

North West Cambridge

Future Phases of Eddington

September 2025

Construction Traffic Management Plan



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Rev	Status	Originator	Approved	Date
Poo	DRAFT	M.El-Ali		23/05/25
Po1	DRAFT	M.El-Ali	I.Nickolls	30/06/25
P02	For Review	M.El-Ali		28/07/25
Po ₃	For Review	H.Patel	M.El-Ali	21/08/25
Po4	Submission	H.Patel	M.El-Ali	22/08/25

Document Details

Development name:	North West Cambridge Masterplan ("NWCM")/ ("Proposed Development")
Landowner:	The University of Cambridge "UoC" / "the Applicant"
Site address:	Land Between Huntingdon Road, Madingley Road and M11, Eddington, North West Cambridge, Cambridgeshire
Existing site use:	Various, refer to Section 1.2
Summary of works:	Demolition, enabling works and Mixed-Use development. Refer to Section 1.3

Construction Logistics Manager:	Not appointed
Phone number:	TBC
Email:	TBC
Logistics Provider contact name:	Not appointed
Phone number:	TBC
Email:	TBC

Outline CTMP Produced by:

Name	Signature	Date
M.El-Ali	MELILI	27/08/25
Outline CTMP Reviewed by:		

Outline CTMP Reviewed by:

Name	Signature	Date
I. Nickolls		27/08/25

Construction Traffic Management Plan ('CTMP') Objectives

The purpose of the CTMP is to assess the Proposed Development in terms of demolition and construction impacts. The CTMP focuses specifically on construction supply chains and how their impact on the road network can be reduced. The construction supply chain covers all movements of goods, waste, and servicing activity to and from site. The CEMP will be supplemented by Detailed CTMPs prepared by the Principal Contractors for approval prior to the commencement of any works.

The report details anticipated programme duration and proposed construction methodologies that will be further developed following the next stage of design development.

The CTMP has been drafted to provide the information specified in "Construction Traffic Management Plan: Notes for Guidance 2023". Further detail on construction impact and mitigation are detailed in NWC.14 Construction Environmental Management Plan ('CEMP').

1 Site Plan

Requirements

The applicant should provide a site plan at a true scale of 1:200 for smaller sites and 1:500 for larger sites showing the following areas with written dimensions:

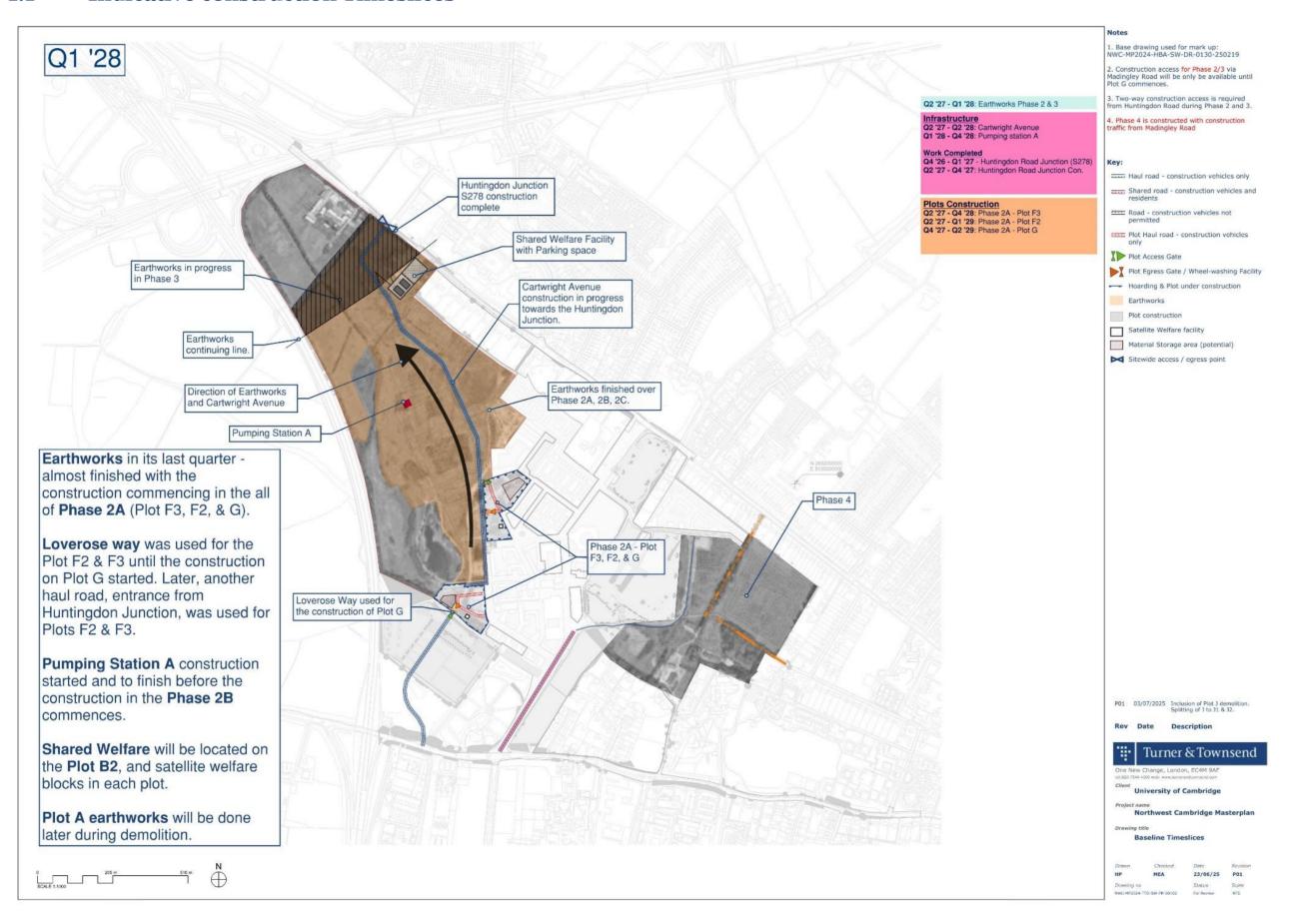
- Proposed material storage area
- Proposed site offices
- Proposed car parking area
- Proposed manoeuvring space
- Proposed access location
- Proposed location of any gates
- Proposed location of any wheel washing facility or similar.
- If the site is to be multi-phased then a plan for each phase should be provided.

