

## Safe loading/unloading of vehicles

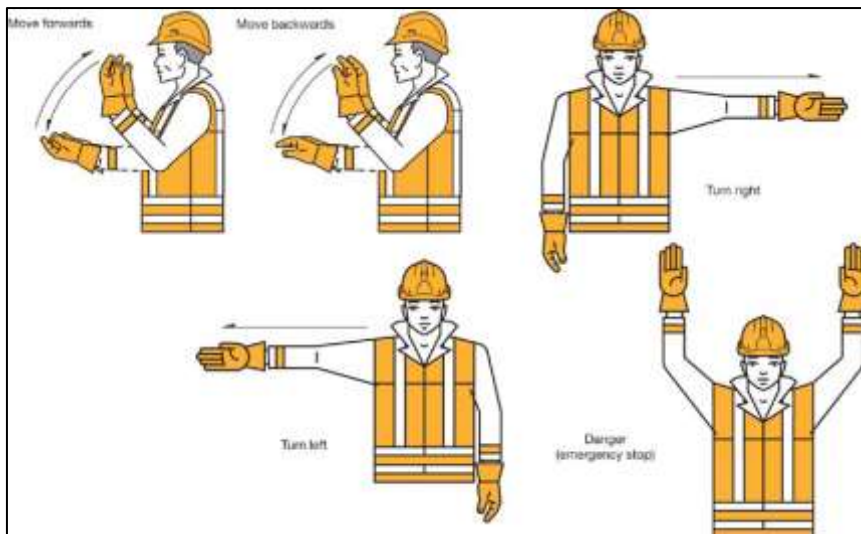
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### Control Measures

All site deliveries will be under the control of the Site Logistics Manager/Traffic Marshall who will be solely responsible for controlling these operations – working to the traffic management plan.

It will be their responsibility to direct the vehicles from the public highway to the unloading area (within the site compound) safely.

The qualified Logistics Manager/Traffic Marshall will be easily distinguished by means of special PPE such as a colour-coded helmet and/or labelled high-visibility jackets. They will use hand signalling system that is familiar to both signallers and drivers for communication such as;



Prior to starting on site, a Lifting plan will be developed by the Site Appointed Person. This lifting plan will identify the type of materials/equipment being lifted and how to do so safely.

All lifting processes will be controlled under the Lifting Plan.

On site we will have a Lift Supervisor and Signaller/Slinger who will control unloading of deliveries using the mobile crane and keep in constant communication with the crane driver. This lift plan will also cover the use of Hiab's and the use of lifting using a Telehandler (if required)

All loading/unloading will take place on flat, level surfaces – and hard standing areas will be formed where necessary using compacted crushed stone e.g. MOT Type 1.

Skip lorries which are dropping off/picking up will be driven into location and loaded/unloaded as a standard delivery. Where possible, we try to use crane tested skips so that they can be lifted by the crane and moved around the site. We will have a segregated waste storage area where all skips are located. This position will change throughout the course of the works but we look to use an area which is easily accessible.

## Traffic route signage

### 9

#### Control Measures

Below are examples of some of the site signage that will be displayed on this project

The signage will be kept clean and inspected daily by our Traffic Management Team to ensure it remains clean & clear and on the correct sightlines at all times.



## Elimination or reduction and controlling reversing operations

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### Control Measures

Any vehicles that are brought onto site will need to be banked at all times.

Where reversing is required, the following **Safe Systems of Work** will be used on site:

- Design vehicle reversing areas which:
  - Allow for adequate space for vehicles to manoeuvre safely;
  - Exclude Pedestrians;
  - Are clearly signed and have physical stops or buffers to warn drivers that they have reached the limit of the safe reversing area.
- Fit Radar proximity devices to vehicles to indicate to drivers when there are objects near the vehicle.
- Ensure everyone on site understands site rules on vehicle safety
- Drivers and signallers need to be in constant communication during reversing operations.
- Banksman/drivers will use a clear, agreed system of signalling.
- The Signaller will need to be visible to drivers at all times and will need to stand in a safe position, from which to guide the reversing vehicle without being in its way.
- The signaller will wear very visible clothing (**orange**), and ensure that any signals are clearly seen.
- If drivers lose sight of the signallers they should know to **STOP** immediately
- Ensure all vehicles on site are fitted with appropriate warning devices.

