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FC 113 CONSTRUCTION PHASE HEALTH AND SAFETY PLAN PART II

PROJECT: 37-39 WEST ROAD, TOTTENHAM, LONDON, N17 0RE

19.6 Site entrance and building elevation on West Road

Photo No. 1	Date 13/12/23	
Description: Street view from the south-eastern corner. The Site starts from the white building. The parked vehicles are from the neighboring southern site.		

Photo No. 2	Date 13/12/23	
Description: Street view from the north-eastern corner, along West Road. (West Road – name of the street on the east side of the building).		

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Welfare as a Minimum will consist of the following:

32ft x 10ft Office (with furniture)
32ft x 10ft Meeting Room (with furniture)
32ft x 10ft Canteen/ Drying Room (with furniture)
2 + 1 Lavatory Unit (to be increased as the project progress)
All provide with temporary supplies (water, power etc)

Site Signage:

General Site signage will include:

- Faircloth site signs
- Keep out signs
- Operatives working signs

Working Area (as well as above):

- Plant Movement signs
- 5mph signs
- Site rules

Site Compound Area (as well as above):

- Site compound entrance signs
- Signing in sign
- General welfare signage

Roadways:

- Arrows directing deliveries to the site

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SECTION 20: TRAFFIC MANAGEMENT PLAN:

Traffic Management Plan/ Method Statement:

The Traffic Management Plan focuses particularly on the segregation of vehicles and pedestrians, the reduction of risks associated with reversing, and the control of risks associated with unloading and loading of vehicles.

Please refer to the HSE document HSG144 Safe Use of Site vehicles which is attached at the end of this section.
Mobile Plant:

All plant and machinery are to be inspected every seven days and the findings logged in the inspection register. Only plant in complete working order, including warning lights, mirrors and audible reversing aids is to be used. Any faults are to be repaired prior to the equipment commencing work.

Access:

The site will be accessed via the shared access/egress route from West Road. National traffic restrictions apply; therefore, all roads will be kept unobstructed at all times, additionally roads are to be kept clean as possible throughout the project

Plant Operatives:

All plant operatives are to hold the correct certification for the item of work equipment they intend to use. The operatives must also prove their competence to the Site Manager or assistant. All operatives are to adhere to the illustrated traffic management plan and the rules of the site. Any problems should be brought to the attention of the site management immediately.

All site personnel will wear high visibility clothing, hard hats, and safety boots at all times. All drivers of delivery vehicles will be expected to comply with this requirement when working on site.

All operatives working on the site will be inducted in the site rules and in safety matters. They will be informed that they should wear high visibility clothing, and of the hazards associated with crossing vehicle routes in order to get to the site welfare facilities.

All drivers of plant on site will as part of their induction be made aware that other operatives will be on site and in the event that they cannot conduct an activity safely, the Site/ Contracts Manager will be informed in order to segregate site pedestrians from the work area in question.

Pedestrians:

The site benefits from connection to the adjacent pedestrian infrastructure with footways provided on both sides of West Road. The pedestrian footways and public highway adjacent to the site is typical of an industrial estate setting in which the site sits. The adjacent footways provide intermittent dropped kerbs across the existing site accesses, neighbouring site accesses and road junctions.

The existing pedestrian facilities meet the needs of those employed at the site and surrounding industrial estate land uses along West Road. Dropped kerbs facilitate travel for those with mobility or sight impairments. It is not considered that children or elderly are likely to be regular visitors to the site or using the adjacent footway network given the site's industrial estate location.

All pedestrians arriving at the site are required to first report to the site office. They will only be permitted to enter the site if they are wearing appropriate P.P.E and have either been inducted or are escorted with one of the site staff at all times.

All pedestrians, be they sub-contractors, visitors or part of the Faircloth Construction Ltd team are to be informed of the traffic plan and be advised to use the allocated pedestrian routes as much as is practicable. Extreme care should be taken when diverting from the said routes. High visibility vests or coats should be worn at all times. Designated crossing

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points will be installed across the site where possible.