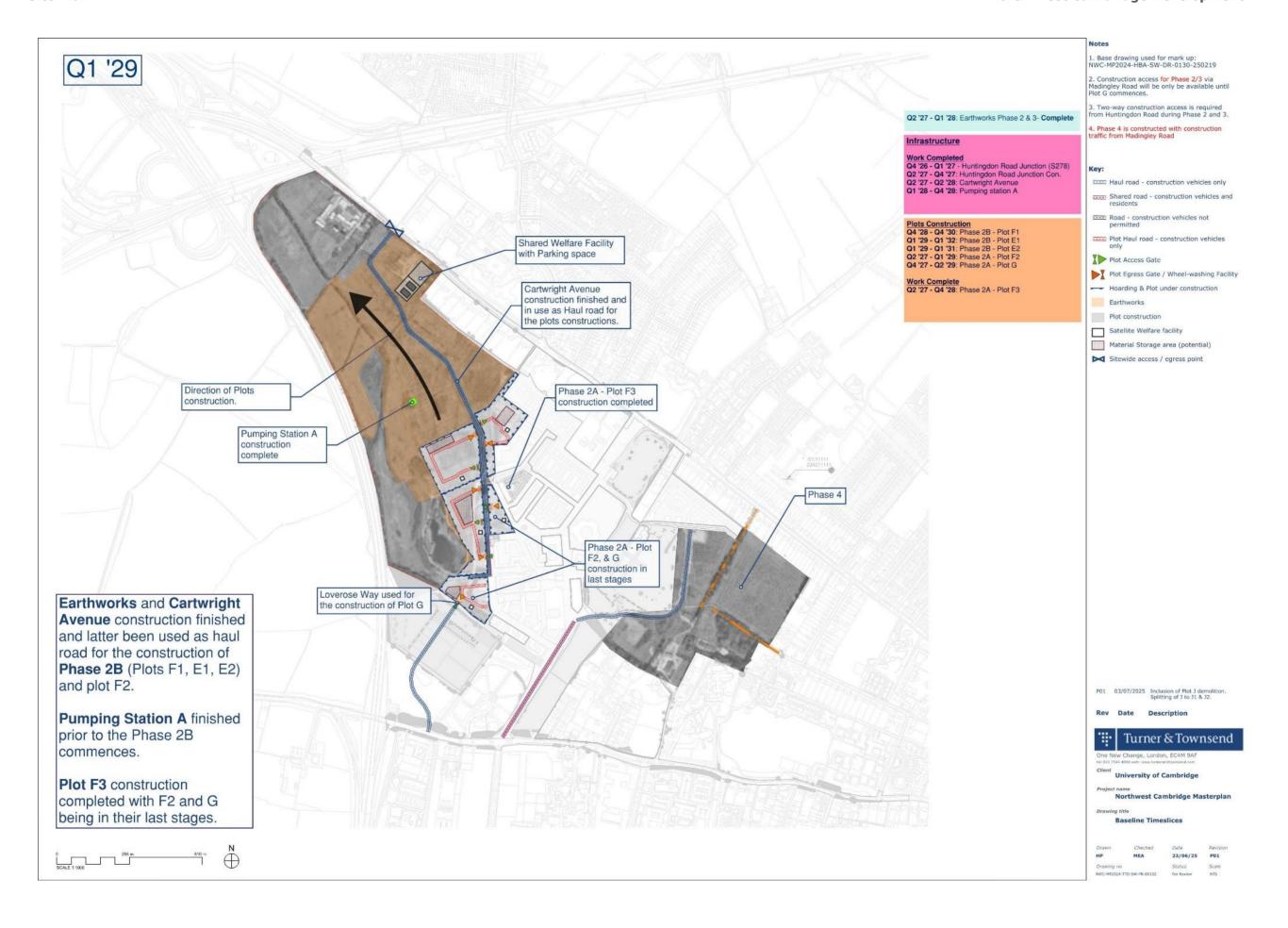
Control Measure / Comment

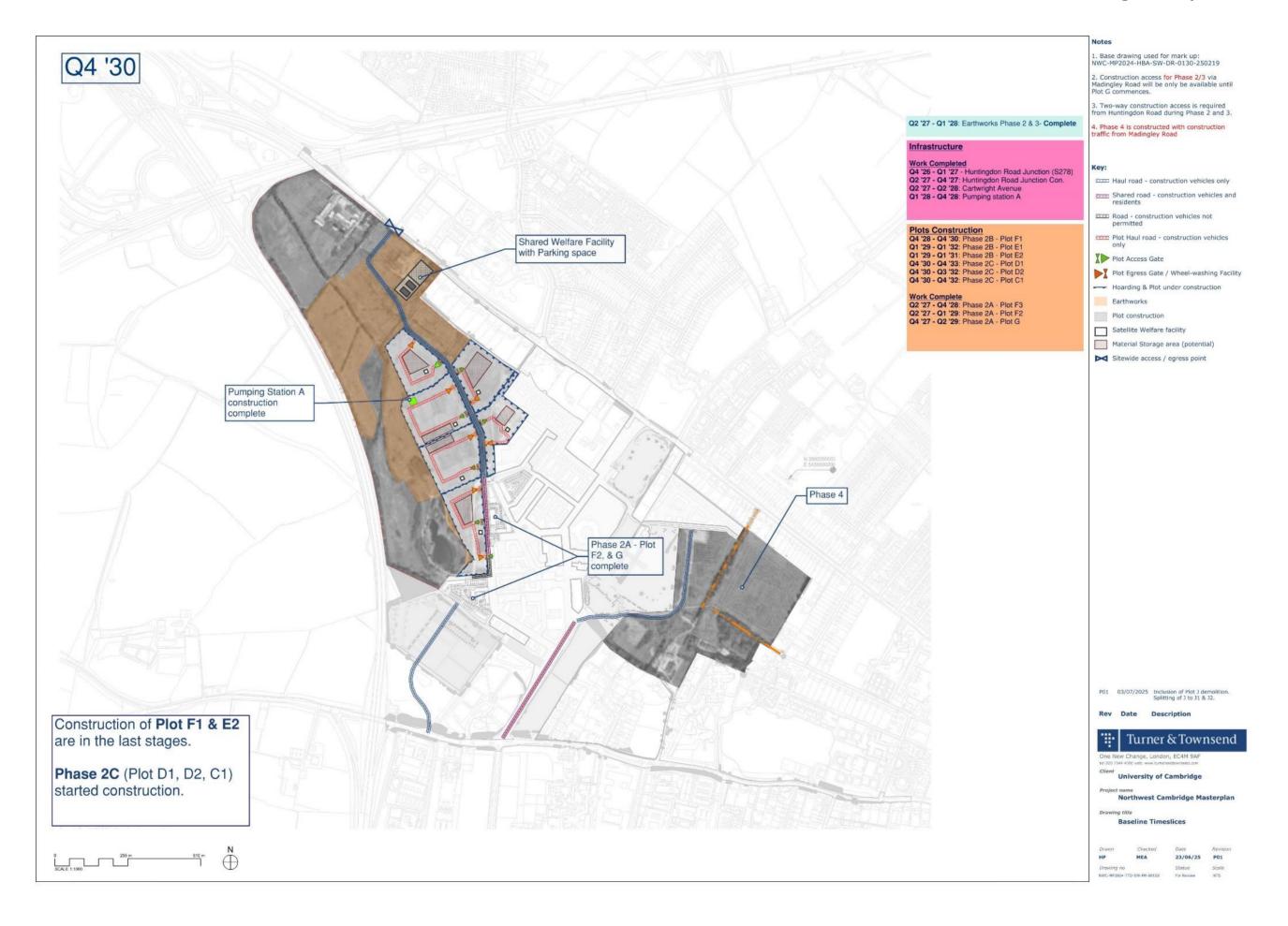
To support the understanding of the programme a series of indicative time slices have been produced to demonstrate how the Development plots / parcels can be bought forward, refer to Section 3.2 of NWC.14 Construction Environmental Management Plan ('CEMP') and images below.

