

Construction Logistics Plan

Project Name	Stanhope Road Bridge Replacement
Landowner	London Borough of Haringey
Site Address	Stanhope Road, Haringey, N6 5DE
Planning App. Ref No.	HGY/2021/2718
Revision	Revision 1 Revised 13/05/2024

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1. Introduction

Construction Logistics Plan Objectives

The Construction Logistics Plan is designed to detail the procedures and objectives of Milestone Infrastructure with the main aim being to reduce incidents, maximise efficiency and provide a proactive approach to site logistic management for the Project. The Construction Logistics Plan covers the following items:

- Traffic / pedestrian management,
- Delivery coordination, prioritising, and scheduling,
- Material storage and distribution,
- Managing waste,
- Management of keys.

Site Context

The 0.8ha site is linear, along a section of the Parkland Walk, the bridge to be replaced is an existing bridge allowing the Parkland Walk to cross over Stanhope Road. The main Parkland Walk Path, running west-east is generally flat or gently sloping, but is set on what was a railway embankment, which slopes down steeply north and south to the housing flanking the path as well as steep slopes towards Stanhope Road at the intersection.

The current land use is a local nature reserve and public walkway with grass, shrubbery and predominantly woodland, apart from where the trees have been cleared close to the bridge. Tree schedules, protection plans and surveys have been provided within the detailed arboricultural report supplied by the principal designer. The Parkland Walk users consist of moderate pedestrian and cycle traffic and Stanhope Road consists of light pedestrian traffic and moderate vehicular traffic, including a local bus route.

The site compound will be located within Channing School playing fields, adjacent to the Stanhope Road / Avenue Road junction, in close proximity to the bridge site. This area is comprised of a grass field with an edge of trees.

Considerations of surrounding environment

- Highway Environment
- Urban area
- Pedestrian traffic
- Interface with public rights of way
- Proximity to local schools & playgrounds
- Densely populated urban area
- Works adjacent to embankments and ditches.
- Working at height

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Construction Proposal

The Proposed Development will replace one of ten bridges along Parkland Walk – a Local Nature Reserve (LNR) as part of the HBC's efforts to upgrade several of the bridges along the length of the Walk and deliver safe, quality, and healthy places. This document, the project demolition environmental management plan (DEMP) will be concerned with the demolition aspects of the works and their effect on the environment and measure taken by the principal contractor and those under the contractor's control to minimise their effects to the environment in line with industry best practices and the Milestone minimum standards.

Other related documentation:

- Construction Management Plan
- Construction Phase Plan
- Construction Environmental Management Plan
- Construction Waste Management Plan

2. Context, Considerations and Challenges

Policy Context

This plan is and the works to be undertaken by Milestone on site will be in line with relevant regulatory requirements and policies. These include;

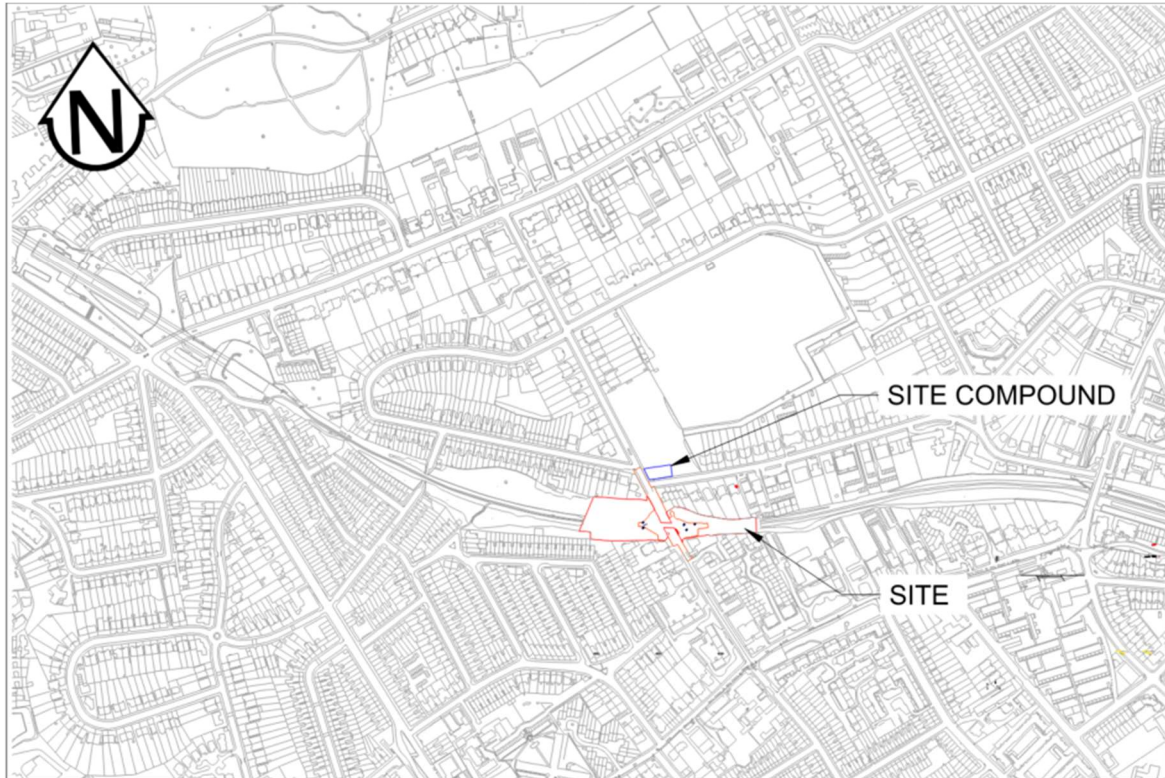
- Traffic Management Act (2004)
- Milestone Minimum Standards
- Local Council – LBH – Traffic Management requirements including Street works, traffic orders and temporary road closure requirements

