PEDESTRIANS AND VEHICLES
EFFECTIVELY SEGREGATED

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Background

- MOD Stafford
  - Scale of operation, intensity of plant movements
  - Exceptional measures taken to mitigate risk

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- MOD Stafford
  - Scale of operation, intensity of plant movements
  - Exceptional measures taken to mitigate risk
  - Incident 2 June 2015

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Background

- Notice of Contravention – breach of S 2 & 3 HASAWA, CDM Regulations 27
- Need for Board endorsed campaign to raise our game
- PAVES – Pedestrians & Vehicles Effectively Segregated

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Extract from CDM regulations

Regulation 27

Regulation 27 Traffic routes

(1) A construction site must be organised in such a way that, so far as is reasonably practicable, pedestrians and vehicles can move without risks to health or safety.

(2) Traffic routes must be suitable for the persons or vehicles using them, sufficient in number, in suitable positions and of sufficient size.

(3) A traffic route does not satisfy paragraph (2) unless suitable and sufficient steps are taken to ensure that—

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Extract from CDM regulations

Regulation 27

(a) pedestrians or vehicles may use it without causing danger to the health or safety of persons near it;

(b) any door or gate for pedestrians which leads onto a traffic route is sufficiently separated from that traffic route to enable pedestrians to see any approaching vehicle or plant from a place of safety;

(c) there is sufficient separation between vehicles and pedestrians to ensure safety or, where this is not reasonably practicable—

(i) other means for the protection of pedestrians are provided, and

(ii) effective arrangements are used for warning any person liable to be crushed or trapped by any vehicle of its approach;

(d) any loading bay has at least one exit for the exclusive use of pedestrians; and

(e) where it is unsafe for pedestrians to use a gate intended primarily for vehicles, at least one door for pedestrians is provided in the immediate vicinity of the gate, is clearly marked and is kept free from obstruction.

(4) Each traffic route must be—

(a) indicated by suitable signs where necessary for reasons of health or safety;

(b) regularly checked; and

(c) properly maintained.

(5) No vehicle is to be driven on a traffic route unless, so far as is reasonably practicable, that traffic route is free from obstruction and permits sufficient clearance.

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Lovell's commitment

- Back to basics
- Refreshed risk assessment for use of telehandlers
- Consultation across the Division
- A focussed initiative relating to Traffic Management Plans
- Shared learning
- Peer group audits
- Training in marshalling
- Speed restrictions on all telehandlers

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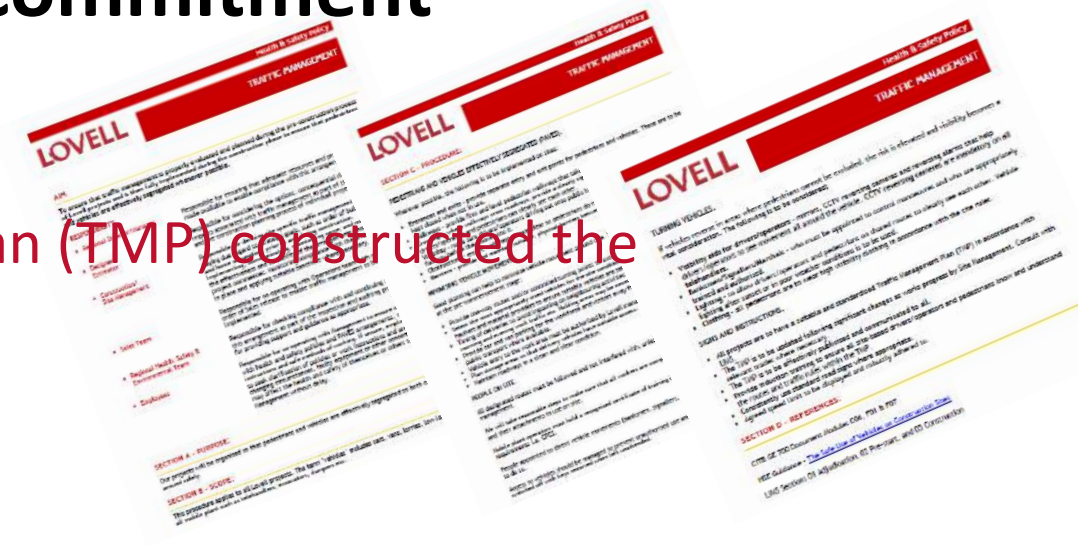
Implementation of our commitment