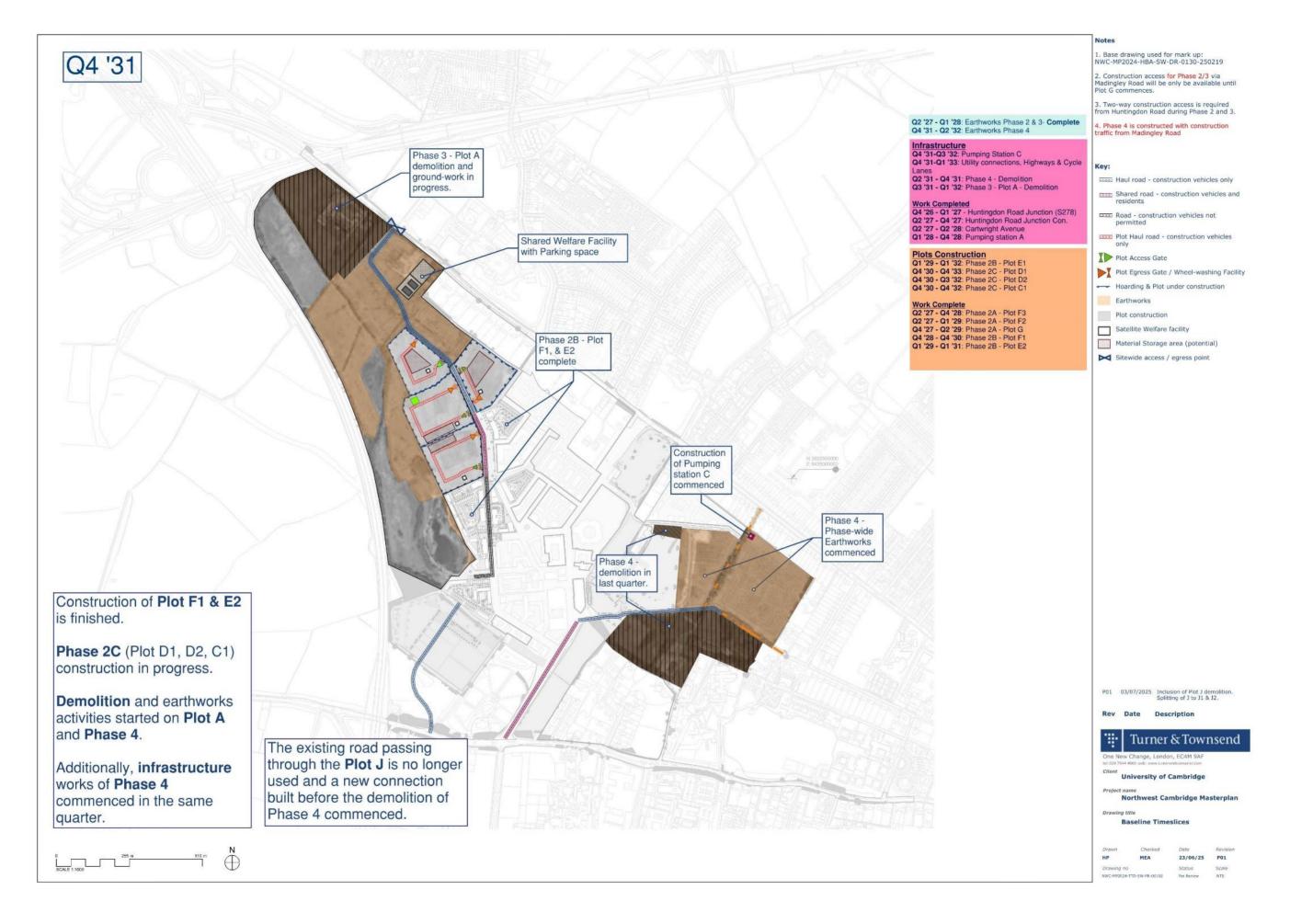
Due to the scale of the project the drawings are at 1:1000 and include indicative site sets ups for each plot.

