

Construction Traffic Management Plan

Cleator Moor Innovation Quarter, Phase 2 – Industrial Solutions Hub (iSH)



Date: 13/07/2026

Prepared by: Gary Irving – Morgan Sindall Construction

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Executive Summary

Morgan Sindall have been appointed by Cumberland Council to undertake works associated with planning application 4/26/2132/OF1 which is being determined by Copeland Borough Council. The application is for: “the erection of a new building primarily for general industrial, office and research and development (E(g)(i), (ii) & (iii)), including associated car parking, hard and soft landscaping, associated infrastructure and biodiversity enhancements”.

The proposed development is to take place at the Former Spida Site, Leconfield Industrial Estate, Cumberland, Cleator Moor, CA25 5QB.

This Construction Traffic Management Plan covers aspects of managing construction-related vehicles, deliveries, logistics, and site pedestrian movements during the construction phase of the project.

To comply with the planning permission and ensure the development does not have a detrimental impact on the surrounding area, Morgan Sindall need to discharge planning Condition 4 set by Copeland Borough Council, Condition 4 includes provision for:

- Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;
- Cleaning of site entrances and the adjacent public highway
- Details of proposed wheel washing facilities;
- The sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
- Construction vehicle routing;
- The management of junctions to and from crossings of the public highway and other public rights of way / footway;
- Details of any proposed temporary access points (vehicular / pedestrian);
- Surface water management proposed during the construction phase.

This Construction Traffic Management Plan identifies appropriate traffic management from the site during the construction phase. The proposed management options ensure compliance with Condition 4 of the planning application.

Contents

1. Introduction

1.1 Purpose and Scope	5
1.2 Aim of the CTMP	5
1.3 Health & Safety Legislation/Regulation.....	5

2. Project Summary

2.1. Works & Contract Details Summary.....	7
2.2. Site Location	8

3. Scope & Development of the CTMP

3.1. Scope of the CTMP	9
3.2. Preparing the CTMP	9
3.3. Route Planning and Site Parking.....	10

4. Site Logistics

4.1 Site Access / Egress.....	11
4.2. Gate Controls.....	11
4.3. Mud & Dust Control.....	12

5. Traffic & Route Planning

5.1. Offsite Vehicles.....	15
5.2. Onsite Vehicles.....	15
5.3. Construction Deliveries & Holding Areas.....	15
5.4. Construction Haul Routes.....	15
5.5. Crane Lifts.....	16

6. Workers Access & Pedestrian Management

6.1. Onsite Pedestrian Footways.....	17
6.2. Signage.....	17
6.3. Lighting.....	17

7. Surface Water Management

7.1. Site Drainage.....	18
7.2. Source, Pathway & Receptor Routes.....	18
7.3. Site Handover.....	18
7.4. Conclusion.....	19

8. Construction Delivery Management

8.1. Delivery Bookings.....	20
8.2. Loading / Unloading & Distribution.....	20
8.3. Vehicle Safety.....	20

8.4. Driver Competency & Inductions.....	21
9. Construction Travel Plan (Green Travel)	
9.1. Travel Options Awareness.....	22
9.2. Cycling & Walking.....	22
10. Monitoring, Review & Communication	
10.1. Communication.....	23

Revision History

Ver	Date	Section	Author	Amendments
1.0	13/07/2026	All	GI	First Issue

Abbreviations

CTMP	Construction Traffic Management Plan
MSC	Morgan Sindall Construction
CC	Cumberland Council
iSH	Industrial Solutions Hub
NGR	National Grid Reference

Figures

Figure 1:	Site location (planning application boundary shown in red)
Figure 2:	Proposed site layout during construction

Table

Table 1:	At Risk Groups Summary
Table 2:	Surface Water Control measures

1. Introduction

1.1. Purpose and Scope

Morgan Sindall Construction (MSC) are required to produce a Construction Traffic Management Plan (CTMP) to discharge planning Condition 4 with Copeland Borough Council in relation to planning application reference number: 4/26/2132/OF1.