Vehicle/ Pedestrian Routes:

Highways:

The site lies on the western side of West Road at its northern end. West Road forms a priority T- junction with Brantwood Road just beyond the northeast corner of the site. West Road is a two- way single carriageway road with a 20mph speed limit, leading onto the residential Willoughby Park Road to the south, which subsequently forms a priority T-junction with Willoughby Lane approximately 300 metres to the southeast of the site. Willoughby Lane connects with Northumberland Park to the south.

Brantwood Road forms a roundabout junction with Willoughby Lane / Dysons Road / Leaside Road approximately 230 metres northeast of the site. Leaside Road provides a route to the A1055 which access to/from the A406 North Circular Road further north of the site.

A site speed limit of 5mph will be set on site. Signs will be erected on vehicle routes denoting this. For specific vehicle/pedestrian routes please refer to the Construction Logistics Plan displayed in the site office/canteen.

Within the construction site, pedestrian routes will be created along main access routes with pedestrian barriers and crossing points installed to demarcate areas and create safe working zones and segregate pedestrians from construction plant and delivery vehicles.

Access and egress to the neighbouring unit will be maintained at all times for Employees, Customers, and Deliveries. Clear access and egress points including emergency exits shall remain free and unblocked at all times whilst the units are occupied and trading.

Any works that may impede or obstruct clear access or egress including emergency exits from the neighbouring units, shall be completed outside of the trading units opening hours where possible, when the unit is not occupied and with clear prior agreement from the Project Manager.

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Public Transport:

Contractors and sub-contractor's staff will be advised to vehicle share to use public transport where possible.

Northumberland Park Station and Meridian Water Station both lie approximately 700m walk distance from the site to the northeast and southeast respectively. Both rail stations provide frequent Greater Anglia rail services on the same railway line between Bishops Stortford/ Hertford East and Stratford. London Overground services are available from White Hart Lane Station approximately 1.3km walk distance to the west of the site.

The closest bus stops to the site are a walk distance of approximately 350 metres to the east on Willoughby Lane and 390 metres to the south on Northumberland Park. These bus stops provide access to bus routes 341 and W3 respectively. Additional bus stops are located within 1km walk distance to the west of the site on the A1010 High Road which serve four bus routes (149, 259, 279 and 349). In total the site therefore benefits from access to a total of six frequent London bus services within 1km walk distance. These bus services have been summarised in the below table

Bus No.	Bus Stop Location / Walk Distance	Bus Route Description	Average Weekday Frequency
341	Willoughby Lane / 350 metres	Lea Valley Tesco - Northumberland Park Station - Tottenham - Harringay - Manor House - Newington Green - Islington - Farringdon - Aldwych - Waterloo	Every 11 – 13 minutes
W3	Northumberland Park / 390 metres	Northumberland Park - White Hart Lane - Wood Green Station - Alexandra Palace - Hornsey - Ferme Park Road - Finsbury Park	Every 5 – 9 minutes
149	A1010 High Road / <1 kilometre	Edmonton Green - Tottenham - Stamford Hill - Stoke Newington - Dalston - Shoreditch - London Bridge	Every 6 – 10 minutes
259	A1010 High Road / <1 kilometre	Edmonton Green - Tottenham - Finsbury Park - Holloway - King's Cross	Every 9 – 13 minutes
279	A1010 High Road / <1 kilometre	Waltham Cross - Enfield Wash - Ponders End - Edmonton - Tottenham - Manor House	Every 5 – 8 minutes
349	A1010 High Road / <1 kilometre	Ponders End - Edmonton - Tottenham - Stamford Hill	Every 9 – 12 minutes