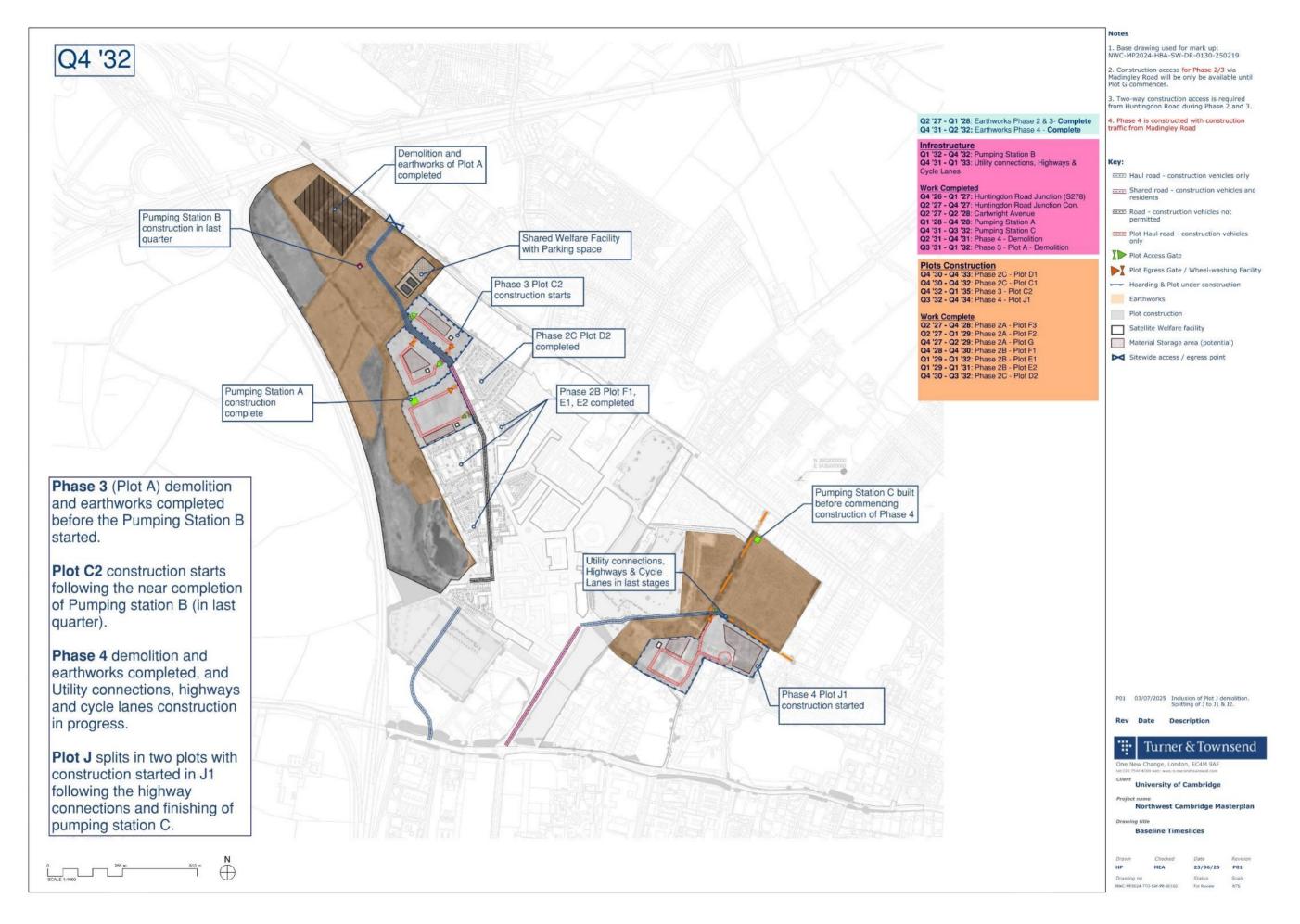
1.1 Indicative construction Timeslices

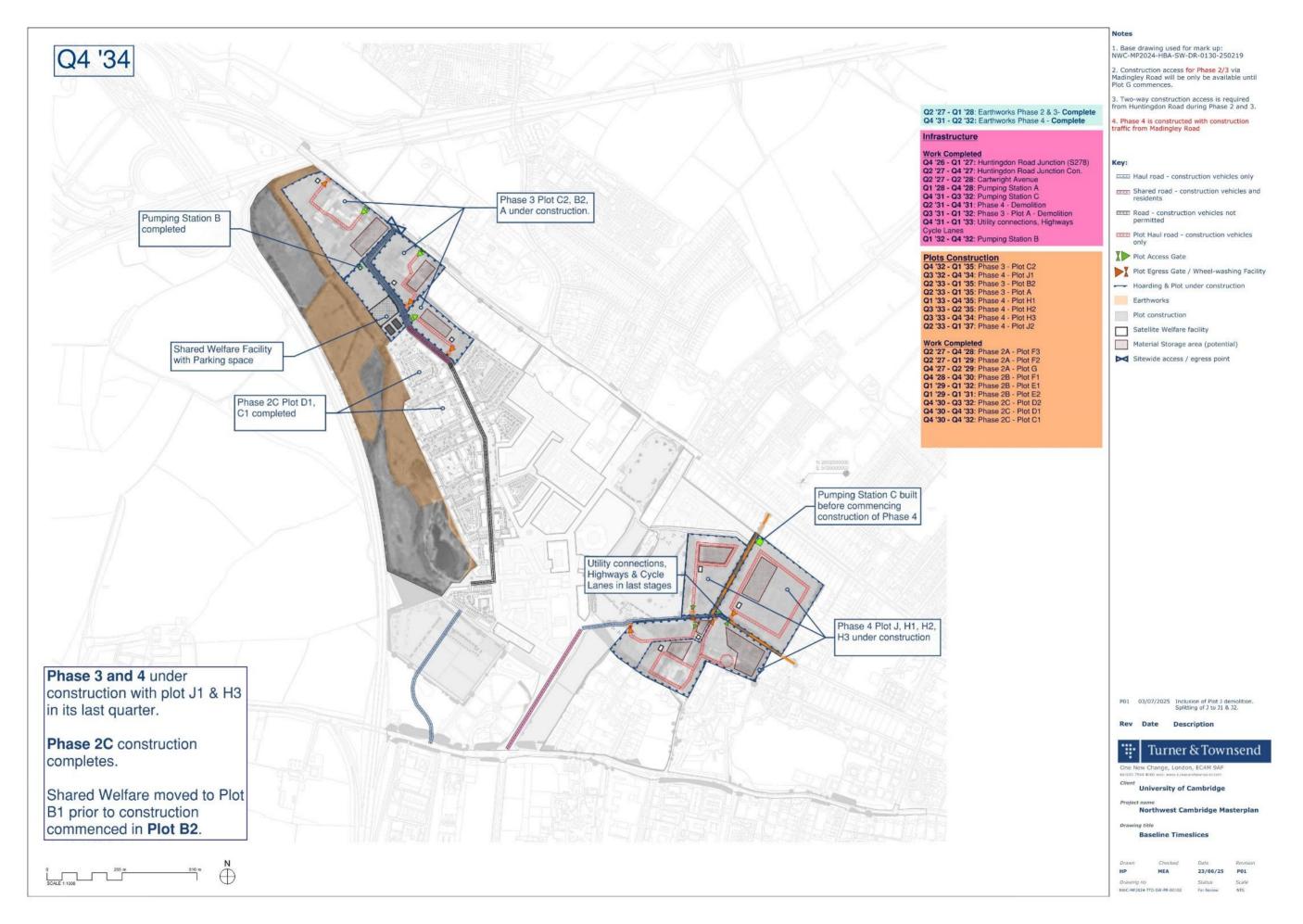












2 Movement and Control of ConstructionVehicles

Requirements	Control Measure / Comment
The proposed manoeuvring area for delivery/muck away vehicles, this should include a swept path analysis for the largest vehicle to deliver to the site to demonstrate that this can enter and leave in a forward gear.	The site covers a large area, within each plot there is the ability to enter and exit in forward gear based on the current layouts. This has been validated by swept paths, refer to Figure 1.1-1.
If it is not possible to deliver on site or turn within the same, then details of how such deliveries will be controlled will need to be included, for example if delivering to the site while parked on the adopted public highway how will pedestrian, cycle and motor vehicle traffic be controlled?	Refer to above, turning within site is possible, no vehicle reversing onto public highway is proposed. Principal Contractor will set out measure in a detailed CEMP if it is unavoidable.
Delivery times. If the site is served off a main route though the county (and this does not necessarily need to be a A or B class road), or other areas of particular traffic sensitivity (a list of traffic sensitive streets can be requested from the Street Works Team at Streetworks@Cambridgeshire.gov.uk) then delivery and muck away times will need to be restricted to 09.30-16.00hrs Monday to Friday.	The site is not served off an adopted/public main road. Cartwright Avenue will be handed over progressively to maintain segregation between completed plot and construction traffic.
If the site is in the vicinity of a school then the applicant should ascertain from the school when their opening/closing times are and tailor the delivery/muck away movements to avoid these. The Highway Authority would suggest that allowing at least 30 minutes either side of the open/closing times will generally ensure that the conflicts between school traffic and site traffic are kept to the minimum.	Construction processes will be programmed to avoid deliveries during peak traffic periods. This reduces delays and ensures that drivers can make efficient use of their drivable hours. Deliveries will be avoided between 08:00 – 09:00 and 15:00 – 16:00 due to the local Primary School in Phase 1 during term time.
