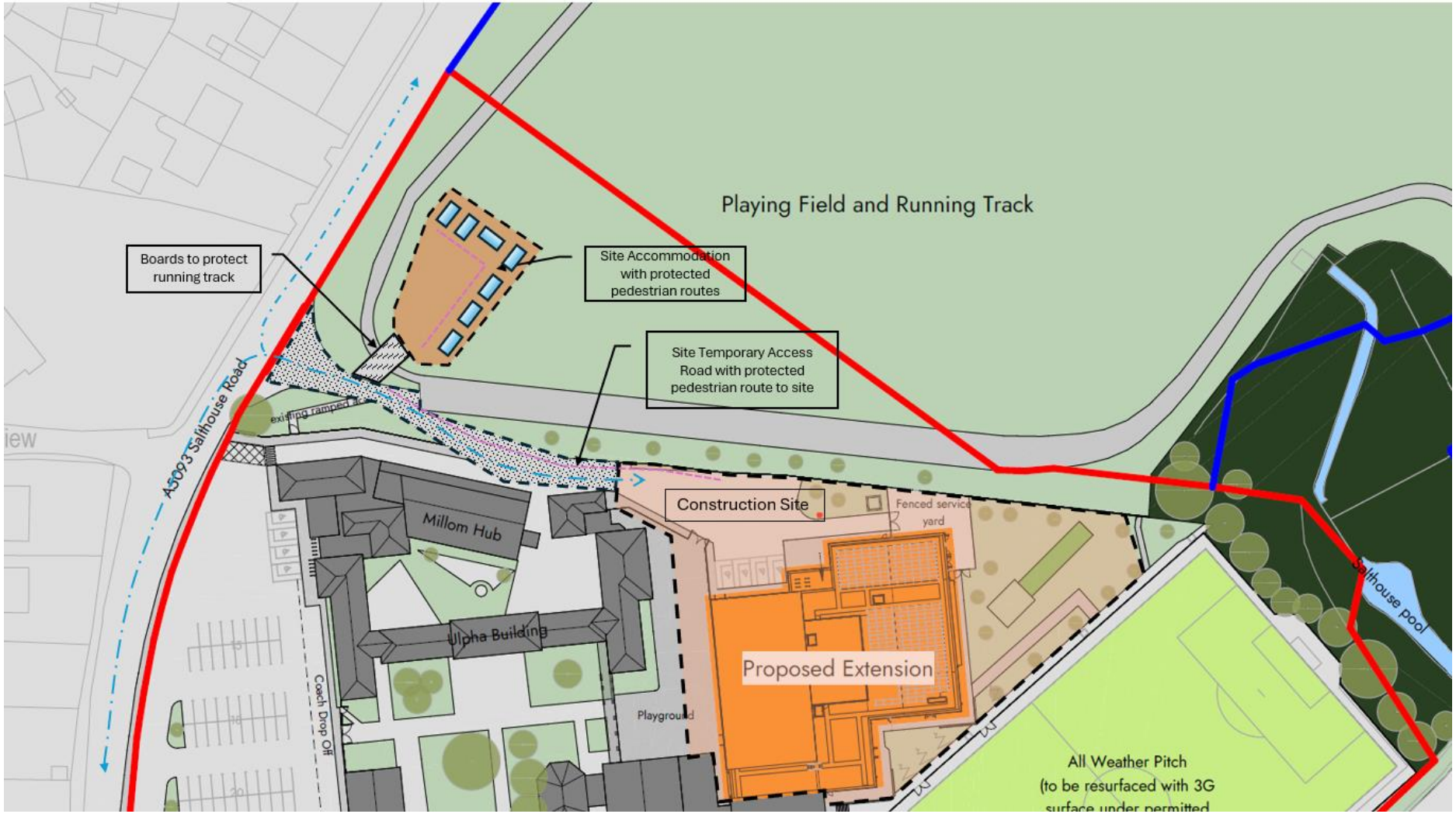
Site Particulars

- Site traffic will enter via the junction with A5093 Salthouse Road
- The entrance area will be sectioned with fences and gates to prevent traffic travelling onto the running track. Protection boards will be positioned across the running track during the working day
- Pedestrian access will be through a pedestrian gate and protected routes onto site established
- Site traffic will park within the compound
- All storage will be within the site fence boundary
- All skips will be located within the site fence and covered to prevent wind blowing waste
- Access to the site will be along the temporary road to the existing school playground where the leisure centre is to be constructed
- Although the proposed development is in the proximity of existing roads, businesses and dwellings, the current assessment is that a wheel wash is not required. However, should this change a wash out bay and pressure washer will be utilised along with the road sweeper being deployed when necessary
- 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
- A designated space will be provided with signage for delivery vehicles. The driver once parked will visit the site office and ask for instruction where to take the delivery

Site Compound located on Demolition Site



Site Compound on Field (Pending Planning)



4.0 Assessment of Risk – Vehicle and Pedestrian Movements

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 will be clearly displayed.
The above information will be brought to the attention of all site personnel – Inductions & Toolbox Talk.

PRINT NAME: Gary Killip DATE: 07.03.2025