

**Rolls – Royce PLC
G220041**

**Rolls-Royce Bristol
CONSTRUCTION MANAGEMENT
LOGISTICS PLAN**





Revision History				
Revision	Date	Author	Approved by Senior PM	Changes
001/23	9 th Oct 2023	DJD Wilson		

Contents

- 1.0 Introduction**
- 2.0 Contract/Project Information**
- 3.0 Logistic Coordinator Roles**
- 4.0 Traffic Marshals**
- 5.0 Site Working Hours & Delivery Times**
- 6.0 Estimated Quantities of Materials**
- 7.0 Estimated Vehicle Movements**
- 8.0 Site Logistical Constraints**
- 9.0 Traffic Management Plans**
- 10.0 Project Logistic/Delivery Risk Assessment**
- 11.0 Sign-Off Section**
- 12.0 Appendix A – Logistic Management Checklist**

1. Introduction

The Construction Design and Management Regulations (CDM Regs) 2015/2016(NI) are intended to ensure that health and safety issues are properly considered during a project's development so that the risk of harm to those who have to build, use and maintain structures is reduced. Specifically, Regulation 36 of CDM requires that: Every construction site shall be organised in such a way that, so far as is reasonably practicable, pedestrians and vehicles can move safely.



The Construction Management Logistics Plan (CLMP) records arrangements for managing all logistical operations in accordance with CDM associated with the construction of the project and is the basis for communicating those arrangements to those involved in the construction phase. This plan will outline the Logistic arrangements taking into account any activities taking place on-site and where applicable, must include specific measures concerning any work involving particular risks. The control measures should ensure that Pedestrians and vehicles are adequately separated by establishing:

- Pedestrian-only areas from which vehicles are completely excluded;
- Safe designated pedestrian routes to work locations;
- vehicle-only areas, especially where space is limited or traffic is heavy; and
- safe vehicle routes around the site.

This plan applies to all employees of McLH Construction Ltd, Contractors, and visitors to site the for the duration of these works.

The CLMP was created by the Logistics Coordinator Lisa Ferrie, to provide a Safe System of Work for Traffic Marshals and ensure safe and efficient control of pedestrians, cyclists, traffic, delivery and collections to and from the site and its boundaries (including the immediate public domain).

This Information Pack covers the operations conducted by Traffic Marshals at the locations of work i.e. Security/Vehicle Loading Bay/Unloading Bay/Pit Lane/Basement/Storage/Set Down areas (delete as appropriate). It should show how Traffic Marshal Activities are coordinated with other Logistics activities.

This plan will be shared with the Contractors working at **Rolls-Royce Bristol** in order to inform the workforce of the site-wide Traffic and Pedestrian Management arrangements and restrictions.

2. Contract/Project Information

Site Address:	Rolls Royce PLC Gipsy Patch Lane Little Stoke Filton Bristol BS34 7QE
Project Manager:	Jon Cooke
McLH Logistics Coordinator: Phone number: Email:	Lisa Ferrie 0141 7299474 Lisa.ferrie@mclh.co.uk
Subcontractor Logistics Coordinator(s): Phone number: Email:	To be confirmed

3. Logistics Coordinator Roles

Rolls-Royce Bristol will have a dedicated Logistics Manager/Coordinator to direct and monitor the Traffic Marshalling Team. The team's primary function is to ensure the safety of all logistics/operatives/pedestrians for the Project.

The following roles and responsibilities will be carried out by the Logistics Manager/Coordinator:

- Develop, implement and regularly review the CLMP.
- Allocate unloading/loading areas to Sub-Contractors who are then responsible for putting & keeping safety measures in place. Including the implementation of physically segregated traffic and pedestrian routes.
- Provision of adequate storage areas on site including segregation of Highly Flammable Liquids/Highly Flammable Gases.
- Planning and implementation of the appropriate road traffic signage (in compliance with recognised pictograms and standard safety signage colours).
- The Traffic Management Plan will be issued to Sub-Contractors before starting on site and will be communicated through the site induction and site notice boards.
- Adequate Security/Access Control.
- Liaise with and coordinate both internal and external stakeholders.
- Ensure the Traffic Marshalls have adequate training.