The Highway Authority would seek that any access used by vehicles associated with the site be paved with a bound material (for at least 15m for larger sites) into the site from the boundary of the adopted public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway.	Control measure set out in NWC.14 Construction Environmental Management Plan ('CEMP'), refer to section 4.2.1 "Construction Site Access Points" which states, "Access onto Development Plots/Parcels will be paved with a bound material (for at least 15m for larger sits) into the site from the boundary of the adopted public highway."
Any temporary gates used for site security must be set back at least 15m from the boundary of the adopted public highway to enable a delivery/muck away vehicle to wait wholly off the adopted public highway while the gates are opened and closed, or they must remain open throughout the entire working day.	Control measure set out in NWC.14 Construction Environmental Management Plan ('CEMP'), refer to section 4.2.1 "Construction Site Access Points" which states, "Any temporary gates used for site security must be set back at least 15m from the boundary of the adopted public highway to enable a delivery/muck away vehicle to wait wholly off the adopted public highway while the gates are opened and closed, or they must remain open throughout the entire working day."

Turner & Townsend

Control Measure / Comment Requirements

Normally access to the site should be 5m in width for smaller sites and 6.5m. Control measure set out in NWC.14 Construction Environmental Management for larger sites, though it is recognised that this may not be practical for small scale developments of one or two units.

Plan ('CEMP'), refer to section 4.2.1 "Construction Site Access Points" which states, "When practical, access gates should be a minimum of 6.5m wide to facilitate construction traffic."



Figure 1.1-1 Swept Path Check based on indicative plot layouts.

3 Contractor Parking:

Requirements	Control Measure / Comment