Site location Plans

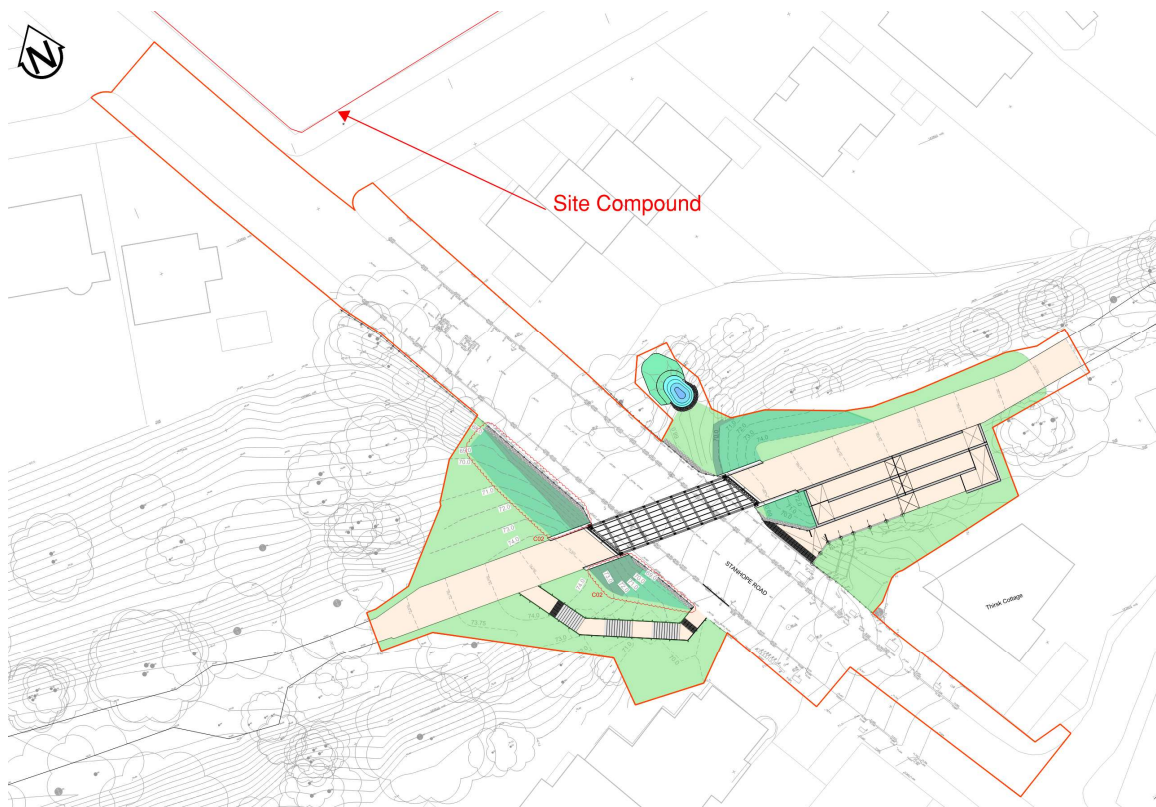
Regional Plan



Local Context Plan



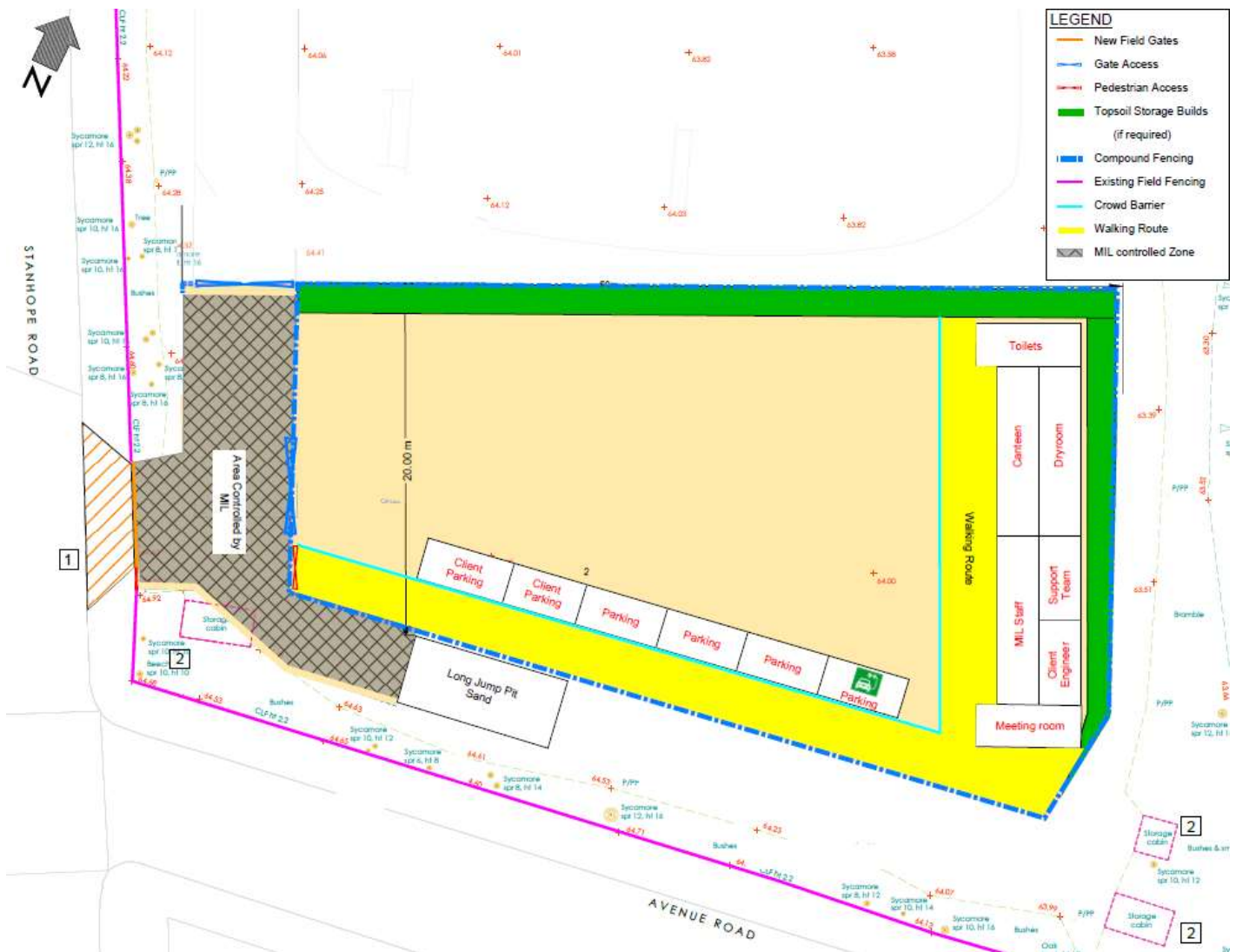
Site Boundary Plan



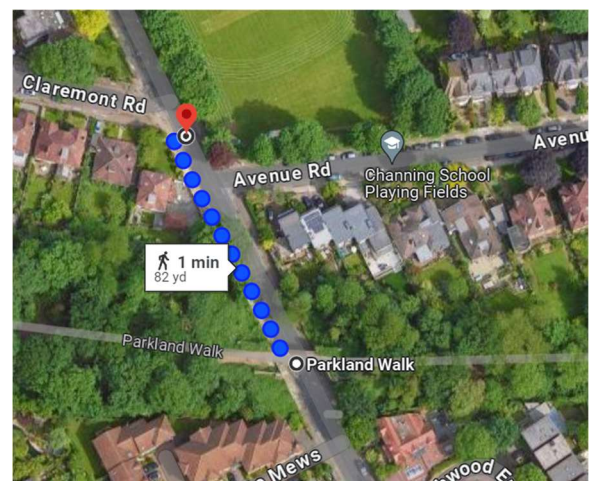
Construction Logistics Plan

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Compound Plan



local Access



Highways, carriageways, and footways

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Stanhope Road is a two lane 20mph carriageway with footpaths either side of it. As part of the works, where Stanhope Road crosses under the parkland walk, as part of the works, there will be differing methods of traffic management in place affecting Stanhope Road.

The initial works will require a partial closure and will have a traffic-controlled lane closure in place with pedestrian re-routing and pedestrian crossings, with physical barriers in place between vehicle traffic and pedestrian traffic.

During the demolition and dismantling operations of the bridge deck and subsequent phases of lifting in and installation of the new bridge structure, there will be a full closure of Stanhope Road with a diversion route in place for vehicles and pedestrians. Such closures shall be kept to a minimum and disruption to local traffic minimised.