4. Traffic Marshals

Welfare

Traffic Marshals are required to attend a vehicle marshalling course that will prepare them to recognise the importance of accepting, dispersing and controlling vehicles safely and efficiently. The training course must consist of a combination of classroom/online-based tutorials and practical instruction. They must then be in possession of a competency card affiliated with CITB.



PPE

The following PPE as per the PPE Regulations will be worn by Traffic Marshals:

- Safety helmets to BS EN 397; 1995.
- Safety glasses to BS EN 166: 2002.
- Orange Hi-Vi Vest/Jacket
- Gloves to BS EN 420: 2003 Cut 5 and/or Grade C min.
- Orange Hi-Vis Trousers (where applicable)
- Steel toe cap/midsole boots to BS EN ISO 20345: 2011

Traffic Marshals Duties:

The purpose of this role is to maintain a safe and effective system of Traffic Control for (Input Site) construction sites with responsibility for the arrivals and departures of vehicles and ensuring the safety of the public and site staff.

- Working hours are unless otherwise requested by the supervisor/manager. Trained Traffic Marshals to start at (input starting time) and CPCS Telehandler Banksman to start at 07:00.
- Breaks are allocated depending on the workload and managed by a line supervisor/manager. They are up to (input time in mins) in the morning and up to (input time in mins) at lunchtime.
- Critical positions are always to be covered (even during the breaks) i.e. Traffic Marshal at (input area)

Traffic Marshals need to:

1. Safely accept and direct vehicles as they arrive on the site and to the appropriate location.
2. Control vehicle movements in and out of the construction site.
3. Rigorously enforce McLaughlin and Harvey site rules and vehicle standards and refer queries to the appropriate supervisor/coordinator as necessary.
4. Ensure vehicles are safe on the highway and on-site.
5. Ensure the load is safe and secure when arriving at or leaving the site.
6. Ensure priority is given to public and on-site vehicles.
7. Clear and precise completion of vehicle check documents, log sheets and CLOCS Compliance check (where applicable).
8. Wear full Personal Protective Equipment at all times while on duty.
9. Be willing to undertake further training applicable to the role.
10. Assist in the development of new and trainee staff team members.
11. Do other tasks as necessary to ensure the safe and effective management of vehicles as directed by site management.
12. Aware of health & safety and security requirements on the construction site.
13. Follow security protocols during the operating hours
14. Have good communication skills both verbally and using a radio/phone.
15. All staff/operatives are to receive a Daily Point of Work Safety brief or a further briefing after a change of circumstances or conditions or requirements at the work location.
16. Operatives are to complete all relevant paperwork before commencing work.
17. Identify potential hazards involved within Loading Bay Area and ensure suitable control measures are in place.
18. Exclusion Zones are to be established and enforced during lifting operations.
19. Logistics management is to be implemented every morning at Input Time and removed at Input Time.
20. Pedestrians are kept segregated from site traffic.
21. In the event of an emergency, the load is to be secured on the vehicle and personnel to evacuate.
22. Traffic Marshals must keep a safe distance between themselves and the vehicle/plant they are banking (must be viewable to the driver's mirrors).
23. Areas to be clear when banking the vehicles in, out and around the unloading/loading area, this includes ensuring the materials have been cleared once offloaded (wind conditions permitting).
24. All gates to be secured/locked at the end of the shift as well as maintaining with housekeeping checks carried out in the area.
25. Gate records signed and delivered to the Logistics Coordinator.
26. Ensure the marshalling point is kept clear of debris and trip hazards.
27. Ensure that the deliveries scheduled for the project are marshalled adequately from the road to their point of unloading.
28. Ensure that vehicles entering the site have been scheduled.
29. Any issues with the vehicle booking and vehicle checks procedure should be reported to the Logistics Coordinator.

Outline for receiving the vehicle

1. Greet the Driver and if in a pitlane ask the driver to turn the vehicle engine off
2. Log in Driver and Vehicle details in the log sheet and if CLOCS registered, request the driver to provide a signed CLOCS Compliance check.
3. Provide the driver with a delivery driver induction (1785) document.
4. Ask the driver who is their delivery for and to contact the relevant contractor.
5. Traffic Marshaller to guide the vehicle to the offloading location.
6. Any reversing is to be done under the control of a Traffic Marshal

Load Procedure

1. Checking the load: When checking the load ask yourself five simple questions:
2. Can the load slide or topple forward or back?
3. Can the load slide or topple off the side?
4. Is the load unstable?
5. Is the load-securing equipment suitable or in a poor condition?
6. Is there anything loose that might fall off?





