

Protection of the public and third parties

House building presents a particular problem because often parts of the development will be completed and will become occupied as others are still being constructed, this will result in unavoidable risks to the footpath users and construction workers and members of the public.

Close Liaison between Site Management and contractors is needed to work closely together to ensure users of the footpath are satisfactorily segregated between operatives, construction and delivery vehicles and wherever possible ensure there are adequate control measures are in place workable to prevent conflict

The proposed arrangements for the protection of the Definitive and Proposed diversion routes at SPE/24/40 - Whitechapel Rd, Cleckheaton will be as follows. –

- **Securing the perimeter of PROW with security Fencing**

Problem: Preventing access to construction phase area from Definitive PROW

The perimeter of the Definitive Footpath between the site and footpath will be bounded by metal fencing panels along its entire length supported on timber posts or legs . The panels will be securely clipped and fastened. The fence will be a min 2m to prevent children climbing on and over. It will be mesh type, metal and anti-climbable.

Inspection of the protection fencing will be undertaken daily at the start of the day & at the end of the day or after every storm event to prevent unauthorised access into the site from the footpath route

All inspections to be recorded in the site diary.

The public will be kept involved by the inclusion of clear warning signs, Information notice boards along the length of the routes in accordance.

Example of the warning sign can be found at Defra website, images below show a selection of typical signage to be used

- **Segregation of Vehicle and Pedestrians**

Problem: Footpath users Crossing Points along route

Separating plant and vehicles from the public can also become difficult. Delivery and other moving site vehicles create several hazards and problems as pedestrians may be struck by vehicles crossing site and delivery vehicles may obstruct the footpath forcing pedestrians into the road where they can be struck by other vehicles.

The proposed footpath, will be constructed to the satisfaction of the PROW officer as early as possible or alternative routes for plant and equipment organised and put into place

Keep site traffic using crossing points to an absolute minimum; introduce and maintain low speeds on sit in line with the approved written CEMP, ref number H8040_CMP_RP1

Make sure there are adequate control measures to prevent people coming into conflict with plant or delivery vehicles.

This will be done BY gated crossing points shown on drawing number H8040_PROW_02, these gates will be manned “sentry points “and supervised with trained operative managing all traffic and pedestrian movement over the 3 crossing points shown

Provide clear “WARINING SIGNAGE “at crossing points E.g. Look left and right signage,



Example of lockable gate and manned sentry post shown below, shown on a site in Kirklees



Plant and Delivery Drivers will be briefed via Toolbox talks before any works close to the footpath commences. The location of the crossing points to be highlighted to them and plans secured to the site notice boards highlighting the route people will use of it locations in relationship to the site

Carefully Plan the works in advance to ensure conflict of crossing is kept to a minimum

Material stock piles to be located away from the footpath routes and any material movement to be undertaken early in the day to reduce vehicle movements across the crossing points.

Materials are to be stored the site perimeter, preferably in secure compounds and away from the perimeter fencing.

There will be minimal material movement within each build phase shown on drawing number H8040_PROW_02

Traffic Management to be planned to direct vehicle movements away from PROW as far as is possible to do so

- **Protection of Footpaths**

Problem: Falling objects

Public footpaths have been seriously injured and even killed after being struck by falling or ejected materials.

Priority must be given to stopping materials falling into the footpath routes.

Wherever possible No Scaffolding to be placed within 1.5m of any PROW route to ensure material cannot fall onto the PROW routes

No Ladders to be propped against the perimeter fencing to the Footpaths

Problem Openings and excavations –

Where excavations are unavoidable on or near PROWS alternative routes are to be agreed with PROW officer or excavations protected by barriers or covers.

Problem: Slips Trips and fall

PROW Surfaces to be checked regularly and where needed repaired using 100mm stone

No Cables or services to be route across the or underneath the Definitive route PROW routes

Where temporary footpath surface is soft provide suitable non slip board walks

Build Phasing and management of PROW is shown on Drawing No H8040_PROW_02