Railway / Underground

There are no railway or underground stations or lines that will be affected by these works or are adjacent to the works area.

Bus Routes

There is a active bus route running along Stanhope Road and will need to be diverted during the closure of the bridge. Good communication and engagement with the bus operators and locals utilising the bus route are critical for this diversion to have minimal affect.

Cycling

There are no official cycle routes within the works area. However, both Stanhope Road and the Parkland Walk are cycle friendly, which should be considered when implementing closures and traffic and pedestrian management.

Considerations and Challenges

The construction period of the project is approximately six months and as such, the impact of the activities on the local community, residents and businesses needs to be minimised, the key impacts, issues and challenges, from a logistical perspective, covered by this plan will include:

- Minimising the effect of diversions on the users of Stanhope Road and the Parkland Walk
- Pedestrians and cyclists, traffic management and vehicular access to site
- Site logistics and interfaces with other road users
- The need to effectively remove demolition arisings and excavated material from site
- The neighbouring buildings that will be affected by the works in relation to access.
- Residential properties adjacent to the works site
- Access routes for Stanhope Road and the Parkland Walk to be maintained
- Use of the local school field for the site compound and its effects on the locals
- Advance notification to be issued to residents prior to TM being installed.
- Diversion routes to be set up and maintained for the duration of the Stanhope Road closures.
- Traffic controlled partial closures and their effects on local traffic and pedestrians.
- Pedestrian diversion routes for closures including Stanhope Road and the Parkland Walk
- The location of the site compound is within the Channing School grounds and school pupil should be considered.

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3. Construction Programme and Phases

The project is broken down into five main phases of work as shown below. For further information on the phases, refer to the phasing plan drawings and works programme.

Works Phase	Project Description	Proposed Programme Date	Environmental focus areas
Phase 1	Site Establishment Env. Monitoring Stations to be set out. Surveys completed (Dilap, Demo, Utility, Env.) TM - Half- Road closure including signalise pedestrian crossing. De-vegetation of temporary footways Temporary walkway for Parkland walk diversion Erect site fencing Pedestrian crossing	26/02/24 – 10/05/24	Protection of reptiles and other protected species during vegetation clearance. Noise from tools impacting local environment Root Protection Areas retained at all times
Phase 2	6 Week full road closure – Demolition Temporary walkway for Parkland walk diversion Set up wheel-wash facility. Close footbridge Protection deck & bridge removal Demolish abutments. Topsoil strip & earthworks excavation Install piles. Excavate pond area. Construct access ramps	10/05/24 – 01/07/24	Noise from demolition impacting local environment Waste management including possible hazardous waste (soil and stones, bituminous waste containing coal tar) Unexpected finds Dust from demolition and ground works Spill and pollution from plant and vehicles Root Protection Areas retained at all times
Phase 3	Alter TM - Set-Up TM (2-way lights) - traffic through centre of road. Temporary walkway for Parkland walk diversion Abutment Construction Install piles & pilecap. Construct abutments Drainage & backfill. Reinforced earthworks (NW, NE & SW)	24/06/24 – 11/09/24	Noise from demolition impacting local environment Vibration from piling impacting local environment Dust from demolition and ground works Spill and pollution from plant and vehicles Root Protection Areas retained at all times
Phase 4	Permanent Access Alter TM - Set-Up TM (2-way lights) - traffic through centre of road. Temporary walkway for Parkland walk diversion Kingpost wall to be constructed. Drainage	12/08/24 – 29/10/24	Noise from demolition impacting local environment Vibration from piling impacting local environment Dust from demolition and ground works Spill and pollution from plant and vehicles

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	Permanent steps and ramp Reinforced Earthworks (SE) Remove temporary access. Landscaping		Root Protection Areas retained at all times Landscaping completed at the correct time to ensure success
Phase 5	Full Road Closure Temporary walkway for Parkland walk diversion New Bridge and Finishes Install new bridge. Reconstruct footways. Reconstruct raised table. Surfacing Line-marking & finishes Demobilise and open road	15/10/24 – 28/10/24	Noise from demolition impacting local environment Vibration from piling impacting local environment Dust from demolition and ground works Spill and pollution from plant and vehicles Root Protection Areas retained at all times

See [Appendix C](#) for detailed phasing plan drawings.

Traffic Management

Traffic routes on site shall be clearly marked and restrict our vehicles to 15mph between site and compound or 5mph in congested sensitive areas throughout our site and will be segregated from all pedestrians with crossing points clearly marked. Pedestrian access routes shall be segregated from vehicles and plant by physical barriers. Walkways and crossing points shall be appropriately sign posted, illuminated, and kept clear of any slip/trip hazards.

Details of the site layout will be available on site and updated accordingly - this will show direction of traffic, turning points, holding areas, storage areas, pedestrian crossing points, etc.

Vehicles exiting site will be checked for excess mud and where necessary pass through the vehicle wheel wash or alternative measures such as jet washing shall be undertaken before leaving site. Road sweeping is being considered as a call out basis.

For Stanhope Road traffic management plans, please refer to [Appendix E](#)

Site Logistics and Traffic Management Plan

The Site Logistics and Traffic Management Plan has been produced to detail the procedures and objectives of Milestone Infrastructure (MIL) within the Stanhope Road Bridge Replacement project, with the main aim being to reduce incidents, maximise efficiency and provide a proactive approach to site logistic management for the Project.

The Site Logistics Plan covers the following items:

- Traffic / pedestrian management,
- Delivery coordination, prioritising, and scheduling,
- Material storage and distribution,
- Managing waste,
- Management of keys.

Vehicles and Plant on site

- Where practical, one-way traffic routes will be established to reduce the need for reversing and the danger of head on collisions.
- Where two-way traffic and limited access cannot be avoided suitable passing points will be created

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- Routes will be adequately lit, and sign posted.
- Vehicle routes will be designed to minimise gradients. Where significant gradients exist warning notices will be posted at head and foot.
- Traffic route surface will preferably be tarmac / concrete surface. At stages temporary concrete crushed roads may be established.
- A speed limit of 5mph will be established and displayed on site and compound and in all areas, which will be strictly observed and enforced throughout the duration of the project.
- Where appropriate restricted openings in structure, etc., will be identified and signed by suitable means, such as hazard strips on structure and height restriction boards.
- Wheel wash facilities will be provided as necessary to prevent the build-up of mud on public roads. Regular monitoring of the road conditions will be conducted and where necessary roads will be cleaned accordingly.
- Reverse parking policy is implemented across all projects.
- Vehicle and plant will be fitted with hazard warning lights, audible reverse warning sounder, and means of clear 360, vision for manoeuvres (i.e., CCTV, Mirrors, etc.) and seat belts.
- Plant and vehicle must be accompanied by a banksman.
- Exclusion zones for plant will be implemented on site.
- Keys will be removed from all vehicles and plant when not in use.

4. Vehicle Routing and Access

The map below shows the area around the development site. The proposed vehicle route to the site, considering local area constraints and road restrictions.