Unsafe load procedure:

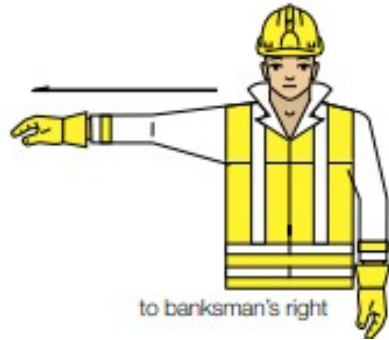
- Vehicles with an unsafe load must be quarantined immediately.
- After discovering a potentially unsafe load, the vehicle driver must be informed that his vehicle is being quarantined until management assesses the situation and make a decision.
- The next step is taking photos and informing the Logistics Coordinator.
- The vehicle is to stay quarantined until you receive a response.
- The Logistics Coordinator or McLaughlin and Harvey management will make a decision.

Driver Place of Safety

- Drivers must follow instructions given to them by Traffic Marshals.
- Vehicles delivering or collecting and loading, offloading or similar using a HIAB must provide a lift plan to the Lifting Coordinator or Appointed Person 3 days in advance.
- PPE: McLaughlin and Harvey require drivers must attend the site with full PPE.
- If exiting the vehicle 5-point PPE must be worn at all times (Safety boots, Hi-Vis, Gloves, Glasses and Gloves),
- If for any reason the driver needs to leave the pit lane and walk on site they will have to be accompanied by the sub-contractor supervisor and they will be required to sign in the visitor log book.
- Ensure drivers check the security and stability of all loads before any securing devices chains or straps are released.
- Ensure clear segregation of pedestrians (using physical barriers) away from dedicated loading/unloading areas.
- Ensure Vehicle is turned off and the keys removed.

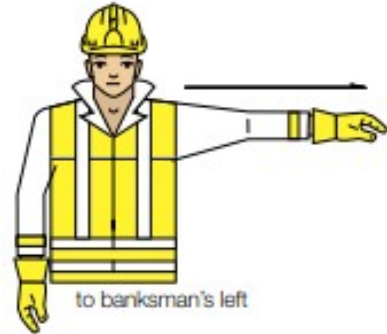
Basic Hand Signals to be used when Traffic Marshalling

	
<p style="text-align: center;">Danger</p> <p>Emergency stop both arms point upwards with the palms facing towards</p>	<p style="text-align: center;">Horizontal Distance</p> <p>The hands indicate the relevant distance between the vehicle and the object</p>
	
<p style="text-align: center;">Move Towards</p> <p>Both arms are bent with the palms facing upwards and the forearms make slow movements towards the body</p>	<p style="text-align: center;">Move Away</p> <p>Both arms are bent with the palms facing downwards and the forearms make slow movements away from the body</p>



Move to Right

The right arm is extended more or less horizontally with the palm facing downwards.



Move to Left

The left arm is extended more or less horizontally with the palm facing downwards.

5. Site Working Hours & Delivery Times

Working Hours	Delivery Times Allowed
<p>Monday - Thursday</p> <p>In line with South Gloucestershire Council guidelines and any further times to be agreed on an ad hoc basis as required for engineering purposes.</p>	<p>Monday - Thursday</p> <p>To be agreed with Rolls Royce</p>
<p>Friday</p> <p>In line with South Gloucestershire Council guidelines and any further times to be agreed on an ad hoc basis as required for engineering purposes.</p>	<p>Friday</p> <p>To be agreed with Rolls Royce</p>
<p>Saturday</p> <p>In line with South Gloucestershire Council guidelines and any further times to be agreed on an ad hoc basis as required for engineering purposes.</p>	<p>Saturday</p> <p>To be agreed with Rolls Royce</p>
<p>Sunday</p> <p>In line with South Gloucestershire Council guidelines and any further times to be agreed on an ad hoc basis as required for engineering purposes.</p>	<p>Sunday</p> <p>To be agreed with Rolls Royce</p>
<p>Bank Holidays</p> <p>In line with South Gloucestershire Council guidelines and any further times to be agreed on an ad hoc basis as required for engineering purposes.</p>	<p>Bank Holidays</p> <p>To be agreed with Rolls Royce</p>

All working hours to be set out on appointment and in line with client and approval documentation.