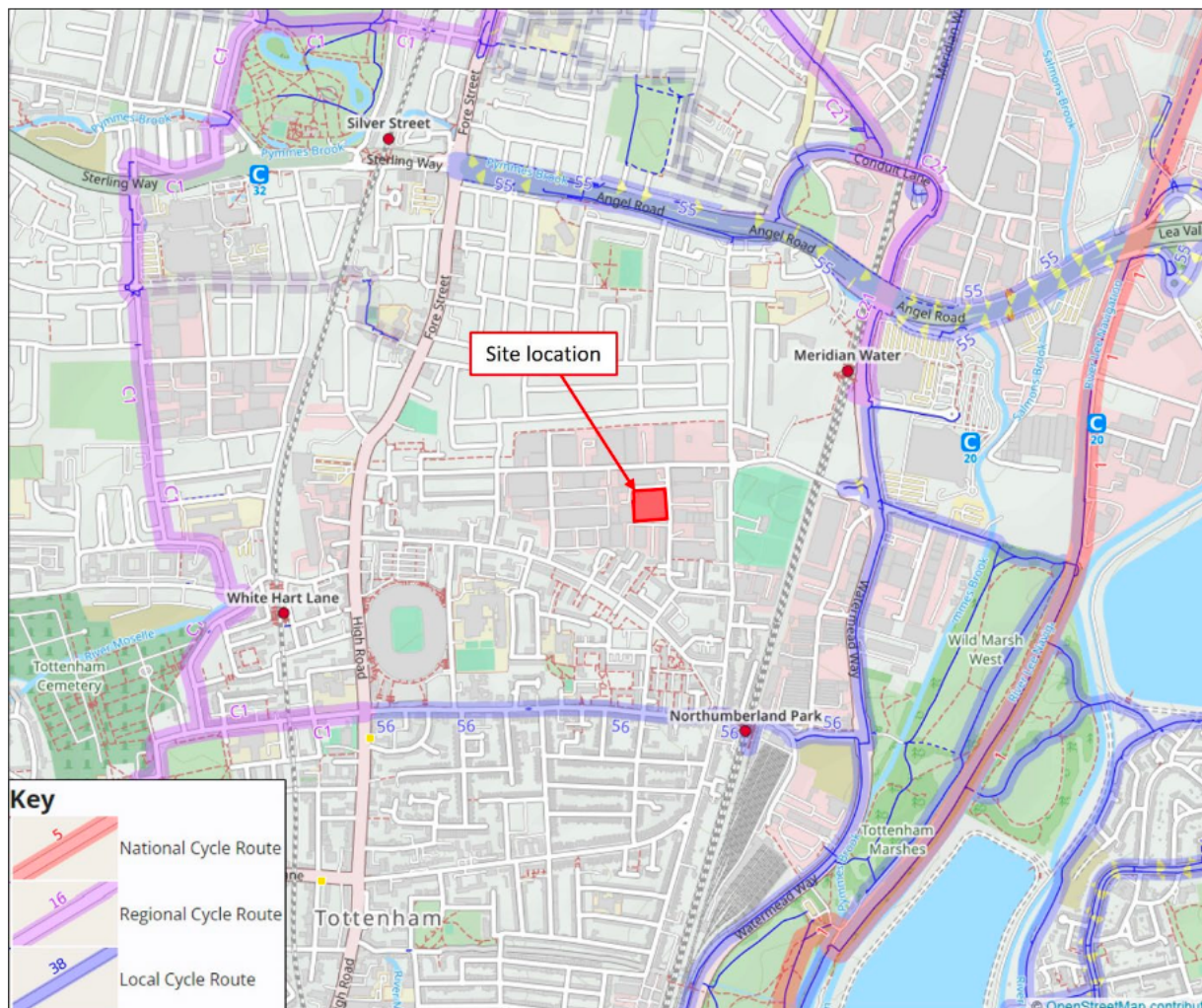
The above suggests bus travel forms a realistic and viable option for people accessing the site. There is also a night bus route N279 available from the A1010 High Road bus stops.

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Cycle Routes:

Local, regional and national cycle routes can be found near the site, as below



Access and egress to the neighbouring unit will be maintained at all times for Employees, Customers, and Deliveries.

Clear access and egress points including emergency exits shall remain free and unblocked at all times whilst the units are occupied and trading.

Any works that may impede or obstruct clear access or egress including emergency exits from the neighbouring units, shall be completed outside of the trading units opening hours where possible, when the unit is not occupied and with clear prior agreement from the Project Manager.

There are believed to be no cycle routes that will not be directly impacted by the development and as such has been considered within the construction vehicle strategy presented within the site construction logistic plan that seeks to minimise the potential for conflict between cyclists and construction vehicles.