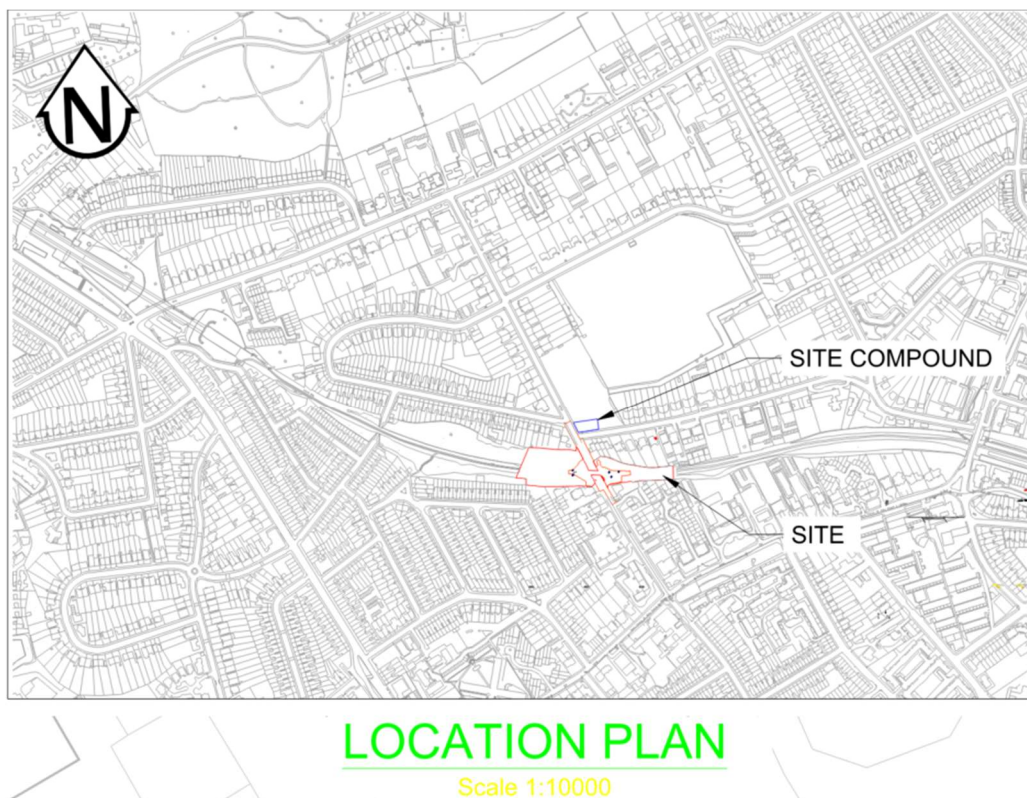
To minimise disruption and avoid additional strain on adjacent roads, our Procurement Manager together with our Construction Logistics Manager will liaise with all our supply chain companies to pre-arrange material and plant deliveries ensuring efficient off-loading to avoid traffic congestion. Milestone's delivery leaflet will be issued to the supply chain in advance of works commencing which shows the vehicle route plan which is to be adhered to at all times.

A traffic marshal will ensure safe access and egress to and from the site. All staff and visitors will sign in and out for the duration of the project. This will ensure that no unauthorised persons will enter the site.

The Construction Logistics Manager will ensure the adjacent areas are kept clean and clear always and prevent nuisance parking by site personnel and visitors.

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A traffic route that provides as little disruption as practicable to the projects neighbouring residents and businesses will be followed.

All site traffic will approach the site entrance from Stanhope Road via

- A1 via Shepherds Hill
- Hornsey Ln/ Ashmount Rd

Traffic Marshalls from the Stanhope Road Bridge Replacement team will then guide the site traffic into the site and then into the relevant loading/ unloading area.

Site traffic emerging from the site, will do so under the supervision of MIL Traffic Marshalls, exiting onto Stanhope Road Street via one of the 2 routes below

- Shepherds Hill to re-joining the A1
- Hornsey Ln/ Ashmount Rd

The Haul route for the preferred route (A1 – Shepherds Hill – Stanhope Road route) is shown as below.

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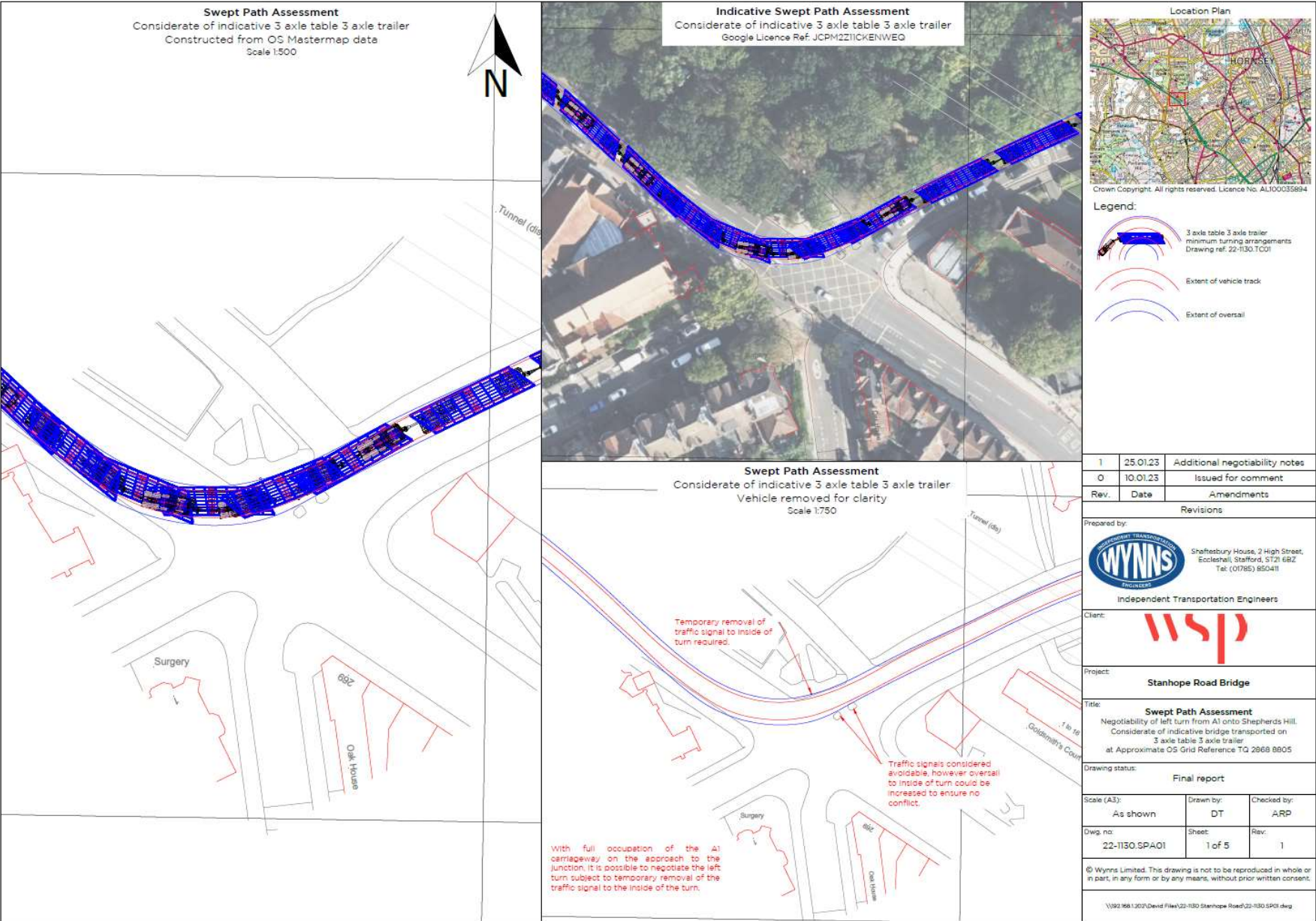