6. Estimated Quantities of Materials

Below is an estimate of quantities of materials to be delivered and removed from the site; as noted above all deliveries and removals will be co-ordinated via our Logistics Coordinator (This is to be completed in line with the sub-contractor estimates of materials in the Pre-Start Meeting:

Item Description	Approx Qty	Unit Type metre/ton
Concrete		
Rebar		
Structural Steel		
Structural Concrete		
Roofing products		
Curtain walling		
Fabric Demolition		
Structural Steel Demolition		
Internal Partitions		
Window replacement		
Ventilation Ductwork		
Miscellaneous Mechanical / Building Services pipework		
Electrical Tray		
Electrical Conduit & small services		

7. Estimated Vehicle Movements

Estimated construction vehicles – this is currently being reviewed and developed as part of the RIBA Stage 4 design development process that we are currently engaged within.

Construction Stage	Period of stage (Weeks/Months)	No of trips (Monthly)	Peak no. of trips (Daily)
Site setup and demolition			
Basement excavation and piling			
Sub-structure			
Super-structure			
Cladding			
Fit-out, testing and commissioning			
The peak period of construction			

8. Site Logistics Constraints

Areas of constraint within the site perimeter		
Concrete	Yes/No	Concerns/Issues/Challenges
Vehicle Pedestrian Access / Egress:		Interaction with vehicular movements – to be segregated with walkways. Walkways will need to be maintained.
Primary Traffic Routes		Large vehicles traversing each other from Gipsy Patch Lane to Site Compound area – to be mitigated with multiple gatehouses and traffic marshals/banksmen to manage traffic
Secondary Traffic Routes		Through public car park. Shift change over times to be avoided/blocked out on delivery booking system. Traffic Marshals to manage vehicular movements
Parking Arrangements:		Staff/Operatives/Visitors to park only within designated parking area segregated with Heras fencing. Gates to be locked when outside working hours and site to manage parking to ensure within area only.
Public Access & Protection:		None
Large Deliveries Requiring Cranage:		Deliveries requiring cranage will be pre-booked into the system (activities such as steelwork, cladding and formwork) and will follow a designated route in line with the relevant crane position. Review is required to establish any BAPA requirements.
Material Storage Areas:		Separate from main site this area will be managed with smaller vehicles moving materials from the North Car Park to on site as required. This movement will be pre-planned, out with shift change and delivery timings and will utilise traffic marshals and banksmen to move safely.
Reversing Vehicle Controls		With use of banksman only. Drive through lanes and routes identified on logistics.
Site Rules for Drivers		Adherence to site rules i.e. speed limits, check in points, access in and out of site etc. Gateman/Traffic Marshal to ensure compliance and to re-iterate site rules upon arrival. Site rules to be provided to any drivers prior to attending site.
Housekeeping & Inspections		To be managed on a constant basis on site.
Loading / Unloading Bays		Loading and unloading positions on site to be identified on logistics and managed with appropriate personnel.
Site Lighting & Power		To suit seasonal and task requirements – likely needs to change periodically to suit works on site and time of year. Scheme will be identified and pre-planned to suit programme of works.

Areas of constraint outside the site perimeter

Concrete	Yes/No	Concerns/Issues/Challenges
Cycling Lanes/ Vulnerable Road Users		Existing site is used by pedestrian's / cyclists to access public footpaths. Suitable signage and monitoring of public on roads around site to be utilised.
Retail premises		Neighbouring businesses around site boundary.
Residential properties		None
Site boundaries		Railway line out with site boundary. Possible BAPA required.
Restricted routes		Rolls Royce site is a secure site. All construction works to be completed out with the secure line until final installation of access equipment.
Adjoining Properties		None.
Pedestrian footways		Nearby public footpath through green spaces. Appropriate signage to be utilised.
Public transport stops / links		Patchway rail stop adjacent to site has designated access route nearby site boundary. Signage to be installed and designated walkways to be clearly identified.
Roads / Bridges Tunnels		Existing bridge for railway line serving Patchway station. Delivery vehicles to be made aware of this prior to attendance on site.