MSC have been appointed by Cumberland Council to carry out works associated with the planning application that permits the construction of a new building including car parking, hard and soft landscaping and associated infrastructure and biodiversity.

The proposed development is to take place at the Former Spida Site, Leconfield Industrial Estate, Cumberland, Cleator Moor, CA25 5QB (hereafter 'the site').

As stipulated by Copeland Borough Council, prior to the commencement of any development, a CTMP will be submitted to and approved in writing by the local planning authority. The CTMP needs to satisfy Condition 4 which states:

'Development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority'.

1.2. Aim of the CTMP

Morgan Sindall Construction (MSC) are responsible for the overall control, direction and protection of all traffic associated with the site works during the project delivery. In addition, MSC will be required to adhere to planning conditions, with the CTMP requiring to be approved prior to commencing works onsite.

Therefore, the main purpose of the document is to ensure that MSC have considered the impact of their operations and in doing so will implement this CTMP to ensure:

- Implementation of construction management best practice to reduce environmental impacts;
- A safe environment is maintained for all stakeholders including adjacent residents, businesses, path users, and workers onsite;
- That the affected local road network continues to operate in a safe and efficient manner during the construction works.

In addition to the above, the CTMP for the construction phase will address the observations and recommendations of the following documents supplied as part of the employer's information.

1.3. Health & Safety Legislation/Regulation

The CTMP is the basis for management and control of all vehicle and pedestrian movements directly and indirectly associated with MSC works.

The CTMP adheres to the following:

- Health and Safety at Work Act 1974
- Management of Health and Safety at Work Regulations 1999
- CDM Regulations 2015
- Provisions and use of work Equipment Regulations 1998
- Workplace (Health, Safety and Welfare) Regulations 1992 [ACOP]

In addition to adherence to the above, the CTMP follows best practice as set out in:

- HSG 136 A Guide to Workplace Transport Safety
- CLOCS Standard for construction logistics

2. Project Summary

2.1. Works & Contract Details Summary

The following is a summary of the works, inducing a short description, the form of contract, full project cost, start and end dates.

Works & Contract Details Summary			
Customer	Cumberland Council		
Project Name	Industrial Solutions Hub (iSH Hub)		
Start Date	28/09/2026	End Date	11/02/2028
Contract Period	66wk 4d		
Project Description	The site includes the construction a new building primarily for general industrial, office and research and development, including associated car parking, hard and soft landscaping, associated infrastructure and biodiversity enhancements. It is intended to provide flexible, high-quality accommodation for start-up and early-stage businesses operating within the engineering, clean energy, nuclear, and related innovation sectors. The building will act as a focal point for collaboration, innovation, and business growth, complementing existing tenants on the industrial estate and the adjacent developments on Plots 9 and 12. The proposed building is a duo-pitch construction and roughly rectangular on plan over an area of circa 47m x 33m. The building is split over a ground-floor and first-floor, with a double height space positioned centrally within the structure. Curtain walling / glazing comprises the building envelope.		
Project Phases (Provisional)	• Mobilisation Period: 6 weeks – 29/09/26 – 09/11/26 • Main Works: 60wk 4d – 10/11/26 – 11/02/28 • Commissioning – TBC • Handover – 11/02/2028		
Site Working Hours	Monday - Friday	08:00 – 18:00	
	Saturday	08:00 – 13:00	
	Sunday	No Working	
	Bank Holidays	No Working	
	These hours will be followed unless otherwise agreed in writing by CC. Outside the above periods the following working is permitted: • Emergency works; and, • Works which do not cause noise that is audible at the boundary of the site and working area.		

	There may be exceptions to the above hours of working whereby construction operations outside of these hours may be agreed. Where possible, bulk deliveries will be planned away from peak times for both traffic and pedestrians, with deliveries controlled through a managed booking system (Msite).
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2.2. Site Location

The site is located in Cleator Moor, immediately north of Leconfield St. The site is centred around national grid reference (NGR) NY 01707 15553. The site covers an area of approximately 1.316ha.

Figure 1 shows the planning application boundary. The site is surrounded by industrial units.