Wherever possible all parking associated with the proposed development should be off the adopted public highway.	Off street parking is proposed, please refer to the Site Plans provided in Section 1 which show indicative location of shared parking for the development.
Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space. However, given the nature of the construction industry i.e. that staff tend to arrive and leave site at approximately the same time spaces may be doubled up, i.e. 10m in length, 2.5 wide with a reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable.	Control measure set out in NWC.14 Construction Environmental Management Plan ('CEMP'), refer to section 4.3.3.3 "Construction Staff Travel Plan" which states, "Contractor/staff parking individual bays will be at least 2.5m x 5m, with a 6m reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable."
If the site has no potential to provided off street car parking and or only limited numbers the applicant must provide details of how on street parking will be controlled.	There are no proposals to allow on-street parking, all parking will be provisioned within the site boundary. Control measure set out in NWC.14 Construction Environmental Management Plan ('CEMP'), refer to section 4.3.3.3"Construction Staff Travel Plan" which states, "Any parking for operatives or contractors will be provided within the Site boundary and coordinated with the works by the Principal Contractor. Visitor parking will also be provided within the Site boundary."
If contractor parking is to be on street the applicant must maintain a daily register of contractor (and sub-contractor vehicles) that are parked on street, so if any such vehicle does create a problem, it can quickly be removed by the owner/controller. At a minimum the register should contain the following:	Refer to above. The Development Plot/Parcel Principal Contractor will set out measures in a detailed CEMP if it is unavoidable. This may during the final stages of the development when most plots are complete and space has become limited.
 The name of the driver 	
 The registration number of the vehicle 	
 Make of vehicle 	
 Arrival time 	
 Departure time 	