9. CLOCS/FORS

This site **Rolls-Royce Bristol** can be CLOCS Registered and will follow the CLOCS Standard. This is currently being reviewed and developed as part of the 2nd stage development process that we are currently engaged within.

All UK HGVs (over 3.5 tonnes gross vehicle weight) have to conform to the CLOCS Standard for construction logistics and be FORS Silver.

They may be subject to inspection on arrival at the site and the result recorded. A copy of all compliant and non-compliant records will be issued to the vehicle driver, who must be advised to pass the information to the contractor.

Primary goals:

Zero collisions between construction vehicles and the community
Improved air quality and reduced emissions
Increased efficiency
Fewer vehicle journeys
Reduced reputational risk

In ULEZ-Specific Locations:

All vehicles visiting the site must comply with emissions standards as set out for the Ultra Low Emission Zone (ULEZ), Clean Air Zones and the Rest of the Route.
Euro VI standards are basic requirements for vehicles over 3.5 tons.

General Requirements:

- All vehicles must be compliant, pre-registered and accepted by Delivery Management System before attending the site (unless exempted). Non-compliant vehicles may be refused access to the site.
- Compliance requirements for all vehicles:
 - Orange Beacon (FORS)
 - Minimum FORS silver accreditation on display
 - First Aid Kit
 - Clean registration n plates and light lenses
 - Clean warning signs
 - Rear-view mirror or reversing camera
 - Not carrying alcohol or drugs
 - No children or pets
- Traffic Marshals are issued with a CLOCS Compliance checklist and a briefing on the CLOCS Standard, which addresses the requirements for vehicles, drivers and non-compliance.
- If a vehicle does not comply with the CLOCS Standard, the Traffic Marshal shall issue a CLOCS non-conformance notification, issuing a copy to the driver and retaining a copy in the McLaughlin and Harvey filing system.
- Vehicles that are non-compliant with FORS Silver and CLOCS are to be reported to the Logistics Coordinator or McLaughlin and Harvey Management and depending on McLaughlin and Harvey Management's decision, further steps are to be taken.
- The following vehicle categories are exempt from compliance, though a booking request is still required:

- Vehicles from utility companies and Network Rail.
- Vehicles attending an on-site vehicle breakdown.
- Couriers.
- Royal Mail postal services.
- Abnormal loads.
- Emergency vehicles (No booking required)

Gate check: HGVs



Construction
Logistics and
Community Safety

All vehicles over 3.5t GVW* arriving on this site must conform to the **CLOCS Standard**. *excl. exemptions

1. Vehicle operator check

Vehicle operator must meet the requirements described in **FORS Silver** (Fleet Operator Recognition Scheme) and provide the evidence specified by contractor.


fors-online.org.uk

2. Vehicle check

Any vehicle over 3.5t GVW shall have the following safety kit fitted:

<ul style="list-style-type: none">  Class V and VI mirrors  Working camera and close proximity sensor system with in-cab audible alarm (and rear camera for +7.5t rigid vehicles) 	<ul style="list-style-type: none">  Side under-run protection (both sides)  Externally audible alert for vehicle turning left and reversing  Vulnerable road user warning signage
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3. Driver check

Must have a valid driving licence for the vehicle being driven.

Must have successfully completed required approved training to minimise collisions, emissions and security/terrorist threats (demonstrated by trainers' certificate/card or driver listed on fors-online.org.uk/cms/fors-trained-drivers).