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Reversing of Vehicles:

The reversing of vehicles over long distances is to be avoided where possible. Vehicles will be guided into the site by the trained Banksman and will turn the vehicles on the designated turning point on site before leaving onto the public road system.

It is proposed that a banksman is present to police traffic movements in and out of the working compound

- Provide gate security and challenge any un-authorized entry etc.
- Escort delivery vehicles on and off the site as banksman
- Collect delivery and waste tickets on behalf of the Site manager and pass on for recording/ filing
- Monitor pedestrian traffic and escort where required when moving vehicles/ plant are present.

Monitoring and Reviewing:

The pedestrian routes, signage and traffic movement will be monitored on a daily basis by the Site Management.

There will also be an operative put in place that will have the responsibility of maintaining the pedestrian barriers and ensuring the routes are kept free from hazards, they will also replace any damaged signage. The Site Manager shall also inspect the routes during his daily site inspection.

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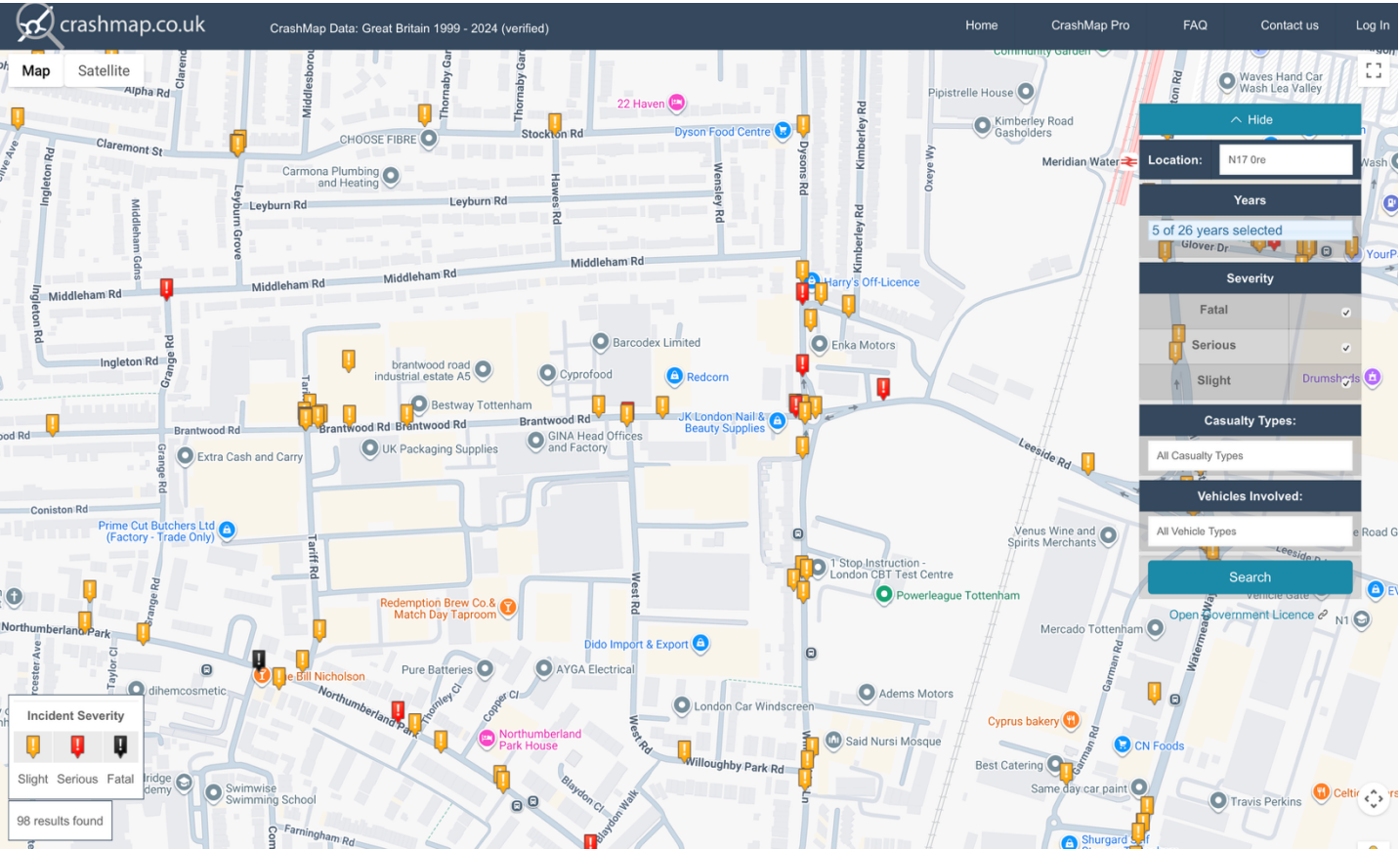
Informing the Work Force:

This plan together with the layout drawings will be located in the site office and canteen.

The Site Manager will make reference to them in the site induction. The foreman for each trade will also be advised of the plan and told to inform their operatives via ‘Tool Box Talks,’ Copies of these talks will be kept on file in the site office.

Traffic Incidents/ Accidents:

The below map indicates the number of types of road traffic incidents reported within the vicinity of the site in the last 5 years (source: Crashmaps):

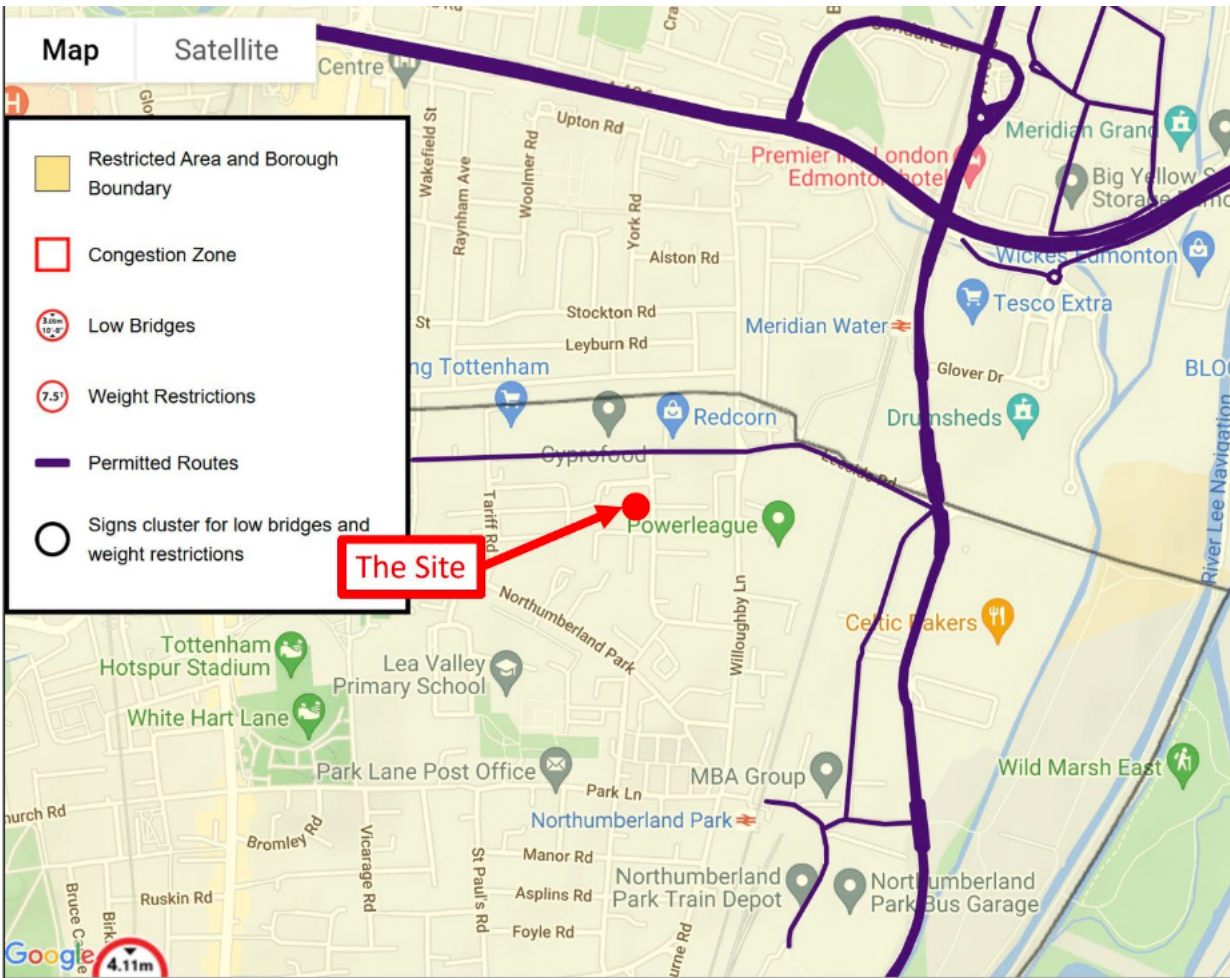


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Deliveries:

The proposed construction vehicle route to / from the A406 North Circular Road will be via Brantwood Road, Leaside Road, the A1055 Angel Edmonton Road, Conduit Lane / Montagu Road. All these roads form part of London Councils' permitted routes as shown in the below extract of the London Councils' Scheme Map.



All delivery drivers are to only attend site at pre-arranged delivery times as agreed with the Site Manager 24 hours in advance. Delivery drivers are to contact Faircloth prior to attempting to access site

Delivery drivers are required to call ahead to contact Site Management via mobile phone prior to attempting to access site. Any delivery drivers attending site outside of their pre-arranged time slot may be turned away.

All deliveries will be accompanied onto site by a Faircloth Construction Banksman, The site plan below, shows the location of the site in relation to the nearest highways and the access point to the site, blue arrows indicate direction of travel of vehicles approaching the site. Banksman positions are indicated.

The proposed route into the site via West Road and the site will have a holding pen to avoid blocking the roadway into the site and the surrounding roads

Vehicles will be wholly accommodated on the site with turning areas provided and allowing a reverse of the access routing to be adopted for vehicles leaving the site. The proposed routing is the most direct available from major roads in the vicinity and minimises routing through Residential Areas.

Lorries will only be permitted onto site as space allows. Lorries will enter the site and will turn the vehicles on the designated turning point on site before leaving onto the public road system. Banksman will use Stop/ Works boards when