4 Dust, Mud And Debris

Requirements	Control Measure / Comment
If it likely that debris may be dragged on to the adopted public highway the applicant should provide details of how this will be prevented. If a wheel wash or similar is proposed, the details of how the slurry generated by this will be dealt with must be provided, please note it will not be acceptable to drain such slurry onto to over the adopted public highway.	Control measure set out in NWC.14 Construction Environmental Management Plan ('CEMP'), refer to section 7.5.3 "Dust Management" which states, "All dust and air quality pollutant emission incidents and complaints will be recorded and responded and will be made available for local authority when requested. Equipment like Disc cutters, table saws, sanders, etc., will have dust suppression or a dust collection facility fitted. Stockpiles of sand and earth will be damped down to avoid any dust in atmosphere. Additional, dust-generating materials like stockpiles of cement, other fine aggregates will be covered when not in use. Moreover, dust monitors will be positioned during RMA stage. A wheel washing system will be implemented for all construction vehicles. Commercial road vehicles attending the site will meet European Emission Standards pursuant to the EC Directive 98/69/EC of Euro 4 for petrol vehicles and Euro 6 for diesel vehicles and Euro VI for all lorries and heavy
	goods vehicles."
The Highway Authority would seek that the developer include the following words in any submitted document: The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority.	Control measure set out in NWC.14 Construction Environmental Management Plan ('CEMP'), refer to section 7.5.3 "Dust Management" which states, "The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority."
It is recognised that construction traffic occasionally damage the adopted public highway and the developer should include a note stating that such damage will be repaired in a timely manner to the satisfaction of, and at no expense to, the Highway Authority.	Control measure set out in NWC.14 Construction Environmental Management Plan ('CEMP'), refer to section 6.1.1 "Condition Surveys" which states, "The Principal Contractor will be responsible for repairing damage the adopted public highway (including areas of soft landscaping) caused by construction traffic in a timely manner to the satisfaction of, and at no expense to, the Highway Authority."
Grass verges and other areas of soft landscaping within the adopted public highway are particularly susceptible to significant levels of damage, by construction traffic, and if such areas exist within the street where the development is taking place the developer should include a note stating that such damage will be repaired in a timely manner to the satisfaction of, and at no expense to, the Highway Authority.	As above.

5 Condition Surveys

Requirements Control Measure / Comment

Condition surveys may be required between the site and the nearest public highway deemed suitable to cater for construction traffic likely to be generated. Further, each access point to any public highway (including NMU facilities or public right of way) by any access road or track used by construction vehicles will be subject to condition surveys; the extent of the necessary condition surveys shall be agreed with the Highway Authority.

Control measure set out in NWC.14 Construction Environmental Management Plan ('CEMP'), refer to section 6.1.1 "Condition Surveys" which states, "Each Principal Contractor will undertake any required condition surveys between the site and the nearest public highway deemed suitable to cater for construction traffic likely to be generated. Further, each access point to any public highway (including NMU facilities or public right of way) by any access road or track used by construction vehicles will be subject to condition surveys; the extent of the necessary condition surveys shall be agreed with the Highway Authority in advance of commencement."

Inspections shall take place before construction commences, during the construction programme (in accordance with timeframe to be agreed) and following the completion of construction, to ensure that the public highway remains in good repair and highway safety is maintained throughout the period of construction. Regular inspections will also enable any repairs to be made in a timely manner throughout the construction period.

Control measure set out in NWC.14 Construction Environmental Management Plan ('CEMP'), refer to section 6.1.1 "Condition Surveys" which states, "Inspections shall take place before construction commences, during the construction programme (in accordance with timeframe to be agreed) and following the completion of construction, to ensure that the public highway remains in good repair and highway safety is maintained throughout the period of construction. Regular inspections will also enable any repairs to be made in a timely manner throughout the construction period."

At the end of the construction period, the areas subject to survey shall be inspected and a programme of works to restore them to the condition they were in before the construction period began will be agreed with the Highway Authority. The remediation works will be implemented by the Applicant.

Control measure set out in NWC.14 Construction Environmental Management Plan ('CEMP'), refer to section 6.1.1 "Condition Surveys" which states, "At the end of the construction period, the areas subject to survey shall be inspected and a programme of works to restore them to the condition they were in before the construction period began will be agreed with the Highway Authority. The remediation works will be implemented by the Principal Contractor."

The nature of the surveys i.e. video/ photographic, and means of recording, shall be agreed with the Highway Authority.

Control measure set out in NWC.14 Construction Environmental Management Plan ('CEMP'), refer to section 6.1.1 "Condition Surveys" which states, "The nature of the surveys i.e. video/ photographic, and means of recording, shall be agreed with the Highway Authority."

6 Access to the site

Requirements	Control Measure / Comment
The proposed access to the site to be used during the demolition and or demolition phases of the works must be fully constructed and operational prior to the commencement of any works on the proposed site.	A site enabling works and infrastructure package will undertake works to establish the primary haul road to access development plot/parcels ahead of works commencing. Please refer to the sequenced Site Plans provided in Section 1 which show indicative location of shared parking for the development.