4. Route check

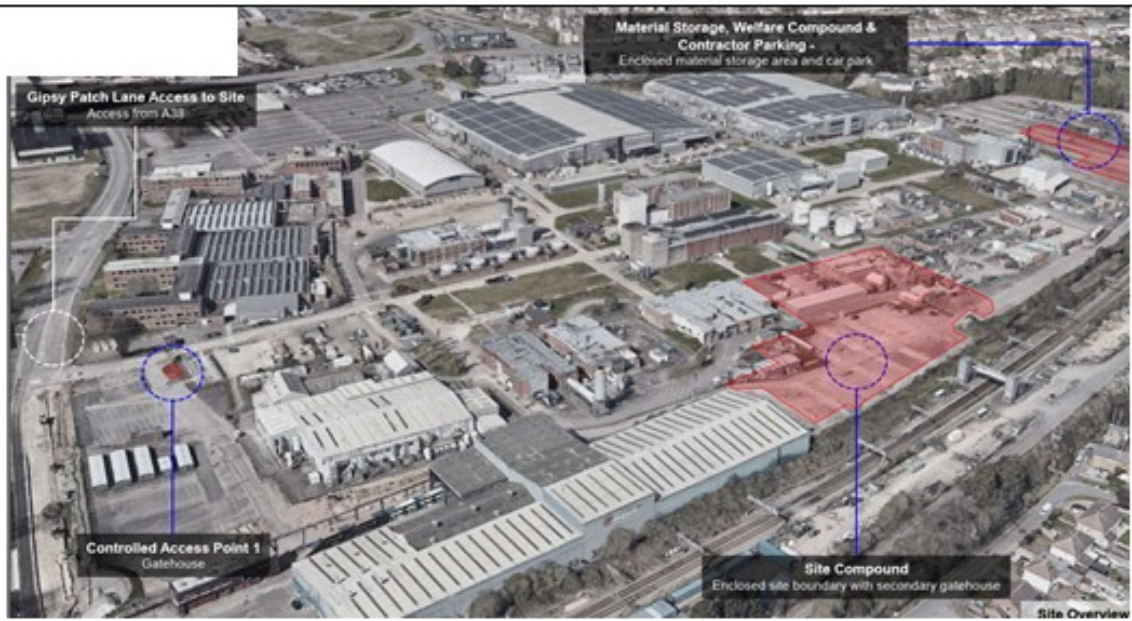
Driver must declare the **last mile route** taken to site.

Driver must declare if they are involved in **any collisions on the journey** to site.



Refusal of access to site
In the event of non-conformance, the vehicle may be refused entry and a non-conformance report completed.

Updated: 2019
clocs.org.uk



10. Specific Risk Assessment: Site Logistics

Project Title:	Rolls-Royce Bristol	Project Number:	G220041
Date of Assessment:	10 th October 2023	R/A Ref No:	