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guiding delivery vehicles on and off the construction site.

Reversing of vehicles will be avoided however, if reversing is required, qualified Banksman will be in attendance and carefully guide the vehicle during the manoeuvre. All deliveries will be unloaded on site only unless prior consent has been given by the Faircloth Site Manager. Vehicles will avoid blocking or causing unnecessary congestion on West Road and the surrounding local roads.

Deliveries will be Monday to Friday from 08:00 hrs to 16:00 hrs and Saturdays 09:00 hrs to 14:00 hrs. The bulk of the deliveries be aimed to be timed between 09:30-14:30 Monday to Friday where possible.

No vehicle after entering the site will be unloaded without prior authorisation from the Site Manager. During unloading of vehicles, workers will be segregated from the area concerned as far as practicable and only properly trained personnel using certified Machinery and Equipment would instigate this process.

Drivers of vehicles entering or leaving the site should not impede or endanger traffic or pedestrians along West Road, and surrounding roadways. All drivers of vehicles on site will observe the speed restriction signs, and any instructions issued by the Site/ Contracts Manager/ Construction Director.

Non-Road Mobile Machinery (N.R.M.M):

If and where required, dust and emissions created through the use of N.R.M.M. will be managed through PM2.5 & PM10 monitors set up at various points throughout the project. Dust created through the movement and use of machinery will be suppressed using onboard and secondary dust suppressant methods.

All unnecessary idling, running, or moving of machinery will be kept to a minimum to reduce the creation of exhaust emissions and dust creation.

All machinery onsite will undergo daily inspections by the operator, regular service intervals (500hrs), and annual thorough inspections. Any machinery viewed to be seen creating unnecessary environmental emissions (black smoke, engine oil leaks, hydraulic oil leaks etc) will be shut down until repairs have been carried out and any defects repaired.