The nearest water course to the site is Nor Beck, located approximately 100m north of the site. Nor Beck is classified as a main river by the Environment Agency.

Figure 1 – Site location (planning application boundary shown in red).



Site Address:

Morgan Sindall Construction,
iSH Hub,
Leconfield Ind. Estate,
Cleator Moor,
Cumbria,
CA25 5QB.

3. Scope & Development of the CTMP

3.1. Scope of the CTMP

This CTMP considers the following:

- Existing road networks and impact from the construction activities on existing road users. This includes use of the road network, and access to / egress from the construction site
- Existing public path networks and impact on pedestrians and cyclists due to construction activities. This includes use of the road network, and access to / egress from the construction site
- Onsite / Offsite works associated with and utility diversions
- Offsite works associated with highway works
- Deliveries to and pickups from the site
- Pedestrian and vehicle access to the main site compound and welfare areas
- Vehicle and pedestrian routes around the construction site
- Vehicle access to work faces
- Crane operations around the site
- Travel to the site and options for site workers

And those specific conditions in line with Planning Condition 4 as follows;

- Retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;
- Cleaning of site entrances and the adjacent public highway; • Details of proposed wheel washing facilities;
- The sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
- Construction vehicle routing;
- The management of junctions to and crossings of the public highway and other public rights of way/footway;
- Details of any proposed temporary access points (vehicular / pedestrian)
- Surface water management proposals during the construction phase.

3.2. Preparing the CTMP

The CTMP is prepared by considering the above scope and identifying the risks and hazards to the at-risk groups.

The CTMP is prepared in accordance with the Morgan Sindall Construction procedures for **Transport Pedestrian Management (SH1 GUID 03)**. Initially during the pre-contract phase and then into the contract phase where it will be regularly reviewed and updated.

To adequately prepare the plan, a thorough review of any client issued pre-construction information is carried out to determine existing constraints. In addition, site walkovers and infrastructure user survey are carried out.

During the project lifecycle, the plan will need to fully consider the impact of the programme and methodology.

The CTMP considers at risk groups in conjunction with the key activities that could impact on these groups as per table 1:

The risk review and preparation of the plan considers:

- Identification and phasing of delivery / site access points
- Identification of main traffic approaches to the site
- Requirements for implementation of pedestrian crossing points
- Methodology for deliveries to site
- Identification of preferred haulage routes on site, and designated use.
- Access / egress routes and signage
- Measures to ensure that surrounding roads are not subject to traffic queuing due to deliveries.

Table 1: At Risk Groups Summary

Ref	Group	Location	Activity / Risk Area
1	Members of the public - existing road users	• Leconfield Ind. Estate • Leconfield Street	Vehicle deliveries to / from site Street / Utility works
2	Members of the public - existing path users (inc cyclists)	• Leconfield Ind. Estate • Leconfield Street • The National Cycle Network Coast to Coast (C2C) route	Vehicle deliveries to / from site Street / Utility works
3	Site operatives	• Across full extents of site	Mobile site plant working and traversing site

3.3. Route Planning & Site Parking

Delivery routes have been selected to minimise disruption to other road users. Vehicles making deliveries to or removing material from the MSC work sites will travel via designated routes which will be agreed with the Local Authority and Emergency Services, as required.

Routes will be included within the contracts of the suppliers to the project. The delivery routes are planned to utilise the existing flow and control on the strategic routes and local routes.

Site parking for MSC staff and a small number of Subcontractor staff will be permitted within an existing designated hardstanding temporary car park area within the MSC Compound on the main project site.

No additional site parking will be available.