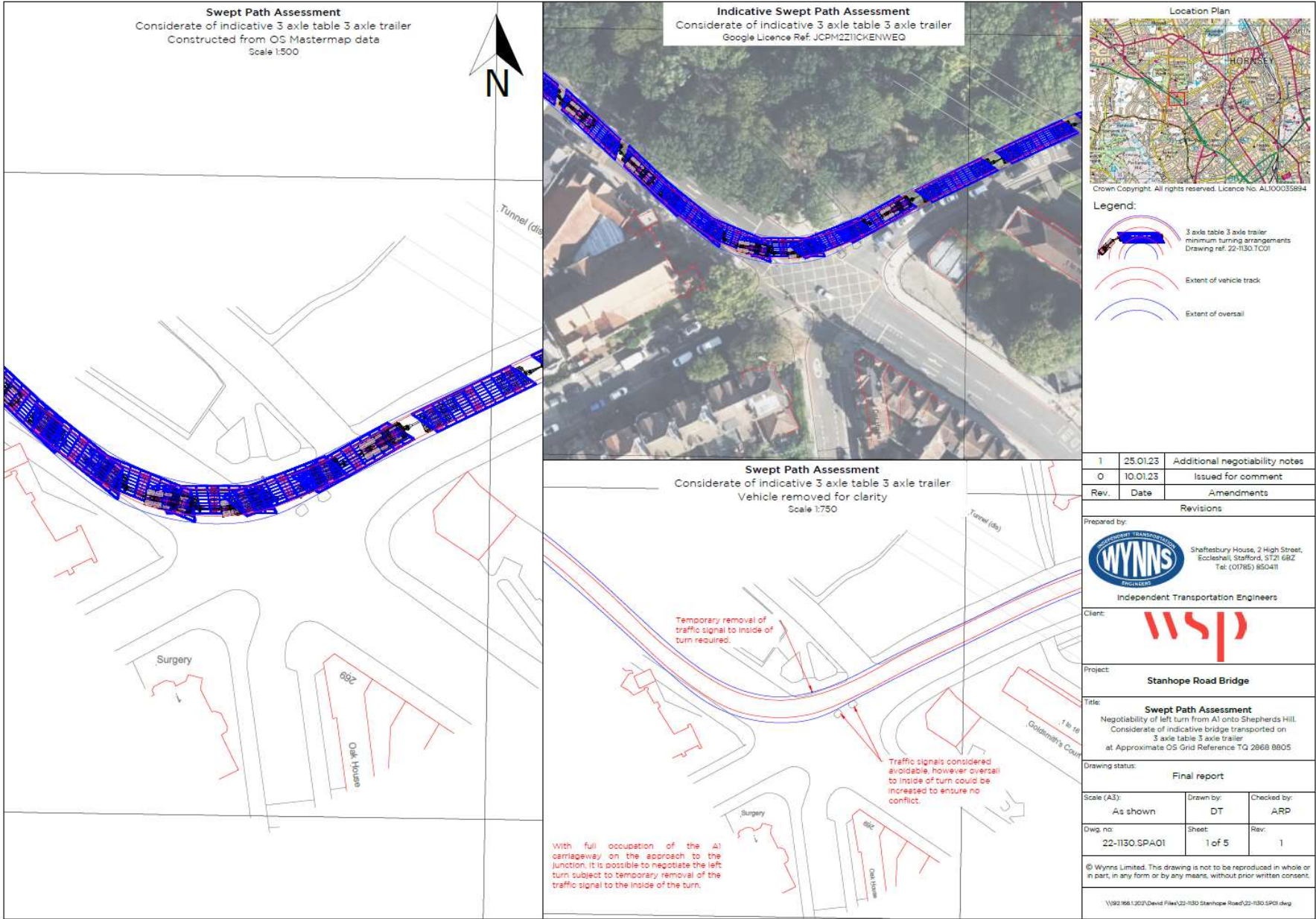
Further to this strategy and to further mitigate our impact upon the area our team will carry out the following:

- The site based Construction Logistics Manager will be responsible for implementing the final Traffic Management Plan.
- MIL Traffic Marshalls to guide Site Traffic to and from site entrance.
- Construction Logistics Manager to coordinate deliveries to avoid peak traffic times. Also coordinate deliveries between subcontractors and suppliers to avoid increased traffic.
- Deliveries based on Just in Time requirements.
- Off-loading and on-loading of materials & plant to be undertaken within the site boundary.
- Ensure site entrance and surrounding areas are clean and debris free.
- Site boundaries fully secured.
- Site boundaries kept clean with professional appearance.

In terms of Parking, we acknowledge that the site is constrained in providing the required number of car parking spaces required for the site work force. A small number of spaces will be made available on site within the site compound for site management. Off-site parking for constructions crews will be utilised if required.

A route for the delivery of the bridge truss has been agreed with LB Haringey Network Management and has been subject to a 'swept path analysis' to ensure that it is suitable for delivery of the truss. The analysis is included within the next 5 pages 'Wynns Drawings 22-1130.SP01 - Sht 1-5 & 22-1130.TC01'. The delivery route is to be via the A1 North, Shepherds Hill and Stanhope Road. LBH will make arrangements for the suspension of any parking and temporary removal of street furniture to permit delivery along this route.