- Rewritten Traffic Management Policy
- Every project has a Traffic Management Plan (TMP) constructed the 'Lovell' way
- Structured peer group reviews
- Poster campaign – refresh and revisit periodically – increased & ongoing awareness
- Traffic marshalling training for site management, direct labourers and drivers
- Weekly inspection of TMP implementation by SM
- Full team to pay better regard at bid stage to sensible order of build

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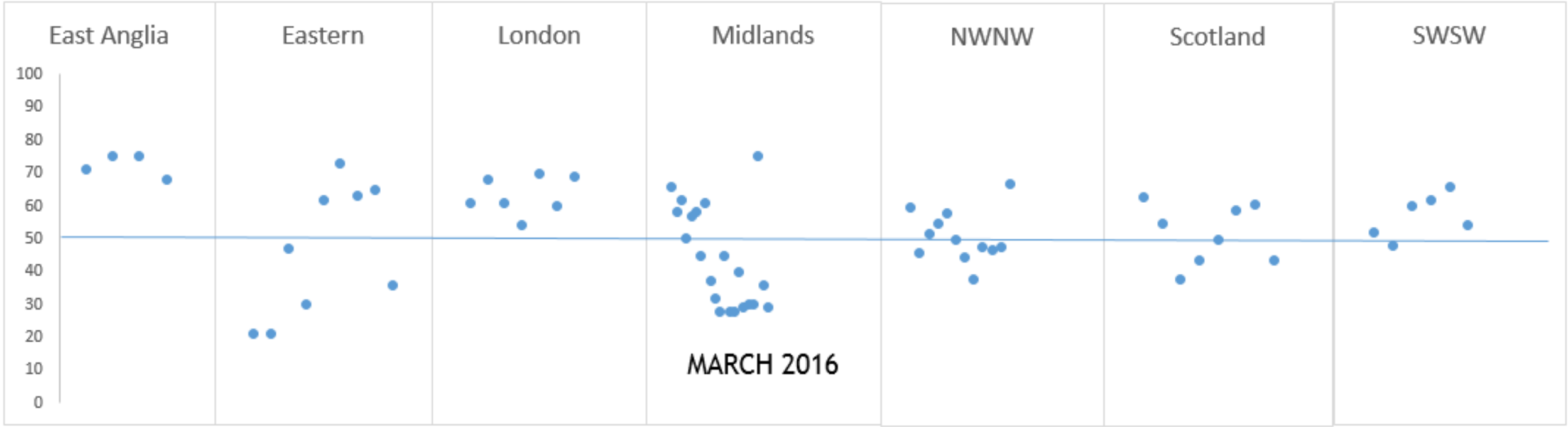
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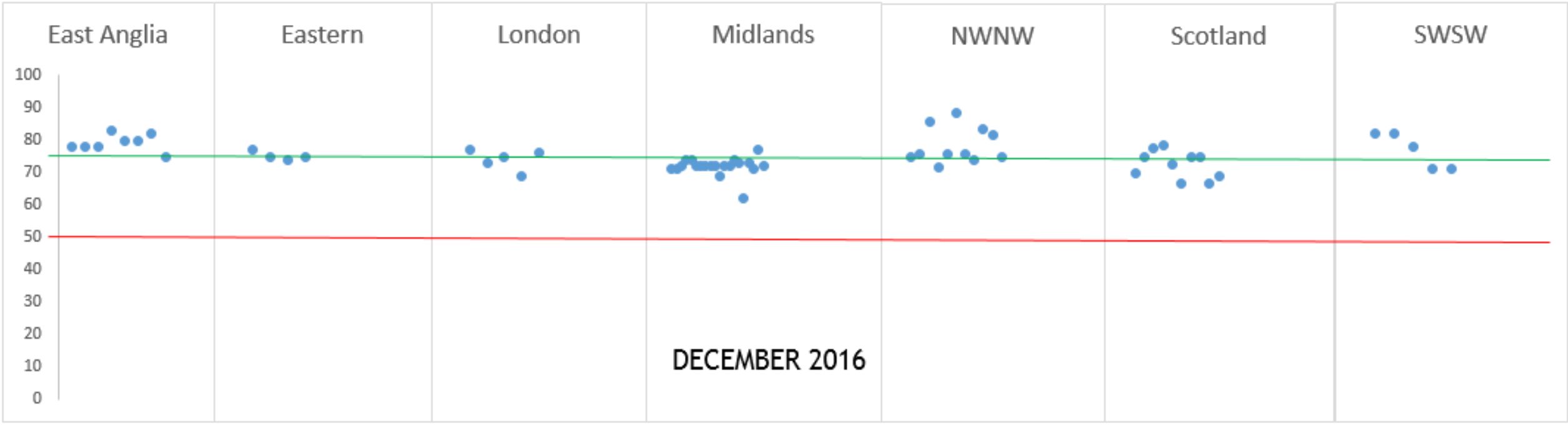
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DECEMBER 2016

