



Construction Traffic Management Plan

Griffin Close Frizington

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EXISTING SITE PLAN



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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 vehicles, 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 of construction, vehicles and people interface including Vehicle delivery wagons and public traffic.

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2 Record of Review

Date	Actions from review	Assigned to	Action Complete	Date
20.09.25	Initial Traffic Management Plan	Robert Copeland	Yes	20.09.25
20.10.25	Comments From Planners on Section 13	Robert Copeland	Yes	20.10.25
	Site Set-Up Complete			

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 (Appendix 1) will form the main part of the plan and will be developed to include site specific restrictions and plant movement once the site is established. This plan along with relevant sections of the TMP will be displayed in prominent positions on relevant notice board(s).

SECTION 4: PRE-CONSTRUCTION ROAD CONDITION

- Prior to any site set-up works starting a Dilapidation survey of the existing road and footpaths will be undertaken and recorded in conjunction with the local Highway Authority.

SECTION 5: DETAILS OF PROPOSED CROSSINGS OF THE HIGHWAY VERGE

Access to site would be from Greenvale Close via Mill St & Griffin Close via an existing hard surfaced entrance as per – Extract below.

The site personnel vehicles will enter and exit the site via the existing entrance which will be used as the permanent entrance for the development, so no new access is required.



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SECTION 6: RETAINED AREA FOR VEHICLE PARKING

Contractor Parking will be in the designated area beside the site set-up as noted in **Appendix 1** vehicles will be able to access the parking area without causing congestion on Griffin Close and impeding access to the medical centre.

Deliveries to the site will follow the plan laid out below and be as pre-planned as possible with a note on the material & sub-contractor orders to enter the site via the main roads noted in **Appendix 3** and extract below.



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 proximity of existing public roads, the current assessment is that a wheel wash is not required as there is very little bulk earth movements and as above in section 7, a road sweeper will be deployed when necessary to ensure the roads are kept free from deleterious materials.

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.

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SECTION 10: CONSTRUCTION VEHICLE ROUTING

The picture in Appendix 2 shows the proposed vehicle routing to minimise the impact of the construction vehicles and will be distributed with all material & sub-contract orders to reduce the disruption of “Lost” deliveries and new contractors.

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

As mentioned in Section 5 we will be utilising the existing entrance for the site and if required pedestrian access will be installed as per the “Site Set-Up Plan”

SECTION 12: DETAILS OF ANY PROPOSED TEMPORARY ACCESS POINTS

For the Construction area we do not envisage any temporary access points as we have an existing entrance to use.

SECTION 13: SURFACE WATER MANAGEMENT PLANS

The existing and proposed topography of the site to the North & East will give natural protection from surface water run-off, so we don’t plan any mitigating measures for this.

To the Northwest & West of the site will be constructed as per Drawing 14 Rev A with a drain and bund within the development site in the prebuild phase.

Water run off from the road will be managed by a temporary cut of drain in the road as per Drawing 14 Rev A Section A-A

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APPENDIX 1:



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APPENDIX 2:



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APPENDIX 3:



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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.	Once the full site set-up plan is completed. Signage each side of the entrance works will 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 produced and updated as required.
Routes from office/canteen/toilet to workplace: ➤ Clearly defined. ➤ Signs and barriers or other means of segregation.	Will be annotated on the site set up plan
Pedestrian crossing points on site: ➤ Clearly defined. ➤ Signs to pedestrians and vehicles	If required pedestrian hooped access points 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 during induction.

PRINT NAME: Robert Copeland

SIGNATURE

DATE: 20.09.25

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