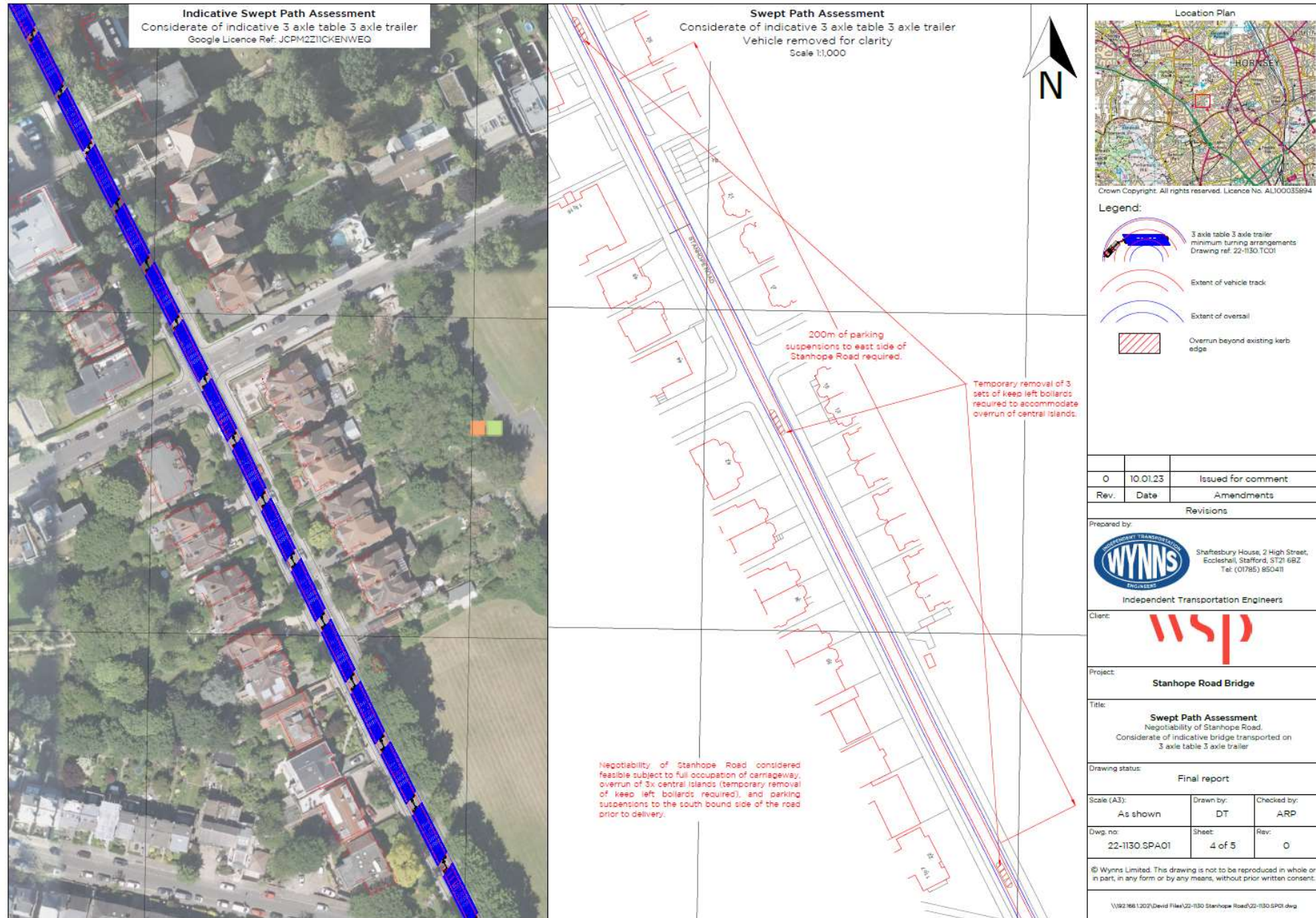


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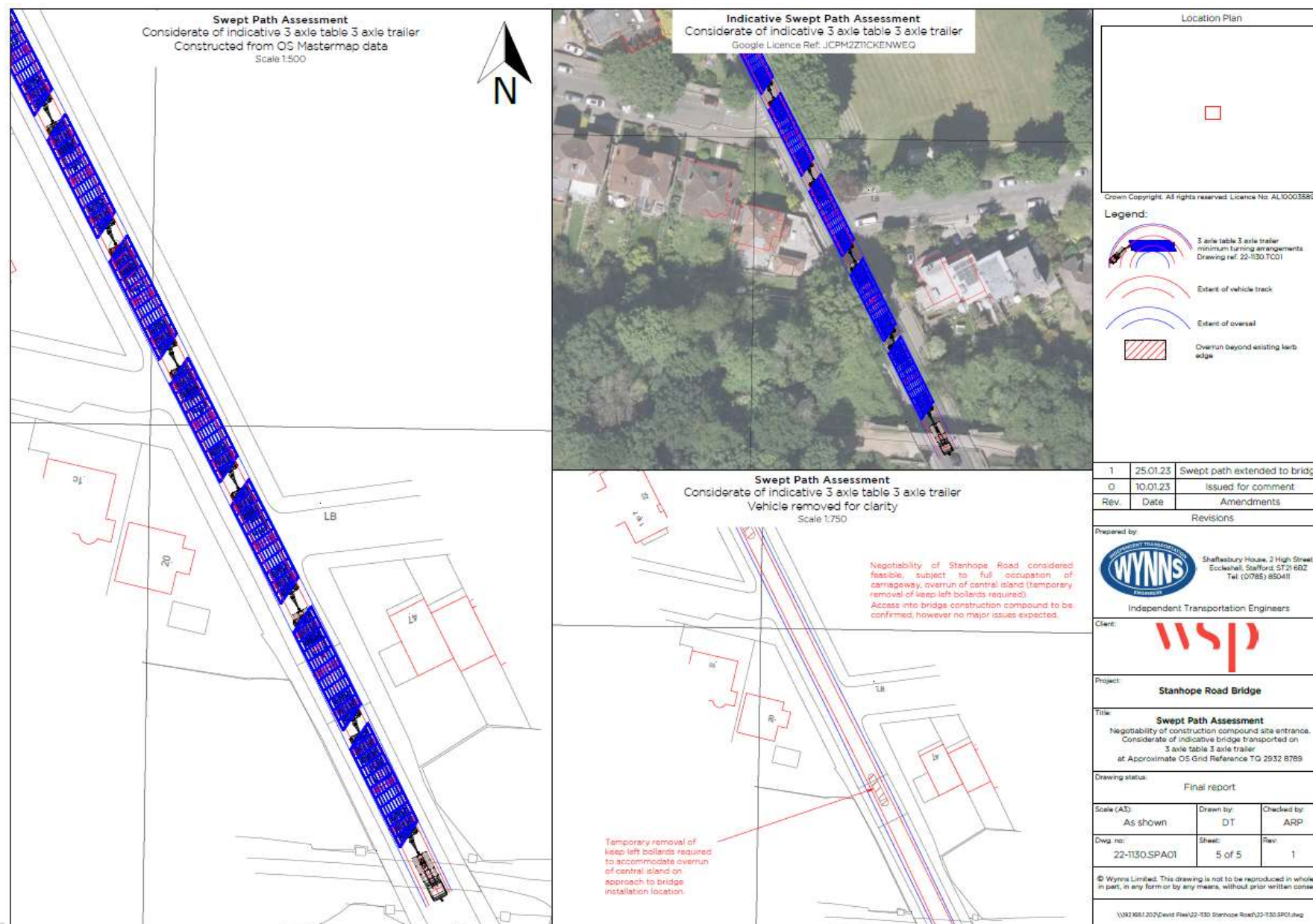


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Site Plan



5. Strategies to reduce impacts

The following Planned Measures have been identified to achieve the goals of the Construction Logistics Plan.

Medium Impact Site Planned Measures checklist	Committed	Proposed	Considered
Measures Influencing construction vehicles and deliveries			
• Safety and environmental standards and programmes	X		
• Adherence to designated routes	X		
• Delivery scheduling	X		
• Re-timing for out-of-peak deliveries	X		
• Re-timing for out-of-hours deliveries	X		X
• Use of holding areas and vehicle call-off areas			X
• Use of logistics and consolidation centres			X
Measure to encourage sustainable freight			
• Freight by water			X
• Freight by rail			X
Material procurement measures			
• DfMA and off-site manufacture	X		
• Re-use material on site	X		
• Smart procurement		X	
Other Measures			
• Collaboration amongst other sites in area			X
• Implement a staff travel plan	X		

Safety and environmental programmes

We are committed to ensuring all sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk. It is a requirement for all vehicles and driver management practices to comply with the FORS and Community Safety (CLOCS). FORS Bronze, with progression to Silver within 90 days, will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use. An up-to-date list of trained companies and drivers is available at www.fors-online.org.uk.