4. Site Logistics (Plots 9 & 12 / iSH)

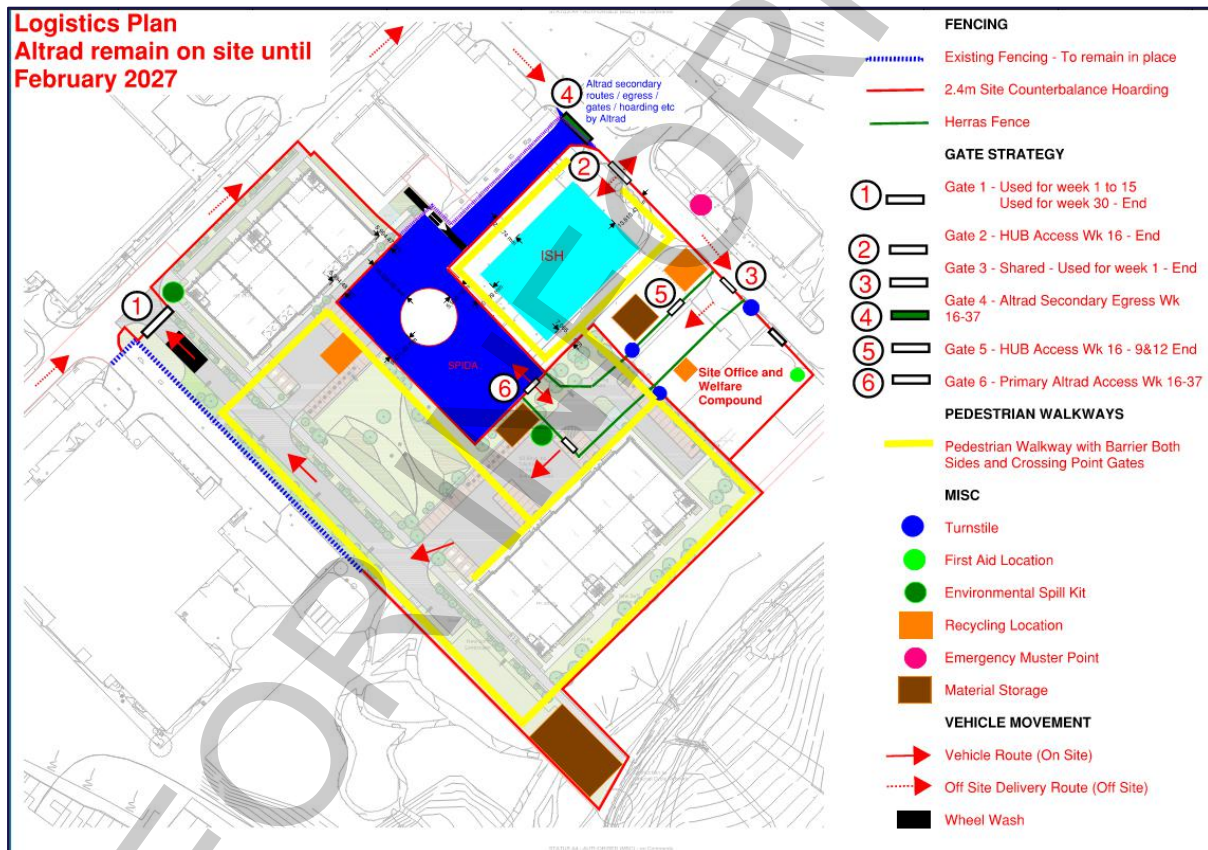
4.1. Site Access / Egress

Site entrances and exits are to be segregate vehicles from pedestrians. In addition to segregating site personnel, the access and egress will provide priority and safety for offsite pedestrians crossing site access / egress entry points.

Wherever possible, the site access and egress will allow traffic entering and exiting the site to meet the flow of the traffic with left turns upon exit.

The main access for large project deliveries will be via gate 3 off of Leconfield Street. With the main egress route being gate 5 with associated wheel wash, returning onto Leconfield Street in the direction with the flow of traffic.

Figure 2: Proposed site layout during construction.