Poster campaign

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Miles Platting

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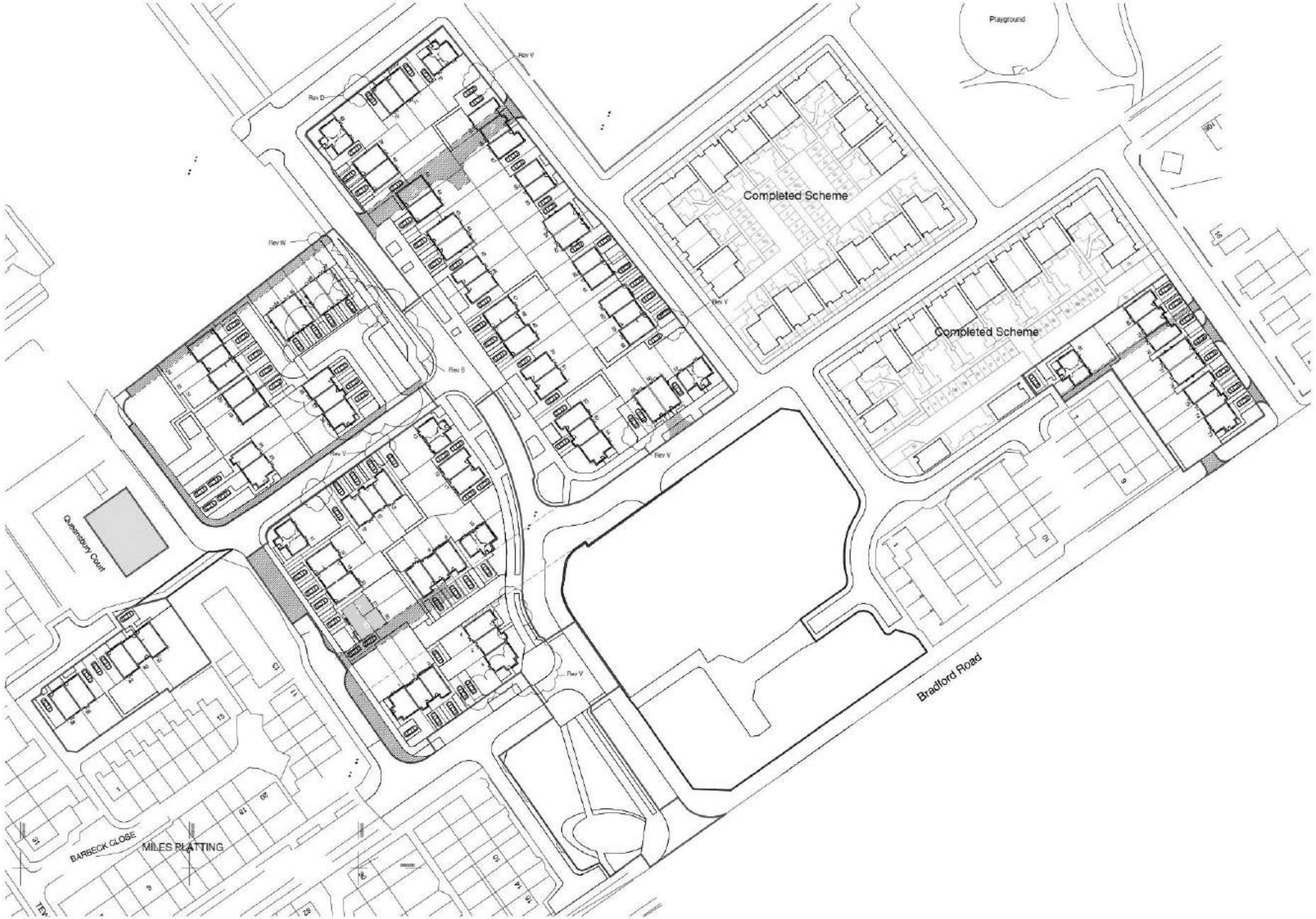