A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk

All contractors, sub-contractors and their plant and vehicles will adhere to the following standards and programmes

- FORS – Fleet Operators Registration Scheme – all MGroup and Milestone fleet rates at a minimum of FORS Silver
- CLOCS – Construction logistics and community safety – registered with the scheme and committed to the mission and primary goals – Zero collisions, improved air quality, fewer vehicle journeys and reduced reputational risk.
- CCS – Considerate constructors scheme – committed to limit construction impact to environment and local residents

Adherence to designated routes

The routes to/from the Transport for London Road Network and Strategic Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts, and hazards. Junctions and parts of the routes of potential concern have been identified in terms of coming into conflict with other road users, with attention paid to pedestrians and cyclists around access to work sites.

A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed always unless agreed or alternate diversions are in place.

- Supply chain will be issued with a delivery leaflet, which will outline site drop-off locations, traffic management in place and site delivery rules.
- Driver induction sent to supply chain prior commencement of site activities.
- Banksman will be in place to control vehicle routing on site.
- Traffic signposting in place showing designated routes and drop-off locations.

Delivery Scheduling

A site-based delivery management system will be used to control the volume of deliveries to site. This system will work by defining the number of 'resources' a site has and thus can service in a 60-minute interval.

Sub-contractors and hauliers must be booked in a minimum of 48-hours in advance to allow the request to be reviewed and subsequently approved/declined by the site-based Construction Logistics Manager.

Re-timing for out of peak deliveries

Re-timing out of peak time will aid the operational efficiency of the construction site and the neighbouring area. We, Milestone Infrastructure will commit to attempting to re-time as many deliveries as possible out of the morning peak (07:00-09:30) and during school term school collection (14:30-16:00). Deliveries will be arranged as standard between the hours of 09:30 - 14.30 (subject to the ped and traffic count). Delivery hours can be relaxed during school holidays. Flexibility can be given to vehicles under 7.5tns arriving at the site or to the compound.

- Amount of varying delivery and collection entities to be used is to be minimised to make scheduling of delivery manageable.
- Limit number of vehicles allocated to arrive to site per hour.
- Create schedule for high volume days.
- Ensure schedule is distributed to supply chain.
- Supply chain will be instructed to an out-of-peak time delivery and collection requirements specifically school times during term time.

Off-site Manufacture

Design for Manufacture and Assembly and off-site manufacture

Reducing delivery numbers and effective delivery management is a core value of this project. We have identified many new elements that can be manufactured off-site reducing the number of deliveries associated with manufacturing onsite, namely reduction in plant and material deliveries.

- Reduce impact of handling and storing materials on site
- Allows greater control of manufacturing processes to ensure higher quality end product.
- The Bridge structure to be manufactured off-site and delivered on a one-time abnormal load
- Traffic management and escort to be in place.
- On-site planning and preparation completed to aid in the efficient delivery and installation of bridge structure.

Re-use of material on site

Several measures will be explored to re-use materials on site as per the list below. These are proposed in order to recycle material to decrease environmental impacts and to reduce the number of vehicles required to deliver to site. Stanhope Road Bridge Replacement.

- Top-soil stripped from the existing landscape will be stockpiles in the site compound for later re-use, reducing double handling of topsoil – removal from site and delivery of new material.
- Existing highway boundary fencing to be repaired and reused on site/

MIL will source materials from local suppliers to contribute to the local economy.

Other measures

Implement a staff travel plan

There will be limited on-site parking provided for construction worker's vehicles. Staff will be strongly encouraged to use public transport as there are excellent transport links nearby at Highgate Station, together with available bus routes.

- Staff travel plan in place encouraging staff to car-pool where possible.
- Company policy and procedures incentivise car-pooling.
- Cycle to work scheme in place encouraging staff to cycle to work.

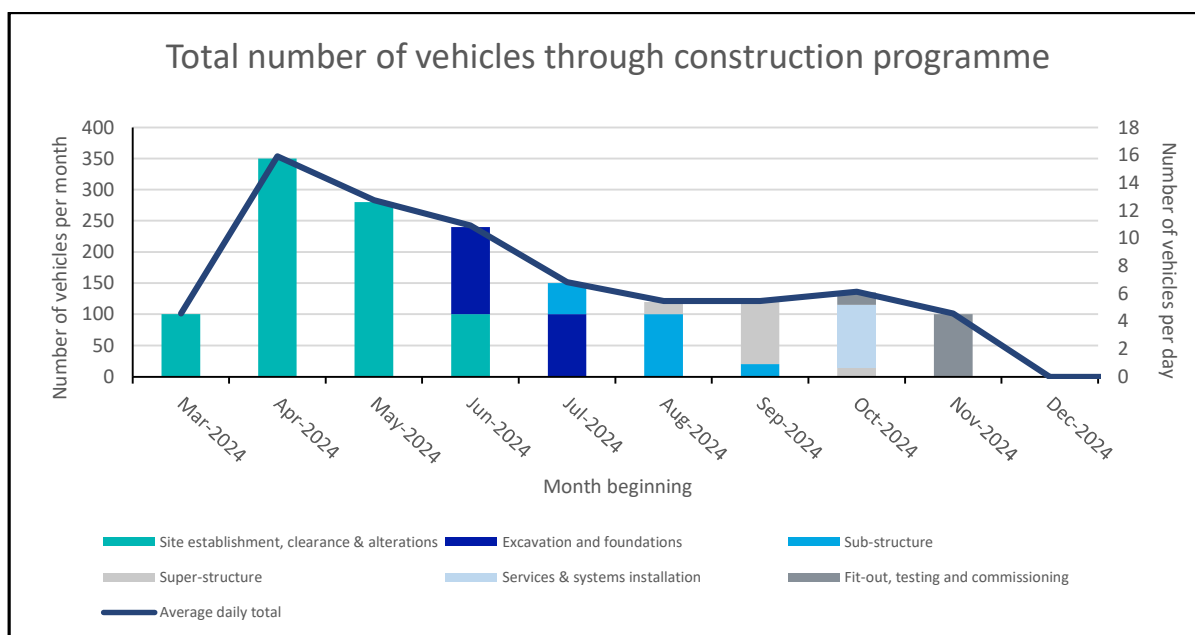
6. Estimated Vehicle Movements

The programme of construction for Stanhope Road Bridge has been developed with input from the specialist contractors that will be employed to carry out the works. Construction is expected to last for 35 weeks and is scheduled to begin in March 2024. The building will be completed and ready for public use in October 2024. The below provide a high-level breakdown of the program by the key construction stages with a detailed construction programme contained in [Appendix B](#).