4.2. Gate Controls

Main Site entry and exit gates will be controlled by Gate Operators to suit the location of the gates, considering gate orientation, proximity to roads and existing pedestrian and traffic movement. Gate Operators will not be permitted to direct traffic on the highway. The Gate Operator will be a key role in the control of site deliveries or site returns described in Se

The gate provision for this project is as follows:

- Gate 1 supporting primary egress route via wheel wash to Leconfield Street, managed/controlled gate through a dedicated gate attendant.
- Gate 2 supporting smaller deliveries to iSH off of Leconfield Street. As this is not the Main Access gate, this will be managed via the Msite delivery booking system and with a gate operator as and when required.
- Gate 3 will be the Main Access gate to the site used by the majority of deliveries. A temporary holding area is available beyond this gate access to allow deliveries to be checked and verified. Deliveries for iSH can be unloaded and transported into the iSH boundary via Gate 5. Gate 3 will be managed through a dedicated gate attendant, Gate 5 will be managed as required by the gate operator.
- Gate 4 and Gate 6 are will only be used for access to the Spida Site by Altrad and their associated Supply Chain until their scope of works are complete (not MSC scope). This will be managed by Altrad, who will be given access to the gates via the MSC gate operator. Their deliveries will require to be booked onto the MSC system via Msite.

Gate Operators will hold specific competencies, and to fulfil this requirement, competency achievement will be:

- Construction Skills Certification Scheme (CSCS)
- Plant and Vehicles Marshalling (CPCS)

And their duties will include;

- Ensure they understand relevant safety procedures and correct signalling systems;
- Ensure drivers understand the correct signalling systems Signal instructions clearly;
- Ensure they are visible to the driver and the driver is visible to them; if not, stop the vehicle moving;
- Stand in a safe location at all times;
- Warn pedestrians and make sure they are kept away from vehicle operations;
- Wear appropriate protective equipment, including high-visibility clothing;
- Report work hazards to supervisors;
- Make sure they can get to and from their work location safely;
- Do not ride on the vehicle they are directing.

4.3. Mud & Dust Control

In wetter conditions, deposits of mud on roads, pavements and areas of hard standing may need to be cleared. Installation of wheel washing devices may be required, preferably with water recycling equipment. Small occurrences will be cleared manually with a broom and shovel; elsewhere road sweepers will be called upon. The need to control mud and dust is covered in site inductions and in relevant task risk assessments, method statements and briefings.

In line with the above, it is imperative that measures are put in place to minimise the deposition of mud and debris on the local road network generated by vehicular movements. The following mitigation measures will be implemented as outlined below in detail:

- Wheel wash facilities will be provided on site to ensure mud or other material is not

transported onto the public highway or other areas adjacent to the site;

- The type of wheel washing facilities will be appropriate to the types of vehicles being used for the development, but as a minimum this should be onsite jet washing;
- If the delivery of materials or the collection of waste from the site or other site traffic leads to mud or other debris being deposited on the public highway, then these roads will be cleaned immediately;
- When significant spoil removal is taking place a road sweeper and jet wash are to be used throughout the operation to ensure no material is deposited on the public highway;
- Lorries will be cleaned prior to leaving the site;
- Wheel wash areas will be contained and any debris appropriately disposed of to prevent suspended solids or contaminated waters from entering any nearby water courses or drains.
- All vehicles leaving the site will be subject to a visual inspection before accessing public highways to ensure that the level of dust/mud/debris on the vehicles has been minimised insofar as is practical.
- All road surfaces affected shall be swept clean upon completion of the works.
- All waste will be stored securely on site to prevent pollution and contamination. For this, a waste storage area will be provided with containers for the collection and segregation of waste. This will be clearly labelled and colour coded to facilitate re-use, recycling and recovery of waste. Waste will also be covered with sheeting or lids to prevent windblown or animal littering.
- Any lorries leaving site containing loose materials will be sheeted to prevent dust, and reduce mud being deposited on public highways.

To prevent dust nuisance to sensitive areas and residential properties particularly during dry and windy weather, there will be adequate screening and damping down during all construction works and other site preparations (including storage of construction materials).

The following mitigations will also be implemented;

- Increased frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged periods of dry or windy conditions;
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible;
- Erect solid screens or barriers around dusty activities or the site boundary to the east that are at least as high as any stockpiles;
- Fully enclose site or specific operations where there is a high potential for dust production and the activities are being undertaken for an extensive period;
- Avoid site runoff of water or mud;
- Keep site fencing, barriers and scaffolding clean using wet methods;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If being re-used on site, cover as detailed below;
- Cover, seed or fence stockpiles to prevent wind whipping;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction e.g., suitable local exhaust ventilation systems;

- Ensure an adequate water supply on site for effective dust/particulate matter suppression/ mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;
- Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods
- Avoid scabbling (roughening of concrete surfaces) if possible;
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.