Activity:	Hazards:	Risk:	Risk Rating:			Control Measures:	Residual Risk:		
			L	M	H		L	M	H
Vehicle Access/Egress for Logistics:	Lack of Vehicle & Pedestrian Separation Other vehicles Pedestrians/Operatives Cyclists Vulnerable road users Unplanned deliveries Neighbouring properties Restricted visibility Drivers lacking competence	Collision with other vehicles/plant/property resulting in damage Collision with pedestrians/Cyclists/operatives resulting in injury or fatality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Adequate sight lines, signs, maps, security and vehicle management procedures established Controlled by Security Guards/Traffic Marshal Sub-contractors are briefed at Pre-start and via, email/conversations. All Logistical Deliveries are to be booked in via the Project delivery management system A 10 mph speed limit is in place across the site All site personnel must sign in/out at the security If leaving the vehicle all personnel must wear McLH 5 Point PPE whilst on site (High-Vis/Safety Boots/Safety Helmet/Gloves/Glasses). All site deliveries should access the site via GATE 5 & off the B4057, where they will be directed to the set-down area. A site traffic management plan has been devised to ensure all operatives on site are aware of the designated walkways and haul routes. If CLOCS registered to complete CLOCS checks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Activity:	Hazards:	Risk:	Risk Rating:			Control Measures:	Residual Risk:		
			L	M	H		L	M	H
Primary Traffic Routes in the site (Areas with fixed and or physical traffic/pedestrian segregation)	Other vehicles Pedestrians/Operatives Unplanned deliveries Drivers lacking competence	Collision with other vehicles/plant/property resulting in damage Collision with pedestrians/operatives resulting in injury or fatality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Primary traffic routes should allow the safe passage of site and delivery vehicles away from pedestrian routes Establish one-way systems where possible Walkways to be even surfaces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Secondary Traffic Routes in the site (Areas without fixed but with physical traffic/pedestrian segregation)	Other vehicles Pedestrians/Operatives Unplanned deliveries Unmarked pedestrian routes Obstructions and services Drivers lacking competence	Collision with other vehicles/plant/property resulting in damage Collision with pedestrians/operatives resulting in injury or fatality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide protected pedestrian routes in areas where vehicles regularly pass. Chapter 8 barriers to be set out to highlight pedestrian routes.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking Arrangements:	Other vehicles Pedestrians/Operatives Unplanned deliveries Unmarked pedestrian routes	Collision with other vehicles/plant/property resulting in damage Collision with pedestrians/operatives resulting in injury or fatality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Separate site vehicle, delivery and worker parking areas. Provided temporary lorry parking/holding area by the site entrance (Pit Lane) to manage deliveries and allow vehicles to turn away from the site if not allowed to enter the site.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Access & Protection:	Other vehicles Pedestrians/Operatives	Collision with other vehicles/plant/property resulting in damage	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Separate entrance points, signs and instructions to pedestrians Established primary pedestrian routes from parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Unplanned deliveries Drivers lacking competence	Collision with pedestrians/operatives resulting in injury or fatality				areas to offices, welfare facilities and workplaces with physical protection Safe pedestrian routes from parking areas to workplaces away from main vehicle routes where reasonably practicable Protected pedestrian routes in areas where vehicles regularly pass Establish crossing points and pedestrian control measures where necessary, rod hooped and gated barriers.			
Activity:	Hazards:	Risk:	Risk Rating:			Control Measures:	Residual Risk:		
			L	M	H		L	M	H
Large Deliveries Requiring Cranage:	Other vehicles Poor planning Drivers lacking competence	Collision with other vehicles/plant/property resulting in damage Collision with pedestrians/operatives resulting in injury or fatality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	All large deliveries or large items being delivered are to be booked in beforehand and liaison with the Logistic Co-ordinator must take place. Vehicles not booked in are to be turned away if readily available space is not available.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Activity:	Hazards:	Risk:	Risk Rating:			Control Measures:	Residual Risk:		
			L	M	H		L	M	H
Material Storage Areas: Storage Areas/set down areas	Reversing Unintended vehicle movement Drivers lacking competence	Collision with other vehicles/plant/property resulting in damage Collision with pedestrians/operatives resulting in injury or fatality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	To be segregated from work areas, with the use of barriers/fencing. Pedestrian routes are to avoid these areas where possible and are separated from vehicles in this area. Engine to be switched off and keys removed Park vehicles on flat ground Chock wheels where applicable on sloping ground Controlled by Traffic Marshal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Activity:	Hazards:	Risk:	Risk Rating:			Control Measures:	Residual Risk:		
			L	M	H		L	M	H
Reversing Vehicle Controls	<p>Other vehicles</p> <p>Pedestrians/Operatives</p> <p>Unplanned deliveries</p> <p>Reversing areas not clearly marked or highlighted</p> <p>Uncontrolled reversing without a Traffic marshal</p>	<p>Collision with other vehicles/plant/property resulting in damage</p> <p>Collision with pedestrians/operatives resulting in injury or fatality</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Traffic Marshal is to assess the following:</p> <ol style="list-style-type: none"> Eliminate the need to reverse; <ul style="list-style-type: none"> One-way systems around the site and in loading and unloading areas Provided designated turning areas Reduce reversing operations by; <ul style="list-style-type: none"> Reduce the number of vehicle movements as far as possible Instruct drivers not to reverse, unless absolutely necessary Segregate vehicles and pedestrians and design vehicle reversing areas that; <ul style="list-style-type: none"> Allow adequate space for vehicles to manoeuvre safely That Exclude pedestrians Are clearly signed to have physical stops or buffers to warn drivers that they have reached the limit of the safe reversing area Ensure safe systems of work are followed <ul style="list-style-type: none"> Convex mirrors, Fresnel lens etc to overcome restrictions to visibility from the driver's seat, particularly at the sides and rear of vehicles 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 Signallers should not be put at risk from vehicle movements, e.g. by standing directly behind reversing vehicles Ensure all vehicles on site are fitted with appropriate warning devices Provide warnings when vehicles are reversing Ensure reversing warning lights and alarms are in good working order and used Instruct others to keep clear of moving vehicles 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