Title	Symbol
Pedestrian routes	
Vehicle routes	
Pedestrian crossing points	
Boundary Heras fencing	
Boundary hoarding	
Vehicle gates (colour to suit fencing type as above)	
Pedestrian gates (colour to suit fencing type as above)	
Speed limit	10
Haul roads	
Site accommodation	
Material storage areas	
Site parking	
Sales complex	
Fire points	
First Aid	
Spill kit	SK
Refuelling area	
Protected areas	
Assembly points	
You are here	YOU ARE HERE
Site Office directional arrow	SITE OFFICE
Site parking directional arrow	SITE PARKING

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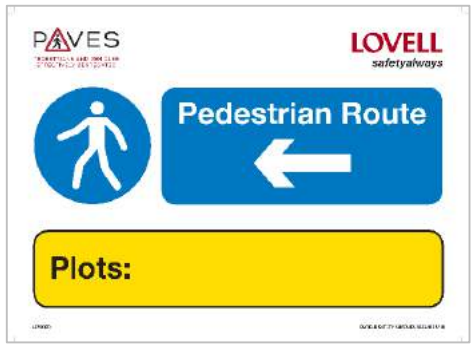
Date:	
Revision No:	



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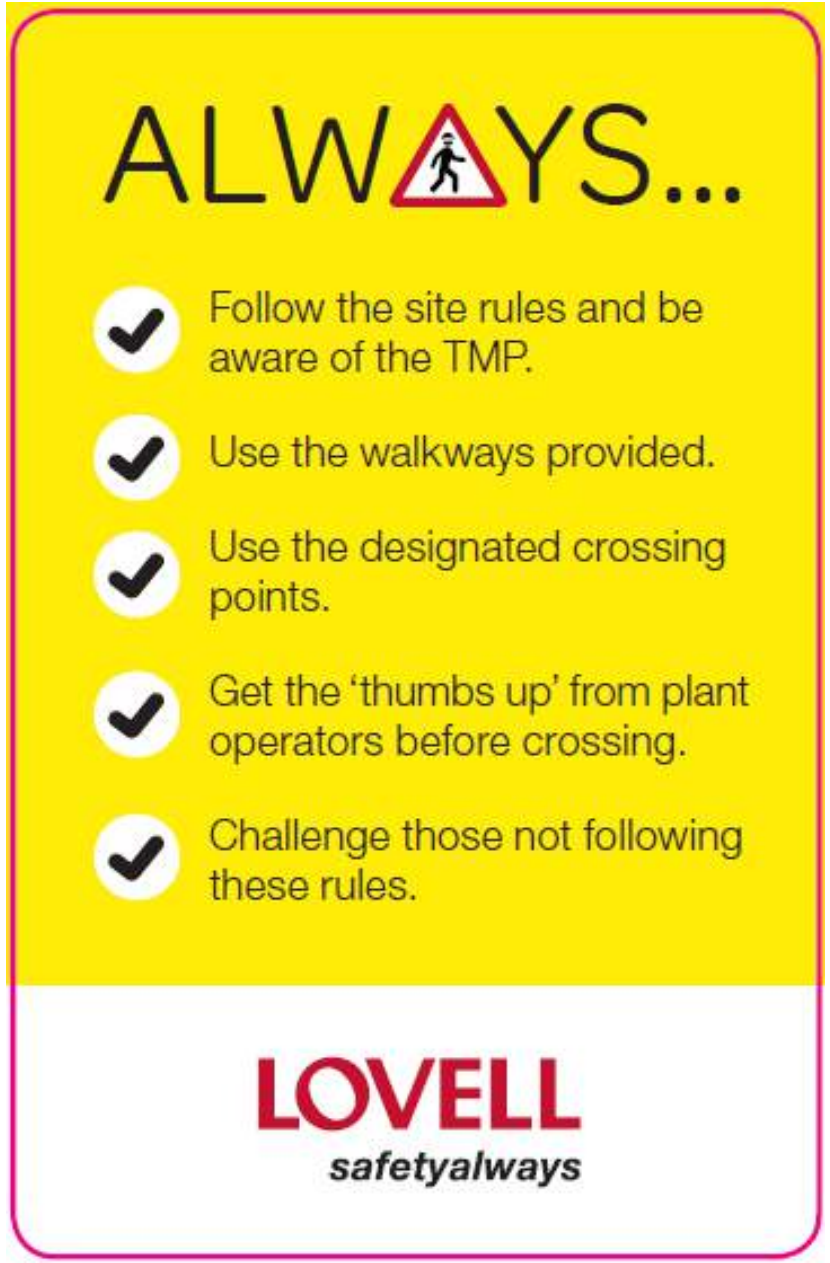
5 Golden Rules



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