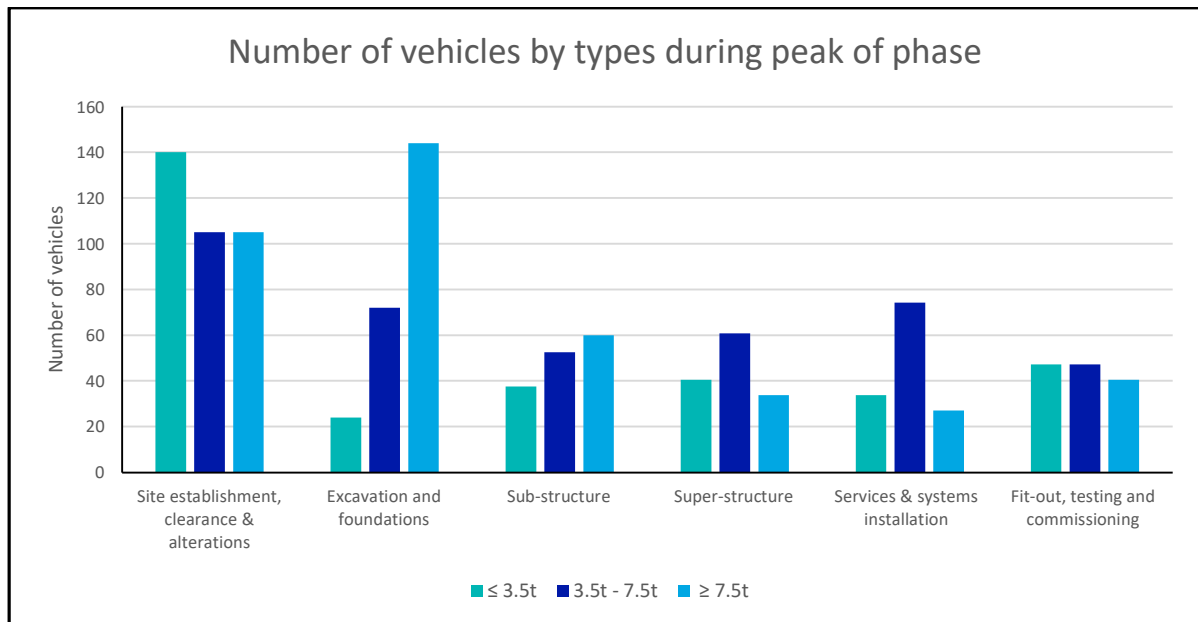
ESTIMATED CONSTRUCTION VEHICLES – MONTHLY AND DAILY

Construction phase	Start	End
Site establishment, clearance & alterations	Mar-2024	Jun-2024
Excavation and foundations	Jun-2024	Jul-2024
Sub-structure	Jul-2024	Sep-2024
Super-structure	Aug-2024	Oct-2024
Services & systems installation	Oct-2024	Oct-2024
Fit-out, testing and commissioning	Oct-2024	Nov-2024

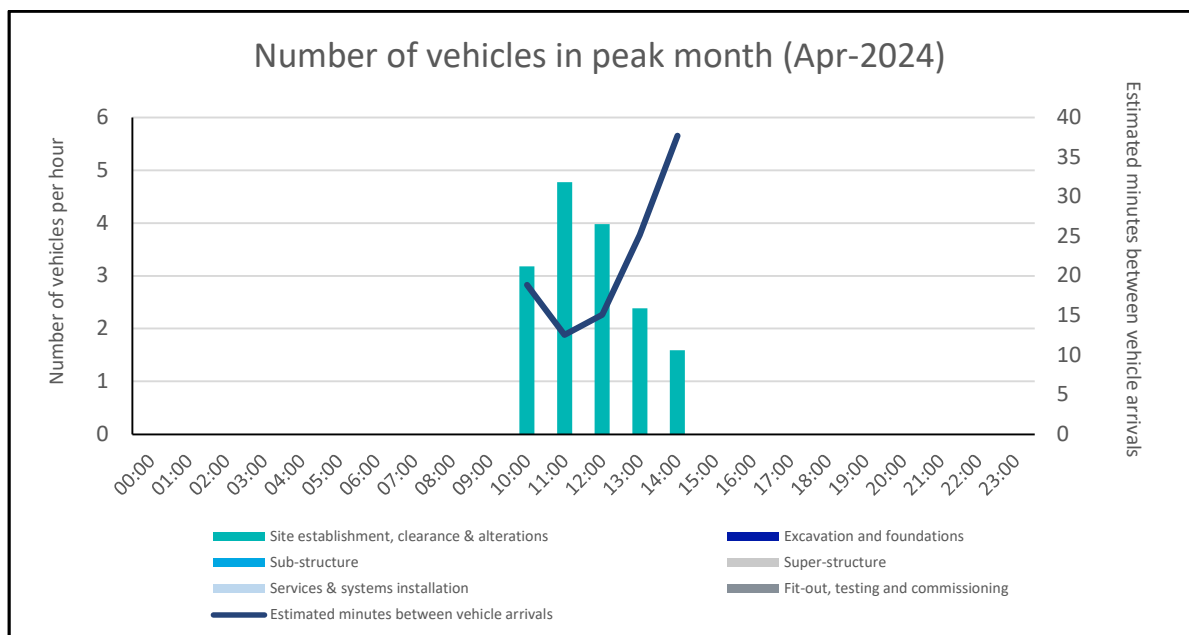
ESTIMATED CONSTRUCTION VEHICLES – MONTHLY AND DAILY



NUMBER AND VEHICLE TYPE BY PHASE OF CONSTRUCTION



HOURLY ARRIVAL PROFILE OF VEHICLES DURING PEAK



7. Implementing, monitoring, and updating

The CLP will be implemented by the site project team and monitored to ensure control measures are adhered to. Supply chain and other partners will be notified of measures to be in place and adhered to during pre-start meetings prior to works on site commencing.

The following strategy can be confirmed for the implementation, monitoring of this Construction Logistics Plan.

- Number of vehicle movements to site
 - Total per day/week/month
 - Vehicle type
 - Vehicle size
 - Vehicle age
 - Time spent on site
 - Delivery/collection accuracy compared to schedule
 - Supplier **FORS** accreditation.
 - Unplanned vehicles.
 - Low Emissions Zone compliance.
- Breaches and complaints
 - Vehicle route taken.
 - Unacceptable queuing.
 - Unacceptable parking.
- Safety
 - Logistics-related accidents.
 - Record of associated fatalities and serious injuries.
 - Ways staff are travelling to site.
 - Vehicles and operations not meeting safety requirements.

The data collected with records will be held onsite.

- To reduce the likelihood of logistics relation incidents and ensure a zero-collision approach, MIL will ensure the following is adhered to:
- The site based Construction Logistics Manager will be responsible for implementing the final Traffic Management Plan.
- MIL Traffic Marshalls to guide Site Traffic to and from site entrance.
- Construction Logistics Manager to coordinate deliveries to avoid peak traffic times 09:30-14:30.
- Coordinate deliveries between subcontractors and suppliers to avoid increased traffic.
- Deliveries based on Just in Time requirements.
- Deliveries to be acknowledged by the Logistics Managers to ensure all site personnel and visits are aware of its presence on site.
- Off-loading and on-loading of materials & plant to be undertaken within the site boundary.
- Ensure site entrance and surrounding areas are clean and debris free.
- Site boundaries fully secured.
- Site boundaries kept clean with professional appearance.