						5. Provide warnings when vehicles are reversing; <ul style="list-style-type: none"> • Ensure reversing warning lights and alarms are in good working order and used. • Instruct others to keep clear of moving vehicles 			
Activity:	Hazards:	Risk:	Risk Rating:			Control Measures:	Residual Risk:		
			L	M	H		L	M	H
Site Rules for Drivers	Driver exiting vehicle Driver not staying with the vehicle Driver disregarding site rules	Collision with other vehicles/plant/property resulting in damage Collision with pedestrians/operatives resulting in injury or fatality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> • Provide the driver with a delivery driver induction (1785) document Drivers are to stay in the vehicle where possible, if exiting the vehicle to direct unloading then McLH 5-point PPE is to be worn.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Activity:	Hazards:	Risk:	Risk Rating:			Control Measures:	Residual Risk:		
			L	M	H		L	M	H
Housekeeping & Inspections	Materials not stored correctly Storage area not identified properly Storage of materials reducing the work area and vehicle/pedestrian routes.	Collision with other vehicles/plant/property resulting in damage Collision with pedestrians/operatives resulting in injury or fatality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Storage areas are to be checked daily to ensure they are tidy. SOERS to be issued to any person or sub-contractor created uncontrolled hazards. To be brought up in DABS meetings those who have created issues.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Activity:	Hazards:	Risk:	Risk Rating:			Control Measures:	Residual Risk:		
			L	M	H		L	M	H
Loading/Unloading Bays	Materials not stored correctly Storage area not identified properly Storage of materials reducing the work area and vehicle/pedestrian routes.	Collision with other vehicles/plant/property resulting in damage Collision with pedestrians/operatives resulting in injury or fatality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Load and unload vehicles at level ground, in areas away from passing traffic, pedestrians and overhead hazards, e.g. bridges, pipelines or electrical cables. Loads need to be: <ul style="list-style-type: none"> • of suitable height and width for the vehicle and road conditions on site; • secured to prevent movement; • evenly loaded and distributed to keep the centre of gravity as low as possible • and to prevent stresses on vehicle structures; • positioned on vehicles and transported so that they do not adversely affect • vehicle stability; and • Checked to ensure they will not fall uncontrollably when restraints are removed during unloading. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

						<p>No vehicle should be loaded beyond its safe working capacity. Loads which project out from the body of the vehicle should be indicated by a warning flag or sign.</p> <p>Gantries may be used that fit closely to the vehicle and can provide safe means of access for workers during the manual sheeting of wagons.</p> <p>lorries carrying LPG cylinders should not be parked near scaffolds where there is a risk of falling objects striking them. Site rules require visiting drivers to inform site management of any hazardous loads on their vehicles.</p> <p>Appropriate fire precautions need to be instituted for loads which contain substances with specific fire hazards, e.g. fuels and solvents.</p> <p>Where vehicles are transported on-site on low-loaders, they should be:</p> <ul style="list-style-type: none"> dismantled so far as possible to keep them within the dimensions of the carrying vehicle; emptied of fuel, so far as possible; relieved of hydraulic pressure by moving all control levers through all positions, twice, before transportation; and secured and restrained to prevent movement (see Figure 12), with their parking brake applied and wheels and rollers choked. Moveable assemblies, such as jibs, dismantled parts and ancillary equipment, need to be secured following the manufacturer's recommendations. 			
Activity:	Hazards:	Risk:	Risk Rating:			Control Measures:	Residual Risk:		
			L	M	H		L	M	H
Site Lighting & Power for Logistics & Traffic Movements	Lack of vision due to no natural or artificial lighting in place	<p>Collision with other vehicles/plant/property resulting in damage</p> <p>Collision with pedestrians/operatives resulting in injury or fatality</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Where fixed lighting is not in place, tower stand lighting should be used or other similar means.</p> <p>High-vis reflective class 3 clothing to be worn by every person. Headlights are to be used by all traffic in dimly lit areas.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Activity:	Hazards:	Risk:	Risk Rating:			Control Measures:	Residual Risk:		
			L	M	H		L	M	H
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Activity:	Hazards:	Risk:	Risk Rating:			Control Measures:	Residual Risk:		
			L	M	H		L	M	H
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional Information:									
Assessor (PRINT NAME):	DJDWilson				Assessor (SIGNATURE):				
Workplace Manager (PRINT NAME):					Workplace Manager (SIGNATURE):				

