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Tom Neale construction services ltd and employed staff work to effectively manage and control workplace transport within their areas of responsibility and to promote the safety, health and welfare at work of the employees, contractors, sub contractors, visitors and members of the public.

Workplace transport is one of the highest risk areas causing serious injury throughout the demolition and construction industry. The Workplace (Health, Safety and Welfare) Regulations 1992 place various duties on employers and those in control of workplaces; in particular Regulation 17 requires that: -

a) The workplace shall be organised in such a way that pedestrians and vehicles can circulate in a safe manner.
b) Traffic routes in a workplace shall be suitable for persons or vehicles using them, sufficient in number, in suitable positions and of sufficient size. Traffic routes shall not satisfy the requirements of the above paragraph unless suitable measures are taken to ensure that:
   i. Pedestrians or, as the case may be, vehicles may use a traffic route without causing danger to the health or safety of persons at work near it: ii. There is sufficient separation of any traffic route for vehicles from doors or gates or from traffic routes for pedestrians which lead onto it; and
   iii. Where vehicles and pedestrians use the same traffic route there is sufficient separation between them; and
c) All traffic routes shall be suitably indicated where necessary for reasons of health or safety.

Workplace transport will include: -

- Mobile plant
- Customer vehicles
- Delivery vehicles
- Collection vehicles
- Contractors plant and vehicles
- Company cars and vans on site
- Pedestrians

RISK ASSESSMENT

A risk assessment must be carried out as part of the site general risk assessment process.

As in all risk assessments this must be carried out by: -

a) Identifying the hazards;
b) Identifying who might be harmed, and how:
c) Evaluating the risks and assess whether existing precautions are adequate or whether more precautions are needed;
d) Recording the significant findings: and
e) Periodically reviewing the risk assessment and procedure as necessary

For workplace transport this must take into account the type of facility and work being carried out. As a rough guide this will include: -

- Density of traffic
- Types of vehicles and plant - are they safe and suitable?
- Reversing, including reversing operations
- Loading and unloading areas – including exclusion zones Traffic routes – are they safe and suitable?
- Protection barriers and cones
- Pedestrian routes
- Speed controls
- Blind spots
- Maintenance areas
- Signage – warning and directional

Training and competence

PLANT BREAKDOWN

Plant maintenance personnel are also instructed by the Site Manager on arrival at site as to where they are to service and repair plant away from the main traffic routes. If plant has broken down on a traffic route the Site Manager will position a traffic controller to manage the traffic whilst waiting for assistance. Barriers, cones etc may also be required to form a safe route for all site users.

DESIGN AND LAYOUT OF ROAD SYSTEMS

The Site Manager & Employed Staff Must: -

a) Plan traffic routes to give the safest route between places where vehicles have to call, a plan can be marked up and displayed to show the main traffic routes.
b) Make traffic routes wide enough for safe movement of the largest vehicle using them. They should be wide enough to allow vehicles to pass without leaving the route; the welfare regs indicate about 7.5m for normal traffic.
c) Ensure all drops and falls are adequately protected.
d) Avoid traffic routes passing close to vulnerable areas such as fuel or chemical tanks.
e) Ensure there are designated safe areas for loading, unloading and plant maintenance.
f) Avoid sharp corners or blind bends, if these cannot be avoided install mirrors.
g) Road crossings and junctions, should be clearly signed and marked.
h) Make entrances and gates wide enough.
i) Set speed limits and clearly mark on traffic routes; (5mph).
j) Give prominent warning of limited headroom and overhead cables.

PEDESTRIANS

For pedestrians the Site Manager & employed staff will ensure: -

a) Provide separate routes for pedestrians and where needed provide suitable barriers.
b) If traffic routes are used by both they should be wide enough.
c) Provide suitable well marked crossing points.

PARKING

For parking areas the Site Manager & employed staff should ensure that

a) Wherever practicable, suitable and sufficient parking areas should be provided for all vehicles using the workplace- both for work related vehicles and private cars.
b) Parking areas provided should be situated in safe locations with adequate pedestrian routes avoiding potentially dangerous areas.

SIGNAGE

Regulation 17(4) of the Workplace (Health, Safety and Welfare) Regulations 1992 requires that 'all traffic routes shall be suitably indicated where necessary for reasons of health and safety'. All signage wherever possible should be of standard road traffic sign design to avoid confusion.

a) Suitable warning signs should indicate potential hazards on traffic routes. This will include road junctions, sharp bends, crossings, blind corners and steep gradients.
b) Similar signs may be necessary to inform pedestrians of potential hazards.
c) Where signs need to be visible at night, they will need to be illuminated and / or reflectorised.

USERS AND VISITORS

All users and visitors must sign in and must be given copies of the site rules and the main hazards and controls pointed out. It is good practice to record any issue and confirm understanding.

SITE MAINTENANCE CONTRACTORS VEHICLES

Site maintenance contractors report to the site manager on arrival at site, they are also made aware of the site traffic plan during their induction and discussions take place as to where the contractor is to work and park their van/plant safely, and not to obstruct the traffic flow.

TRAFFIC MANAGEMENT PLAN

Please refer to Traffic & Site Layout Plan 0.1

Work Place Traffic Method Statement.

Both method statement & risk assessment deal with the problems of workplace traffic, and will help employees, staff, visitors and site users, with a safe & systematic way of avoiding problems during this demolition phase.

All staff, visitors & site users will be given information, instruction, & training to ensure as reasonably practicable they understand the need for Safe Workplace Traffic systems.

Pedestrian Movements

- The site has clearly marked pedestrian routes that should be used by all visitors; the Site Manager is to ensure that visitors are shown the safe pedestrian walk ways on the Traffic Flow drawings.

- All visitors must report to the site office to sign in and receive an induction.

- The site office will ensure that visitors are equipped with PPE as follows:
    - Hi viz vest o Hard hat o Safety boots
    - Safety Glasses

Visitor and staff parking

- Parking is located as marked on the Traffic Flow drawing.

Vehicle movements

☐All drivers that are new to the site are to be inducted issued with and sign for site rules.

Emergency Action Plan

- In case of a fire or other serious emergency on the site vehicles are to be left, in there current positions and all staff, visitors, site users, are to walk to the emergency meeting point at the front of the site, standing clear of the road way ensuring not to delay access by the emergency services.

- The Site Manager and Health and Safety Dept will monitor the vehicle movements on site reporting any near misses that may occur and alter lay out if required

Specific Site Conditions

- All vehicles must access and exit the site from Stanley moss lane
- Heavy duty vehicles site times must be adhered to.
- Drivers must be made aware during induction of low overhead BT Cables and power lines
- A permanent Banksman must be available on site when the site is operating.
- Road sweeper will be available as required.