5. Traffic & Route Planning

5.1. Offsite Vehicles

Offsite Vehicles are defined for this CTMP as vehicles that utilise the national road network, to travel between sites for the purpose of delivering plant or materials to a site and may from time to time access a site compound or laydown area.

Deliveries to the site, and safe return from the same, will require forwarding to point of unloading and further distribution within the confines of the Construction site (Plots 9 & 12 / iSH). This will either be deliveries to the site compound, deliveries to the material laydown area(s) or deliveries directly to the workface area(s).

The delivery booking system described in Section 8, and coordination between the Gate Operator and MSC Logistics Managers will be critical for the forward control and coordination of deliveries for both projects (9 & 12 / iSH).

5.2. Onsite Vehicles

Onsite vehicles are defined for this CTMP as vehicles that are predominately based on site and are used for the further distribution of materials (including offloading) and for the purpose of carrying out the works.

For plant vehicles associated with off-loading and distribution, where this is a regular occurrence, the MSC Appointed Person for Lift Operations will consult the **MSC SHE9 STD 01 - Management of Lifting Operations Standard** and ensure appropriate lifting plans are prepared or attained prior to the works / lifts taking place. The AP will also consult the MSC **SH STD 02 Creating a Safe and Sustainable Environment** standard with additional controls as part of the MSC safe systems of works procedure.

5.3. Construction Deliveries & Holding Areas

Delivery holding or laydown areas have been provided on the project to accommodate peak time delivery and distribution constraints at the project site, or where there are issues with the delivery temporarily preventing its forward distribution.

The main purpose of the holding areas is to prevent congestion at the entrance and access gates, and to avoid congestion on the site haul / access routes.

5.4. Construction Haul Routes

The vehicles and plant described above will share the main site haul / access routes. Haul routes will be designed to be free draining, with the geometry to suit the tolerances of the vehicles in terms of gradients and turning radius. Wherever possible, the routes will be one way, however where one way cannot be incorporated in full, alternative measures will be deployed and described within this plan.

The site haul / access routes will be fully segregated from pedestrians, and will be delineated to suit, providing controlled crossing points where site pedestrians are required to cross a haul / access routes. Routes will be regularly inspected and maintained to prevent build-up of

slurry / mud which could otherwise be carried to the main highway and prevent deterioration to the routes that could affect the stability of the vehicles using the routes.

Lighting will be provided for areas where there is pedestrian sensitivity, or for give way locations on the main routes. Where site haul access routes require to be established, these should be reviewed in accordance with the MSC document *SH7 STD 01 Temporary Works Control Standard* to ensure that their design and installation are sufficient to suit the type, width, length and loaded weight of the delivery vehicles or site plant.

5.5. Crane Lifts

In many instances delivery vehicles, will be situated directly adjacent to the works area to allow crane lifts to either distribute the material locally for further lifting onto the works, or to lift directly from the delivery vehicle to the works. Crane lifts will be subject to further control measures as per procedure *MSC SHE9 STD 01 - Management of Lifting Operations Standard*.

6. Workers Access & Pedestrian Management

Safe, level footpaths will be provided within the site to allow access to the main work areas. The footpaths will be segregated from the haul / access routes, and where crossing an access route is required, the crossing will be visible in all directions, and subject to traffic calming and controls. Worker's access is shown on the site plan as per Figure 2.