Any reversing required will be undertaken in a controlled manner under the guidance of a qualified traffic marshal/banksman. Hand signals from the traffic marshal will be used to direct the driver of the vehicle into position (refer to section 8).

## Personnel Access to the Site / Site parking

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### Control Measures

There will be no parking within the site unless previously justified and agreed. All site staff & sub-contractors will be encouraged to use public transport. There is limited parking available in the area in local car parks, but this is expensive and will naturally deter operatives from using this.

With Kilburn Park underground station being a 5-minute walk from the site, this is likely to be the most popular choice for getting to and from site. Other stations nearby are as follow:

- Maida Vale underground station
- Kilburn High road overground Station
- Queen's Park underground and overground stations
- South Hampstead overground station

| Keeping roads outside site clean |  |
|----------------------------------|--|
| 12                               | <div><b>Control Measures</b></div> <p>It is our intention to prevent mud and debris from the site from being carried off site and onto the public highways either on the wheels or feet of those exiting the site or by airborne or water borne means. Below are the measure to keep the roads outside clean:</p> <ul style="list-style-type: none"><li>• Proprietary wheel wash station will be installed by the gate when necessary.</li><li>• All vehicles leaving site will be stopped by the Traffic Marshal as a matter of course. When vehicles leave site, they will be inspected for stability of load and cleanliness of wheels and chassis in addition to security checks. If required, the Traffic Marshal will use a jet wash to clean the wheels and chassis.</li><li>• Loading of muck away wagons will be by 360 excavators with the wagon parked on clean crushed material or concrete entrance apron</li><li>• The local roads will be monitored on a regular basis. A road sweeper will be arranged to clean and clear the adjacent roads if required.</li><li>• The Site Management/ gateman will also undertake regular inspections of the external site boundary and undertake litter picking and road sweeping as required to maintain a tidy site approach.</li></ul> <p>Vehicle movements will be suspended immediately in the event of a failure of any of the above, which leads to mud being carried out of the site entrance. A road sweeper will be on call to attend site and clean the site and site approach. Only then will vehicle movements on/off site be restarted.</p> <div><b>Consideration to others</b></div> <p>To show our commitment to a code of good practice, the project will be registered with the Considerate Constructors Scheme.</p> |

## Exclusion zones

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### Control Measures

We will introduce exclusion zones that are relevant for the mobile equipment being used in order that pedestrians/workforce can stay a safe distance away. The size of exclusion zones must be identified before work starts and details included within written safe systems of work or method statements/risk assessments.

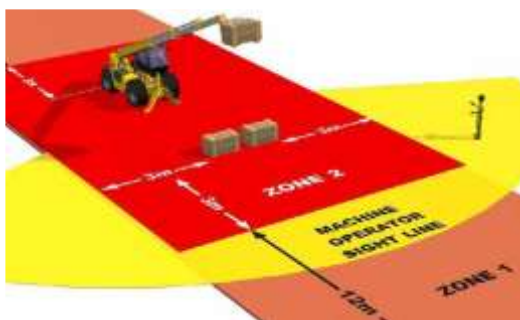
Persons in control of plant movements are to ensure that no one steps into any exclusion zones, unless instructed to do so and the plant has come to a complete rest. Examples of exclusion zones for a range of mobile plant are shown below:



RRV/Wheeled Excavators



Tracked Excavators



JCB/Loadall Fork Lift Truck



Wheeled Dumpers

#### Zone 1



#### Zone 2



#### Machine Operator Sight Line



Always signal the plant operator and receive a positive response before entering Zone 1

Keep out of at all times

Machine controller/banksman must stay in view of operator

| Getting pedestrians to and from work areas safely |   |
|---|---|
| 14  | <p><b>Control Measures</b></p> <p>Safe walking routes will be installed for operatives, allowing safe passage to and from areas of work.</p> <p>The routes will be on level ground and clear of material and segregated via the use of barriers/heras fencing.</p> <p>The intention is to use hard standings where possible, where not possible a yellow mat system (or similar), which is a non – slip material, walking route is an option that can be used. Routes will be clearly denoted bi the display of appropriate and effective signage.</p> <p>As mentioned in section 13 of this document, exclusion zones will be set up for the safe passage of site pedestrians whilst mobile plant is in operation.</p> |