All plant and machinery are to be inspected every seven days and the findings logged in the inspection register. Only plant in complete working order, including warning lights, mirrors and audible reversing aids is to be used. Any faults are to be repaired prior to the equipment commencing work.

Self-Unloading Vehicles, Hi-abs etc:

Self-unloading vehicles, hi-abs etc. will need to observe the following:

- All drivers must report to the site office prior to unloading materials or equipment they are carrying,
- All drivers on our sites should have all the necessary P.P.E; this includes a Hard Hat, High Vis Jacket and Safety Footwear (and any other additional P.P.E e.g., goggles and ear defenders as necessary),
- The driver should be able to produce a copy of an in-date insurance certificate,
- The driver should be able to prove, with certification, or a card that they are competent to carry out the operation of the lorry mounted crane,
- The driver should be able to produce certification to demonstrate that the Hi-ab and associated lifting equipment has been examined and is suitable for its use,
- The driver should be able to produce generic Risk Assessments and Method Statements. Where necessary a site-specific assessment may be needed to be carried out and such safety controls incorporated e.g., provision of a banksman when lifting across pavement, information to other contractors working in the vicinity of the Hi-ab etc,

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Waste Removal:

All vehicles leaving the site will have their wheels jet-washed where required. Additionally, on a regular basis, and as and when necessary, the company's road sweeping vehicle will clear the road of any debris in the vicinity of the site.

Vehicles carrying waste from the site will be covered as necessary, in order to prevent dust nuisance or debris falling.

Material Movement and Deliveries:

Wherever possible it is Faircloth Construction Limited's policy to only use transport companies that are members of C.L.O.C.S. and F.O.R.S. All deliveries are to be planned at least forty-eight hours in advance to ensure that the best and most appropriate route to site is planned, that the correct type and size of vehicle is used and to ensure that safe clear level storage areas are prepared for materials to be unloaded to.

All delivery vehicles will be escorted on and off site by a banksman and the public roads will be inspected regularly and kept free from dirt and debris at all times.

Materials are never to be stored above the height of the hoarding. Any deliveries made without proper notice or by in appropriate vehicle will be turned away from site. Site contact number display boards and signage will be erected to inform deliveries of whom to contact for access and the route to the site entrance.

All Material movement on site will be via a fully tested and inspected plant, operated by a CPCS trained person. Storage areas will be provided and materials will be kept in a safe and orderly fashion.

Considerations and Challenges:

Schools:

There are no schools in the vicinity of the site. Construction vehicles will not travel past any schools when travelling between the site and the A406 North Circular strategic highway network via the permitted routes.

Parks:

There are no parks in the vicinity of the site. Constructions vehicles will not travel past any parks when travelling between the site and the A406 North Circular strategic highway network via the permitted routes.

Places of Worship:

There are no places of worship in the vicinity of the site. Constructions vehicles will not travel past any places of worship when travelling between the site and the A406 North Circular strategic highway network via the permitted routes.

Community Centres:

There are no community centres in the vicinity of the site. Constructions vehicles will not travel past any community centres when travelling between the site and the A406 North Circular strategic highway network via the permitted routes.

Mud on Roads:

This is regarded as one of the main logistical nuisance problems as well as an environmental issue arising from construction sites. We will therefore confirm that we will take strict measures to mitigate this potential problem

These will include as per the plans enclosed with this document:

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- The provision of wheel washing facilities via a powered jet washer at site access/ egress point
- The use of mechanical road sweeping to clean the public Highway adjacent to the site i.e., Shared Access Roads.

HSG 144 Guidance



hsg144.pdf

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SECTION 21: EXISTING SERVICES:

[Refer to Utilities Survey Report, Drawings, and Survey for full details of known services within the site](#)

Electricity: See main tender documents for detailed clarification.

External Lighting: At high level with lighting posts external of the site within the customer parking areas

Water: See main tender documents for detailed clarification.

Gas: See main tender documents for detailed clarification.

Telecom: See main tender documents for detailed clarification.

Drainage/Sewers: See main tender documents for detailed clarification and scheme details.

National Grid: 24hr Emergency Number: 0800 404 090 (Option 1).