6.1. Onsite Pedestrian Footways

Onsite pedestrian footways will be provided to allow access to site welfare and to the main site work areas. Footways will be designated by the following classification and detailed within the Site Induction:

- Green routes for non-PPE paths providing safe access to common office and welfare areas
- Blue routes for PPE routes for general access to the site for inducted personnel
- Red routes for routes where specific access is required for authorised personnel

6.2. Lighting

Lighting will be provided in key locations to further ensure that pedestrian / traffic routes are safe as follows:

- Site entrances and exits to enhance visibility where there is pedestrian movement
- Internal site roads and footpaths where there is an interface/crossing point
- Hoarding lighting where there is public access required adjacent to the hoarding
- Lighting to material storage / laydown areas

6.3. Signage

Site direction and warning signage will be provided for footpaths and crossing points at key locations within the site. Signage will be based on the following:

- The Health and Safety (Safety Signs and Signals) Regulations 1996
- New Roads and Streetworks Act 1991

7. Surface Water Management

7.1. Site Drainage

Surface water runoff from the site currently discharges into Nor Beck. Existing site drainage will be utilised during the construction phase.

7.2. Source, Pathway & Receptors Routes

Table 2 details the sources on site that have the potential to cause a pollution incident as well as appropriate control measures that will be implemented on site to break the source-pathway receptor routes.

7.3. Site Handover

Prior to the site being handed over to the end user, all new drainage, including the attenuation tank, will be flushed to remove any residues associated with the construction phase. This runoff will need to pass through a sediment filter prior to being discharged.

Table 2 – Surface Water Control Measures

Source	Pathway(s)	Receptor(s)	Impact	Control Measures
Fuel	Carried in surface water runoff from the site via existing drainage as well as infiltration into the ground and overland flow.	Nor Beck, soil and groundwater.	Reduced water quality within Nor Beck impacting on flora and fauna. Contamination of soils and groundwater	Machinery will be maintained in accordance with manufacturer guidelines and subject to regular maintenance checks. Machinery will be stored on an impermeable surface away from any drainage routes. Machinery will be removed from site when no longer required. Fuel will be stored in double bunded tanks away from any drainage routes. Fuel tanks will be protected from accidental collision. Refuelling will be carried out on a designated impermeable area away from any drainage routes. Drip trays will be used when refuelling. Spill kits and plant nappies will be available on site and contractors made aware of where they are stored and how to use them.

				Gully protectors will be installed on all surface water gullies and maintained/replaced in line with manufacturer guidance.
Site runoff	Pollutants (suspended solids, hydrocarbons etc.) carried in surface water runoff from the site via existing drainage routes as well as overland flow.	Nor Beck	Reduced water quality within Nor Beck impacting on flora and fauna.	Concrete washout will be carried out in a designated area with appropriate containment and away from any drainage routes. Gully protectors will be installed on all surface water gullies and regularly changed in line with manufacturer guidance. Runoff will be prevented from leaving site except through existing surface water gullies. Bunds should be utilised to facilitate this. Should any contamination be found during excavations, this material will be removed from site immediately. A wheel wash facility will be located at the site exit to prevent the tracking of mud off site. A road sweeper will be used to remove mud / debris from paved areas of the site as and when required.
Dewatering	Pollutants (suspended solids, hydrocarbons etc.) carried in surface water runoff from the site via existing drainage routes as well as overland flow.	Nor Beck	Reduced water quality within Nor Beck impacting on flora and fauna.	Piled foundations are to be used on site, reducing the need for dewatering. Sediment filters will be utilised prior to any water from excavations being discharged from site.

7.4. Conclusion

Surface water drainage from the development during construction will be managed to prevent environmental incidents. The proposed control measures will ensure that sediment and pollutants arising from site activities will be minimised, so as not to cause an adverse impact on the receiving water course, Nor Beck or on local groundwater.

8. Construction Delivery Management

8.1. Delivery Bookings

All deliveries will be applied for in advance of delivery by completing a request via the online delivery booking system, Msite.

Msite is a cloud-based logistics scheduling tool designed specifically for Construction sites to coordinate vehicle arrivals and on-site resource usage. It functions as a complete digital booking platform that eliminates traffic congestion around construction sites by organizing time slots in advance.

Key Features of MSite Delivery Management

- Pre-Booked Slots: Suppliers and subcontractors can book their own time windows online.
- Resource Scheduling: Users can log delivery requests alongside site assets like cranes, hoists, or loading bays.
- Automated Workflow: System can toggle to a first-come, first-served configuration for open slots.
- Approval Pipeline: Site Management can review, approve, modify, or reject booking entries.
- Carbon Tracking: Automatically logs vehicle distance to generate carbon emission reports.
- Digital Receipting: Gatekeepers record the live arrival time of the vehicle electronically

This will be made available to all the Supply Chain for management of deliveries. No deliveries will be permitted to access the site unless the booking form is completed and approved.

8.2. Unloading/Loading & Distribution

Contractors arranging for deliveries to the site will be required to provide a safe system of work for the unloading and distribution of the materials. Risk Assessments and Method Statements (RAMS) will be required to be issued in advance of the deliveries being unloaded and distributed. The level of RAMS will need to reflect the nature of the delivery and where required adhere to the **MSC SHE9 STD 01 - Management of Lifting Operations Standard**.

8.3. Vehicle Safety

MSC will ensure measures are taken to reduce the risks of construction traffic collisions with the workforce and the public. We will seek to use members of the Construction Logistics and Community Safety (CLOCS) scheme and in doing so implement the following vehicle safety measures;

- Blind-spot Minimisation: Vehicles must use a combination of mirrors, passenger-door vision windows, or camera monitoring systems to completely eliminate driver blind spots.
- Side Under-run Protection: Side guards must be fitted to both sides of the vehicle to prevent cyclists and pedestrians from falling under the wheels.
- Close-proximity Sensors: Electronic sensors must be installed along the nearside of the vehicle to visually or audibly alert the driver to the presence of vulnerable road users.

- Left-turn Audible Alarm: An external audible warning device must activate when the vehicle is turning left (or right for left-hand drive vehicles) to alert nearby pedestrians and cyclists.
- Rear Warning Sign: Prominent, high-visibility warning signage must be displayed on the rear of the vehicle to advise cyclists not to pass on the inside.
- Front and Rear Under-run Protection: Standard front and rear bumpers must meet specific structural safety dimensions to prevent smaller cars or motorbikes from wedging underneath in a collision.

8.4. Driver Competency & Inductions

Each driver will be expected to hold a valid driver's license for the vehicle they operate and for specific vehicle types, relevant plant operator certification. MSC will require that all drivers to and on the site, will be required to attend a site-specific delivery driver.

9. Construction Travel Plan (Site Specific)

This section of the CTMP sets out measures to mitigate the impact of site workers travelling to and from the site. MSC have provided car parking onsite for site staff. As part of our overall approach to sustainability, MSC will seek to promote alternative means of transportation to and from the site by raising awareness of travel option with our Site-Specific Travel Plan.

9.1. Travel Options Awareness

At the Site Induction, all new employees and trade contractors will be made aware of the travel options to the site. The information provided as part of the induction will explain parking, public transport route, emergency procedures and will include the following:

- Map showing the location of the development in relation to public transport
- Bus timetable
- Map showing cycle routes
- Emergency procedures and contact numbers

9.2. Cycling & Walking

As above, MSC will promote active travel to site, and to support this cycle storage facilities will be available in the form of cycle racks and promotion of walking routes that connect to local bus and rail services.

10. Monitoring, Review & Communication

The CTMP is a live document and will be subject to periodic review and update as the construction programme progresses. However, in addition to reviews, the CTMP will be subject to a weekly self-assessment by the MSC Site Logistics Manager as part of the overall weekly site inspections.

10.1. Communication

The CTMP key aspects will be communicated to all new site starts via means of the Site-Specific Induction. Any updates to the same will be communicated via a general update to operatives, or where applicable, more specifically by toolbox talks. Worker involvement will be encouraged and incorporated into the monitoring and improvement of the CTMP. MSC will display communication boards around the perimeter of the site with contact details for our community liaison representative

Version 1 Produced by

Name: Gary Irving

MSC Project Manager

Signature: Gary Irving


DN: CN=GB,
E=gary.irving@morgansindall.com,
O=Morgan Sindall Construction,
OU=Construction, CN=Gary Irving
Date: 2025.07.15 08:24:31+01'00'